

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE
GENERAL HEARING
Tuesday, September 20, 2016
7:00 p.m.
in
Second Floor Meeting Room
344 Broadway
Cambridge, Massachusetts

H. Theodore Cohen, Chair
Hugh Russell, Member
Tom Sieniewicz, Member
Steven Cohen, Member
Ahmed Nur, Associate Member

Iram Farooq, Assistant City Manager Community
Development Department

Community Development Staff:

Jeff Roberts
Stuart Dash
Swaathi Joseph

Board of Cambridge Redevelopment

Kathleen Born
Barry Zevin
Conrad Crawford
Christopher Bator
Margaret Drury

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GENERAL BUSINESS

Update from the Community
Development Department 5

Public Hearing

7:00 p.m. PB#315, Kendall Center, at various street addresses including 145 Broadway, 250 Binney Street, and 255 Main Street for which the applicant, Boston Properties Limited Partnership, is seeking special permits pursuant to Section 14.32.2, approval of Infill Development Concept Plan in the Mixed Use Development (MXD) District: Kendall Center for a proposal to increase the Aggregate Gross Floor Area (GFA) in the district from 3,330,000 square feet to 4,273,000 square feet by constructing two new commercial buildings and two new residential buildings, demolishing two existing commercial buildings and converting the use of floor area in some existing buildings in a manner that affects whether or not it is included in the calculation of GFA. Associated site and public space improvements are included in the plan.

This public hearing will be held jointly with the Board of the Cambridge Redevelopment Authority.

As time permits, the public hearing will be followed by a design presentation and discussion of a proposed new building at 145 Broadway, which is a component of the Infill Development Concept Plan. 11

Keyword Index

PROCEEDINGS

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H. THEODORE COHEN: Good evening, everyone. Welcome to the September 20th meeting of the Planning Board which is also a joint meeting with the Cambridge Redevelopment Authority. The Planning Board has really one agenda item for this evening, which will be a joint public hearing with the Cambridge Redevelopment Authority. Perhaps we should all introduce ourselves, and if you need to open up your hearing.

KATHLEEN BORN: I'm Kathleen Born, the Chair of the Cambridge Redevelopment Authority. And I'm going to let everyone know before we open the meeting that the Redevelopment Authority is recording this meeting for our records. And I am joined tonight by my four fellow Board Members

and some of our staff and consultant and I will let them introduce themselves.

MARGARET DRURY: Margaret Drury.

CHRISTOPHER BATOR: I'm Christopher Bator.

CONRAD CRAWFORD: Conrad Crawford.

BARRY ZEVIN: Barry Zevin. I'm the Commonwealth's representative on the CRA Board.

TOM EVANS: Tom Evans, Executive Director.

CHARLES REDMON: Chuck Redmon, urban design consultant, R-E-D-M-O-N.

LARRY BLUESTONE: Larry Bluestone, consultant to CRA.

KATHLEEN BORN: And we're also joined by two staff members from the CRA, Ellen Shore and Carlos Peralta.

H. THEODORE COHEN: Thank you.

I'm Ted Cohen, I'm Chairman of the Planning Board and Planning Board members to my left can introduce themselves.

TOM SIENIEWICZ: Tom Sieniewicz.

STEVEN COHEN: Steve Cohen.

HUGH RUSSELL: Hugh Russell.

AHMED NUR: Ahmed Nur.

H. THEODORE COHEN: And staff members here with us this evening are Jeff Roberts, Iram Farooq and Suzannah Bigolin. And I saw Swaathi. Swaathi Joseph.

First matter on our agenda is our usual weekly update from Community Development Department.

IRAM FAROOQ: Thank you, Mr. Chair. Just in terms of upcoming meetings at the Planning Board, on September 27th, there will be a public hearing on 305 Webster Ave., and in general

business there will be a pre-application proposal for the Cambridgeside Galleria and design review for the parking garage at 399 Binney. Those are changes that the Board has -- sorry, detailing what the Board had permitted.

On the next meeting which is October 18th, there are two public hearings that is 300 Putnam Ave. and 55 Regent Street.

On October 25th the Board will be hearing the re-filed Riverside petition.

And in terms of the related items at City Council, on September 21st -- well, sorry September 22nd the Ordinance Committee will have a public hearing on the William Noyes Foundation Zoning Petition that's the expansion of the Medical Marijuana District.

On October 5th the Ordinance Committee will again have their hearing on the Riverside

re-filed petition.

And just in related item of interest, the City Council is I believe staying relatively on schedule and very, very close to making decisions on their City Manager's election. Today they are actually having the public forum right now and so -- which probably why this room is less crowded than it might normally have been. And we decided to continue this hearing, but wanted to make sure that folks know that -- or we would advise the Planning Board and the CRA to keep their hearings open to public comment and not -- there wouldn't be any decisions made today so that anybody who had to make a choice and go to the public forum for new City Manager candidates would have an opportunity to comment in the future.

Tomorrow is actually the public interview

by the City Council of the three finalists, and so anybody who missed today's forum can actually -- they're both open to the public so there is an opportunity to still hear from the three candidates.

And then on September 29th the Council is having a special meeting to make their decision and select a candidate. So those are the big updates.

Thank you very much.

H. THEODORE COHEN: Thank you.

I don't see Liza. But, Jeff, do you know if there are any transcripts to be approved?

JEFF ROBERTS: I believe the transcripts will be on next week.

H. THEODORE COHEN: Okay, thank you.

Well, then we will go to our -- sorry, do you have any business you need to take care of

before we start the hearing?

KATHLEEN BORN: No, Mr. Chair.

H. THEODORE COHEN: Thank you.

Well, we will go to this joint hearing which is Planning Board No. 315 in Kendall Square, various streets addresses including 145 Broadway, 250 Binney Street, and 255 Main Street for which the applicant Boston Properties Limited Partnership is seeking a Special Permit pursuant to Section 14.32.2, approval of in-fill development concept plan in the mixed use development, MXD District, in Kendall Square for a proposal to increase the aggregate gross floor area of the district from 3,330,000 square feet to 4,237,000 square feet which would involve constructing two new commercial buildings and two new residential buildings and demolishing two existing commercial buildings and converting the

use of floor area in some existing buildings in a manner that affects whether or not is included the calculation of GFA. Associated site and public space improvements.

Before we start is --

KATHLEEN BORN: Maybe I could add that the CRA's mission here this evening differs somewhat from the Planning Board's and our purpose of this hearing is for us to assess the adequacy of the in-fill development concept and submission for its meetings K-Serve objectors. For those of you who don't know, the K-Serve stands for the Kendall Square Urban Renewal Plan and the Redevelopment Authority has previously recently approved that Major Amendment to that plan which sort of led to this thing. So we're measuring this submission against the criteria that we set out in the plan.

H. THEODORE COHEN: And so then we will begin. Who is representing the applicant?

MICHAEL CANTALUPA: I am.

H. THEODORE COHEN: And you are?

MICHAEL CANTALUPA: Michael Cantalupa from Boston Properties.

H. THEODORE COHEN: Mr. Cantalupa, as you can see, the Board is consisting of five members. Are you willing to go forward with this hearing before the Planning Board with only five members?

MICHAEL CANTALUPA: We are.

H. THEODORE COHEN: Okay, thank you.

So I think to begin Mr. Roberts will give us an overview of what we're doing and where we are and then I think Mr. Evans will pick up the further presentation.

JEFF ROBERTS: Thanks, Mr. Chair. And it's become customary for me now to give a very

brief introduction to these cases when it's the first time that the Planning Board is considering such a case, and we seem to be coming across those with some frequency.

In this case we're looking at the in-fill development concept plan for the MXD Zoning District. This hearing is proceeding under what's described in the Zoning as interagency design review. It's a process that is held jointly by the Planning Board and the CRA Board. And for under the Planning Board's jurisdiction the purpose of this -- of what the application is for is for a planned additional development within the district beyond what the base zoning limitation allows. So the base zoning limitation of the district allow about three million square feet of development. This in-fill development concept plan is meant to authorize development

above that figure, and it's a little bit unusual in some ways, it's similar to our planned unit development review, the procedures are somewhat different, but in this case the criteria that the Planning Board will be applying mirror those same criteria that the Planning Board uses in evaluating and approving a planned unit development or PUD development plan. As well as a project review Special Permit under the Article 19 Zoning requirements. So this -- so the purpose of the interagency design review which I think was already mentioned, is that the CRA also has jurisdiction under the Kendall Square Urban Renewal Plan to approve this same in-fill development concept plan when the zoning was written and the zoning was adopted just in December of last year, it was anticipated that the Planning Board and the CRA Board, although

the approvals that need to be granted are separate approvals, are essentially looking at the same plan and approving effectively the same basic plan and that's why this is being held together. So while the hearing is being held as one combined hearing, the roles and decisionmaking that needs to be undertaken by the Planning Board and the CRA Board are different and Tom will explain a little bit about the CRA's particular role.

TOM EVANS: Thank you, Jeff. Thank you, Board Chairs.

So I wanted to first note that the very first meeting I had with the CRA Board as a public meeting was actually a joint meeting of the Planning Board and the CRA Board to discuss the strategic planning process for the CRA and so it's very exciting to have both boards here again

discussing the evolution of the CRA's role and evolution of the CRA's governance and design review process which has been reflected on through the zoning process to date.

Just a couple of notes about the Urban Renewal Plan which was amended in 2015, that also required a long process, so it's a bit outside of the zoning but it also involved the state review and the MEPA review. And I just would want to point out that this is a project that has gone through a lot of evolution, both through the zoning process but also through the MEPA review process. This is not the same project that we looked at as far as the massing configuration in the MEPA process, but about the same square footage and we see it as the evolution of that.

I'd also want to note that as we crafted the MXD Zoning and the Urban Renewal Plan, it was

the intent to have the discussions about the further growth within the Urban Renewal Plan happen in this sense of public forum with both boards and with just a rigorous design review process. Even -- and then before that throughout both 2014 through the MEPA process and earlier part of this year, we've also really worked to get outreach ahead of the board review process through more updates to the CRA Board to allow community engagement. And so I think this plan reflects an evolution over a two-year planning process, and so in many ways this is the beginning of the end of one process and now a more formal process before the Board. And so I just wanted to thank all the board members for accommodating the unique circumstances and the crowded room, and then from here we'd like to turn it over to Boston Properties to actually go

through the proposal.

So to Mr. Cantalupa with the permission of the Chairs.

H. THEODORE COHEN: Please.

MICHAEL CANTALUPA: Thank you very much. Again, Michael Cantalupa with Boston Properties. And I don't know about you, Iram, but I'm actually glad that the room is not as packed as it could be. And actually just an interesting observation as I looked around the room for this evening, I don't know how many members of the public are actually here, but I think most of the people that are in this room actually participated in some way in conceiving of the zoning that we're going to be submitting a plan under tonight, whether it was the Redevelopment Authority that led the entitlement and ultimate adoption of the zoning or the Planning Board that

reviewed what the possibilities were. I think. You know, we're excited to be at the stage that we're at right now and echo Tom's efforts and thank you for all the effort that put us here. So we're looking forward to this process and to the next stage of development at -- in the Kendall Square Urban Renewal Area, a project that was once called Cambridge Center is now called Kendall Center.

Let's just jump into this. So the Chair of the Planning Board acknowledged our submission. Just to add some clarity. So we're required to submit, and which we did, really two documents which you're somewhat familiar with. Right now the in-fill development concept plan which has five major elements in it, four buildings that you see in the image up on the screen as well as an additional building that

will accommodate the innovation space.

We also submitted at the same time a more advanced design submission for the building at 145 Broadway, which is the corner of Broadway and Galileo Galilei Way that we hope to go through a more advanced design review and that will be this is proposed to be our first phase of development in the relative first future. And we'll talk about that possible timing of that as we go forward here.

I am somewhat technically challenged but I'll do my best to move through this expeditiously. So we hope to give you a relatively concise presentation this evening. Just by way of basic organization, the bulk of the development is on what we call the north parcel at Kendall Center. We don't take the possibility of doing an additional million square

feet of development lightly, and so we organized ourselves with what we believed to be the best teams possible for this particular assignment.

Sasaki has been with us really for several years now working on this. They're going to serve as the master plan architect. The, you know, also the designer of innovation space that we propose to be located at 255 Main Street, and they really are responsible for tieing everything that happens at the public realm together and knitting together the work of each of the three independent architectural teams.

We're proposing to do a corporate build to suit at the building known as 145 Broadway, and for that we've engaged Pickard Chilton. Pickard Chilton is from the New Haven area. This is their first project in the Greater Boston area. They're well known internationally for

doing large scale, particularly corporate headquarters buildings. So we're excited about the possibility of their work here.

SCB is a firm that is also relatively new to the Boston area. We are actually employing them, SCB Assignment Cordwell Buenz. We're employing them not only here at this Cambridge location, but they are also doing the residential development in a project that we're doing at North Station for about 440 units.

And then Perkins+Will is going to focus on the building on Binney Street. That is a building that we're proposing could be either office space or laboratory space. And, you know, Perkins is particularly well noted in both of those areas, and we think the design can accommodate either one of the proposed uses.

Just briefly in terms of what the

proposal is in the program. So you will recall under the zoning there was a million square feet that was allowed under the entitlement, about 600,000 of it is commercial but about 400,000 of it is residential. If you do the math on the -- you will understand that the buildings that are actually here are slightly bigger than that. And the reason is largely on the commercial side. We have the two residential buildings in the middle of the parcel that do total 400,000 feet, but the building on Broadway and Galileo Way is about 450,000 square feet on an FAR basis, and the building on Binney Street is about 350,000 square feet approximately. You'll quickly get to the fact that there's actually more than a million square feet. There's really two reasons for that:

One, there are two existing building

sites that are located on the sites of the commercial building, about an 80,000 square foot four-story building at Broadway and about a 70,000 square foot laboratory building. So we're proposing to demolish those and the existing FAR and reuse that FAR, recycle it.

In addition, the zoning that you all approved provided the opportunity for -- well, there was an obligation to deliver about ten percent of the commercial space in the form of innovation space, additional innovation space, and then a right to deliver another ten percent of that. We are proposing to use all of that available innovation space, and we're going to locate it in the building at One Cambridge Center, now known as 215 Main Street I believe, but the one that's pointed to as innovation space on the diagram. So what we're effectively going

to do is unplug the office space in that building, plug in the innovation space in that building, and reuse the office space and that is what basically sizes our buildings that you're going to review here.

So we're excited about the possibilities here and we think as you fully comply with the spirit and the intent of K2 and Kendall Square Urban Renewal Plan.

Let me just touch briefly on our suggested phasing. So this is the -- and these are the existing conditions today. As you'll see, the two buildings that are lower and we think underutilized portions of the site on Binney Street, and then the north garage which stands there naked today as a parking garage. Our proposed phasing is to build sometime beginning next year, in the early part of next

year, the corporate building on Broadway and Galileo Way and then deliver a commensurate amount of open space improvements and we'll talk about the open space plan here. So we are talking about a phase development as we go forward.

At the same time, we'll also deliver the first phase of the innovation space that will be at the one CC building.

Then we move into a little bit of a nebulous zone, we're not sure what the next phase will be. You will recall that the zoning provides that we are allowed to deliver 375,000 square feet of commercial space and we cannot deliver any more commercial space until we deliver a minimum of 200,000 square feet of residential space. So this is a possible second phase. It suggests that the building on Binney

Street would go forward at the same time that a residential building on Broadway goes for.

Let me also say just something about heights here, because you'll notice that in the diagram we're fully compliant with the additional height that was allowed under the modification for the zoning. We're at 250 feet on Broadway. We are using fully utilizing the available height on residential to go up to 350 feet on Broadway. And then there is a step down at about 400 feet off of Broadway where we can go to 200 feet as we approach the neighborhoods along Binney Street. But we are less than 200 feet with the building on Binney Street.

So here is another possible second phase. We have two residential buildings. The building on Binney Street is about 80,000 square feet. One of the reasons that you get to the basic

configuration here is that during the zoning development, amongst other things and commitments that we made together with the Redevelopment Authority for the district on affordable housing, was an obligation to deliver about 20 percent of the residential space as for sale ownership.

It's a significant amount of for sale ownership space, but it's not a huge amount. And so it doesn't make any sense for us to really split those uses into more than one location. And so what we have done is created two possibilities for ourselves; one is that you could have a what's called a mixed use residential building on Broadway, which is part apartments and part for condominium ownership, and then the possibility that the building on Binney Street could be exclusively for condominium ownership. So we've kind of put that flexibility in our plan.

Just briefly, we are not here for the first time, as I think you're aware, and none of us are, given all the work that's gone into this. The first segment of the summer of meetings reflects all the work that was done largely in 2015 to promulgate the zoning. When that was completed, we quickly jumped into work and really wanted to come forward with a specific plan, but we haven't done that completely in a vacuum. We've been back to the CRA Board to discuss our strategy for open space. We've met with the neighborhoods, particularly the East Cambridge Planning Team, to do the same presentation. Then we discussed massing with the CRA and our sustainability strategy and then went back again to the neighborhoods. You'll notice partway down the listing here we came to you in the middle of June with a plan which is really what you see

today, and you were kind enough to allow us to come in and make an informal presentation which we appreciated. We've gone off and did additional work, we met just last week with the East Cambridge Planning Team and the Kendall Square Association and so we think we're reasonably vetted as we come here this evening to make the presentation.

Let me just highlight what we think are some of the benefits. I touched on some of it as it relates to the housing. In addition to the home ownership, which is 20 percent, our pencils say this is 75 units. We've made a commitment to three-bedroom units and so certainly larger units. That was something that was important to the community. Also, we have committed to the largest affordable housing percentage in the City of 20 percent with five percent -- an additional

five percent middle income. So a full 25 percent on a restricted income basis. And again our plan, assuming we execute this first phase, would deliver the majority of the housing in the first phase unless we were chose to do otherwise on Binney Street.

The innovation space, we can get into this in more detail. We've identified a building, we've identified a vacancy that can accommodate all of the 105,000 feet. We fully recognize that this went into the zoning and it hasn't been implemented yet, and so there's a lot of detail work that needs to go on to make sure that it's effectuated properly, but we've identified the floors that will go in with the first phase of development. And as I said, our target would be to start development of that first phase beginning in let's say the first

quarter of next year and delivery in 2019, and so that would be about time we delivered first phase of innovation space.

Another one of the significant benefits, and we haven't taken this lightly, is the enhancement of open space. Just a couple of points on this for the district. The district is built out, and so there is no available land. And so the zoning does provide the flexibility that we can enhance existing open space with the thought of additional conductivity or just greater improvement to what exists today. And it also creates the possibility that we could create additional open space. We haven't discussed -- we largely are going to show you an enhancement to the existing open space plan, so particularly the pedestrian connector. Some of the connections in between the existing buildings

contemplate future conductivity to the Volpe site. We don't know what that plan is, but we definitely want the opportunity and recognize that kind of block penetration as an important, as an important opportunity. We still may take advantage of some other things that we've done in Cambridge, which is to create rooftop space on parking garages which is much better for pedestrian -- I mean, for users to look down upon than rooftops of cars. But also we believe we've done a reasonably good job when we do create those spaces that those are pleasant spaces. Our east garage is an example of that, and we've got others in connection with the Broad Institute.

Just briefly I think our approach to the Special Permit submission, again, our objectives with this particular submission is to get your approval on the in-fill concept plan. We know

that there's some framework that needs to be developed, some guidelines that need to be developed with respect to the buildings, and then we do hope to proceed expeditiously through the design review of 145 Broadway which is our proposed first building and we'll give you an initial presentation on that this evening.

And then submission 2 or submission 3 is somewhat fungible, but the basic organization is that once you improve the in-fill master plan, we would come back for specific design review for the next one or two buildings.

With that, why don't I turn this over to my colleague Alan Ward from Sasaki who has been the progenitor of this open space plan.

ALAN WARD: So I'm Alan Ward. I'm a planner, landscape architect with Sasaki.

And this -- with four new buildings, this

is a significant opportunity to improve the public realm in this part of the mixed use district.

The areas within this plan are circled in blue and they are three key areas; the Broadway park can become a significant new gathering space by redesign right along the Broadway Corridor. Binney Park, we're relating that to the programming of the Binney Street Park to the west, orienting it toward the neighborhood. And then the Sixth Street Connector can also be enhanced. Now I'll show each of these in a bit more detail as we go through it.

We have learned through the public process that the Sixth Street Connector is a well-loved path in East Cambridge. We've had a lot of comments on this. What we're proposing is enhancing the pedestrian path with new paving,

new lighting, protecting existing trees but adding a bicycle path between the existing path and the building. A ten-foot wide path that would link the Ames Street bicycle path. So a lot of people have viewed this as a significant contribution to extending the bicycle network in this part of Cambridge.

Look at the path today, while people love this path, you can see it can stand some improvements. The trees should be limbed up, the lighting needs to be improved as well as the paving. This is the existing view.

This rendering shows new paving, new LED lighting, better quality, better energy performance, better safety. And the bicycle path, which is shown a little bit too bright green but is on the left here between the existing path and the buildings.

The Broadway Park. Today the Broadway Park is defined by the service drives. It's a rather small, inward oriented space. What we've done is opened it up, extended it to the building at 14 Cambridge Center to the west, extended it to the east, the paving goes across the service drives. So we've taken an inward oriented public space, a small public space, and greatly expanded it, made it more publicly accessible. Also made it more permeable. So there's -- you can see diagonal path here. There's also kind of an implied diagonal path here that connects up to this important east/west connector. So it's opened up, but also we have this lawn in the middle, a community table on the right-hand side here. It's kind of a gathering space, a collaboration space, a place for lunchtime meetings. So it also has more programming

potential as well as a kind of complete redesign. The water you see is part of rainwater harvesting from the roof of the garage.

Here's a rendering, we're looking to the southwest. So we're on this key east/west path on the north side of the park which cuts right across, and Broadway is beyond these trees. You can see the community table is in the foreground here, which you can cut through and get to Broadway. And then our water basin in the foreground on the right.

Now the east/west connector, the important one here is on the east side, this one here, because in the future of course this will potentially be extended into the Volpe redevelopment and be a far more important east/west connection. So as I've shown, it shows east/west, we've added a diagonal movement here,

and then cut through the park here, cut through the park here, and head to destinations at the corner of Galileo and Broadway. We think that's the key desire line, not east/west straight through the garage. People want to get here and get to buildings here. So that that connector has a new path, new plantings, and some bicycle parking along it. The other two have relative minor improvements and kind of more functional spaces, the other east/west connectors.

So this diagram, that key movement which potentially will extend further eastward but it shows how you can go through the park and along the east edge of the park as well and in both directions.

The Binney Park, a little more oriented to the neighborhood to the north. We're showing active use at street level here so that kind of

spills out into a paved space, a lawn space in the middle, a lot of planting. This is kind of seating which also doubles as kind of recreational space, recreational use with netting that kids can use as well as employees during the day. So it's kind of sculptural netting for seating and play.

And then paths you see through it, more open, more permeable. And sort of similar concept of extending the paving east to west to each of the adjacent buildings into the new development to the east.

Here's a rendering looking out towards Broadway to this little gathering space adjacent to the active use space at the base of the residential building.

Mike is going to talk a bit about the retail.

MICHAEL CANTALUPA: Sure. Thank you, Alan.

Just briefly on the retail. So this suggests what the active retail uses are in Kendall Square right now, and I view what we're proposing to do on the north parcel as a little bit of an outpost and we approached the retail uses there with a little bit of trepidation because it's really not connected to the rest of Kendall Square. And the Kendall Square has evolved over time as a retail destination, Broadway's quite vibrant as we proceeded with some of the development along Ames Street. I think that we've gotten some more activity here with some uses at the Broad and the second Broad building and up at the time Residence Inn. We are now doing 280 units on Ames Street with the delivery in 2018. And the retail activity, from

a leasing standpoint, is actually quite good.

But as we go across to the north parcel, I think we have a little bit more concern just because it is connected. And as a kind of an edge on to the description on retail you'll recall that the zoning provides a couple of things really. That on Broadway that we need to cover the frontage with 75 percent of either retail or active uses.

The orange in this plan represents either/or of those. And the orange and the rest of the plan is similar. So, this suggests retail at the residential building on Binney Street. Our depiction of the retail -- whoops, excuse me. Over on the Binney Street side is really twofold with retail, and then we really do have a concern here. Do I have the right slide, Mike?

I got it. There you go. Hopefully that wasn't giving away too many secrets in the

future.

So, you know, what actually happens here as particularly as new development takes place on the Volpe parcel, really dictates the success and whether we can actually make anything from a retail perspective work. But we are in the market right now to explore possibilities for retail. We're thinking creatively with office tenants about what active ground floor uses might be. If you're familiar at all with the Biogen building here at 17, they have a very active day care which I think mostly serves the Biogen employment population, but in part the outside world. So we still have some more work in the plan, but from what the spatial constraints are, we think we adequately comply with the proposed program.

ALAN WARD: So, just to kind of look at

this open space framework, this puts it in context with the Connect Kendall Square competition. And they developed this term, we love this term, dendritic sort of connections. So you see this sort of hierarchy, and we would argue that here at this location, you sort of have this hierarchy from the canal, major paths and this sort of breaks into the finer grain network. So we're a key part of that network, and that's why we're so emphasizing that east/west connection here, the connection through Broadway Park, the potential to extend that east/west connection through the redevelopment of the Volpe site as diagrammed here. So we're trying to kind of fit in anticipating that future extension through the site.

Pedestrian circulation, this kind of reiterates the same point. The significance of

Broadway and why this key gathering space is along Broadway, why it opens up to Broadway, why it makes it a powerful gesture there.

The importance of the Sixth Street Connector, that sort of interface between this development and the Volpe Redevelopment, and then that key east/west connector right here. We view these as primarily functional corridors. You know, they have parking entries, multiple loading entries. So they're less important as a pedestrian network than these other connections that are shown.

So just to summarize the loading and service. The new loading and service points are shown in blue. So here, here for those two buildings. Here and here, and then the existing loading is shown in grey. So there's north/south streets are really functional kind of back

streets you might say rather than key pedestrian corridors.

The bike parking, we have met the requirement of the short-term bike parking within 50 feet here as well as from an entry here.

Long-term is below. Likewise here. This key location for the residential building with its two entries, we have shown the short-term bicycle parking here, so as not to fill up this key gathering space with all those bicycles. Seemed like a logical move, still nearby without sacrificing feasibility and the kind of significance of the Broadway Park design.

So with that, we'll turn to the sustainability.

MICHAEL CANTALUPA: Actually before we transition to sustainability, I just want to make just one point. Alan was highlighting, you know,

the approach to parking and particularly loading on the parcel, that was one of the things that we grappled with as a design team. And just, you know, to add a little bit of color in terms of what actually takes place today on these roads which we affectionately refer to as East Service Drive and West Service Drive, that's what they are, service drives. And so the loading docks front on the access points to the garage. We have three laboratory buildings there for Biogen, and so everything from gas tanks and whatever else goes into those laboratory buildings gets delivered from those access roads. And then when our plan is finally implemented, they will be the major points from which the residential buildings, whether their apartments or condominium spaces, are loaded from. And particularly on the apartment side, turns on

apartments are, you know, for what could be 400 to 500 units are quite frequent. And so there was a conscious effort to make sure that there's a very solid street frontage along Broadway, you know, some of the features of which, you know, included making this park as wide and as present as possible. There's also an overhang of the building which impedes your sight lines down the service drives. We're not proposing to redevelopment, the 10 CC buildings, there isn't much that we can do there, but that's a condition that we're not proud of but it exists in terms of the way buildings operate. And so I just wanted to make sure that that was -- you understood our approach on that particular point.

With that, I'd just like to turn it over to Chris Schaffner who represents the green engineer to talk about a little bit about our

sustainability approach for development.

CHRISTOPHER SCHAFFNER: Thank you, everyone, for spending sometime with us this evening. It's a wonderful opportunity to talk to you all just a little about sustainability and the approach that we're taking across the district here.

So Boston Properties and the design team have a strong commitment to achieving sustainable buildings, and that is well highlighted by not only our previous track record, but Boston Properties' track record of operating sustainable buildings as a key part of that. I just want to hit some highlights in all of the materials that have been put on your desk to go through.

We are targeting LEED Gold for all the buildings in the district, and we're incorporating a master site approach for that for

some of the key elements such as managing storm water and transportation. We look at the package as a whole. With that said, each of these buildings are very different potentially in their use and their occupancy and how they are, the residents in those buildings, and so the buildings will have individual strategies and as an individual approach to sustainability.

Our focus really is thinking about the triple bottom line of sustainability to working with environment and social issues as well as the economics of all of these issues. And one highlight that we've really thought about a lot is how we bring concepts of well-being and wellness into this sustainability conversation, so looking at materials and light and those sorts of pieces as well.

Each building within the design

submission is gonna have its own -- each building within the parcel will have its own design submission ultimately with specific details on sustainability approach we're committed to that LEED Gold throughout the whole space.

MICHAEL CANTALUPA: Just to add to a little color, so if any of you are familiar with some of our work on the sustainability side, our most recent delivery, which actually just opened up on Boylston Street in Boston on Monday to its first tenant is 888 Boylston Street. So if you've wondered what's on the skyline over at the Prudential Center, there are in fact 14 turbines, wind turbines on the top of that building that are delivering electricity to the building. What is not visible are solar panels on the southern side, which are delivering electricity to the building. It's not much electricity because the

technologies are not quite there, but it does emphasize our commitment to sustainability and making sure that we're doing the best thing for the environment that we're working in.

At this point in time I'd like to transition to the buildings. We're gonna start on Binney Street with the proposed office and laboratory building, Perkins+Will will kick it off and we'll move to the residential building and then we'll finish up on Broadway with a little more detailed review of 145 Broadway.

RICHARD KUHN: Good evening, everyone. My name is Richard Kuhn with Perkins+Will Design, I'm a design principal and I've been working with the team on 250 Binney project.

So the last time we met there were a lot of good ideas that came to the table. We showed some different ideas, and so one of the most

important pieces was thinking about how the building actually relates to Volpe. And if I can step away from the mic, I hope everybody can hear me I was going to talk to the model a little bit.

H. THEODORE COHEN: You can try to carry the mic with you if you would.

RICHARD KUHN: How's that?

H. THEODORE COHEN: Better.

RICHARD KUHN: Okay. So 250 Binney is sitting right here on the corner. And I'm just going to pick the model up a little bit. The first thing we talked about is the actual relationship to Volpe, and I think one of the positive comments that came out is the notion of the building stepping or terracing. And so that's one of the things we've maintained is looking from the penthouse to the building to the corner to the base. And so there's been some

discussion about the base. One of the things we've done is we've actually revealed or separated the base. But we thought one of the nice things would be to maintain two stories along the Greenway and potentially have some pedestrian access or terrace after that space. When you look at the section across here, you're actually looking out into the trees and the canopy. So there's a strong pedestrian access and connection to that.

The other thing it does is depending on where the future development happens on the Volpe site, the mass is actually stepping back. So the building is -- has a clear base and then it steps back from the corner back to the building itself and then back to the penthouse.

In addition to that massing we've also -- in addition to that we've, we've also made the

building slightly more asymmetrical because we've had an equal elevation here and an equal elevation here and we pulled this back, because there -- I think there was a question or comment about the east/west corridor and so that base begins to reveal itself and we have an expression of the base on the east/west corridor. So the building is also stepping back here as well. So it steps this way, it steps this way towards Sixth Street, and then actually on Binney Street itself the articulation of that is there's also stepping from the corner and stepping back as it goes towards the penthouse. So based on those comments and a lot of the development, we've been looking at actually kind of reducing that mass from the street. I think the other thing that's happened is the actual elevation of Binney Street itself. One of the great things about this site

is the pedestrian movement on the Sixth Street and making that kind of connection around the corner to Binney. And we thought --

H. THEODORE COHEN: I know it's difficult, but after you've explained things to us could you turn around and show the public.

AHMED NUR: Or just stand right here this corner.

KATHLEEN BORN: We have two corners.

RICHARD KUHN: Okay so, so what I mentioned was the terracing of the massing.

MICHAEL CANTALUPA: Maybe you could spin around while you're giving your presentation.

RICHARD KUHN: I think it's easier to lift it up and show it. I could put it back in the model and spin it around.

So we talked about stepping the building this way towards Sixth, stepping the building

this way towards Binney, and then starting -- and then the thing I mentioned about the corner was we thought it would be helpful to pull this corner back because it reinforces the pedestrian movement and the flow kind of around the corner rather than bringing the building down to the corner. So I know there was a comment or some questions about lifting the building here or having this off it, but it really opens up that corner and reinforces the pedestrian movement and flow kind of around the corner. The other thing we've done is we brought some columns to ground which we didn't have before. So we ended up with somewhat of a front porch on Binney, and that front porch then kind of celebrates that idea of people moving around the corner.

The other piece with the base is, you may have noticed in Alan's plan, we brought the

corner out towards the Binney Street Park. So there's a very pronounced and strong idea of entry for the building at this corner right here, and that just happens to be a continuation of that base. So that it creates an entry here. And then on what we're calling the service street side, we actually push that back in and we have a little bit of an arcade expression which is where the service -- the service doors happening between the columns and push back. So when you look down the street you don't see that, you see the columns and the colonnade. So you can see that base working its way around, the massing stepping back really on, on three different sides. So those are some of the, some of the drivers. And if I put that back in the model and just spin that around so everybody can see it.

The other thing you'll notice on the

slide, on the wall then is just materiality.

Thinking about, again, Sixth Street is there's an opportunity with the way that the building bends out to maybe change that interior and make that a little more glassy, make it a little more lighter. So we're thinking this part might have a little more density to it. Sorry. This piece might be a little more solid and they piece might be a little more glassy. That's the idea of a floating corner. And then thinking about what a complement elevation would be to the other side. It's really about one building, but thinking about how all these materials come together. So what you see on the wall are a series of some of the things we're thinking about. One of the things we thought that it should be probably pretty glassy here on Binney Street where we have some of the, you know, potential retail and other

things we're talking about. Very glassy here and maybe very glassy here on the corner and light in terms of how it's floating, and then possibly looking at some of the other materials for the rest of the building. So that's kind of a general overview in terms of the massing and where it is, right where it is to date.

MICHAEL CANTALUPA: So Devon Patterson from SCB will take us through the residential proposed development.

DEVON PATTERSON: Thank you. My name is Devon Patterson from SCB, and we're very excited to be in Cambridge. This is our first project in this area here and we're bringing a lot of our innovation and excitement that we've done across the country as far as multi-family residential to this neighborhood and really tailoring something unique to the Cambridge neighborhood.

So we're very excited about the project. But, you know, the design drivers as we start to think about a residential building are very different than an office building or a laboratory building. We really organized the building around the building blocks and the program which is inside which is the apartments where people live; the one bedroom, two bedroom, three bedroom apartments that make up a typical floor plate of a residential building. And we really, as we're starting to think about that design we think about how that -- those elements are actually gonna inform the architecture of the building. And what you see here today is a result of a lot of that thinking that we've placed onto this site here.

We worked very closely with the K2 plan to actually try to utilize that as a -- guiding

points for the project. And we've used that to kind of inform the design as well. So the building itself, the residential building is broken into two buildings, one on the north side, which is this location right here, and one on the south side.

The south side tower is the taller of the two elements, as Mike said, we've taken the building all the way up to the 350-foot height limit on the site there. It really created an identifiable, recognizable building at the south side there. We think it also responds well to the park that's on the south side. There's a larger park, and so a building of this scale we think that fits very nicely on that side.

The building itself is actually pushed as far to the east as possible. It sits on top of the existing park garage. We also did take off

two bays of the parking garage there so it allows us to bring the residential units all the way down to the ground floor where a lobby spills out into the plaza, on to the south of the building there.

The same thing is on the north side. We purposely placed less program on the north side so the building is shorter and it starts to blend into the finer grain residential neighborhoods that are to the north of our site here. So you can start to see how it steps down as it moves into the future neighborhoods there.

Because the building on the south side has more program, the floor plates are larger and then so the floor plates themselves have been pulled out to a more rectangular plan. But because of a lot of important views back towards the river and back towards downtown Boston, we

wanted to articulate the building and move some of the program out at the edges to allow us to have more views. So you'll see the two ends of the building on the left side that actually have been drawn out so that we create more corner units. So the residents inside have an opportunity to take advantage of some of the spectacular views that this building will afford, especially as it gets up over the top of the existing height limit of 250 feet in this area here.

The building on the north -- south side right now is also contemplated as being where the condominiums potentially could go. As Mike said, it could be either building, but because of that in the plan you see today, we actually have two lobbies and they come down to the ground in that location there. And the reason why we want two

lobbies is we really need to have distinct entrances to the residential buildings. A rental building is much different than a condo building in the way that people want to recognize their home when they come home is different, so we want to make sure that we're accommodating that in our design. So the building, when it comes to the ground, you'll actually see two residential lobbies which we think are actually great active uses. These buildings aren't nine to five buildings, they operate all day long throughout the day, people are moving in and out. There's concierge, there's bellmen, a doorman, things like that are inside the building that activates that plaza to the south there. And so we think it's a really good supporting use to the plaza itself.

On the north side there's a smaller --

the building is a little smaller in scale which we think is appropriate with the park there as well. But as you start to also look at the south side building, too, we've actually done a couple of other things. This one plan we pulled out the sort of the program, and we've also extended the plan vertically at a point to really create the highest point in this location here, really to create something identifiable. And then some of the renderings and things that have been submitted as part of the master plan, you can see we've illustrated how this building can be seen from a distance in a lot of locations throughout Cambridge, and you think it will create an identifiable top to the building.

And then as far as the facade itself, we've also started to look at how we can break down that longer facade of the building there by

introducing some reveals in the building there, there were suggestions maybe some balconies and things like that that we'll be looking at as we start to program the inside of the building, as we start to get closer to the design of that.

We'll come back and illustrate that further, but just talking about some of the materiality of the building. We have some drawings on the screens here that talk about some of the things we're thinking about as far as how this building touches the ground. We're looking at very glassy, transparent areas for the lobbies themselves. And as they come to the ground and also kind of bringing in a residential units as they come down to the ground. This is a building we did in San Francisco where residential comes all the way down to the second floor of the building, very similar kind of treatment that you

would see on this project as well here as well as looking with the tower elements could be.

We're looking at a variety of materials at this point here punctuated with a little bit more of solid materials, something warm, some punched openings, maybe some metal, some glass materials in there to help to reduce the scale of those facades and really make something look distinctly residential from the office building which probably will be more vertical orientation in some of the way it's going to look.

We're also looking at some horizontal articulation similar to what you see on the right-hand side here to help distinguish different parts of the forum as the building goes vertically there.

And then as you look at this one site here, this is the way we've been kind of looking

at balconies as of lately, more inset balconies that are protected from the elements there but allow people to go outside and get the experience of open space vertical in the building there. So you can start to see some of our thinking about how would introduce that into the project. That's it.

MICHAEL CANTALUPA: So, the first two buildings we think were presented at an appropriate level of detail as part of the in-fill master plan portion of the project. As noted, our objective is to go forward with the development of the building on Broadway at the address we're calling 145 Broadway. And to that end we submitted the more detailed design of presentation for that building which is allowed under the zoning and we're proposing to do effectively a concurrent review of the in-fill

master plan with the building at 145 Broadway. We understand that this is zoning that's just been promulgated and we're still, you know, to some extent figuring this out and working with you in terms of how that we proceed through the process, but we do have a presentation at a higher level of detail for 145 Broadway and so we'd just like to conclude our presentation this evening for the discussion about that and then turn it back to you.

H. THEODORE COHEN: All right, Mr. Cantalupa, if I can just clarify for the public with regard to the Planning Board's role this evening, that the public hearing from our point of view is with regard to the concept plan tonight. There will be a subsequent hearing at some point in time with regard to the design of 145 Broadway. So we will need to not close the

public hearing, but move on from your presentation to talk about the concept plan. And the idea was that the presentation about 145 Broadway would be general discussion, more informational at this point with the understanding that it would be reviewed in greater detail and there would be a public hearing on it at a later point in time.

MICHAEL CANTALUPA: Yes.

H. THEODORE COHEN: So I don't know if you want to go into 145 right now?

Hugh.

HUGH RUSSELL: I just wondered whether you were going to be handling this as two separate votes, two separate questions so that they could be on separate contracts?

H. THEODORE COHEN: Well, there will have to be a vote on the concept plan. And the vote

on the concept plan presumably will also include reference to a design review procedure that will involve both the Planning Board and the CRA. I know under the Ordinance, the MXD Ordinance, the approval of the plan could actually specify the details of one or more of the buildings and exempt them from future hearing. But I think as I understand it from the CRA consultants and from our consultants, that this process still has to be worked out and that's one of the issues that in addition to the fact that there are other hearings going on this evening, that's one of the issues which is going to require us to continue this hearing on the concept plan to a future date so that design review process and some other issues that are being -- will be identified this evening could be taken up.

HUGH RUSSELL: Thank you.

H. THEODORE COHEN: Iram.

IRAM FAROOQ: Thank you, Mr. Chair. I just wanted to say there have been instances before, particularly in PUDs, where we have been able to do design, you know, a lot of discussion at the design hearing that the PUD consideration so that a decision can be made pretty soon after the decision on the master plan level permit. So there is that -- they don't have to be separated tremendously far in time, but just procedurally the in-fill development master plan has to be adopted first before the design review can be granted but we expect that they can have them close in time.

H. THEODORE COHEN: So, I guess what I would suggest is if possible, and I know this may screw up your proposals a little bit --

MICHAEL CANTALUPA: We can call it

audible.

H. THEODORE COHEN: If you could speak a little bit about 145 sort of in the same detail that you've spoken about the other buildings right now and then we can open it up to the public and to the Boards to talk about the concept plan. And then if we have time later in the evening, we could go on to a general discussion and you could go into greater detail about 145.

MICHAEL CANTALUPA: Sure.

So just -- we absolutely understand that these are two separate processes on two separate tracks, and to that end we filed two separate packages pursuant to discussions with the CDD staff in terms on how to address the organization. So but we have done a fair amount of work here, so we will do the best we can to

separate the -- I don't want to (inaudible), it's all good. The general from the more specific and you will -- and we beg your forgiveness if we go into too much detail.

H. THEODORE COHEN: That's fine.

TONY MARKESE: Hi there. I'm Tony Markese. I'm design principal with Pickard Chilton. And as Mike mentioned, we're from New Haven, Connecticut. And so I want to thank you for your patience and really we want to also thank you for the opportunity to speak with you today about our building 145 Broadway which you see here in the model.

We have brought not only this model but a couple of other models to share with you today that show a bit more detail about the building as Mike had mentioned. I'm here with my two colleagues, David Brown and Katie Maciejko,

they're going to help me with the presentation today. It will be mostly models and we also have images and a little bit of view of the pedestrian level of the building as well as we go through it.

So just by way of orientation, this is a 1 to 40 model of the district; Galileo, Broadway, the two buildings that were spoken about previously you see on the model, and then this is 145 Broadway here. And probably the very first thing that you'll notice is that there's a bit more detail on the model, and there's a good reason for that. We are fortunate enough that we have a tenant for this building and we have been working in close collaboration with that tenant to develop the building as we go along. So it's a building in our minds that has been developed via the K2 plan and the strategy, but also with a

mind of how do you create a building that's innovative, that's exciting, that fits this sense of Cambridge and what it's about.

Katie, why don't we go ahead and start forwarding the slides.

So two, there's two important points that I want to start with. The first important point is as you know better than we do, you have a great city. It's a city that's vibrant. It's a city that's known for innovation. And from the get-go our desire was to try to create a building that reflected that sense of vibrancy, that sense of innovation. The other thing I want to tell you is that you have a fantastic plan, and as we go through the design, we're gonna try to use the plan as the basis to talk about the building. So that you can always refer back to the plan and your sense of that as anchoring how the building

was developed.

Why is the plan great? In my view one of the things that's the most fundamental piece of the plan that makes it good in my view is that it allows some structure to develop a building, but it isn't so prescriptive to create a building that is sort of cookie cutter and looks like all the other buildings. And as an architect and a designer, we really appreciate that ability to have some structure but have the sense that we can create something that's interesting and dynamic. And a good plan allows that kind of freedom, if you will, for an architect to think within the plan but develop something that works well. And I really think that's what we're gonna share with you today. It's not a building that looks like the traditional building with a kind of a base, a middle, and a little hat for a top.

It follows all of those rules, but it's a building that's much more dynamic. We've called it sort of connected building. It's a building and it has a lot of excitement, it has a clear base and a top, but it also has an interesting silhouette, an interesting way to kind of meet the sky. We have a fantastic site.

Go ahead, Katie. It's a site that requires us to kind of anchor the corner between Galileo and Broadway. It's also a site that requires us to sort of step down and embrace the park that you see here. And it's also a site that gives us some fantastic frontage on Galileo. And it's a building that is set within the context of the city right at the height limit. So you see that it sort of fits in to all the character of the surrounding buildings. But, again, what we really want to show you today is a

building that's much more interesting, much more dynamic than I would call as sort of a traditional skyscraper. I'm just gonna leave that there in case if we want to grab it.

Let's go ahead and shift to the more detailed model, David. You know, you have this whole book. I promise you tonight I'm not gonna go through all 80 pages of it. We're gonna try to skim and just do the highlights.

MICHAEL CANTALUPA: I won't let you go through all 80 pages.

TONY MARKESE: So now we've shifted scale. This model that I have here is at a 32 foot, slightly larger. We've kind of compressed the context if you will. Here's Broadway. Here's gal Galileo. You see in the building that same sense of the sort of stacking and layering of the pieces. And your plan has some great

language that talks about avoiding monolithic appearances, two distinct finished materials, variation in the form, interesting building by day and night, architectural character at the top of the building. And I think you can start to see a building that is doing all of that and maybe a bit more as you look at the massing within the context. And I'll sort of spin it so you can see it and everybody in the crowd can see it.

So, again, this idea about kind of a center mass that anchors the corner of Broadway and Galileo, a series of sort of sliding, connecting forms, that creates this really dynamic facade. A series of bays that look out over the garden, and then a general form that follows the geometry of Galileo mirrors it to create this sort of angled facade that opens up

that garden and opens up that -- remember, this is the south, so the sun is coming in there.

You also talk about how a building and a park edge should behave. Some great language there. Create vertical breaks in the building volumes. Again, create buildings that mitigate shadow. So the building is opening up, the sun is doing that. So we're massing the building to kind of bring light into the space. And there's an image of the building at night. You see the facade sort of lit up. You see the opportunities that are created within the base of the building for lighting. There's the view along Galileo. You're seeing that kind of marker element here. This small bay piece that's peeking out to mark the top of the building, and then the element along the base of the building.

That view is taken here along Broadway.

You'll see the sky bridge crossing. You'll see the lower scale building sort of leaning on into a design and into the precinct. You see that piece acting as a kind of a gate as a vertical pillar holds the corner.

You know, the -- I had mentioned that we were trying to create a building that didn't just have a base and a top. You know, a kind of a, for lack of a better way to describe it a party hat. And, you know, there's some, there's some basis for that, you know, you look at Wright's Price Tower, look at one of the best skyscrapers in my mind, in the steel in the center, and there is this sort of precedent for a kind of a center anchoring element that's vertical and then a series of horizontals that work off of it.

I don't know how folks in general feel about Peabody Terrace. To me it's a fantastic

building. And, again, you see that notion of a kind of a strong center anchor and then a series of horizontal trays that cantilever out. In this case they're reaching out towards the Charles, but again, this sense that there is an interesting way and a dynamic way to create a building forum.

In terms of how the -- this building relates to that kind of center space. Again, here's the resi tower, and we built it as a sort of an abstract form. We're holding the sort of edge of the green space along that face here. We're cutting back as I had mentioned. And the guidelines call for some very specific dimensions between the buildings. And that, that piece that you see is element there in the blue. So you could think of that blue element as that's the building that would be built exactly by the

guidelines. And what we've chosen to do is hold the building back a bit more at this edge down in that lower area and take a bit of that program and have it still hold that upper edge. The other thing that's hard to visualize is that overlap between these two buildings is fairly narrow. It's about 24 feet. So they're not -- it's not a condition where the two buildings are sitting one across from the other. It's really a condition where they're slipping passed. And I think one of the board members last time talked about, you know, you don't want it just as a peek, you want a little bit of an overlap. But at the same time we want a building that sort of holds that edge of the space, and you can see that happening there. There's the image and plan that shows that bit of a cut at the top.

Just a couple ideas about the urban space

that you see here in the diagrams. A couple of kind of classic examples. One is this idea of compression and release, compression and release. And you see that in the urban fabric of the surrounding buildings. You see that in these spaces. And what's really important here is to kind of create a gateway between the threshold and create a little bit of compression there before the space expands further out. So more of that is happening here. And that we think creates this really interesting dynamic corner. There's the threshold that I talked about. Next slide, Katie.

This idea of expanding Broadway Park. Alan did a good job of describing that where you're taking that sort of center smaller element, stretching it across, actually bringing the public across into the private realm.

And then finally this idea of the facade of 15C bending, carrying that line out and then bending out again to catch the sun. And you see that in that image as well.

We talked about that whole idea in Florence and this kind of compression release and this tower and edge and holding that edge of the space. There's a great page in his book that shows the tower, shows the tower kind of holding that and creating an interesting silhouette along the gap. We think this is doing that same sort of thing at that space, at that juncture.

We can put together a little bit of a kind of a walkthrough of the space. So you could get a much better sense as to how the space feels when you're at a pedestrian level and you're sort of walking through experiencing the space. In particular how these elements read

within that kind of experience and how that sort of gateway or threshold opens and expands.

So you're walking westward on Broadway now, you're about to enter the space, you see the entrance to the building right on access, right there, and then you see the overhangs that kind of mark that entrance. Really interesting, really exciting. You're in the space, and now you're looking up and looking at that gateway or that threshold that we described in the model. And then there's the kind of sky gap between the office and the resi and then off in the distance the drive that Mike talked about earlier.

Now you're -- you've switched, sorry, you're coming southward on the service drive, you're seeing that overhang kind of animate that whole space, directing you, framing the view of the park, giving you a bit of protection. And

then the second one projecting out, reaching out into the space, and marking the entrance creating a lot of excitement in the space and then you're kind of wrapping around into the garden. You see the entrance to the lobby, you see the retail there. And, again, you see this kind of really interesting, really dynamic serrated edge and a series of beautiful soffits that create some excitement within the space.

Going north on Galileo same sort of thing. Crossing the street you see the entrance here. You see the series of stacked Jenga pieces. We're gonna wrap and go eastward. You see the kind of seating right here adjacent to Broadway. You see a bench that's been created along Broadway for the transit stop, and then we're gonna come around into the space, you'll see this amazing kind of reveal. There's the

lower canopy, the upper canopy, and then the gap between the two buildings which is really interesting dynamic the way the building is sort of holding the edge but reaching out, and then you see the garden.

And one more. We're going to do that -- okay.

So that hopefully gives you a great feeling for the character, what led to the design of the building, have a good sense of the kind of massing fenestration of the building.

MICHAEL CANTALUPA: Tony, I just want to be respectful of the request that we not dive into too much detail. I think you guys indulged us of the important pieces of it.

H. THEODORE COHEN: I think that's great.

MICHAEL CANTALUPA: Believe me we have a lot more back here if you want.

H. THEODORE COHEN: That's true.

TONY MARKESE: Thank you, Mike.

MICHAEL CANTALUPA: That concludes our presentation on the in-fill master plan and those buildings and we're at your service to move forward.

H. THEODORE COHEN: Thank you. Typically we ask the Board if they have any questions and then usually they're just informational questions and then we go to the public.

KATHLEEN BORN: Mr. Chair, that's a slightly different kind of way that the CRA does it but we will agree to that because that's a good plan for tonight.

H. THEODORE COHEN: So I will ask my Board do you have any questions right now or should we just go to public input?

TOM SIENIEWICZ: Public.

STEVEN COHEN: Public.

H. THEODORE COHEN: Public?

Does your Board wish to ask any questions right now?

KATHLEEN BORN: No.

H. THEODORE COHEN: No?

So we'll go to the public. When -- there has been a sign-up sheet for people who signed, but everybody who wishes to speak will have an opportunity to speak. When you're acknowledged, would you please come forward and speak at the podium. Please give your name and address and if it's anything other than Jane Doe please spell it for the stenographer. And we ask that you only speak for three minutes. If our system is working, you'll see some lighting. But, yeah. So first person is George Cook.

GEORGE COOK: Hi. I'm with the Alliance

of Cambridge Tenants and I have no problems with the design of the building or anything else. My issue is with what I call parks. They call them gardens. The issue here was that I got sick one time and I had to give medical help ASAP, stat. But I didn't see or did not hear anyone talk about it when I grew up a kid in the South End, we had police boxes on the corners so that if someone got into trouble or got hurt or had a medical problem, they could pull that box and the police officer at the station would answer and say what was your problem? And they would say if you need an ambulance? Do you need a police car to come down to assist you? That was done. This design here in the parks don't show that. I request that a police box be put into these parks and within in the square as well because it's the reason why is if you get somebody in your park

that has a medical problems and cannot reach medical help or help in general, they're in trouble. That's my request. And I think the police box or the fire box, whatever you want to call it, would be an invariable asset not only to the people that work in the area but to people who come to your area and who may have medical problems and can't reach medical help if there's not something there to reach out for them to get medical help or to get help in general.

H. THEODORE COHEN: Thank you.

GEORGE COOK: You're welcome.

H. THEODORE COHEN: Jeff, that's an interesting question I don't think we've ever addressed before. I don't know whether you or Joe was here before. Does the police or fire departments require minimum number of pull boxes and designate their locations?

JEFF ROBERTS: I have to admit, Mr. Chair, it's been a while since I've worked in this area. But in public parks you routinely have boxes not -- I don't think necessarily in every park, but spread in various public spaces throughout the city there are emergency call boxes. I know university campuses have them. I think they usually are direct connections to the campus police, but that is something that exists and we can look -- we can look and consult with the emergency management to see if they think there's appropriate locations to have them in Kendall Square that aren't already there.

H. THEODORE COHEN: Great, thank you.

Alex Taylor.

ALEX TAYLOR: Thank you. Alex Taylor, 33 Parker Street, and I want to speak on behalf of the Cambridge Transit Advisory Committee. So as

you know, the Cambridge Transit Advisory Committee consists of 21 members, and these are residents of the community, also representatives of different institutions, businesses, and stakeholders and was put together in 2013 to help advise the City on issues of transit.

So first of all, we'd like to voice our support of the project in general. We appreciate how transit oriented it's focussed.

We also greatly appreciate the proposed \$6 million contribution to the improvement of transit in Kendall Square. And the committee would like to express interest in working together with the case K-Step working group going forward to help set priorities for expanding transit ridership in Kendall Square.

Some comments we had. We definitely support a lot of the improvements that are

proposed as part of the K-step plan regarding improving way finding and transit screens, we would like to -- we would like to recommend that the majority of the \$6 million funds be used for very substantial enhancements of the capacity of reliability, and connectivity of transit in Kendall Square. One idea we would like to put forward is to use that to fund two to three years of the net operational cost of I new bus route that would link Sullivan Square with Kenmore Square via Lechmere and Kendall. This plan has been proposed -- it's been studied by the MIT transit lab with the potential to improve accessibility in Kendall Square to commuters -- to the commuter rail in both the Orange and Green Lines.

We would like to urge Boston Properties to set stronger expectations for transit support

by its tenants. Specifically so that they state -- it's stated that residents will receive at least partial reimbursement for transit passes. We would ask that that be extended to employers and that they be required to offer similar benefit to employees. Also as part of the PTDM plan, we suggest that Boston Properties require tenants to charge the full monthly cost or daily parking cost to employees rather than subsidizing parking costs unless an equivalent cash benefit were provided to employees who don't drive to work sort of parking cash out program.

Also, we strongly recommend that Boston Properties take steps to avoid proliferation of employer-based shuttles that can't be used by the general public. I know that's been mentioned. Our committee in general supports the expansion and improvement of transit and existing bus

services where possible.

And finally we'd like to request that the timeline for the outlay of the funds through the K-step be revisited. We strongly support linking the disbursement of the funds to specific project milestones. That's a great step. But our reading of the memorandum suggested that a third of the -- a third of the funds needed to be of the use of those funds need to be determined at the granting of the first building permit. And so we're just concerned that the appropriate priorities may not be set at that time so we ask that that be revisited a little bit.

In conclusion, we'd like to fully support the project and appreciate its transit focus and the generous consideration in cash contributions and we look forward to working together with the K-step working group.

Thanks.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Ma'am. Our lighting system is working. So you'll have a green light when your time starts and as you're nearing the end of three minutes, it will turn yellow. And we ask that you wrap up at that point. And then it will turn red and the floor will open up underneath you.

KATIE FRIEDMAN: Thank you.

TOM SIENIEWICZ: The last speakers was 2 minutes and 59 seconds so congratulations.

KATIE FRIEDMAN: My name is Katie Friedman, F-R-I-E-D-M-A-N. And I live at 424 Broadway, but I'm also here as a staff scientist of the Charles River Water Shed Association through the fellowship. And this project site drains directly through a segment of the Charles

River, and so our concerns are around storm water management particularly how the project design can reduce both nutrient loading and bacterial loading into the Charles River. If you heard recently of the cyanobacteria bloom in the Charles, it's been linked directly to phosphorus loading. And we feel this project has a lot of potential to incorporate storm water management that's both a part of the beautification and connectivity in terms of public realm and pedestrian access. So thinking about storm water projects such as rain gardens, pavement, tree trench, etcetera, we'd be curious to hear some of the suitability analysis that gone into the project design, learn a bit more about the sizing calculations, and how the project has determined what amount of nutrients will be able to reduce in order to comply with the total maximum daily

loads.

Thank you.

H. THEODORE COHEN: Thank you.

Yes, Heather.

HEATHER HOFFMAN: Hello. Heather Hoffman, 213 Hurley Street.

First of all, I want to say that I -- when I watched these two bodies work together on what I continue to call the vaporware arms until someone moves in, I was impressed most by the fact that you brought different strengths to the review, and I hope that you'll do it again. And we'll see if that joint review produces a really good building. I imagine that we'll see that before any of this stuff gets built.

I also want to urge you strongly to make Boston Properties work really hard. They don't do anything unless you force them to. And when

you force them to, they, they do a really good job. So make them do something that I'm going to enjoy looking out at for the next many, many decades because I'm going to see all of these tall buildings from my house. So, make it a worthwhile skyline.

Additionally, you know, with respect to what Mr. Cook said, I believe there is already at least one call box on the Sixth Street Extension, and he has allies on the East Cambridge Planning Team who demand call boxes in all sorts of locations such as this. So it's not just you.

And then the -- you know, I defer to the architects for making these beautiful buildings. What I will say is that I have never met an architect who didn't think that Peabody Terrace is gorgeous and I never met a non-architect who didn't think it was hideous. So, please, no

Peabody Terraces. It's going to be way more non-architects looking at it.

And I actually did a very quick sample of the architects in my vicinity and it's true.

Anyway, and with respect to the park on Broadway, I've expressed the skepticism many times. That is currently a beautiful park that suffers from walls around it so that most people don't know it's a beautiful park. Please do not screw it up. I think that sometimes you can get caught up in programming and all of this and some of it is great, but do not screw up a park that is truly an oasis.

And then I would say with respect to rentals, why is it that people don't think of these as homes? And they think it's because we don't build them that way. We build them to be transient these days. We don't build them to

make people want to keep living there. That's a real problem and that is a problem not just for buildings where you're gonna be spending all of your time trying to find new people to live there, but it's a problem for the greater community. We want neighbors. We don't want people -- I mean, obviously there will be people passing through, this is Kendall Square, it's by MIT and all of that, and those people are great, but we want neighbors.

Thanks.

H. THEODORE COHEN: Thank you.

Anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: No one else. All right, then does your Board wish to start?

KATHLEEN BORN: All right. Well, would you like to -- should we do your Board first and

then our Board or mix it up. The architects always want to go first.

HUGH RUSSELL: No, no. We'd love to hear what your Board has to say.

KATHLEEN BORN: Who would like to speak first?

MARGARET DRURY: I really have a question, not a comment. I read in some of our consultant architect's review some concern about the building having more -- if it's okay to be talking about the building, right? Maybe I should save my comments. It's about the idea of -- as a gateway, as that building serving as a gateway from the, from the west does it have enough gateway appearance?

KATHLEEN BORN: This is the 145 Broadway?

MARGARET DRURY: Yes.

So I leave the answers to the architects.

That was mine.

KATHLEEN BORN: I don't know if we want to get into a back and forth or just air the concerns first. What would you suggest?

H. THEODORE COHEN: I think we should just air the concerns, and then if the presenters wish to make some response to it, I think in a lot of times it will be they'll have to come back with answers, but --

KATHLEEN BORN: Okay.

Barry.

BARRY ZEVIN: I think since I walked passed that almost everyday, the simple size of it makes it a gateway, whatever that is. I'm not quite sure I understand why people think it's inadequate in some way as a gateway. I think there was some sentiment perhaps that it was --

KATHLEEN BORN: I'm sorry, did you say

why it was adequate or inadequate?

BARRY ZEVIN: Inadequate. It is what it is. But I think I would resist the temptation to try to make it somehow special in the way that -- by adding elements to it. It seems it's fairly decent, the plain expression of what it actually is. I guess part of this comes from looking at the buildings at First and Binney that are almost complete now. It's sort of extremely diverse but frantic materials and facades. Maybe start to think that this maybe had something going with the very minimalist well proportion. That's not my normal might of comfort. But it seems this has that kind of -- and I'm actually quite pleased to see it getting better and better. It doesn't always happen. It seems to be getting refined to a point where it's actually quite good. It's doing in three dimensions what the

buildings at Binney Street are trying to do with just materials, making differences that don't actually exist on Binney Street. These actually make three-dimensional habitable differences and I think that's commendable.

CONRAD CRAWFORD: I'll split the difference there. I believe that I'm actually excited about the texture of the building at 145, and what that means for people moving through at the street level to have a little bit more of an interest versus walking through what has become basically these vertical canyons throughout Greater Boston.

But my focus has been primarily on the sustainability and how that really reflects on the larger sort of ecology of the district. I was pleased to hear the transit advisory member Alex talk about the transportation demand

management plans for this and sort of we talk about bike, we talk about pedestrians, but there are a number of intersections throughout this area that fail just about everyday at commuter, at rush hour, and then when it rains, it's not withstanding our extreme drought. So I really would like to hear some creative and innovative detail as much as our agendas can handle that on what the sustainability plans for this district are. You know, we heard a public comment about transportation demand management and parking minimums and the like, but materials, storm water -- thank you, Kate, as well. And then the planting regimen around the open space and, you know, we just opened up a new park at Grant Junction and, you know, it is under pressure right away because of the lack of rain and the temperatures that we're experiencing. So really

take a close look at what our climate's doing and what we're going to be faced with moving forward. And to really reflect that in what the buildings are going to do from a performance perspective.

Taking that a little bit further, inside a program, what people are doing in terms of waste and energy usage. Again, I think that this is an opportunity to really talk to those issues as well. So, you know, at future presentations and/or even during design review, if we could sort of take a look at those, I'm really curious. And I know that Boston Properties can do it and has done it in other places. So thank you, Heather for that as well.

CHRISTOPHER BATOR: I really don't have much to say other than, I'm actually pleased at what I see as the development or improvements from the earlier iteration we saw of the building

and I'm very interested to see what comes further.

KATHLEEN BORN: Mr. Chair, I'll make some comments and then turn it over to you.

H. THEODORE COHEN: Great.

KATHLEEN BORN: Just a couple of questions. I don't expect any answers on the in-fill development concept plan, this is not a surprise to this board because we've been watching this plan come along. I do note that we've had at least one communication from a community member, not an unexpected one, asking for more consideration of open space. And I'm hoping that this is something that we can see a little progress on. And that particular communication, which I'm sure you've seen has suggested a more active use of the roof on the garage, on the north garage between the two

residential towers and I know you've also -- I believe in earlier presentations have shown us some possibilities for programming of that area and we saw like outdoor movies and seating areas. You know, I think 15 years ago the notion of highly programmed space on top of a garage would have gotten some type of looks from Cambridge residents. But in today's world this is something that people are accustomed to. And I think it's one area that could be developed.

On the buildings, building B, I'm just hoping that we can get better sense of some of the articulation of that building and really just -- I understand that, and thank you very much for the presentation and for revolving the model around, and it does look like there's been some further refinement of it, sort of shifting around on its axis in particular to reflect

pedestrian movement. I'm hoping -- I think you had a couple of vignettes there, one which you were talking about the curtain wall panels that showed some articulation of some of the vertical and horizontal elements that you know some of those older Biogen buildings were nice when they were built because they weren't just sheets of glass. There's some -- some thought was given to the vertical and horizontal pieces and it looked like you were beginning to think about that. And I hope that that will become a part of the building vocabulary and this isn't just going to be, you know, one plain glass wall, reflective glass walls because the campus, the Biogen campus in which this sits, we don't know if it will be advising the building has some pretty -- they were very nice for the time and they continue to be nice. Some nice articulation. And you also

had some well, never mind. The residential building, you know, this being the tallest building in the area, I think that we could benefit from some renderings that show what the building will actually look like from different perspectives both in Cambridge and across the river. In the early development of the massing of the Ames Street building we had renderings of what the building was going to look like from key vantage points across the river and on the Cambridge side and maybe even on the Somerville side. And I think this, you've acknowledged that this is going to be a major building on the skyline, and I think I would like to understand what it is going to look like in the skyline.

MICHAEL CANTALUPA: Just to clarify. Purely perspectives or talking about exterior materials in some way as well?

KATHLEEN BORN: Massing diagrams of what you see when you're coming across the -- I don't know, Longfellow Bridge, Mass. Ave. Bridge, you know. I think in the case of 33 Ames Street they -- or maybe some of the board members will remember what the vantage points were that they used. I don't know. I see Mr. Stuart sort of acknowledging.

BARRY ZEVIN: Somerville from Back Bay. This would be the tallest building in Cambridge I believe.

KATHLEEN BORN: It certainly will be.

What's interesting about the Ames Street building was that it had very complex geometry and complex geometry options because the site wasn't orthogonal in any sense or rectangular. So we really had a little bit of opportunity for sculpting which so far we haven't looked at for

this building and nor am I sure it would be appropriate, but it would be good to see it from and good to see those kind of renderings.

And then moving on to building A, which I understand benefits from being a little further along in the process. First of all, I want to say I appreciate the term beautiful soffits, or I'm not sure I do appreciate that term, because I'm not sure what a beautiful soffit is. Maybe somebody can tell me what that term means afterwards. I'm assuming when you're under something, the soffit is something unusual that you're looking up at. I don't know.

MICHAEL CANTALUPA: We were thinking of white painted drywall. Is that it?

KATHLEEN BORN: I thought it was an interesting notion.

And I certainly from compositional point

of view do appreciate the notion of the center anchor, and I appreciate very much that my colleague Mr. Zevin who lives very close to it, I can appreciate your comment about maze and simple things because I know you don't usually make those comments. So it was a bit of a surprise.

I just want to point out about this is that it faces due west, and I know that there have been -- there have been some rumblings in earlier, I guess they weren't presentations, people seeing this saying oh, gosh, this building is turning its back on our residential neighborhood. And so that critique kind of is oppositional to the notion of the anchor, anchor piece. And I just wondered if you might think about materials or lighting or something that blank -- it's a not a blank wall, but that simple planar wall could get, could have some very

interesting aspects because of its western orientation. I mean it could have glass or some materials that look different in different seasons of the year. And once again, I think that the views of this building would particularly benefit by some fly-throughs that show what it looks like when you're coming down Broadway and coming down Hampshire Street in particular, as well as some that are further out.

H. THEODORE COHEN: Is this 145?

KATHLEEN BORN: Yes, yes. I think it's also called building A. Is that right?

Those are really the comments that I have.

H. THEODORE COHEN: Thank you.

Who would like to start? Ahmed. We can go down from that end down to here.

AHMED NUR: I don't really have a whole

lot to say other than a bunch of compliments on the hard work you've done shows here both in your presentation and also in the effort that you put in. I do have some concerns I guess with the, there is one building on Binney Street if you come from Third Street coming into this way to Broadway that has a glare of a blue light reflective right on to the asphalt as you're driving. I wonder what that glass is. I haven't seen anything like it. But along with comments just made, I'd like to see that curtain wall has a pretty big massing, what type of a curtain wall it is, if it includes a wind study, reflection, things of that sort on the residential building.

And then the mention, the balconies. I know the balconies were somewhat recessed back, but is it a guardrail balcony on 250 feet? And if that's the case, we also mentioned

three-bedroom families and so on and so forth.

So in terms of safety I'd like to know what the precautions are that have been taken.

And then my last comment in Conrad's and Kate's with the water retention sustainability, I guess -- I know I've mentioned this before, but I'd like to know if this is some sort of an Overlay District for water, groundwater movement. Such a big massing and foundation, one would think that these foundations can deflect a water flow, underground water flows to the Charles River and that deflexion can cause other buildings to move under or undermine other foundations. So and I'd like to see if there's any study done on the ground water.

Thank you.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: Well, I'm impressed not

only by the amount of material that the proponent gave us but the amount of thoughtful commentary and study that's been produced by the consultants to the CRA and our usual commentators such as Joe sitting in the back corner there, and I think they've -- these comments seem to me to be fairly temperate comments. They're addressing important issues and it's hard to find any other important issues to bring up because I think -- because they've done a thorough job.

So I'm gonna be sort of more idiosyncratic. So I think the development of both the north and south open space is going to be really important, and I think it's really at a -- we've got the diagram down, but I don't think the actual design is advanced very far and it's important. And I would suggest there's one thing I didn't see that I'd like to see, you -- most

people know that Harvard bought about hundreds of chairs and put them in Harvard Yard and they're all loose and people arrange them to suit what they want to do. And there are an awful lot of times when the chairs are close to each other, facing each other where a small group of people can sit there and talk. There aren't any arrangements like that except for the community table and that's a rather odd feature. I'm not against that feature, but I think it shouldn't be the only option for talking to somebody sitting across a table that's 150 feet long. So I'd like to see that.

I'm curious to know if the entrance to the garage under 145 is protected against flooding in the 2070 scenario. You know, do you need to gather -- I noticed in the study there was some flooding in the area. Is the garage

protected? And if so, is it protected by inches or whatever since guessing what's going to happen in 50 years is guessing. And it would be bad if that garage would fill up with water because of Cambridge sewers were overflowing and taking water from the rest of the city putting it next to the building and then going into it. So....

And I remain skeptical that buildings are mostly glass are sustainable as they might be. Looking at the LEED score for 145, 80 percent of the points, LEED points do not relate to energy efficiency and the relative score within the 20 percent that's there is not very impressive. I assume that's a result of the envelope. So put that together with Kathy's comment that the western elevation is getting enormous solar load. Comments -- I think it would be Chuck commented that it seemed a little bland and monolithic. Is

there a way to do something with that exposure, you know, with Peabody Terrace faces west? It's kind of surprising because you think it faces south, but actually the river's running north/south in front of Peabody Terrace. And all of those and all of those things that Heather's friends hate and my friends love are sun breakers --

KATHLEEN BORN: Yeah, that's right.

HUGH RUSSELL: -- to defend against the western sun for a building that didn't have air conditioning.

And I believe there's a sort of terra-cotta base around 145, but it doesn't show in all of the renderings. I'm hoping the terra-cotta base is there. Terra-cotta color I'm not quite sure what the material is.

And this is kind of a minor comment, but

it looks like the mechanical room is articulated as two or three stories of building with windows in it. I really hate the One Western Avenue building where they didn't know what to do with the mechanical roof so they just put fake windows in it in the same sort of pattern that was down below. I think you could get more out of the top of this building with doing something that isn't quite so repetitive of what's happening down below. Yet I like the sleekness of it. And to the extent that I can understand the diagrams on every facade types, I think you're on -- you're thinking about the right stuff.

MICHAEL CANTALUPA: Just a point of clarification, that's for 145 Broadway?

HUGH RUSSELL: Yes.

The wind analysis, there is at least presented as pretty soft. There's a bunch of

orange and yellow buttons around and there's not a lot of hard data. Now, I think you can't get very good hard data until you actually have a pretty detailed building design. And I thought the designers for the building on Binney Street had been thinking about creating shelves, those projections that come out also become wind deflectors for the winds that are in the facade and driving down. That's not happening at 145 and I -- so I'm suspicious that the wind study isn't yet revealing what the issues are. It seems that the things are getting oranger which is -- which means it's not comfortable for somebody to sit and it may even be a little bit scarey to walk it. But the Binney Street is where there's more orange than other places. So I think you have to know that and react to it. I should back up and say I think that 145 is one of

the most exciting buildings --

KATHLEEN BORN: Yes, it is.

HUGH RUSSELL: -- that has come to us for review.

MICHAEL CANTALUPA: Could you lead with that the next time?

HUGH RUSSELL: Well, I want to leave you with a good thought at the end.

KATHLEEN BORN: It is.

AHMED NUR: Better than Peabody?

HUGH RUSSELL: It's not that the other buildings couldn't be that kind of building, they just aren't -- haven't gone through those stages yet. I think the hardest one is going to be the Binney Street building because it's, it's bigger than it ought to be on Binney Street I think.

Now, the -- I think there's a study Kathy asked for about what is this -- what does this

all look like when seen from various different points. One of the interesting things about the tall tower is that there's no way it's going to be at the end of the street sight line.

KATHLEEN BORN: Yeah, that's right.

HUGH RUSSELL: Because of its setback.

And once you imagine that there's a whole bunch of tall buildings next-door, it's -- I think not going to be so as dramatic as it seems right now. It will be rather dramatic when you're standing in front of it on Broadway and that's not a bad thing I don't think. So I -- but you may remember when the Two Museum Tower buildings were built --

KATHLEEN BORN: Yeah.

HUGH RUSSELL: -- they're right on-line with Cambridge Street and nobody thought of that. We certainly didn't think about it here on this

Board. And, you know, we've been working remedially with all the successive things and now it's not so stark because of other buildings in front that changed that overall appearance. So I guess I give you very high marks and I look forward to more detailed discussion on 145.

H. THEODORE COHEN: Thank you.

Steve.

STEVEN COHEN: I guess for me it's a little bit premature to speak in as much depth and detail as Hugh had. I want to start by saying that I really like Peabody Terrace and I'm not an architect, but I've spent a lot of time with architects.

I also wanted to say that I've spent a considerable amount of time reviewing the considerable materials on this matter, and having done so I would like to comment on the value of a

good model. Because frankly much of the time in retrospect was not well spent. I didn't really get the feel and the understanding for what was being presented and now I wish I had come to this meeting quite a bit earlier so I could have spent time taking a look at the models. And frankly it's for that reason that I like to limit my comments because I feel like I would like to spend more time studying the models. And I hope at the end of the hearing you can perhaps let the models sit for a bit and give us another opportunity to look at them.

But based on what I have seen and heard today, first and foremost I do want to comment on 145, and I totally agree with Hugh's kudos on that building. It's, I don't think the building would be quite as transparent as the cool model suggests, but transparency aside it really is a

strong, smart, unique, and appealing building.

The corner looks a little like a log cabin with intersecting blocks. I think I made a building like that once with tinker toys.

TOM EVANS: Lincoln logs.

STEVEN COHEN: Yeah. And I didn't think the ones I made worked quite as well as that, but I think that's great and if that's representative of the quality of the design that we're going to see as we get into further development of the design of the other buildings, all is well for the project.

One of the things that I really want to look at and think about more when I have the time to really look closely at the models is how they feel from the street. You're looking at the skyline and all, I kind of like it and it works well, but I'm wondering to what extent we may be

building any sort of looming towers and create some of those dark uncomfortable urban landscapes that we might experience in, you know, larger city in New York or something, which is fine in the larger city but, you know, I don't think would be appropriate here in the middle of Cambridge. So I just want to get a better feel for that.

The -- on one item which Hugh raised his concern about glass and the impact on energy efficiency, you know, there are a lot of issues that we have about energy and environment in the world and looking at the specific buildings, I'll opt for the aesthetics and glass myself. It's a balancing act that you're going to have to go through and, you know, we'll each find that balance somewhat differently, but I think glass is great looking and I would hate to sacrifice

the aesthetics and materials too heavily on the altar of energy efficiency. It's very unpopular. It took great bravery on my part to say that in public.

I do also, I do agree with Hugh that the building on Binney Street seems a bit tall and massive for that setting, and the thing that gets into that street presence that I want to look more closely at, but I do have concerns about that. I do want to comment on the affordability in the residential buildings, the affordable housing which nobody has commented on. 20 percent affordable and another five percent in moderate, I think is laudable. I'm very happy to see at least this was financially feasible. And for many residents of Cambridge, they don't see how they particularly benefit from this sort of significant development in the city, and I think

it's important for many of those residents that they do see, find a benefit. And the affordable housing in Cambridge in this community is an important component that is an important benefit, and I think Boston Properties here has set the bar high with the 20 percent and five percent, and I for one would like to see that bar accepted and generalized in future development in the city.

Again, it's premature for me to say too much. I want to spend time, but from what I have seen and certainly based on my first impressions, I think it's a tremendous design and very positive and I'm looking forward to seeing as these designs develop further in weeks and months and years to come.

H. THEODORE COHEN: Tom.

TOM SIENIEWICZ: Thank you. I'm very

aware of the special condition we're under tonight where we're looking at buildings but we're also looking at a master plan, and I think a good master plan -- by the way, with the buildings, we all understand that you'll come back with the specific proposals and you'll get to take a second swing at them. So I want to focus a little bit on that to try to help you in anticipation of that process, but also a good master plan needs to offer a certain amount of flexibility, especially since the amount of time in which it's going to take to realize the entire set of construction. We can't predict what market forces or what environmental forces or what urban forces might be acting on the site, so I want to make sure there's an understanding that there should be a certain amount of flexibility, but I want to articulate tonight values. And

that's why I -- we have a Planning Board, right, so you can understand the values of the community and work them into your specific plans. And those values are starting to be fixed in the designs that we have before us tonight, affordable housing referenced by my colleague here, absolutely. You know, fantastic, you heard the community feel a sense of what's important to us and you've memorialized that in a commitment to make a big contribution in that regard.

So I would say some other values that I would like to see some more work on, I too, looked at the sustainability and the LEED checklist sheets. I note the residential towers are proposing at 60 points, that's the bare minimum for a Gold standard which you're striving for. Any of us who have done this before, know that you get widdled down in that process. So

with the commercial towers hitting 62 on those credits, there's also worry about the ability of them to actually realize the Gold standards as promised. And I think you need to be more ambitious. I think Hugh's suggestion that we go for more energy points is a terrific suggestion, especially since the values of this community were pretty well demonstrated through one of the first efforts to memorialize NetZero energy zoning. So there's a proposal and a time table. I did double check it. You're not going to be subjected to the time table for required in that zoning for NetZero, but moving towards that would be consistent with the values of this particular community. So I'd love to see that.

I will also note that this is the first time I've seen a proposal before me that waived the flag of the well system, a new building

rating system that's oriented towards the health and welfare of individuals within the building environment. Extraordinary forward thinking set of standards. If you're serious about that, I think that would be extraordinary if you could make some kind of a commitment towards trying to meet that in some way. Very, very strict set of standards. Full disclosure, Chris taught a seminar which I attended and then got qualified under the system.

So, other values, Heather I think alluded to this, Heather Hoffman, and it kind of zoomed by an architect who claimed it was the first time he'd been before the Planning Board. I don't need to lecture him. But there was a suggestion that there might be two entrances to the residences. One of the foundational values about our affordable housing is that we don't put it

off site, it's in the buildings. And, furthermore, it's very important to us that those units are completely indistinguishable from any other unit in the building. And that's a value that we memorialize in our regulations here and what we expect of developers. So I really would like to understand what two entrances mean. That doesn't sound good to me. I know one's rental and one's for sale and I know there's affordable for sale units, but so there's a complicated set of issues I really would like to understand. It doesn't sound good to me to have two entrances.

And then lastly I'll just turn, I know we'll get a chance to look at the buildings in detail, but just a little bit of -- I agree with Kathy Born about trying to do more towards open space and there's already been some suggestions about getting more detail there. I did review in

the CD-Rom you gave us the tree demolition plan, the tree survey. I know that there are some very large 15, 16 inch caliper trees that will be demolished through the process. I sure would like to understand why the intuition of most developers is to chain saw everything before they start. Maybe there's some species there that and specimens we want to save.

Binney Street, the park there's a turning radius into that driveway which is enormous.

Binney Street is increasingly a pedestrian-oriented street. I'd like to understand why that entrance has to accommodate vehicles at that speed and therefore that turning radius.

And then the lastly relative to the architecture, I lived in Peabody Terrace so I guess I didn't have to look at it. But it's a

marvelous place to live. And true to my profession, Heather, I do appreciate those buildings. So I think that this is one of the most promising sets of designs, both I love the proportion of the tall residential tower on the side. I like the, I very much like the building that's further detailed here that really the one comment other than energy in it is the intersection between Broadway and Galileo Way. I cross that twice a week on the way to a client's office, and it's a horrible intersection. And I know the entrances move towards the park necessarily, but I would expect that that corner apart from being architecturally memorialized by the proportion of that tower actually would offer something to the scale of the pedestrian at that corner which is much more highway like than it should be in my opinion in a city like ours. So

just a few details. And yeah, I, I don't know about I don't know how to judge the height on Binney Street because it's all going to be seen relative on what happens on the federal property so nobody knows what that is. It's very, very hard to prejudge that and I think by the time that's revealed, that curtain is revealed whatever is the successful bidder we're going to be able to make a better recommendation on the scale of that architecture.

Thank you.

H. THEODORE COHEN: Thank you.

MICHAEL CANTALUPA: Excuse me, can I address one comment? I think it's important enough to address rather than wait for two weeks or three weeks or whatever we're lucky enough to come back.

H. THEODORE COHEN: Sure.

MICHAEL CANTALUPA: So the entrances to the housing purely to differentiate the product type and there will be affordable, each product type, whether it's for sale or apartment and not in any way to try to segregate affordable housing in one or the other so it will be evenly disbursed and consistent with the guidelines that you all established for affordable housing.

H. THEODORE COHEN: Thank you.

Well, I'll start out by saying that I'm not an architect but I really do like Peabody Towers, too. And I like most of those buildings.

But I basically concur with everything my colleagues have said. Really starting out with Hugh's comment about the excellent job that all the memos we've received from all the staff members and, you know, they raised many, many issues that have to be addressed before we

proceed. And, you know, I don't want to reiterate them now, but I think, you know, everybody's done a great job and have analyzed this up and down. I think the buildings are very exciting. Some of the regulars can tell you that's how we roll. We don't tell you the good things until the very end of the hearing. You know, we dump on things for quite a while first.

MICHAEL CANTALUPA: We can all change.

H. THEODORE COHEN: One of the things in the materials that most impressed me, and I congratulate the CRA for that, was the image of Kendall Square in 1975 and then the image of what it looks like today. And, you know, I lived here in 1975 and I remember it being a wasteland and it remained that way for quite sometime. And I think, you know, that this would be a very exciting addition to Kendall Square and to its

own development.

I have just a couple of, you know, comments I'd like to make, a couple of things to think about. There was a comment in -- well, I think the question about open space is important. And I think the concept of doing something on the roof of the garage is very interesting. And, you know, the bubbles at Longfellow Place have served a purpose. Not saying that's what should go there, but I really think something should be considered for the roof of the garage. And in referencing that, I note that there was a comment I think in your application materials that once upon a time there was consideration of a winter garden and that got eliminated. And I know of some other cities that have winter gardens that are pretty spectacular, and having an enclosed indoor public space given the typical Boston

winter could be a wonderful thing. And so if there was someplace where that might fit, I'd ask that you think about it again or explain why it doesn't make sense.

The issues about sustainability and storm water management I think are more very important and we need more information on that.

We received a lot of comments about bicycle parking, and I know that it was mentioned in the memos, but I think the people who do ride their bikes all the time were concerned about the amount of space, the number of spaces that were put on upper floors and required the use of an elevator, and the potential for conflict between people with their bikes and people going in and out of the various buildings and using the elevators. And, you know, I think that's something that you have to keep working on and

discussing with staff members.

A very small thing, there was I believe a -- some proposed signage reference in the plan, and one of the things that horrified me was the possibility of signage on the cutout on the I guess Broadway side of 145. It's just mentioned in passing and it's possible signage location and I would have to say that that would offend me to no end.

One of the concerns I had was retail. We've got an awful lot of empty spaces already in Harvard Square, in the strip going from Harvard Square to Porter Square. I know, you know, we're working with a lot of other consultants about retail, but I really am concerned about the viability of retail in this particular area. And in that regard there's a very interesting article, in I think it was yesterday's New York

Times about restaurants and retail in Palo Alto and which I think is probably a fairly comparable area, that the large companies are providing a lot of services to their employees. And in addition to that, the drive for, you know, getting the highest rent possible for office space and commercial space is just forcing out restaurants and retail that they simply can't afford it. And so I think, you know, in this area in particular where I know the number of new rental units that had been built are being filled up with people who work in the area, I think that's great, but they're paying very large sums for rent for residential properties and I fear that there will be a drive to jack up the rent for retail space and that we're not going to get the retail we really are looking for here. So I think you need to be addressing that.

I think those are really my comments. I was just wondering if, you know, any of the staff members felt there was something, you know, that may have already been in the memo that you wanted to emphasize particularly at this time or the two Boards have sufficiently covered your concerns.

MARGARET DRURY: Madam Chair, Mr. Chair -- oh, I'm sorry, Jeff, were you going to talk? Go ahead.

JEFF ROBERTS: Sure, I was -- and I can -- I'll just kind of peer around at other staff and see if there's anything they wanted to add. I think that certainly go back through all the materials we've received and we looked at the CRA's materials only relatively recently ourselves, so we'll need to spend sometime sort of consolidating some of those things.

I know one of the things that the Board's

reiterated a lot of comments that came up. One of the comments just about the overall land use plan was to look a little bit at the areas liked the proposed innovation space and the proposed additional square footage on the walk of the Broad Institute to see just to get a little bit more insight and what was happening and design implications might result from those. I'm looking to see if there was any other comments. Anybody wanted to fill in?

SUZANNAH BIGOLIN: Just with the massing of 145 Broadway there's a sort of cantilevered element that hangs over the service road that we were sort of unclear of in the application materials, the extent of that and how much it will overwhelm the park. It's something we want to consider and continue looking at.

And then also another element is some of

the ground floor frontages, the amount of retail versus lobby is kind of not as much as we would like in terms of the retail and active use, so we're looking at the best locations of the lobby on the ground floor especially for the 145 Broadway and also the residential tower how we can activate the park edge that has the two lobby spaces which we feel is a bit negative interface with the parks. If there is opportunities to consolidate the lobbies and provide a more active use would be something we would like to add.

Thank you.

KATHLEEN BORN: I would ask if we have any comments from our staff or our consultants at this point.

LARRY BLUESTONE: Larry Bluestone. I think I've heard tonight from all the various groups.

KATHLEEN BORN: Why don't you come to the microphone, Larry. Larry is the urban design consultant for the CRA and has been for the last decade.

LARRY BLUESTONE: I just don't have a lot to add. I think all of you have covered many of the points we've brought up. Obviously we have gone into more detail in some instances than was discussed tonight, but I think there will be plenty of time. Key things is just brought up is I think the maximization of retail frontage where it can happen and a proportion of the retail frontage to lobby size I think is something that can be looked at and I'm glad that was just brought up. And of course encouraging perhaps more public use of the rooftop of the green roof on the garage.

MARGARET DRURY: Madam Chair, I just

wanted to say -- go ahead, I'm sorry.

TOM EVANS: So the only thing I would add that hasn't been discussed as Jeff mentioned it a little bit, but I want to be clear about the innovation space on the corner that's proposed for One Cambridge Center and 255 Main Street. Is a very exciting element of the project. I think that there are ideas about that that have been developed a little bit more from the submission, and this CRA will be actively involved in not only the design of that how that addresses Galaxy Park on the corner and kind of creates a key gateway facing the Boston direction, but also programatically understanding how that space works, how the 25 percent set aside for entrepreneur opportunities at a lower cost level is something that we'll continue to work very closely on, that which as I mentioned in the very

beginning is a key public benefit. It happens to be the building that our office is in so we think about it a lot, so we know we'll have ongoing conversation with Sasaki and Boston Properties on that.

JEFF ROBERTS: Mr. Chair, I just also, before the staff kind of concludes I just want to point out that Joe Barr is here from Traffic and Parking in case there are any --

MARGARET DRURY: With regard to -- I'm sorry, you're talking, too.

JOSEPH BARR: I'll be real quick. Two things I wanted to mention to the Board. Joe Barr, Director of Traffic, Parking, and Transportation. One is and that, and I just wanted to mention this with the CRA Board here as well because the CRA Board has taken on the design concepts from Binney Street really from

Main Street to Sixth Street and so we appreciate that effort and we just launched that earlier this week. But that will I think address some of the concerns Tom mentioned some of the turning radius on Binney at the service drives and some other issues that will be a really important piece both of how do we look at this site but also importantly what the negotiation we will be expecting to see from the developer when we get to that point. And then the other thing is, you know, as we went through the discussion about MIT's project, there was a lot of concerns about transit capacity and a lot of concerns about how that will play out in the future. And I guess I'm just going to say two things about that.

One is I think we are making some good progress with the T in terms of how we can look at that in the future and particularly with the

Red Line and the bus service, and I also expect that we will be having a similar discussion as we had with MIT about both mitigation and the monitoring of the type that we, the type of conditions that we had in their Special Permit relating to what happens if we see greater trip making than we had expected and what we, what the Board eventually, if they choose to, approves. So I just want to sort of lay that ground work. I think everything else is pretty spelled out in the memo.

H. THEODORE COHEN: Joe, just while you're here there was a conversation from the public about PTDM requirements, and I assume that they will be fairly standard requirements.

JOSEPH BARR: Yeah, I think we would anticipate further commercial buildings. There would be a pretty typical PTDM requirements and

that will come through that process. And then for the residential building I think, you know, we've particularly at 88 Ames Street is the type of residential TDM we've been looking at and I expect we would expect a similar type of conditions through the Special Permit process.

H. THEODORE COHEN: All right, thank you.

MARGARET DRURY: Is there anyone else who wants to talk first?

AHMED NUR: Sure.

MARGARET DRURY: The work that, this is about the open space. The work that I've been doing with the Alewife working committee has made me aware that one of the issues that they're having at Alewife and the buildings, the residents are having and the buildings aren't even that tall, but the places to meet their neighbors are not there. So I would really hope

that you would think about using that garage space as kind of a, you know, make a little neighborhood between those.

KATHLEEN BORN: The roof.

MARGARET DRURY: The roof space, sorry, yeah. Make it a little neighborhood between those buildings and a place where they can meet. Not to leave the public out, but to really think about the residents using it as a place to get together.

H. THEODORE COHEN: Anyone else have any other comments right now?

(No Response.)

H. THEODORE COHEN: Well, then I think as far as the Planning Board is concerned, we're continuing the hearing to I guess a date to be determined by our collective staffs.

KATHLEEN BORN: Well, let's just spend a

minute to talk about the process going forward between the two boards, too. The same conversation really.

H. THEODORE COHEN: Right.

KATHLEEN BORN: Whether we need to depart and come back together again or whether we just proceed in step.

H. THEODORE COHEN: Well, I personally think this was a great experience and a great opportunity, and that I would be all in favor of our coming back together again because I think that collective ideas and wisdom, you know, Heather suggested, lead to a better project all around.

KATHLEEN BORN: Probably also is an economy of staff time.

H. THEODORE COHEN: Probably. It sort of looks that way.

TOM EVANS: Madam Chair, just one thing that I think the CRA Board should reflect on is I think this has been a great dialogue and we will work to facilitate coming again, too, as a Planning Board. I would just -- and our framework we probably have other things to do as well. So probably be an additional meeting burdened for next couple of months on CRA Board that we will probably also need some other business time as well with issues of Foundry, with issues of actually discussing another element of this project, which is the development agreement which we discuss sort of outside of the Planning Board review, and a host of other things I'm not gonna list off right now. We will set it up but recognizing that we will probably have a little more frequent meetings over the next couple of months in order to meet this interest

and collaborations which I think is great.

KATHLEEN BORN: Thank you, Mr. Evans.

You know, we had also talked about, and I don't think we're going to reach a plan about it tonight. But was the CRA, and we're not at that -- we're not ready to make plan of action on this but something we might think about, the CRA has had a practice of having open design review meetings when it -- when the level of readiness for individual building designs manifest itself. And we've actually included the public in some of those design review meetings. So I don't know if that's a model that could be applied to the joint boards or not. It's just something for you all to think about.

IRAM FAROOQ: Mr. Chair, can I, I just --

H. THEODORE COHEN: Yes.

IRAM FAROOQ: Just in terms of what is

laid out in the zoning as the baseline requirement, one of the things that we had anticipated is that the board's function very differently, and they also will actually be making decisions on slightly somewhat different criteria. And so there was a great deal of value in having an initial meeting where everybody got to see the same materials, hear each other's thoughts. So that any points of major dissidence could be identified and the points of agreement of course would be great to understand as well. But that there would be value in the boards having time to deliberate separately so that they could really delve into the topics that were of most significant given their criteria. And the decision, of course, the decisions of both boards would of course be separate. So we could -- but we did also anticipate that there might be need

for touch points, not just the one time but sometime during the time process as well. So maybe we could commit to working with CRA staff, and based on both boards thinking, figure out when the time is right to reconvene the boards but that it shouldn't hinder the deliberation on both ends.

KATHLEEN BORN: Thank you.

And you know the other possibility that I would throw into that would be smaller meetings between smaller groups of each Board. That's what we do for our design review, and it's been a very successful process. I think Boston Properties will agree.

IRAM FAROOQ: We don't have such a provision for the board to have small group meetings.

MARGARET DRURY: Well, we used to have at

those meetings there used to be CDD staff.

IRAM FAROOQ: Yes, yes. That is absolutely doable. And the Board could designate a person that they chose.

KATHLEEN BORN: Exactly. That's exactly what I meant. But in the early meetings about Ames Street, I think I see Stuart in the back of the room who was often there. Roger was there for every meeting. And we didn't have -- I don't -- to the best of my knowledge, we never had a member from the Planning Board but it would have been useful.

IRAM FAROOQ: I think Hugh you used to be.

HUGH RUSSELL: I think Paul Dietrich was -- and this was a decade ago or more.

I guess I'm curious as to whether in the review of the materials at 145 our Board -- seems

Like you've got a process where you're going to sit down with your design and your committee and dig in on 145. And are we going to want to have additional presentation, additional discussion or are we going to want to do what we ordinarily do, we send people back, they have always reports, all of these comments, and they come back and it may take, you know, two months to address all the issues. The real question is are the issues at 145 out on the table from our point of view.

THEODORE COHEN: Well, if you like, I mean, we have set aside time this evening to have a general discussion of 145. So if people wanted -- wish to do that, we could continue, you know, and end the public hearing on the concept plan and move on to discussion about 145.

As I understand the Ordinance, though, the two boards are required to come up with some

plan of how they're going to do the urban design, the design review for each of the buildings.

KATHLEEN BORN: Exactly.

H. THEODORE COHEN: And so I think the staffs really do have to get together to come up with, you know, a proposal for both boards of, you know, how are we going to do this? So, you know, it might be a little premature to decide exactly how we're going to do it until the two staffs have been able to try to figure out what works for everybody.

But if we wanted to continue the discussion about 145 now and just, you know, the two boards can go off with that additional information.

KATHLEEN BORN: I think there are --

BARRY ZEVIN: I just would say the design review meetings that we had with city staff were

very productive because they were free flowing conversations and things didn't have to go back to staff and get reviewed and come back.

Design's a complicated process and stuff can get lost in that kind of drawn out process. I think it would be really very helpful. It would be wonderful actually to have some Planning Board members in those same discussions. It could work very well. I would be all for it.

KATHLEEN BORN: I mean, we could do it as two separate processes but it really worked well in the past. I mean, I think -- I think you'd have everyone who is involved in the design of Ames Street saying that that was a really successful process.

HUGH RUSSELL: I would say a difference maybe is that we tend to rely more on Suzannah and Jeff and Stuart to do that detailed design

review. They come to us, and sometimes there's Suzannah and I were reminded of yesterday, you know, we don't always -- the Board doesn't always necessarily --

KATHLEEN BORN: It's a collaboration.

HUGH RUSSELL: Right, right. We sometimes don't see the projects the same way.

KATHLEEN BORN: Right.

HUGH RUSSELL: And I don't think that's a -- I think that's fine because the more we discuss, the more we dig into things, the better they get. And, you know, so -- but I'm wondering if what that means is that if maybe the detail -- this Board sort of looks at the end of the process and says well, that seems to work but these are issues that have been missed. I didn't hear much of that tonight. I don't think we have missed issues. It seemed to be that there's been

very careful scrutiny of the project so far and now it's kind of a task of working out the answers. Maybe the suggestion that we turn that more back to you because you -- that's what you do very well, among many other things, but detail design review is something you do as a Board or subcommittee and we tend to confer more to staff and maybe you become the center of that discussion perhaps with one or two of us participating in that.

KATHLEEN BORN: Precisely.

HUGH RUSSELL: Yes.

I don't know if I'm giving away the thing or --

IRAM FAROOQ: May I just try to understand what the suggestion was. If I'm understanding it correctly, you're saying that the Board does the typical design review that you

do which stays sort of high level here at the Board, and then for the continued design review it transitions over to the -- I mean, they would do obviously their big picture review as well, but then that continued design review is something that Suzannah doesn't do by herself but with the CRA. And if other board members want to be part of that design review committee, is that everybody's on the same page?

H. THEODORE COHEN: I guess I'm unsure how we do the couple of members from the Planning Board being on this design review committee because I don't recall us ever having done that before. I mean, maybe Hugh knows of sometime when we've done it, because obviously, you know, when the design comes to us, we get staff's input and then each of the members says yes or no or, you know, this ought to be changed.

IRAM FAROOQ: I guess the way I was hearing it is that remains the process, but at the stage where you say, all right, here is our -- here's what we agree with and now for the details, continuing design review will be with city staff? Not in the decisions but that's what the Planning Board says?

H. THEODORE COHEN: Right, yes.

IRAM FAROOQ: So then that continuing design review would not just be with CDD staff but also with the CRA Board.

H. THEODORE COHEN: Right. Well, I think you've jumped to the last stage which I have no problem with because, yes, that's what we generally do. But I think it's the middle step of, you know, getting to the point where, you know, let's say we approve, give the Special Permit for the concept plan and then, and, you

know, as I understand the Ordinance, we could approve the -- basically the design for one or more buildings in that decision. But whether we do or not for the buildings that aren't approved in that decision, there still has to be a joint process under the Ordinance for design review and --

IRAM FAROOQ: I see what you're saying.

H. THEODORE COHEN: And, you know, yes, it seems to me that there's then a decision point where we say yes, we agree with this design and now we turn it back to staff to do the fine detailing and everything.

IRAM FAROOQ: Would it, since we have to reconvene before a decision is made on this, would it be helpful if we were to talk with CRA staff and kind of come back to you with a recommended --

H. THEODORE COHEN: Yeah, I think that would be great rather than trying to hash it out tonight.

KATHLEEN BORN: Tom, did you have a --

TOM EVANS: The one thing is I do think, and agreeing that we're holding -- continuing the hearing to be open, the question is if the continuation of that hearing on the urban development concept plan should be brought back together as a dual board meeting or in this -- like logistically or can hearings separate before a decision is made on the Special Permit specifically? In the end you have a Special Permit decision, we will have a consistency with urban renewal plan decision, but does the hearing element of it continue together or not I think is the first decision in some ways. We don't need to decide right now, and then as part of that

Special Permit and approval, the design review for the further buildings we'll figure out later. So I do wonder if we want to reconvene in this setting again specific to in-fill development concept plan and, again, I think we can facilitate either way.

ATTORNEY JAMES RAFFERTY: Mr. Chair, can I just offer a Boston Properties' perspective on the construct here where we felt we are this evening. This process as you know is very analogous to the PUD process so the role of the concept of development plan requires approval by both agencies, both boards, but in the context of the Planning Board's action, it becomes part of a larger Special Permit. And before you even get to design review, there are tasks associated with the typically Article 19 style task and findings and hearings that need to take place here that

frankly are probably not required to have participation by the CRA. And similarly in part of their concept development plan approval process, they have other tasks charged to them within their purview. So we were hoping to leave here tonight with some direction as we -- again, using the construct of the PUD, the development plan gets approval and then you return with the second piece of it, the final development plan. We have to return here, I would suggest, at least once for Special Permit criteria. And I think in the context of that hearing the question arises as to whether that should include designer review and approval on 145, but I think we have to -- we would benefit knowing at the conclusion of tonight's hearing as to what both the CRA and the Board's view is of the concept development plan that's been proposed. And whether we should go

off and complete refinement and work on presentations around the Special Permit under Article 19 and under the requirements associated with CRA and urban renewal plan.

H. THEODORE COHEN: I guess I don't know what more we can give you tonight in terms of the concept plan from the Planning Board's point of view. I mean, I think you've heard our comments. You've seen staff's memo of the issues that need to be further discussed, and the issues that have to be worked out jointly and, you know --

ATTORNEY JAMES RAFFERTY: I would say that if it was the position of the Planning Board, that the issues around the concept of development plan for purposes of the joint meeting have been adequately addressed, then that in and of itself would provide us with I think with the direction to say okay, we'll move on to

the more traditional elements of the Special Permit at our next hearing with the Planning Board and we would continue with CRA. I'm not advocating that this group doesn't reconvene together again, but I think we're hoping to, be able to have some form of affirmation around the concept development plan this evening that will allow us to move to the next level with both boards.

KATHLEEN BORN: If I could say one thing, slightly confusing issues tonight is the moving ahead 145 Broadway on a fast track and it's getting kind of mixed in with the in-fill development concept plan. Maybe let's just concentrate on the in-fill development concept plan since that would have ordinarily been the way we would have -- I think both boards would have staged this.

H. THEODORE COHEN: Okay, yeah, board members?

KATHLEEN BORN: And we can do that, decide whether to do that separately or together. I tend to think separately because it's a different boat that we're taking.

H. THEODORE COHEN: You know, you know board members, what do you think? I mean, I think it's been productive being together but I agree that we have different criteria that we have to review and ultimately vote on.

JEFF ROBERTS: Can I say something?

H. THEODORE COHEN: Jeff.

JEFF ROBERTS: I just wanted to add one thing to the mix, not -- I don't disagree with anything that's been said before, but just to help the Planning Board and the CRA Board think about this question: The one of the most

operable pieces or most important pieces of the concept plan approval is establishing procedurally what the design review process will be, what the transportation mitigation package, other requirements, phasing requirements, how those will all play in together. So to the extent that the findings may be separate but to the extent there needs to be an agreement between the Boards on what those are, that it's something you might want to think about. It's certainly that could be done separately as long as the Boards feel like they could still, in their separate capacities, come to agreement on essentially the same, the same process moving forward, but it's just something to think about.

H. THEODORE COHEN: Well, assuming that, you know, the staffs work together on reaching that, you know, design review process, is there

any reason why the proposed design review process couldn't be brought back to the individual boards?

KATHLEEN BORN: Right.

H. THEODORE COHEN: Before we -- then further proceeded with the Special Permit review and your review? And so that if the boards were to say reach agreement on what the process would be, then we could each separately go forward with our own jurisdiction.

STEVEN COHEN: And the staff not only help to find the process for us, but then integrate and coordinate between what's going on with those two separate -- and whoever, whichever Board meets first, the staff brings some of the issues raised there to the second board meeting and it will be up to the staff to integrate it all. But I'm persuaded now that it would be best

to proceed separately.

KATHLEEN BORN: Yeah.

STEVEN COHEN: Rely on staff to sew it all together and then we'll have a conclusory meeting probably where we can finally vote together on the work product of that separate process.

HUGH RUSSELL: And I guess I would comment that the reason I think that's correct is that I don't -- I think all of us on both Boards believe that the basic concept is a good concept or we're supportive of it. We all, we all have the ways to tweak it, to respond to the comments that people have made, but we're not -- and the comments are gained from that side of the table and on this side of the table. If you were to just put the comments in and try to figure out which board had made them, you wouldn't be able

to do that because we're all thinking about the same things from our own perspectives, not as boards but as individuals. So that's, you know, if there was a need for us to beat out major differences, then we should keep meeting, but I don't think that need is there.

TOM SIENIEWICZ: Yeah, I definitely sense a fork in the road here not week and chaff (phonetic), but a fork in the road, but I think this is a good way to proceed that staff can figure out the process, make a proposal that we can vote on, but I think two different votes and different sets of criteria that we need to consider.

H. THEODORE COHEN: I think are we agreement on that?

Okay. So I think --

KATHLEEN BORN: That's the only way we

can go forward.

H. THEODORE COHEN: Right.

HUGH RUSSELL: It's like anything else, wait for staff to tell us what to do.

H. THEODORE COHEN: So then, you know, I guess as far as the Planning Board's hearing --

IRAM FAROOQ: Mr. Chair.

H. THEODORE COHEN: Yes.

IRAM FAROOQ: Just to Jeff's question if either of the boards have any thoughts on the phasing because you haven't really discussed that or the transportation elements which are the big -- some of the big picture elements of the in-fill development concept plan. It's okay, but if nobody has any comments, but if you do, it would be good for the proponent and staff to hear.

HUGH RUSSELL: I was impressed with Joe's

transportation analysis that he felt it was workable, you know? He had parking spaces in a million square feet of development of a few thousand more people it was going to work. And they had to do some detailed work to make sure it was and there had to be strategies for reviewing it, but, you know, the something which had -- and I looked to the list of exceedances and what was interesting, although there's a tabulation of quite a few, exceedances there aren't many important things that you would -- they're not new things that you're finding in those. Yeah, the pedestrians still have a tough time getting across Land Boulevard and O'Brien Highway intersection. It's every, every study that goes that far comes to that same conclusion. You know, it's a four phase intersection and there's no place for pedestrians.

AHMED NUR: Mr. Chair, I think to answer your question also we have, we made all our concerns and comments to the design at least as to our concerns on this Board. I don't think we've -- I don't think member has any more concerns or comments. We're just going to wait to hear from you when they come back again.

TOM SIENIEWICZ: You asked about the phasing. I mean, I think there was a variant that I picked up in the presentation tonight that wasn't in the materials that an alternate Phase II. That's the kind of flexibility I like to see in successful master plan. The market is going to drive that forward. I think the last building probably is the one you figure out once Volpe becomes clear so start with this one on the corner. So I agree with Phase I.

And Phase II we should have the option as

was suggested that what they're looking for tonight and then, likely the last building that has to somehow fit in next to the federal property.

H. THEODORE COHEN: Any other comments?

KATHLEEN BORN: Let me just understand at what phase would the CRA drills into the design for 145 Broadway which is a beautiful design. We don't have to drill in too far, but there will be comments and there will be refinements. It's always easy when the design is so good. Will the in-fill development concept plan be approved by the Planning Board at that point? And would it be approved or deemed in conformance with a case load plan or is this going to be -- have happening concurrently the design review for the building?

IRAM FAROOQ: I'm not sure I understood

the question.

KATHLEEN BORN: Okay. My tidy mind wants to get the item on this agenda worked out first. I thought that the 145 Broadway was informational to move the design of the project forward.

H. THEODORE COHEN: Yes.

KATHLEEN BORN: Yes.

H. THEODORE COHEN: That's correct.

And, you know, if we weren't being driven by 145, then we would each approve the concept plan and then at some point they would come back with the proposal to build 145 or some other building and then there would be a -- then already agreed upon design review process and we would, the two boards would go through that process and then --

KATHLEEN BORN: Independently or coming together at some point?

H. THEODORE COHEN: Right, however the process is worked out.

KATHLEEN BORN: So why can't that happen?

H. THEODORE COHEN: It can. And the -- as I understand the Ordinance, the Special Permit could include the design review for 145.

IRAM FAROOQ: Procedurally what you have described is what has to happen. So of course we have to adopt -- the boards have to adopt the concept plan and then do the design review. We're just trying to advance both in -- well, not us, but the proponent is interested in advancing the design as well so that it doesn't end up being a really long design review process after, after the concept claim is adopted. So it's just, you're utilizing the opportunity to move that along as well. But really this hearing is about the concept --

KATHLEEN BORN: Exactly.

HUGH RUSSELL: So I guess I'm interested in knowing from the proponent why you brought them together? And I've heard a lot of statements about having a perspective tenant, and that's sort of sounds to me like an answer that you got somebody who wants a building and so therefore you want us to try to compress the time rather -- overlap rather than do it sequentially, and I think that's a challenge for, you know, Tom and Iram to work that out. Because we on this Board understand that if you, that more responsive you can be to real development pressures, the better the projects will end up being. If you say well, come back in six months on that, it doesn't mean the building's going to get better. So I think we should try to make the distance between the concept plan and the design

approval be, you know, as small as it can be and still do both jobs properly.

MICHAEL CANTALUPA: Can I just address your comment?

There are in fact real development pressures on this plan. And so the question, the reason why we brought this forward, if you've been reading any of the articles in the local papers recently, buildings A and let's just say buildings A and buildings B are not named by happenstance, okay, for the first building. And so we're confirming some of the articles in the paper and we do have an expedited schedule. And so the effort was to bring that building forward in a more detailed way.

Just a comment, I think we largely did what we -- is being talked about here minus the concept plan with 88 Ames. And I think it worked

relatively well --

KATHLEEN BORN: Yes.

MICHAEL CANTALUPA: -- with independent reviews.

I'm happy, thrilled with the notion that you would work together and come up with a joint more detailed review of 145 Broadway because I think we kind of did that slightly on independent paths, but the notion that you would more formally sanction the two, the staff, and the CRA Board would come together more formally would be extraordinary welcome.

My understanding is that with the Planning Board, there's a Special Permit that will be issued based on the way we filed and the concept of a development plan will be kind of subsumed into that addition to the more detailed approval of 145. I think with the CRA it's more

independent, you've got a concept plan that needs to be approved and then more detail with you.

But what I've heard is that there's endorsement with the concept plan without a formal vote here and without a formal vote there. I totally get that. And if you could each confirm that, we got it. We'll go down our independent paths with you but love to do the design review in a concurrent way working the field together and come back I think for the formal presentations. I don't know if I'm being clear.

AHMED NUR: I think it's pretty much you summed it up.

H. THEODORE COHEN: I think you were being clear and I think we've all sort of reached agreement on how this will go forward.

BARRY ZEVIN: Question about the staff's memo on the concept plan which goes into some

detail on design of all the buildings, and I find that there are a number of assertions in here that I would actually take exception to and I'm wondering when the appropriate time is to sort all of this out. Probably not here now.

IRAM FAROOQ: Well, this is the hearing for the concept plan so this would be a good opportunity.

BARRY ZEVIN: It just landed in my mailbox on Sunday so I haven't started to write any reply that I didn't get to finish. And if you want to talk about it now, I could but I mean it's a bunch of small stuff.

H. THEODORE COHEN: Well, if it relates to individual buildings then I --

BARRY ZEVIN: Some of it relates to the site, some of it relates to the buildings.

H. THEODORE COHEN: Well, it's --

BARRY ZEVIN: It's all in here. That's my question. Does all of this have to be put to rest before this plan is approved? The concept plan?

KATHLEEN BORN: Do you mean do the points that are raised in that staff memo need to be discussed and resolved somehow?

BARRY ZEVIN: Yeah.

MARGARET DRURY: Yeah, but it's starting at the staff level, right?

IRAM FAROOQ: I think what would be good to understand is how grave the issue is, and if it's -- if it seems like a really thorny issue that the boards need to hash out together, then perhaps that's --

BARRY ZEVIN: Well, no.

IRAM FAROOQ: If it's small things, then maybe it can be hashed out at the various boards.

KATHLEEN BORN: I guess the question I would ask and you don't need to go into any detail and whether this is -- whether these exceptions that you take or exceptions of that would affect the outcome or are they just differences of how you're describing a situation, narrative differences rather than substance difficult.

BARRY ZEVIN: I don't know. You want a for instance, the memo calls for reduction of --

CHRISTOPHER BATOR: Barry, could you speak into the microphone.

BARRY ZEVIN: It calls for the reduction of the floor plate sizes at 250 Binney, the last building, to allow greater access to natural light. If you actually look at those floor plates, they're exactly the same as the ones at 145 to which the memo takes no exception.

SUZANNAH BIGOLIN: It does actually.

BARRY ZEVIN: No, it doesn't. It -- only the second floor is there a wider floor plate. The bulk of the building is larger, but it's taken up by mechanical stuff in the middle so you actually have a 40-foot clear span space surrounding the corner of both buildings. So I don't, you know, I don't know. Is that calling for reduced floor plate size in that building is a big deal, because I don't know how you do it without changing the overall size of the building.

KATHLEEN BORN: That does not relate to the building design rather than the in-fill. That is a comment that happened perhaps that landed in the in-fill comment section but perhaps more appropriately applies to that eventual design to that building.

BARRY ZEVIN: But it does affect the overall floor area, yeah.

SUZANNAH BIGOLIN: And both members did raise the Binney Street may be too big so that would be something that we would continue to study. That's how I took the comments.

KATHLEEN BORN: Yeah.

Maybe the appropriate way to look at this is that we need to be sure that there is a clear way to communicate between the members of our Board and our staff and members of the community development staff and through them to the Planning Board.

IRAM FAROOQ: Yes.

CHARLES REDMON: Isn't there another way of saying this: Are any of these deal breakers advancing in the planning?

KATHLEEN BORN: Exactly.

AHMED NUR: What's his name?

CHARLES REDMON: Chuck Redmon.

STUART DASH: And I think to keep the mind on comments -- there's a bunch of comments by probably everybody when it comes to that and I think compromise the system, so you're not optimizing every individual part, but we understand that the Planning Board is in charge with their judgment in creating plenty of balance. And so to some extent we're saying here's things we might push on, here's things we might push on. We're not saying you have to cut every single one, but there's things we think about part of the level thinking that you think of in the overall plan. So I think that's why they're in that document. They might be things you want to think about. Before you approve this plan you might want to think is there more of

this building than should be there. And the Planning Board knows as well, they don't necessarily listen to us on every single issue but they look at the issues and try to make their own balance and calls.

HUGH RUSSELL: That's why I would like to have the issues out on the table tonight in the public hearing to the extent that you're able to go through those things that are concerning you. I don't, I don't particularly want to debate you. I just want to -- I want everybody together to hear those points of view, because I thought your observation just check the floor plates, you're exactly right. It's that same thing but somehow one building seems bulkier than the other. I don't know how that happens.

MARGARET DRURY: Isn't that going to come up in a discussion in the design review of

individual building, though? Why is that the plan, the concept plan?

BARRY ZEVIN: You want, it's six paragraphs.

H. THEODORE COHEN: Why don't you go through them? I just want to comment that when we make our comments to, you know, staff makes comments and then we comment on staff and it goes back to the developer and the developer may come back and say I'm not changing this because of this and then we either say okay, we understand it and we go along with that. Or we might say no, we think this is a big issue that we want to push back on. And so, yes, I think we and they probably want to hear all your comments right now and they will consider them before each of us have our renewed continued hearing on the matter.

BARRY ZEVIN: All right, well very, very

quickly. And I think I want to address the first set which were dealing with the call for more east/west pedestrian permeability on the site.

KATHLEEN BORN: Can you cite a page so I can mark it up?

BARRY ZEVIN: Probably not.

KATHLEEN BORN: No? Okay.

BARRY ZEVIN: I'm sorry, I didn't -- I didn't mark this.

KATHLEEN BORN: That's fine. I did hear the discussion.

BARRY ZEVIN: And I think you made a good case, the pedestrian circulation should eventually filter down to Broadway before it goes straight through to Galileo which would only result in a frustrated bunch of pedestrians piled up against four lanes of traffic and the railroad track, right? There's no reason to go straight.

There's a lot of reasons to divert traffic passed the retail -- struggling retail on Broadway.

KATHLEEN BORN: On page?

BARRY ZEVIN: The connection through the blue garage is really unnecessary. That's a battle I don't think we need to fight.

The notion that the sidewalk along west service road is somehow inadequately wide seems to be an odd assertion because it's always wide as the new sidewalks on Broadway which currently are not wide enough, and they seem perfectly adequate, and I think diagonals through the park I think Alan -- Sasaki has dealt with. But I'm hoping and not meaning a new diagonal through the Broadway park which I think that's left of usable space in there, I think that design's pretty well tuned to getting people through.

Last, I disagree with Kathy on one or

disagreement that screening the garage is necessary. I think if you actually look at the east facade of that garage it's probably better than a lot of the office building facades in the area.

KATHLEEN BORN: Touche. I'll give you that one.

BARRY ZEVIN: In fact, screening might trigger a mechanical insulation density which would be a terrible environment consequence. I just can't see why you can't let it be a garage. It is what it is.

And I think, Michael, you apologized for the service roads, but, you know, cities have alleys, it's part of life. The other thing about that block is the length of the garage end to end is about 600 feet which is a little bit more than a typical Washington, D.C. block, a lot less than

a typical Manhattan midtown block and about the same as a Back Bay block. It's not as if it's enormous length to ask people to go around. So that's, that's that.

Take a little bit of an exception to Larry's assertion that we need to respect this 80-foot horizontal data which I think is more or less mythical on this site. It exists in the two adjacent buildings on Galileo and now on Broadway, but really doesn't to cross the street. And the diagram in the design guidelines in 5.14 is really pretty horrifyingly incoherent diagram. It shows sort of buildings stacked on one another with no vertical continuity, and I think it's not something -- anyway, I think you got that right. And nobody seemed to be bringing that up. So what matters.

Also the claim of the west facade of 145

lacks any scaling to the pedestrian lot line. I think you have a model over there that shows it. That's not the case. It actually has a two-story glazed section and a slight set back. So it does stop before it smashes into the ground. And that seems proper.

A few worries, the wind I think is really a concern on that corner. That corner is brutal in the winter. As people are queueing up to cross the street, they have to wait for the EZ Ride bus. So you actually have people are not briskly walking all the time there. And if indeed that requires some sort of alteration of the facade at the corner to shed the vortex, then that's worth doing. And I hate to see that corner get clipped off around it or anything like that, but it needs some help to do that, that's an excuse to actually make a change in that, it's

meaningful. I see your -- is that enough?

And that was really my list so far at least.

KATHLEEN BORN: Okay, good.

H. THEODORE COHEN: Well, are we then ready to continue our hearings?

KATHLEEN BORN: Yes.

H. THEODORE COHEN: We agree.

Okay, so then I think the Planning Board will continue hearing No. 315 I believe and to a date to be determined and a notice will be going out to all interested parties again.

KATHLEEN BORN: Take a motion for adjournment?

H. THEODORE COHEN: Do we -- at 10:25 do we want to talk further about building 145?

HUGH RUSSELL: No.

BARRY ZEVIN: My board says no.

TOM EVANS: I think actually the feedback has been adequate to have that design move forward from my sense.

H. THEODORE COHEN: Okay.

If that's the case, we have nothing else before us then. So Planning Board wish to adjourn?

(Show of hands.)

KATHLEEN BORN: And do we have a motion to adjourn?

All in favor?

(Aye.)

KATHLEEN BORN: And the CRA meeting adjourned.

MICHAEL CANTALUPA: Thank you for your time very much.

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

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BRISTOL, SS.**

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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 14th day of October, 2016.

Catherine L. Zelinski
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