

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, February 18, 2014

7:05 p.m.

in

City Hall Annex

344 Broadway

Cambridge, Massachusetts

Hugh Russell, Chair

H. Theodore Cohen, Vice Chair

Pamela Winters, Member

Steven Winter, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Ahmed Nur, Associate Member

Catherine Preston Connolly, Associate Member

Brian Murphy, Assistant City Manager for
Community Development

Iram Farooq, Acting Deputy Director

Community Development Staff:

Liza Paden

Jeff Roberts

Stuart Dash

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PUBLIC HEARINGS

(Continued) PB#285, 10 Essex Street, Special Permit to construct 46 residential units with ground floor retail pursuant to the Central Square Overlay District (Article 20.300), Bulk Control Plane Waiver (Section 20.304.2.3), Reduction of Required Parking (Sections 20.304.6 and 6.35.1), Waiver of Building Height (Section 20.304.4.2.2(a)), Waiver of the Setback Requirement (Section 304.4), Green Roof Special Permit (Section 22.30) and Reduction of Short Term Bicycle Parking, (Section 6.108). The applicant is 3MJ Associates, LLC. This hearing was opened on 12/3/13.

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Discussion of Planned Unit Development
Procedural changes Zoning Petition

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P R O C E E D I N G S

(Sitting Members: Hugh Russell, H. Theodore Cohen, Pamela Winters, Steven Winter, Tom Sieniewicz, Steven Cohen, Catherine Preston Connolly.)

HUGH RUSSELL: Good evening. This is a meeting of the Cambridge Planning Board. The first item on our agenda is an update by Brian Murphy.

BRIAN MURPHY: Thanks, Hugh. Just to let people know about coming attractions:

The March 4th hearing we'll have the re-filed Chung Petition at 7:20 and we also have Planning Board 288, the courthouse and 75 New Street at 8:15.

Also just to let people know who are interested in the courthouse, initially DCAN had scheduled a meeting for tomorrow night at the public library. They have canceled that

meeting. I don't think anybody received notice until Friday at the earliest when that was the developer or the city's administration that DCAN has canceled that meeting.

March 18th we have 15 Richdale Avenue. And April 1st we've got the Lutz Petition and Linear Park Zoning Petition which has been re-filed as well as a discussion on Town Gown. There are a few other items that we're working on to see if they're nailed into the schedule in terms of looking at Kendall Square and Volpe Zoning as well as Kendall and MXD in addition in the future we've got to schedule a few other different topics, but for now those are the things that are live.

JOHN HAWKINSON: You want to mention the Roger thing?

BRIAN MURPHY: Sorry, what?

JOHN HAWKINSON: The Roger thing?

BRIAN MURPHY: Oh, yes. Just to remind people yet again that Roger Boothe is leaving a week from tonight where he is doing a swan song lecture at the public library from 5:30 to 7:30. I think he may name names and tell us all what he really thinks about us. And that's your last chance. And then there's also a reception at 7:30 at 50 Church Street, the lecture -- the library is open from 5:30 to 7:30.

HUGH RUSSELL: Okay, thank you.

I missed when New Street was scheduled.

BRIAN MURPHY: New Street is scheduled for March 4th at 8:15.

HUGH RUSSELL: Okay, so that's our next meeting.

Next item on our --

BRIAN MURPHY: That's assuming the

extension request under General Business passes this evening.

HUGH RUSSELL: And it never snows again.

LIZA PADEN: You can do that now if you want.

HUGH RUSSELL: On a Tuesday night. Okay, next item on our agenda is the Zoning Board of Appeal cases.

LIZA PADEN: And there are no Board of Appeal Zoning cases. You reviewed all the cases for the month of February. The next ones won't be until March and I don't have though cases yet.

HUGH RUSSELL: Okay.

Are there any meeting transcripts?

LIZA PADEN: Meeting transcript for January 7th came in and it's been certified as complete.

STEVEN WINTER: I move that we approve this transcript as indicated by Liza and certified by the professional staff.

HUGH RUSSELL: Okay.

Is there a second?

H. THEODORE COHEN: Second.

HUGH RUSSELL: Okay.

On that motion, all those in favor?

(Show of hands).

HUGH RUSSELL: Everybody voting in favor.

Now we have 10 minutes to kill before the next item on the agenda.

LIZA PADEN: Do you want to do the extension for 75 New Street?

HUGH RUSSELL: Sure.

PAMELA WINTERS: That would be good.

LIZA PADEN: They submitted a request to extend the time for the hearing

and the time for the written decision.

HUGH RUSSELL: And what's the date?

LIZA PADEN: March 30th.

HUGH RUSSELL: Okay. Well, we'll see about that.

Okay. And on that request, these are things we normally grant. So there's a motion to grant the extension?

STEVEN COHEN: Is there a motion?

HUGH RUSSELL: Yes.

STEVEN COHEN: Second.

HUGH RUSSELL: Would you be willing to be the mover?

STEVEN COHEN: I thought there was a motion. Yes.

I move that the matter be extended to March 31st.

PAMELA WINTERS: And I second that.

HUGH RUSSELL: And Ted seconded it.

PAMELA WINTERS: Okay, sorry.

HUGH RUSSELL: So, is there any discussion?

On the motion, all those in favor?

(Show of hands).

HUGH RUSSELL: And all members voting in favor.

LIZA PADEN: Thank you.

HUGH RUSSELL: Okay. So we can't take up our public hearing on Essex Street until the advertised time which is eight minutes from now and we probably don't have enough time to discuss the PUD procedural change in eight minutes.

STEVEN WINTER: I have a question for Brian Murphy.

HUGH RUSSELL: Sure.

STEVEN WINTER: Brian, on this date that we're going to respond back to the Town

Gown.

BRIAN MURPHY: That's scheduled for April 1st.

STEVEN WINTER: And so in fact we have comments that need to be into Liza. If you give me a due date, that will help.

BRIAN MURPHY: I would say it's probably Wednesday, the Wednesday before?

LIZA PADEN: Tuesday.

BRIAN MURPHY: Tuesday before. Which will be March -- on the 25th.

STEVEN WINTER: Got it.

HUGH RUSSELL: Just a point of information, is the February 18th packet the same as the December packet or did it change?

ATTORNEY JAMES RAFFERTY: It's the same.

(A short recess was taken.)

(Ahmed Nur Seated.)

HUGH RUSSELL: Okay, so we are going to hear Planning Board case 285, 10 Essex Street. This is a continuation of an earlier hearing that was conducted December 3rd and should have been -- we should have had this meeting several times in the last several months, but the weather did not cooperate with us.

So, Mr. Rafferty.

ATTORNEY JAMES RAFFERTY: I believe this one is. Thank you, good evening, Mr. Chairman, members of the board. For the record, James Rafferty on behalf of the Applicant. And, Mr. Chairman, you are correct, the public hearing on this matter was held on December 3rd, and there have been events of nature and schedules that have precluded our appearing at two other meetings. It was scheduled for January 21st

and then again on February 11th, but here we all are tonight and it's a pleasure to be back before you. I feel like some type of entertainer saying that.

You know, the December 3rd date I think has some relevance because it has been a period of time since we presented the case. You'll recall at that time we indicated that we had not yet had an opportunity to meet with some of the interested neighborhood groups and we felt that the January 21st date would give us ample time to do that. I can assure you that we've had more than ample time. We've had several meetings with a variety of different groups, and additional information has come together. When there's this much of an interval between meetings, you also get the benefit of getting to read the transcript of the prior case which is a

great way to refresh your memory about what the issues were, because we take dutiful notes at the hearings, of course, and then try to synthesize and organize the responses based on some themes here. And what you'll see tonight is that Mr. Pears has done that on the design of the building. We've identified many of the aspects of the building that we were asked to look at from different Planning Board members. And the submittal that you have it includes -- you'll see updates, particularly in the area around the transformer door. We were challenged to see if we can do better than that. The garage entry has changed. The materials have changed. There's been some refining of some of the core elements of the building. All of which Mr. Pears will take you through.

What I'd like to do is talk a little

bit for a moment in a broader context about the building and what it is we're seeking, because I must say that we have had some dialogue and some conversations, but it's been very clear to me that there has been some information exchanged that I think is less than accurate about what's before the Board this evening. And I want to just remind the Board itself as to the project and what brings us before the Planning Board.

This building as you know is located in Central Square. It's in a Business B Zoning District. And that means that the building can be 80 feet tall in Business B Zoning Districts.

In 19 -- in the mid-1980s the Central Square Overlay District was created. Which as you know with overlay districts, they add additional requirements to the base

dimensional zoning. So one of the more significant requirements here is that buildings can continue to be 80 feet tall in the Overlay District, but at 65 feet they must begin to bulk plane back at a 45 degree angle until they get to 80 feet. And this building does exactly that. So we've applied for the Special Permit for that. There's one exception, and Mr. Pears will take you through. You'll recall from the presentation, a piece of the cap of the lid of the building projects slightly into that 45-degree plane, but the Ordinance also says that the 45-degree bulk plane can also be modified by way of Special Permit. So we have two Special Permits. For some that has translated into a request to exceed Zoning and to construct a building bigger than what's permitted here. I'd like to emphasize

that this building in fact is significantly or in substantial portions lower than what's permitted here. It is for all intents and purposes a 70-foot tall building. The only portion of the building that exceeds 70 feet is the elevator that provides access to the roof deck. So in a district that allows the buildings to go for 80 feet, we're before the Board tonight with a building that's 70 feet of height.

Similarly the district requires that if you build housing in this district, you have certain additional requirements that don't exist if you're being commercial. One of the things we're asking for an additional Special Permit involves setback relief. There are no setbacks on sides and rears, but in this district, when you build housing, there is a front setback of five feet required. But

that also can be waived. And Mr. Pears will take you through where we're not meeting that. There are other planes of this building that significantly exceed that. But I think it's also worth noting if this were a commercial building, an office building or a lab building, there would be no requirement for setback, because the setback applies only in the residential projects.

So we've got a ground floor here that's retail, but it's being set back. But if you think about Central Square, there's a rather defined street wall for most of the buildings here. So by introducing residential in here we have to address the setback, which we have by Special Permit. And the other requirement is the open space, but we're compliant with the open space requirement. The open space requirement is admittedly slightly

complicated when you have a mixed use building so that the easy calculation is when you have a single lot with a single residential building and 20 percent of that lot has to be open space. When you have a mixed use building, if you look at the text in the Ordinance, what's required is the ratio is established between the amount of residential use contained in the GFA versus the balance of the non-residential GFA in the building. So this building or this lot as you recall contains several structures. The grocery store that it abuts, and the office buildings on Mass. Ave. So we calculate all of that GFA, which is nonresidential, and then we add in the GFA of this building, and you recall this building is slightly around 50,000 square feet, and you get a ratio. And from that ratio you apply the 20 percent.

We've been through it with Mr. Singanayagam. We've submitted our dimensional forms. The building meets the open space requirements associated with it.

The design materials, we think are consistent with the guidelines that are contained in the Central Square Overlay District. But we didn't limit ourselves to the guidelines as they currently exist because we're very mindful of the fact that the Planning Board has participated, as have others, in the C2 process and there is out there a draft set of additional guidelines if you will. And while they have not yet been enacted, I think it would be a mistake to ignore those and pretend they don't inform thinking. And there's nothing in it that conflicts with the existing guidelines, but I do think it allows the Board to focus on some

of the issues that we have brought into this design.

But the one thing that I think is important to realize here, is that the project itself does seek a reduction in the required amount of parking. And there's been a significant amount of debate about the parking request in this building. And there's a 0.5 reduction. It's a 46-unit building if you recall, and we're proposed to put 23 parking spaces.

We didn't arrive at that number arbitrarily. There has been significant studies offered by the city itself and the K2-C2 process around transportation. That formed the basis of our initial planning study, and we have submitted to the Board, to the Traffic Department, our own parking study which is a requirement under the Ordinance

when an applicant seeks relief or a reduction in the required amount of parking.

That issue I think has spawned a lot of interest in the building and concern, appropriately enough that an inadequate amount of parking here could overburden the on-street parking that exists in the neighborhood, which is hard to come by admittedly.

So we in addition to the parking studies that we've performed, we actually went out and did some actual observations of comparable residential buildings. And chief among them is the Holmes Building. And the Holmes Building I think in many, many ways reflects what this building is all about. You'll recall Holmes was built about 15 years ago, permitted about 15 years ago, a fairly contentious process that suggested that this

was going to change the character of Central Square. The building has existed now since the early 2000s. About a year or two ago the second floor office space was converted to residential and 20 additional dwelling units were added. So Holmes sits in the heart of Central Square. The heart of Central Square District is a subdistrict created in the recent C2 studies. And they're experiencing a parking ratio of 0.5 even at that rate.

So I actually went into the garage of the Holmes building a few times, the other day at 7:45 in the morning there were 27 motor vehicles in that garage which is completely consistent. And I spoke with the management, that half of the people -- half of the garage spaces, there are 80 spaces, only half of the garage spaces are being used. What it suggests is that there are

households without vehicles that are making housing decisions based on a variety of factors that would allow them to select an environment where a car isn't needed. And I would respectfully suggest if we can't make a reduced parking supply work in this location, then all the talk and all the studies about making reduced parking work, we're kidding ourselves.

There is an elephant in the room, I think, in this case that we haven't talked about directly, but really drove home to me about two weeks ago when I was in the meeting of the Cambridge Historical Commission. It was an issue involving Harvard Square, and I ran into a woman I hadn't seen in quite a long time. Pebble Gifford was there. And I've known Ms. Gifford for many years. An activist of proud standing. And she was

there to raise concerns about a project in Harvard Square. But we had an opportunity to discuss what was going on after the hearing. And she conceded to me that she was leaving that meeting and she had to go to another meeting. Now mind you this was a snowy Thursday night and Ms. Gifford is as spry as they come by, it's not easy to get around, and she's leaving that meeting and she said, Jim, I have to go to a meeting to oppose one of your projects. And I said, that's okay. Which one is that? And she said the one on Exeter Street. And I said, well, we don't have an Exeter Street in Cambridge. Well, I don't know where it is, but it's somewhere in Central Square. And that grocery store is going to overwhelm the whole neighborhood. And I'm thinking to myself here's Ms. Gifford on a cold, snowy night coming down from

Harvard Square to go to a meeting to oppose a building she's never seen, doesn't even know the name of the street or where the street is located, but this grocery store is gonna overwhelm us. And I said well, maybe we should talk about this grocery store for a minute because the grocery store is called H-Mart and it's going into a location where the Harvard Co-op was.

Now, H-Mart is perhaps best known in these parts for its store in Burlington. And in Burlington, Massachusetts, located right off the highway, it operates a 50,000 square foot grocery store with a 300-car parking lot and it is popular. And they arrive by car and they shop in big quantities. And there's no question that the experience of H-Mart in Burlington is a superstore experience as we've come to understand that term. But I

happen to represent H-Mart. They have -- they operate almost 100 grocery stores throughout the country, mostly in the east coast, mid-Atlantic and California. And they have, like most grocery stores, a range of sizes. What they are going to have at this location is an 11,000 square foot grocery store. Same size as the Harvard's Co-op with a food court in front of it. It's roughly the size of the Prospect Street Whole Foods in terms of its size. But for us, and I wanted you to see the images of the store here, this is the store in Upper Darby, Pennsylvania. We were asked sometime ago by the Traffic Department, well, could you give us an example of a comparably sized store? This is a store in a location just outside of Philadelphia where there is no parking lot, but it's their urban model. Stores between

10 and 12,000 square feet, where even the grocery carts are the small ones you see in urban locations, not the big wagons you see in large superstores. It's going to contain a food court with three different food operators, and it really does promote -- can we get one more slide? It really does promote fresh food, fresh produce, prepared meals.

Now, 46 households are going to have the benefit of living above a grocery store. And what some people are afraid of we think really underscores the notion that when you talk about reducing the required parking, one of the things I've heard for years, you come here well, yeah you don't need the car for this, you don't need the car for that, but, you know, when it comes grocery day, they really do need the car. So they're going to

have a car because you've got to go to the grocery store and you need to shop.

You're going to live over a grocery store here.

You're going to have a drugstore next-door.

You're going to be 100 feet from the Red Line.

You're going to have bars and restaurants. If we can't attract a non-auto mix of residents here, it's not going to work anywhere.

So what we proposed, taking up that challenge in talking with the operator, is to really brand this as a non-auto building. And we've been joking around about well, how do you do that? Well, we can socially ostracize anyone who has a vehicle. We can use the Amish practice of shunning those

people that show up in cars.

But truth is that's in gest as you know, and there's some element of that. And so we have put together a branding strategy for the building that promotes the fact that we are not -- that we are not encouraging with your car. If you have a car, you might want to look elsewhere.

So we put together a TDM measure that we have suggested and sent to the Traffic Department that could be made a condition of this Special Permit. And I don't know if the Traffic Department's provided you with a copy of that. I have a copies if you haven't seen them. But the first one is a free T pass for the first three months of the tenancy to motivate people to go there.

A free membership in ZipCar for the first year of the tenancy. An entire year of

membership.

A free Hubway membership for the first year of tenancy.

A \$50 bicycle shop credit for each year of your tenancy for tune ups and the like.

We're also going to have a bicycle repair station on the premises.

And the final PTM measure, believing that both the carrot and the stick apply is a punitive measure, and it says we're going to charge market rate parking like all the other buildings do, but if you have a car, you're going to have a tax. There's a \$20 surcharge on all vehicles which you're going to subsidize and pay for the TDM measures that are here. And we're suggesting that this building will be a car free, carefree building. And we will sell this building and promote this building based on everything

that everyone loves about Central Square and its proximity and access. And we're not going to run away from H-Mart. We're going to let everyone know who is interested in this building know that when you come home at night, you can stop in there and you get a prepared meal. You can go down there in the morning and pick out dinner for that evening. You can buy groceries. That store exists in a footprint where Harvard's Co-op has existed for 20 years. And beneath the Harvard's Co-op you'll recall was a very popular art store. Pearl Art existed there, 14,000 square feet of retail space. That's been out of there now for, how long? Three years. There's a fitness place in there called Vim Fitness. As you might imagine, I know very little about this fitness business, but I'm told by people who frequent such locations,

particularly this one, no one is arriving there by vehicle. These are people who either live in the area or commuters coming to Central Square. Vim has another location, in fact, just a few blocks down at the -- where the University Park, where the Asgard Restaurant is.

So this is a fitness gym in a location that used to have active retail. So our traffic analysis or our parking study shows that the demand, the retail parking demand associated with the combined Harvard and Pearl Art are going to be significantly less than what is what the H-Mart will present. So H-Mart is coming. It's an as-of-right use. I have seen letters to the Board that we should all sit back and not act upon this application until we fully understand H-Mart. I would suggest that that would be a

tremendous mistake and the epitome of bad planning to suggest an as-of-right grocery store needs to be fully analyzed before we can proceed. We are promoting and seeking Special Permits to allow for this building to have a little bit of its roof hanging over, have an adjustment in the Special Permit, and to have a reduction in parking. And I would suggest the discussion should be appropriately focussed on the parking. The design elements I'll leave to Mr. Pears. He'll make that case as to what makes sense and what fits within the criteria. But as we know, it's not a subjective test which is well, I don't like it or I prefer it to be this or I prefer it to be that. This building is being designed by an architectural team that has a proud record of building and designing in Cambridge and

they're here tonight to defend the design. You'll find that there are elements of it that have been enhanced based upon the conversations here and elsewhere. I get what people were saying about the Miami look to the building. We all kind of thought the same thing when we first saw it. It's kind of striking. So you'll see tonight we challenged the architects. I remember Mr. Anninger used to say to me well, just don't just tell us what we want to hear. If you feel strongly about a design, then defend the design, come in and do that. In order to do that, we have one but two architects tonight and they would be happy to share that with you.

The project that's before you tonight replaces a surface parking lot, a mid-block surface parking lot that conforms to the

dimensional requirements that have existed in this location for over 20 years. And amidst all the talk about what needs to happen in Central Square and the up zoning and the rezoning and incentivizing, along comes a long time property owner and says I'll build a building there. I'll make it conform to Zoning. And by the way, there's a parking lot next-door to me that the city owns, and if people really want to get more affordable housing on this block, there's actually an easy way to do it. The city has it within its authority to come up with an RFP and to sell that at a price that would allow that to become affordable housing. As we demonstrated to you when we were here way back in December, this building actually could accommodate that in an efficient way that no other could. The Court has been

organized, egresses have been organized, and even the parking could pass through. So for those who want additional affordable housing, that opportunity is present. It's present in abutting lot. Yet I received some communication that we should sign a covenant tonight that we'll never even seek to acquire that lot. That's the type of conflicting ideology that we can't reconcile, we as applicants, and we turn to the Board and say, affordable housing policy is established by the city's Zoning Ordinance. I was asked not too long ago in a meeting, I'd like to know when 15 percent became eleven and a half percent. Because you do the math in the affordable housing and the numbers don't always pencil out to 15 percent frankly. And I said oh, that happened the night the Ordinance was adopted. Because the way the

formula works in affordable housing is you get a bonus unit for every affordable unit you create. So hundreds of multi-family buildings have been permitted under this regime since it was adopted in 2000 and that's the affordable housing formula. We're being told well, in this location we want more affordable housing. Well that opportunity does exist, but you have to be a little bit more creative.

So we're excited to be here. We've been waiting to come back for a while. I have resisted stealing any thunder from the designer so I'll conclude with that. But it should be noted the reference to the Holmes building is significant. That's the last amount of significant housing that has been constructed in the heart of Central Square since 2000, nearly 15 years, and prior to

that, prior to Holmes, there wasn't much affordable housing. There wasn't much any housing. So here comes an opportunity for 46 units which is a mid-size apartment building by anyone's definition, all up and down Harvard Street throughout mid-Cambridge you'll find buildings of comparable sizes. For the most part they don't have any parking. This building will have unrivalled proximity to transit, a series of TDM measures that really are going to promote the notion of this is the place to come if you don't have a car. And it will be surrounded or across the street from a residential building that has demonstrated that these theories actually work in practice.

So having said all that, I'll allow Mr. Pears to take you through this building.

Thank you for your time.

HUGH RUSSELL: Okay.

JOHN PEARS: Thank you and good evening. As Mr. Rafferty said, we did listen carefully to what we heard at the previous meeting, Planning Board meeting. And so tonight what we're doing is not going backwards and re-presenting things that I believe people felt a degree of comfort with, which was the general massing of the building, the way we had done the setbacks, the units, and how the units basically laid out within the building, public spaces and where those were, but rather to focus on a few key issues that were of concern.

One of them relates to the urban context of this building within Central Square and whether it does indeed fit within Central Square. We really do think of ourselves as contextualists, and so when that

issue was raised, I was actually slightly surprised. I hadn't noticed that the color had taken on a Miami look so I understand why people brought that up. Once it was said to me, I could see it as well. But until that point I thought that we really were doing a contextual building.

So I've got a few shots here of some of the buildings in Central Square, and I think one of the things that we find delightful as architects, Mark and myself, who jointly designed this building, is the fact that Central Square isn't all the same. One of the delightful things is the texture of Central Square. And when we heard why didn't you use brick, it would have been the same as why didn't you use stone or why didn't you use any material? Central Square is not about all buildings being out of brick. In

fact, there's a great variety both in terms of the scale of the buildings, the materials of the buildings, whether the buildings actually acknowledge base and top or whether they're more vertical in their expression. They are arches, they are flats, they are flattened arches. There's some beautiful use of stone on some of the buildings. They -- the tiny little buildings or parts of the buildings that are small and other parts that are big. We do know that most of these buildings along there used to have two more floors on top of them and they don't anymore. But we're just dealing with what Central Square is today. Some of the buildings are much taller and use modern materials and on example of what was popular in their particular time.

We note that the materials are light

and dark and sometimes deeper and sometimes very light, and that there is a fair use of metal panel and actually copper finds its way quite regularly into the materials.

Sometimes in cornices and sometimes in bays.

So I think that the variety is what we most note about Central Square, changes of scale and changes of material. This is a residential building that you all probably know fairly well which is not exactly in what I think of Central Square, but I guess it's within that district. And this uses copper, and the color is a little bit like the color that we started off with on our building which was picking up on that kind of theme. This is a more recent building. There's the museum that actually uses copper as well just to show that copper can come in different colors, and it does. And it changes over

time. Even the pre-patinated copper actually has a lot more variation. It's a natural material.

So one of the things, and I brought a materials board with some actual materials on them and some of the colors that we are proposing to use which I could show at the end. But I just wanted to introduce the notion that we feel very strongly that this building is very much of Central Square and that it does use materials in a way that many of the buildings in Central Square do.

I'd also like to also take a look at some of the comments about the way the building sits on the site, and in particular a very valid comment about the fact that the sidewalk is so narrow. In fact, it's so narrow that I had misunderstood and thought it was four-foot wide, and I think somebody

might have asked me at the previous meeting how wide it was and I might have stuck my neck out and said four feet because that's what it feels like. In fact, it's five-foot, five which isn't that much better, but I wanted to correct that misconception.

What we have managed to do between the last time we were before you and now is spend an extraordinary amount of time pushing inches. And in particular one of the biggest parts of the redesign has been at the transformer room. And both in terms, you'll see it on the aesthetic, but also in plan right from there, down the rest of the side we've managed to add a foot. So we've created a foot of side, extra sidewalk. So we now up to six-foot, five. And I know that doesn't sound like we've achieved such a lot, but if you knew what it took to do that and

to actually negotiate backwards and forwards with N-Star to get their transformer to fit in that room and grateful we were. This was a lot of work. I think it will make a huge difference actually to that pedestrian experience.

Obviously the corner building that exists will remain where it is, but certainly once we get down here it opens up. And I think that we also have little points of relief. There's some egress that comes out in one of two areas, and most significantly we have managed to create this mini plaza entry court, and there it jumps way up to 23 feet and at other points 15 and a half feet.

One other thing that we were able to do which I think really helped the streetscape is we have managed to pull back the garage door which used to be forward at the end of

this wall there. The wall still needs to be there because it's supporting the building above which actually cantilevers over this corner over here, but I think at the pedestrian level we've increased it from four-foot, six to eight-foot, three. So that's been something that, again, took a little bit of work but actually I think vastly improves the pedestrian experience along that edge.

I think that's it as far as plan changes on the site plan. This is just a blow up that better shows that original four-foot, six where the door was to the eight-foot, three. Shows some of the setbacks that we've achieved in the middle courtyard. And then this area is the area at the transformer room. So previously we had a large overhead door that was ten-foot tall

and at the time, I think, it might have been as much as 16-feet wide because we were trying to get an eight-foot operable section and then louvers both sides for ventilation. And it was black because we were matching what was in a black slate, and the garage door on the main garage was black so there was a discussion about maybe a little too much darkness at the base. And so what we've done is to take the storefront system that exists along the street and extend it over more than 50 percent of the transformer room. And what we're doing in essence is creating large doors, two large doors out of the curtain wall system that then have a panel in the back that can have changing displays. And we've met with the window and curtain wall manufacturers and we believe we can make it work. We probably have to have a three

hour fire shutter behind it, but all of that can be dealt with.

So what we've done in essence is there's an elevation later that shows it is considerably increased, the percentage of the storefront and considerably reduced the masonry.

This shows at a sort of distant level the difference between the original design with the overhead door and the new design, which basically has within those two panels, you know, I think I've got a blow up of that, there you can see those door markers within those panels. So we've taken something that had a lot of darkness to it to something that has a lot of light to it and will be lit. I think that if you look proportionately at the street, the -- there wasn't as much of a dominance of the retail storefront as there

is in the new design. So I just want to mention that I am only showing changes from the previous design. I'm not going back and showing all of the drawings basically.

MARK BOYES-WATSON: They will show on the big view.

JOHN PEARS: Correct.

So another thing that we actually did is we -- and we've produced some renderings all the way around the building which you'll see later. We didn't have those before. But elevationally we re-articulated the west elevation to be more engaging to Norfolk. It was a kind of blank at the time, and I think it's better for me to show you how that has changed in a 3-D view, and we've also done the same thing for the Bishop Allen Drive. This is the view that was up when you came into the room, and you can see where

previously this area was inhabited with those doors that is now a storefront. And you'll also notice that we have changed the color of this. We are now on the board showing pre patinated copper. And so it's definitely moved more into a material that you'd see much more commonly in this neck of the woods than maybe more daring specular Alucobond that we were using that changed color in different light.

I guess I'm sorry I didn't get to use that, but maybe there will be another time to try it out.

So increased storefront, reduced masonry, blue panels changed to copper, black slate changed to grey slate. We started with actually something that was a fairly black slate, and you'll see the samples here. We have a dark grey and there's one that has a

touch of purple in it. We want to get much bigger samples and do a markup and make a final decision between those --

MARK BOYES-WATSON: John, before you leave that, we varied those door colors.

JOHN PEARS: Oh, thank you.

So another big thing is this set of doors and this egress door here were flush with the front facade and were black and so were these. And so we've actually gone to a bronze set of doors that you'll see the material on the board, and that matches the bronze windows. So I think the theme of the building is natural materials in the sense that the colors are neutrals and materials found in nature.

This facade is changed quite a lot. Previously it looked like a large blank stucco wall and candidly we were very excited

by it ourselves. We had notions of murals, but I think that it's probably not -- was probably not the right idea. So we've actually taken control over the facade architecturally and we've articulated the jointing system within the cement panels and then we've wrapped around these elements that start on Essex and that wrap around, and we've started making the corners more three-dimensional which is very much consistent with, if I go backwards, the wrapping that actually occurs on all of these balconies and porches and the wrapping that occurs here. So we've kind of wrapped around it and we've wrapped around there connecting the front and the back of the building.

The -- so that was a new view that you saw there, that we haven't done before. We heard that you wanted street level views so

we produced them from many locations.

This view has actually has become in some ways one of my favorite partially because of the way it floats above the existing context and because of the introduction of that wrapped piece that I don't want to use the word mansard because it really isn't a mansard, but it does by wrapping that piece and changing the material to a zinc, it makes reference to roofs and it certainly reduces the scale quite considerably. You'll also notice if you look really carefully, that the floor directly above the supermarket roof is set back and this floor cantilevers over so you get a second scale reduction which is not as visible from the street but actually would be visible from other buildings. And you'd notice the fact that this building is like

many buildings in Cambridge, kind of base, middle, and top.

MARK BOYES-WATSON: John, before you leave this slide also, is -- and Jim referenced it earlier where we're saying it's a 70-foot tall building, and this is the first time we're actually seeing that 80-foot element which is that elevator and stair thing that leads to the green roof on the roof. See, that's what you're seeing peeking up there, which you don't see on the Essex Street views because it's hidden on the 70-foot high cornice line.

JOHN PEARS: Right. So actually the building is in terms of how people refer to, how high is that building? It's a 70-foot building.

Then this one is kind of fun to just see how it sort of relates to the great

variety of architecture that exists in this location, and how in some ways it kind of mitigates between a lot of the different architectures, but has some kind of similar languages creeping into it.

I think this corner elevation looking down, we also heard quite loudly and clearly that this corner building was a little sad and that my original rendering showed it looking so much nicer than it really was and was that just a rendering. And so we spent a lot of time, and the owner's quite excited about the notion of restoring and renovating this building while doing the other projects. We have a slide that shows -- before I go here, I just want to show you that if you remember, we were bringing a piece of the storefront around the side over here that would be again more of a shadow box, and so

that you'll journey around. And then by pulling this all the way over, the distances, particularly in perspective between these advances is very small.

MARK BOYES-WATSON: Before you leave that slide --

JOHN PEARS: Okay.

MARK BOYES-WATSON: -- I just want to make the point again, we did make it before but I think this slide really illustrates this kind of old Central Square rhythm of basically fairly narrow lots that have been developed over time, and it's not a very corporate space. It's a very diverse space. And the way that the building is designed on Essex Street, and this slide really shows it, is the memory of those smaller -- even though we do have a little bit more frontage in our, in some ways, we're

still a small building. We're a bigger small building. But that rhythms, those vertical rhythms re-occur in a different language, albeit 21st century language. And this one I think really illustrates whether that's working, where the bottom retail is differentiated, the tops the buildings have this wonderful sort of balance and verticality and horizontality and the new building is trying to pick up on that, on that stuff.

JOHN PEARS: This is a little bit closer up showing that view, and I do have another slide that --

ATTORNEY JAMES RAFFERTY: Show them that one.

JOHN PEARS: Sure.

So increased storefront along there, that area. That reduced masonry area

changing the blue metal panels to copper, pre patina copper. And then I'll show you the next slide where we talk about what we're going to do on this particular piece that we've changed the black slate to a grey slate.

So looking at this building, we -- I spent a fair bit of time, and interestingly enough there's an absolutely gorgeous brick above the cornus that represents the kind of podium in a way. It's very long and thin and has a nice iron spot on it and it's actually in relatively good condition. It's actually in fairly good condition. That is not true below the cornus. But above that it's quite good. So the thought was to really just clean the brickwork up above there. If there had been any attachments or anything made to it on any stage, take those attachments off.

And then the part that's a little sad is the metal and wood bays which are deteriorating, and so that the idea would be to restore, renovate those using appropriate materials until we start taking them apart. I'm not exactly sure what that metal is or what the wood is or anything like that. But we've come up with an appropriate solution to renovate those, scrape down, replace rotted areas, and then repaint those. And the same with the windows.

At the base we're proposing -- the brick of the base, it's a real mess. This area over here has been repaired multiple times and there's really none of the original brick left. I'm not sure if there was any of that same brick at the base. Maybe there was. But it's a Hodge-podge of brick and then --

ATTORNEY JAMES RAFFERTY: On the right.

JOHN PEARS: Oh, yeah, there you can see it right over there. And I think the idea is it isn't the original brick. You can see the original brick has a bit more orange in it. And there's openings and old openings that have been closed up and bits of (inaudible) and then just multiple repairs in some painted areas and so on. And then a new nasty brick that has been put in this area around the storefront basically. So our thought was, and I know it's a little risky, but we thought that particularly given the fact that another store further down on the street had a slate piece below the storefront, that we would actually bring the slate around and kind of reverse integrate the building. There's not a lot of it, but

there's enough of it that it would kind of connect you around the corner.

So those are the things that we're proposing to do, is to take off the veneer, which is probably a four-inch veneer multi-wide probably and we strip off that and then create a new skin on there of -- and on the model you'll see, not the model, on the materials board you'll see this is not a glued on tile. This is a full veneer, four-inch thick masonry that we're proposing. The original inspiration was the library which uses that grey slate in that kind of way if we can pull that off.

Any changes other than that, Mark, that we're proposing?

Yeah, I think that covers it.

And I think that might bring us full circle back to the beginning.

HUGH RUSSELL: Okay.

Does that conclude your presentation?

JOHN PEARS: Would you like me to just point out some materials before I do that?

PAMELA WINTERS: I would.

JOHN PEARS: And I'll turn them around for the audience.

HUGH RUSSELL: Maybe you can put them over on the end.

JOHN PEARS: Okay.

HUGH RUSSELL: As you're pointing them out.

JOHN PEARS: On the actual table?

MARK BOYES-WATSON: On the waste bin.

JOHN PEARS: On the waste bin?

MARK BOYES-WATSON: All right.

JOHN PEARS: So I'm not going to

stand in front of it and confuse issues.
I'll stand back here and just refer to them.
So the slate is at the bottom corner there,
and I'll take that out. For those of you who
are not architects, this is Vermont
structural slate and will come in -- I mean,
this little piece is extremely heavy. It
will come in much longer pieces than that,
but they are able to be lifted by one mason
and installed. And the idea is for us to use
long, thin slivers is the notion of slate.
Not tiny, little short pieces but longer
slivers.

ATTORNEY JAMES RAFFERTY: I'll pass
it around if you want. John, it would be
best if you stayed over there so people can
see your good side.

JOHN PEARS: My good side, thank
you.

So slate is the base. And then directly above that is a piece of pre patinated copper. And they do that by taking the copper which eventually over a long period of time would turn it that way, and they chemically do it instantly. Mass. General has just built a building that was brighter than a penny for a little while. It is now very dull. It was beautiful then and it's beautiful now and it will be beautiful when it turns green. I think that this particular building will do better if it's pre patinated as a number of buildings have been doing lately.

To -- directly to the side of that, the larger piece is high density fiber cement and that will be installed in a rain screen system which this building will be super-insulated, i.e. more than typical, and

it will have exterior insulation which is really good from an energy point of view. And then on the outside of that will be a rain screen system of metal girths that will then support this and it will be an open jointed system. One of the things that we try to do as often as possible is have as little maintenance as possible on buildings, because one thing that happens when you have a lot of sealant and caulking over time, is that if you don't maintain it, it fails and it doesn't look good. So this would be an open jointed system which creates a texture of the different scales of the open joints.

Directly above the copper is the darker version of that material which is used in more limited quantities. You can see that back piece above the entrance to the residences. That piece is in the darker

color and that's used in one or two other locations.

And I just have to approach to look at something. My eyes are not that good. So correction, the zinc is -- Mark, can you read that? Zinc is that one under the glass?

MARK BOYES-WATSON: It says --

JOHN PEARS: Yes. So that's a kind of a blue-grey, zinc, another natural material that's --

MARK BOYES-WATSON: John, this is the one you intended to point out.

JOHN PEARS: Yes, exactly.

MARK BOYES-WATSON: That's here.

JOHN PEARS: Right.

MARK BOYES-WATSON: And then this one is the zinc that's used at the top of the building.

JOHN PEARS: It's used at the top.

And then the color next to it is a bronze; a light bronze, not a dark bronze. You're maybe more used to seeing the dark bronze. This is a lighter color that's a little richer and works really well with the residential versus commercial, and that would be for all of the windows, corner posts where windows --

ATTORNEY JAMES RAFFERTY: Mark, can you point to the one John's referring to?

JOHN PEARS: Over there.

And then directly to the right of that is a mesh which there is shown in stainless steel, but we will be getting it in the same bronze color. And what that mesh is used for is we have a bunch of gas meters that exist in close proximity to the front door, and so we're creating this diaphanous screen out of this mesh that allows ventilation but screens

them from public view. We didn't want to -- you see often on buildings just the gas meters sitting outside. We wanted to create an enclosure for them so you wouldn't see them and they would still ventilate.

And then the glass that you see over there in the lower areas below knee height we are wanting to use a glass that has a striation on it so it adds a little bit more privacy in those lower areas where the windows come down to the floor.

HUGH RUSSELL: The balcony rails?

JOHN PEARS: The balcony rails are glass.

HUGH RUSSELL: That's going to be a bronze metal frame?

JOHN PEARS: Correct.

The one last thing is that we've submitted our LEED paperwork for the project

and we are showing enough points. And for those of you who know how the process works, it's very easy sometimes to overshoot and you don't quite get there, but we are really close to gold, but we're not going to say that we are going to hit at. We are at least LEED silver certifiable.

HUGH RUSSELL: Okay, thank you.

STEVEN WINTER: Mr. Chair?

HUGH RUSSELL: Yes.

STEVEN WINTER: Mr. Chair, I wonder if you could provide us the historical content -- context that many of the buildings in Central Square used to have two additional floors.

HUGH RUSSELL: So in the Depression there were no tenants for upper floors of buildings and so buildings in the Harvard Square and Central Square and other parts of

the city that were four stories tall, it was fairly common commercial height, those buildings had two or sometimes three floors removed. And, you know, those of us who came after the Depression, which is basically everybody in this room, doesn't remember those buildings.

If you want an interesting historical thing, go into the Crema Cafe in Harvard Square which its right side wall is the former -- it's the one-story wall that's left from the four-story building that was next to it which matched a building that's down the street about 100 feet to the right. So they, in that case they only took down part of the building. But, you know, maybe a different assessment or tax policy would have saved those buildings, but it was a different time, different era.

STEVEN WINTER: And that's the legacy we're dealing with today?

HUGH RUSSELL: Yes.

PAMELA WINTERS: May I ask a question?

HUGH RUSSELL: Sure.

PAMELA WINTERS: I just wanted to say I really like your choice of colors with the green and that grey-purple color. I think that's really, really neat.

And the question I have is the green, is that -- will that age like copper? In other words, copper has that like striation on it and it has a little purple, you know --

JOHN PEARS: Right. So we have two choices:

The one is to not to pre patina it and it will go through that long process and it literally will take possibly up to 25 or 30

years before it starts to turning green. So what we're doing is a pre patina.

PAMELA WINTERS: Right.

JOHN PEARS: And that does provide that variation. It does turn out --

PAMELA WINTERS: It does?

JOHN PEARS: Yes, it does. It's not quite as dramatic always as nature does it because you have different facades facing in different directions and sun hitting it differently. And this is done in a factory and it's done more chemically. But it definitely is not monochromatic and one of the reasons that I brought -- showed that slide of the Isabella Stewart Gardner Museum was basically because you could see -- this is the wrong slide. This has all the plans and everything. How did I get into that?

MARK BOYES-WATSON: You were in the

beginning of the same slides.

JOHN PEARS: Sorry, just indulge me for a moment.

MARK BOYES-WATSON: I would say on the River Court, that was a long time ago, we actually were in the same firm when that was designed. But the -- that is shown all of the difference between which way the roofs face, how the light hits them. It's got all the stages of the pattern developing on it now. And I think what's really interesting --

ATTORNEY JAMES RAFFERTY: Where is River Court?

MARK BOYES-WATSON: River Court is down on --

ATTORNEY JAMES RAFFERTY: Rogers and Land.

MARK BOYES-WATSON: Yes, indeed.

The corners of Rogers and First Street and Rogers and it's that block. Yeah. And but in this building, I think the reason to try and do the pre patinated one is though you may lose a little of the full variety, architecturally in this building, it needs to stay static to -- it's design as a holder of the other architectural elements.

PAMELA WINTERS: Right.

MARK BOYES-WATSON: So we're now going with both that it's a living material but not so much living because it looks like a mess. Because there is that nice thing in Central between grungy and eclectic. I think that's what led us to the choice.

JOHN PEARS: So the reason I included this slide, which is the only one not out of Central or not in Central, was because you can see the amount of variation

that came out of those panels. Somebody in the audience had come up and looked at that and said oh, my goodness, this looks kind of almost like paint. It doesn't feel like -- but you'll see a lot more variety.

PAMELA WINTERS: Well, I'm glad there will be some variety to the green. I think that's neat. Is this Renzo's Piano --

JOHN PEARS: Yes.

PAMELA WINTERS: Thank you.

H. THEODORE COHEN: I have one question. I'm trying to understand the setbacks and how the existing building and this building relate to each other in terms of the facades. Are they going to be even or is one -- do I understand that the new building will what a foot further back?

JOHN PEARS: Yes. In fact because the new building has so many planes, there's

only a small amount of it that if you look at the extreme edge over here, we -- there's an existing fire escape stair here which serves the existing building, and it's -- it sticks out quite a long distance over there. So what we've done as part of this project is we've created a new interior fire escape stair. That part is gonna be more in alignment with the existing building candidly because we couldn't fit it in any other way, and it seemed also reasonable seeing that it was really serving that existing building. Now immediately after that you get a little recess and then you start with a one-foot setback that runs down this edge. When you get to the end of the curtain wall, it pulls back and then it jumps up to 23. Coming forward with those just multiple gas meters are, it's down to 15-foot, three, and it goes

to eight-foot three. The massing of the building is backwards and forwards. And so I guess it does it a lot.

ATTORNEY JAMES RAFFERTY: Can you just go back, John, to the prior slide just to make clear. So where we're showing a setback at one foot where the five-five goes to six-five --

H. THEODORE COHEN: Right.

ATTORNEY JAMES RAFFERTY: -- that's the area of the Special Permit because the base requirement is a five-foot setback in the district for a residential building. And we're only providing a foot there. So we're, we need -- we've applied for the Special Permit to allow the building to be in that location. And I think on the other side of the garage entry we might be slightly -- a few inches shy. We're at four-six and we're

supposed to be at five.

MARK BOYES-WATSON: I think also, can you just go to the view --

HUGH RUSSELL: I think this is going in the category of too much information for the question.

H. THEODORE COHEN: Right. You've answered my question as to how they abut each other.

MARK BOYES-WATSON: Right.

HUGH RUSSELL: So, we had a public hearing. According to my records, members of the public spoke and I'm curious how many people here would like to speak tonight by a show of hands.

(Raising hands.)

Okay. So we will hear you. We would ask you to be even briefer than our three-minute limit if you can, and we don't

particularly want to hear, redo December, but -- so we're asking that people try to talk about the issues that are sort of on the table tonight. Parking is clearly one of those issues and the changes that -- architectural changes that have been proposed.

So is there a sign-up sheet there?

PAMELA WINTERS: So how much time do people get?

HUGH RUSSELL: They get three minutes because that's our rules, but we're asking people to....

Okay, the first -- some people have checked they don't wish to speak and I will skip their names, but if they change their mind they can speak at the end.

First name is Jesse Kanson-Benav.

JESSE KANSON-BENANAV: Chairman

Russell, members of the Planning Board, my name is Jesse Kanson-Benanav of 26 Willow Street and I represent the citywide resident group.

I'm representing a Better Cambridge, and while we see this as a modest proposal that does not fully achieve our vision for sustainable growth in Central Square, we do see it as a positive step in that direction. We believe that this proposal is a step towards a more diverse and liberal neighborhood by converting an underutilized parking lot in the heart of Central Square into more sustainable use that takes advantage of adjacent transit and other non-car transportation options.

Cambridge endeavors to be a leader in the fight against climate change for a better Cambridge, and many residents in the city's

sustainable growth means turning away from a car-centered paradigm of development, ensuring growth that relies on cleaner alternative form of transportation without an increase in vehicle traffic. Given the site's walking distance to the Central Square retail entertainment district, its immediate proximity to the T station, bus stations, multiple hubway stations, and car sharing options, we believe this proposal is at a very minimum a step in the direction with specific -- with the specific parking relief being sought. However, similarly situated mixed use developments may warrant even further parking relief in the future.

We also need a range of new housing types in Central Square and in Cambridge. Through this proposal we will get an injection of much needed new housing into the

Cambridge market, including affordable use. However, more is always needed. We support Zoning changes that allow taller and higher density buildings on sites like this in close proximity to Central Square which would in turn provide significantly more affordable housing units. However, that's not the issue on the table. We don't believe that our desires for certain future Zoning changes should be held against this developer and this proposal which has made a good faith effort to follow our existing guidelines and public processes.

And, finally, I'd like to close with this -- present this to Planning Board, this is an editorial cartoon written by Cambridge's own Peter Paul Payack who an editorial cartoonist for the Cambridge Chronicle, The Weekly Dig, and a couple other

publications. What we have here is it says, according the Metropolitan area planning council, if the Greater Boston area does not build an additional 435,000 housing units by 2040, it will not be able to accommodate an aging population or lure young workers. And what we have here is a bouncer at the gates of Boston saying "Sorry, we're at capacity." If we move forward and deny permits like this for projects which increase the number of housing units, we're not only saying that we're having a bouncer at the gates of Cambridge which will not let future people into our city, we're also saying that this bouncer has the right to throw certain people out metaphorically because they cannot afford the housing prices here in Cambridge. So we ask you to support this proposal.

Thank you.

HUGH RUSSELL: Okay, thank you.
Perhaps you can find a place for that
upstairs.

Nancy Ryan.

NANCY RYAN: Nancy R-y-a-n. I live
at Four Ashburton Place and depending on how
you construe the locus or the lot, I'm an
abutter of an abutter to this project.

First of all, these changes are
extremely welcome and I'm -- this is the
first time I'm seeing or hearing this, even
though I've been in pretty constant touch
with Mr. Rafferty. So I'm trying to absorb
them, but we feel that we as neighbors have
made a positive impact on this building and
that's gratifying. That said, the Cambridge
Residents Alliance which I represent, has
decided to take a step to hire an attorney to
help us understand the implications of this

building. So we're using our own time and money to try to make certain that this building serves the neighborhood and the larger Cambridge in the ways that it should. We've been disturbed, and we've said this before, about the notice to abutters. None of us were identified. 99 Bishop Allen which is owned by Cambridge Community Services is clearly an abutter. If you use the 300-foot mark from the edge of the larger building which is on this property, I'm an abutter. So no notice was given, and our attorney felt that that is a violation of your process and that we should really take a look at that.

The Inclusionary Zoning, this 15 percent of the total units with the bonus unit business really needs to be examined because we need more affordable housing. These are market rate apartments. They're

not going to serve either the folks who are being pushed out now or low income folks and moderate income folks who would like to live here. And so we would like to see more affordable units than five. It just is an important element.

The open space calculations are a mystery to us and our attorney couldn't quite figure them out either using all the different figures. I know that he and Mr. Rafferty have had a conversation, and we're not just sure that what is being proposed for open space actually is lawful in terms of our Zoning Law.

In terms of the parking, I don't see any reason not to wait and see what the impact of H-Mart will be if there is going to be potentially no impact. People on Essex Street and Norfolk Street and around and

other people will speak to this, about the density of our neighborhood. You received an e-mail from Laurie Jobe (phonetic), one of our neighbors, about this incredible density in the immediate area abutting this property. And so to have 0.5 parking, I love the idea of all of the incentives. That's a new thought, and we'll have to consider that as we look at this, but the impact to us seems just too great.

We've been very worried about the narrowness of Essex Street and the narrowness of the sidewalks. I'm glad to see there's a little more inching back from the actual property line and the sidewalk, but it's a very, very -- we talk about wanting more people to walk and bicycle and skateboard or whatever, but this, if you can barely walk down Essex Street as it is, on either side of

the street on the sidewalk, because it's so narrow. One neighbor said, you know, you can't walk down the other side of Essex Street with an umbrella because of the signage.

We're worried about the traffic, and we're worried about congestion, and we're worried about -- and the last thing you'll see, I put a letter from our attorney at each of your places, we were worried about the restoration of 685 Mass. Ave. And we're gratified to see that not only from the last time we had the conversation in this room, that there in fact is a proposed a really substantial restoration of that property which would gratify us enormously, and we would like to see it regardless of what happens with this building.

So thank you very much for hearing us.

HUGH RUSSELL: Okay, thank you.

Next is Esther Hanig.

And after Esther will be Jonathan King.

ESTHER HANIG: Hi, my name Esther Hanig. I live at 136 Pine Street. You need me to spell my name?

HUGH RUSSELL: Get a little closer to the mic if you could.

ESTHER HANIG: Sorry. E-s-t-h-e-r. And my last name is -- thank you. H-a-n-i-g, 136 Pine Street. No. 2.

I am -- I'm here to express my support for the proposed development at 10 Essex Street. I feel that there's a pressing need in Cambridge for additional housing to address the ever increasing demand which we've heard about already. While 46 units is not a huge increase, it is still a step in the right direction. Also the broad mix of

unit sizes, including sorely needed three-bedroom units which could accommodate families and the five additional affordable units required by Inclusionary Zoning is another strong plus.

Currently this block is essentially a dead area, particularly in the evening hours. I often walk down that block either to visit family on Essex Street or on my way to my home at Pine Street. Because it is often dark and deserted is the block I feel the most unsafe. This proposed project would bring people and activity of this block throughout the day and evening making it a much safer area.

While I understand and sympathize with the concerns for parking in this neighborhood, I feel there's a pressing need to take steps to discourage auto usage in

Cambridge. We have an obligation to work to address the issues of climate change for future generations, and that requires the reduction of auto usage. A project that is steps from the subway and busses is the ideal location to attract residents without cars, and I particularly was impressed with some of the ways you're going to try and bring people without cars to this building.

Reducing the number of parking spaces substantially increases the likelihood that the future tenants of 10 Essex will not have cars. As a member of the Central Square Advisory Committee, I feel that only a small step forward for meeting our vision for smart growth, increase housing, and activating the neighborhood, this attractive and modern project will be a positive step forward. For these reasons I urge the Planning Board to

support this proposal.

Thank you.

HUGH RUSSELL: Okay, thank you.

Jonathan King. And after Jonathan,
David Neeman.

JONATHAN KING: Good evening members of the Planning Board. Thank you for giving us your time and labor. My name is Jonathan King. J-o-n-a-t-h-a-n K-i-n-g. I reside at 40 Essex Street. I'm here as a Co-Chair -- the other Co-Chair with Nancy, the Cambridge Residents Alliance which represents a network of more than 500 Cambridge households. We're a 501-C for civic welfare organization registered with the city, the Commonwealth, the Federal Government whose mission is to live for a livable, affordable, and diverse Cambridge.

Now many of our members live close to

the 10 Essex Street, on Essex Street, on Bishop Allen Drive, on Norfolk Street, on Green Street, on Franklin Street. They walk by frequently. They shop in the area.

They're affected by the existing parking shortage and traffic congestion. In general we support the construction of housing on this site and we're delighted with the attention given to making this project, you know, well designed and elegant. However, given the relief that is requested by Mr. Nagar (phonetic) with respect to height, parking, and setbacks, we note a variety of issues that need to be resolved which could make the project better for all involved. These were listed in our January 17th letter. Nancy has covered a few, and I'm going to pick three quick ones.

We all agree Central Square needs more

affordable housing, not more market rate housing. Thousands of units of luxury housing are being developed at Alewife, North Point, and Kendall. All accessible by public transportation. We know that the 15 percent affordable housing specified in the Ordinance is inadequate in our neighborhood to offset the gentrification and displacement that's going on.

We propose 25 percent of the units be affordable in many communities in the Commonwealth. It's one for three and not 15 percent.

Secondly the street front, the setbacks. Essex Street is an important pedestrian passage for seniors, for parents pushing strollers, for students going to and from the Prospect Academy. For parents bringing their toddlers to and from the two

child care centers, and to the general access to and from the T station. Cambridge, the CDD's traffic study envisions a very significant increase on a maximize the traffic on the Red Line, get smart growth, but they never mentioned that means not only thousands of more people using the Red Line, it means thousands more going in and out of the T stop. And of course the T stop is right there on Essex and Mass Ave. not shown in any of these drawings.

The developer has admitted that the Essex Street sidewalk is narrow. I'm glad they gave us one foot extra setback, you know, it shows that the community involvement is important. I want you to notice by the way that Essex Street is one lane. When there's a car parked there, there's only one lane available, not two lanes as all these

things imply. We see no reason why the retail frontage can't be set back five more feet, and actually make that passage way so that you don't -- I myself this evening had to step into the snowbank three times because of mothers with kids coming home down Essex Street from the day care center.

PAMELA WINTERS: Sir, if you could wind up your comments, please? Thank you.

JONATHAN KING: Certainly.

And we're also concerned about the garage. We understand that that's a constraint. We appreciate the little more setback. But when the car is coming out of the a garage into a very narrow heavily traffic street you need a safety net, you need the car to be able to stop at eight feet is not enough for safety. That should be longer.

And let me close and say that I also, as Nancy pointed out, it may be that everybody who comes to H-Mart will walk. My friends who live in parts of Cambridge that is not bus accessible or Red Line accessible, they are planning to drive to H-Mart. I know, because they already asked me can we park, you know, in front of your house. Right? So it may be that the projection is correct. I'm an experimental scientist, I rely on data, right? I think we should wait to see what actually happens with H-Mart.

In closing we believe this project can easily be improved so that it conforms to the needs of the desires of the community and will be a positive contribution for the people who already live in Central Square and use that thoroughfare constantly.

Thank you very much for your time.

HUGH RUSSELL: Thank you.

David Neeman. And after David, Charles Teague.

DAVID NEEMAN: I'll pass on my comments. Thank you.

HUGH RUSSELL: Okay, Mr. Teague.

CHARLES TEAGUE: Good evening.
Charles Teague, T-e-a-g-u-e, 23 Edmunds Street. I'm on the board of the Cambridge Residents Alliance.

I'm just going to try to be very brief. I hope I can. I just want everyone to understand that every proposal that was offered by the residents alliances is a good faith effort to make Cambridge better and to make the project better. And the proposals are directly from the Cambridge Residents Alliance platform which was drafted over many months and distributed widely for over six

months. Paper copies were handed out on all of the action forms. And the question was why do we feel that we deserve a better project? And the simplest explanation is if you look at the increase from 55 feet to 80 feet, it's the Special Permit is the developer gives two extra floors, 19 units, and just look at it very simplistically and those units don't have any parking at all. And as it was framed during the application, there's no LEED for the energy efficiency requirement. And what the public yields out of those two floors is two affordable units. And we think we deserve better.

And so I have some technical disagreements with the calculations that were used to justify coming in under the large project review threshold which meant no traffic study. And, of course, the missing

-- the LEED requirement. And it's done by using calculations based on the entire lot and then only on the building size even though the buildings are integrated. And then the green roof exemption finally slips it under the 50,000.

I continue to disagree with the calculation on the affordable units. The number of units you can get by -- with the simple calculation comes out to the number of units, so there's no need for all this -- to go into the next section of the code to reduce the common area.

I disagree with -- I've examined many Special Permits and there was in the past there was -- some people were actually producing 15 percent. And now it's become they're producing a lesser amount.

So, I just want to -- and on the LEED,

I don't think we should be missing this opportunity to do better. The city, there's talk of transportation. The city has documented that buildings produce 10 times more emissions than cars. And in North Cambridge we have the rental redevelopment of the St. John's schools and they on their own chose to do LEED platinum. The rezonings of MIT and the 300 Mass. Ave. bio labs are LEED Gold.

For this development team who did the King School, and for this location where you're sitting right on top of the subway and you get all those points, anything less than gold is false economy. And I just urge the board that to make -- to make LEED Gold certification a requirement. And I regret having to say this, but like I was really disappointed in the comments about Pebble

Gifford. And I know for a fact she's reviewed the plans. She just didn't like the design. If anyone has a right in Cambridge to criticize a design of buildings, is Pebble Gifford and I don't like having her criticized behind her back.

Thank you.

HUGH RUSSELL: James Williamson.

After James, Walter McDonald.

JAMES WILLIAMSON: Okay. James Williamson, 1000 Jackson Place.

First of all, to move through several things rather quickly, everybody knows the word window dressing? As far as I'm concerned, all the talk about the facade improvements is exactly that, window dressing. Nice stuff. Why isn't it being done anyway? I know Morris. I like Morris. Morris's office is in that building. I would

think that this would be something that Morris and partners would want to do anyway. And that this shouldn't be used to get some credit in trading for things in this building where there are so many other important things at stake that we should be asking for in some kind of, you know, if there's gonna be some kind of, you know, do a little here and we'll give you a Special Permit.

Facade improvement grants were given to I think ten property owners in Central Square some years ago. I think it was matching funds up to \$30,000. We already had facade improvement grants, public subsidies for facades along Mass. Ave. I just don't think that is relevant to the Special Permit for this important building.

On affordable housing. What we're seeing here is 88 percent market rate units.

I mean, come on, we desperately need a lot more than just five affordable units here. And the question is well, is this a legitimate thing for people to be asking for from this developer? And I think it is. I think it's in the criteria for the Special Permit. I think it behooves you to use the leverage that you have on behalf of the people of the city and of the Commonwealth who desperately need affordable housing, use your leverage in a responsible way to use and seek and get affordable units in this building.

Now one of the ways that we might be able to do that is to think about the proximity to public transportation. If there were no parking in this building, the money that would be saved could be plowed back into affordable units. Now, I understand that

there's skepticism about the possibility of actually considering moving to zero parking spaces here. And here's the rub, this project is about transit-oriented development. But what is going on here is we have transit-oriented development without the transit, without TOD, without the T. The MBTA is not in its current condition anywhere near viable enough to support this fantasy of eliminating all the parking. So we have three moving parts here: Parking, public transportation, and affordability. And they all work together. And this gets to why we need more information to do better planning. A comprehensive plan that this would be part of and a transportation plan that would make all of these other otherwise fantasied proposals viable. And that's where I'll close with mentioning a contribution from the

the former Secretary of Transportation, Fred Salvucci who teaches transportation at MIT who has taken an interest and he's made it clear that, you know, he realizes he lives in Brighton but he knows a lot about transportation and he in his classes have looked at this very carefully, and I'll just quote one paragraph: The city have already up zoned Kendall beyond the transportation capacity of the Red Line. While the capacity of the Red Line can be multiplied by a factor of two and a half, with the combination of modern signal systems, new and expanded fleet of Red Line cars, the MBTA have not committed to doing this. Diesel mechanical units, DMU service could be instituted on the grand junction to connect North State to western Boston and Newton. The state had proposed this, but the city are prioritizing a bike

path instead. High frequency urban ring service can instituted to Kendall and --

PAMELA WINTERS: Mr. Williamson.

JAMES WILLIAMSON: -- Lechmere.

There's a lot that could be done but the city haven't gone gotten the commitments yet in terms of the public transportation. So, again, we're talking about transient-oriented development, TOD without the T. And until there's a better understanding of how that fits in, I think you should hold off and we should get better information.

Thank you.

HUGH RUSSELL: Okay, thank you.

JAMES WILLIAMSON: And I'll pass these around.

HUGH RUSSELL: Walter McDonald. And after Walter, Carol O'Hare.

WALTER McDONALD: He's right. My

name is Walter McDonald, M-C, 172 Magazine Street. I sent you -- I sent the Planning Board a memo that perhaps you got it, perhaps you saw it, but didn't get a chance to read it, so I will just speak briefly to that. In fact, I am concerned about the precedent setting character of this proposal that there only be half the parking place for every residential unit. I don't think that the evidence that's presented in the study that accompanies this application for a Variance justifies going as low as 0.5. The study reports that the U.S. census data says that 42.7 percent of all of the households have no automobile, but the study does not comment on the fact that that leaves 57.3 percent households that do have automobiles. And the obvious conclusion is that the Essex Street, this building should have at least 57.3

percent of its units represented in housing which means there should be at least 26 parking places and not 23.

It goes on to say the Registry of Motor Vehicle reports 55 percent of units in this area have automobiles. 55 percent. Not five percent -- not 50 percent.

It goes on to say that the both the K2-C2 planning studies have noted that the current use of parking places is 0.5 to 0.8. And it also says the minimum should be 0.5 to 0.75.

Finally, the design consultants present utilization figures in three units that are in the Central Square area. The Holmes building, the University Park at MIT, and the Loft 23. Their conclusion is that there is only 48 percent utilization of parking places there, but it does not point out that the

largest building has 54 percent utilization of their parking places. The one that has 135 units and 90 parking places as I recall, they actually have 54 percent usage of parking places. I don't think that the conclusions of their study justify going down to 0.5 for parking places. I think a justifiable rate might be 0.6. It fights within everybody else's earlier recommendations. And certainly, you know as well as I do, if you approve a building at 0.5, you won't go back from that. Every other developer in this area will be building at 0.5 and trying to chip away at that. I do think that 0.6 might be a reasonable step to take at this time.

Thank you.

HUGH RUSSELL: Thank you.

Carol O'Hare and next Alec Papazian.

CAROL O'HARE: Carol O'Hare, 172 Magazine Street.

Good evening, Chairman and Board. I spoke at the last meeting very briefly about the parking issue and I now -- that was my husband by the way, Walter McDonald. I now -- I agree with what he said and I am encouraged, as many people have said, about the commitments that Mr. Rafferty has said the developer will be making. But I would want to be absolutely sure that those commitments are permanently binding like a deed restriction so that if -- and recorded with the Traffic and Parking Department as well as the City Clerk and in the building jacket so that if and when this -- we all die, when we all die, and when these boards change and when our personnel change, that commitment to encourage or discourage car use

will remain on the building.

I also want to reiterate that this project-by-project Zoning approval process, next comes the Twining Properties project, which we know is going to ask for similar parking relief or we suspect is really not smart planning. That's all I'm going to say about that.

The third is that the Green Street garage which is used in the parking study as an example of the underutilization of parking spaces in garages at night is really questionable. I would not go in that garage at night by myself ever. And I mean, I gave you examples in my letter. Those floors aren't even numbered. I mean, you -- you know, you cannot tell what floor you are on at night in that garage. They don't even have a number at the doorways in and out of

each floor level. And you get the gist.

That's it.

Thank you for your time.

HUGH RUSSELL: Thank you.

Alec Papazian or did you -- do you wish to speak?

ALEC PAPA ZIAN: No.

HUGH RUSSELL: Did I get your name roughly right?

ALEC PAPA ZIAN: Yep, you did.

HUGH RUSSELL: Paul Swartz. And after Paul, Lee Harris.

PAUL SWARTZ: Paul Swartz, 48 Bishop Allen Drive. S-w-a-r-t-z.

I've been a Cambridge resident for a year and a half. I just wanted to speak in support of the proposal. I don't personally have a car. People I know in Cambridge don't have cars. I don't find it hard to believe

that you can find people to live in a building of this size who don't need a car for their day-to-day life. They can ride bikes. There's the Hubway or their own bikes. There's a ZipCar that's right behind, I know, right behind this development. And I know -- and with the proximity to the T I don't find it hard to believe that people can get around from this location without a car. Cambridge definitely needs more affordable housing, but it also just needs more housing in general. And saying no to this project doesn't help either of those. So, I would just like to reiterate my support for the project.

Thank you.

HUGH RUSSELL: Thank you.

And Lee Farris. And after Lee, Matt LaRue.

LEE FARRIS: Good evening, Planning Board. My name is Lee, L-e-e Farris, F-a-r-r-i-s and I live at 269 Norfolk Street. I'm also a board member of the Cambridge Residents Alliance. And I will be glad to see a building on this lot, and I think having more housing in Central Square is a good thing. And we appreciate that the height of the building is under 80 feet and is more appropriate for the surroundings and the tall towers that have been proposed in other parts of Central Square. However, since the Petitioner is seeking relief and that relief comes from the public, the Cambridge Residents Alliance feel like we could support key elements of the relief if seven additional units were made affordable. And that would be for a total of 12 affordable units.

The recent MIT report on graduate students housing noted the rousing -- the rising rents and housing pressures in Central Square and Cambridge and that the development already approved in Kendall will add to that crisis. And that's part of why Cambridge needs a lot more affordable housing and also increased bill income housing. So, given that the developer is asking for relief on parking, and according to Frank Salvucci who I also will be giving a letter in from, he asked me to submit today that's a different one than was previously mentioned.

Mr. Salvucci calculates that the parking relief is worth hundreds of thousands of dollars based on recent construction at MIT. So the Cambridge Residents Alliance feels like that that value to the developer can help to compensate for any increased

costs that would result from increased affordable housing. And that's why we ask that the Planning Board add a condition for 12 more units -- for 12 units to be affordable.

And Mr. Rafferty talked about the adjoining lot and the Cambridge Residents Alliance is trying to have any housing that's built on city lots be a hundred percent affordable and/or middle income. And we want the city to retain ownership of those lots. So that's why we were talking about the lots there.

And then lastly, Mr. Salvucci asked me to submit his letter, and he's not able to be here tonight, but I did want to hand that in. I only have one copy of each.

Thanks.

HUGH RUSSELL: Okay, thank you very

much.

And Matt LaRue.

MATT LaRUE: Good evening. Matt LaRue, L-a-R-u-e, 88 School Street.

I think this project does a good job satisfying the many varied voices that we have here in Cambridge. For housing advocates it adds new residences which almost I think everybody here all agrees we should have.

For environmentalists it allows more people to live within steps of a place with excellent transportation options other than cars.

For urbanists it provides -- it improves the streetscape by replacing a parking lot with a good mix of uses.

For contextualists it provides -- it proposes a scale and height that is in

keeping with what has historically been built around it.

For SSDeets (sic) it provides a handsome contemporary design.

And for traffic control advocates it disinsensitivizes the residents of the building from owning a car and limits the amount of cars that are gonna be driven to the project site.

While this project inevitably will not satisfy everybody and may not be supported by some because it doesn't meet all of their expectations, it's important to support because this does as good a job of meeting the varied criteria as any project could in this location in today's economic climate.

One improvement that I would ask the Board to consider to the proposal would be to ask or require the developer in exchange for

their reduction of the parking requirements to agree to a city limitation that restricts the residents of this address from getting a resident parking permit.

Thank you.

HUGH RUSSELL: Thank you.

That is the end of the list. Who else wishes to speak?

Okay, John, I saw your hand first. And then we'll just kind of go scatter shot around the room.

JOHN PITKIN: My name is John Pitkin. I live at 18 Fayette Street. My remarks are made in response to the LEED for homes mid-rise project checklist as updated by the architects through August 15th of last year.

This checklist shows ten out of nine of 38 LEED certification points in the area of

energy and atmosphere. It's 9 out of 38, so that's less than a quarter.

I'm speaking about this project this evening because the City Council last fall unwisely postponed action on the Net Zero Connolly Petition. Because there is no Net Zero requirement in Zoning, these remarks are addressed as much to the architect and developer as to the Planning Board. If you -- brief words about the problem the Net Zero Petition was intended to address. Twenty years ago a respected geologist named Wallace Broecker, in an attempt to convey to non-scientists the implications of his study of the history of the climate over hundreds of thousands of years, he described the climate as an angry beast. Further he said, we are poking sticks at it. For doing this he was subjected to a well orchestrated

campaign of vilification and public media as well as less public threats as were many other climate scientists who voiced similar concerns about the implications of their research on a climate change. They were criticized for being self-serving alarmists.

As a result, the latest findings on climate change are summarized in the assessment of the intergovernmental panel on climate change released last year. The words, as a result, have been honed and smoothed by a small army of drafters and are much less vivid than those used by professor Broecker two decades ago. But their implication is clear. We are still poking sticks at the climate beast, and there are many more signs that the beast is getting very angry. The nastiest consequences of not making rapid and substantial reductions in

global emissions of greenhouse gasses, and they will be felt within decades, not centuries, within the lifetimes of many of the people in this room as well as those expected to live at 10 Essex Street. This is part of the context of what is being decided here. How projects such as these are built matters a great deal, especially here in Cambridge. As we learned at Mayor Davis's October forum of experts on getting to Net Zero last year, residential projects of this scale can and are today being built that require far less fossil fuel energy to operate than this project now appears to propose.

How it is built will greatly affect the carbon emissions and contribution to further climate change over the life of the building. Through our -- your actions it will -- and

yours, it will demonstrate to others -- to those in other communities what we -- leadership. What we do here will affect the responses of others around the globe when they make similar decisions and action against climate change must be global if it is to succeed. And specifically closer to home, how this building is constructed will directly affect the decisions made, that are made by state policy makers this year on renewable energy standards and how to meet the state's future energy needs. One of those decisions is whether to build a gas burning power plant in Salem Harbor that would emit millions of tons of carbon dioxide for decades. Is this a necessary project? In part it depends on what the future needs for energy are. And the project like this relates to that. These decisions cannot, are

all interdependent --

PAMELA WINTERS: John, I'm sorry --

JOHN PITKIN: One more sentence.

You the Planning Board, architects, and developers make on how this project is built. Whether or not it does as much as possible to meet the Net Zero emission standard, will lock us in for the future. It will literally make history, and the future we and our children will all be -- and we and our children will all be subject to the consequences of that history. So I urge you to reduce the carbon footprint of this building through actions of this Board and hopefully through the actions of the developer to reconsider their emissions.

Thank you.

HUGH RUSSELL: Okay, gentleman in the grey coat had his hand up.

GERALD BERGMAN: Gerald Bergman, 82 Elm Street, B-e-r-g-m-a-n.

I spent a lot of years since many of us were on the street corner trying to stop Jay Shocket from tearing down the brownstones on that lot. It was only through advocates who stopped him tearing down the entire corner block because of a rent control unit. That we have any building there at all, it turned out he never even had the money to do the project. But that's a lot of years ago, but that's just kind of saying what we advocates have been through. I've heard from two organizations tonight who talked about hundreds of households that belong to their organizations. And I don't know why we keep coming before the Planning Board to beg things. Why not getting the two groups together to go before the City Council and

change the ordinance on affordable housing? Clearly it's inadequate. Clearly five units are inadequate for this building. I mean, I could turn around and -- Morris, I'm begging you, add a unit or two. Look at the bottom line. What are the profits, the morals of it? I can beg him to do that, but we need the Ordinance changed. Why haven't those groups gotten together to change the Ordinance?

As far as the parking goes, we know that there's going to be many developments in Central Square that want, one unit, one parking space for every two units. We see that coming. Why is it that we can't get pressure on the Traffic Department, the City Solicitor, the Development Department, to come up with some mechanism to start to restrict the Cambridge stickers to those

developments. Why are we here before the Planning Board and not the Cambridge City Council? I don't get it. Maybe the groups that are here are fake. Maybe they don't have all those households. Maybe they can't go to the City Council. Maybe the people that they helped elect refuse to do anything. But for Christ's sake get together and make the changes we need. So I'm not satisfied with the development as it is. I want more affordable housing. I want more for the community, but considering where we're at, the failure of the City Council and the development department to take any real action, I support the project.

HUGH RUSSELL: Okay, thank you.

Anyone else? Minka.

COUNCILLOR MINKA VAN BEUZEKOM:

Thank you, Chairman Russell and members of

the Board. So, make no mistake about it.

This is a.

ATTORNEY JAMES RAFFERTY: Give your name and address.

MINKA VAN BEUZEKOM: Minka van Beuzekom, M-i-n-k-a v-a-n B-e-u-z-e-k-o-m. So I live at 20 Essex Street. And so make no mistake about it, this is really historic and precedent setting whatever happens on this project. And I personally am very happy that there will be a building there with people living there instead of the open lot that's there now. It's not really used as parking even though it's called a parking lot. I would like to constrain my remarks just to things that are applicable to this building in particular. So, I agree with the comments about the affordable housing. Five units is pitiful. There are ways that, aside from

having a change in the Zoning, Inclusionary Zoning to get more units there. And one of them would be to go to the affordable housing trust. The purpose of that is to create housing, affordable housing for middle and low income housing. And this developer, as any developer, should be free to go to that board and ask for money. As Port Landing did, they were going to do just some market rate, some affordable, they went to the affordable housing trust, got enough money to build it all affordable. And we should be advocating for that.

They have gone below the limit of the height that they're allowed. I would say put another floor on there and make it all affordable housing. Why not? I personally am okay with the fact that this would be 0.5 parking spaces, but I don't think that there

should be a reduction in the bicycle. The City Council went through a long ordeal to look very carefully at the new Zoning Ordinance that we required for short and long term bicycle parking, so this would be the first request for a waiver of that, and I don't think it's appropriate.

The setback, it's said before you cannot walk down that street with an umbrella. It's just so narrow. I like the idea of setting back where the retail is. I agree that there are some funniness about how the lot is -- the GFA is calculated. Is it just this particular parking lot? Then why does part of the building go underneath the building that's on Mass. Ave.? Why are they allowed to use GFA for that one-story building where H-Mart is. It's sort of a little odd that those calculations are not so

straight forward. I personally think that they can go for LEED silver, LEED platinum. They are going to get all the transportation points possible. There should be a trade. And instead of having a green roof that would be private open space that I think helps them fulfill some of their open space requirements, that should be an photovoltaics up there. Perfect location for photovoltaics. And that would definitely get them closer to a higher LEED certification.

It was already mentioned that there should be a way to restrict the number of resident parking stickers that go with cars that are registered to this address. MIT has agreed to do that in Kendall Square. I think we should see more of that. It's not exactly your purview, but they are asking for a reduction of the required parking which is

like -- as I said, I'm okay with, as long as the -- there's a way to limit how many cars really are on this lot.

One more thing about the pedestrian-friendly nature of this. I'm worried about having the exhaust from that transformer room blowing directly on to, you know, the pedestrian level, you should make sure that the louvers are up above the height of regular people walking there. And I'm also concerned about the -- I like the fact that the driveway goes in, but the part of the building that needs to remain out close to the sidewalk, I think, that's a potential hazard, not only for cars leaving but also for people sort of waiting there as others are driving by.

And the real last thing is, you know, as I said, I live at 20 Essex Street. So

this is the vision of the building that will face, you know, Essex Street and the residential neighborhood. And the way that this is designed in my opinion is kind of a slap in the face of the neighborhood. All of the work went into the three sides, but you can see from the main parking lot, you can see over the top of Essex Street closer to Mass. Ave., and that you can see from Mass. Ave. the fourth side of the building that faces into the neighborhood is as bland and as unappetizing as it could possibly be. So I think more thought needs to be paid attention to that.

And I understand that there is a thought that maybe at some point this city parking lot could be converted to more housing. I agree that it should all be affordable housing on any city-owned lot. So

I understand why this is bland, but that's not gonna happen for a bit. And this developer should absolutely not assume that they're going to be able to control that lot. It will be an RFP that goes out and the best project will hopefully win.

Thank you.

HUGH RUSSELL: Okay, thank you.

Who else wants to speak? The man in the green jacket. We're working around.

UNIDENTIFIED WOMAN: How do I put my name on the list? Can I be after him? Okay, thank you.

DYLAN RUSSELL: Hi. All right, I'm going to be quick. Dylan Russell. Yeah. 40 Cottage Street. So let me just preface this by saying I've lived here my whole life. I've never owned a car or felt the need to own a car. So I'm here in support of reduced

parking on the 10 Essex Street development on the basis that more parking will result in more expensive units, and encourage people who have cars to move in. In this location people have easy access to the MBTA, Hubway and ZipCar. I think a better way to improve the traffic situation and lack of parking in this area would be to have neighborhood parking permits or to increase the cost of parking permits with an exclusion for low income people.

I also think restricting the number of parking permits given out for this development is also a good idea.

And lastly, if we're gonna allow reduced car parking spots, this is gonna encourage biking and so the developer should not be allowed to reduce bike parking as well. All right, thanks.

HUGH RUSSELL: Thank you. My understanding is that there is no reduction in bike parking.

Yes, please come up.

ATTORNEY JAMES RAFFERTY: Can I just address that?

HUGH RUSSELL: Yes.

ATTORNEY JAMES RAFFERTY: The new regulations around bicycle parking have long term and short term requirements for residential and for a commercial or retail. The project complies with long-term parking for residential and short-term parking for residential. The project complies with long-term parking for retail. We are three spaces shy on the short term retail which is addressed not by Special Permit but by payment into a fund. So the Planning Board isn't being asked to address this issue. The

application merely reflecting in our calculations that we are proceeding according to the alternative contribution method for the short-term retail bicycle parking only. That's three.

HUGH RUSSELL: Okay.

RACHEL WYON: Thank you, Planning Board. My name is Rachel Wyon, W-y-o-n. I live at 283 Sidney Street. I would like to echo and support what John Pitkin had to say about the issue of carbon footprints, and I do want to applaud the efforts to make this more bike friendly place and using of public transportation. Unfortunately as we have heard also, it is our buildings that produce at least 80 percent of the carbon emissions here in Cambridge. So I -- this is being a new development, first of all, needs to have a much higher number of units for affordable,

but we also have to set the bar extremely high in terms of energy efficiency and actually producing energy on-site with as Minka said photovoltaics. I own a three-family house flat roof on Sidney Street, and I put up photovoltaics. It was very reasonable, and basically there's no electricity in my three units and I actually have a money credit with N-Star.

This is something we need to set the bar so high because by 2015 we're supposed to be 10 percent below the 1990 emissions. At this point if we're building new developments now that are not as close as possible to Net Zero, we're not going to be able to get there. And we should be showing the example here in Cambridge. We have the ability here in Cambridge to produce -- to build and show -- have an example that the rest of the

Boston area and the state of Massachusetts would be able to follow. And I think we have the brain power here.

So thank you very much. I'm very concerned about our future, our children's and grandchildren's future, and I hope that we can really set the stage for developing housing that is not going to contribute to carbon emissions.

HUGH RUSSELL: Okay, thank you.
Yes, sir.

NATE THAMES: Nate Thames,
T-h-a-m-e-s. I live at 169 Elm Street. I'm here in favor of the proposal, and I am further -- would like to make the comment that I think it's a tragedy that this building is so short and this building has to have 25 parking spaces. I would love to see a building with zero parking space and twice

as high in order to help the terrible lack of housing that we have in Cambridge, that's driving up prices like crazy. As my generation starts to buy a house, I'm lucky enough to own in Cambridge, but my friends my age in their early thirties look to buy, it's impossible. And the only way we're going to fix that is if we build dramatically more housing. And so I'm here in support of this proposal. I think it's a modest example of what we should be doing, and if we can double it, I think it would be great.

Thanks.

HUGH RUSSELL: Okay. Robert.

ROBERT WINTERS: I'll be equally brief and say that I unequivocally support this project. I'm a little surprised at some of the commentary tonight. And I just want to emphasize that so much of the sort of wish

list that I've been hearing from people, things like Net Zero or increased affordable housing or whatever. These are not written into any current law. Planning Board has to act based on the law as it is today, not what you wish it to be several years from now.

Thank you.

THE STENOGRAPHER: Your name, please?

ROBERT WINTERS: It's Robert Winters, 366 Broadway.

HUGH RUSSELL: Yes, sir.

PATRICK BARRETT: Actually, I'm going to be brief, too. My name is Patrick Barrett. I live at 234 Broadway. I also own the property at 897-907 Main Street where Toscanini's is, about three blocks down from where this project is going to be. I'm in support of it. And I think that I'd like to

just remind the Board earlier of what attorney Rafferty had mentioned about setback requirements. That the current Ordinance allows for a commercial coming right up to the street, yet residential does not. I think that's systemic and indicative of the things that Robert Winters was mentioning as well, that we have a Zoning Ordinance that doesn't make a like of sense. And it needs to be addressed. And I've heard this Board often mention that Zoning is something that should be look at every 20 years or so. And I think that, you know, the C2 process did some of that, but not enough. And we have recommendations that are out there right now that really ought to be looked at more intently so that developers like Morris, like myself some day, can actually do something to help the neighborhoods as opposed to simply

do what we're constrained by antiquated Zoning that doesn't really accomplish what we want to accomplish in the first place.

I've heard the CRA mention they want 20 percent increase housing. Well, that increase in the Inclusionary Ordinance the way it's written gives me a 50 percent bump to my FAR, bring it on. But I don't think that's what she's talking about. And then they start mentioning well, we hired an attorney. Well, now you as the Planning Board are left hanging out to dry to make decisions based on the Council and the City Councillor that was here, I think of it as being their inability to act. So, I approve this project. I own a building right now that's got about 60 people living in it and not one of them has a car. I talked to the City of Cambridge Advisory Board, the real

one, the one that exists, not the one that I was a part of, and I told them I'd give an Affidavit for each of my tenants to say they don't have a car and they don't drive. I would be more than happy to offer the same to this Board, too. Does that mean that everyone doesn't drive? Of course not. But people here are now talking about restricting people who are coming in to get parking permits. That's insane. Parking is \$20, that's the insane part. To get the resident parking is \$20. It costs \$250 to rent a parking spot, market rate. So increase the parking costs. Maybe that would be somewhat restrictive. But telling new people coming to Cambridge, I'm sorry, you have to waive your right to a parking spot? I hope you guys have a better lawyer.

Thank you very much.

HUGH RUSSELL: Thank you.

Who else wishes to speak? Sure,
Councillor.

COUNCILLOR DENNIS CARLONE: My name is Dennis Carlone, C-a-r-l-o-n-e, 9 Washington Avenue and today I'm speaking as a citizen and as someone who was a consultant to the Planning Board for many decades, and this is the kind of design review I would offer. As I said before, I'm for the housing. I'm for the retail. I think there should be more housing in Central Square, less office and new construction. The approximate massing is created and tries to break down the block. However, the Zoning has been specified specifically says housing cannot be within five feet, and it isn't just the retail, it's the square addition that protrudes forward next to the historic

building that's within the five-foot zone. I personally believe as an urban designer, that when the guidelines say -- I'm going to read them to you in a moment, that you want to I can make the connections from the neighborhoods, the Mass. Avenue as wonderful as possible, six feet, five inches is not wonderful as possible. Especially if there are signs, lights some day, that are coming in 18 inches which is the standard amount. There are none there presently.

Central Square plan of 1987 are the only guidelines that I could find that relate to this. And this is what they say: Massing and height, encourage new construction compatible with predominant materials setback scale height massing. I think some of those things are done here. I question the materials. The white and the grey are for

lack of a better definition a concrete plywood in appearance. The texture, if at all, is minimal. I understand it's a rain screen. Every building we saw was masonry. Now, when we did East Cambridge, we said it should be masonry or something that achieves the same goal which is scale, texture, and color. I submit to you this does not.

Now, the improvement in the green copper, absolutely, that's an improvement. I'll go on.

(Reading) The urban design plan. Each site should be looked at as the site within the context of Central Square and not a project solely onto itself.

Now, I understand that the architect had said that they looked at this and it's a modern interpretation, but yet again, there's no question that the texture of the material,

the white, the grey, has no scale to it other than the panel size itself.

(Reading) Summary of key urban design recommendations. Height setbacks and dimensions. Developments along narrow side streets should provide setbacks in a non-continuous building service to avoid the creation of canyons.

This is not a canyon. That word is overused, but I understand why the transformer limits the setback. I don't understand why anything else does.

(Reading) Street sidewalks and open space. Create pedestrian lengths between neighborhoods and Mass. Avenue wherever possible. Building materials should be compatible with historic character of Central Square. Access and improve where needed the street sidewalks and lighting connecting the

residential neighborhoods to the business area.

So the major goals of the guidelines were two fold. Blending in with the neighborhood, the scale, the character, the massing. I think massing -- overall building massing was pretty successful here. The materials, I think, it's a completely different expression. The scale is different. I mean, if that were -- I know they're gonna hate this, but if that were a concrete clapboard, at least it would be the clapboard scale there even if it were painted white.

The Business B District has, as you all know, C-3 housing regulations. That's where the five-foot minimum setback is required.

A walkable sidewalk, a minor street is not six feet, five inches. Again, especially

if signage ever gets added, like no parking. All of a sudden it's less than four foot clearance. And I agree with Councillor van Beuzekom that I've walked down the other sidewalk which is even narrower on the other side of the street with an umbrella and I couldn't get by. I broke the umbrella. It hit the sign and hit the fence. And so this is an unusual place, and at one time I proposed that maybe the curb is extended out and neighbors felt they didn't want to give up the parking. So that says well, wait a minute, there is a five-foot requirement setback. Maybe it's not five feet. Maybe you try to have eight feet from curb to building face and you only are adding another two and a half feet -- one and a half feet. But at least then it's eight feet for a good distance of the building.

So I am concerned about materials.

I -- I think if this is an indication of what the larger block is, I think the message should be sent that that is not the kind of building that we want to see on the remainder on the block owned by this developer.

The city lot on the end, if the developer acquires it, I think it should be very clear we don't want a continuation of this expression, that it should be much more to the character and scale of Bishop Allen. And the thing that I almost -- well, the old storefront at the corner, to do that in a different brick to relate to a modern building is a disservice to the historic building, and that is completely a mistake and it should be the historic building should be what stands out not a modern interpretation of what the ground floor

should be. And I think you will find that it's pretty -- oh, wait a minute, oh, Pebble Gifford would like to have lunch with you tomorrow, Jim.

So thank you very much.

DAVID CHILINSKI: David Chilinski. I'm at Three-and-a-Half Wendell Street. I also have an architecture firm in Inman Square where we've been for 30 years. I want to be recorded in support of the project. I think these small 40-unit projects are the answer in Cambridge. Multiple, smaller projects like this are going to be the answer. They continue the texture of what we have, which is an accumulation of smaller buildings as opposed to massive undertaking. I think where it's located next to the Red Line, I have 40 people in my office, over half of them take public transit to get to

the office and that's because they don't have cars. They're young people. They'd like to live in Cambridge. They -- most of them don't. They take busses and they take transit to get to my office because they can't afford it. So believe it or not, people that work for me might even be able to qualify for some of this affordable housing.

So at any rate, I want to go on record in support.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak? Yes, Ma'am.

JACQUELINE SMITH: My name is Jacqueline Smith. I live at 7 Ashburton Place which is just off of Essex Street. And I would like to urge you to wait in your approval of this project. I, too, like the idea of other building in that, you know,

sort of cavernous spot there. But I think with the opening of H-Mart, I think those of us who live in the neighborhood are concerned. And to change two variables at the same time I think is a mistake. I think it wouldn't hurt to wait to see what happens with H-Mart, and, you know, and that would give time for some of the other considerations for this project.

Thanks.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: Okay, I think we'll take a functional break of five to ten minutes and we'll come back to discuss this case.

(A short recess was taken.)

HUGH RUSSELL: Okay, if people could

find their seats and give us some quiet so that we can continue with our business, I would appreciate it.

All right. So, we have before us a matter that is requesting several Special Permits that were contemplated in the Central Square Overlay District when it was established. And we have heard a great deal of testimony that asked us to go beyond our authority and invoke other principles, many of which are highly desirable, but are well beyond what we are permitted to do.

And so we have a first question is, are we going to follow the law or are we going to go someplace else?

STEVEN WINTER: Follow the law.

TOM SIENIEWICZ: Rhetorical question.

STEVEN COHEN: Are you asking for a

vote on that?

HUGH RUSSELL: And I think it was Mr. Bergman actually had stated it clearly, is the place you go to get the law changed is the City Council. And we will weigh in on that and we have work that we have to do actually on the seat. They take the seat to report and convert that to recommendations to the Council, and some of that will come up in C2, but you were much more creative than C2 in looking at the bigger pictures I think.

So, we have a Special Permit for the bulk control plane waiver to permit them to put that little eyebrow up on the upper left. Is there any discussion about that?

STEVEN WINTER: No, I feel that I understand that.

HUGH RUSSELL: Yes, I mean I think that the point of this provision is to give

you light and air and space and if the project does that then the eyebrow doesn't conflict with that.

And reduction required parking. So, our testimony ranged from zero as a recommendation to more than 50 percent. And the director of Traffic and Parking I don't think is represented here tonight, except by a paper report. And she says: The Department with CDD did a study with ownership of buildings within a quarter mile of the subway station. In addition, the proponent had their traffic consultant collect information by three residential buildings in Central Square. And in all cases, the parking needed for autos owned by residents was 0.5 spaces per unit or less.

So, I think that says that Traffic, Parking and Transportation believes this is a

supportable amount of parking.

Any more discussion on that?

STEVEN COHEN: Yeah, I have a few things, Hugh.

First of all, several residents raised the possibility of limiting access to parking stickers. Is that a legal option or a feasible option in the city?

HUGH RUSSELL: Not as the -- it's not the power that's given to us. And we have -- we've asked about it in the past and we've been told we can't impose that as a condition.

STEVEN COHEN: So, Catherine, you shook your head on that. Not an option?

CATHERINE PRESTON CONNOLLY:

Previously, at least, we have been advised by the City Solicitor that it would not be recommended, that Traffic and Parking do

that. And with Traffic and Parking not doing that, it's my understanding that it's not within the Board's purview to impose that condition.

STEVEN COHEN: Well, the --

HUGH RUSSELL: I mean, I looked at --

STEVEN COHEN: I'm sorry.

HUGH RUSSELL: -- the basement plan. And you could put three more parking spaces in but you'd wipe out a bunch of bicycle spaces and the trash room. So, I don't think that's practical. I think they've made every effort to get as many spaces in as they can.

STEVEN COHEN: But I take it we're taking as a given that it's impractical to go down another level which would add 15 spaces or so. Well, I guess, it's really a matter before we get there, going back to the policy

of whether we want to be facilitating demand for automobiles or whether we want to be limiting it. And ultimately I'm going to support this waiver on the parking. But I've got to tell you that perhaps, I'm more than others on the Board, am a bit uncomfortable with it. You know, these are expensive apartments. People are going to be spending I don't know, three, four thousand dollars a month for it. Those folks, I agree entirely can get around town without a car. But spending three or four thousand, I just have a sense that at that demographic, there are going to be folks who are wanting to go to the Cape on the weekend or going to New Hampshire or visiting family in New York or what have you, and they are going to own a car. And I think there are going to be roommates getting together in these

apartments, then and you could have two cars or three cars per apartment. So what are the consequences if we guess wrong here? I guess the consequences are going to be the other folks who live in this neighborhood. And, you know, I think this is a worthwhile experiment, I guess, that we're taking here, but there are some folks who are going to be bearing a disproportionate share of the risk as we take this experiment. And I guess ultimately we can go in the direction of New York where basically it's just so burdensome and so expensive to park that people won't have cars. But we don't really get to that point until everybody in the neighborhood finds it sufficiently expensive and burdensome. And so again that ends up burdening I think some of the folks that live around there.

HUGH RUSSELL: I guess --

STEVEN COHEN: Like I said, I'm going to support this. I think to pretend that we're not imposing this sort of risk on the neighbors, is I think not being fair and honest. I hope it doesn't play out that way. I hope it will play out the way that everybody predicts that people here simply won't own cars, but I'm just uncomfortable with that, and I'm not as confident as others that it will really play out that way.

Oh, I'm sorry, and one last thing.

HUGH RUSSELL: Yes.

STEVEN COHEN: Which I'd like to ask you, Mr. Rafferty and any others, and that this is this is currently a parking lot which according to the application facilitates what, 28 cars. Though I've also heard that it's not actually used that way. But, you

know, so it's a parking lot which supposedly serves 28 cars. And we're talking about building 46 units with only 23 parking places. We're actually having a net loss of parking places here. So it's not even that we're providing, you know, 50 percent for the new units. We're actually having a net loss relative to those spaces that currently exist on the site. Can you address that?

ATTORNEY JAMES RAFFERTY: Sure.

We were asked to provide data in response to the Chairman's question about the status of the existing parking lot. It's a 28 -- the capacity is 28, and it previously served the Pearl lot tenants and other tenants. But as we identified for the past year and a half, only seven spaces are used in that lot. All of those parkers are office tenants of Mr. Nager. They pay \$200 a month

for those spaces. And in the study we submitted, the study by the way which shows the three buildings at a 0.5 ratio, real numbers, but not guesses or hopes on people's parts, but real numbers after a decade of operation at the Holmes building. The question was well, where would those parkers go? And we identified three other commercial parking lots in Central Square where comparable spaces are available at a similar price. There had been some thinking well, were they even paying to park there? So seven office tenants are utilizing that lot. You may recall that one of the speakers who got up acknowledged that the parking lot isn't even used as a parking lot. It's only being used for seven people. Those seven people will have to relocate. And given the rates they paid and the opportunities,

including at the Green Street garage, if they paid just the daily rate at the Green Street garage, it will be comparable to the \$200 a month they are parking now. And our parking study reflected ample supply during the daytime hours at the Green Street garage. We studied the Green Street garage at three different times, it's in our parking study that we submitted to the Board. And that is probably the most appealing location for the seven commercial parkers there, because there's ample opportunity to park there.

HUGH RUSSELL: Okay, Pam.

PAMELA WINTERS: Were you through?

HUGH RUSSELL: We're talking just about parking now.

PAMELA WINTERS: Okay. So I, too, will go with Sue's recommendation, but I did like Mr. McDonald's suggestion of the 0.6. I

would feel more comfortable with that recommendation. But because of Sue's letter and her suggestion, I'm going to go with Sue's 0.5. So that's my -- I will come down on that on the 0.5.

We are just talking about parking now?

HUGH RUSSELL: Yes.

Catherine.

CATHERINE PRESTON CONNOLLY: I also am -- well, maybe perhaps more than others, I am comfortable with 0.5 and I am persuaded not only by the parking study that the proponent submitted and Sue Clippinger's letter, but also in our own C2 study that 0.5 is the admittedly the bottom, but it is the rate within the range that has been proposed and recommended under the C2 study and that we will be looking at Zoning recommendations for. Granted right now the law still says

you need a waiver for that, but going forward you won't even need this waiver in order to do 0.5 if we accept the recommendations of the C2 study.

I agree with Mr. Rafferty's earlier point if not here, where? This is the place to do it. And I think that the proponent has really shown that, you know, I especially find the data from the Holmes building compelling. I think it has very comparable rents. I think it's going to attract a very similar type of population. And the reports from the day it opened, and in fact, I was working for the city back then and keeping a pretty close eye on it and annoying the heck out of Mr. Rafferty, they have never used all of that parking. They have always wished they could have built less. And I think this is going to be a situation where we're going

to be in the right ballpark. And, you know, yes, there is some risk and it, you know, we could end up with people parking on the street just like all the other people in the neighborhood do. And I do have somewhat of a problem with the -- I'm the last one in the castle now to pull up the gate mentality that says we're going to treat new people to our community differently because they got here after us.

HUGH RUSSELL: Other comments on parking?

STEVEN WINTER: Only to say, Mr. Chair, that I concur with the comments that were just made and that we've listened to Sue Clippinger for a number of years. And what first seemed counter-intuitive that we needed to reduce the parking requirements and it's worked for us. And I think we can't

stop now. We have to -- Cambridge needs to think bold and be bold. That's what we do. Now is not the time to double back on this. We have to, we have to keep reducing the numbers of vehicles in this town and this is one way to do it.

And I'll go on the record by saying I don't own a vehicle. I use ZipCars. And when I want to go to Seattle, I rent the biggest Cadillac I can get. So, not everybody has a car.

H. THEODORE COHEN: Just briefly I concur completely with everything that Catherine said. I think we have already reduced parking in a number of areas, I think to 0.7. It seems to be working fine. You know, we've been taking our direction from Traffic and Parking and so far what they've been telling us has been accurate so I trust

them and I think the traffic study information was compelling.

Yes, it is trepidatious, but I can't think of a better place to do this than in Central Square. I mean, it's just sitting right on top of the subway, right at the vortex of any number of bus lines. It will be sitting on top of a market that I think people will use all the time. I just think that if we're going to really try this, and I think it's not so much an experiment, we're putting into place information that we know will work and that what we have to do in order to really start getting a hold on climate change and on habits that people have, and so I think it's the right thing to do.

0.6, you know, maybe is a little bit more comfortable, and that's what, three more

parking spots? But if it's a tradeoff between that and the bicycle parking, I think where we're going in Cambridge now, we probably want the bicycle parking more than the auto parking.

HUGH RUSSELL: Tom.

TOM SIENIEWICZ: Yes, I agree with what Catherine said and my fellow board members. Just two observations, I did perhaps, like other people noticed, that people speaking tonight in favor of reducing the amount of parking seemed to be from a younger generation, and I think they represent the future and I think that's the way, like yourself, the way the future is moving, is absolutely plausibly to much fewer cars.

One other thing, I agree with Carol O'Hare who suggested that the offer on the

developer's part to offer incentives to make this a transient-oriented development be memorialized in our findings tonight so to hold their feet to the fire relative to I think some of the creative ideas that they came up with. That's where I am on the parking.

HUGH RUSSELL: Okay.

STEVEN COHEN: Mr. Chair, if I could add one final comment.

HUGH RUSSELL: Yes.

STEVEN COHEN: And as I said, ultimately I would support this as well, but there has been talk about, you know, the extent to which this sets a precedent for all buildings, having a parking requirement reduced to 0.5, and speaking for myself anyway, I don't think that we should necessarily think of this as a universal

precedent. Notwithstanding my discomfort about the issue, I don't think there are practical options in this building. I agree with Mr. Chilinski, that the notion of doing small projects like this is the way to go in the city. If this were a larger project with a bigger footprint, there might be other options in terms of parking. And certainly if this were not as close to Mass. Transit, it might be other considerations.

PAMELA WINTERS: Right.

STEVEN COHEN: So I think that to the extent that we seek to reduce the parking requirements, that's one that we should really be doing on a case by case basis, and shouldn't consider this as a universal precedent.

HUGH RUSSELL: Well, I think actually we've started doing that a few years

ago, doing the case by case on almost every Special Permit case that comes up. And if there is a precedent, it looks at what the requirements for the building are and make sure you have enough parking and you don't build too much. And so that's -- so this is within that, that now trail of things we've been doing for quite a while.

Okay, so we are agreed on the parking waiver?

PAMELA WINTERS: Yes.

HUGH RUSSELL: Building height. What's the piece going -- tell me what that Special Permit is. I have forgotten.

ATTORNEY JAMES RAFFERTY: That's the Special Permit that says you can go to 80 feet provided that you bulk plane and you have to get a Special Permit from the Planning Board. So you apply the criteria

and determine that we meet the bulk plane.

HUGH RUSSELL: Right.

ATTORNEY JAMES RAFFERTY: But it does -- that is a separate Special Permit. So there are two Special Permits on height.

HUGH RUSSELL: Okay.

So does anyone have any discussion on that? Ahmed.

AHMED NUR: I do. So the only violation we have here is the elevator shaft above the roof level?

HUGH RUSSELL: No. It's actually the elevator shaft doesn't count.

ATTORNEY JAMES RAFFERTY: Well, it does here because it takes you to the roof. It's more than a head house.

HUGH RUSSELL: But the way the Zoning works is when you go above a certain height, you have to get the Special Permit to

get all the way to 80 under the -- the way the Ordinance is written, it was -- well, I guess at the time the Overlay District came in there was no height limit in Central Square because there was no height limit in Business B. And then when the Overlay District came in, it set up this scheme of 80's the limit and if you go above, I think it was 55 or 60 --

ATTORNEY JAMES RAFFERTY: 60.

HUGH RUSSELL: 60. You would have to get.

JOHN PEARS: 55.

HUGH RUSSELL: Harvard Square was 60 and Central Square was 55. But same regulatory framework.

Okay, so --

STEVEN COHEN: I would only mention that, speaking for myself and maybe some

others who support the appropriate density and appropriate locations, that either might have been support on this Board probably would have been support on this Board to going to 80 feet here rather than just the 70. I understand there were Building Code constraints. But certainly no objection to the 70.

HUGH RUSSELL: Next one is the green roof Special Permit. That's to allow them to do the green roof and not have it count as floor area ratio.

And we decided and we recommended on that a year or two ago that was a good idea to do it. And they're doing it and so we would support that.

The reduction of short-term bicycle parking is -- you say that's not a Special Permit but or is it?

ATTORNEY JAMES RAFFERTY: Well, to be candid I thought it was, but Mr. Roberts educated me that it's not.

HUGH RUSSELL: It's not.

ATTORNEY JAMES RAFFERTY: But it's cited because it's a relevant section of the Ordinance so it's in the application. But it seemingly doesn't require a Special Permit.

HUGH RUSSELL: Just a cache so the city can put those spaces at a more appropriate spot.

ATTORNEY JAMES RAFFERTY: Correct.

HUGH RUSSELL: And that's it.

Is there any other --

STEVEN COHEN: The setbacks.

HUGH RUSSELL: Setbacks. Sorry.

Waiver of setback.

So that requirement, I believe, was established in 1943 when the formula setback

regulations and the setbacks were generally revised in the 1943 revision to the Ordinance. And it's been that way for 70-some odd years. So I think it's one thing to think about that comes from a very different era. And the -- so, I mean I have no problem with it myself. The thing that -- about the right most wing, if that's a portion of the building that's, it seems to be about 20 feet deep or so because of the -- where this interlocks with the existing construction on the site, and so if you were to make that 15-foot deep, it would -- certainly would eliminate the three-bedroom apartment and it might eliminate almost anything. So what they've chosen to do is, you know, in other places to step farther back. I'm not -- and the question is can you use the multiple plane setback formula to get

rid of the five feet? You would know that.

MARK BOYES-WATSON: No.

HUGH RUSSELL: But --

ATTORNEY JAMES RAFFERTY: He would
if he could.

HUGH RUSSELL: Right.

That's a calculation that basically says you calculate the amount of air that has between the face of the building and the property line at five feet and you can push into it some places and you can provide that same amount of air stays there so you have to push back in other places. This building, if it were calculated under the multiplane setback would in fact pass.

MARK BOYES-WATSON: Easy.

JOHN PEARS: Way beyond pass.

HUGH RUSSELL: It's more than five feet. So I don't -- go ahead.

STEVEN WINTER: Mr. Chair, I believe that the proponent has done everything possible to come up with the -- is it the 6.5 feet of sidewalk that we have now?

JOHN PEARS: Yeah.

STEVEN WINTER: Including the 25 feet of entry and 15 feet of driveway. I feel that, I feel that everything that can be done architecturally has been done to get us to this point. So I feel comfortable where we are now.

HUGH RUSSELL: Any other comments on this?

STEVEN COHEN: The only other comment -- Oh, I'm sorry.

H. THEODORE COHEN: Go ahead.

STEVEN COHEN: The only comment I have as well is while I think the five-foot setback is kind of, you know, outdated and

irrelevant at this point, I think Councillor Carlone's reference to not the setback per se but rather to the depth of the sidewalk, you know, carries some weight in my mind. And I'm not sure what that appropriate depth should be, though I guess in a sense it should be eight feet in the idea world it would be a more comfortable and an appropriate depth for a sidewalk rather than the six and a half. I'm not sure what to do with the perception of --

STEVEN WINTER: Were you speaking of pushing the curb out? Because there was talk of that as well.

HUGH RUSSELL: That's parking. That's not a good idea.

ATTORNEY JAMES RAFFERTY: There's no parking on that side of the street, though. I mean, it's an interesting suggestion,

though, I'm not sure what the impact would be on the travel lane and the parking on the other side of the street. But there's no parking on that side of the street.

HUGH RUSSELL: So is the street uniform up beyond or is there parking on both sides?

MARK BOYES-WATSON: It's uniform between Mass. Ave. and Bishop Allen the only parking occurs on the west side of the street.

HUGH RUSSELL: I mean, I must admit both of my travel on Essex Street is on my bicycle because I feel it's the safest street to go down on a bicycle if you're trying to get from Mass. Avenue north. It's kind of like the street though.

Okay, Tom, did you want to speak on this?

TOM SIENIEWICZ: Just quickly. I think it's wonderful that the Councillor was here to talk about that because I think there is another solution which is in the public realm and he has the power to do something about that. So if there's a focus there, that would be great.

My only question, actually, was two fold:

One, a compliment thank you from the audience. The transformer face, it's not going to be prone to graffiti. But just a quick question about the venting. On the -- it relates to the issue of setback. It was a detailed referenced for venting that space and a concern raised by somebody in the public about what the effect might be on the public way there. So I would just love more information on that.

JOHN PEARS: It's heat that needs to come off. There's no fumes or anything of that nature. So the venting is just to cool it.

HUGH RUSSELL: Are these the exhausts up high?

JOHN PEARS: Yes. In fact, we are trying to use the underside of some of the -- in places that are inset to pull air in and then exhaust it out the back. So there may be inlets.

TOM SIENIEWICZ: Intake.

JOHN PEARS: Intake. And I say it's just to dissipate heat, not any fumes at all.

TOM SIENIEWICZ: Thank you.

JOHN PEARS: It's electrical equipment only.

HUGH RUSSELL: Right.

Any other comment?

H. THEODORE COHEN: My only comment is that, you know, I agree with Councillor Carlone that this is not a valley, and I don't think that this design contributes to it being a valley. And actually from my personal aesthetics I appreciate and prefer the fact that the line of the existing building is basically continued down the block rather than have this being set back further from that line. And I think, you know, there was a building that was done a couple of years ago where it complied with the five-foot setback on Cambridge Street where it was set back much further from all of the other buildings on the block and I just think that's the oddest alignment on Cambridge Street if not in the entire city for an otherwise very nice building. And so I actually prefer something like this rather

than moving the building back another several feet and breaking that line of the existing building.

HUGH RUSSELL: I think we would recommend that this building undergo continued design review and I would note that there have been comments about the elevation that faces Bishop Allen Drive and we might want to keep thinking about that. It's made progress and, you know, I would -- is there any other design review matter that any other board member wants to put on the table?

Pam.

PAMELA WINTERS: Yes, I think it was Minka, maybe this is what you were just referring to, Hugh, that said to take a look at the rear part of the house -- rear part of the building. I know that there's going to probably be more building there and that's

probably why you didn't put a whole lot of effort into it. But who knows when that's going to happen. But in the meantime maybe just, I don't know, spruce it up in some way, shape, or form. Maybe take another look at that.

I have a lot of respect for Dennis Carlone and I really loved the materials, the slate and the copper. I like the building as a whole so I was kind of taken aback when he said he didn't like the texture. So maybe you can take a look at that.

And let's see, maybe if he wanted more affordable housing in the building, you could go to the affordable housing trust, one member -- one speaker said that that was a possibility. You could always go to the affordable housing trust and see if you can get more money for more affordable units in

the building.

And I liked the person who suggested more multiple smaller projects like this in the city. Maybe it was -- what was his name?

STEVEN COHEN: Mr. Chilinski.

PAMELA WINTERS: Mr. Chilinski, right.

I think it really suits the city rather than large huge skyscrapers and, you know, taller buildings. So those are the all the comments that I have.

HUGH RUSSELL: Any other member want to make any further comments?

STEVEN COHEN: Are we talking comments in general or just on design review now?

HUGH RUSSELL: Final comments.

STEVEN COHEN: Well, we were talking about the sidewalk and possibly moving the

curb and it looked like Councillor Carlone was perhaps going to address the possibility of moving the curb? Is that something you'd like to address?

COUNCILLOR DENNIS CARLONE: Yes, since my name came up. We all know that the sidewalk is going to be destroyed during construction. It just happens. And we know it's going to be rebuilt. In East Cambridge in many cases, and maybe it's a different condition, the developers rebuild the sidewalk. And in some cases they relocated the curb based on need. And if the side curb can go in a foot or two, even that toward the middle of the street, that would be an improvement at minimal additional cost. Since the historic building at the corner is also going to be fixed up, granted the sidewalk might not be wrecked, but I suspect

it could use a new sidewalk anyway. The cost of doing that is man mal. If it's ever going to happen, it's going to happen now. So actually the city -- I've looked into this, rarely does this, the developer that is affecting the area picks it up. That's just what happens and I would encourage it. I do think especially if signs are put in that in front of retail, four and a half feet is not enough.

Thank you.

HUGH RUSSELL: Okay. So we might add a condition that this be explored and see if it's feasible because it does seem to be desirable.

STEVEN WINTER: And further design review.

HUGH RUSSELL: Right. But it's kind of in a sense our jurisdiction kind of ends

at the property line. So we can't say you have to do it, but I think we will agree that this is probably -- this makes the sidewalk better, whether we don't know what it does to the street and so that has to be looked at.

JEFF HERB: Let me point out one thing that is the main turn off of Mass. Avenue.

I'm Jeff Herb.

ATTORNEY JAMES RAFFERTY: It's going to be looked at with the Traffic Department and we'll leave it at that.

HUGH RUSSELL: Okay.

Are we ready for a motion to grant the Special Permit?

ATTORNEY JAMES RAFFERTY:

Mr. Chairman, I apologize, just one point. I assume the Board will condition the relief upon the materials submitted that you'll want

the facade improvements of the adjoining building a condition along with design review of those conditions by the staff? Because I think we made some representations to the neighborhood that we would live with that as a condition. And similarly the TDM components as a condition, I apologize, but I wanted to --

HUGH RUSSELL: Yes, right.

I would encourage you to follow up on Dennis's suggestion about the appropriate ground floor material. If there's some way to find out what the historic material was and if it's something you want, I mean it could well be that the back corner of very plain brick was what was on that back corner, you might arguably think you can improve upon that. What was on the front may be long gone and there may be no record of it. But I

share this kind of squeamishness with that material and the rough texture going around. Now maybe it's the same material in the same color but in a texture that might be more appropriate for the age of the building. I don't know what that is, but just, we can add that to the design review list.

We don't generally take advice from the public about our decisions except in the public testimony where we take it.

CAROL O'HARE: My name was mentioned and I just want to ask if you were going to include the restrictions, the binding restriction at your own board member suggested which was proposed by Mr. Rafferty? I'm afraid that you're just going to gloss over that. Mr. Rafferty in his presentation --

HUGH RUSSELL: Excuse me, what

restriction is this?

ATTORNEY JAMES RAFFERTY: The TDM measures that I said would be a condition. That was just addressed.

CAROL O'HARE: I'm sorry.

HUGH RUSSELL: Yes.

Are we ready to go?

PAMELA WINTERS: Yes.

STEVEN COHEN: Yes.

HUGH RUSSELL: Would someone like to make a motion to grant the Special Permits?

TOM SIENIEWICZ: Sure, I'll make a motion.

I would move that the Planning Board grant the Special Permits in Planning Board case 285 at 10 Essex Street based on findings of this Board, that proposal is consistent with conditions in -- set in the Ordinance, but also on the granting of the Special

Permits would be on the condition that TDM measures be memorialized in the findings as well.

HUGH RUSSELL: And the other items?

TOM SIENIEWICZ: And the other items as discussed by the Board.

HUGH RUSSELL: Okay.

Is there a second to that motion?

STEVEN COHEN: Second.

HUGH RUSSELL: Is there a discussion on the motion?

(No Response.)

HUGH RUSSELL: All those in favor, raise their hand.

And Ahmed is not voting because he didn't participate in the first hearing.

We have more than five votes.

ATTORNEY JAMES RAFFERTY: Thank you very much.

HUGH RUSSELL: Okay, thank you.

I think the only item remaining on our agenda is 40 Norris Street. I've been told there was a 30-page e-mail that arrived after I stopped reading my e-mail at 5:30 this evening. If there's that much additional new information, we would need time to study it.

STEVEN WINTER: I would like to read it.

HUGH RUSSELL: And, I don't know --

Oh, excuse me, Mr. Rafferty. Is he still here?

Staff has advised they would like a little extra time to prepare the decision.

ATTORNEY JAMES RAFFERTY: Oh, have all the time you like, sure.

HUGH RUSSELL: You'll submit the appropriate paperwork in like two weeks next week.

LIZA PADEN: Yes, that would be lovely.

ATTORNEY JAMES RAFFERTY: Always happy on a favorable decision.

LIZA PADEN: Thank you.

STEVEN WINTER: Mr. Chair.

HUGH RUSSELL: Yes.

STEVEN WINTER: I would just like to propose that it being 10:20, I'm not certain that we're prepared for a discussion of plan development --

THE STENOGRAPHER: I'm sorry, I can't hear you.

STEVEN WINTER: I was going to suggest to the Board Chair, I will suggest that because it's 10:20, I'm not certain that the Board has the time to give the discussion of planned unit development procedural changes on the Zoning Petition and I wanted

to ask your advice on that.

HUGH RUSSELL: I agree. I think we should actually conclude our business now and go home and take up the items that we can't take up at a later date.

Now do you propose a problem that we should consider?

LIZA PADEN: No. We're not on any statutory deadline for these things.

HUGH RUSSELL: Okay.

STEVEN WINTER: Thank you.

H. THEODORE COHEN: I just ask, I don't understand what the status of 40 Norris Street is, okay? And what we're really going to be --

HUGH RUSSELL: It's under construction --

H. THEODORE COHEN: -- discussing.

HUGH RUSSELL: There is at least one

deviation to the approved plan, which is the cooling tower.

H. THEODORE COHEN: I thought we had addressed the cooling tower.

HUGH RUSSELL: We hadn't finished. We heard about it. We hadn't finished.

H. THEODORE COHEN: We took it under advisement. Now was there other literature?

HUGH RUSSELL: We have literature that says there are other matters that the city has to look into. There were several letters that said that they have reason to believe that the other proportions of the building weren't being built according to the submitted plans. And so the Building Department needs time to plan, the CDD Department to sort that out. I don't believe -- is that complete?

LIZA PADEN: So I've had a number of

meetings with the Inspectional Services about this topic, and there's been a review of the third floor which was had substantial in-fill. And there's some discussion back and forth. And at this moment Inspectional Services has a set of plans of where the gross floor area is being captured and they want the Planning Board to review those plans and if they have an opinion on them, where it was part of the discussion on the public hearing, they want the Planning Board to adopt the new revisions. That's the result of a discussion I had today with Inspectional Services.

HUGH RUSSELL: And that's not quite ready for us to act on that.

LIZA PADEN: Well, I -- in this e-mail that you got today, there are plans showing the changes to those upper levels.

HUGH RUSSELL: Okay.

All right, so I don't feel that we're prepared to go forward on a 30-page e-mail that I've not seen.

PAMELA WINTERS: No.

LIZA PADEN: Okay.

HUGH RUSSELL: I would offer two words of advice on the proposed amendment which I have to think about, and there is a word that is substantively in the text. You all know where that is. It's at the top of page 8, and I'm wondering if -- what's the difference between substantively, substantially, and significantly? And so think about that. And try -- I asked my husband who's got of a Master's in English Literature from Harvard. He went to Wikipedia and we couldn't sort it out. So to me that's --

STEVEN WINTER: Jeff, we're counting on you.

JEFF ROBERTS: I'll work on it.

STEVEN COHEN: Substantive versus procedural.

HUGH RUSSELL: I guess we are adjourned.

The Norris people, we are not going to deal with Norris Street tonight. We received a 30-page document by e-mail by 5:30. Some of us saw it, most of us did not, so we can't act on that basis. I'm sorry.

You may not have heard, also, Liza's report which is she has been working with ISD to try to address the questions of the gross floor area of the third floor and the additional layers. And apparently the information for us to try to sort that out, which I think we have to do because the ISD

has asked us to do it now to this stage where it's gotten. But we don't have the facts. And we do appreciate the continued interest that you're taking in trying to make this the best project it can be. And of course, you know, I believe the owner is trying to make it the best project it can be, too, and best is a term that's maybe not universally agreed upon.

We are adjourned.

(Whereupon, at 10:25 p.m., the
Planning Board Adjourned.)

* * * * *

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