

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, July 26, 2016

7:00 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

H. Theodore Cohen, Chair

Hugh Russell, Member

Steven Cohen, Member

Louis J. Bacci, Jr., Member

Mary Flynn, Member

Ahmed Nur, Associate Member

Thacher Tiffany, Associate Member

Iram Farooq, Assistant City Manager

Community Development Staff:

Liza Paden

Stuart Dash

Suzannah Bigolin

Swaathi Joseph

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Public Hearings

7:00 p.m. PB#179, Major Amendment #6, North Point, Planned Unit Development to allow modifications to the arrangement of uses, roads, building sites and building masses within the Development Parcel pursuant to Sections 13.70 and 13.50 Planned Unit Development and 19.20 Project Review Special Permit. No change to the total Gross Floor Area of mix of uses is proposed. DW NP Property, LLC is the applicant. This is the second of the two required public hearings for a Planned Unit Development Major Amendment.

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8:00 p.m. PB#313, 135 Fulkerson Street, Construction of 40 residential units pursuant to Section 4.26 Multifamily Special Permit. 135 Cambridge, LLC is the applicant.

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H. THEODORE COHEN: Good evening everyone, welcome to the July 26th meeting of the Planning Board. I hope it doesn't get too hot in here temperature wise. We'll start with the update from the Community Development Department. Iram.

IRAM FAROOQ: Thank you, Mr. Chair. Today's meeting is the second hearing of the North Point. Well, the final development plan for the amendment to the PUD. And then our second item will be 135 Fulkerson Street which is a multi-family project on Fulkerson.

Next meeting is August 2nd, next week, and the two hearings on the agenda are 2551 Mass. Ave., which is a small project on the North Mass. Ave. Overlay District that needs relief because

they're putting five residential units on the first floor.

And then 35 CambridgePark Drive, which is a renovation and addition to an existing office building in Alewife.

And then on August 16th you will have a hearing on the healthy Pharms zoning petition which is a petition to extend the medical marijuana district into the Harvard Square area. That zoning petition will have a public hearing at the Ordinance Committee on August 31st.

There's also a zoning petition on urban agriculture which will have -- its Ordinance Committee hearing is on August 23rd. The hearing at the Planning Board is not yet scheduled for that petition.

Coming up at City Council, Monday the 1st will be the summer meeting of the City Council,

so stay tuned for a busy agenda that night.

The 3rd, which is Wednesday, the Council's Public Safety Committee and Housing Committee will hold joint public hearing on short-term rental units. So this is things like Airbnb and AirB&O and such. There was a hearing about a week or two ago and this is a second period of the topic.

The Housing Committee will take up inclusionary changes once again on August 15th. So this will be their third hearing on the topic.

And then I already mentioned the 23rd. So those are the items of interest.

And one other thing I wanted to mention in case folks may not stop outside and look at the materials that we have, but I wanted to point out that the Design Museum Boston is doing an exhibit on extraordinary playscapes, and the Kemp

playground at Cambridge Common is one of the playgrounds that they have featured. It's exciting for us because it's been designed in-house by our design architect Rob Stack. I hope we'll see you at the design space.

Thank you.

H. THEODORE COHEN: Thank you.

And, Liza, are there any transcripts?

LIZA PADEN: June 28th is submitted and certified as complete.

H. THEODORE COHEN: Okay. A motion to accept that?

STEVEN COHEN: So moved.

H. THEODORE COHEN: Second?

MARY FLYNN: Second.

H. THEODORE COHEN: All those in favor.

(Show of hands.)

H. THEODORE COHEN: Thank you.

And now we have a hearing on Planning Board case No. 179. It's a Major Amendment No. 6 for North Point. It's a planned unit development and it's to allow modifications to the arrangement of uses, roads, building sites, and building masses within a development parcel pursuant to Section 13.70 and 13.50. And it's also a Section 19.20 Project Review Special Permit. There is no proposed change to the gross floor area or mix of uses proposed.

This is the second of two required public hearings for a Major Amendment. There was a preliminary determination that this matter could go forward to a final development plan and to a second hearing and that's what's happening this evening.

Jeff, do you want to have any further comments you want to make putting this into

context of what we're doing this evening?

JEFF ROBERTS: I don't have a whole lot to say, Mr. Chair, but just to situate the Board as we often do with these PUD projects, it's -- it's a development that's approved in Master Plan concept form like the Planning Board just reviewed in the MIT PUD proposals. So the task in the Major Amendment, which is the same as, same process as for issuing a new Special Permit is to set the overall concept plan in place and to apply a set of conditions which will guide ongoing -- guide and govern the ongoing development project. So part of that includes a fairly robust set of design review requirements which would apply as individual buildings get built, they would come back before the Planning Board for design review. In that process the Board would be guided by a set of design

guidelines which the applicant has been working on with staff, and they'll talk a little bit about that and we talk a little bit about that in our memo.

And as for other requirements I think the expectation is that the -- as the overall development plan is really just -- has changed just in terms of the orientation and configuration of sites, we expect that the conditions would -- that were previously approved for this project will continue to apply. We do have some suggestions to add a few specific elements to the design review procedure having to do with providing wind and shadow studies, acoustical reports and lighting and plans which has become more typical of the Planning Board to ask for that information. But, again, the purpose of this second hearing is for the

Planning Board to review the proposal in concept form, to make findings regarding the criteria that are in the PUD approval section in Article 12 of the Zoning, as well as the findings in Article 19 for Project Review Special Permit per Section 19.20, and then the conditions of that Special Permit would allow for continuing review of design as well as continuing requirements regarding transportation improvements and infrastructure. Traffic and Parking has commented a little bit about the traffic piece, which, again, is laid out pretty clearly in the existing Special Permit and will continue to apply.

Are there any other questions beyond that before starting?

H. THEODORE COHEN: No, I think not.

Thank you.

And the applicant, someone going to make a presentation?

THOMAS SULLIVAN: I think this is on now?

H. THEODORE COHEN: Is the green light on?

THOMAS SULLIVAN: The green light's on.

So good evening Honorable Chairman Cohen, and Members of the Planning Commission -- excuse me, that's what we call it in California. It's the Planning Commission, here it's the Planning Board. Sorry.

My name is Tom Sullivan. I'm the President of the development division of Divco. We're the owners of North Point.

First I'd like to thank you for approving the preliminary determination at our last hearing. And we also appreciate you all being here again this evening. We'd like to thank you

for your consideration and the thoughtful comments you made at the last hearing.

Tonight we will present our responses to issues you've raised at that hearing and update you on the work that we've done with staff since that time in response to those issues raised. Before I begin, I'd just like to introduce key members of our team who are here with us tonight:

From Divco West Mark Johnson and Mark Ripinean are the senior leaders of our North Point Development Team. They're here.

I'd also like to introduce our legal team, Debbie Horwitz, right there and Anthony Galluccio, right here. And key members of our design team: Kishore Varanasi in the front and Davacci Perhit (phonetic) of CBT, and Chris Matthews from MVBA.

So Jesse Baerkahn is also here from GSP

Grafito as is Susan Sloan-Rossiter from VHP who has done all of the traffic modeling on the project. Rich Kosian from Beals and Thomas is here doing the civil engineering and on the on-site work. And Mike Burowski and H. Williams and there are too many others to mention all of them, but I think I've covered most of the major bases. So thank you to all of them.

As you can see, we've brought two project models tonight in response to your request from the last time. The model shops from both CDT who did the near model and MVA who did the model further from me have been working overtime since the last hearing. I think they've done a great job. The models are well detailed and accurately represent the anticipated design guidelines as well as the specific changes that we've made in the plans since the last hearing in response to

your comments.

We actually have found these models to be really useful to us, too, as we studied these changes. Kishore and Chris will walk us through these models when I'm finished and also the design guideline updates.

I'd also like to at this point just give a special thanks to staff who devoted a lot of time and energy to this project. Their contributions have been very detailed. Their involvement's been very helpful to us. We've met many times. They've helped us see some aspects of the project from a different perspective and a very useful perspective than we have before. And in particular I would like to thank Joe and Adam from TP&T, Suzannah, Jeff, Iram, Stuart, all of whom have made critical contributions toward making this a better plan.

So this is the structure of our presentation tonight. I'll recap the work with which we've been engaged with staff since the last hearing and we'll present an overview of our responses to the input from staff and from the Board. And so I'll cover the first two items here and then I'll turn it over to Kishore, Chris, and Jesse for an overview of the design guidelines, the presentation of the models, and a description of the changes that we've made to the design in our updated application.

Go ahead. Again.

Early on in the process of working with the City, Suzannah recommended that we do a comprehensive update of the design guidelines. We hadn't initially been anticipating this because the guidelines hadn't been updated since North Point was originally approved quite

sometime ago, but we realized that it was an overdue step because as the plan evolved through I think five amendments prior to this one, the guidelines have become somewhat outdated. So her point was quite on the mark, and the updates actually have been a very productive exercise from our standpoint. It's been a significant part of the work we've been doing since the last hearing. Much of our effort has been focussed on it, and it will be the medium through which the work we're all doing now will be documented and carry forward producing an application in the future during the design review process for the buildings we'll be designing at North Point.

We've been working for several months now with Suzannah and Stuart in particular to continue to build on the principles of the ECaPs study which has served as a very good foundation

for the design guidelines. And now in the process of updating the guidelines, we've added several new categories to them. We've updated, enhanced, and expanded many other sections which Kishore will describe further when I'm finished.

Our work on the guidelines is close to being finished and we'll continue to work with staff to complete the update within the coming few weeks.

Doing this update will also allow us to make sure we incorporate your input and priorities into the guidelines, so that the result of these reviews will be well documented, and I think you can have confidence that the time you've spent on this at this time will be time well spent and invested in the project for the future or will guide the development in evolution of North Point for many years to come.

As you will remember, Traffic and Parking issued a letter of support prior to our initial hearing, but we've continued to work with them on many details of the design. We've worked together to make sure that the road network is very well thought out and will serve a multitude of circulation needs including pedestrians, bikes, busses, and trucks and loading as well as traffic. A lot of attention has been paid to First Street in particular which is the feature of the large scale model up there, which is a considerate concentration of activity. Activity will be a relatively busy place. We've significantly updated the bicycle infrastructure there with particular focus on maximizing the efficiency of bicycle transportation through that area while also minimizing the potential conflicts with both pedestrians and cars. One of

our top objectives in our design work in the beginning of this project has been to make North Point as attractive and safe as possible for travel by bicycle. We've also added table sections adjacent to Baldwin Park which Kishore and Chris will describe more fully. These will integrate more fully the two sections of those parked into the heart of the project as well as act as traffic calming devices. We've provided the design review and individual loading zones for consideration of projects specific loading and delivery plans to ensure that these functions are as hidden and unobtrusive as possible.

We've also increased the buffer space adjacent to the community path as it travels through and crosses I and W and attended to a number of other details.

At this point I think we've addressed the

design issues thoroughly in the Master Plan level and the 40 scale plans have been updated accordingly. We'll continue to work with staff on details of traffic, parking, and loading considerations during the design review process for each building as provided by TPT's most recent memo of July 19th.

We've continued to meet with ECPT regularly as well. Most recently we met with them the night after the previous hearing with the Board to review the plan for the rebuilding of Monsignor O'Brien Highway. We expect to meet with them regularly, probably quarterly or as needed on an ongoing basis, and definitely as the next phases of the project are designed and delivered. The East Cambridge neighborhood is really an extremely important constituency for us and we will continue to solicit their input and

feedback on a regular basis.

But now I would like to highlight key elements of the responses, changes, and updates we've added to our submission since our last hearing.

The materials that we've submitted in response to comments and input received from staff and the Board follow these three main categories:

First, we've done a detailed matrix with some issues and responses.

Second, there's a set of what we've called additional response materials which address issues that have been raised by the Board, but that are not physical design issues per se.

And then third, the changes, the actual physical design issues that we've made to the

project.

The matrix lists in detail all of the responses we've made throughout the amendment process including responses to both staff and Board. There are 44 items in total in the matrix, and hopefully will it be a useful tracking tool for the staff and the Board to document the comments and also that our responses have been comprehensive and complete.

The matrix includes responses to all of the issues raised by the documents listed here as well as other issues that have been raised in the course of our work with the city and staff over almost seven months now.

We have also received a new memo from CDD subsequent to our submission of updated materials to the Board for this hearing. We've reviewed this memo carefully. We'll continue to work with

staff to address the issues that it notes. For example, it suggested additional precedent examples would be helpful in the section of the design guidelines dealing with the finger parks as well as study of potential separation standards for the upper floors of buildings adjacent to these spaces. These open spaces are extremely important to us because we think they're significant features of our plan, so we look forward to working with staff to finalize the guidelines in a way that will ensure the success of these spaces.

At the last hearing a few issues came up that are relevant to the project but that don't involve the actual design of it and the memo is responding to these issues is in your packets. These issues are listed here:

The iCubed bond issue, the Green Line

extension, and the new Lechmere Station. The question that was raised about the ownership of the property and the nature of the retail portion of the property. I'll address each of these individually. The comments on the last item, the retail, had aspects that have to do with the design aspects that weren't specifically design related. So although it's listed right here in my comments, the retail will come a little bit later when I go over the design changes that we've made.

So first then, iCubed. We're pleased that since our last hearing, the City Council has approved the iCubed application which we made in partnership with EF Education. The previous original iCubed application was made by EF and the previous owners of North Point project; H1 and Canyon, who are the two largest landowners in

the new section of Cambridge called North Point, larger than our project itself. This is to seek funding and contribute to the massive infrastructure investment that's required to make this new part of the city a reality. EF, of course, who has been involved in this process has long been a pioneer in the North Point area and they've invested significant capital in bringing their part of this area to life.

The City Council initially approved moving forward with this original application that I mentioned back in 2014. The initial approval enabled this process to move forward under the Patrick administration at that time and it continued to move along until the change of administration required that we re-file the application. So although the process has been delayed as a result of the re-application

process, we've had great support from the new administration as well and the state approved our application in May of this year. At that point we then went back to the City Council for final approval at the city level which was granted on June 20th. iCubed, as you probably know, is a state program to issue infrastructure bonds to create job creation. The North Point iCubed bond issue will generate a total of \$25 million to be applied toward infrastructure construction in the greater North Point area. The total cost of this order was increasingly estimated of about over 78 million. So iCubed will provide 25 out of 78 which means we must still invest at least 53 million (inaudible) because costs continue to escalate. And this is all to construct streets and sewers known as necessary infrastructure as well as the reconstruction of existing public

facilities, most significantly Monsignor O'Brien Highway. The cost of the reconstruction of the existing public facilities alone significantly exceeds the proceeds that will be generated by iCubed, so we'll be paying for all of the outside infrastructure which itself will be conveyed to the City upon completion as well as the significant portion of the existing public facility of rebuild. These enormous investments are just what's necessary for the creation of the new community such as North Point area.

One final note on this, which is that these infrastructure costs that I've mentioned the 78 million, do not include any of the costs of the public parks we'll also build at North Point nor do they count toward the cost of the Green Line extension which I'll talk about next. Those will cost many millions more, all of which

we will fund of course.

The next topic you raised had to do with the design of the new Lechmere Green Line Station, that will be built as part of the Green Line Extension Project. The MBTA in May voted to keep the GLX project moving forward based on the redesign project to reduce costs as well as new contributions from Cambridge and Somerville. As you know, the construction and design of the new Lechmere Station is under the control of and is an obligation of the MBTA. The state made it very clear that the GLX project will not go forward without local support. The City Manager much Cambridge has worked very hard to support the GLX and to establish some important conditions to Cambridge's contribution including that Somerville contribute twice as much as Cambridge or \$50 million. The North Point

project itself has been extraordinarily supportive of the Green Line for years, beginning well before we arrived on the scene. The previous ownership team actually acquired the rights of way that made the extension possible in the first place and conveyed those properties to the MBTA. We now have committed to building ground level public realm around the station meaning the plazas, the furnishings, and so forth which we expect to cost about \$3 million. We've also agreed to clean and maintain those improvements in perpetuity which is a cost we haven't actually even begun to estimate. We've agreed with the City Manager that we'll contribute 12 and a half of the 25 million that the city has agreed to contribute towards the construction of the project. And we're also obligated to build a permanent parking facility

which will be conveyed to the MBTA to replace the existing surface parking lot.

So I think North Point's been extraordinarily supportive of the GLX both in the past and during the current budget challenges. We believe that GLX is obviously a critical expansion of the public transportation infrastructure and we'll continue to work closely with the City and with the MBTA for what we certainly hope will be a successful completion of the extension in the near future.

The next item was a question that was raised about the ownership of North Point. We're completely confident on this issue. We have a full and unambiguous title of the property and our rights in that title are fully insured through a title policy from Chicago Title who is a major national carrier. So we would just like

to definitively affirm our ownership of the North Point property.

So I'll now move on to our design changes. I'll give you an overview of our approach to the major design issues that you raised last month and then I'll turn it over to Kishore, Chris, and Jesse to present the model and describe the changes in detail.

The design related issues raised by the Board at the last hearing were principally in three main areas:

First, the importance of First Street greening as a green connection leading into the park.

Second, the public nature of the parks and the project.

And, third, the nature and character of the retailing district.

So, Hugh, at the last hearing you reminded us of some of the important history of North Point, specifically the focus on the public open space and how the open space was the public benefit to be received in exchange for new density at North Point.

You also talked about the importance of a green connection of North Point Common far from the center of the project from First Street and from the new Lechmere Station. This was a helpful perspective for us, because bringing people into the site from the T, on foot, and on bike was critical to us, and we continue to put an enormous amount of effort into designing the site to attract and accommodate activity. We couldn't agree more with you that the open spaces are the defining feature of the master plan, and we want the public to use the open spaces

actively and on a daily basis. As soon as we bought North Point, we asked our team to create another significant park on the project. We wanted a place for people from the neighborhood, not just those living and working at the project would want to come and spend time. North Point Common is a beautiful park, the one that exists today, but it's not designed for active uses. We wanted a park space that people in the neighborhood would actually use and spend time on a regular basis. Kishore and Chris figured out how to create another great space for the park, and in fact, they had the idea to put it right in the middle of the project on Parcel I where it would be the first thing East Cambridge residents would encounter when they walked into the project and would be adjacent to as many buildings as possible. Locating it there also allowed us to

create an access through the retail district connecting the open spaces in forming a unique and we believe really a powerful and compelling public realm. We think this is the big payoff of our plan. The great new park, great neighborhood retail district with local restaurants and merchants interwoven into the open space network. We think this is what will make North Point a great place to be.

Coming back, then, to your comments, Hugh, and thinking with a fresh point of view about north First Street as linking a critical green connection into the site and linking the arriving visitor with these open spaces as you did, led us to make some significant changes to our plan, to really strengthen the green connection with First Street. I hope you'll like what you see tonight in this. Kishore and Chris

will describe these changes in detail during their part of the presentation.

Catherine made some very good points about how important it is that the open spaces are designed so that it is apparent to everyone who visits North Point that these parks are public and are intended to be used by the public. The parks should welcome the public, the design and visual cues as well as a signage program to ensure that these spaces are understood to be open to all. We also raised issues of protecting the open spaces between buildings such as Baldwin Park from loading and other demands. We're pretty excited about the new park in Parcel I as well the open green space such as Baldwin Park. Now with the benefit of the insights from the Board we've modified the design approach and design guidelines and we believe the public

nature of the open space is especially the ones between the buildings like Baldwin Park is now much better defined and protected. Chris will get into more detail about the specific details we've made.

Between these changes to respond to your comments and the continuing work we've done with Traffic and Parking to address parking and loading design, we hope we've addressed these concerns thoroughly.

Also along these lines I'd like to point out that we've responded to Mary's concerns regarding the turnaround at the end of West Boulevard at this end of the project. West Boulevard has now been extended to create a stronger urban street frontage for Parcel A and also to provide better public access to the open space at the western end of the property.

Finally the third major category of comments had to do with the matrix of retail.

Lou, you commented on this topic, and in retrospect I think I understand how you came to be concerned about it. I'm sure you probably recall that a modest amount of parking had been granted to the project for retail under a previous amendment to the Special Permit, and I think that combined with the physical concentration of retail spaces we showed in our plan may have given you the impression that we're trying to build a shopping center here or like the Galleria or Assembly Square. In fact, the retail plan really could not be more completely different from destination shopping centers like those. It won't resemble them in any way. We've emphasized how critical the retail is to the success of North Point, and that's absolutely

true for us to attract commercial tenants to North Point for the first time and for successful residential development to continue, we have to create a compelling retail center, an active partner with the new neighborhood where there is none now. Much of our planning efforts have been focussed on that and that's why we probably talk about it to an extent outside relative to the portion of the project. We want to create an outstanding public realm, a full scope and integration of retail spaces and open spaces through the middle of the project to give North Point a unique and compelling feel and identity. However our retail district won't look, feel, or function anything like a shopping center. It will be physically concentrated just like any good neighborhood retail district, and that part is absolutely essential for it to be successful.

The retail district, though, at North Point at full build out will have a total retail area we expect of 80 to 100,000 square feet, which is about the same as in several of the neighborhood districts in Cambridge.

By contrast Assembly Row has over a half a million feet and the Galleria has about a million. Our retail spaces themselves will be small. Our restaurateurs and merchants will be local, independent businesses. And our retail district will cater primarily to people who live and work North Point and nearby.

The big shopping centers are filled with large national retailers, many of them sell physical goods which you carry away in your car which probably is what you were afraid of. I think, Lou, what we have zero interest in retailers of this type. They would do nothing to

create the type of place we need North Point to be. The tenants and residents we need to attract to the project have no interest of being in a shopping center environment. Our retailers will primarily sell food to beverage services and experiences, and Jesse will talk about this further in a few minutes.

The retail on our plan, just as a final note on that, is an investment in the quality of the environment that we're trying to create in North Point as a whole. In and of itself the retail it will generate a return that comes anywhere near justifying its cost. We can only justify it because it's critically essential to the value of the rest of the project. And we think the public realm for this project to be successful needs to be great not just good, and again that's why we devoted so much energy and

focus to it.

So we saw these three major categories of the primary concerns of the Board and the most critical ones to respond to and bring to your attention this evening. We understand that the concept of North Point as a new Cambridge neighborhood as a legacy that we have to protect going forward and we take that responsibility quite seriously. We're here for the long haul and we're focussed on the long-term success of North Point as a place and as a neighborhood. We'd hope you can see that in our responses.

So now we'd like to turn it over to Kishore, Chris, and Jesse in that order to described the updated design guidelines and to present the models, the changes we've made to the plans in response to input and comments from staff and the Board, and describe a little

further what we're trying to accomplish with the retailer in the public realm. When they're finished we can certainly open it up to questions as you see fit.

Thank you.

KISHORE VARANASI: Good evening, Mr. Chairman, Members of the Board. Kishore Varanasi with CBT Architects. Chris, Jesse, and myself are really excited to share some of the design thinking that has gone on over the past few months for this amendment, but also respond to some of the specific questions in the next hopefully 20, 25 minutes or so.

Before I jump into it, a little bit of a side note. Chris Matthews and I have started our design careers on this job 15 years ago. As young designers, we sat back there and carried the models. He carried the models actually. But

also we're long-term Cambridge residents and we have both a personal and a professional ability towards this project. Many of the changes that we've made with this team to take North Point to the next level are quite exciting in our mind. One of the wonderful things in this room and many others outside of this room for North Point is to hold a pretty strong public realm network by allowing for the changes as the project moves forward. So we'll try to explain some of those things as we move along.

First I wanted to cover the work that we have done on the design guidelines as Tom mentioned, this team has jumped to really make some significant changes to the design guidelines. And Suzannah and her team said we have to obey the guidelines. It wasn't just some tweaks here and there. The table that you see in

front of it is two columns. This is the 2003 design guidelines table of contents and the new guidelines out here. In the interest of space we have two columns. So everything that is in green is additional information and new sections we've added practically to the design guidelines. It has been tremendous learning both at North Point, but both citywide and urban design and planning. So working with the City we've made some substantial improvements to the design guidelines. We are, I think, for the most part, addressed a lot of the concerns that was raised here, but also by the planning team at the City, but we're gonna continue to work with them to include the design guidelines.

I just want to point out some of the specific elements that we've addressed that are new in the design guidelines. The small retail

buildings that are part of the landscape, the retail appearance which are pretty important for creating a pedestrian scale of North Point.

We've added new language to the guidelines.

Jeff mentioned wind and shadow. Shadow has always been a part of the guidelines. We added language to the wind and the design guidelines.

Lighting and sound is a new issue. We have new language that is incorporated.

Open space and public realm, to all of the comments, we've actually now defined each and every public space in greater detail in the design guidelines than it was in 2003.

Green connections and streetscape. In 2003 there were only a few street types because we didn't know the street names or where the streets were. And we got into a lot more of the

design of the streets and streetscapes now.

There is a First Street and there is a Dawes Street. And also some of the comments you made are very important. So we made some really concentrated effort on designing the streetscapes and bringing connections into North Point.

View corridors, again, is a very important aspect. And also the multiuse path. In some ways North Point is an important connection of the North Point direction of the neighborhood, but the multiuse is the backbone. It connects the entirety of the project in each direction all the way into Charles River system, both from an operation standpoint but also safety and security standpoint designs have been incorporated to work with the Traffic and Transportation Department.

So I'm gonna go through the -- some of

the design updates of the master planning and concept level. I was gonna spend sometime on the model, but I don't think everybody is going to be able to see the model. So I'll spend a little amount of time on this and focus mostly on the slides.

So the model in front of you depicts the three-dimensional nature of the master plan. As it was indicated earlier on, the model and the height regime and the density and the mix of uses and the program is exactly the same. It hasn't changed. What has changed is some structural improvements to the plan to improve the wayfinding, the organization of the public spaces that we -- that result in a somewhat better organization that was there before. We think it's an exciting improvement to the plan. So I'll walk you through some of those a bit on the

screen. I'll be happy to answer any questions about the model later on.

So, one of the first moves that we made was to really strengthen the First Street corridor which has always been the gateway and the (inaudible) and retail corridor from the ECaPs vision into the Cambridge, into North Point. We not only straightened it, but the orientation of the new First Street corridor, we really brought the corridor to the geographic corridor of the master plan. You can see First Street is moved a little bit further away. That really helped us to give the entire development of the access to the corridor and to the MBTA Lechmere Station much more successfully, while creating a nice corridor for retail, as is the ambition of the ECaPs plan.

But also returning us to view corridors

to North Point Park which is another successful and important visual connection that has been talked about from the beginning of something that Hugh has raised as you move through the site.

And the next thing is also strengthening the east/west corridor. As you remember, members of the team, some of the changes that have been going on here, ownership and so on, North Point Common was been built and the public realm has been First Street, we took the opportunity to now reorganize some of the circulation systems to strengthen and enhance the connections all the way with the rest of the site to create the new parcel-like park that Tom has mentioned. So with this what happens, again, what's unique about North Point is the public realm. So whether you went straight from the community, First Street, East Street, Liden, north (inaudible), the first

thing you encounter is a public park, which is incredibly unique and there is this foundation of North Point that ECaPs has envisioned. And along those lines we also created some really interesting opportunities for the small scale Paleon-like retail buildings that are part of the landscape. And the thought there is we wanted to double load the First Street with retail, but we want to intersect it with the park. And there are few places, I think, where you can actually, me and my kids, I can go and get a -- grab a cup of coffee while they're playing. I don't have to look around and see if they are going to be hit by a car.

And at the same time, you know, having dinner with a client right by the park overlooking the North Point Common right here being a retail establishment close to the Zakim

Bridge. There are all kinds of great possibilities at the intersection of this local retail for the community and the public space which we think is quite unique.

And then the concept of the green fingers, which is the pocket parks, which is being a part of the, again, original vision. The (name) park has already been built. The Charles Street park has already been built as well.

(Inaudible) and the Parcel M.

And so we continue that tradition of creating these fingers off of this in a couple of different locations. In a moment we'll describe the functionality of those things. But specifically Baldwin Park is a pretty interesting area for us. We learned quite a bit as we built North Point as we planned for it. Originally the (name) park and the Charles Street park had

streets all around them. We felt like they served a certain function, but over time there was too much amount of space for automobiles that constrained the amount of open space that is actually programmable. So in the case Baldwin Park we figure while maintaining public access, we wanted to take advantage of the entire service to create a great public space. Not only that, we are now tabling the entire length of the public space right across North Park, North Street, as well as Dawes Street. In some ways this is not just a pocket park, this entire thing really says yet another great space. It's a smaller space as the Ahern park or the Charles Street park. And so in this way we strongly feel that we don't need vehicles in this space as to make them public, but we did take your concerns seriously. In a moment I'll show you how to

design guidelines and the design of these spaces are gonna maintain the public nature of these parks.

The model you've seen already.

So this image is showing the diversity experiences throughout North Point. The range of them, for us even the streetscapes are an exciting part of the public realm experience.

Since the last conversation that we had we spent a lot of time on First Street and Dawes Street and expanded the cross sections of them which we'll talk about which are indicated here in blue, and these of course North Point Common, which is a passive space, the extension, the new space, the plaza, and the connectors and the green fingers.

The First Street is really exciting. I'm going to talk about it more from a high level.

Chris will talk about it from a landscape perspective. This is probably going to be an exciting complete street for the City of Cambridge by creating really interesting set of relationships between bus transportation, MBTA station, bicycle facilities, pedestrian sidewalk cafes, cross connections between retail. But of course other things that are happening, we worked very carefully with the planning team and transportation team creating really interesting relationships and safety measures for each of the users to create a pretty fantastic street. Also a double alley of trees which is one great green connection into the site.

And just one point that I want to make, the sidewalk dimension in the first section of the north First Street between Monsignor O'Brien and North Point Boulevard, the sidewalk would

settle at 33 feet now. Previously when we were looking at before Hugh's comments they were about 20 feet. We took your comments seriously, but also worked with the city team to accommodate a number of uses and expanded the sidewalk quite considerably. And we're doing this with the concept that we're calling build to line which we are actually requiring in the guidelines for the buildings to set back (inaudible) to allow the public realm at the ground level. Those are defined in the design guidelines. You can actually see the red line and the build to line is a possibility. And the black line is the build to line.

So similarly Dawes Street, again, was mentioned the last time. We took it to heart and expanded the north side of the Dawes Street sidewalk to 30 feet. It used to be 15 feet

similar to what's happening on the other side. Given that it's the sunnier side, it also creates a great connection. We add another 16 feet using a similar build to line concept.

I want to quickly walk through some of the intentions of the open space and then turn it over to Chris. North Point Common, you're already familiar with it. It's an ecological passive park. But the pass line park is at the back end of the site to perform a number of active functions: A kids playground, music, and North Point nights is already happening which is in here. These two are in my neighborhood you need generally a jugular to get constant fixtures in the Cambridge parks. We see a constantly. Parcel-like park for the whole range of demographics. Right next to parcel retail and ground floor activities.

The plazas, again, will be highly active and well scaled. Of course, it's all about creating hearth scape but creating a green connection while creating a fantastic scale. This is an example of the scale that you will experience as you walk through from North Point Common through WNI to get to parcel I.

This is an interesting compression and expansion really creates great opportunities in our mind.

This is a view of parcel I park looking back through that space that we're talking about, potential for something of a concert happening, people sitting out, kids playing around here, and maybe a retail establishment and a green connection back to possibility of North Point Common.

The back side of the site where we have

the parks that are going from Dawes Street to the railroad yards, are a different types of parks. We anticipate active programs like a half basketball or a small soccer field. They're not going to be full size. But this is where the kids or some of the people who are working here or living here can go and play in the afternoons and the evenings. There are also opportunities to create some interesting public art or landscape treatment at the end where you have the railroad yards. It is an opportunity for spaces like this for community gardens on the other end on the rest of the site.

And Baldwin Park, again, you see is a very highly active public space. We can see certain type constantly programs and certain kinds of active programs. Ground floors relating to the park itself. These two on the right-hand

side of the examples of the two spaces that are built, this is the Ahern Park and you can see a tremendous amount of the surface spaces for automobiles.

In the case of Baldwin Park we think by learning from this we don't see a transportation function for that space. We want to grab it back to a public space. Less impermeable space, more water going through the ground, but we have a public space. We kind of tested the ground already in front of 2020 by actually fleeing one site. Now we are proposing to treat the other site as well in a similar way, of course, without the automobiles.

This is a version of the design guidelines that we would have for Baldwin Park that ensures that there is public access and public mess. There won't be any fences. It will

always be public. But also we're proposing that there should be a continuous public access right into the buildings for pedestrians to walk seamlessly like they would on any sidewalk. And any kind of active uses will be in the middle of the park.

So with that I'm gonna turn it over to Chris to talk about First Street and some other connections.

CHRIS MATTHEWS: Thanks, Kishore.

So, Chris Matthews with Michael van Valkenburgh Associates. My main task this evening really is to talk to Hugh's questions about connectivity of the open spaces, connections back to the neighborhood, and connections between the park spaces at North Point. I just wanted to start by saying that in all of our conversations even going back to when

we were mini model carriers, we know the participation of these Cambridge neighborhoods and the people that live around in the public spaces here are to a huge extent what's going to make it succeed as a neighborhood. Everything we're doing here is to encourage interactions between the people of the East Cambridge and people who live and work in the North Point neighborhood. And I did also want to just build upon Kishore's description of the range of open space types, and I think this is a real evolution in our thinking, that when you look at the plan up on the screen, what we're trying to do in the aggregate, in the whole eleven acres, is provide park program in all its different flavors. I call it the Whitman Sampler approach. There is a flavor for everybody. We all feel different different times of the day, different times of

the year. But it will range from quite shady places to sit by yourself to full-on active open spaces, soccer fields, play areas, and everything in between. So that's our overall approach.

The connection between Lechmere Square, the existing T stop, and North Point Common down First Street is our front door, and we've been able with the building setbacks now to get not only a double alley of trees on both sides of the street, but with the bus and bicycle accommodations as areas for cafes to spill out on to the sidewalk, the extra width visually gives you much better -- oh, I pressed the wrong button. Much better views from the crossing of the O'Brien Highway into the pocket itself. And this is an aerial view with the new T station in the foreground and North Point Common in the background. You can see that the balance between

the landscape with the double row of trees and then all the other things going on at the ground level is really gonna make First Street not only green but a really lively urban space.

That's why we made this 16-scale model. It's hard to see it when you're not standing over it, but the way we made this model was with the addition of the interior spaces of the buildings around. And we're seeing that as a kind of seamless functioning part of First Street. The stuff going on inside the buildings will be highly visible and spill out on to the sidewalk. And the combination of retail and building uses so close to all of these different types of open space; the plazas, the parks, the play areas, it's like nothing else in Cambridge. Actually, it's hard to imagine anything quite like this in the Boston area. It's something that we're all

excited about.

If you get down on your hands and knees or lawn chairs, you can look down First Street. This is a photograph of the model. The green line being made of glass obviously is a huge improvement. If you can look -- you cannot not only look down First Street but you can look down the cross access of open spaces, too, and get a feel for what that would be like in three dimensions.

So just diving into First Street in a little bit more detail. This is a section of the sidewalk as you come out of the T. As Kishore said, it adds up to 33 feet but there's a lot going on in there. There's the floating bus stop with a place to sit and queue, wait for the bus. A race cycle track, an off-street cycle track behind that framed by the two rows of trees, and

then 14-foot wide free, what we're calling circulation zone, in this section but an area which will function as a sidewalk but also can accommodate furniture, tables and chairs, from retail uses rather like what happens in Central Square and that is mirrored on the other side of the street.

As you head up First Street, the one thing to think about First Street is that it has a much more consistent axial comment to it. It actually bends as it comes into North Point so you don't get a pure straight shot view, but each block of First Street is going to be quite different. Where the open space spine intersects in this area, it will be a real hybrid between landscape spaces, street spaces, and as I said, something that's not, not quite comparable to anywhere that we think of in Cambridge. And

that, that's what gets Jesse excited about the retail possibilities here.

So we continue the double row of trees up to North Street. So beyond the central parks and separate the circulation zone and the area for sitting. And the cycle track, the off-street cycle track continues to....

So the existing T stop is probably the biggest transformation is all of that infrastructure goes away at First Street, opens up, the existing T stop is just on the left-hand side of this image which we're thinking could be developed as some kind of market square, public plaza. You see right under the new raised tracks and right in the back here is the beginning of the North Point Common. So you get a sense of a degree of the North Point Common and the view.

When you come out of the new T station,

you're much closer to the Common. This is on the sidewalk with the floating bus stop, places to sit and wait for the bus, the off-street cycle track, and then the sidewalk on the left side of the image.

On the -- towards the right side of the image you're getting a glimpse there of the beginning of the North Point Common.

On Dawes Street we have expanded, I think, by minimum of 20 feet, but I think it will vary, the width of the streetscape on the north side, and I think that rather than merely a double row of trees we actually do have enough space to develop like real landscape space in there, something a little bit more rich, something a little bit more green that you could go into and sit. Take advantage of the fact that the north side of the street is the sunny side of

the street. And I think probably a different tree in front of each building to add variety to that street would be something we would be looking at.

This is a view looking down Dawes Street. In this case it does have the double row of trees, but that's the kind of scale of the sidewalk that we could achieve.

Lastly Baldwin Park, which really is an important connector between North Point Common and Dawes Street and a major design line for people going to the Orange -- to the Brian Murphy stairs and up to the Orange Line. And the way that we're thinking about this, and none of these spaces are designed yet, but to provide a nine-foot clear sidewalk along the front of each building with trees in border of that would define that space, frame that space in a clearly

defined public use and would prevent those buildings from taking kind of proprietary ownership of the character of that space. And this is repeats of what Kishore was showing before but the circulation zone is clear and free, almost sidewalk-like although it would be nice to use a slightly more interesting material. But down size -- down both sides of that space.

I know I don't have any time anymore, but we were obviously delighted that North Point led off with its central open space and I just, you know -- I'm beginning to realize as I enter the mature middle phase of my career, that things really take a long time. And the image on the left is from 2009. So two years after we planted the park, see how small the trees are and see how small my kids are as they're catching frogs from the pond. Either that or putting goldfish in the

pond. And, you know, people do talk of the Common as a passive space. It certainly wasn't that way last Thursday. It had many hundreds of people there for North Point night. Trees have grown in nicely and the two kids in the foreground are growing quite nicely, too.

THOMAS SULLIVAN: We'll bring Jesse up to describe the retail a little bit more.

JESSE BAERKAHN: Good evening. Jesse Baerkahn from USP. So, very fitting that I go after Chris. I think this has been a really neat project for us to be involved in. And we first start projects like this, and there aren't many like this candidly that starts with what is the retail? What's it all about? Inevitably our clients and I think people who worked in retail say well, what's the anchor, right? There's a phrases in the retail world. I think we all on

this team realized pretty immediately that the anchor and the star of this site is the open space. And Chris said it, but you know, there is currently no -- the way we imagine it, what you're seeing tonight, there is no other space like this in Cambridge. And, you know, it's been really exciting to be on this team. It's been really exciting to think about the potential of this retail. You know, what it means, you know, just looking at this slide, I think it means -- in my head I'm telling you four things. If you ask me tomorrow, I'd say six or seven. And the day before maybe two or three. But tonight what it really means is finding those operators who care about the connection of green space, right? And Tom mentioned, you know, working with small, local inner operating businesses. People who like the North Point story.

Two, would be finding people to understand that actual and visual permeability of these spaces like you're seeing here is really important.

And I think three and four are coupled which would be, you know, North Point feeds a bike shop, right? North Point needs recreational uses. And I think the last time you all saw a matrix of uses, which is probably around 2003, the last applicant, you know, things have changed. I mean, on there when I looked at that list, there's a travel agency on there, a video store, a self-storage, and a 10,000 square foot bookstore. So the retail world has changed. But I can tell you one thing that, one thing that hasn't changed and one thing that we've been talking a lot about is -- and it goes again to Tom's point earlier, this will not be big boxes.

There won't be big boxes. In the previous applicant's submission talking about retail, they talked about a 10 to 20,000 square foot grocer. I see the grocer being, you know, really on that lower side. Probably the biggest use we have on the site, and there really won't be many other things of that size. And, you know, that's significant.

The other thing I would point out just in terms of scale comparison, again, picky backing on what Tom said. If you look at lower Third Street, you know, I think Tom said 80 to 100,000 square feet of retail here. Lower Third Street is about 90,000 square feet of retail. And that's just kind of the cluster retail over on Third Street between Binney and kind of One Broadway. So that gives you a sense of how much retail we're talking here. It certainly isn't a

lifestyle center. It will have things like great restaurants, kind of small local merchants.

Hopefully, you know, the similar connection to great open space. So that should kind of frame it for you all.

The other thing that's come up, and we've been talking a lot about, I know it came up in a previous, previous comments and was in Jeff's memo as well, was this idea of parking. So this will not be a retail cluster that is reliant on parking. Candidly the retailers that want parking will not come here because we just don't have the retail parking for them. People coming to the site will come Green Line, Orange Line, bus, feet, and bicycle. That's it. That's how people are going to get to North Point. That's the neighborhood we want, that's the neighborhood that exists, that's really the only thing we can

deliver.

And, you know, I would end it -- these are pictures for sometime in the last three weeks. So I don't know if any of you have been to North Point nights. If you haven't, you should go this Thursday. It really has been for us a demonstration project for our, for our approach. And in the memo I submitted there was part of the application we talked about thinking about the ground floor activation is far more than just traditional leasing by incorporating the planning programmatic and temporary uses. And this is it. And it's been very exciting to be a team where we're able to go out there and do this. And it's also allowed us a great platform to engage even further with the community. To ask people while they're on the site what do they want to see at North Point? What -- you know,

what are they coming to North Point for currently? Currently it's not much. And how can we be part of the process to bring activity there?

And I think lastly, you know, it makes it real. For a lot of people, you know, not just in the real estate community they kind of hear North Point and it isn't real to them. This has been a really great experiment for us to show that this kind of stuff can happen there, it can really thrive. So it's been encouraging I think for all of what we said this evening.

And I think with that, it's a great place to end with North Point nights. That's it. So I'll turn it back over to Tom.

THOMAS SULLIVAN: And that's the conclusion of our presentation. Obviously we're all available for any questions you might have.

Thank you.

H. THEODORE COHEN: Thank you.

Do board members have any questions right now?

(No Response.)

H. THEODORE COHEN: I just have two very quick questions.

Tom, you mentioned a parking lot for -- parking facility for the T.

THOMAS SULLIVAN: Right.

H. THEODORE COHEN: Is that going to be on the North Point site or is it someplace off site?

THOMAS SULLIVAN: It will be on the North Point site. It's a requirement of your MEPA certificate.

H. THEODORE COHEN: And could you just tell me where it's located on that model or is it

still to be determined?

THOMAS SULLIVAN: No, it may change. I mean, currently we're thinking of it just being on parcel D, which is this one right here. Which we think makes sense. Just from a locational standpoint it will be convenient to walk directly down from it to the T station, but it's conceivable that we might conclude something else in the future. But I think that's the most likely site.

H. THEODORE COHEN: Thank you.

And now my other question, I think it's for Chris. You know, on the plans it looks like everything is flat and that you can walk across Cambridge Common, North Point Common, and from it see Fulton Park and you see the other pocket parks. But as your image shows it's not really flat, that there's a big hill there. I mean, how

does that play into the whole idea of the interconnectivity of the green space?

CHRIS MATTHEWS: Yeah, the piece of North Point Common that is built did not have all the pathways built into it in Phase IA. So part of what we're doing is actually package of drawings that completes that park, puts in new bridges, boardwalks, walkways. And the reason that it was done that way is because the City quite rightly didn't want to encourage people to go into the back of North Point while there was nothing there. So there's no furniture, there were no pathways. But the -- that plan, and I'm assuming that there will be a design review process associated with finalizing the Common, that plan does have all the connections.

H. THEODORE COHEN: And will North Point Park be, the Common be re-graded or the

connections will just take you over and around the hills?

CHRIS MATTHEWS: Yes. There are some small adjustments that need to be made. Maybe a couple of improvements that we would need to make, but the piece that is being built by in large is shaped just to take those paths and bridges and walkways on top of what's there.

H. THEODORE COHEN: Great, thank you.

HUGH RUSSELL: So I think the comment on that point. You could think of North Point as kind of a warped Back Bay. There's an open space in the middle, there's two blocks on either side. The open space -- in this case the blocks are of some more uniform size, the open space is varied. But think about in some ways how, how nice Commonwealth Avenue is, it's not very -- you don't see as much green. And the decision to

create the topography meant that the dimension of open space that was available turned into something that had a lot more impact. It doesn't mean we can't cut across straight without climbing a little bit of a hill, but it was one of those brilliant moves, and I think unexpected by all of us here, that there would be so much topography. And it seems like, you know, it could go on forever almost even though it's a couple hundred feet wide.

H. THEODORE COHEN: Great.

Anyone else have any questions right now?

Lou.

LOUIS J. BACCI, JR.: One question on the retail. That 80 to 100,000 square feet, did that include potential retail?

THOMAS SULLIVAN: When you say "potential" -- oh, you mean as shown on the plan?

LOUIS J. BACCI, JR.: Uh-huh.

THOMAS SULLIVAN: The 80 to 100, the total quantity will depend upon the exact amount provided in the buildings, how deep those spaces are and so forth. Basically the 80 to 100 is the amount fit up and down First Street on both sides through the retail access, through the middle, on both sides connecting open spaces, and then surrounding parcel I that will get to you that range.

LOUIS J. BACCI, JR.: So that's no?

THOMAS SULLIVAN: So, so as shown -- so, yes as shown in that plan it includes some of the potential, Lou, because if you look at parcel I --

LOUIS J. BACCI, JR.: There's a little piece there, correct.

THOMAS SULLIVAN: Yeah, some of that is

potential. So we've shown that as some of the --
some of that as potential because the retail
district needs to be successful and really strong
for those spaces, and we think we can accomplish
that, but we think that's about the extent of the
retail that be supported here.

LOUIS J. BACCI, JR.: But this did grow
by what seems to be about a third?

THOMAS SULLIVAN: Relative to --

LOUIS J. BACCI, JR.: The potential
retail. If you're adding the potential retail,
do you have the square footage on the potential?

THOMAS SULLIVAN: Well, I don't have a
precise square footage corresponding to that plan
because that plan is actually not that precise.
You know, we're not anywhere near the amount
of --

LOUIS J. BACCI, JR.: I got you.

THOMAS SULLIVAN: -- retail allowed under the current special permit. Our objective of the retail actually is literally to be a little under retail. We want there to be less space than people might lease because we want to make sure that we can always be selective in our leasing and keep high quality retailers in there and do a good job. The last thing we want is empty storefronts.

LOUIS J. BACCI, JR.: I understand your flexibility, but I'd really like to know the number of the potential retail.

Thanks.

THOMAS SULLIVAN: Okay.

H. THEODORE COHEN: Okay. We'll take public comment.

Is there a sign-up sheet?

LIZA PADEN: There is, but nobody signed

up.

H. THEODORE COHEN: No one has signed up.

Well, I will ask people to -- if they wish to speak, please come forward to the podium and state your name and address. Hopefully our lighting system will be working.

Jeff, does that have to be turned on there?

JEFF ROBERTS: It looks like it's on.

H. THEODORE COHEN: So when this is working, we'll ask you to come up and speak just for three minutes. You'll see a green light maybe, and when your time is near expiring, you'll see a yellow light, and when it's over, there will be a red light. Success.

Is there anyone who would like to speak?
Heather.

HEATHER HOFFMAN: Hello. Heather

Hoffman, 213 Hurley Street. I want to start out by saying that I'm generally in favor of this, but there were some details that bothered me in the presentation earlier.

The first has to do with ownership of this land. I've been a title examiner for over 20 years. I have testified as an expert in titles in the Land Court and in the Massachusetts Federal District Court, and the amount of backup that you got today amounted to we own it, don't ask us any more questions. And that's, that's just wrong. The fact is that in the Moot (phonetic) case, the trial court declared that there were 13 acres of Commonwealth tidelands on this site. Commonwealth tidelands are owned by the Commonwealth. That finding of fact was never challenged. Went all the way to the SJC and was never challenged. So I -- and title insurance

doesn't make it so. Title insurance is insurance that that is an insurance company's underwriting decision to say it is more likely than not that we aren't gonna have to pay out. And if we do, overall it will be less than the premiums.

That's all that is. I know the title examiner who did this title. I've never seen it, but I know him. He is a good title examiner. I'm gonna bet you that he actually told the truth, but none of us have ever seen that.

Now, continuing on. The -- there's the issue of old and new Lechmere Station. Now, I -- most or all of you know that the original deal included a new station, and then as things fell apart between past partners, the T came to realize that the Green Line couldn't move forward unless they built the station themselves. And so that's when we got the open sided shed and much

public outcry and it's been upgraded and then it was greatly upgraded and then it was downgraded to maybe close sided shed. But the point is that when we were told that they provided trackage for the Green Line Extension, that's a flat out lie. Because they provided trackage in like Acton. Last I checked the Green Line was not going there. So I understand that all of this changed and we've learned to live with it, but we should expect to be told the truth about things, and the truth may or may not be pretty, it may or may not feel good, but the truth is the truth. And so I hope that -- that the proponent will possibly provide a little more information and make it a little more truthful.

Thanks.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, then I would guess we will go to our own deliberations.

Board Members? Hugh, would you like to start?

HUGH RUSSELL: I guess I'd like to start with a question to you, Jeff and Suzannah and Iram and Stuart, which is is this ready for approval from your point of view? Looks to me like it is, but you've been really -- you've taken over the burden of pulling everything together. Is it ready?

IRAM FAROOQ: I'm going to defer to Jeff and Suzannah since they've been working most closely with the team, but just in talking to the staff, my sense is that we feel like it is ready for the Board to vote on it. The biggest area where more work will continue to be needed will

be on the urban design guidelines but I think it's appropriate for Suzannah to work on the team to continue to flesh those out.

Jeff, did you have something?

JEFF ROBERTS: I'll say another little piece and then probably give Suzannah a chance to talk a little bit more about the design guidelines. I think that apart from the design guidelines, most of the elements of the plan or the key elements of the plan that need to be solidified in the Special Permit decision are there and resolved. The updated retail plan makes sense. And we did have some discussion with our economic development staff that felt that that was an improvement, a significant improvement over the 2003 version.

Again, the design review process is going to continue to be ongoing. The 40-scale plan

kind of was provided by Traffic and Parking. And apart from that, all other transportation related issues continue to be regulated and governed by the extensive set of mitigation positions that are part of the original Special Permit.

So, as to the design guidelines, I think the feeling was that it was a staff suggestion that it be revised. I thought that was a good idea. I think we still think that was a good idea, but as sort of indicated mand the Board I think saw a work in progress version, it is a significant piece of work that requires adequate time for, to work on it, to have staff review, and to go through some iterations to really make sure we've got it right, because it will be an important document that will serve the Planning Board.

So the -- my answer to that question in

some ways sort of sending it back to the Planning Board, that does the Planning Board feel comfortable at this point exercising its power to say that the plan is ready to be approved subject to the continuing work --

H. THEODORE COHEN: Right.

JEFF ROBERTS: -- on the design guidelines which would -- we expect would come back before the Planning Board as a condition of approval for some future review. In that case, I think that we are comfortable with that. It does allow us the time that we need to make sure that we've done a serviceable job on those guidelines. So that's my sense of things from a procedural end.

I don't know if Suzannah wanted to add any particular comments like on more of the content.

AHMED NUR: If I may while Suzannah is coming up, I just wanted to see if you guys also want to address the other public hearing of Heather Hoffman's point of ownership and the title. I know this has been brought up before and that's the only thing that I'm really not comfortable with. It would be great if maybe we can put that up to working with the staff.

SUZANNAH BIGOLIN: I guess I'll just comment on the design guidelines, and I think Kishore explained kind of what we've been working on and the process so far. We took the original guidelines and then started to update them to make reference to the plan changes. And a lot of the text in the original guidelines remains the same in the updated guidelines, subject to the additional inclusions of some of the changes. So the retail is new, the view corridor, the street

character guidelines have been updated. We've got some language in there about the multiuse path, and then also addressing the wind issues. The images have all been updated as well, so they were quite invasive. So we wanted to get some current imagery and better design images of what we can do with the public spaces, so we're pleased to see those changes and we'd like to continue to review those. There's some still to be inserted into the guidelines, and that's an area that we will continue to focus on.

The specific block guidelines is another focus that we want to just kind of get into some of that detail a bit more to make sure that we are in the right place, particularly in relation to the interfaces with the finger parks. That's an area that we'd focus on. And even I think in this model and the diagram there's been more of

an emphasis of the building kind of making way on parcel JK to sort of open up to the finger park, and I think that's a really good improvement.

And we would also like to focus on some of the public realm images that need to go into the guidelines, and I think Kishore presented some more sketches for how Baldwin Park would actually kind of appear and I think that's something that should be included as well in the guidelines. But we're very pleased with the direction that it's heading and happy to continue working with the applicant to refine them and bring them back to the Board.

Thank you.

H. THEODORE COHEN: Thank you.

Hugh, does that answer your question about design at the moment? Because I was going to ask Joe if he might speak a little bit about

the traffic issues.

JOSEPH BARR: Good evening, Joe Barr,
Director of Parking, Traffic and Transportation.
I'll be as brief as I can be.

Really the discussion about traffic in
this case was really mostly about refinements to
the 40-scale plan and the basic -- the overall
site design. And I think it was a very
productive discussion. I think it was actually a
very timely point in the sort of development of
both the project, but also sort of the state of
practice I'll say in transportation facilities to
have that conversation because we were in the
midst of what's going on with the Green Line
which helped clarify certain things even if the
process involved in that was a little different
set of concerns. And also we were able to, I
think, make some very good refinements to bicycle

facilities. I think at the proponent's, you know, sort of instigation able to fix some prior issues with the site plan and the realignment of North Point Boulevard and West Street and several other issues that were resolved sort of along the way. So I think it was a -- like I said, a very productive engagement. I think that there's a lot of different pieces that sort of got addressed and they're laid out in our memo, but I think the three things that I just highlight, I'll be happy to answer any questions on anything about the transportation, is one I think the addition of the raised pedestrian tables on North Street and Dawes Street connecting the parks to the existing North Point Common, I think is both, you know, I'm not a design expert, but I think it helps in that respect but it helps in terms of making sure those streets remain low speed

principally bicycle/pedestrian streets that are most for local access. So I think it's a nice alignment of a transportation outcome and also, you know, based on the feedback from the team and from staff. CDD is also a very good urban design outcome. I think that was a really good addition to the plan. I think the changes to First Street, North First Street which required a lot of back and forth between us and the developer have been resulted in a really good design and accommodates both the urban design needs but also the transportation connectivity needs and hopefully creates a strong entrance to the site both from a transportation perspective and also from a development perspective.

And then finally I think the sort of process that we've come to in terms of loading and deliveries going forward and making sure that

those are managed in an appropriate way don't impact the streets and the streetscape and the pedestrian connections negatively, but also provides some flexibility as we move through that discussion. I think, you know, we've been very challenged on a citywide basis with, you know, things like Lyft and Uber. So I don't know that we know today what that -- what we'd want to do with that five years from now. I think it's good to build in some flexibility and concede to work through that. And similar, you know, the rise of, you know, I think it's going back to the point of retail has changed, the continued rise of on-line shopping and, you know, then adds an even more Amazon trucks and who knows who else will be out there, you know, in five years or three years or what have you. So, again, I think being able to deal with that in a flexible manner

and have some guidelines built in in sense of what we're trying to accomplish was a valuable outcome of that whole discussion. So Like I said, I think it was a very timely point to have, you know, the developer come back to us and make these changes, and I think we've accomplished a lot of good improvements. But also like I said, give ourselves some flexibility to address, you know, future developments and, you know, even things like potential urban reign connections at the end of West Street. I think we had a very good discussion how those would play out in the future even though anybody anywhere in the world has any idea, you know, when and if those connections that actually occur.

So anyway, that's kind of a brief hopefully overview of kind of the high points, but like I said, I would be happy to answer any

questions not about title status but about transportation.

H. THEODORE COHEN: Lou, you had a question?

LOUIS J. BACCI, JR.: Joe, curious, the on-street parking in this area, do you see most of it as being resident parking or metered parking?

JOSEPH BARR: I think we would envision it as certainly, you know, I don't know if I know the exact answer, but I guess in my mind it had been, I was thinking of it mostly as some form of metered or time limited parking but that could change as, you know, you get farther away from the retail core. But I think, you know, we're mostly during the day at least and into the early evening, I would think it would be typically metered parking.

AHMED NUR: Mr. Chair. Just following up on Lou's. So I went to that North Point night and it looked like that it was not even a Cambridge residents, but there was a permit only local permitting sign on North -- yeah, I didn't understand that. So this is privately owned?

JOSEPH BARR: So the streets are currently privately owned. I guess two things to say about that:

One is the ultimate intent is that these would be transferred to the City once, you know, construction is completed in sort of segments. And we haven't actually, you know, that will depend on how the sites will build out. Eventually these will be public streets and so they would be controlled by city regulations and enforced by city staff. We have talked, and I think, you know, both my department and the

developer are very interested in implementing that type of a system in advance of the transfer of the streets, which requires, you know, all kinds of complicated legal agreements to do, but I think it will be better sort of to what your point is I think is, you know, to have that system in place early on. So you'll get used to the idea that this is sort of regulated like a public street and enforced like a public street and then when that transfer happens, it should be mostly seamless for the public. We don't want the public to get used to the idea that as a resident I might have this, you know, as a North Point resident, I might have this special parking for me, and then all of a sudden we say no, no, no, this is resident parking, you know, for anybody who has a Cambridge resident permit assuming that's the system in place whenever that

transfer occurs.

H. THEODORE COHEN: Joe, a couple of questions. So am I correct in assuming that you envision that the principal amount of traffic will come down First Street and then either turn onto North Point Boulevard or onto Dawes?

JOSEPH BARR: Well, actually I think what we envision is that people will, depending on what direction they're arriving from, they will sort of find their way in sort of by the first place that feels right. And in particular I would say people coming down O'Brien Highway from the north or the west would probably most likely turn in at Water Street and filter their way in through there. But, yeah, our expectation is the north, North First Street would be the primary entrance to the site.

H. THEODORE COHEN: So when the T station

is moved and the whole intersection is changed, will people be able to make a left into the property -- into First Street from O'Brien Highway?

JOSEPH BARR: A left from First Street.

H. THEODORE COHEN: A left onto First Street?

JOSEPH BARR: No, right, Adam?

ADAM SHULMAN: Coming from the north --

JOSEPH BARR: Coming from the north you would turn into Water.

H. THEODORE COHEN: You would turn into Water?

JOSEPH BARR: If you're coming -- if you came further, there wouldn't be any, you know, quote/unquote reason to turn left at First Street. And so I think in order to simplify that intersection and provide more space for

pedestrians and cyclists, we've -- that left turn would not be there.

H. THEODORE COHEN: And then would there be a left turn onto Museum Way?

JOSEPH BARR: Museum Way, yes, there is currently a --

H. THEODORE COHEN: So you could turn left there and then you can get --

JOSEPH BARR: You can come over, yeah --

H. THEODORE COHEN: -- onto North Point Boulevard and go up --

JOSEPH BARR: -- you come back around. Yeah, I think -- we'd obviously need to work with, you know, with the design of O'Brien Highway which is as Tom mentioned will be rebuilt by the developer, you know, in terms of signage and how we make sure that people know that this is sort of the way into North Point. But the

north, yeah, you know, hopefully as was talked about, you know, the majority of people coming to the site would not be driving there.

H. THEODORE COHEN: Who has the final say on the approval of the redesign of O'Brien Highway?

JOSEPH BARR: I mean in the end the road is under state control and so we're in discussions between ourselves, the developer, and you know, massDOT, which has -- if I remember correctly, although they are not the owner of the road, they have care and control of it from the DCR about the design and the operation of O'Brien Highway. So it's a little bit of a -- you know, it's a three-party discussion. We're right at the design of the street and trying to move that forward.

H. THEODORE COHEN: All right.

Any other questions for Joe?

(No Response.)

H. THEODORE COHEN: Thank you.

JOSEPH BARR: Okay.

H. THEODORE COHEN: I'd just like to toss out because Catherine is not here, I know she was very concerned and I think, Hugh, you also were concerned about the elimination of roadways around some of the finger parks. I think what they've done makes sense to me, but I'd like to know if people still have concerns about that.

HUGH RUSSELL: Well, I think because it's being seen as much more as a pedestrian district, a bicycle district, that having a public sidewalk that well, cars can't go on, but everybody else can, isn't -- accomplishes the goal of publicizing, if you will, as opposed to privatizing it. That's not the right word. But

anyway, it's taking out the public's interest in those spaces. I think it's a -- it's very simple and it's bound to work, you know?

H. THEODORE COHEN: Well, it looks very nice to me.

And, Mary, you had also had concerns about the westerly end I guess of North Point Boulevard.

MARY FLYNN: Right. Yes, I was worried about that last building and the siting of it. And it seemed kind of like an orphan to me at the time. But I think this is a very significant improvement in how that's handled. So I think the overall open space and circulation plan has really come a long way, and I think the work that has been done is good and I support the plan in its current form.

H. THEODORE COHEN: Any -- Hugh?

HUGH RUSSELL: So this is I think -- this is extraordinary. You know, the goal and the aspiration is to create a neighborhood, create a place. We've been criticized on CambridgePark Drive because there was insufficient place making. This is place making at the very highest level possible done with an enormous amount of thought and detail and inspiration. So, you know, I pointed out some problems and those problems were quickly solved and but they didn't stop. They kept thinking about how it all worked, how to make the place as rich as it could be. And so I think it's really extraordinary.

H. THEODORE COHEN: Okay.

I wanted to just comment about the title issue. Yes, there was a challenge in the Supreme Judicial Court decision about it that raised questions. In my mind as someone who has worked

for the state for a long time, the property has been transferred a number of times since that decision, and I'm certain that there were title exams done by the purchasers each time. And the fact that there is title insurance, well, I guess, yes, it is just insurance and it says that more likely than not you have title, and I'm sure it does have exceptions to the title issues. But in all these Special Permit applications there is a certification that they do have title. We never go beyond that really. One or two occasions there have been questions raised. You know, realistically no bank is going to finance the construction of any of these buildings unless they're convinced that the title is good. And so I personally don't think we need to pursue it, but if the Board is so inclined, we could put in a condition that, you know, staff be satisfied

that title insurance policy does exist and that it's -- certifies that these people are the current owners of the property which of course would be subject to various exceptions. But I don't know that it really is up to us to go beyond that.

HUGH RUSSELL: I think there's -- given that there are, you know, three major buildings that have been built, a bunch of streets, and a park, it's different than it was just where it was 15 years ago.

H. THEODORE COHEN: Right.

HUGH RUSSELL: And I think we can rely upon that process as telling us we don't have to worry about the title issue.

H. THEODORE COHEN: And what you say is true. I will comment that Sierra and Tango had already been built at the time the Court rendered

its decision that there was a problem. But I agree that, you know, I think that we're a lot further than where we were 15 years ago. And the Supreme Court has commented and I think the legislature has acted and I think there has been a lot of activity that has transpired since then, but it's not an issue we need to be concerned about other than, you know, we want staff to confirm the existence of the policy, that's fine.

STEVEN COHEN: Ted?

H. THEODORE COHEN: Yes.

STEVEN COHEN: First of all in general I want to say I have, I have been and will be uncharacteristically inclined because so much of what I've seen has been so impressive I really have little to say. I'll say that it's also remarkable that there's such little comments from the public on such a significant project. But

that's the subject of another conversation.

On the title issue, you know, my first reaction was, you know, it's a private matter. If they have title, it's great. If they don't have title, they have their own problems down the road and it's perfectly fine for us to proceed on the assumption that there isn't an issue.

On reflection I'm not 100 percent confident of that stance. We've been put on notice a couple of times now by Heather of the potential issue, which I'm sure would be embarrassing of this Board and city staff devoted enormous amounts of time and effort and then subject in the Cambridge Chronicle one week and that all is amiss and it's not as we thought having been placed on notice.

And so I guess the question I raise and seeing all sorts of faces by a colleague of

Goulston and Storrs. But I imagine that she or her colleagues have prepared legal opinions on this very subject for the benefit of their clients and maybe the craziest thing is to put the matter to rest and to ask Goulston to write a simple opinion or to share with us the opinion that undoubtedly has been prepared. If there's no issue here, well, you know, that should be an easy matter. And if there is an issue here, you know, maybe Heather is right, we should at least be aware of it. It's certainly not up to us to resolve title issues, but if there is an issue here, I think that I would feel foolish later finding that there was an issue and we never pursued the matter and even asked the question. So that's my thoughts on the title matter. Otherwise, yeah, really is an astounding team. You know, great emphasis on public space. It is

all about the public space here. That's mostly what we've heard about. And it strikes me as extraordinary. And I certainly do hope that there is not a title issue that will place any bumps on the road, down the road.

H. THEODORE COHEN: All right.

Anthony or Deborah, would you like to comment on this at this time?

ATTORNEY ANTHONY GALLUCCIO: Just that we've agreed to a number of conditions with Jeff already that were raised during the course of conversations regarding wind study, our light. I don't think we have an issue with a condition that would verify the title insurance. That's really we think as far as that should go. People -- we feel very confident and we agree that there's a lot of history here, but a condition that required staff to verify the title

insurance would be okay. We don't, we don't think it's necessary, but if that's something that would satisfy the Board, we're okay with that?

ATTORNEY DEBORAH HORWITZ: Yeah, my faces were only about how you think it would be embarrassing for the Board? That -- so I apologize if I directed that at you.

LOUIS J. BACCI, JR.: Does that satisfy you?

H. THEODORE COHEN: Does that satisfy you?

STEVEN COHEN: Well, you know, about title insurance --

H. THEODORE COHEN: Right, somebody is certifying title to the title insurance company and the title insurance company is then issuing a policy.

STEVEN COHEN: You know, if it were my property, if you gave it to title insurance policy, probably feel okay. But though my attorney would be telling me you understand what that really means, Steve? It doesn't give perfect comfort. It's also just a matter of intellectual interest to find out what in fact is the issue here and which, you know, the folks are kind of reluctant to disclose in any degree of detail.

HUGH RUSSELL: So Fred Cohen who was a member of this Board for 29 years had one principle which was don't ask for information that you don't know how to deal with. And I think Anthony's solution to this, which is to ask to see, you know, to verify that there is title insurance, we know how to deal with that.

STEVEN COHEN: No, I agree.

HUGH RUSSELL: If there's an opinion about this long legal history, we don't have the expertise --

MARY FLYNN: Right.

HUGH RUSSELL: -- to deal with that.

STEVEN COHEN: Well, aside from the question of the expertise, you're probably right that I'll have to put my intellectual curiosity aside for the moment. But I do think to be placed on notice we should at least, you know, get the title policy just to give us some comfort. It's almost a matter of doing our minimal due diligence having put on notice that there is a potential issue.

H. THEODORE COHEN: Okay, that sounds fine. And I will say that if your intellectual curiosity continues, it's all public records at the Registry of Deeds and you can go on-line and

you can do whatever search you want.

LOUIS J. BACCI, JR.: There you go.

AHMED NUR: And I believe that our Public Works is involved would require a registered surveyor stamped site drawings that's been surveyed and confirmed at the Registry of Deed to go along with that anyway.

STEVEN COHEN: The survey would be based on the title report.

ATTORNEY DEBORAH HORWITZ: Well, it's both.

AHMED NUR: It's both, they have to confirm what's existing.

H. THEODORE COHEN: Could we move on?

Are there any other comments anyone wishes to make?

(No Response.)

H. THEODORE COHEN: Are we prepared to go

forward?

All right, I will -- I have a staff memo which sets forth the findings we need to make, but I will also remind people that we made a preliminary determination a couple of months ago in which we did make findings with regard to many of the statutory requirements.

AHMED NUR: I have not partaken in that, how is that going to work or --

H. THEODORE COHEN: I'm sorry.

AHMED NUR: This is the first meeting I've been on in terms of development.

H. THEODORE COHEN: No. Well, because this -- the hearings are separate.

AHMED NUR: Okay.

H. THEODORE COHEN: So it does not matter that you were not present or participated in the first hearing.

AHMED NUR: Yes, thank you.

H. THEODORE COHEN: This is a separate hearing.

HUGH RUSSELL: This is the real one.

AHMED NUR: This is the bottom line. Okay. I'll be part of it then. Thanks.

H. THEODORE COHEN: So it doesn't matter that you were not at the previous one. You can vote on this.

HUGH RUSSELL: So you're suggesting that we don't need to enumerate those findings?

H. THEODORE COHEN: Well, we made findings under Article 12 in the preliminary determination, and I don't think that anything has changed. I think we've --

HUGH RUSSELL: They've been tweaked for the better.

H. THEODORE COHEN: Things have been

tweaked for the better in all regards. So that the findings that we made in the preliminary can simply be incorporated into the final determination. Those were under Section 12.

There will be other requirements.

JEFF ROBERTS: Mr. Chair.

H. THEODORE COHEN: Yes.

JEFF ROBERTS: I think the additional finding needs to be made during the PUD approval. The final development plan responded to the requests for information in the preliminary determination.

H. THEODORE COHEN: Okay, I think we are prepared to make that determination.

And also under Section 19.30 I guess we have to determine that the proposed amendment remains consistent with the citywide urban design objectives, which I think we already did, but --

concur that they improve upon it and there will be new design guidelines. So I guess one issue is that, I think we need to condition this upon the completion of the design guidelines which will be done by the proponent with input and review by staff.

Do we then wish to see them or do we rely upon --

HUGH RUSSELL: I think we probably need to formally --

H. THEODORE COHEN: Formally adopt them.

HUGH RUSSELL: -- adopt them. I would suggest the deadline is the submission of the first building to be done in the design guidelines.

H. THEODORE COHEN: Okay.

And then other conditions are all the requirements in traffic and planning's two

memorandums which I think most of them have been incorporated into the plan already.

But just to make sure that those conditions have been complied with.

And then I don't know if there's anything else ongoing. Upon review of the staff things will be coming back to us as, you know, buildings are proposed.

HUGH RUSSELL: Are the streets frozen now or are they approved subject to the ability for the City and the proponent to adjust the features of the street? I guess I'm asking kind of Joe.

JOSEPH BARR: I guess our sense is that the streets are basically where they are but we would hope that there would be some flexibility to design the new process space to make minor adjustments, the exact location of a curb or we talked about widening the parking lane slightly,

you know, if we're going to have a loading zone so a truck can actually fit into rather than sticking out into the bike lane. But the basic layout is what it is, which we wouldn't, you know, for example, change the alignment of North Point Boulevard back to where it was originally without further consultation. We hope for some flexibility for design review, but the basic site plan would not change.

H. THEODORE COHEN: And I would imagine if there was a request for some sort of major alignment, staff would determine whether it was significant enough that it was either a Minor Amendment or a Major Amendment.

HUGH RUSSELL: So, does -- and I think I understood Mr. Sullivan say that his goal was to start building the street. In fact, he's already surcharging streets. If that's sort of key to

his strategy of convincing people this is not a waste land, this is a neighborhood with some desirable parcels on it. So we should be approving it so that they can go forward with that process, consulting with Joe, but not having to come back for any subsequent approvals by us unless it rises to the level of Major or Minor Amendment.

H. THEODORE COHEN: Right.

ATTORNEY DEBORAH HORWITZ: Can I just. Jeff just as a reminder in the permit already, what it says about streets is that the 40-scale plan is once it's -- what you said. Once it's approved by the Special Permit, then it can be modified in the ways that you and Joe were just talking about through design review as we go to building. So I'll make that.

JEFF ROBERTS: I'll say the same thing

three times I guess. The streets are just like the buildings they're approved in concept form. And the Special Permit it is an ongoing condition from the original Special Permit that the final 40-scale plans, which at this point have been submitted to the Board, have to be reviewed and approved by the Planning Board, not as a new Special Permit, but just as a condition of ongoing review. At this stage since those plans have been submitted the Planning Board can approve those as long -- along with this approval and then they would proceed to be built. If there are any minor changes, they could come back for review without requiring an amendment. But as Joe said, if there were major reconfigurations of streets, the Board would consider whether that's a Major or a Minor Amendment.

HUGH RUSSELL: If I were a betting man I

would bet that that's going to happen. That the opportunities presented by people who want to come and be at North Point are so, you know, various and unpredictable. You know, someone may come up and say, Gee, I really want this and we can all agree that, yeah, that's fine. So, you know, I don't -- I guess no one was here during the University Park process. The streets didn't change much but boy a lot of the buildings changed. One of them I think three times. And it's a market economy. That's what happens.

H. THEODORE COHEN: Right. We've seen that over the PUDs, they come back to move the building around and connect them and separate them.

HUGH RUSSELL: Right.

H. THEODORE COHEN: Realign the roads. I mean, that's what they're doing now.

HUGH RUSSELL: Right. And the strength of our past is that this can be done in a reasonable way, some sort of normal -- we understand that it's a normal process. It's what we can help these projects which are very difficult to accomplish, to get done.

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

H. THEODORE COHEN: Okay, Lou.

LOUIS J. BACCI, JR.: And I don't know who wants to field it, Mr. Sullivan or Joe. When do you see the transfer of these streets to the city control? After the streets are completed or after some of the project, the rest of the project is completed?

THOMAS SULLIVAN: Well, that's actually a better question for Joe because it will be under his control. From our standpoint we would be

ready when the streets are completed. But he may have other considerations.

JOSEPH BARR: I would say it's also very much the Department of Public Works' call. I mean they're the ones that ultimately City Council accepts the streets, but the DPW is the one who sort of who makes the primary recommendation. I think the intent is that once -- you know, we don't want to have the streets built and then buildings are going up and where it's being, you know, excavated -- and I mean I don't think the developer would want that either. I think the idea is that once we know that sort of a section of the area is kind of done and there won't be excavation and heavy trucks driving over it, etcetera, etcetera, and operate like a normal city street. That's the point when we would want to look into accepting

it. I don't think we would wait until the entire site's done but we wouldn't do it too early because we wouldn't get ourselves into a strange situation where they have to come back to the city to get construction, you know, permits and closure permits for a street they owned six months earlier and done with what they wanted prior to that.

THOMAS SULLIVAN: We're also trying to be very thoughtful on how we build the streets so that the -- we want to get them substantially in place as quickly as possible. Our objective is to get these streets built next year. But we'll, for example, hold back on the final course where we're going to be building the building so that we don't tear it up in the process of building the building and put it down when the building is down. Obviously the streets will be new and we

want them to be new.

LOUIS J. BACCI, JR.: So they'll be in binder until the building gets built?

THOMAS SULLIVAN: Excuse me?

LOUIS J. BACCI, JR.: So the streets will be in binder until the buildings get built?

THOMAS SULLIVAN: Yeah.

HUGH RUSSELL: About to block of Dawes Street that's in Somerville and so we have no jurisdiction over that. And I'm sure as Somerville wants to own it, that's a decision for Somerville.

H. THEODORE COHEN: Any other conditions that we'll need to go into the determination?

(No Response.)

H. THEODORE COHEN: Jeff, are you clear on what we've concluded?

JEFF ROBERTS: I believe I'm clear. I

think so long as everything is incorporated into the -- everything that's been submitted in the memos is incorporated. Just to give a sense, because it may seem a little obscure, that the Planning Board's action in approving the Major Amendment will be to approve specific amendments to the condition of the Special Permit, conditions of the Special Permit which are laid out in the original application. We've suggested a few additional conditions having to do with design review. We would add, we would amend the condition about the 40-scale plan to reflect the fact that that condition has been completed and then we would also include the condition regarding the continuing review and future approval of the design guidelines.

H. THEODORE COHEN: Yes.

JEFF ROBERTS: And substitution of the

retail report. So that basically covers it. But the memos cover everything comprehensively.

H. THEODORE COHEN: Right, right. So it's in CDD memo. It's in Traffic and Parking memo. What was discussed about title. And certainly what we discussed about the completion of the design guidelines and that they need to be complete and presented to us by the time of the application for the first design review of the first building.

Is everyone comfortable with that?

Could we have a motion to approve the design -- well, I guess -- approving the final design and the Major Amendments and the project design review as requested by the applicant subject to the conditions that have just been discussed by the Board and subject to the prior findings made in the preliminary determination?

HUGH RUSSELL: So moved.

H. THEODORE COHEN: Is there a second?

STEVEN COHEN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Opposed?

(No Response.)

H. THEODORE COHEN: Thank you very much.

We'll take a five-minute break and we then have another hearing. You all are welcome to remain if you like.

(A short recess was taken.)

H. THEODORE COHEN: Welcome back, everyone. This is now with regard to public hearing in Planning Board 313 for the property located at 135 Fulkerson Street seeking a Special Permit pursuant to Section 4.26 for a multi-family Special Permit to construct 40

residential units.

Jeff, could you give us an overview of what the permit is for and our role for this evening?

JEFF ROBERTS: Absolutely. So this is a Special Permit. The Planning Board doesn't see too many of these. They come up from time to time. It's a development in a residential district, Residence C-1. And within the Residence C-1 District, which is a typical -- although this isn't a typical residential neighborhood, as you see from the context, it has fairly typical neighborhood, Cambridge neighborhood residential zoning. And a project of 12 units or more requires what's called a multi-family Special Permit. It's a permit to allow multi-family residential use. And there's a set of criteria which are mainly related to

site design and the relationship of the project with the, with the surrounding area and minimizing impact on abutters. So it's not quite as involved as the project review Special Permit which has the more involved traffic study and urban design piece, but the review is similar in some ways and it has been reviewed by Traffic and Parking as well as CDD, both of whom provided comment.

This project in terms of the content of it, Swaathi and Suzannah have done the bulk of the work, so if there are any questions from the Board as we go on, they can fill in on those.

H. THEODORE COHEN: Okay, is somebody going to take the presentation?

JOHN SULLIVAN: Sure. Good evening. My name is John Sullivan. I'm with the applicant, Cabot, Cabot and Forbes. With me this evening is

Jacob Vance from my office and John Harding from Cube3 Studio, the project architects and Steve Martorano from Bohler Engineering, the project civil engineer.

So I'm going to turn it over to John who will walk you through the presentation of the context and the project and then we can open it up to questions.

Thank you.

JOHN HARDING: Good evening. My name is John Harding from Cube3 Studio, project architect. I'm hoping to keep this relatively brief for you. There's not a lot to talk about with this project. It's pretty small in scale. It's 40 units of multi-family housing. There is 40 parking spaces to go with that, meeting the one-to-one parking space to unit ratio. What we're basically looking to with this project

meeting hopefully all of the by-right requirements. I'll just kind of dive in and start going through here.

So here you can see this is the site for 135 Fulkerson. Down at the bottom of the screen you can see Binney Street. To the left of that One Kendall Square. As you go further up Fulkerson Street, you get to Cambridge Street. So the site is primarily a neighborhood, residential neighborhood to the north and a more commercial zone to the south. Currently the site itself and the direct abutters to our south are more of an industrial use.

So here we're looking at this -- the two different kind of ends of Fulkerson. On the left you see the Binney Street side, you know, very commercial, glassy office space and lab space. On the right here you see down near Spring Street

the scale dramatically changes down to a more residential scale, one and two-family houses. And so our building is kind of smack dab in the middle. We're in a transitional zone and we're looking at the project as a transitional project, meeting both the kind of corporate -- not corporate, but commercial aspects of the Binney Street side and transitioning those with mass and scale down to a more residential appropriate building.

So the site itself you can see here to the left there's the rail line for the future Grand Junction Rail With Trail.

To the right you have the Ahern Field and the Kennedy-Longfellow School. Fulkerson is running north/south.

Again, Binney Street's to the south here. Cambridge Street further up to the north.

The building that exists now is a masonry building. On the street side along Fulkerson is just a series of garage doors, garage bays, and it's not a very pedestrian-friendly environment to say the least. Across from this really beautiful baseball field and public park we feel that we can do a lot better here to create a nice pedestrian environment, extend the residential neighborhood down to this public amenity, and start to create a transition down to get to Binney Street and further into the Kendall Square area.

So just looking at Fulkerson Street from the south of the building, the property is on the left. Again, across from Ahern Field looking at the building you can see all the garage bays. All the cars parked there. There's a lot of taxis often in this area.

And then to the right from the neighborhood side as you walk down, you can see there's, there's little to no sidewalk. The on-street parking kind of just bleeds right in with the sidewalk area. It's not a very pedestrian-friendly environment.

On the other side, on the Ahern Field side we have a nice, I think, relatively new sidewalk with the street improvements that were done, and we're looking to replicate something similar to that on our project.

So some of the key planning goals that we're really looking to do here. As I said, taking the neighborhood to the north and commercial zone to the south, really creating a walkable pedestrian edge that is the transition point between these two, these two different uses really.

Making a future connection both to the Grand Junction Rail With Trail and also connecting to the Ahern Field and Kennedy-Longfellow School area. So we have the pedestrian scale, active kind of sidewalk area along our building, and then creating a public passageway on the north side of our project that will hopefully one day be extended to the future rail with trail.

Using the existing residential blocks to create the limits of what we wanted to do with our building, we didn't want to create a massive building here. We wanted something to fit in with the scale of the neighborhood. And then taking the kind of texture and massing of the houses that are further down and bringing that into our facades which you'll see shortly and you see in your packets.

And then finally really kind of creating a front door for this neighborhood. As you come from Binney Street driving up Fulkerson, we want this project to be a significant project identifying that you're really kind of making this mark, you're going passed this threshold into the residential neighborhood.

So on our project itself, you can see in the middle of the screen there is our front door, and on the left side of our building is all of our ground floor amenities, there's a social lounge, there's bike storage in the building. There's a mail lounge, and then a building entry lobby. From there, at the -- that's all at kind of grade level with Fulkerson sidewalk. We ramp up inside about a foot and a half to all the residential units. So we wanted the first floor units to really be up above the sidewalk a little

bit, give them some privacy for people who are walking by. I mean the sidewalk is only about ten feet away. We're doing a lot of landscaping in that area to make sure to give a nice buffer, but we want to make sure those people aren't right up on the sidewalk and they have a little bit of privacy.

Additionally, with some of the sustainability goals that the City's looking for, one of the objectives was to get above the 2070 hundred year floodplain. So the residential portion of the building, not the amenities, but the residences themselves will be above that, that height.

To the right -- so, again, now north is to the right here on the plan. You see the public walkway and bike path that will go to the future rail trail. We're ending it currently

with a landscaped garden and it connects to what we're calling our bike shed in the back corner so, we have 30 bicycle spaces in a covered building at the rear of the site. And so hopefully with future development we'll be able to extend this bike path, get to the actual future rail trail on that side.

Let's see, further to the left and to the south of the building we have our parking entrance and parking lot. It's all surface, a surface parking lot. So our building is really constrained by the setbacks of the site. The setbacks are all done with a calculation, and so as you do the calculations, the rear setback pushes on the side setback pushes on and it's all in the calculation of the size of the building and the height of the building in relation to the distance away from the side yard, rear yard, and

the center of the right-of-way. And so that leaves us a pretty small developable area on the site. So although we would like to develop the building further maybe to the left or to the south or further to the rear, there's actually not a possibility to do that by-right. So we're constrained more or less to the footprint that you see on the screen right now.

We're doing what we can to landscape and create a buffer between the sidewalk that we'll be creating as part of the project in the parking lot to try to screen that. We've worked with the City to add multiple layers and levels of landscaping in that area. So you can see the street trees that we have all along the sidewalk. And we also have kind of landscaped boxes or planters directly in front of the parking itself. And so you'll see that in an image soon coming up

about the Fulkerson and of our project. You'll see the landscaping that will be proposed in there.

We're trying to buffer the transformer that's at the most southern tip of the property. And then we really located the trash, which you can see to the top center of the image here, as far back into the site as possible, away from the public and convenient to the residences where it's right near one of the main entrances to the building.

So in the top left corner of the property or of the proposed building is our mail lounge and entrance to the building. And in the corner, the inside corner there, you have an exit from the building that is a secondary entrance I guess that goes to the secondary stair in the center of the building is where the elevator is. So it's a

convenient spot for people to come out, come down out of the building in that location, get over to the bike shed, utilize our open closet space that we have in the south side of the bike shed. In that area we imagine grills, tables, benches, a nice sunny space for people to -- for the residences to get out and enjoy having a little picnic out back and then maybe getting on their bikes and heading down off to Kendall Square or hitting the rail trail, the future rail trail and extending further out that way.

So I'll just kind of jump into kind of the massing of what we're talking about. You can see in the top image the current conditions of the masonry building with the parking garages and a lot of cars parked right up against the building. We're proposing to build this new sidewalk, a new crosswalk connecting over to

Ahern Field right at our front door, using this grey volume at the corner to really create that front door presence that I was talking about earlier.

You can see the landscape buffer with the street trees and the planted boxes, multiple levels of ground cover and landscaping, really trying to create a buffer for any pedestrians from our parking lot. So they're really focussed on the building and on Ahern Field across the street.

Looking from the other direction, from the neighborhood side as you walk by the X0 Communications building, again, proposing to add another crosswalk to Ahern Field. And that crosswalk coincides with our proposed public way or public access point to the future rail with trail. And you can see the scale of the

buildings. We're really trying to drop the scale along this area. The green volumes are kind of representing the house blocks, the house sizes that we see further down into the residential neighborhood, and working that scale so that really you feel it's only a two-story building even though you got three stories of residential here. Again, that fits in, as you can see, with the physical model. It really fits in with the scale of all the neighboring buildings. It's not much taller and it's within the height limits of the zoning requirements of 35 feet.

As you get further into the building and walking by it, what we've really tried to do is create a lot of different elements that articulate the facade. So we have this kind of green copper look metal panel. We have these projecting balcony spaces at the ground floor. I

know there's been some comments about trying to get direct connections for the residences from the sidewalk, but balancing trying to get the residences off the street level and also getting them above the 2070 hundred year floodplain. We can't meet the accessibility requirements to get ramps and everything in here. You'll lose all of the landscaping. We started to study that and we realized that was something that was not going to be a feasible study or a feasible solution for that area. So what we thought would be better was to really kind of push the idea of creating these balconies that are projected. They're porches really along the streetscape. So you see there's a lot of interaction, people can get out there and enjoy their little patio space, but not actually have entrances on the street.

Further down the building you can see --

well, it's a little bit tough to see here, but the green bays actually kick out. So we're trying to create some articulation that is engaging to the street so the facade is bending and it's creating interest for anybody that's walking by as well as creating interest for anybody that's at the field looking at this building, which will really be the new backdrop to the field. It will be a very visible facade.

Again, just kind of going through some materials. On the corner of the vertical metal panel similar to the image you see in the top right, the base of the body being a lighter grey, fiber cement lap siding, but it will be residential texture and material. But really we want that to be the backdrop, the body of the building not the feature. Using the green metal panels to pull out some depth and some interest

along the facade there. And really using that material as something that relates back to the commercial lab area. It's a very techie material using big glass windows trying to create some stuff, some connections back from the commercial area that are part of this transitional building to a residential zone.

And then the last two slides I have here are just the elevations as you go around the building. The top elevation is across from the Ahern Field, that's our Fulkerson Street elevations. So you can see the mass and scale of the green volumes. On the two on the right you can see a little bit of shadowing where they kick off and they bend out towards the street. You can see the street trees and the projected balconies that we have there. The bottom elevation is the rear elevation. Still trying to

keep it the consistent flavor for the building. Smaller massing moves. We wanted this building to -- we want all four sides of this building to be designed so that there's really no back, backside to this building. This is the front entrance for most of the residents that live here. This is the way they're going to enter the building. We want it to feel and look exciting and vibrant on all sides.

And then the last slide here is the north elevation on the top which is, it's really sandwiched right up against an existing building so you will never really perceive it in this kind of view, but this is where the proposed public pathway will be. Back to our bike shed in the back on the right there you can see. And then the front door at the bottom here as you drive down Fulkerson from Binney Street, you can see

the grey volume on the corner, the green mass to the left of that. Again, that bends out creating some more overhangs and shadows. We actually used building massing, massing to create a canopy that would be the rear entrance to the building. And then the building beyond with the bike storage and the other grey massing.

So with that, I'll open it up for any questions from the Board.

H. THEODORE COHEN: Board members have any questions right now?

AHMED NUR: I just had one clarification. On the third floor balcony it looks like a railing. Is that railing on a balcony that's projected out or is it just flush with the wall there?

JOHN HARDING: Yeah, so we're actually looking to try to, again, to really emphasize the

two-story volumes. We're looking at doing projected balconies at the lower two levels, and then Juliets at the top floor.

AHMED NUR: Okay.

JOHN HARDING: So that creates a stepping and a focus of the two stories.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: What's the width on the north side of the building between the building and the adjacent building?

JOHN HARDING: About 97 feet. Is that what you're talking about?

HUGH RUSSELL: No, the dimension that's more around 20 feet. The distance between the right side of the building and the next building.

JOHN HARDING: Here?

HUGH RUSSELL: Yes.

JOHN HARDING: About 16 feet from the

balconies.

HUGH RUSSELL: And the balconies are four feet?

JOHN HARDING: About three or four feet. About 20 feet.

HUGH RUSSELL: Okay, thank you.

STEVEN COHEN: Just a quick question. What's the story with that parcel to the west with all the tractor trailers pretty much right on top of your parcel?

JOHN HARDING: Well, we actually have a presentation from that abutter here tonight so I think that --

STEVEN COHEN: That should be interesting.

JOHN HARDING: It's not part of this project.

STEVEN COHEN: I figured that out.

H. THEODORE COHEN: Mary, you had a question?

MARY FLYNN: Yes. How large is the patio area?

STEPHEN MARTORANO: 20 by 23.

JOHN HARDING: It's really the space that -- our goal here is to get the parking count that we need. We need to get to one-to-one parking. We want to get every unit to be able to have a parking space. Fitting that in outside of the building constraints where the building is really located by the setbacks, we're trying to utilize every last space that we have on the site. So we've aligned the bike storage shed with our north side of our building so we really create a nice consistent facade edge for that public way once it goes through, and then the space that was left over there, we're trying to really cementize

it as much as we can with the grills, the colored pavings, and then also the landscape buffer and the parking that's adjacent.

MARY FLYNN: And I know in the application it's referred to as a multi-family residential project. Do you have a sense yet of whether it's going to be condos or apartment, rental apartments?

JOHN HARDING: I think we'd like to leave that open, but I know the developers are leaning towards home ownership but we need to keep that open at this point.

MARY FLYNN: Okay, thank you.

H. THEODORE COHEN: And just one, are there any affordable units?

JOHN HARDING: Absolutely.

So of the 40 units, five are affordable to meet the inclusionary housing requirement.

H. THEODORE COHEN: If no other questions, why don't we hear from the public. Is there a sign-up sheet?

LIZA PADEN: There is, but I don't think anybody signed up.

H. THEODORE COHEN: Does anybody wish to speak?

ATTORNEY MICHAEL WIGGINS: I'd like to be heard if I could.

H. THEODORE COHEN: Certainly. So come forward and state your name and address and we ask that you speak for three minutes. And is that working? Okay, so you've got a green light. When it turns yellow, you're getting near the end and when it turns red, we ask that you wind up.

ATTORNEY MICHAEL WIGGINS: Thank you. My name is attorney Michael Wiggins from the law firm of Weston, Patrick. And I'm here today with

the principals of Met Pipe which is the -- it's a realty trust is the owner of the next-door property. If you wouldn't mind, I'd like to have the first image put up so that I could explain where we are.

Is there a blowup of that one? Thank you.

So this is -- Met Pipe is at the bottom of your screen and owns that long strip all the way to the back. Actually beyond this location all the way to the back.

Met Pipe has been there for about 85 years, sort of a senior citizen status in Cambridge if you will. And those, those trucks that you saw in the back and assorted things, those are City of Cambridge vehicles and equipment. And Met Pipe has been leasing that back space to the City temporarily. And Met Pipe

stands to lose about a third of its storage space as a result of this project because it is currently a tenant, one of the tenants along with some of the taxicab companies, at this site. So it does store a lot of its pipe equipment down near Binney Street, but is roughly about 24,000 square feet in this building.

As a threshold issue, the problem that we have is that we basically just learned about this project within the last couple of days and so we really haven't had a chance to gauge its impact on our operations, and that is certainly not the fault of the Planning Board. I understood in talking with Liz Paden today that the notice was sent out, but somehow it didn't get to us. And in fact, she didn't have that certified return receipt requested card. And so somehow it didn't get to my client. And so we are concerned about

a lot of features. We can't be very articulate because we're really looking at this for the first time today.

Among the concerns we have are how is this property gonna be fenced off from our operations? We're gonna have to scramble now because we're gonna lose a lot of space. So we want to be able to use that space now that's leased to the City possibly to store some of our piping supplies, and that's gonna be problematic as it's going to be located next to a three-story residential building.

We're also very concerned about how -- what kind of fencing there will be between a building like this, I would expect children to live in. And how do we insulate the operation on our side of the property from that? We haven't had a chance to have an engineer do a traffic

impact study for us as to how it's gonna affect our trucks coming and going. Those kinds of things.

And I note that as the petitioner mentioned, we're in a transition area where residential use is being promoted. However, I'm quoting from what I've had a chance to read this afternoon, language saying that the residential is going to be emphasized, but to continue to allow commercial uses as conforming in this area. And so we really are concerned now as the loss of this commercial space, we're -- we take no pride in that building as tenants. It's an eyesore. I would say that this is certainly an upgrade for the neighborhood, but we are very concerned about the impact on our future use of this other property on the side.

We also know that --

H. THEODORE COHEN: Mr. Wiggins, can you hold for one minute?

The three minutes are up, but I think since he's representing the abutter who is just hearing about this, we ought to let him continue with the presentation. Please.

ATTORNEY MICHAEL WIGGINS: Thank you.
Thank you.

We also note that there's been a lot of talk about the trail -- trail to rail or trail by rail, I forget the exact terminology, connection of this property on the north side. You know, I note that actually that -- if it happens, it's gonna go right over our property. Obviously that's something for the future, but I -- my client said -- has an understandable hesitation and reaction to that because our property goes way beyond this to the rear, and we want to be

able to preserve access to it.

I would like to be more articulate at this point but we've only, as I said, really caught up to this today. And so, I would ask respectfully that you allow us some time to review this in greater detail and we may or may not have any problems with it. You know, it's certainly nice curb appeal as presented tonight, but we are very concerned about the impact on our ongoing commercial use of this property.

Met Pipe, as I've said, has been there for 85 years. It's an ideal location for its business. It's benefitted tremendously for being in Tech Square and be able to have people literally walk in and walk out with the piping as opposed to having it shipped all over the place and be located somewhere out in the boondocks and have to fight traffic coming in and out. It's an

ideal location for this business and I would hate not to have a chance to really comment in detail about this.

AHMED NUR: Can I ask him a question?

H. THEODORE COHEN: Sure.

AHMED NUR: Do you know if you do any fitting there? Like cutting the pipes on-site?

ATTORNEY MICHAEL WIGGINS: I'd have to refer to somebody from Met Pipe. If anybody wants to talk about.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:
Yeah, yes, we do.

AHMED NUR: You do? Okay.

Any other -- I'm just curious for the safety of air quality. Any other stuff that goes on there other than just cutting on-site in the open air or do you take it in place, interior? I mean, I don't see any structures there at all.

So pretty much the cutting takes place outside?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

In the bottom left-hand corner on the screen
right now --

LIZA PADEN: Can you identify yourself,
please?

JOSH BROWN: I'm sorry. Josh Brown from
Metropolitan Pipe.

In the bottom left-hand corner of the
Binney -- on the Fulkerson Street site is our
pipe fabrication.

AHMED NUR: Thank you.

ATTORNEY MICHAEL WIGGINS: Right here.

H. THEODORE COHEN: Okay. Thank you.

Is there anyone else who wishes to speak?

Heather.

HEATHER HOFFMAN: Hi. Heather Hoffman,
213 Hurley Street, and I want to start out by

saying that in the nearly 32 years that I've lived at that address, I have really valued having Met Pipe there. They have -- they've saved me more than once when I've needed something and they've been pretty good neighbors. So I hope that you will continue this and let them have the opportunity to think about it. In fact, I'm really happy to hear that they're planning on staying because there have been an awful lot of rumors that they were leaving. And I think I'm happier to have them than other uses than I can think of there.

As to this project, I would, I hope that they're gonna deal with the tremendous noise from all of the labs in the area. That particular spot is quite loud. The Broad Institute does not believe in complying with the noise ordinance and it's really noisy from their building. I was

amused in the staff memo at the suggestion that Ahern Field is lonely. It isn't. It is used. It is heavily used. And it is a dog park. And so that is another thing to consider. It's a dog park till pretty late at night, and that may or may not be legal, but it is an actual fact. I walk through there at all hours and I am almost never alone when I'm walking through there.

I will -- I completely agree that the existing building is an eyesore and I would be happy to have it gone. And I've already admitted many times that I have -- that I am lousy at imagining what this stuff is actually gonna look like, so I defer to people who can actually do that. I hope that we will get something that is actually nice looking because the housing in East Cambridge is mostly nice looking. And even the somewhat larger projects a little ways north of

this at Thorndike Place are pretty nice looking and fit in even though they're new. So I hope that the -- because, you can you only go as far north as Charles Street. As you may have noticed in one of the slides, there was the do not enter sign at Charles Street. You have to make a right on Charles Street. So you can't actually get to this building. You can only get to the parking lot by going north. Otherwise it's one way south from Cambridge Street and the locals will fight you to the death if you try to change that. So anyway, I think that this could be a good project, but I think they really, really need to think about the context that it's in so that it will fit in and it will be a decent place to live.

Thanks.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: All right. I have a question for someone on staff. So this project which seeks a Special Permit comply with the early engagement provisions of the rules as we've adopted? It did.

LIZA PADEN: It's outlined on page 14 and 15 of your application materials.

H. THEODORE COHEN: And so notwithstanding that the abutter didn't know anything about this until the past day or two?

Perhaps, Mr. Sullivan, could you -- do you know anything about that?

JOHN SULLIVAN: I don't. I know that we mentioned it when we were moving forward with this plan about a month or so ago, and through the early engagement process we sent -- we asked

CDD for a list of all of the abutters for this project and sent out notices. We had a presentation with the East Cambridge Planning Team. We also had the early engagement meeting with all of the abutters. Three or four people did show up and we gave a similar presentation that you see here tonight. And on the East Cambridge Business Association we had a presentation with them back in June and presented a similar presentation as well. So we've had three presentations on this project similar to this. I didn't know that they didn't receive notice until I was walking in the door. So I apologize for that.

H. THEODORE COHEN: Okay, thank you.

So, Board Members, do we have comments about what we would like to do at this point?

STEVEN COHEN: I'm just asking the Board

or staff, do we have the usual scope of design review on this application or is it more constrained than usual?

JEFF ROBERTS: Should I answer that?

STEVEN COHEN: Yes, please.

JEFF ROBERTS: It's a different set of criteria --

HUGH RUSSELL: I would say it's sort of a site plan review intention. So we're not doing the full-blown urban design review, although they've been interested in the urban design impact. And we heard the description of that.

STEVEN COHEN: Did Suzannah do a -- the -- your usual review?

H. THEODORE COHEN: Yes. Would you like to hear from Suzannah?

STEVEN COHEN: That's where I was going.

LOUIS J. BACCI, JR.: Me, too.

SUZANNAH BIGOLIN: Thank you.

We have provided urban design comments in the memo. So we've recognized the site is constrained by its shape and the zoning setback. So it has been a challenge in terms of the layout and that's resulted in the larger parking lot that generally we would prefer that it's not so visible. So that's something that we'd like to continue to review as the project advances.

We think the design response to Ahern Field has -- is very strong with the projecting bay elements, the use of color, the balconies are really positive aspects. We did -- wanted to continue to explore the possibilities of the residential entries that the applicant has shown that this could be an issue due to the flood levels that we're playing with.

We have also looked at some of the lobby

sort of interfaces and entrance to the parking lot and wonder if that could be made to be more welcoming and more interesting and to have the open space to open up to sort of the parking in a better way.

There are several positive pedestrian improvements proposed, including the sort of pathway down the side of the building that we hope will connect to the Grand Junction Trail in the future and also the new pedestrian crossings and the street sidewalk improvements that will be an element that we'll continue to work with the applicant and keep Traffic and Parking and DPW.

There's a list of some other items for continuing review that we've suggested and that includes the siting and appearance of the transformer as well as the trash storage area would be -- the trash area being something that

we would prefer to see integrated into the building, and that's part of the City's overall urban design guidelines if that's something we could explore.

We also queried the sort of patio space whether that was going to be that usable and amenable for future residents in its location and the connection to building entrances. So that's some of the elements that we've been considering.

Are there any questions?

STEVEN COHEN: I have one question, Suzannah, it's a detail. When I look at the renderings, there's a number of locations, sort of the heavy shadow lines suggesting deep setoffs from one plane to the next, but I can't really tell the dimensions. I mean, are you cognizant of those conditions and are these shadow lines sort of representative, fairly -- accurately

representative of --

SUZANNAH BIGOLIN: I believe they are.

And I believe you dimensioned some of the --

JOHN HARDING: I think so on the plans.

SUZANNAH BIGOLIN: So there is sort of three feet on one of the protecting elements.

The facade does appear quite long I guess along the Ahern, the street frontage along the cornice line, which potentially could be broken up a bit further to create more interest as a further enhancement of the project. But I think the bays and the projecting balconies do help to kind of create that modulation and that step back.

STEVEN COHEN: But you think something more can be done on the cornice line?

SUZANNAH BIGOLIN: That would be an improvement, yes. It is sort of the siding along

there, so it could be kind of relatively flat and monotonous.

MARY FLYNN: I have just a question on the use of materials on the, I guess, it's the west elevation, the back of the building. Where it's really just the two materials, the wood and the metal panels. It seems kind of flat to me which is the copper ones in the corner. Can you just comment on your thoughts on that facade?

SUZANNAH BIGOLIN: So the front facade?

MARY FLYNN: The west. The west one.

SUZANNAH BIGOLIN: Oh, the west. I think the west actually has more kind of movement because it does get the sort of the massing turns to create the L-shape. So it is a little more interesting. And the green. I think it really is a positive aspect to kind of accentuate the more public components of the building. How it

wraps around to the public spaces of the building is positive and blends into the background of the street trees so I think it enhances the street frontage. I don't know how visible the west elevation would be. It does back up to sort of the neighborhood further away, but I think it has sufficient kind of modulation and articulation.

MARY FLYNN: Right. Well, when I said flat, I didn't mean like total, you know flat, flat. I was talking more like it just seems kind of dead to me, you know, color-wise. So I'm just wondering if there was more green on that facade the way there is on the east elevation whether that would be more -- I realize it's backing up to the Met Pipe property and then the railroad tracks, but there, you know, it is, it is going to be seen by residents.

SUZANNAH BIGOLIN: Possibly.

MARY FLYNN: Just a thought.

SUZANNAH BIGOLIN: Even if it's just a use of a walnut material for the balconies might help --

MARY FLYNN: Yes.

SUZANNAH BIGOLIN: -- to make them pop out a bit more and add more interest.

MARY FLYNN: Yes.

AHMED NUR: Mr. Chair?

H. THEODORE COHEN: Ahmed.

AHMED NUR: Have you had an opportunity to examine the lobby entrance, whether or not it's ADA compliant? Maybe I'm missing something. I don't see anything going on here. It appears to me there's only one entrance as they probably would call it on the south entrance. Main entrance it says. Double door, social lounge. There's a mail room ahead of you. I don't know

how a handicap person accesses this door. The door opens out and then there's a ramp going down, and the elevator seems to be all the way to the end on the other end. This stair on the rear seems to have the stairs going down, but the door is opening out. I don't know if this is the final drawing of this just.

SUZANNAH BIGOLIN: I haven't sort of considered the accessibility issues in detail, but I'm assuming the applicant has.

JOHN HARDING: So, yes, the building does meet accessibility. So from the street side on the kind of lower corner you'd have the two doors, one from the parking lot side and one from the street side as a main entrance. Also on the rear of the building closer to the parking, here.

AHMED NUR: How does a wheelchair access?

JOHN HARDING: So that's flat -- flush

with the sidewalk level there. So you would be able to wheel right into the -- through the door just like any other normal door. Come into the building. The whole social lounge is all on the same level there. When you go through the door -- and so then we have a level of security where somebody -- so just in case somebody was to get into the social lounge area, the main lobby, they would still need to get, you know, passed another level of security with a door to the residential corridor here.

AHMED NUR: Right, so that door, there's a push button or whatever?

JOHN HARDING: It's a key fob and a handle, the same as any other door meeting all the accessibility requirements. You go up a little ramp and then you're in the hallway there. So if you were to, if you were a person with a

wheelchair who lived on the second floor, you would come in this door where the mail lobby is, you go and get your mail, come in the social lounge, see what's going on there, and then go into the corridor, down to the corridor down to the elevator and up to the second or third floor unit.

AHMED NUR: I'm looking at the door and the door seems to obviously open out. Someone with the wheelchair would hold the handle and then wheel backwards with that. That's difficult.

JOHN HARDING: There's requirements for both sides of the door, push side and pull side. It meets all the spatial requirements for that.

AHMED NUR: Thank you.

LOUIS J. BACCI, JR.: I have one for you. I know there was a request or a concern that this

didn't have a very residential appeal. People are looking for some sort of stoop entrance off the street, stoop and stairs or something like that. Seeing that you're accessible by your main entrance, what would prevent you from doing that, those units with a small stoop and an entrance on the street level?

JOHN HARDING: Sure. So there was a determination by the Massachusetts Architectural Accessibility Board years ago in reference to this specific issue about stoops from grade, and they determined that every entrance to the unit would need to be fair and equal, would have to be accessible. So you can't just have the kind of brownstone feel of walking up a set of stairs into your unit in a building of this size and scale. You have to -- every entrance would have to be accessible. To do that we could lower the

entire first floor down below the 2070 floodplain and also below, you know, putting windows kind of more in headlight height which is something that we were trying to avoid. I mean, we could get accessible paths directly into those units. It's not ideal for a lot of other reasons. And so I think our approach is to look at it, and on many other projects we've looked at it this way as well. That we tried to create a nice sort of kind of porch so it feels like a front door so you don't actually have the accessibility to come off the sidewalk there. And with the entrance really feet away, we don't think it's necessary to have that from a resident's ability to go in and out of their unit. We think we provide just an equal amount of amenity there.

LOUIS J. BACCI, JR.: I guess I'll go back to your building has very little residential

appeal. It looks, it looks like one of the office buildings in the neighborhood.

JOHN HARDING: And I think to that, again, we were trying to go with this transitional look of bringing some residential scaled elements and materials. Also bringing some of the commercial aspects of larger glass, larger glazing windows, and kind of a more industrial-style balcony with maybe some cable rail or something like that. Just trying to kind of really create a crossbreed between the two. It's something that we obviously can further develop and try to work with the City on after we are approved.

LOUIS J. BACCI, JR.: I guess I'd like to see the dimensions on those balconies also. So if they're three-foot balconies, this gets a little narrow.

JOHN HARDING: I'm pretty sure that they're four foot based on looking at the plans. They're three foot. The door's three feet so the balcony is a little deeper. I think we were planning on four-foot balconies.

LOUIS J. BACCI, JR.: Another thing, the screening for the parking along the planter edge it doesn't appear to be very tall.

JOHN HARDING: Right. And so actually one of my comments from the City, from the traffic study or the -- I forget the firm, I'm sorry. But they actually asked for us to keep some of that lower so you keep the sight lines over the landscaping specifically around the entrance.

LOUIS J. BACCI, JR.: Isn't that specifically at the entrance?

JOHN HARDING: Right. Which is not

really much more.

LOUIS J. BACCI, JR.: Well --

JOHN HARDING: I mean, you can see it really needs to be this whole area. So we could go a little bit higher. That could be done with the plantings that are done in the boxes and the trees. Again, this is just a graphic of what we think we can be proposing. The goal here is really to get a rotation of different landscaping plantings throughout the year so you always have a very interesting looking street edge there for that buffer. So stuff year round.

LOUIS J. BACCI, JR.: I understand. But I believe we require it, you know, to be shielded and it's not very tall. I understand your problem with your entrance. You may need it to be low there, but it would be nice to have something a little taller. Some permanent

height.

JOHN HARDING: Sure.

LOUIS J. BACCI, JR.: Also around the transformer.

JOHN HARDING: The transformer I think that's something that we would be looking to do. The transformer is really a matter of balancing accessibility for the utility company to have access to their transformer with -- where we can fit it outside of the parking requirements.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: So, I have a couple of smallish comments and a large comment and a medium size one.

The medium size one is I think it's not a bad building for what it's trying to do. And so the big comment is from a planning point of view you kind of wish they'd make a deal with Met Pipe

to square off the parcel and -- so that if and when Met Pipe decides in some future time to redevelop their parcel or sell it, then the street frontage won't be so constrained. If it's a condominium, it becomes virtually impossible to make those kinds of changes in the future. So it doesn't -- it represents sort of a loss of opportunity of planning that -- to deal with both sites together in sort of a long-term vision.

That's not really a criterion that we can use to deny a permit.

I weigh in on the height of the landscaping issue to be -- it ought to be at least as high as the hood of the car, a little bit higher so that -- I feel if you can't see over into the lot, then you, you're gonna feel less secure when you're walking down the sidewalk in height. So it's a balance between a feeling

of security both within the lot and on the sidewalk and the degree of which you're walking, you know, through the middle of a parking lot.

And I've seen, and I'm not -- on the front porch issue, I know I've done several projects that have had faced up to this problem, including two buildings that had sloping first floors because the sidewalks sloped upside which was amusing for the contractor. You know, it was only about a three percent slope so it was, you know -- but I've seen other projects that have those stoops and I've asked occasionally well, how did you do it? They said oh, we went to the access board and they gave us a Variance. Now, I don't know how frequently they -- whether you have to catch them on a particular day? So -- or whether over the course of time they could come more mellow or more guidance sense in design

goals. But sometimes it does happen, but it's not a matter of right.

H. THEODORE COHEN: Well, you know, Hugh, as you've pointed out, squaring off the parcel and having Met Pipe and the proponent speak is not something we can insist upon and do, although we're in a situation where there's been a request that they be given -- Met Pipe be given some additional time to review things because for whatever reason they only got notice of the project a day or two ago. So we could continue this hearing to a later date with the understanding that the proponent and Met Pipe would speak. Whatever came out of it, you know, would come out of it and Met Pipe could sign off and say they love the project the way it is. Or they could request that there be some changes. We've also made some further comments that the

applicant might want to think about. So I guess initial question is whether we want to act on something right now or whether we would like to continue it to a later date to let Met Pipe and the applicant speak.

STEVEN COHEN: And the staff recommendation is that you had several items listed that they wanted to pursue anyway, and some new ones I think were raised in our discussions. Staff said it was up to us whether to decide it today or to put it off, and I wasn't sure myself, but now that we have the Met Pipe issue as well, you know, perhaps just as a courtesy to such an in-your-face abutter, that would be good to give them the opportunity to speak and give staff and the applicant time to work through some of those outstanding issues. I think it would be fair to -- speaking for myself

anyway, to communicate to the applicant that generally speaking it seems like a good, solid application and that, you know, I think that's -- these are just some details that need to be worked through with the staff. But details are important, you know, whether it be the landscaping height or some of the other details, we would hope that you would be forthcoming with staff. So, yeah, I would opt to put it off for the next hearing.

H. THEODORE COHEN: Okay, if we were going to do that, I think if we have any comments --

AHMED NUR: I do have a comment.

LOUIS J. BACCI, JR.: I have another one.

H. THEODORE COHEN: -- that we ought to just raise and put on the table and let the applicant consider them.

Lou.

LOUIS J. BACCI, JR.: I don't see any mechanicals. Will there be mechanicals on your roof?

JOHN HARDING: There will. Actually, I have a plan here in the back. What we're anticipating here is a split system. So air handler in the unit and a small condenser usually somewhere in the three foot by three foot by three foot in the largest size for each unit. So one for each unit and one for each of the hallways and one for the common spaces. Those will be located on the roof. And the center of the roof you can see here. Also actually just on the matter of the roof plan the response to some of the staff comments that we had gotten about designing the building to be solar ready. We've actually moved around some of these condensers to

try to open up some of the south pieces of the roof to have solar panels and it's to be looked into further.

LOUIS J. BACCI, JR.: Will this be visible from the street or the park or....

JOHN HARDING: No. It shouldn't be. I mean, they're very low. We can, we can do a perspective from the park even if that was submitted --

LOUIS J. BACCI, JR.: Please.

JOHN HARDING: There's a possibility you could possibly see them when you're like hundreds of feet away, but we can figure out what that distance is for you.

LOUIS J. BACCI, JR.: Please.

HUGH RUSSELL: You might also have a ventilation unit that may be somewhat larger scale.

JOHN HARDING: No, the only mechanical unit systems that we're anticipating on the roof would be other than maybe the elevator, the elevator vent, or something else of that sort. But you can see in the corner we have the elevator overrun, they would anticipate having a side wall for that. And then you could also see John just reminded me, we have condenser screen walls on the outside faces of the condensers. So even if you were to see anything, you would see a wall that, you know, it's a finished wall.

LOUIS J. BACCI, JR.: I guess we'd like to see what those look like, the condenser screen wall.

H. THEODORE COHEN: Ahmed.

AHMED NUR: Yes, I do want to say that I do appreciate the intent of the architectural replacing what's there now. So even though it

sounds like we're coming hard on you, we just want to be clear that this is a very handsome building that you're bringing in residential while you're here in Cambridge. However, I do want to bring one other point that the hearth scape -- was there a letter from Public Works? I wonder if Public Works can take a look at in terms of rain and whatnot. I know we talked about that a little bit.

And then lastly, this is a place where there is a residential abutting to a serious industrial building, I'm not sure which way the wind blows, noise, and really pest control coming out of the industrial that huge buffering requirement we probably, you know, recommended along that side of the abutter.

Thank you.

H. THEODORE COHEN: Okay. I just want to

say I actually do like the building quite a bit, and I think it's interesting that it certainly replaces what's there. And I understand the intent of it's almost like, you know, a modern re-use of a former commercial or industrial building and I appreciate that. I like that. You know, I think stoops might be helpful, but I can understand the difficulty with that. I, you know, I think working with staff as to the overall color scheme is good. I appreciate it's something other than just grey and beige and brown. I think the green is a nice, interesting choice, but I do agree with the issues about the landscaping and the hearth scape. And I think it's necessary for you to talk to Met Pipe. You know, we have in other cases been concerned about a residential, a new residential building abutting up very close to an existing industrial

building and whether there are problems with fumes or noise or ventilation or other issues. And I certainly would like to see what the roof is going to look like from Ahern Park and from a distance so a rendering to that would be very valuable.

Hugh.

HUGH RUSSELL: I wonder if you have looked at the parking lot to see if it could be just 60 feet wide following a back line of the property. It would produce a lot more green space near your entry, and what the implications are in terms of number of spaces that might be lost. It looks like it might be one or two or none. It seems to me it would be a big advantage to get the cars further away from the street.

STEVEN COHEN: A lot more landscaping.

HUGH RUSSELL: A lot more landscaping and

more usable area.

H. THEODORE COHEN: Okay.

JOHN HARDING: I guess I can speak to that. We've looked at probably 100 configurations for the parking trying to get as many spaces as possible. You can see the pinch plan is really where the building is to the rear property line. And so we have a five-foot buffer, the 24-foot drive aisle, and then a five-foot sidewalk and we're really close to the building there. So there's not really enough space to get parking along that side. And so we're trying to be creative --

HUGH RUSSELL: That wasn't my suggestion.

JOHN HARDING: Well, you said -- sorry, a 60-foot wide double loaded parking, right?

HUGH RUSSELL: What I'm trying to do is get rid of that 50-foot piece of asphalt in the

middle there by rotating the parking on Fulkerson Street to be parallel to the parking on the back.

JOHN HARDING: Now, we can look at that and see what the reduction of parking would be. I guess would that -- we're trying to do this by-right so I don't know if that would require a Variance to be granted by the Board if we can only get, say, 37 spaces.

STEVEN COHEN: Try it.

JOHN HARDING: Try it? Maybe we can lay it out for sure and show you what that is.

H. THEODORE COHEN: Well, you might consider it. We have reduced parking for other properties in theory that you don't really need one per unit. But, you know, it depends, you know, if this is going to be home ownership, then you may feel that you have to have a parking spot for each unit.

Joe, I made you stay here. So since you're here, could you just explain to the Board and to the public what is happening with the possible access on the north side?

JOSEPH BARR: Sure. So in our memo it describes this potential or future easement really that would use the pathway along the north side of the site, I think in the interim it would just be access along that side, you know, some landscaping to the bike storage room and to the parking lot, you know, sort of a circulation area for an amenity for residents. But in the long run in the hopefully when, the Grand Junction, I believe we're now referring it to the Grand Junction Greenway, is built along that corridor. The -- this could be a connection, presuming that at some point, and I'm certainly not the expert of what would happen with Met Pipe site,

presuming that there's either access developed across that site or through, either through an agreement with the owner or a redevelopment to that site to the Grand Junction that that would become an access point to the pathway whether it's on the east side or the west side and whether it's east side and direct access or the west side and there's a crossing of the railroad tracks at this point. It's a pretty logical spot for it because you have the school and the park, you know, directly in line with this. So if we were to create some crossing point for pedestrians between Cambridge Street and Binney Street, this would be a pretty logical place for this to occur. So it's all sort of predicated on the future development of that pathway and the future connection so what we suggested is that it would be required to provide at that easement if

and when that is needed. So it's not an immediate easement or agreement or something to provide that access, but we would work that out at the point when such access is needed so basically we're not stuck with the public access to that site for no reason only if there was a real reason for it in the future.

H. THEODORE COHEN: And I just want to confirm it's my understanding that given the size of this project it did not require a traffic impact study?

JOSEPH BARR: It did not require a traffic impact study. I, you know, based on projects of a similar size, it would estimate, you know, the peak hour trip generation to be somewhere in the eight to ten cars. So it's a pretty minor traffic impact, you know, as a residential building.

H. THEODORE COHEN: But you have given us --

JOSEPH BARR: Yeah, we provided, you know, suggestions on some TDM measures that are kind of, you know, in line with what we've done with similar residential projects. We've, you know, suggested some streetscape, you know, improvements, many of which the applicants had suggested themselves. I think we had some concerns about the crosswalk at the northern end sort of at the school driveway, but that's something we can work out through the street design process. Certainly, you know, creating the sidewalk along the frontage of the building is a huge benefit. I certainly understand the landscaping in front of the parking lot, but I would empathize it in the driveway that does stay low for safety reasons. But yeah, no, you know,

I think we've, the mitigation we've suggested in the memo is fairly typical for a project of this size.

H. THEODORE COHEN: And they've agreed to them?

JOSEPH BARR: Yes, that's my understanding. That's been my understanding.

AHMED NUR: Joe, do you have also, one handicapped space adequate for this? With over 30 parking space is it required?

JOSEPH BARR: I think there's two, right, there's one on either side of the -- there is the hashed out area at the parking space on either side of that is a handicapped.

AHMED NUR: And a car share?

JOSEPH BARR: I don't believe we suggested car sharing at this location. There is a lot of car sharing in, you know, the general

vicinity from other projects already. Obviously the applicant has amenity for his tenants, wanted to do that on its own, you know, under the partial zoning that's legal.

H. THEODORE COHEN: Thank you.

So --

THACHER TIFFANY: I have one comment. I know it's late.

H. THEODORE COHEN: Sure.

THACHER TIFFANY: But I just want to lend my voice to the concern about the balconies at the ground floor, and I don't know if a stoop is the right solution, but when you look at the rendering there is something that's not quite right about it. So I just encourage, you know, for the next presentation thinking about how to resolve that. There's something about the, you know, about the amount of glazing and the being

-- and maybe it's just the rendering is not sufficiently detailed, but it feels kind of suburban and really on the street and exposed in a way that just doesn't seem quite right, but maybe there's a way to kind of landscape it differently.

And we have been seeing people do stoops, not the other side of the neighborhood. Someone had stoops, and I guess they got the waiver. But the other thing I point out is one of your renderings you have Juliet balconies all along the ground and second floor. The rendering from the other direction.

JOHN HARDING: Sorry, we actually, I think we tried to replace that. We realized that was a mistake on our part.

THACHER TIFFANY: Okay. You may want to clean that up next time.

JOHN HARDING: I can comment on the stoops. Other projects have done it in the past. If you did -- you have under the current code right now if you did townhouse units along the first floor, townhouses would be exempt, the City would be able to do a stoop entrance, and a lot of projects around this area had to use that exemption. This project by the time it's built will be under the new code and the new MAAB as part of that has changed the definition, that kind of provision can't be used any more so we're trying to do that. And we've looked at going for Variances. We did another project at Cabot, Cabot and Forbes at Fawcett Street and we went for a Variance and were denied to get the stoops. So it's just the history we have going for this, we've tried many times so that's -- we would love to do it, it's just really, really tough to do.

THACHER TIFFANY: That makes a sense.

Maybe just a little work on how these look along the street and fit the character of the neighborhood.

JOHN HARDING: Sure.

H. THEODORE COHEN: Okay. So then are we in agreement that we will continue this matter to a later date?

Liza, is it possible to determine that date now?

LIZA PADEN: Staff has, I believe, hesitates to give a date because we don't have the material yet and don't know how long it's going to take for us to review it. I'll tell you that it's not going to be the 30th because we don't have the right members at that meeting. So it's possible it would be September 6th because I have to re-advertise it as well.

H. THEODORE COHEN: Right, so if we can't settle the date now you will have to re-advertise it.

LIZA PADEN: Right. And staff prefers not to settle a date now because we don't know how much we're going to be --

H. THEODORE COHEN: Okay, fine.

So, then we are continuing the hearing to a date to be determined and it will be re-advertised.

LIZA PADEN: And I'd like to ask Met Pipe to give me contact information where you want your notice sent.

Thank you.

H. THEODORE COHEN: Okay. We can take a vote. All of those in favor of continuing the hearing?

(Show of Hands.)

H. THEODORE COHEN: Thank you.

Unanimous. Thank you, all.

We have -- we have one more matter and you're welcome to stay if you like.

LIZA PADEN: So we have one Board of Zoning Appeal case. We actually have somebody here.

ATTORNEY DANIEL GLISSMAN: Good evening Members of the Board. Dan Glissman attorney with Prince, Lobel, Tye here on behalf of T-Mobile Northeast, the applicant. This is an upgrade of an existing wireless communications act pursuant to Section 6409 of the Middle Class Tax Relief Act. T-Mobile currently has three antennas on the rooftop; one is on the penthouse facade and two are within a stealth cannister. They're proposing three additional antennas. Two within a new stovepipe and one within a -- or one on the

roof, the stair penthouse. And with this opportunity with the new antennas we took this opportunity to rework some of the wiring and some of the existing configuration on the roof and we think we came up with the best solution. We took the existing penthouse facade-mounted antenna, which is on the inner edge of the penthouse, and moved it to the rooftop penthouse, and we put it up cable trays to hide some of the existing unruly wiring and I'm happy to answer any questions.

HUGH RUSSELL: This building is still owned by Brian Grossman?

ATTORNEY DANIEL GLISSMAN: Let me check. I should have the owner authorization.

HUGH RUSSELL: Because the person who redeveloped this building maybe 25 years ago, but he was very public spirited guy and he was pretty

helpful in some of the replanning in
Cambridgeport.

ATTORNEY DANIEL GLISSMAN: Yes.

HUGH RUSSELL: Yeah. And, you know, I
think somehow somewhat has given to the community
as he has and has tried to create something out
of pretty nondescript buildings trying to make
the most of it you can. Afterwards it means
something to be....

ATTORNEY DANIEL GLISSMAN: We also went
through a couple of different variations of the
antenna layout of the penthouse and, you know,
existing penthouse position and the new stair
head house maneuver. So if you'd like to see
that, you know, I brought the other options. But
we certainly felt that moving the new antenna or
the existing antenna to the location where the
new antenna would be and painting them to match

and adding the cabling trays was the neatest and cleanest appearance for these antennas.

H. THEODORE COHEN: Well, I have a couple of questions.

So looking at it today, it doesn't look like the wall-mounted antennas break the cornice line and they do appear that way in simulation but I think in reality they don't. But now, you know, and I understand you're moving the antenna further back on the side. Now that is going over the cornice?

ATTORNEY DANIEL GLISSMAN: No, that's the cable tray. Those -- so if you look at the existing photo, there's two larger antennas that are on the front of the facade, those are not T-Mobile's antennas. They have the one small white antenna with the cabling hanging down right on the very corner. So they're actually moving

that to the right to the top of the stair head house. So if you flip to the proposed simulations, you have now a larger T-Mobile L700 antenna and then the existing antenna right next to it. The grey that you see now over the penthouse is the cable tray.

STEVEN COHEN: So that's running cable from the head house then over along the roof or over to the new locations?

ATTORNEY DANIEL GLISSMAN: Right.

STEVEN COHEN: To the new antenna?

ATTORNEY DANIEL GLISSMAN: Yes. And the staff had asked us to looking into putting that cable tray on the back of the penthouse --

STEVEN COHEN: Yes.

ATTORNEY DANIEL GLISSMAN: -- which is something that we had already looked into. There's a door on the back of that penthouse that

forces us to go over the top.

H. THEODORE COHEN: Are you putting up that fence, too?

ATTORNEY DANIEL GLISSMAN: Yes, it's a proposed railing for safety.

H. THEODORE COHEN: I'm sorry, for safety you said?

ATTORNEY DANIEL GLISSMAN: Correct.

H. THEODORE COHEN: But that doesn't have anything to do with your equipment?

ATTORNEY DANIEL GLISSMAN: No.

STEVEN COHEN: To some extent what do you gain by moving the antenna you lose by, you know, replacing that new cable tray. You end up with -- I'm not sure it ends up being a net benefit.

ATTORNEY DANIEL GLISSMAN: We've tried to paint it as best we can to match. But it is

there.

STEVEN COHEN: Yeah.

ATTORNEY DANIEL GLISSMAN: And it needs to go over.

AHMED NUR: Mr. Chair, if I were to make a recommendation on looking at that last page, I don't like these antennas that are projecting on the penthouse as opposed to on the stairs on the roof. The stairs on the roof seems to have a grid that would sort of recessed back and it looks like there's a vertical like antenna that sort of precast spandrels there that can go there. This architectural in the facade with a window having these two big antennas, and this other thing that's climbing up the roof and up and over, it just doesn't look, it's not sitting well with me.

H. THEODORE COHEN: Well, as I understand

it, the two antennas are not theirs. That's not before us.

MARY FLYNN: These two are not theirs.

AHMED NUR: Okay.

H. THEODORE COHEN: It's the one that's climbing up and going over the roof.

STEVEN COHEN: That's the cable tray.

H. THEODORE COHEN: That's the cable tray?

STEVEN COHEN: Yes.

H. THEODORE COHEN: And what is on the top of the -- some bubble.

STEVEN COHEN: There's two of them here.

ATTORNEY DANIEL GLISSMAN: That's the new -- behind the head house is the proposed new stealth cannister.

H. THEODORE COHEN: Right. No, I see the cannister, but right on top of the head house

there seems to be a new bump there.

ATTORNEY DANIEL GLISSMAN: That's another cable tray as well. We suggested the cable trays to our clients. I know that containing the cabling is a priority of this Board and of the ZBA, so we've tried to really push back and push towards a more discrete enclosed cabling.

AHMED NUR: We normally get arrows that says "Existing," "Not ours," "Proposed." There's arrows all over the place here and I can't tell what you're proposing or whatnot. This one over here climbing up on the roof up and over, that should go on -- as far as I'm concerned, that should go on the stairs, not on that penthouse.

ATTORNEY DANIEL GLISSMAN: It actually has to go over the penthouse. Based on the existing roof conditions, we have to get to our leased area where we run the cabling down through

the building.

AHMED NUR: No, I understand that, that it has to go there. But you're here -- we're here to recommend and I'm just letting you know that's not going to sit well for me if it goes over the penthouse. There's other points are all over the roof. That's the only decent walls that we're seeing at the moment.

H. THEODORE COHEN: So what if anything do we want to say to the BZA?

HUGH RUSSELL: Could the cabling go in conduits?

ATTORNEY DANIEL GLISSMAN: You mean -- I'm not sure where we would put the conduits. That's the intent of the cable tray is to --

HUGH RUSSELL: Right. But the conduits might be shallower -- smaller and shallower to contain the same wires.

LOUIS J. BACCI, JR.: Yeah.

ATTORNEY DANIEL GLISSMAN: I'd be happy to check with T-Mobile to see if they can tighten up the cable tray or put it in conduits. I'm happen to look into that.

LOUIS J. BACCI, JR.: Yeah, it's kind of a large enclosure for cables, but I mean to be necessary.

ATTORNEY DANIEL GLISSMAN: Absolutely.

LOUIS J. BACCI, JR.: Not sure.

H. THEODORE COHEN: And I guess I don't understand the purpose of that small railing area. I mean, if it's a safety issue, why isn't the whole --

HUGH RUSSELL: So the building code says when you have a piece of equipment mounted within ten feet of the edge of the roof, you have to provide a safety railing. So I think that's why

it showed up.

STEVEN COHEN: There are other ones that are hanging right over the roof. I mean, you know, if you want to service that, you've got to hang over the roof yourself. That doesn't get a railing.

LOUIS J. BACCI, JR.: Right.

AHMED NUR: They get a harness.

LOUIS J. BACCI, JR.: That's with a lift that comes with a rail.

LIZA PADEN: One person.

STEVEN COHEN: So moving, you're moving over to the stair head house one antenna?

ATTORNEY DANIEL GLISSMAN: Correct. And adding one antenna.

STEVEN COHEN: Okay, so there are two antenna?

ATTORNEY DANIEL GLISSMAN: On the --

STEVEN COHEN: Okay, it's hard to read.

H. THEODORE COHEN: Right, the added
cannister there.

STEVEN COHEN: That's the cannister?

H. THEODORE COHEN: Right, that has an
antenna.

STEVEN COHEN: Whatever, lovely.

LOUIS J. BACCI, JR.: I kind of like the
cannisters.

MARY FLYNN: Well, this one, so this is
one unit.

STEVEN COHEN: Can't you shield us from
these things, Suzannah?

LIZA PADEN: So, can I ask the Board what
is the recommendation, if anything? I'm a little
bit lost in this. So I do have comments that the
cabling will -- I'm sorry, the antennas will be
installed so that they don't break the roof line

of the facade that they're mounted on.

The cabling and the conduit should be reduced in size as much as possible if the tray can be replaced with a conduit.

Is there another comment?

HUGH RUSSELL: That's it.

LOUIS J. BACCI, JR.: That was it.

LIZA PADEN: Okay. Just checking. Thank you.

H. THEODORE COHEN: You summarized it better than we could.

LIZA PADEN: Practice.

ATTORNEY DANIEL GLISSMAN: Thank you.

H. THEODORE COHEN: So anything else?

LIZA PADEN: No.

H. THEODORE COHEN: No? All right.

We are adjourned.

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

* * * * *

ERRATA SHEET AND SIGNATURE INSTRUCTIONS

The original transcript and Errata Sheet has been delivered to Community Development Department electronically.

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After reading this volume of the Planning Board transcript, note any change or correction and the reason therefor on this sheet. Sign and date this Errata Sheet.

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I have read the foregoing transcript of the Planning Board, and except for any corrections or changes noted above, I hereby subscribe to the transcript as an accurate record of the statement(s) made by me.

C E R T I F I C A T E**COMMONWEALTH OF MASSACHUSETTS
BRISTOL, SS.**

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 29th day of August, 2016.

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

My Commission Expires:
April 29, 2022

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