

PLANNING BOARD  
FOR THE CITY OF CAMBRIDGE  
GENERAL HEARING

Tuesday, November 15, 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  
Louis J. Bacci, Jr., Member  
Ahmed Nur, Associate Member  
Thacher Tiffany, Associate Member

Iram Farooq, Assistant City Manager Community  
Development Department

**Community Development Staff:**

Liza Paden  
Jeff Roberts  
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H. THEODORE COHEN: Good evening, everyone. Welcome to the November 15th night meeting of the Planning Board. We will start as usual with the update from the Community Development Department.

IRAM FAROOQ: Thank you, Mr. Chair. Good evening. Today's agenda we are bringing you an exciting new update on Envision Cambridge. As you remember, we promised you that during the course of the three-year process we will be doing regular check-ins with the Planning Board to keep you up to date on where we are at the process. So we are now here for our second update on the project as we wind up the first year of the process which has really focussed on identifying the vision and the core values.

And there's, you know, next stages will be more of the analytical part and developing the recommendations. Melissa Peters who will introduce the project will say more about this as we'll Tim Love. And then in terms of today's public hearings, we have two, the Mass. and Main project in Central Square and the second is actually related to that project, but some residential development on the north side of Bishop Allen Drive for the same property owners.

And then we unfortunately have -- I might as well tell you now, four meetings -- four Tuesdays in a row we will be meeting. So November 22nd, which is our next meeting, we will have discussion of North Point design guidelines which is general business, as well as determination of use for ground floor of 60 Binney Street where BonMe a restaurant notes

to -- is looking to locate.

And then we will have a public hearing also that night on 35 CambridgePark Drive. This is a continuation of your original hearing on the subject.

The following meeting, November 29th, we will have a hearing on Central Square Zoning. This is the modifications to the Overlay District that are loosely based on the C2 recommendations and have the support of the Central Square Business Association as well. And that same night in general business we're looking at one of the MIT buildings for design review and affiliated open space.

December 6th, which will be the last in our series of back-to-back meetings, will be two public hearings again, 605 Concord Avenue and -- which is a continued hearing as well, and 110

Fawcett Street, which is medical marijuana dispensary proposal in the Alewife area. And it couples also with floodplain permit because it does fall within that region.

So I'm going to stop there for Planning Board pieces, but I wanted to mention two items on the City Council's agenda that will be of interest. One is of course is the Ordinance Committee hearing on the Central Square Overlay District changes which is December 1st.

And on December 7th, the economic development and university relations committee of the City Council will have a hearing on -- I'm going to just read this: The recent and anticipated development projects and commercial and institutional leasing in Harvard Square and how these changes may affect the future of the square.

So, I think that will probably be of interest to the Board.

And my final update item is that today the GSA has announced their initial tentative selection of the developer for the Volpe parcel and it's MIT. And they -- so they still call it a tentative selection because there's a second phase where the developer will work with the GSA to identify from a set of three designers that they've selected to identify the developer -- sorry, the designer for the Volpe building, not for the rest of the site, but just for the Volpe building. But that they need to conclude that piece before they officially sign their contract and determine that this is the, the official developer. So that phase begins now and is expected to terminate earlier in the new year and ideally before the change of administration, but

we'll see.

So those are my updates. Thank you so much.

H. THEODORE COHEN: Thank you.

Liza, are there any transcripts?

LIZA PADEN: We have the September 27th and the October 18th and they've been certified as complete.

H. THEODORE COHEN: Okay, do we have a motion to accept those transcripts?

STEVEN COHEN: So moved.

H. THEODORE COHEN: Second?

AHMED NUR: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Thank you.

Okay, we will now have our update on the Envision Cambridge. Ms. Peters, welcome.



MELISSA PETERS: Great, thank you.

As many of you know, Envision Cambridge is a three-year planning process to develop a citywide plan. We are closing out year one. Year one is concentrated on developing a shared vision and core values for the community. We will be transitioning next year to scenario planning, and then our third year will be action planning where we develop short, medium, and long term strategies to realize our shared vision.

Before I introduce Tim Love and the agenda for this evening, I just wanted to identify key staff from the city. Stuart Dash, Director of Cambridge Planning, Iram Farooq, and Gary Chan, who is sitting in the audience as well.

So Tim Love I will turn it over to him very shortly who will give a quick project

update, introduce our vision and core values, and then give a summary of our existing division analysis and talk about issues and challenges we see that need to be addressed by the citywide plan. And then we'll obviously have ample time for discussion and feedback from the Planning Board.

Without further adeu, Tim Love.

TIM LOVE: Thanks so much. I'm happy to present where we are in the process. I'm happy to introduce Nuporor Monani, the project manager for the project, and John McCartin from Utile.

This is -- to even give a kind of high level overview of the citywide plan is a lot of content. So I'll try to go through it fairly efficiently and give you the best sense I can at where we are with the process.

So I'm gonna be talking about our

engagement strategy first and both the philosophy of it and the points we've touched doing that. It's had a big impact on how we're structuring the first phase document and also an impact on maybe even our philosophy for how to construct the narrative for the plan.

I'm going to discuss the existing conditions through our focus area. It's a very high level kind of overview of the state of the city through a lot of data, and then I'm going to discuss how we've structured this document, the second part of it changing Cambridge around core values, which is allowing us in terms of writing this up to a cross-fertilize some of the focus areas which are typical silos of the planning assignment. I hope the examples I show will make that clear. Where we're moving to next with the documents, really moving next into the scenario

planning which will allow us to test some assumptions in the beginning of 2017.

So the project update. We've been struggling with a graphic to explain to our many, many audiences the process for the plan. I think the last time I briefed this group I was clear that in the early stages of the plan we were going to be doing our own technical analysis, the analysis that planners do, kind of data dive, a review of the existing city documents. A lot of time the city staff about ongoing planning initiatives and the many different areas of the city plans but simultaneous to that, we were gonna go on an ambitious listening campaign to listen to what people thought the key issues were. There were two goals with that listening campaign; one was to have conversations that maybe were at a finer grain than typically happen

when you're talking about big visions for a city. The other was to reach audiences that typically don't come to meetings like this. So we were working with Iram and Stuart and Melissa and the team. We divided and conquered a little bit, too, to hear as many voices as possible. We're through that now. Where we are now is we're -- we've drafted soup to nuts the first draft of a change in Cambridge. It's going through internal staff review, because everything that we say about everything needs to line up again with what the City's already working on at that level. Our goal is end of this year or early next year to release the document. It's packed with visual information, too. And we're looking forward to getting this big piece of the process out for public comment.

Early next year, then, we're going to be

doing, as I mentioned, scenarios that are gonna be around specific what-ifs. It might be what-ifs around development, density, and building types in particular areas of Cambridge. It might be what-ifs around certain assumptions about that share of mode and the public right of way. It might be what-ifs around all kind of policy. The work that we're doing now is helping us develop the hunches of what those what-ifs might be. That's the scenario planning. And that's gonna be then a feedback loop that is gonna allow us to, with our consultants, test assumptions, run the scenario, look at what it adds up to, and then adjust the scenario and move on.

Simultaneous to that we are already working with several focus working groups. We're teeing up a couple of new ones. This is going to

be how with all of the kind of expertise in Cambridge. We're gonna be able to have high level conversations about housing, economic development, mobility, conversations that have been going on for years in Cambridge. We want to keep those going. And we're gonna run that simultaneously with the scenarios that we're running.

Engagement update. Some of you have been to some of the workshops we've done. Maybe you're familiar with it. These were our Hubway ads with famous Cambridge celebrities hidden in the graphics. We can point those out later. There's no time tonight to point them out.

And also we issued what we hope was a -- for the people that read it, a very engaging community newspaper, that looked at the issues that we're looking at through several lenses and

different styles of stories. We had a piece about a person. We had kind of planning, walking experts talk about what they thought the plan should be. So we aimed for a wide range of voices that were both instructive for us quite literally as kind of content for us, but a way to communicate the spirit of the plan.

We've been out there a lot in three categories of activities, or really four I would say. The first on the list are well orchestrated visioning workshops that included a short talk like the one I'm giving. Some exercises that we did. A kind of round, a round robin of discussions that we had and was like musical chairs, where every 30 minutes tables recombined to talk about different content areas. Those were incredibly productive for us. We've had more kind of classic panel discussions with



experts talking about aspects of the plan. And then with our mobile engagement station, the big orange map, we've been kind of everywhere, usually piggybacking on pre-existing events, activities, Fresh Pond Day, VPW events, and have been having people at each of those engagement sessions do the same thing so that we can collect kind of aggregate data. And we've also had street teams out there as well. Street teams that when we're not out there are also using the mobile engagement station to get as many people that don't come to meetings to talk about Cambridge as possible.

Stuart has also been meeting consistently with the CET focus groups to reach communities in Cambridge that typically don't come to meetings because of language barriers or he's been going to meet with them. He's had 119 people engaged

with those meetings, too, and that's the kind of fourth piece of the puzzle, a kind of directed, a kind of city staff focus to touch -- talk to a lot of people.

After this work it's not easy to do, it's like the Ouija board moving around. We had a session actually where everybody was a kind of poet writing the vision statement. We have a draft vision statement and draft core values that we've been distributing in a brochure that you have at the table there. The core values and in particular are critically important because those are gonna frame the second big chunky chapter in this document that we're working on and I'll explain a little bit how that works.

We also are in the process of launching a survey focussed on both the core values and the vision statement. That's already been through

our street teams been distributed, but we're doing that more widely very soon.

A change in Cambridge, the document. This is, you know, a draft of the table of contents to give you a sense of how it's structured. "What is Envision Cambridge?" Will be a very clearly articulated argument for why the City's doing a plan now, why the time is right relative to the kind of context today.

Cambridge Today, I'll explain it in a minute, is a kind of overview of the state of the city through those lenses that you see there, demographics, housing, economy, etcetera. And then where we really tee up the next phase of the plan is the section called "How is Cambridge Measuring Up to Its Core Values?" And that is a kind of call and response structure that proposes opportunities but also raises the challenges for

a set of issues at the time, and I'll show some examples.

We looked at a lot of citywide plans around the country to make decisions about how the structure of the vision piece. We came back around to deciding that having a single vision statement that wasn't too long, the vision statement is not the entire plan. It's a, it's a -- like a kind of spirit of the Enterprise if you will, orbited by these core values was the way to go. These are the same core values that are in the brochure. We wanted to keep these short, too, because they're kind of a launching pad for the content that's gonna be in this first document that we're working on. And so I -- there isn't time to read them all right now, but we can come back to these.

And so, again, as I said, the focus areas

are used to organize the existing conditions and the document, and the core values structure this opportunities and challenges piece that we're pretty excited about.

And just to end with public engagement, these are some of the numbers. The mobile map has been -- 2500 people have engaged in the actual process of drawing their desires and wants and concerns on it. That's not just people walking up to it, but people who have actually engaged in the activity that we had people do.

We've had 1700 people do the surveys.

Social media, workshop attendees which have been quite kind of median intense activities, and then I mentioned the 119 people that Stuart and his group have touched doing the very directed kind of, kind of community focussed stuff. Again, that's engagement by the numbers.

Existing conditions. I'm gonna throw a lot of stuff at you. I would say the takeaway is we had a conversation about this with the Council last night. There's a real value in getting a lot of this data, some of which the City already had because of the current planning that's going on, in the same document. To see it all on the table at the same time I think gets us all to think about the City in ways that maybe you don't if you're only talking about mobility or only talking about economic development. I'll give you some of the highlights: I think you probably all know that Cambridge is moving towards its historic population peak again. Projections to 2030 get us just above or below that number of 120,000. Almost half of Cambridge's residents are between 18 and 34 years old. We are reaching that cohort with our activities but maybe still

not as well as we can be.

Student and faculty resident populations have grown 34 percent since 2000 which was kind of a remarkable data point that we discovered doing our research. And 78.5 percent of the Cambridge's resident have a Bachelor's Degree or higher. And that's tied, you'll see, is also tied to the job growth in Cambridge. There's some relationship there.

The city is becoming increasingly racially and ethnically diverse with a percentage of foreign-born residents also growing. And I think that we're also aware, too, that the city's becoming more polarized, a kind of a hollowing out of the middle.

And I've got just some highlights of each of the focus area categories that we're working on right now. Housing, the demands for housing

is growing both in Cambridge and the greater Boston area. Housing prices and rents are skyrocketing. This has been an ongoing discussion with the Council. One of their focus areas of course are relative to the inclusionary zoning policy that's being discussed. A majority of residents are renters, and a salary of \$1,000,000 is required to be able to rent an average market rate one-bedroom apartment. Most of the recent housing production has been in former industrial areas whether it's the triangle or the continuing build out of University Park and those areas, and that's because the physical capacity is there for the size parcels that the developers like and also because there are land use regulations in place that are more or less enabling that development to happen. And developers are building smaller units in tandem.



Household sizes across the city are decreasing because of an aging population, especially in the single-family neighborhoods.

The economy, Cambridge is sited as the center of the knowledge economy. But the benefits are not shared by all.

And half the people who work in Cambridge are in education or the technical industry. It's like scientific research. May be no surprise to anybody here.

Wages for Cambridge workers are growing, but increasing most for the high wage workers and incoming inequality among residents is high especially across racial and ethnic minorities.

The other big piece of this, which is another interest of the Council is the way that commercial real estate costs are impacting neighborhood businesses, retail, and the ability

of startups to startup in Cambridge, and this is something else that we hope to look at very closely.

Our urban form. This is a -- will be a big issue with our scenario planning obviously. How we reconcile the desire for growth in some areas with compatible urban form relative to the abutting neighborhoods. Cambridge in general is memorable because of the diverse urban form from the squares to the residential neighborhoods and even the diversity of the building stock of those neighborhoods.

The City is dense and that means that there are daytime and evening populations. It's also because there are a lot of jobs in Cambridge, and so that drives a lot of the sidewalk activity and means that there's excellent patronage for retail transit and public

amenities. And that balance of evening and daytime is really key.

The scale of the buildings, the continuity of the street wall, and the diversity of the shop front all contribute to the vibrancy of the walkable streets.

And virtually all Cambridge residents are within a ten minute walk to some open space but size and character varies. So I think that this group in particular is very familiar with these issues from the projects that you review, but again we think it's important to get these things down.

Climate environment. Because we're doing the Alewife plan within the citywide plan where we're deep into these issues right now relative to some earlier scenario planning that we're actually doing, Cambridge is a leader in

sustainability in climate change and preparedness planning.

And striving to meet science-based goal of carbon neutrality by mid century through the NetZero action plan for buildings and other actions.

Air and rivers historically polluted but have made huge strides through local and regional action. This issue of regional action is very important. It's important for a couple of issues.

And waste stream has been shifting increasingly to recycling a 12 percent increase since 2010. 80 percent of greenhouse gas emissions come from building operations.

Transportation is a lesser factor just because of the mode shift that Cambridge has seen. And flooding and extreme heat are further climate

change threats that we're dealing with the Alewife plan right now.

Mobility. The percent of people commuting to Cambridge by transit, bike, and on foot has been increasing since 2000. As a percentage, biking has increased the most. I was just at an ABX session on transportation in Kendall Square, and a lot of promising trends happening in terms of bicycle commuting to Kendall Square for example. Residents have fewer cars, and a request for parking permits have continued to decline the past ten years.

Even with significant growth, the car volumes have remained stable except for certain local -- so many local streets like CambridgePark Drive which has been an issue, I know, relatively recently.

Most residents can walk to transit, but

the service ranges from frequent busses to frequent subways. We're going to look at the equity of that system in the next phase of the plan and consider some of the scenarios that we'll look at, and the Red Line capacity and its challenges which I just experienced getting here, is also something that I know that Suzannah and the others at the city are very focussed on even as we speak.

So that's the, that's the existing conditions piece that we'll get much more fleshed out with information graphics and footnotes in that first chapter of the document.

The second chapter allows for more let's say creative narrative, because it's -- it is like a call and response, and that's where the core values come in. So this is a snapshot of that. For each of the core values I just have a

framing opportunity and then a challenge.

Liveability, for example. Many parts of the city are liveable because of easy access to retail, open space, and transit. The City can build on these benefits and the public's expressed desire to maintain and enhance them. This was a big issue in our listening campaign, by the way, that ying and the yang between the residential neighborhoods and the square of the commercial corridor that people walk to to do their kind of everyday business or for the retail amenities or to socialize.

The challenge of course is affordability because of a rising real estate value. This is affecting not just housing but the ability of small businesses to compete with those real estate demands, and because the real estate market is regional, we have to look for both

regional and local solutions for how to deal with this.

Diversity and equity. Cambridge has an opportunity to be a leader in the public discussion about inclusion and diversity. The City already has policies and is thinking about policies to address some of these issues relative to the affordability issue that I just mentioned.

Cambridge is becoming economically less diverse because of housing and job opportunities and outcomes are inequitable across the population. And we also know that the climate change vulnerabilities are most targeted on neighborhoods that are socioeconomically disadvantaged as well.

Economic opportunity. It's a strong economy here with a top tier educational institutions. Cambridge has an uncommon



advantage actually because of this kind of economic development muscle that it has. And companies want to relocate here to have a Cambridge address. So I think one of the things that we're gonna really focus on is how the City can leverage this desire to create maybe more ladders of opportunity around jobs, job training, and those issues.

I think the challenge and the risk, too, is some might think that there's an overreliance of certain business sectors like life sciences and tech, and could that threaten the long-term sustainability of Cambridge if we're putting all of our eggs in that basket. It's a question.

And I think that the disconnect between economic disadvantage groups and career pathways and industries is something that we can actually think about and address in some of the scenarios

and some of the planning that we do moving forward. And I already mentioned the issue of affordability and local businesses. That's another important issue.

Sustainability and resilience. There's a parallel, a quite ambitious planning process going on with city staff and clientele that we've dovetailed with specifically with the scenarios that we're beginning to look at for Alewife. That's a process that's been going on and got started really before we got started with the citywide plan. And then all of the work the City's already done on greenhouse gas emissions will also be something that we fold into this overall citywide process.

And I mentioned before that resilience is gonna be a key issue, and maybe what makes the land use planning that we do a little bit

different than it's been in the past, because that's, that's a risen, excuse the pun, a kind of formative issue for some of the areas that we're gonna be looking at.

And then a community health and well-being, Cambridge compared to national average, is -- already scores very well. But in our discussions with city staff, where those very contemporary challenges are around mental health and substance abuse are issues that are harder to fold in to the typical kind of planning that we're doing, but we're committed to doing it, because those are -- tend to be more around social service issues than they are around land use and the kind of issues that we typically tackle, but stay tuned on how we deal with that as well.

Last but not least, we're also committed

in the citywide plan to look at all of the incredible educational assets from the top tier universities and colleges to Cambridge's amazing public school system to all of the wide range of community-based and formal learning opportunities and see if there's ways that maybe connections can be made that aren't formal -- that's not the right word, but maybe better coordinated. And I think the cultivating partnerships in the pro-active way is one of the things we discussed with the city staff.

So that's, I know it was a lot and I only had 20 minutes and maybe I -- did it work, Iram? The 20 minutes. She gave me a thumb's up. Awesome.

Where do we go from here? What we're doing now as we are working on this draft document with the City is that we're

transitioning into what-ifs. The scenarios that we're gonna run with the feedback loops that I talked about. We have a couple of principles that we've established as we launch into those. One is that we are committed to protecting and enhancing Cambridge's assets. The incredible residential fabric, the neighborhoods are to be cherished, and we'll think about those always to relationship to those adjacencies, whether the transit or the public realm or to the corridors or other, the squares, the other nodes. Those nodes themselves, the squares and how, what we do doesn't mess with them too much but actually enhances them. And then the open space in the public realm I mentioned.

We need to think about these two external factors proactively and honestly. One is climate change. Cambridge can't solve climate change

issues within its borders. It's going to require regional cooperation, but there are things that Cambridge can do first to be a leader regionally to inspire others to act. And then of course the regional real estate market both on the commercial and the residential side and those incredible impacts that are being felt not just in Cambridge but in a kind of way that all of the abutting communities, but maybe as a region, too, we begin to think about how to address those issues in ways that are equitable and preserve the diversity of the communities and our cities which made them vital to begin with.

We are going to focus at our scenarios first on Alewife and specifically the quadrangle as a one territory for exploring a wide range of issues, but also parts of the Mass. Ave. corridor. We haven't quite decided which

particular areas yet to be able to drill into questions about real estate development and density in urban form. The character, quality, and safety of the public realm. And that question of what to do with the public right-of-way cross section in terms of balancing pedestrians, bikes, transit, vehicles, service vehicles so that our economy works, etcetera, etcetera. So stay tuned with that.

And I -- maybe before we do the discussion I'll show you my last content slide to maybe explain what these scenarios are for a second because there might be a question about that, which is that we're tackling it from a couple of directions. One is that we're working with the Donahue Institute and the MAPC and HR&A, our economic consultant, on different population growth projections and their implications for new

jobs and the housing supply which is a very chicken and egg issue that would require an hour to talk about. At the same time we are going to do -- I mentioned in a couple of targeted areas to get the methodology going, not because they might not be prioritized actually as policy to do development test fit scenarios to look at urban form, transportation impacts, and impacts on environmental issues simultaneously have our consultant partners count the beans on the scenarios in a feedback loop so we can keep tinkering until we get to some sweet spots there. And so we're looking forward to that. That's going to be both highly informative, educational in terms of our outreach, and a lot of fun. And so -- and then that will lead into some proto-policies and actions that we'll talk to you about.



So with that I'm getting the that's  
enough. And that's all I have to say.

H. THEODORE COHEN: Thank you.

My first question is is this presentation  
on-line somewhere?

TIM LOVE: Yes, they say.

H. THEODORE COHEN: Do you have a website  
for it?

JOHN McCARTIN: It's  
envision.cambridge.ma.gov.

IRAM FAROOQ: We'll make sure we send you  
the direct link.

H. THEODORE COHEN: Great, thank you.

IRAM FAROOQ: So it's easy access.

AHMED NUR: It's at the bottom of the  
brochure.

H. THEODORE COHEN: Board Members, do you  
have questions, comments, areas you want to

explore further right now?

AHMED NUR: I have a comment real quick and I don't know -- you talked about a way to -- for Cambridge to initiate and sustainability, environmentally sustainability so that we are maybe neighbors so on and so forth. One thing that I really enjoyed, and I don't know who to give credit to, Sundays in the summertime Memorial Drive is closed. And sort of two reasons, traffic especially, you know, the pollution to the water and so on and so forth. And families and bikers coming out from A to B, very short distance. And I wonder if you would tap into elongating that along the entire length of Cambridge on Sundays? Or even maybe even holidays? I think that would be a really good thing.

TIM LOVE: Yeah, one of the Councillors

brought up that idea last night actually.

AHMED NUR: I didn't watch it.

TIM LOVE: You didn't watch it on TV?

No.

Yeah, I think that, you know, we're gathering a lot of excellent ideas, and I think one of our challenges is gonna be of all of those ideas, which ones begin to work together as a larger scenario, right? And so I think that that's gonna require some creativity on our part to connect a couple of dots. But I -- that sounds nice.

AHMED NUR: Sure.

TOM SIENIEWICZ: This is an observation I've had a chance to make to Tim in another forum. It's just a plea here to be true to our roots here in Cambridge. And what I mean by that is of course our city was founded by people who

rejected Boston and moved across the river or were rejected by Boston, and they had progressive ideas about religion and details of that. But that started an ethos in our community around progressive ideas and that, you know, that continues obviously right to this very day and it manifests, you know, by the, you know, proudly the community to have the first same-sex marriage on -- I don't want to say the planet, but in the United States. And then, you know, a place that rejected a Dunkin' Donuts sign in Harvard Square because we're protective of that environment. You know, risking being taken to court for free speech, but an important moment for me from a planning perspective and detail. So a great tradition here of having progressive, and for lack of a better word, sometimes we're weird. And I just, I -- we're proudly weird. And I want

to make sure that, you know, that amazing Democratic process that you've described in great detail tonight, Tim, doesn't end up with a lowest common denominator. I know that's not your ambition, but to make space within our master planning process which would challenge us to remain other, you know, at a time in our country when we're proudly other. Right? And so to just keep that banner, that torch of progressivism whether that's the environmentalism or politics or social justice. Absolutely at the foreground of our ambitions as a community.

TIM LOVE: Yeah, and I think the ability to run some scenarios that aren't recommendations, that here's a hunch we want to try, don't think immediately this is a recommendation. We want to try this to see what the potential consequences are, will give us some

freedom, not to be weird, that may be too much, but to project some possibilities that in a more linear process you can't because you, you can't take those risks. So if we can get the communication right to everybody that this is, this is not a recommendation, we just want to try something, that will allow for some of that to happen I think.

H. THEODORE COHEN: Any other questions or comments? Do staff members have -- Hugh?

HUGH RUSSELL: I was wondering if you were going to give any attention to evaluating the group plans for the City? There's been a lot of work at most of the areas of the city at plans that are rather specific that the Board took a lot of time and effort to often negotiating word by word with neighborhood groups that were very concerned. So are these just sort of being

ignored or --

TIM LOVE: Well, I can say very generally absolutely not. I mean, the City, the staff wouldn't let us do that.

But secondly, in most cases they're a launching point for our creative thinking. I mean the 2005 Alewife plan had some very good ideas about new streets and some connections across the rail corridor was the launching pad for our discussions about the quadrangle, for example. And I think that the only, the only tweaks to the good things that have happened is by putting it all together to see if we're learning new things by combining things that maybe in some cases were a little bit siloed before. But absolutely not, this is not meant to rethink any of the good work that was done, certainly over the last 10, 15 years.

IRAM FAROOQ: And if I may add to that, you know, we have asked Utile and the full consulting team to use the existing plans as -- essentially as inputs into their work, but I guess I wouldn't, I wouldn't say that we have said that they are sacrosanct, right? Because there may be ideas that emerge through this process that are somewhat different, especially since some of our area plans are, are older, and so the things we may have done just completed, one, two, three years ago, we may not want to completely revisit those because a lot of the thinking is the same. But something that we did 15, 20 years ago may well worth be -- the investment of rethinking. And some of that can happen as part of this process because, you know, we are obviously looking more closely at Alewife and I would be surprised if we didn't have



different recommendations than what the past planning.

We're also going to be looking at Mass. Ave. corridor, and I would imagine that there may be some different recommendations there although we are -- we haven't quite stepped into that process just yet, but I would suspect that we will have different thoughts and ideas and you'll see a blend of those as we go forward.

H. THEODORE COHEN: I mean, it would seem to me that it would be impossible to do away with all of the existing plans. I mean when we've been talking about various things that have come up in the past year or so, we said well, maybe Envision Cambridge should look into that. And there's clearly been, you know, pushback I'd say from the Board and from staff that well, they can't do everything. You know, Envision

Cambridge is not going to be a permanent, ongoing process, that it has an end date, and there's just so many things that can be addressed in that discrete period of time. So, you know, I understand what you're saying about things being a jumping off point and, you know, everything seems to lead up to further investigation and further lookback. But it would seem nothing would be accomplished if we threw everything out and said let's start all over again.

Other board members have any questions or comments?

(No Response.)

H. THEODORE COHEN: This is not scheduled as a public hearing. This is really just an opportunity for this Board to hear where Envision Cambridge is at this particular moment. The public has many, many other opportunities to

speaking to the people and to let them know their questions and concerns and comments. I think yesterday there was one before the City Council. So I think we're not going to open it up to further comments right now, but we appreciate your coming and giving us your current vision. I mean, from my point of view, you know, the core values seem kind of saleable.

TIM LOVE: That was our goal.

H. THEODORE COHEN: You know, I think everybody, I would imagine almost everybody everywhere would want to live in a community that adopts these core values and was welcoming into the City. So I think we will look forward to your next report back to us.

TIM LOVE: Great, yeah. Thanks so much.

H. THEODORE COHEN: Thank you so much.

We have -- why don't we take a five

minute break right now while people can set up for the eight o'clock public hearing.

(A short recess was taken.)

H. THEODORE COHEN: So, welcome back. We are now at a hearing on Planning Board No. 321 which relates to the property 411-413, 415-429, 433-445, 453-457 Massachusetts Avenue, 9-19 and 25 Columbia Street and 65 Bishop Allen Drive which is seeking Special Permits pursuant to Section 19.20 project review, Section 22.33.2 Special Permit for functional green roof area, and Section 10.40 Special Permits for proposal to construct 283 residential units with retail.

After this hearing, which I think is pretty safe to say will not be concluded this evening, but will be continued to a later date, there will be a hearing with regard to the companion project at 47 Bishop Allen Drive.

We're going to handle the matter separately.

There's obviously overlap between the two, but the presentation, the presentations and public comments will be separate.

So that being said, please begin.

ALEX TWINING: Okay, Mr. Chairman, and members of the Planning Board, I'm delighted to be here tonight. My name is Alex Twining. I'm the CEO of Twining Properties. And Twining Properties have been developing housing and retail in the City of Cambridge for over 12 years. We still own the first project which we built in Kendall Square and with our long-term investor partners.

We acquired the exciting site in Central Square basically almost four years ago and it will probably be another three years, if all goes well, that we construct and actually people will

be living there we hope.

From the thousands of community conversations we've shaped what I hope you agree when we get done is a project worthy of Central Square. We're making a great urban place, Mass. and Main.

So what I'd like to do is just give you a quick overview of how we're gonna make this great place, and I'll try to take you through our presentation quickly and then turn it over to our experts, our architects, our retail planners, our landscape architects. After that we'll be happy to answer questions and provide additional information.

Central Square, don't have to tell this room, but is truly a special place and it sits -- Mass. and Main in particular sit at a critical juncture anchoring the east end of Central.

Mass. Avenue is really the major artery of Cambridge and Central is the heart of that artery. Main Street has connected Central to downtown for over 300 years, and our site sits at the historic intersection of these two major streets.

In the early 1900s, when this photo was taken, the Red Line was built. It's under construction in this picture. By the 60s a six-lane highway was proposed and thankfully that was defeated, but it did leave some battle scars, and not many of the historic buildings seen in this picture continue.

And today we have an opportunity to restore and make Mass. and Main a hub of activity in Central once again.

Twining Properties develops walkable urban places of transit nodes. We believe in

smart growth, and smart growth means developing a dense mix of uses at transit where walking, biking, and transit are favored over cars.

Central Square is the smart place for growth. Central is one of the most accessible spots in the country by transit, bike, car, and on foot.

Central's also the civic, cultural, and business center of the city. The diversity of people, places, and culture is what makes Central so exciting.

Central has always been a center for shopping. In it's heyday Central had six department stores. That said, retail continues to evolve. In the last 20 years that the types of retail, the sizes have dramatically changed especially in our urban places. Our goal is to create the most exciting and vibrant new retail



that really fits with Central Square.

Our retail will be a diverse mix of small shops and restaurants. We're creating really a welcoming place that connects everyone to the square. We want to celebrate and nurture the mix of old, new, venerable, and eclectic.

Most developers would be happy to continue the wave of biotech offices and lab marching towards Central. From Day 1 when we first bought this site we believed that this important location deserved more than just that. It should be something special. We believed it deserved a diverse mix of housing types and that is what we are proposing to develop from traditional rentals in the tower on Mass. Avenue to innovative workforce, housing, units affordable to younger residents along Columbia, and larger family units along Bishop Allen. We

will be increasing the housing stock in the area by about 10 percent, 20 percent of the apartments will be affordable, 10 percent will be three bedrooms.

Mass. and Main anchors the eastern end of Central. At the city scale we are creating an urban landmark that identifies this intersection from near and far away. Coming down Mass. Avenue from Harvard Square or from the Back Bay or from Kendall Square down Main Street, the importance of this intersection will regain its historic importance. We will continue the street scale of Mass. and Main along our frontage of the buildings and step down to the neighborhood scale as we round the corner heading up to Columbia. A major C-2 goal was always to connect the bustling Mass. Avenue with the quiet residential neighborhood that surrounds it. And alleyways

are a long tradition in Central Square. What we've tried to do is create two through-block passageways which weave together the commercial and residential districts of Central Square. And we've created what we call a Central Market, a covered passageway, lined with food and shops to connect the Lafayette Park to the neighborhood beyond.

Jill Rhone Park is one of the Central Square's few and highly treasured open spaces. Our goal is to expand, enhance, and amplify this public realm. So we divided our block into two buildings either side of the Central Market that leads from the park back to the parking lot and to Bishop Allen. We also preserved the last vestige of the 1900s, the one remaining historic building that wasn't knocked down in the early days, the Apollo building.

No one can say it better than Jane Jacobs, so let me just read a quick quote: There is no logic that could be superimposed on the city. People maybe make it. And it is to them, not buildings, that we must fit our plans.

So if we zoom in on the ground floor in this picture, you can really see the beehive of activity of the retail, public passageways, apartment lobbies in the public realm that all weave through this site. And we tried to make it as permeable as possible, and also to connect the indoor and outdoor public realms to make it feel like one.

Residents, merchants, and visitors are passionate about Central. We share that excitement. Central's a very special place. We've learned a great deal from our many conversations with a wide range of people. When

Mass. and Main is completed, our dream is that people will feel this is the place to be in Central. We hope this becomes Central's public living room.

Mass. and Main will benefit all. At the city level Mass. And Main will bring a high level of bike parking, a right size smaller amount of cars and parking, 60 affordable units worth 21 million, 900 construction jobs, and 100 permanent jobs.

At the neighborhood level, Mass. and Main will bring community jobs program, public space for events, retail for small local operators, and a local retail advisory committee to help us plan and continue the types of retail in this project.

Mass. and Main we hope will set a new standard for transit-oriented development in Cambridge, subway, bus, car sharing, bike

sharing, limited street parking will all reduce the number of cars.

Twining Properties develops highly sustainable buildings. Smart Growth America selected us as a developer of the year in 2015. We built the first LEED apartment building in the United States in Cambridge for which the city gave us their green building award. We were one of the early signatories to the Cambridge Compact. At Mass. and Main we will raise the bar again with sustainability with LEED buildings, helping the DPW with the flooding issues in the neighborhood, noise reduction, limiting light pollution, managing wind, and promoting green community living.

We will use wind and solar energy to power our buildings, green roofs, and energy tracking to save energy and require a smoke-free

environment.

As I hand this off to the architects and others, let me just give you -- leave you with three quick snapshots. First this one, which is walking through the Central Market from Mass. Avenue back through the parking lot on Bishop Allen.

The second which is coming from the neighborhood down Columbia Street towards the firehouse on Mass. Avenue.

And lastly, the intersection itself of Mass. and Main which we hope will be brought to life with apartments and retail.

So with that, let me now introduce our team members that are going to speak first to David Nagahiro, who along with his partner Kishore Varanasi, and worked with us for over four years to make this the best possible place

to be in the country. David is an exceptional architect and has put his heart and soul into making this project great.

Kishore is a visionary urban designer who also lives a block away and demanded the highest standard.

In addition, Jesse Baerkahn will talk about the retail that we're planning, which is a pretty novel approach.

And Michael Blier will talk about the landscape.

And with that, let me turn it over to David.

DAVID NAGAHIRO: Thank you, Alex.

David Nagahiro from CBT, the architects. We've been fortunate to be working on the project for a number of years. We started about three and a half years ago on the overall master plan.



So one of the things that's been advantageous to us is that we've had the benefit of, you know, reading through the Red Ribbon Commission, the Board, as well as the C-2 study. So we had a place to begin when we started three and a half years ago knowing that there was many years that had gone on before and a lot of consensus building to build consensus for this particular project.

As we've been studying or benefitting, we had listened to the community and really benefitted from those interactions, in which you'll see today is really the shaping of this particular project through that collaboration.

Looking for input from the CDD as well as internal design reviews, and we'll take a look at. The first two buildings that you see is the Mass. Ave. building and the Columbia building

that we'll be looking at today. As Alex had mentioned, we'll probably be looking at the 47 Bishop Allen next time. But the opportunity of really creating an urban landmark at the intersection of Mass. and Main, the preservation of a great historic building at 1887 building, the Apollo building, along Mass. Ave. as well, making the transitions from Mass. Avenue to the neighborhood.

The buildings that we'll be looking at on the lower portion of the pages along Mass. Ave. which is the Mass. Ave. tower which is 225 units along Columbia Street. We have 58 units in the innovation housing, and the next time we'll be taking a look at the building along Bishop Allen which is 203 units, most of them are two and three-bedroom units for family-style living.

Just to orient you, we have Columbia

Street to the east. The city's parking lot is centrally located, sort of nested in between the buildings.

Just to remind you of the approved zoning envelope, we have 195 feet along Mass. Ave., 70 feet as you go down Columbia Street, and then stepping back towards the community is the -- along Bishop Allen is 45 feet.

Some of the strategies that we're using to really shape the building, and here again we're really looking to the Red Ribbon Commission and the C-2 report to start to imply some of the values and the core values in urban design principles that we applied to the project. One of them Alex had mentioned in the two yellow lines that you see, are sort of the passageways. They're very indicative the passageways in Central Square moving from Bishop Allen through

to the Mass. Avenue. And you see them both a ten foot at Coolidge Place, and then the 15 feet between the Mass. Ave. and the Columbia building.

The other thing that we're looking at is really locating the overall mass along Mass. Ave., creating a setback, and anticipating in the future and really creating a courtyard or a green space to the north.

As we're also looking at some of the design principles, one of the important pieces that you see in the upper right-hand corner is the continuation of the street wall that you see in the light pink. So taking sort of cues from the scale of the buildings along Mass. Ave., pushing the building tower itself back. One of the things we also were talking about in the overall planning was this smaller tower footprint. So we have 10,000 feet as it rises

above the planning of the building. And then the opportunity to shape the building through the use of different materials, pushing and pulling, making alignments to Columbia and other forces that really reflect on creating a very interesting building massing on the skyline.

And then starting with the public realm at the ground plain, one of the things we were really focused on was the opportunity of really creating an active ground plain. What you see in the pink are the retail, and the lines share the retail really trying to maximize the public amenity at the ground plain.

What you see in the darker blue line is the ability to really try and focus much of the retail on the public realm. This portion of it continues around here to the passageways all the way to Columbia Street and back to Bishop Allen

as well. The passageways themselves have the dark blue, which is a double loaded retail. And then Jesse Baerkahn will talk a little bit more about the retail strategy. But it is the opportunity of really trying to take and make those passageways a very active all the way through, not only Coolidge Place with the 10-foot passage, but the 15-foot passageway as well.

You see the dotted line, and the red is also opportunities of having weekend events, farmer's markets. So it's looking at trying to create flexible public realm at the same time. The idea of literally expanding on or amplifying as Alex mentioned, Lafayette Square and Jill Rhone Park and really creating a little bit more of a transition to the building as you're, at the base of the tower.

Next I'll turn it over to Jesse to talk a

little bit about the retail strategy and then we'll go to Michael to talk about the landscape.

JESSE BAERKAHN: Jesse Baerkahn, Graffito. Good evening. So I think as an introductory point and kind of piggybacking now on what David and Alex already said, what I want to articulate and spend a few minutes on and walk through on these next slides is an approach to the ground floor and the retail, and I think it's significant to distinguish this approach from any sort of suggestion, even though you're gonna see some pictures and see some ideas that we've gone out and leased these spaces. This is kind of a paradigm for us to think about how we created dynamic urban specific to the spot. And I think the specific spot from a retail perspective makes it the most exciting is that it's in Central Square.

And at the same time, you know, it's a very fluid, very vibrant retail market. It, you know, one of the most recent communities we spoke about just the difference we're seeing in Central Square and the retail make-up between the time Twining acquired this site and today, you know, H-Mart opened, Target announced they're coming. Right? These are the things that will change the dynamic and the make-up and the viability of the retail.

Newtown Variety closed, which some of you talked about and folks in the community knows what that means. Clover opened. And the list goes on.

So you'll ultimately -- we're trying to create a platform for us to execute a really exciting retail program. And I think regardless of the market changes, you know, there are two



core principles that have guided us really from the start. And the first one is that this is more than just about the retail, it's thinking about the ground plain as one canvas and thinking about over-activation and related synergies. And the second one is just making sure that what we do fits into the existing context, culture, and character of Central Square. Fortunately, you know, as David mentioned when he started his remarks, we've got a lot to go on. We've got C2, we've got Red Ribbon. You've got a lot that's been written about Central Square. You know, at the time it was designated as a cultural district. It was one of only 19 in the state. And, you know, some of the literature about it talks about, and I'm quoting now from the Mass. Cultural Council, talks about Central, quote, mix of small, funky, independently-owned shops and

restaurants with a balance of size. And that's been inspirational to us. And I think this plan has certainly been influenced by that.

At the same time, one of the things we've really been thinking about and talking to folks in the community, particularly those who live near the site, is the difference in the character of the kind of retail that will bring to Massachusetts Avenue and that passageway that you see and Columbia Street. In many ways one is more neighborhood centric and one is certainly far more like a downtown urban place. Some of the things that we've kind of spoke to folks about are along Columbia, you know, is there health and wellness? Are there things that are less intensive? Kids activities. You know, that's Mucky Kids in the middle up from Porter. Something we think is really interesting. Bike

shop, barber. And I think as you move further down towards the passageway and to Massachusetts Avenue, we start to get into more of an emphasis on food and beverage. Livelier, more active during more hours of the day type of uses. So I'm gonna just go back quickly, because I want to hold here for a second and I'll finish my remarks.

What I want to emphasize is that the key to this plan that you're looking at is we've created a network of smaller spaces. We believe this creates a far more dynamic neighborhood in this very specific space, and I would couple that with the reality that the way the retail market is trending, folks are looking for smaller spaces. Right? And we think this works really well in Central Square given the overall kind of dynamic of how that retail place as a whole has

developed. At the same time the conversation we've had in this, you know, Tim mentioned it in his earlier remarks in Envision Cambridge is, you know, how do we lower the barriers of entry so that we can bring new folks into the fold of -- and continue to bring unique, interesting, well collaboration mix into Central Square. And we're doing that in two ways:

One is just smaller boxes, less carrying costs. And the other one is committing to a transactional paradigm where we are going to have spaces that are for lease seasonally; one, two, three years. Which in the urban context in a place like Central, we can pull off. But as you all know, the prevailing paradigm has been five and ten year leases. Now, we think we can do something really different here, and we're really excited about it. It will be accomplished

through continued community engagement, which is really just beginning on the retail portions.

Focusing on those local operators that can pivot quickly in a way that formulaic retailers just can't, they won't work here frankly.

And then the last one is just making sure that we're working kind of in line with a retail advisory committee and very much kind of piggybacking upon what we're hearing in the community.

So I'll fast forward now back to where I left it. Certainly really excited about having the retail portion this project, make this portion of Central Square quite exciting.

MICHAEL BLIER: Thanks, Jesse. I want to go back to Jesse's characterization of the project as a canvas.

H. THEODORE COHEN: Can you state your

name?

MICHAEL BLIER: Michael Blier, Landmark Studio, landscape architect.

And so I wanted to go back to the remark about the canvas, because it's really -- that's really the term by which we've approached the landscape. In this case landscape is defined not by just green material but rather about the activation of program of the ground floor public realm which surrounds the project. So we've, we've really utilized two tactics towards this end.

One is a complete integration into the language of Mass. Ave. as a continuous artery. And that is adopting the City and extending the city standard along the curve edge which actually unites Main really clearly back to Mass. Ave. and creates a continual -- continuous prompt of the

face of the project if you will.

The second strategy, and we'll go more into detail in a moment, the second strategy is really defining within the project itself a language of design which is activated by the retail program double loaded on this public, on this walkway through the project. So we'll talk more about that in a moment, and that to create a real sense of energy and sense of kind of collection of landscape spaces which coalesces into a larger sense of open space. So we're gonna talk briefly about these four squares that you see. Does this pointer work?

So here, these four spaces and along the Main Street.

So Mass. Ave., again, in slightly more detail is defined now by a strong canopy tree, canopy forming trees with structured soils to

enhance the health of each of trees so that along this section of Mass. Ave. we have a really strong physical arboreal presence under which we are proposing planting beds with benches and bike racks. City standard trash receptacles as well. So that this stitching of this street is complete in front of the building and it becomes part of the iconography of the City and situates the project back into the neighborhood. It's a very important aspect of the work.

So you see a little bit of the cross-section up above. It gives you a sense of scale. There's a 10-foot wide clear circulation route along the face of the building. 12-foot wide totally clear zone through that same area to allow for ample volumes of people moving through the space.

The two other really important pedestrian



ways, part of the really interesting planning portion of this project has to do with the connections through the block. So on the left-hand side there's a -- I just want to go back one more time.

So in the overall plan along here is Coolidge Place and then Columbia Street really also become part of our, one of our major drivers in making pedestrian connections through the block. So what you're looking at on the left is a pedestrian way through what was thought of as a kind of small space, we thought we could really tease out some nice pedestrian experience to get us back to the parking lot and back. So a combination of paving, privacy hedge, and some planting at the end to draw the eye through this space begins to make that connection kind of humane and interesting. And Coolidge is a very

narrow street sidewalk as you might know. I'm sorry, Columbia is very narrow. So we've been working with the City very carefully to actually, actually install a smaller scale street tree that begins to give some life to this section of the street as well, and, again, to begin to stitch the building back into the continuity of the neighborhood.

The other really big moment, and this is what's been referred to as well by Jesse and David, is the importance of this social space adjacent to the building. So, while we talk about it as a canvas, it's also a bit of a mosaic. In this case a paving pattern which is based on the grid of Main Street in one direction and Mass. Ave. in the other, creates a kind of dynamic pattern leading one into and through the open space between the two masses so that there's

a kind of continuity, reference, a larger urban reference to the City and to the neighborhood, but it defines a highly localized very special moment within the project. Again, as David mentioned, it's a horizontal plain. All of these surfaces are co-planar and are meant to allow for a variety or optimized variety of use in the landscape.

And just lastly one image. This is kind of looking back toward the Apollo looking back toward the project on the building on the left, and you can see a sense, get a sense of the density of the planting and so on and so forth along the street edge.

So now I'll hand it back to David.

DAVID NAGAHIRO: Thank you, Michael.

So, we'll continue with the public realm plan and get into the overall massing. At the

end of this we'd like to show you an animation that will really take you through the public realm and show you what the physical connections are and the scaling elements of the building.

Just to start with the vehicular access through the site. We have 362 bike parking spaces. As you know, it has a fantastic walks, gorgeous because of its location. We do have that blue line that you see dashed where the cars will access an easement through the city parking lot and then down into the parking lot. So that's how we're accessing the parking below grade.

The service, one of the questions that came up in our conversations with CDD was the ability to have move-ins, move-outs, trash collection on the site. We wanted to really preserve the street frontage along Columbia as

well as Mass. Ave., and we're looking at this easement of access into the site. And what you see in the grey area in the back is where we do have the bike storage, the trash rooms, the more utilitarian spaces, the transformer vaults. But we're also accessing that service in that location and then back out to Bishop Allen.

The parking diagram, originally we had the parking garage that you see at 47 Bishop Allen, and now what we're doing is we're putting the parking below grade. So there will be two levels of below grade parking underneath the tower with 95 spaces, and we're transferring or using the service lot at 65 Bishop Allen or 51 service parking spaces. So it's about a 0.5 parking ratio for the overall project.

The dashed line that you see in red is where we have the parking garage, and this is the

configuration of the parking garage below the Mass. Ave. building with 95 parking spaces at two levels. As you continue up to the ground floor, we have sandwiched what Michael was describing as Coolidge Place on the left-hand side, Central Market space with retail on the right-hand side, again, really trying to maximize the retail exposure in the public realm along those edges.

One of the things that Alex Twining really wanted to do was have a lobby that would go through the site, so it's really not only activating Mass. Ave., but activating the north portion of the city parking lot as well, anticipating that it will be some sort of courtyard or open space in the future. But the idea of having that visual connection through the site I think was very important on the activation of the ground plain.

As you can see the grey areas where we have the bike access to the storage, we have the trash rooms, the more utilitarian space. Again, trying to consolidate that as much as possible to maximize the retail opportunities at the ground plain.

So doing so on the Mezzanine, we have a tall first floor where we're able to nest some of the parking storage above that to really achieve the parking numbers that the City's requiring.

So we continue up into the plan, this is the print of the building, the first six stories. Sort of reaching out towards Mass. Ave. and creating that public realm along this edge, really expanding the sort of the Jill Rhone Park, and Lafayette Square into the site.

As we continue up into the building, the first setback, we have green roof on the seventh

floor creating that smaller footprint, the amenities will be on this floor, and then continue up into the tower. So this is a 10,000 square foot tower on the upper levels up to the 19th floor.

So looking at the overall massing of the building, the massing strategy, the image on the left is a view of Mass. Ave. and you can see the entrance into the residence really trying to create a lot of transparency at the ground plain for the retail portion. We have a two-story sort of expression creating a scaling element of the base of the building. The lower level is sort of the lower primp that you have here, also tying into the scale of other buildings along Mass. Ave. and as the tower arises from that there.

One of the things we're looking at also is the continuation of the metal panel that's



coming down to the ground, so allowing some of the building to actually come down creating a more elegant verticality to the building from the port and from Cambridgeport and looking at the broader face and really trying to break that down with two different materials. We have a metal panel that has a sort of a single-story expression and then a two-story expression on the masonry brick.

As we turn to the city parking lot side, which is this image here, we have a one-story piece, the retail that sort of reaches out, this is also acting as a wind mitigation for the winter winds coming in from the north. And then, again, the ability to sort of break down the overall massing with a metal panel and the brick. When you're approaching the building from the MIT side along Mass. Ave., you have the metal panel.

As you're approaching the building from the west side, you'll see the masonry on this elevation. I'll show you this in the renderings.

So this is an aerial view looking over Lafayette Square with the fire station in the foreground. Again, I tried to pick up on the scaling elements of Mass. Ave., the tower sort of rising again, the setback off of Mass. Ave., and the building being pushed towards Mass. Ave. and away from the neighborhood. Transitioning down to the -- keeping the Apollo, which is the preservation of that 1887 building facade and then transitioning to the Columbia Street building here and then stepping down towards the community.

So we pull in a little bit more closely. Mass. Ave. is in the foreground. Behind you -- behind me is actually the fire station. Again,

the ability to try to activate the ground plain with a lot of our retail. This is from McDonald's all the way down to Toscanini's but the idea really trying to activate the base.

What we have in the corner here is where we have Cafe Luna and Desi Dhaba, which is remaining. We don't own that parcel but one of the transitions that we're looking into is to tie into that activity at the same time.

If we pull in a little bit more closely, you'll see in the foreground is Mass. Ave., the preservation of the Apollo building, the idea of creating that passageway between the two buildings as Jesse had mentioned, creating a more smaller, more intimate retail in the Central Market as it continues back towards the city parking lot.

The ground plain is very transparent with

the retail. The idea really opening up the doors and allowing the retailers to spill out into the street. And then the base of the building itself. So looking at masonry at the base. And we can take a look at the materials in just a second which a punched opening, a two-story expression with a little bit more darker crafted sort of material and creating canopies that will be scaling pedestrian moves.

The tower itself coming down at this location and then setting back and then the pairing of the masonry with the metal panel breaking down the overall scale.

As we pull in a little bit more closely into this location, looking at the Mass. Ave. or behind this image, but looking into the Central Market, the Apollo's on the right-hand side, the idea of preserving that facade will also be

replicating some of that as you turn the corner down in the Central Market. On the left-hand side is the Mass. Ave. tower, again, really trying to use materials that are very similar to the materials that you see in Central Square.

And imagine coming down to the granite base, the taller, sort of darker crafted metal panel with the awnings created the scaling elements for the building. And then the ability for the retailers to spill out and really activate the ground plain.

One of the things we've been talking with with the City is the use of the furniture. And one of the things that we don't want to do certainly is sort of overpower the opportunity for the public to make their way through this space. That's something we'll be working with the City to really understand the passageway and

the dimensions.

As we move in a little bit more closely, you see that these smaller retails that Jesse had described as sort of spilling out into that space, very similar to some of the spaces that you see in Melbourne where they have that high activity spilling out. We're looking at putting a glass covering over the space, too, to open at both ends with the idea that we'll be able to use it through the shoulder seasons and a little bit later in the wintertime.

This is a view, an aerial view looking from the port looking back towards Cambridgeport. And, again, just showing the relationship of the Mass. Ave. building to the Columbia building sort of nested around the City's parking lot. The passageway that you see at Coolidge Place along this edge, the passageway that you see at the

Central Market along that, and the wind mitigation of the lower piece here, and then this is where we'll be servicing the building in this location.

One of the things that was asked of us, too, is to take a look at the building from different vantage points within the neighborhood, from the Port, from Cambridgeport, and along Mass. Ave. The first one is looking at coming from MIT -- coming from Harvard towards MIT, but the idea, again, creating that scaling elements, the ones -- sort of the one level treatment of the base all the way up to six stories and then going up from there with a double sort of a height treatment creating a little bit more verticality in this location and then sort of juxtaposition between the metal panel and the brick itself.

The next view is looking from Clement Morgan Park going deep into the neighborhood along Columbia Street. This image is a little -- created only because there are so many trees in this particular park, it's hard to see it. When the trees -- the leaves do fall off the trees, you do see the continuation of the street wall all the way down to Saint Paul and then the Columbia Street building and then the background is the tower along Mass. Ave.

The next image is looking from Cambridgeport from Brookline Street at the intersection of Brookline and Franklin. And you can see the tower and again the broader base trying to bake down the scale with the two different materials.

Next we'll take a look at the Columbia Street residence. Again with the preservation of



the Apollo building. We're tied to that building and looking to integrate it into the overall planning for the residents.

Again, we'll be looking at the Columbia building which is the 58 units of innovation housing and Apollo building which is the preservation of the 1887 building.

Looking at the massing strategy.

Opportunities of setting the building back 10 feet from the south, 24 feet on the north side really stepping the building back to meet the scale (inaudible) and then along Bishop Allen and along the city's parking lot to set it back five feet. You can see the sort of narrow configuration along the floor plate and trying to sort of preserve the plan at the same time. So the idea of being able to create these setbacks to create scaling elements.

The next is a material selection and we'll show you with a sort of a treatment with a base, middle, and top of the building. And looking at the plan and the configuration you see here, this is the Apollo building and with retail at the base and tying into the Columbia building. And, again, the idea of really trying to maximize the retail at the base of the building. Trying to minimize the grey area which are the transformer, the trash room, and more utilitarian spaces in the facility. And to really activate Columbia Street and turn the corner along Bishop Allen and have that transparency at the corner.

As you look at the second floor, this is where we're tying into the Apollo building part of the amenity space. It's a narrow footprint. We have a little bit of an unconventional floor plate double routed situation on the floors.

As you get to the fifth floor, the building starts so set back making that transition down to Bishop Allen.

This is the massing along Columbia Street. You can see the Apollo in the foreground along Mass. Ave. The building set back probably about 80 feet from this point to Columbia Street. The idea really creating a lot of transparency along Columbia. The idea of base, middle, top. That middle section, middle three floors of sort of a lighter material integrating an accent panel and the windows are set back to create a fenestration strategy of really creating much more depth to the overall skin. The upper story is sort of a warmer tone. Of the conversations with the CDD was to create a little bit more verticality to the building and so we went with a double height space, the idea of creating that

sort of middle panel to create that more verticality. We're also looking at -- currently looking at solar panels on the top of the roof as well.

And as you turn in the opposite direction where you have Bishop Allen in the foreground making that transition down to the neighborhood here, this is the 24-foot setback. And, again, similar material strategy where we have the base treatment, the corner trying to create that transparency. The middle section of the lighter material and the top of the two-story treatment of the solar panels.

You see in the upper portion that transition making that link to the Central Market and that last canopy over the central space.

And this is a rendering looking from the intersection of Bishop Allen and Coolidge Place.

Again, the spirit of it was really trying to create something really friendly to the neighborhood as you walk in to the neighborhood towards the building trying to activate the ground so it has much more transparency. Scaling elements and setting the building back and then sort of rising as it continues back towards Mass. Ave.

So we'll start with an animation.

So we're looking over Lafayette Square and the fire station and we'll be coming down to the street along Mass. Ave. So we'll be crossing the street looking at Jill Rhone Park in the foreground. Lafayette Square continuing through and through. Looking at the Apollo building in the foreground and the idea of the retail really opening up and spilling out. Seeing the transition between the three levels of the Apollo

and then the transition to the Mass. Ave.

Building, that glass canopy that makes that physical connection through the site. And then the expansion of the public realm along this edge.

So this is coming from Mass. Ave. from Harvard Square towards MIT.

A little detour, sorry.

So one of the things that we spent a lot of time on was really trying to consider how we could add additional life to the streetscape with the expanded Lafayette Square that you see in the foreground. So setting the building back in that location, you know, usually we talked about holding the street along the edge but what we wanted to do was create much more of a transition knowing that south facing would be a lot of activity along that edge.

This is the entry along the left-hand side, the scale and elements they talked about, the street furniture and Michael's introducing the idea that we can create a much more active public realm in this location. The idea that the retail connections spill out into the street. Looking at that passageway through the site again with the smaller retailers, using things like walls to really open that space up during the nice weather. A scale of these retailers would also be very intimate, and the idea that we were able to sort of allow that to spill out in that central space that we think would be a fantastic place to be.

So now you're inside one of those small retail pods, will come out into the Central Market space. And you're looking back towards Mass. Ave. at this point, again, really thinking

about how we deploy the furniture and coming into the other building itself and then back out towards the fire station.

Okay, this one is coming from Harvard towards MIT along Mass. Ave. Again, along the street or crossing the street we have McDonald's on the left-hand side. We're looking at really trying to activate the corners and as you're continuing down Coolidge Place you can see the retail will actually turn the corner. You can see the passageway to the parking in this location. Again, we'll be working with the City to talk about the sidewalk and the street furniture along this edge. The street trees and the canopies. And, again, the opportunity for the retailers to spill out into the street. This is where you sort of turn the corner a bit and seeing the expansion of Lafayette Square and the



building actually setting back at that location. And you see the Apollo in the foreground. As you turn, you can start to see some of the scaling that we're looking at between the buildings across the street and the transition to the overall mass in this location.

And then lastly, we have an animation coming from Bishop Allen and Columbia towards the building you're seeing Saint Paul on the right-hand side, the visual sort of transparency in that corner and the scaling elements stepping down. The sidewalk is very narrow in this location, so we'll be working very closely with the City to sort of work through the planting strategy on the street, looking at -- we're looking at setting the facade a little bit to create more sidewalk. And you'll see the Newton Barrel on the Cafe Luna facade.

As you turn the corner, you'll see Lafayette Square to the left. As we're turning the corner going back to the sort of expanded square area, Apollo on the right-hand side and then opening up into more sort of public realm transition to the buildings be looking down into the Central Market.

The glass canopy.

And then continuing back down the retail, the canopy at the residents' entry reaching out there and then the cross section of the sidewalk along Mass. Ave.

So that's it.

H. THEODORE COHEN: Thank you.

DAVID NAGAHIRO: So we have the materials and the models also to look at if you'd like and open it up to any questions.

H. THEODORE COHEN: Thank you very much.

Do board members have any questions right now or we can go to public comment?

All right, we'll go to public comment.

Is there a sign-up sheet?

Everyone will have an opportunity to speak whether you've signed the sheet or not. When we call you, please come forward to the podium and give your name and address for the stenographer and spell your name, please. There is a lighting system so we ask that you only speak for three minutes. You'll get a green light when your time starts, it will turn yellow as you get near the end of the three minutes, and then it will turn red. There are a lot of people who indicate they wish to speak. That's great. We want to hear from everybody, but it doesn't add a lot to our discussion to simply hear the same thing over and over and over again. So, you

know, if you like it or dislike it or whatever, please say that, say your comments, but it's not necessary --you know, we're not counting the number of people who were here, number of people who are in favor or opposed. We want to hear your comments and we want to hear, you know, the ideas you have, but we don't need to hear the same thing over and over again.

With that said, we'll start with Debbie Galef. And a apologize in advance if I mangle anybody's name.

DEBBIE GALEF: My name's Debbie Galef, G-A-L-E-F. I live at 93 Hammond Street. I am Chair of the Cambridge Pedestrian Committee. I believe we submitted a letter, but I would like to elaborate briefly on it.

H. THEODORE COHEN: Yes.

DEBBIE GALEF: We are concerned about the

width of the sidewalk or the allowable width because there's a lot of street furniture as you just saw, and it looks a bit cluttered. So we think that it's just too cluttered and the sidewalk is really not wide enough, there's not enough room.

We are also concerned that the landscape is not adequately -- or the street furniture is not adequately integrated into the rest of Central Square. The style is different. The tree wells are raised unlike the rest of Central Square. It's just quite different. We don't think it's well integrated. And it's -- there's a ton of it. So it seems a bit cluttered. It's nice to have street furniture. People do use benches in Central Square. I don't know if they would use that many.

The bike racks, which I guess were not

talked about too much here, but they're a totally different design from the rest of Central Square, and perhaps more importantly they are not -- there are not enough on the private property. In other words, the ones that are required as part of this proposal are on the public property -- there are too many in the public realm. I think there should be more because they also take up sidewalk space. Some of us bike, we're concerned about that.

But, I guess that's it. So it's really the clutter and the lack of adequate space for the sidewalk and the bike racks and the lack of integration. We just don't think that it flows into the rest of Central Square too well.

Thank you.

H. THEODORE COHEN: Thank you.

I'm sorry, I really can't read the first

name. Mr. and Ms. Verbeke, 91 Sidney Street?

PATRICK VERBEKE: Yes. Good evening. My name is Patrick Verbeke, V-E-R-B-E-K-E. I live at 91 Sidney. I've been following this project and supporting it from the beginning, and I think it's a well thought out project. I was very impressed with the project. I think by in large this is a well thought out project and I was pleased to see that they kept the Apollo. I remember attending some of the sessions where they consulted the community about, you know, what they thought about the design and so forth. I'm happy to see that feature remained. And by in large -- I will follow the Chairman's advice and not be too long. By in large what we have now and what this project will bring to the community both in terms of residential housing, residential units, and retail I think it's a big

win. So I'm happy to see this project. I hope you will support it and approve it.

Thank you very much. Thank you.

H. THEODORE COHEN: Thank you.

Reverend Washington.

PASTOR ELLIS WASHINGTON: Hello,

Mr. Chair and to the Board, I'm Pastor Ellis Washington of Saint Paul AME Church and we are of course the owners of the property right next to the 47 Bishop Allen Drive which will be in a future presentation. The members of the church are just not convinced that this is overall just great for this particular neighborhood. We do have concerns about parking, both during the construction and beyond, which is always a concern. And we also are seeing this project as somewhat shifted from the original proposal. Of course 47 Bishop Allen Drive was not part of the



original proposal. And the thing I hear most often is how are we gonna get through? How are we gonna survive just the construction period and what's taking place, the impact of the construction to the building, the structures, the parking. And all of that goes with construction the debris, the dust, all of those kinds of things. It's hard enough to get down Bishop Allen Drive at four o'clock on any given day. I just, I just -- when this construction starts, I just really have some very, very serious concerns and we wanted to share that with you.

H. THEODORE COHEN: Thank you.

Owen Kennett.

OWEN KENNETT: Hi, there. Good evening, everyone, that would be on good range. So I'm here on behalf of Nabil and Joseph Sater, the owners of the Middle East Restaurant and

Nightclub which will be like right across the street from this project should they move forward. One of the things that my boss Nabil, the owner who has been here since gosh, when did he take over? 1974 is when he started working the Middle East Nightclub and Restaurant. One of the things he talks about a lot is the need for more housing options in the area. As someone who -- I manage three restaurants, the front of the house, my staff are super dependent on a lot of the times when it's slower in the year the regulars who come in. We have these people who are from the community in the area. They're a staple in our day. And as you know, people in the service industry make an income that's largely based on the generosity of strangers or repeat regulars that we like. One thing I think this project represents, if it goes through, we

would have an option to have a lot more housing in the area which could bring a lot more customers into our business, into other local businesses, I think create a strong community right across the street from our building, and I think it would benefit a lot of people who work very hard in the area and who, during slower times of the year, struggle. The other thing that I think is nice about this project is they have, they have proposed to do twice the amount of affordable housing that is required by the City. I know when I was looking a while back at getting a new apartment here in Central Square, I was -- my mind was a little blown by the price of the average apartment in the area. I think it's nice that these guys have proposed some -- to have 20 percent chunk that's 60 units for people who might need that bracket. So, we, Nabil,

Joseph, by extension through me and just that the Middle East Nightclub in general are in favor of this project. We think it would bring a lot of housing options to the area and we hope that it will go through and we'll have more people happily walking around our square and, you know, continuing to build a strong community that we like so much.

So thank you for your time.

H. THEODORE COHEN: Thank you.

Yvonne Foreman.

YVONNE FOREMAN: Hello. I'm not an expert. I'm not a business owner. I'm just a neighbor who lives in Cambridgeport. Yvonne Foreman, on 22 Peters. And I've been following the project just as a resident over the last couple of years and I'm excited by it and just wanted to express my appreciation to the team who

is developing this for the kind of sensitivity that they've brought to the history of the area, to the culture of the area, to the great care and concern that they've given to the sort of multi-faceted approach that they've taken to this mixed use design and I just hope you can support anything that they need to make this happen.

Thank you.

H. THEODORE COHEN: Thank you.

Sam Seidel.

SAM SEIDEL: Thank you, Mr. Chair, Members of the Board, Sam Seidel, 43 Harris Street, S-E-I-D-E-L. I'm here generally in support. I'm very excited by the project, supported the zoning when that was the issue before us as a community. Excited about the units. Excited that we can start to move forward

on some of the ideas in C2. Excited by the affordable units as well. That's obviously very, very important. So those -- that's the general gist of where I'm coming from. So that, I wanted you to just absorb that this is a supportive member speaking.

Some critical comments just on my eye as I see some of the slides for what it's worth, but I know you're going to get into that level of detail, so I'm going to share those with you here. I hate red brick. I think we do way too much red brick. That reminds me of the MIT Coop building next to the Kendall Square T stop. I don't think we need another one of those.

I think we should -- well, no, they obviously have many constraints on them. It would be fun to use some of that terrace space for public space and enjoy the view from there.

I would point out to both the design team and to the Planning Board the only through alleyway that I can think of in Central is what I call graffiti alley. So they should think about that as they go through their iterations and think about that. That has more grit to it. It has more weirdness to it. It is more unique than what I saw here.

I would think of the Apollo building perhaps in terms of the dance complex. It needs something that's active and alive. So those are, for what it's worth, which is nothing but just my thoughts.

The last piece, though, is the most important piece. It's really, and I think the pastor mentioned this, it's how this building is gonna face on to its neighboring neighborhood, which is there for the port, and that intersection is of course critical. And it's

critical in both directions. It's critical for the people in the port, many of whom have lived there multi-generationally, that they understand that this is their space, too, and that's gonna happen on the ground plain, mostly on the ground floor. Absolutely critical. But it's also critical that these 200-some odd units that are gonna exist all of a sudden out of nothing in Central Square, that they are part of a community as well. And I know that the team has been working on this. I just want to urge you to work with them to make sure that we do that connection. High horse for a second, we've got a lot of voices out in the world moving us in the other direction, and we in Cambridge, this is really where we can -- we need to find out how we come together.

Those are my thoughts. Thank you. And



I'm supportive of the project.

H. THEODORE COHEN: Thank you. Matt Haymer.

MATT HAYMER: Matt Haymer, H-A-Y-M-E-R. I'm the owner of Cafe Luna and Cafe Luna Catering, 403 Mass. Ave. I came here not solely to say I really am indifferent to red bricks. I wanted to put that on the record. That of course is a joke, my attempt at a joke. I've owned Cafe Luna for ten years and when I purchased the cafe, Mass. Ave. and Main Street ran -- well, Main Street stated the same -- or Mass. Ave. stayed the same, excuse me. Main Street ran basically right in front of the cafe. And I watched as things developed and as the cafe grew, and saw that they built obviously built Jill Rhone -- Jill Brown-Rhone Park in Lafayette Square. And what happened, and I lived through this and

continue to live through it, is a gradual evolution of a vibrancy that was brought to the area. And that has been to me startling, and quite frankly startling in a wonderful way. A couple weeks ago when the weather was seasonably warm, we close relatively early these days on the weekends, locked the door and looked out, and what I saw quite frankly which truly in my mind says a lot, weren't people sitting there drinking cappuccinos and eating whatever the food may be, but they were playing chess, they were playing games. Kids were running around. For those who have been to that park recently, there's a -- I always found it a little silly, but kids can ring a bell. And they love it. They absolutely love it. It drives me crazy because they do it all day, but they do it. And so, I have seen the growth. I see this project quite frankly as a

continuation of that which is going to bring, I use the word vibrancy. To me it's a key word, continued vibrancy to this area. Regardless of how many chairs there are, how many seats there are. With the housing that has already been said, with the increased retail, and honestly with the ability of people to have a central place to go and enjoy Central Square, I am obviously completely supportive of it.

Thank you.

H. THEODORE COHEN: Thank you.

David Day.

DAVID DAY: Hi. I'm David Day from 614 Mass. Ave., No. 203. We have a business there. We teach music technology to people, and I'm really excited about this project. I want to thank everybody who worked so hard on it. It really looks incredible. And of course as owner

of a business in Central Square bringing all these new customers to our door, I am sure that the people who buy these or rent these places, are going to be interested in our technology. And I echo Owen's statement about having new customers in town.

And then I want to mention that the Apollo, someone said it before, should be a kind of an adventurous community-oriented dance complex type place and I couldn't agree with that more. We have a dance party at the Middlesex Lounge down the street, that's going for about 13 years, and it's basically become a disco party people of all shapes and sizes and different colors dancing to disco music. So I'd love to see that in the Apollo building, JDK, wherever you are. And I guess what was the other thing I was going to say. Well, I just think it's a

great project. But what I want to speak to in particular here are the people that might move into it.

So, I recently moved to Southie, and I don't know if you've known, know this, but Southie is radically different than the Southie you imagined. And what's happened is that these high rise condos much uglier than these have been filled with what people call norms. So I don't know if you have heard of this, but it's called normalization. And it's a real problem. I was not going to bring this up, but with the recent election and all these terrible political problems, the real problem is normalization is people that are so locked into their news feeds and locked into their own little world that they don't know what's going on around them. So just to clarify, norms do one of four things, I've

known this from Southie. They drink Bud Light. They eat brunch. They play fantasy football all the time. And they work out. And I know that this project is going to attract some of these types, all right. It's inevitable. But that's exactly why we need to build it. Because as normalization becomes more and more of a severe mental illness, the war on our culture is going to come to a head and Central Square I think might be one of the final ways to defeat normalization. I was instrumental with other people to create the cultural district, and cultural districts are exactly here to shatter normalization. And how do they stay the way they are in Southie? Well, have you been to Southie? There's nothing to do. There's no bookstores. There's no -- it's all bars with huge gigantic televisions. That's all that's there now. But

here in Central Square you could explore new music in our lab. You can take an improv course. You can take a dance class. You can go out dancing to funk or soul or disco. See live music. Learn about textiles at 10,000 villages and can you even look into the window at the Southern Stars bookstore or maybe one of them will accidentally stumble into out of the blue gallery.

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

DAVID DAY: Yeah. Anyway, the war over normalization is coming and I know that Central Square will be on the front lines and we're gonna turn these people into reinforcements.

Thank you.

H. THEODORE COHEN: Carol Bellew. You can follow that.

CAROL BELLEW: Carol Bellew, B-E-L-L-E-W.

I live in East Cambridge, and I just wanted to come in and support this project. We've worked with the developers in East Cambridge and they've been great guys. They're at the table. They work with us. And I'm sure that Central Square will appreciate the same experience. They don't leave and not talk to you. They will be at the table and cooperate and do things. If the neighborhood decides they want to do certain things, they should come to the table and ask for those things and that's what we did with our developers and we usually get it.

So, thank you.

H. THEODORE COHEN: Thank you.

Lee Farris.

LEE FARRIS: Thanks. Lee Farris, 269

Norfolk Street. Farris is spelled F-A-R-R-I-S.



I'm a Port Ward Area 4 resident and I'm just speaking for myself tonight not an organization. I want to thank the project folks for their early community outreach which has, I think, come closer to embodying what folks have been asking for than I've seen from many other developers. I have parts of the project that I like, parts that I don't like, and since I'm the first person saying that they don't like it, I guess I'm gonna be a little bit more detailed.

I still oppose the 19th floor height of the building as out of keeping with the scale of Central Square and it's far higher even than what was proposed by the C2 study. The building height to my mind does not follow the Central Square design guidelines which state limits shadow impacts of new development of portions of neighborhoods, blah, blah, blah. Shadow impacts

should not drastically substantially reduce the appeal of public spaces nor direct sun access to neighboring housing during spring and fall.

Clearly the building will cast shadows on nearby residential buildings on Bishop Allen including the building that the developers are proposing, and I have always wanted the city to take this opportunity of this project to redevelop city parking lot No. 6 as 100 percent affordable housing with some open space and below ground city parking, which would produce even much more affordable housing. But this -- the height of this building will be casting shadows on any future housing and open space that the city might construct on lot 6.

I do appreciate that the project is being developed in such a manner as to provide this is a, quote, to provide maximum flexibility for the

city to redevelop the existing city parking lot.

The -- I want to speak to the unit mix. With the unit mix being about 31 percent micro and studios, 34 percent ones and lofts, and 35 percent twos and threes, I would prefer a greater proportion of larger family-sized units. Because the discussion of the new Inclusionary Zoning Ordinance emphasize the need for affordable three bedrooms, but that new ordinance has not yet been drafted, I request that the Planning Board ask for a commitment that most of the three-bedroom units in this project should be designated as affordable.

And lastly, I'm concerned that locating the service, loading, garbage, etcetera at the rear of the building will not be conducive to converting the city parking lot to housing and open space.

I do appreciate very much the below ground parking and I very much appreciate that they do not plan to demolish the Apollo dental building.

I did it. Thank you.

H. THEODORE COHEN: Thank you.

Chris Gully.

CHRISTOPHER GULLY: Good evening, everybody. My name is Christopher Gully, C-H-R-I-S-T-O-P-H-E-R G-U-L-L-Y, and I'm from 614 Massachusetts Avenue. I own a business there, the Red Line. You all should come check it out. And I -- as a business owner, I've heard some of the statements from some of the other fellow business owners around and I think that this project having a large housing component will be very beneficial for our businesses, and I like the integration of the mixed use, the retail and

the apartments and particularly the low cost housing, the affordable units. I think it's great that they doubled the required amount. And I, in addition to owning Red Line, I'm an architect and I'm LEED certified. I can appreciate the difficulties in a large scale project and the long process of trying to get it constructed, and I know the constraints and the challenges. And I think that they've done a good job. I've watched the evolution of this. And I'm a member of the Central Square Business Association and also on the Central Square Advisory Committee. So I've seen the C2 proposals and been at the front lines of a lot of that discussion and, you know, we've taken the time over the years to walk Central Square and look at what we -- how the C2 could be implemented in positive ways, and I think that

this is in the spirit of that. I think they've done a good job at overcoming a lot of the challenges and creating smaller, more I don't know, pedestrian scaled spaces and I really like the alleyway. I like the way they kept the Apollo building.

If there's any, I don't know, critique is that I would like to see them, you know, keep it, keep it funky and really make it speak to the cultural district of Central Square as much as they possibly can because the cultural district is such a unique, interesting place and so diverse and has such a great vibrant energy. And I think as they finalize the details, I think they could really pull a lot of that in with the finishing touches. And that's all. And I'm for it supporting it.

H. THEODORE COHEN: Thank you.

Nancy Ryan.

(No Response.)

H. THEODORE COHEN: No?

Joseph Elder. Elden?

JOSEPH ELDER: Elder.

H. THEODORE COHEN: Elder?

JOSEPH ELDER: Hello. I like to say hi to everybody. I'm Joseph Elder. Joseph E-L-D-E-R, 243 Broadway, Cambridge. Life long resident. You know, I like to say thank you for the opportunity. I share my support for this project. I have followed it over the past year or so and I am very encouraged by the vision and practical application. This is smart, well thought out, and a state-of-art design that delivers on what the growth in Cambridge should look like and feel like. Equally important it is a development focussed on the people of

Cambridge. The commitment to provide an over -- we know -- I mean, it seems like the units been going up and up. It looks like they've been giving more and more every time I come to a meeting. On affordable housing in Central Square which is the heart of Cambridge and is unmatched by any other developer. You know, I work in construction and every time I see developers building stuff, they're not giving us much. You know, even the City doesn't even give us much. You know what I mean? I have a mother that's living -- you know, I have a relatives that live in an affordable housing. And it's like the City isn't really giving too much to people that grew up in this neighborhood. So this is, this will help Cambridge maintain the diversity it has been known for.

I am also very impressed that the



development includes storefront space for local businesses. You know, I have friends that own local businesses and hopefully they'll have an opportunity to strive like other businesses that come into this city and made a lot of money. You know? That's one of the things that's my concern. This is a vital part of keeping Central Square Central Square. Jobs will be created. You know, I have daughters that -- one in college at Bunker Hill and then I have a senior in high school and then I have, you know, an eighth grader that's operating from King Open. I mean they're gonna need jobs, and hopefully, you know, this project creates some jobs for, you know, some of my children. Along with many other encourage -- along with many others, encourage you and your Board to do everything possible to support this project with a major support for

Cambridge. And, you know, I really, you know, feel that it's very important. You know, I've come three times and stood here in the last year and a half and, you know, nothing's really happening. You know, and I really think that it's gonna bring a big opportunity. You know, I come through Cambridge Central Square all the time and it's like, you know, it's changing drastically. You know, like I worked at Novartis. I mean, they can build whatever they want over there, but pharmaceuticals, you know, technology, software companies, but what about housing? They're not giving us any housing. You know, I think this is a good project and I support it.

Thank you.

H. THEODORE COHEN: Thank you.

Michael Simon.

MICHAEL SIMON: Yes, my name is Michael Simon, S-I-M-O-N. I am a manager of Central Property Management, LLC. This company has been in my family now for about 70 years and the property has many, many businesses that might be considered the profile or the identity of Central Square, for example, Seven Stars and Rodney', 10,000 Villages, Bed Works, Brookline Lunch, Clover, Au Bon Pain, and I've been working now for -- full time now 20 years and it's been -- I spent my whole life living in the area and it's always been very, very important to me whenever a space comes available that we've -- that we fill it with someone who is local and someone who really contributes to the fabric of the squares as I've done it my whole life and my family. And I was on the Red Ribbon Commission and the C2 Committee. And I followed this project and I've

spoken with businesses that are in the property that I'm connected with, and without exception everyone is extremely enthusiastic about bringing in the more housing, more people that can go to these very special kinds of places. And, you know, in recession, in tough times, they have tougher times. And to have more people there is really important because one of the huge issues in Central Square that we've been talking about for decades is people leaving the city and going to the suburbs, not being able to live where they work, and that the square just completely changes at night. You know, so many, so many discussions like this but very, very positive on this project. I feel that it very much fits with the Red Ribbon Commission and the C2 Commission as I was a part of it, and I also am so impressed with their retail vision, small places, more local

people, this is what is so needed in Central Square. I really hope this thing goes forward really soon.

H. THEODORE COHEN: Thank you.

Robert Snider.

ATTORNEY ROBERT SNIDER: Good evening.

My name is Robert Snider, S-N-I-D-E-R. I'm counsel for Mr. Simon and Central Properties have been for a long time. I would never be redundant and I have a point here that I want to bring. A different perspective. I live in Framingham and if any of you are familiar with Framingham, you know that downtown Framingham is a, is an area that is not successful. Not like, not like Central Square, which is a vibrant neighborhood and community. Well, for the many decades I've lived in Framingham, I was on the -- I've been a town meeting member, I was a real property

committee for a long time or I was EDIC. I was on the Historical Commission for seven or eight years, and I'm a present Associate Member of the Zoning Board of Appeals and I'm on the Sign Committee. All during that entire time I've talked to people about what are we going to do about downtown Framingham. So I'm familiar with the history of downtown Framingham. The first plan to improve downtown Framingham was done in 1895. Since that time 35 other plans have been made, none of them have resulted in a change. It's a very difficult problem. There's a railroad line that goes through that.

Why do I say this? Because for all the decades I've looked at that, I said, well, it would have been much easier if we done it years ago but now it's becoming much more expensive and much more difficult. My point is I'm sensitive

to urban issues. I've taken courses and stuff. Neighborhoods, even one as fabulous as Central Square, can remain static for long without beginning to deteriorate. It's a living community and it must be nurtured.

Now, why this plan? I think this is a tremendous plan. And why is that? Listen to what they've told you. First, they recognize where they were. They looked at the architecture. They looked at the way people interact there. They looked at the way businesses were and the quality kind of businesses, and then they brought in a great and profound appreciation to that recognition. They, you can see that in the way that they plan the way people will walk and the way people will talk and the way they'll live. How are they gonna get to their cars, how they're gonna get to the

subway, what the scale is. Look at the balance on the mass of the buildings and the height of the buildings and the architecture of the buildings the way it fits in. I see this as not only improving Central Square now but being a pioneer for sometimes in the future when Central Square will again, you know, react to the needs of its people.

Lastly, I think it's critical that we have the residents there because they will be there all day and during the evening hours and they will bring a sense of community. So I hope you look upon this plan with favor, a favor it richly deserves, and thank you very much.

H. THEODORE COHEN: Thank you.

James Williamson.

JAMES WILLIAMSON: Thank you. James Williamson, 1000 Jackson Place. I too would like



to express appreciation for the openness of Alex and the group that have worked on this. The meetings, many of which I've attended, and David Nagahiro especially gracious in terms of being open to discussion about the project.

However, I would want to join Lee Farris in saying that I -- I do have a reservation still about the height. I think whatever Jane Jacobs might like about this project, I think she might not be especially happy about that feature of the -- of this project.

I think there is a danger that we're gonna see that it is gonna kind of kick the stuffing out of Central Square as we have known it, and that's not to say that there shouldn't be change and the change can't be good and that there aren't some good things about the project. I think we shouldn't forget that the affordable

housing, the 20 percent, was really in exchange for eleven additional stories in a change in the zoning from 80 feet to 190 feet. So that was essentially putting money into the pockets of the developer and the investors in exchange for which there was an increase, welcome increase in the amount of affordable housing. I guess I'm just gonna take this opportunity to ask the investors, Alex mentioned his investors, not that it's gonna result in a change, but how about giving us 25 percent? Giving up a little of what you stand to make in terms of profit and moving up to 25 percent of affordable housing.

The pluses. Obviously the -- saving the Apollo -- not having to fight for the Apollo dental building, I think is a very, a very positive thing. The retail passageway, very positive. The neighborhood-oriented approach to

retail, affordable retail opportunities for people who live in the neighborhood, I think that sounds really good and I certainly support all of that. I like the expansion of the public realm that was mentioned, and I want to just close by focusing on two areas of concern:

In terms of the expansion, there's talk about Jill Brown-Rhone Park. The big problem with that park is the way people ride their bicycles, they come down Main Street or they come down Columbia and they just race through that park. It's set up for that because of the, you know, the wheelchair ramps at either end. They race through and they race across the crosswalk on Mass. Ave. This is, you know, just go there and you'll see how serious this problem is. So I hope that in addressing the expansion of the public realm, this will be taken into

consideration and there will be -- I think there are some solutions and it just is a matter of sort of partly political will.

And then the last thing would be about the design. I did notice in the midrange of the tower there are some elements sort of across -- I mean, which weren't well explained. There may be -- there's obviously been a thought put into it, but I would be interested in hearing more and hearing you ask more about the design of the sort of elements in the midrange where there's sort of like a box-like feature on two different floors, and then the way the brick element I think it is sort of has a kind of, you know, two-story character on one side of the building and I'll be interested to hear the colloquy about that.

Thank you.

H. THEODORE COHEN: Thank you.

Sarah Kennedy.

SARAH KENNEDY: Good evening. Thank you for the time to address you this evening. I'm Sarah Kennedy, the Director of Government Affairs at the Cambridge Chamber of Commerce at 485 Mass. Ave. I'd like to make three remarks in support of the Mass. and Main project. You heard from the Chamber and others in the business community along the way, and at this important juncture as you make your decision in granting a Special Permit we want to reiterate what we find are the most important components of the project.

First, adding housing to Central Square is really vital to its sustain growth, especially by adding family size units. The unbelievable commitment of 20 percent affordable housing. Each development project is really unique and this might not be possible with every project,

but this mix of retail and residential really made that goal possible.

The development in total will really extend the excitement of Central Square and add retail opportunities down Mass. Ave., and it ties the existing elements back in for a more cohesive feel. Most importantly it builds on the existing space in a creative way and addresses specific goals as outlined in the C2 process and others that the came before it.

Thanks for your consideration.

H. THEODORE COHEN: Thank you.

Hubert Murray.

HUBERT MURRAY: H-U-B-E-R-T M-U-R-R-A-Y.

Thanks, thanks very much for inviting us to comment. Hubert Murray, 204 Erie Street, Cambridge. I'm an architect and I have a theory that it's actually great clients that make great

architecture, and I think the communities surrounding Central Square, Cambridgeport, and Area 4 have been great clients. And I think the architecture and the urban design, landscape architecture has been greatly improved over these last several months.

In particular I think burying the parking has been the great move. It's very expensive, but it also, I think, for -- I saw from the plans that there is a system that is planned as part of the underground substructure which will take overflow from the Cambridge streets and heavy rainfall which is a very positive move. And I think the housing on Bishop Allen Drive is also a very positive move. It's a way of breaking up the -- breaking up the large complex.

Five very quick points:

First of all, I'm not completely enamored

of the brick, but I do think the particular -- the horizontally proportioned windows in the brick part of the tower structure would be improved with a tripartite division and they, at the moment they look too boxy and Sam's right, you know, it looks a little bit too much like those seventies structures.

Second point, the sidewalk on Columbia Street is incredibly narrow and it is one of the main arteries connecting the Port with Central Square. And so there was a mention of just giving a little way on the frontage, and I think if that could be effected to a greater degree, that would be really helpful and I think that would help the landscape architect, too.

Thirdly, I didn't see where exactly the affordable units were going to be and how they were split up. No need to explain it now, but I



think that needs to be made more explicit. I would like to know also, you know, there was talk of how many jobs, how many construction jobs, and how many permanent jobs after this is finished. It would be nice to know how much local labor is being considered in that. I know that projects that I've been involved with, and we've had just good discussions with local neighborhoods to try and get a good quota.

And then lastly, there is a sort of European perspective I have to say, that for all the retail, which I think is great, what I would like to see this project generate is something of public, public use such as a clinic, a day care center, or -- and much particularly some improvements in the transportation. It's an excellent place and that's the pressure that needs to be exerted.

Thank you.

H. THEODORE COHEN: Thank you.

Jesse Kanson-Benanav.

JESSE KANSON-BENANAV: My name is Jesse Kanson-Benanav K-A-N-S-O-N-B-E-N-A-N-A-V. I live at 26 Willow Street. I'm speaking on behalf of myself and as Chairman of A Better Cambridge, an organization of residents from across Cambridge who believe that a strong 21st Cambridge is one that provides housing opportunities for all families. It is for this reason that A Better Cambridge was proud to support the Mass. and Main zoning that you and the City Council both approved last year. And now as you consider the Special Permit applications, we are due approve without delay so that the developer can move forward and insure timely commencement of this project that will bring so many much needed

affordable, middle income, and market rate housing units into our city. Much of my support for this project, and indeed my advocacy for housing development across Cambridge, is personal. My wife and I are a young professional couple that have dedicated our lives to serving the community. My wife is a social worker for a public health agency in Boston. And myself as a developer of affordable housing in the Cambridge and Somerville. Despite our two professional incomes and three Master's degrees between us, we still struggle to afford the cost of rent in this city. If it wasn't for a benevolent landlord, it's unclear what our future in Cambridge would hold. As someone who works to provide housing for low income people, I know they struggle even more than my family in this part of the region. I'll admit that simply building housing is not

the panacea to the crisis that we face, the housing crisis we face, but doing nothing or denying the permits for projects like this one will only exacerbate the problem by forcing developers to build only the most lucrative high end housing or even more lucrative lab and commercial space, making it nearly impossible for me and others in my position to afford to stay in Cambridge. As someone who deals with developers on a regular basis, I give credit to Alex Twining and his team for the extensive community outreach they have done throughout the zoning and now the permitting process. This community engagement has resulted in what I believe to be a great project that will reenergize the urban landscape in Central Square, will provide community gathering spaces and retail units for local business, and most importantly provide an

unprecedented number of inclusionary housing units for low and middle income folks in our city. I also support the modifications to this project that have been made since their zoning approval last year. I believe the increase in number of units is a win for the Cambridge community, and with the retained 20 percent inclusionary zoning units, makes great progress towards our goal of providing housing for all families in Cambridge.

The current garage on Bishop Allen is an eyesore. Their plan to replace it as housing is a double win in the provision of additional units plus a repair to urban fabric that was torn apart by the unsightly parking garage.

In closing I remind you that the Metropolitan Area Planning Council in 2013 estimated an additional demand of 430,000 housing

units just to keep up with population growth in our region. At least 6,000 new units are needed in Cambridge alone. The Mass. and Main zoning approved last year is a model approach to equitable and sus -- to equitably and sustainably address our local housing crisis and ensure that Cambridge does not become a community exclusively for the ultra rich.

I urge you to approve both of these Special Permit applications without delay.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Sir.

KENNETH REEVES: Kenneth Reeves, 340 Harvard Street. I wanted to speak because I am going to say something that is different and I have devoted 30 years of my life to the

enhancement of Central Square. And the Red Ribbon Commission was my idea and I led that initiative. And I brought you the dance complex and I brought you the outdoor seating on Mass. Ave. until I went to Montreal and saw that if weather could have a better time on the sidewalk, and I brought that notion here and I told you couldn't do it here because you couldn't have alcohol on the sidewalk and low and behold what do we have now?

I brought you the closing of Mass. Ave. to have the World's Fair and the Caribbean Carnival. Central Square is an area that I know intimately. I worry for you because this is a crucial instance when you could get it wrong. I am certain that this project is too big. It's too big. And I'm certain that it's overwhelming the 19th century structures around it, and this

is three too big to put that housing next to that church and that parsonage and next to the Elks in that way is a destruction of what's there. Currently you could go to Le Meridien Hotel and they have a ballroom there and you look through the window and it frames that Saint Paul AME Church. This completely blocks that.

So the question is what is the root cause or need for this really? So the question, and it's a big question, but we have zoning and there's nothing that requires you to put 195-foot building in the middle of Central Square which fits with nothing else there. It's not contextual at all. This is a three new somethings come almost like from space. So it's so crucial that you walk those streets of the Port and ask yourself the question how does that all fit with what you're -- the human scales of



those neighborhoods? And how does that fit with the people in that neighborhood?

Now David Day, he was good. I didn't bring him, but I brought him and together the festival to Central Square and got them office space.

I don't know who the norm people are, but I do know in North Point we have developed lots of big housing just like this. We don't know who lives there. We know they're not neighbors necessarily, a lot of international students, etcetera. So why introduce that into Central Square in this way when you don't have to? That's my question of you. Because it does make sense that the people who own buildings in the square or the people who have businesses in the square and saw very few neighbors, neighborhood people here today, and the neighborhood group

people are not from that neighborhood, but you have to represent them. Central Square is a convergence of four neighborhoods: Riverside, Mid Cambridge, Cambridgeport, and the Port Area 4.

H. THEODORE COHEN: Could you wrap up, please?

KENNETH REEVES: Okay.

So I was gonna ask them to show their slides. Look at the slides in conjunction and juxtaposition to the church and to Columbia Street. It's just too big. If you approve this as proposed, you run the risk of screwing Central Square. And if you read the Red Ribbon report, it says that Central Square is all these things to all these people. What needs to be done is the curating of new projects to fit with what's there. This does not accomplish that goal.

H. THEODORE COHEN: Thank you.

Please, Ma'am. Ma'am. We don't comment upon any -- if you wish to speak, you can speak.

LAWRENCE HARVEY: Lawrence Harvey, 253  
1/2 Broadway.

Unfortunately tonight I realized that I am a norm. And I'm coming at it from two different sides. I lived here for 38 years and I think it's a good thing that they have the affordable housing because most of my friends don't live here because they can't afford to live in Cambridge anymore. So most of the originals are gone. And I come at it from the other side that I am Local 151 and it brings jobs for us to Cambridge, keeps it in Cambridge, and we spend our money in Cambridge. So I'm fully in support of it.

Thank you.

H. THEODORE COHEN: Thank you.

RICHARD HARDING: Sorry, but I do understand that you're taking the I think it's 47 Bishop Allen --

H. THEODORE COHEN: We're not dealing with 47 Bishop Allen right now.

RICHARD HARDING: Well, I'm going to speak globally then just about the destruction of the area.

My name is Richard Harding, 189 Windsor Street and a member of the Elks Lodge but also a member of the school committee. So for me, I think, and I appreciate the norm because I'm a norm, too, wherever my norms went. As a lifelong resident of Cambridge, I understand that to be a first class city you must develop and build and catch the wave of making a metropolis that is Cambridge, the first class city that it is, but I

also have very intimate interest of my neighborhood, the Port, in that -- and I think Councillor Reeves spoke a little bit that about that, is that we need affordable housing in Cambridge. I'm just not sure that this is the space for affordable housing at this time. And I just want to talk a little bit to one particular aspect, particularly for my organization the Elks Lodge which is at 55 Bishop Allen, the only human abutter to the opposite 47 Bishop Allen, but then in some ways to that zone. And I'll just give you a quick example. When it snowed two winters ago and the snow was much more than all of us great New Englanders wanted, we had to close down for like three weeks just because there wasn't enough parking for us to operate our business. Right? And so when we talk about this site and the ongoing projects, and I know I'm going to

come again and speak forcibly for 47. I think there needs to be a greater understanding of the disruption that's going to happen during the time that all of these buildings is going to be constructed. It is real. It is in some ways a game changer for the economic engine at my particular organization, the Elks, where we have a social club as well as a fraternal organization. I also think that there hasn't been given enough reference to the water table on my particular plot, right? So when you start to move around that, and we can agree to disagree, I'd like to see the study, but, you know, six or seven feet can mean the difference for us in a building that's, you know, over 110 years old.

I'd also just want to think about the big picture and how we're gonna move forward. One more example, and I promise to be brief, and I

see the timer here, but there are people here in Cambridge that have -- and I love them whether you're norms or not, I think Cambridge ought to be what it is as a burgeoning community, but there are people that I know and that you know that will buy a house on a basketball court but then complain because kids are shooting jump shots at ten in the morning. So in respect to my particular business, if you were to build the housing and have, you know, 30 families and now we're playing the same music we've been playing for 100-something years, you are now putting us at a disadvantage although there is no great intention to do that. And I just wouldn't want to see a new war between neighbors around the use of that plot.

The last thing I'd say is listen, I know you don't want to hear this, but 25 is the new 20

around affordable housing. The notion that you can build these units without having three families at a clip of 25 percent is a lost notion on us in the community and I hope that you would consider that, and I will be back I promise you to speak about the 47 parcel.

Thank you.

H. THEODORE COHEN: Thank you.

Well, you'll be next.

NANCY RYAN: Thank you. I'm sorry, I had to step out. My name is Nancy Ryan. I live at Four Ashburton Place in the heart of Central Square. I hope I'm not repeating and I'm going to be very brief. I was at the City Council Ordinance -- well, at the City Council meeting where the zoning was passed. The original zoning included a statement that there would be a maximum of five percent of microunits or studios



in this building. By the time at about 11:45 when the zoning finally got passed, it had changed on a side memo to a minimum of nine percent. And so now what we seem to have is 65 percent of the housing in this complex, especially the tower, is either microunits or small bedrooms. I was at City Council last night when Envision gave the presentation that they gave to you, and I don't know if they mentioned in your presentation that their assessment is that now requires an income of \$100,000 to be able to afford a small one-bedroom in Cambridge. And so this tower -- I appreciate what the owners and their team has gone through to try to design all of this to make it as acceptable as possible, but the very height and design and the squeezing of the housing into this property is designed for maximum profit and so it's mostly small units.

And so the 20 percent affordable housing, except for whatever is set aside in the three bedrooms, is going to be 20 percent of 65 percent of small units which are not family-sized units.

Therefore, the affordable and, you know, community development can talk to you all about, who really needs and wants these inclusionary units. So I just worry that we're building housing for the 100,000 plus incomes and we're not really adding to the affordability that really reflects the needs of the neighborhood and the city as a whole.

So thank you for listening.

H. THEODORE COHEN: Thank you.

Sir.

JUSTIN HOLMES: Hi my name is Justin Holmes, H-O-L-M-E-S. I currently live at 25 Willis Street in Cambridge. And I was here

earlier for the presentation of Envision and listened to what they said, not just what Nancy mentioned about the 100,000, you know, minimum of people need to afford a small bedroom, but also how much Cambridge is becoming ultra white. I mean, that's who's coming to live in Cambridge now. The minority people have been pushed out. I grew up in public housing on Magazine Street on the other side of Cambridge, Woodrow Wilson projects. Everybody who I grew up with don't live here anymore. I'm all for this project. I'm for affordable housing. However, I think there has to be some snap-it of what this affordable housing is. You know, I live in affordable housing. I got affordable housing through this affordable program, the Cambridge Community Development. I'm very appreciative. Otherwise I would be living in Fitchburg, you

know? I can't afford it. No one that I grew up with can afford it. There's no one from Cambridge who lives in Cambridge anymore. They can't afford it. So where do we go? Like, how do we get people that lived in Cambridge, who grew up in Cambridge, especially people of color, come back to Cambridge? They can't afford it. So they don't get the first preference of residency anymore. You know?

Can we require -- if you prove that you're a high school graduate, I mean can you come back and be part of Cambridge anymore? Can you come back from Lawrence and Fitchburg and Brockton and come to Cambridge?

So I'm for it, for affordable housing. I'm glad it's 20 percent. Like Mr. Harding said, I'm not into all the politics, but I like the 25 percent is the new norm.

Also on the work front, I'm also Local 151 which is the Cambridge Laborer's Union and I would hope that if this was passed, that it would be some type of home requirement that Cambridge residents do get to work on the preference on the job in Central Square.

Thank you.

H. THEODORE COHEN: Thank you.

Sir.

PATRICK BARRETT: Just found out what a norm was.

My name is Patrick Barrett. I live at 41 Pleasant Street. I'm also a direct abutter and it's 907-- 897-907 Main Street. People know it of where Toscanini's is. I advocated heavily for the zoning that allows this project to be built. And it's a strange night when I'm agreeing with Ken Reeves, but I am agreeing with him a little

bit.

My biggest concern for this project is some of the changes that came about after changes ownership hands. I have a project of my own site that I'm bringing forward. I've done some geotech work. The water table's at eight feet. I can happily show you my report for that. They're digging down two stories to put parking and I'm concerned about the displacement of water in that area; long-term effects, short-term effects, and I haven't really heard a satisfactory answer about that. I'm also concerned about the fact that they're gonna put 99 cars through an easement over a parking surface that is the City's property, and that the City doesn't really have much of a plan for that. That's not their fault. But I'd like in the Special Permitting process for there to be as

part of the discussion that they agreed that once the city does figures out what to do with that parcel that we're not worried about blocking in 99 spots. Or there's no way we can work around that.

I'd also like to see their parking reduced. I know they went from 0.7 down to 0.5. There's no reason to have 150-something cars piling onto Bishop Allen around the corner into Columbia. I'm there every single day. You guys know the area as well, and I don't need to explain it to you. It's not a grand -- it's already a terribly designed street. You don't need to put more cars on it. And if they are small units, I disagree slightly with Nancy Ryan with respect that I think that those single units are going to draw people out of those housing places and put them into these places, and then

the real affordable family housing is what actually already exists. But, you know, the affordability component of these having predominantly microunits is also -- she's right, is not a great strategy.

I hope that in this process they reconsider the parking especially. I am, you know, I know across the street Harding's building, he's got a deep basement. I have kitchens in my basements. I support the project. I support development in Central Square. I think that's well known. But not to the destruction of my own building and property and my businesses.

Thank you.

H. THEODORE COHEN: Thank you.

Anyone else who wishes to speak?

Heather.

HEATHER HOFFMAN: Hello, Heather Hoffman,



213 Hurley Street, and like Patrick, I find myself in this strange position of agreeing wholeheartedly with Ken Reeves. And I can just say that I wish he had the same sort of concerns about the neighborhood in my neighborhood as he does in his. But it is still a good thing to hear those concerns. And my biggest concern is what kind of community this is bringing? Is this going to be like the buildings in my neighborhood where the turn over is 50 to 100 percent a year? Or is this going to bring long-term residents? It's -- of course you're gonna have people who come and go. That's, that's part of a vibrant city. But to have only people who come and go is not part of a community. It's part of a really, really large hotel that calls itself a city. So what are we getting out of this? Are we going to get people who are actually going to become part

of a neighborhood? Are we getting people who are actually going to patronize all of these businesses? Or are we going to get Fed-Ex trucks and UPS trucks because you can get anything delivered except a mixed drink. Because all of this retail and all of this stuff isn't gonna be vibrant if none of these people go there.

Thanks.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: None appearing. So we have received letters from both Traffic and Parking, memos from Traffic and Parking and also from DPW. And both of those departments have ongoing concerns which they are discussing with the developer and we will need to receive further information from both of those departments before

we can proceed with this, but I know Traffic and Parking is here today and wish to make a couple of comments.

JOSEPH BARR: Do it now before the --

H. THEODORE COHEN: Yes. Before what?

JOSEPH BARR: Before the other hearing.

I shouldn't have asked.

Joseph Barr, Director of Traffic, Parking and Transportation. I'll try to be brief as I try to be, but I don't always succeed.

So as the Chair mentioned, you know, we're still in active discussions with the developer on mitigation measures as well as a couple of the design features. I just wanted to mention a couple of issues, and then certainly happy to answer any questions you might have.

The specific issues I wanted to mention, one, as was mentioned by some of the commenters

that was discussed by the proponents, you know, we have this adjacent to one of our parking lots. And so there's a need both to negotiate the easement both for our use as well as for DPW's use for their storm water infrastructure. And so that's still in process. We want to try to get that worked out prior to, hopefully prior to the Special Permit being granted or being -- the decision being made I should say. I guess I should be careful what I say. So that's an issue for us.

And as was mentioned, it is a little challenging because we're trying to anticipate both the needs of this building and how the loading should occur which is, you know, somewhat of a concern to us to make sure it doesn't obstruct the functioning of the parking lot but also try and figure out future use of that

parking lot and how the access to the building would be preserved if some redevelopment occurs on that site. So it's a complicated question that we're trying to figure out, but it's certainly very much on our minds as well as the configuration of the parking lot once the structure is done, because the parking lot between the DPW's project and this project, the (inaudible) will likely be out of service between two and three years while all of that construction takes place. So that's of concern to us from both the operational and a revenue perspective I'll be honest.

As I mentioned, there's concerns about loading and how that works in the parking lot as well as just generally with any building that's being built in a dense area like this. How the loading occurs and making sure that those UPS

trucks that Heather was worried about don't wind up on the street and on Mass. Ave. and actually do use the loading areas, which is an issue that we have constant concerns about as we have constant concerns about TNC's like Uber and Lyft in a residential building of this size.

Which also leads to the one of the interesting proposals that the proponent has made is to install a cycle track on Mass. Ave. between Sidney Street and Douglas Street and basically the frontage of Lafayette Square and their building, which is something that we're very interested in and we're very supportive of.

We're trying to look at options where we might be able to test a deployment of that very quickly in the near future. As you may have heard during the, you know, the City Council and others are under a lot of pressure to do additional

protective bike infrastructure in the very near future. And so this is one location as I said we're looking at potentially to do a very short-term test of that. So this is an interesting opportunity to do the short-term test possibly, but also see it built in a more permanent fashion as part of this project.

And then finally the other concern we have is transit access. You know, as a residential building, this isn't a huge generator of trips, but it's not insignificant given the size. The Red Line, which we spent a lot of time talking about in Kendall Square, you know, is also has capacity issues in Central Square. The peak load point for the southbound service in the morning is between Central Square and Kendall Square. So to the extent that this generates additional peak period trips into Boston from the

site, that could be a concern for us and for the MBTA, and also the stairways the southern or eastern end of the platform depending on what direction you view Mass. Ave. is going at that point. But the secondary stairs closer to Pearl Street are very, very narrow and substandard under current conditions, and this will only add to that. So we're obviously fixing that as a significant investment that we wouldn't necessarily expect this developer to take on their own, but we need to try to figure out some kind of improvement that might occur in the future there and see if there's some contribution they could make to that.

But overall, you know, we're very supportive of the project. I think the parking, you know, ratio makes sense. It's relatively low, but appropriate for residential building and



a location like this. And I think, you know, the overall, you know, without getting into the urban design and other areas that are not an expert on in terms of the overall make up of Central Square regarding having residential at this end makes a lot of sense and will help support the overall vibrancy as well the conductivity in Central Square and Kendall Square. So that's kind of our going in thoughts, but like I said, we'll be working -- continuing to work with the developer on the mitigation plan for the project.

H. THEODORE COHEN: Joe, I have one question. We received several comments about the bicycle parking. Is that an issue you'll also be looking at?

JOSEPH BARR: Yes, yes. Sorry, I should have mentioned that. I think we have expressed very strongly the view that the, which is the --

was the intent of bicycle parking zoning and Adam really is the true expert on this, but that it's not the -- although there is a procedure for existing buildings to, you know, do that on the sidewalk or provide sort of a mitigation, in fact, they're unable to meet the zoning on their site, we consider it to be a requirement for new buildings that they do so on their site. So we're working very closely with them to figure out how that can occur. So the question or the comment that was raised about clutter on the sidewalk, we are trying to move that off of the sidewalk for a new building, we consider that to be required on-site and not on the public sidewalk. And also that that's not considered mitigation. It's just part of the of median.

H. THEODORE COHEN: Part of -- okay. Any other questions for Traffic and Parking?

AHMED NUR: Just for the -- Patrick Barrett asked about possibly request for reducing -- have we ever reduced the ratio parking less than 45? I can't recall.

JOSEPH BARR: I don't. And I can't think of any project. It actually is -- there are actually slightly below 0.5 because of the car share spaces that they're providing. And so that under the zoning in this -- for this site there are a lot that have been reduced the parking requirements below that. So, I mean, yeah, it's you know, it's hard to say perspectively but I would say going below 0.5 would be potentially challenging and I believe, you know, tries to get into these side agreements, but I believe there is some agreement that the developer will attempt to limit resident parking permit requests. And so, you know, to the extent that people are not

able to park in the street as a result, you know, I wouldn't, I would be a little hesitant to push too far below this thing or what they propose.

H. THEODORE COHEN: Jeff, doesn't the Ordinance require 0.5 parking?

JEFF ROBERTS: Yes. When the zoning was created for this area, established a 0.5 residential minimum, it did create some options for reducing the minimum as Joe was mentioning through the provision of car sharing services. So there is some flexibility there. But generally speaking, the 0.5 residential ratio is what has been recommended through our planning work for areas in the core of Central Square and Kendall Square and that's what we feel comfortable with.

H. THEODORE COHEN: Thank you.

Thank you.

LOUIS J. BACCI, JR.: Before you go. I know you're continuing to work on the loading here.

JOSEPH BARR: Yeah.

LOUIS J. BACCI, JR.: It seems like it's really problematic. The walkway, the new walkway beside the building dumps out right at the entrance of the parking garage and also the route the trucks will be taking getting into that. And the back of this building is going to handle all of the loading for this complex?

JOSEPH BARR: Correct. At least that's our understanding from the developer. I mean, the retail element is relatively small. I mean, there's a series as discussed, small areas, but we wouldn't necessarily expect to generate a tremendous volume of loading. And then as a residential building, there will be regular

move-in, move-out but that's, you know, A, something that could be managed and we could certainly expect by the building in terms of, you know, both elevators and moving vans that there would be a limited number happening at the end of the day. Obviously during the initial, you know, lease out of the building, we would expect more significant activity but that we could probably manage with spaces in the parking lot, that kind of thing, and on a sort of case by case basis, but once it sort of fully occupied and just on a normal rotation, I wouldn't expect that there be a ton of simultaneous move-in, move-out again in my own experience living in apartment buildings, a lot of times that has to do with access to the elevators as well. The loading is not the only limiting factor.

LOUIS J. BACCI, JR.: Right, this is a

very busy parking lot.

JOSEPH BARR: It's actually, I mean  
not --

LOUIS J. BACCI, JR.: I mean, stick a  
tractor trailer in it?

JOSEPH BARR: Yeah, certainly and we  
would hope that most of the moving wouldn't  
happen with a tractor trailer because it's not  
being designed for, the movements are not being  
designed for like a United Van Lines coming from  
the west coast kind of moving truck. So that is  
an issue of concern. We still need to work that  
through, how that would work. But I mean it's  
actually in Central Square. It's one of our less  
busy lots, particularly during the day. It has  
some evening parking going on because there's  
more, there's a lot of -- there's more  
restaurants and evening activities at the end of

square. But it's, you know, we allow four hour parking rather than two hour parking, in general it's less busy.

LOUIS J. BACCI, JR.: It's generally full.

JOSEPH BARR: It's generally, it's pretty -- two thirds.

LOUIS J. BACCI, JR.: Close to capacity all the time. But that's what I'm saying. I don't know how you control the size of the vehicles that use it for the loading.

JOSEPH BARR: Yeah, and I don't have a good answer to that question. It's a very good question.

LOUIS J. BACCI, JR.: And that's going to push them out on to Columbia.

JOSEPH BARR: Bishop Allen.

LOUIS J. BACCI, JR.: Columbia.



JOSEPH BARR: Yeah, which will be --  
going to be problematic.

LOUIS J. BACCI, JR.: And Bishop Allen is  
already small. I mean, very narrow.

JOSEPH BARR: And, yes. Well, at the end  
of the day, if that cycle track gets built, there  
will be the streets, the access, the buildings  
will be either narrow, you know, partly  
residential streets or Mass. Ave. where we're not  
expecting, you know -- although there should be  
parking in front and parking protected bike  
lanes, but it wouldn't be a location where we  
want people doing significant loading across the  
bike lane certainly. So I, I don't have a great  
answer, but it's a good question you raise.

LOUIS J. BACCI, JR.: It's a touchy spot.

JOSEPH BARR: Yeah, that's a good point.

H. THEODORE COHEN: Steve.

STEVEN COHEN: Joe, one quick question. Given the access to the parking to this building is over the city parking lot, as a practical matter or maybe as a specific legal matter, does this constitute the City's commitment to maintain this parking lot as surface parking indefinitely?

JOSEPH BARR: No. I mean, we would -- we're working on the specifics of an easement that would be both for access for -- it's sort of a combination of access for the building through the parking lot but also access for DPW's infrastructure across their property or around their property. There are multiple pieces going on. But, yeah, there would sort of be an easement through the lot so that would always have to remain available for cars to pass into their parking lot, but that doesn't mean that the building couldn't be built or whatever, open

space couldn't be built on the rest of the parking lot as well as potentially if it's a building, if that building couldn't go above that access way. So I think that the key is to figure out what that easement wants to look like. And that's a tough question to answer given that we're both trying to anticipate the future needs, anticipate future needs of the lot that's why we're not there yet.

STEVEN COHEN: The details of that easement haven't been worked out yet?

JOSEPH BARR: No. There's sort of a draft one. But I will say from my perspective, I know the initial shot at the easement doesn't work because it doesn't really allow access for the loading to occur so we definitely need to work on that. And it's likely it will be some sort of either L-shape or U-shape easement that

sort of provides kind of a flow through the existing parking lot but that the center of it would remain unencumbered by the easement. And so if that became open space or housing or what have you, and, again, I would also assume there would be some height to the easement, although I don't know for certain. But, again, potentially could build over that if that was desirable.

STEVEN COHEN: Okay, thank you.

H. THEODORE COHEN: Okay.

IRAM FAROOQ: Mr. Chair, the one thing that I can add in terms of this discussion about future use of the parking lot and potential easement, Joe's right, that it's all being worked on right now, but the one constraining factor is the fact that we are putting storm water retention basin within that parking lot so we will not be able to build housing on the section

that has the retention basin because that will -- so it will end up being either all public open space or more likely open space and then some affordable housing kind of catching up on Bishop Allen Drive. And we're looking at those configurations trying to make sure that both components can be accommodated and then that the easement is located in such a way that it serves both the City needs as well as the proponent's needs.

JOSEPH BARR: And I guess the other thing just to Lou's question about the walkway, we are working on -- we are looking at the configuration of the walkway as it passes from the, you know, the developer's property on to the City's property and figuring out if the -- if there are ways to improve that configuration and what impact that has on the parking lot and does that

change the landscaping and do we get a variance and landscaping. It's a very complicated set of issues.

LOUIS J. BACCI, JR.: It would be nice if we could go out to the public sidewalk.

JOSEPH BARR: We're aiming for that, we just have figure it out if that is possible.

LOUIS J. BACCI, JR.: And then the easement.

JOSEPH BARR: Yeah. It's a complicated site between what DPW's doing underground as well as the developer, what wants to be on the surface and what the developer is doing above ground and what might occur in the future.

H. THEODORE COHEN: Okay.

LOUIS J. BACCI, JR.: That's it.

H. THEODORE COHEN: Thank you so much.

JOSEPH BARR: You're welcome.

H. THEODORE COHEN: So, Board Members, I think we ought to go around the table and raise questions and comments that we need to have answered to or reviewed and so I think we ought to do that.

Anyone wish to start?

AHMED NUR: I could start if you want.

H. THEODORE COHEN: Ahmed, why don't you start.

AHMED NUR: Yeah, just very quickly because I know that we have another addendum on the table so I will be very quickly. I just wanted to start saying that I have plenty of compliments, and thank you and welcome to the developer. I think they did an amazing job. This project really excites me. And if we were to vote for it tonight, I would definitely vote for it.

Secondly I wanted to thank all the public to come to support or disapprove the height. The concerns that I have -- Ken Reeves just left. I wanted to thank him for his service for 30 years. I realize he spearheaded the two favorite things in Central Square.

Three comments that I -- well, concerns that I have. One was for the Reverend Washington, that small little church. I think the developer should get a hold of the attendees of that church and make them comfortable with construction, dust, hours of operation. And as you rise above that church, you want to extend your arms down to them and help them and make sure that they're very comfortable in the future for conference rooms or if they're overwhelmed with parking or whatnot. I don't see that happening the way that the Reverend spoke, and I



think that's very important.

One of the elevations on the shorter building coming from I believe it was on Columbia showed the solar panel structure, was showing the rooftops. I think of that sort of ugly. I don't know if there's some sort of screening or something you could do a little lower down.

The third concern I have was the height, the building. You know, at some point I'm a builder and we build high rise all over Boston and I get on that Nashua building now by the Boston Garden and I look at the horizons in Cambridge and you're like, honest to God, what is that place? It's outdated way back when. And I love the blue sky. I have house here, but at some point you can't have it both ways. If you're going to have the population that we need, we're going to have, talk about affordability and

people living and moving out, so on and so forth.

The only thing to go is to get housing going.

This is the housing. This is the one you want.

No one is going to say I want it next-door to me.

If it's not there who wants it. If the traffic,

it's fine there and I support that. Is 195 too

much? I think so. I think they can come down

170. I was on Central Square Committee, and I

think we said along the avenue, 65 we should back

off, maybe you could go back to up to 170 in the

middle and come down to Bishop Allen. So 195,

you know, I tend to agree maybe they can come

down a little bit.

Last comment, sidewalk and I think that

traffic addressed it and I might hear from Public

Works as well just to make sure that we have an

adequate sidewalk for public safety and trees.

Thank you.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: I flagged four or five people who were worried about the construction impacts. We don't usually review construction management plan or impacts, but it's clear to me that there needs to be a plan that addresses how the other operations in this area, which is fairly tight, continues and I would like to see that plan. I would like to see a draft of that plan. What the issues are and how they can be addressed because I think that, that's going to make a big difference in a three-year construction plan.

And then as an architect, I certainly respect David Nagahiro. He's pretty talented. He does put together buildings way differently than I do, and so I was -- but I've learned to sometimes you let people do who are very good, do

things they think are right, that you come up with a good outcome. And I would say that new building at North Point where I was having a lot of trouble with the tapestry pattern as built as a building, I don't have a problem with it. This building is even more intricate in the way that geometry is working. And I think it's really helping the building a lot having the brick grid that is superimposed on top of the uno grid. There's one place where I wished there was more glass showing, that's on the piece, it's right next to the front door. There's a brick volume that are three brick openings, they're four windows. The one in the middle has a lot of panels and less windows, if there could be more glass in that one. I think that little piece would be more successful. But the idea that all the brick openings have a mixture of panels and

how the things work.

Some of the quirky things that somebody spoke about, some of the quirky things that are happening, I think these actually help the building of this scale so there's this odd thing about ten stories up facing Harvard, that's a one-story thing at the corner, I have no idea what it is. I think it's there as a purely aesthetic response to try to make that overall elevation work. And so I'm, I think if we get it too regular and too systematic, we lose the -- what the real contribution is here. I like the fact that the materials of the Columbia Street building are different and to some extent the -- the aesthetic rules, how you make openings are different. I think that's a big advantage because if it adopted the rules of the other building, it would then have been way too

overwhelming. I think where the building is 150 feet or 170 feet or 195 feet, it makes very little difference to the experience that people will have on the building, and so if it can be skinnier and taller, I think that's the right way to handle it. I think that was recognized in the initial zoning as a goal. So I'm --

You know, the other comment I would have is people may remember the Holyoke Center Arcade which was built in 1960 -- '65 or something. And it was a pretty dreadful place in the winter. It of course didn't have the ground level retail never really worked in there and Harvard then enclosed it maybe in the 1990s and turned it into a food court which was really tacky. I think the later plan, the plans that are currently going to make it better. But I wonder if the 15-foot arcade might have some kind of temporary closure

that could operate to make it a better place from, you know, December, January, and February. I would like a response to that suggestion as to is it possible to do it? And if so, how would you do it? Because I think you may find that you would want to have done it when it gets built and the wind starts blowing through there.

So those are my comments.

H. THEODORE COHEN: Thacher.

THACHER TIFFANY: My comments are fairly similar to Hugh's so I won't -- I'll try not to repeat them.

Maybe a couple of new things. So one, so I'll start with things that I'd like to know more about next time and then end with a couple of things that I'm really concerned about.

One is on the bike parking. People have mentioned, you know, it should be in private

space. I'm -- personally I'm not sure I care whether it's a public or private space. I'd like to really see where it is exactly and think about if that's the right place. There's a real rhythm in Central Square. I think bike parking, you know, in between the trees, towards the curb, that's where I would look for bike parking as a bicyclist, that makes a lot of sense to me. So let's see where it is and how it lays out.

I also I think we should just hear more about the construction mitigation plan given the size of the development.

One thing I was a little worried about, you know, there's been such a great effort here to have as much detail as possible and as much sort of transparency on the ground floor, and I'm a little worried that it will end up being too ambitious and that, you know, you'll end up with



retailers that don't work that well with a full glass wall. So I'd like to hear a little more about, you know, how these spaces can actually lay out well. You know, if you have a retail space that -- where they really want to have filing cabinets on the wall or a display, how do you accommodate them and, you know, not ruin the streetscape at the same time?

I was also reminded of Holyoke Center when it was open and worried about, you know, creating a wind scoop there. I think it's one of the great things about the plan is the additional space created on the south side on that side. I think that's where the activity is going to be. That's where the warmth is. That's where people are coming and going. You know, I think the cut through is important for getting to the parking, but I'm not sure, I think maybe a little more

work needs to be done to make it, you know, a comfortable space. So maybe something in Hugh's direction or I'm not sure what the solution is.

I'm really concerned about the width of the sidewalk on Columbia Street. You know, I know you've got a thin, a skinny lot there and you're trying to make it work. It seems such a big mistake to have the seven foot, seven and a half foot, whatever it was, sidewalk on a retail, important retail corridor. So I'd want to hear a lot more about that. I'm interested to see what my fellow board members think about that.

I'm -- I think the, you know, the overall design makes sense the way Hugh articulated it. I share the views of one of the public commenters that the brick to me is a little reminiscent of Kendall Square and I hope for something a little more exciting. But I think, you know, the sort

of basic rhythm, the set up of the building makes a lot of sense.

H. THEODORE COHEN: Tom.

TOM SIENIEWICZ: I won't repeat comments of other board members. But first of all, I would like to say this developer knows that he's asking for an extraordinary lead unprecedented project in Central Square, a new project, a forward looking project, and as reflected in the number of conversations that he's had with the community to drive the program forward, and I recognize that, but here we are asking for a few more things. And I'll start powers of ten, largest thinking around sustainability. You know, laudable PR go for LEED Gold but when you go into the points, the number of points that are garnered by the mere fact that you're building density in Cambridge, Massachusetts, I call it

free points essentially just by virtue of the definition of the project. You get a long way there. And this is a very progressive community relative to those issues and I'd like to see you be even more ambitious relative to sustainability standards push some things, let's see something that's innovative and creative that solar panels are an example of that.

By extension, and especially it goes to a level of detail here on the sidewalks, there was actually a very wonderful memo from the Cambridge Committee on Public Planting which made three points relative to the tree species trying to make large shade trees, soil volume, and structured soil. I heard with a landscape architect reference that. The small sidewalks are going to really hurt our ability to have a tree that's going to thrive there. I wonder

about the possibility of irrigation to make sure that we have a successful tree canopy which is definitely related to an issue of sustainability.

I am concerned, like other board members, about the incumbrance of the public lot. Some study some detail on that. Okay, so how does the easement mesh with everything that we're trying to do there publicly and we being sure that we can guard as much of the development rights as we possibly can for future imagining what the city might do with that lot? Either that's going to come from staff, but I think the developer can help us with that.

The water table question, I had a case recently that was pretty troubling, and I'd sure like to make sure that we've got satisfaction around that issue. That may not have to come through the Board. That could be simply a

conversation with the abutters raise that issue in particular, the Elks Club. So relative to the detailed architecture, I have to admit that I'm, I'm with Hugh on this, that you got a very skilled practitioner here and I don't want to meddle too, too much with it. Tall, 170, 190. I think it's important in sense of slender is good and what we should strive for, that vertical proportions in the tower. There's a way to emphasize that. I think that would be terrific. The Kendall Square is a jumbo brick in some places. I hope -- I don't think that's what we're looking at here. I don't have a strong opinion about the brick other than the brick that's used as a grid, as the pattern making, I guess I'm really caught on that the brick and archer. Just using brick as wallpaper is always a problematic and I think it might be -- you can

get the same graphic effect with something that lends itself to that rather than the brick.

So those are the sum of my comments for right now. Thank you.

H. THEODORE COHEN: Steve.

STEVEN COHEN: I'll try to be brief. At the beginning of this hearing I thought I was perhaps in a different city than I was used to, but then Councillor Reeves spoke and it started to become more familiar. But I think amongst those who have questions and concerns about the building, I think height is probably the biggest concern. I tend to agree with Hugh that the difference of, you know, two stories or three stories in this building is not going to make much of a difference. But I think we owe it to Councillor Reeves and the others to really address the issue of height next time around.

And if you believe, as I assume you do, that this height is appropriate here and that reduce that height by 20 feet or 40 feet, is not going to make a dramatic difference. I think you should explicitly make that case. I just think those who have a concern on that score are deserving of, you know, a professional comprehensive response.

Beyond that, I want to say I agree with Hugh, that perhaps an arcade could serve as a four season place with outdoor seating and so forth by enclosing it. I hadn't thought of that but it immediately struck me as a potential improvement.

The only thing I would add on that, on a, on a critical note perhaps, is the facade. I'm good with the geometry of the building generally, but the brick the materials -- well, I guess



picking up on some of the terms that we've heard in the hearing, when I look at the brick, it looks like a norm.

AHMED NUR: I forget the meaning of that again.

STEVEN COHEN: And especially so actually, you know, when I look at the elevations in your drawings, I see a lot of movement and texture especially in the upper stories and that makes it look interesting. But actually if you were looking at it from street level and you just saw that the podium as it were before it, it steps back, it looks like a norm. I think somebody else suggested weird would be a good direction to go in, and I'm not going to make any specific suggestions there. I just think that you could make it more interesting and I'm not sure whether it's the materials or the color or

the rhythm. I mean, you know, it looks a bit like an office building actually on the lower level. So I want to be clear, the overall geometry I'm good with. I like the way we switch to the white and as a background and as a contrast, but I do think that there's something you could do to make it more interesting, more weird, more Cambridge, more Central Square. You know, I think frequently when you make presentations to a Board like ours, you know, you want to do something good and creative but you frequently air on the side of being too conservative. You don't want to shock or alienate the Board. Well, this Board is receptive to a little bit more creativity and I'll call it weirdness if you will and then perhaps some others. So I would just like to hear some of your thoughts and see if you can

sort of open up your minds a little bit and, you know, be willing to experiment with something a bit more edgy and distinct. But otherwise it looks great.

Thank you.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: I'm going to have to go against a couple of other thoughts here. I like the brick. There are a few brick buildings in the area. It ties it into the existing historical building a little bit. I kind of like the brick.

On the top of my list outside the loading was the is why don't we have a four season central Market. And I also agree with Hugh that there's got to be a way we can close the ends and make it a four season. I think you'll get a lot more use out of it and a lot more enjoyment from

the residents.

The green roofs, are they going to actually be useful roofs? Are they tied into the fitness centers?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

Yes.

LOUIS J. BACCI, JR.: Would this be for residents or the fitness center?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

The residents generally.

LOUIS J. BACCI, JR.: And one small one that's been bothering me, the bike storage in B1 on the first floor, you have to come through the lobby of the building to get there?

DAVID NAGAHIRO: There are options to come from the north or from the lobby.

LOUIS J. BACCI, JR.: Right, but it's -- access to that I'm curious. But that's all I

have. I really like the building.

Thank you.

H. THEODORE COHEN: Okay. Well, my comments are going to be somewhat contradictory and I realize that, but I think it's up to you to figure out how to resolve them. I like the massing. I think it makes a lot of sense. I think it's a handsome building. I kind of like the brick. I mean, I think there's too much brick in Harvard Square. There might be too much brick in Kendall Square, but I think brick here would be fine.

My big -- but I think this after the possible site at Broadway and Third that's going to be developed in Volpe, this is probably the most dramatic site in all of Cambridge. You're going to see it coming up Mass. Ave. You're going to see it from everywhere. And while staff

said that the facade was quiet elegance, I think it's awfully bland. I mean, it doesn't do much at all when you look at it. And, you know, it's a dramatic site. Can't the building be a little bit more dramatic? I mean, you know, it doesn't need to be what MIT is proposing but it could be something more. And having said that, where I'm contradictory is some of the quirky elements are too quirky to me. I'm not a big fan of buildings of materials that change in the middle of the building for no apparent reason. And so the two sort of window belts that are at like the ninth or tenth floor don't do anything for me. You know, perhaps if they were bigger and went all across, you know, the area -- they just seem arbitrary there.

The other thing that seems arbitrary is that the fenestration just changes in various

places in the building for no apparent reason to me and just makes my eyes go crazy, like, why don't they line up? Why are the windows moved around?

So, you know, those are my comments really about the facade. I think it could be more interesting. You know, and I do agree that the building on Columbia, you know, with different materials makes sense and I agree with pretty much everything else that everyone else has said.

I want to make sure, you know, in some of the drawings it looks like all of the mechanicals are screened at the top of the building. That some of the other renderings it looks like you can see things above the screens.

LOUIS J. BACCI, JR.: Yes, especially the solar panel.

H. THEODORE COHEN: Yeah, well the solar panels I think are a different issue. I'm talking about the Mass. and Main building which may be, you know, you're never going to see the mechanicals unless you're a mile away. But I'd like some clarification on what's actually going to be visible. You know, solar panels are solar panels. You know, whether they can be screened effectively or not or whether they are just a design element in and of their own right, I could be convinced one way or the other.

You know, those are really my comments. I support most everything else that everybody else said. I guess I'm not quite, you know, willing to simply trust a great architect that it will be a great building. I need to be a little bit more convinced of how something's going to turn out. You know, I think that's where we are.



I have no problem with the height, you know, although I said I don't mind the brick I kind of like the brick. I think maybe the whole building is too white and this is where the, you know, my dichotomy between saying it should be more interesting, it should be less quirky is something you're going to have to work from, you know?

AHMED NUR: Are we going to Southie to see the norm and downtown Framingham?

H. THEODORE COHEN: So I guess that's where we are with regard to this public hearing which will be continued to a future date to be determined and people will get notice of it.

I guess the question now is it's ten to eleven. Are we really going to start with 47 Bishop Allen? I know there was a comment one of the proponent's made, they understood it was

going to be continued to a later date. That may be the best thing for all of us and for all the public. I know that some of the people were concerned about 47 left earlier and didn't have an opportunity, so maybe it makes sense to simply schedule that another time. Whether it's the same day as the return of this or whether it fits in earlier, I'll leave that up to staff to figure out.

IRAM FAROOQ: We can try to accommodate the two hearings on the same day. We'll definitely try that.

HUGH RUSSELL: I think we have to open the hearing and then continue it.

H. THEODORE COHEN: Well, but if we don't have a date to continue it to so they're going to have to --

HUGH RUSSELL: Right. But we still

should open it because of the requirement that we hold a hearing within a certain period of time.

H. THEODORE COHEN: Oh, okay. If that's -- fine.

Okay, then, we will open the hearing with regard to Planning Board No. 320 with regard to 47 Bishop Allen Drive. There is a request for a Special Permit for construction of 23 residential units pursuant to Section 4.26 multi-family, Section 2.304.4 waiver of setback requirements, Sections 20.304.6 and 6.356, reduction of parking requirement, Section 6.22.2 off street accessory parking within 400 feet, and Sections 10.40 Special Permit and 19.20 project review. And I think given the lateness of the hour, we'll take a motion to continue the hearing to a date to be determined.

HUGH RUSSELL: So moved.

STEVEN COHEN: Second.

H. THEODORE COHEN: Any discussion?

(No Response.)

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Thank you.

Thank you all for coming and your input.

We appreciate it all, and we will be back with that matter another time.

We have one more matter, a Board --

AHMED NUR: Did you want to continue the matter?

H. THEODORE COHEN: Well, the first matter if we need, we take a motion to continue the hearing of Planning Board 321 to a date to be determined.

HUGH RUSSELL: So moved.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Thank you.

So we have one other matter, a Board of Zoning Appeals case it's about a sign. You're welcome to stay. If not, we ask that you please leave as quickly as you could and don't have conversations right outside the door.

Thank you. Liza.

LIZA PADEN: They're here. The sign people are here.

So there's a Board of Zoning Appeal case for 650 East Kendall Street which is one of the buildings that Cambridge Research Park, and they have a request for a sign variance to put a sign at the sixth floor and the sign will be larger than the 60 foot, 60 square foot size limit. And I'll let them present their case.

H. THEODORE COHEN: Liza, just to be

clear, are there two variances that are being requested, the height and also the size?

LIZA PADEN: Correct.

H. THEODORE COHEN: Okay.

KRISTIN BROWN: Good evening. I'm praying this is going to be quick. Kristin Brown. NorthStar Project and Real Estate Services, here as the owner representative for Shire. Joined with John Townsend also from NorthStar. This is all part of your application, but we are handing them out, and we're also joined by Brian Grossman, Shire' legal counsel. So we wanted to thank you for the time tonight. Good evening. Quickly, the introductions of us and to let you know that we started this process in February of this year with CDD, have held a number of meetings with the community formally through the ECPT and then subsequently with

neighbors, and are here this evening with our application which John Townsend will walk through and you all (inaudible).

JOHN TOWNSEND: Thank you very much.

Again, my name is John Townsend. Last name is spelled T-O-W-N-S-E-N-D for NorthStar Project Real Estate Services here in Cambridge on Mass. Ave., 1050. The boards take us through some visuals with the signs and renderings. It's a, what we think is a modest sign, not externally or internally lit, backlit. It is a brush aluminum block lettering, kind of working within the context architecturally of the building we feel. And, again, as I stated, understated with no corporate branding of any type. And this is all a bunch of features, mainly features that we worked through with the East Cambridge Planning Team and some of the neighbors, concerned

residential neighbors. And so I think with that the next important feature of the proposal is the way finding in kind of the area around it. We have some pictures we're presenting here that show the views of the building from different perspectives around the area that the building itself or the property is unique and that it's tucked into the Cambridge Research Park surrounded primarily by much larger buildings with much greater mass, making the sign difficult to see really from any perspective if it were to be in the 20-foot maximum height for the maximum 60 square foot size. So the intent here is to make sure that the way finding works from Third Street coming down off of the Red Line access point from Kendall Square, drawing folks into the building recognizing it as Shire.

The other boards in your handout are the



shop drawings of the sign itself. So I guess with the intent of keeping it brief, with that any questions or comments I could fill in.

H. THEODORE COHEN: All right, thank you. Well, I'll start and others can chime in. I personally have no problem with the size of the sign, and I understand you've done all your homework and that with ECaPs and with people in the neighborhood. I spent a lot of time there this morning walking all around the buildings. My major concern is that there are no other buildings in this complex to my knowledge that have signs above the 20-foot limit and maybe I'm being wrong, but I know we have recommended against it on several other cases to the ZBA. What they may have done, I don't know.

My big concern is that maybe there is already a precedent and it would be more

precedential and it would become more and more difficult for the ZBA to say no to any other building that comes in. I don't think it serves any wayfaring purpose because you can't see the sign until really you're right in front of the building. The way the Genzyme building is and the way the other buildings are, it -- I don't think it serves a wayfaring purpose, leaving aside the possibility that anybody that's going to go there is going to get to your address through the GPS on their phone. Those, you know, it's an inoffensive sign. It's probably an inoffensive location. I'm more concerned about other buildings that are going to ask for the same thing and that there will be no way of saying no. And I actually think the sign in the center of your building would be more visible to more people given the open space in front of the

building.

JOHN TOWNSEND: Do you want us to respond or wait?

H. THEODORE COHEN: No, just wait.

STEVEN COHEN: Can I?

H. THEODORE COHEN: Go ahead.

STEVEN COHEN: I certainly think that the size and the location of the size are inoffensive. I actually kind of like it in that location. I like it better than what it would look like as a lower conforming sign. I can't imagine anybody would find it offensive. So the only issue I think is the one that Ted raises which is the issue of does it fit and create a dangerous precedent? And my personal cut on that is that every sign, on every sign application is unique and I think it's, it's you know, a design, an aesthetic judgment that we have to make and

that the ZBA has to make and I don't feel that it would be difficult to say no to another sign if we found that that particular location and context, really, the height of the size was more objectionable than this. So I personally would recommend the granting your permit for this sign which I think is unobjectionable and is attractive and, you know, appropriate.

H. THEODORE COHEN: Ahmed.

AHMED NUR: I would also recommend it except that I would also recommend to check on the tenants, because sometimes -- I don't know who Shire is versus tenants are on different floors. You have different occupancy comes in and, you know, half this and that, and so, that I would have them look into as well. And what the square footage is, 65 square feet? Is that within reasonable -- what are they allowed at?

HUGH RUSSELL: 60. It's slightly over the allowable.

AHMED NUR: Yeah, okay, that's fine. No, that's good.

H. THEODORE COHEN: Anyone else want to weigh in?

TOM SIENIEWICZ: Well, the issue obviously hinges on precedent and I'm trying to recall, you know, back in the go go days when I was the Chairman of the Zoning Board, precedent was important. We did -- we were bound by it and there was a sense of real keen sense of fairness that if the Board saw fit in a district to give sign variances or other variances, it was really difficult to look at the next applicant in the eye. And so I too do not think that the solution is particularly offensive. I think that you and it's very close to conforming in terms of the

square footage. I'm concerned about the precedent so I think probably what I would do is simply send it -- that that's the Zoning Board's business, send it to the Zoning Board saying that, you know, from a planning perspective, it's relatively modest and well thought out response, and leave it to them to wrestle with precedent.

H. THEODORE COHEN: Anyone else?

Hugh.

HUGH RUSSELL: So, I don't see this as a way finding sign because you have to get --

LOUIS J. BACCI, JR.: You have to stand in front of it.

HUGH RUSSELL: Or you have to get to the corner of the street on Third Street and look down a shot. So I think it's a branding sign and so I think this again, and we've heard pretty clearly that the public is not very interested in

branding signs. And because, because it's a branding sign, in my view, it does set a precedent that is -- it goes against the precedence that has been set other places. So I would prefer that it not be installed myself. I don't think -- it's not going to be very visible from any place except the places that -- once, you know, once you're in the plaza, you can see it. Once you're in the plaza, you probably could see a conforming sign so that's, you know, leaving it to the Zoning Board given that we seem to have a variety of opinions, I don't necessarily -- as a board member, I'd like to be nice if the Planning Board said, yeah, right.

STEVEN COHEN: They usually ignore us anyway.

HUGH RUSSELL: Well, they, they listen but they don't necessarily do what we say. They

consider it. You know? And that's indeed our role given consideration.

H. THEODORE COHEN: Thacher, do you have a position?

THACHER TIFFANY: I don't think I've been around long enough to worry about precedent as much. So it just, it seems like a good addition to the building from my perspective, but I very much understand people's concerns with precedent and that the -- as Hugh put it, the public has said in a variety of ways that big branding signs are not what we want, what the city wants.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: I'm going to agree that it's a branding sign. I mean, you can't see the sign from anywhere except being in front of it. Getting a lot of clutter in that skyline and I know this will go away at night maybe but it's



backlit by the building itself. I'm against it.

STEVEN COHEN: I move that we say nothing.

H. THEODORE COHEN: Well, I would prefer that we say that it's a brand -- that the sign itself is probably inoffensive in terms of size, but that its location makes it a branding sign. The public has said that they don't want branding signs and they're concerned about the precedent.

JOHN TOWNSEND: Would it be possible to have a response?

H. THEODORE COHEN: Sure, a brief response.

JOHN TOWNSEND: Okay, because in one level I think it would be a great idea to do a sidewalk. I know that you may have saw that and done that process for some. But really the comment on two things really, the branding, we

went through incredible reviews with the East Cambridge Planning Team and all the folks there to make sure that the brand was taken out the sign. That it's just strictly block letters, brushed aluminum. The Shire brand does have kind of a swish halo around the S which is completely out of this. It is, its intention is way finding, and the comment which is a very good one, is that it's only visible from basically one specific area which is the specific area that we want to make it visible from which is that corner of Athenaeum and Third Street as folks walk from the T the Red Line or drive from the Kendall Square area, that's where it's really hard to see this building and locate Shire. It's a very short, small building within these larger buildings around it and it has that disadvantage. It's also on a private way. A lot of times it

doesn't come up on a Google search or a GPS, you know, way finding that way. So we feel that the sign itself, the location and the height which was kept to a minimum is very important for way finding purposes and the brand specifically had been taken out of it.

H. THEODORE COHEN: Okay, thank you.

So, Board, do we take a vote on this? Do we just leave it to Liza?

STEVEN COHEN: You know, just one quick comment to Ted. I've said that your objections that the public has said that they don't want the sign. I'm not sure who it is that you're referring to as the public. It's always that term of art --

H. THEODORE COHEN: No history. A little bit of history before your time there was an amendment to change the zoning, the Sign

Ordinance to basically allow these types of signs and it was adopted. This Board recommended it and City Council adopted it, and then there was a petition to have a special election to revoke it and City Council --

STEVEN COHEN: Election, really?

H. THEODORE COHEN: Yes. And City Council in light of that repealed it. So the public did speak quite loud and clearly that they didn't want it.

STEVEN COHEN: I hear you. It's just interesting, though, that in this instance the East Cambridge Planning worked with them and said they'd live with this.

H. THEODORE COHEN: I understand that.

STEVEN COHEN: To the extent we use the term "the public," and now East Cambridge Planning is what passes as the public.

LOUIS J. BACCI, JR.: You know, but also they can't see it.

H. THEODORE COHEN: Right. But it's not just East Cambridge. It's, you know, North Point and a lot of places.

STEVEN COHEN: I understand.

H. THEODORE COHEN: The ZBA listens to sometimes and sometimes they don't.

AHMED NUR: In the end we recommend that this is branding and that we don't recommend it. That our conclusion?

HUGH RUSSELL: Well, I thought Ted said it pretty well which was, you know -- I'm not going to repeat what you said. You hit it. It wasn't a strong recommendation one way or the other.

H. THEODORE COHEN: Right.

HUGH RUSSELL: It was saying this is --

H. THEODORE COHEN: The sign is inoffensive in terms of size and, you know, but that, you know, we -- most of the Board views it as not a wayfaring sign, but as a branding sign and that the public has indicated that they were not in favor of branding signs and that we're concerned about the precedential --

THACHER TIFFANY: Isn't it also true that the BZA will benefit from having a public hearing?

H. THEODORE COHEN: Yes, yes. There's another chance.

THACHER TIFFANY: We don't have that benefit of actually knowing what --

H. THEODORE COHEN: Right. And then we'll get the letter from other people saying that they worked together and they're okay with it. So, and make their own decision.

So do we need to take a vote or, Liza, do you have enough for your --

LIZA PADEN: So the Board feels that it is -- I'm trying to write down what you're saying. The, it's -- the Board finds that it's a branding sign?

H. THEODORE COHEN: Right.

LIZA PADEN: And while it's not offensive as to the size, that the public is not in favor --

H. THEODORE COHEN: Well, the location being higher up on the building than what the Ordinance allows, we, you know, makes it a branding sign that we think is, you know, given the history of the Sign Ordinance is not what the City wants.

LIZA PADEN: Okay.

STEVEN COHEN: If it's lower, it's not a

branding sign?

H. THEODORE COHEN: We don't have -- if it's within the no higher than the second floor, 20 feet or whatever it is, they can put up whatever they want. So it could say Shire at 20 feet.

STEVEN COHEN: Well, then they can put the swish?

H. THEODORE COHEN: They could do that, too.

JEFF ROBERTS: Mr. Chair, was there something in that recommendation about precedent or is that something that the Board doesn't want to raise as an issue for the BZA?

STEVEN COHEN: I don't think we want to start a precedent about raising precedent.

H. THEODORE COHEN: Well, I think that, you know, it's up to, I guess it's up to the BZA



you know?

JEFF ROBERTS: So that wouldn't be included in the recommendation?

H. THEODORE COHEN: I was going to say there are no other such signs in the area although Liza's indicating to the contrary. What building?

LIZA PADEN: So Genzyme has a sign variance at the top of their mechanical facade for size, location, and number.

LOUIS J. BACCI, JR.: That's kind of garish.

HUGH RUSSELL: And maybe the public response is part of the response to that.

AHMED NUR: What about Akamai?

H. THEODORE COHEN: That's on the --

LIZA PADEN: So this was the question of Cambridge Research Park I thought, if you want to

know all the other sign variances for height,  
location, illumination?

H. THEODORE COHEN: No, no. They've  
given signs to Forester and, you know, they've  
done -- I mean they have done it.

LIZA PADEN: Yes.

H. THEODORE COHEN: You know? Whether  
we've recommended it or not or over our  
objections at times.

LOUIS J. BACCI, JR.: Right.

H. THEODORE COHEN: So I think they can  
deal with the precedential value on their own.  
Okay?

We all comfortable with that?

STEVEN COHEN: Is that perfectly clear  
for you?

KRISTIN BROWN: No.

H. THEODORE COHEN: You get another

chance to argue before --

KRISTIN BROWN: Oh, no. I know I do. I guess I didn't hear. I was waiting for the clarity on it, you all thought that it was branding and that's what you're saying? It's not obtrusive and then the Board can then deal with their issues on precedent. I guess I was looking for -- I can see it in the letter. I didn't hear it as clearly.

H. THEODORE COHEN: I think what we're saying is that the size of the sign is not a problem, but that the location of the sign in our point of view makes it a branding sign not a wayfaring sign, and that we would recommend to get -- and that the public has the history of -- the Zoning Board has indicated that such branding signs are not desired and that we'll leave it up to the Board whether they grant you a variance or

not. And if they do, they will have to deal with the precedential value themselves in the future.

KRISTIN BROWN: Okay.

H. THEODORE COHEN: And you get to argue it all again before them.

KRISTIN BROWN: I'm actually not much of an arguer.

H. THEODORE COHEN: You get to present.

KRISTIN BROWN: You know, one lesson learned we tried to go as quickly on your behalf and we didn't spend much time on the way finding and we probably should have, and it's shame on us for failing our client.

H. THEODORE COHEN: I think we are all familiar with the site and that you shouldn't blame yourself that it -- it would not have made any difference.

STEVEN COHEN: You know something, we

didn't help you much here, but I don't think we  
hurt you much either. Make your case to the ZBA  
and --

KRISTIN BROWN: Okay. Fair enough.

H. THEODORE COHEN: Thank you.

Liza, nothing else?

LIZA PADEN: That's it.

H. THEODORE COHEN: We're adjourned. See  
you next Tuesday.

(Whereupon, at 11:20 p.m., the  
Planning Board Adjourned.)

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BRISTOL, SS.**

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

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

**IN WITNESS WHEREOF**, I have hereunto set my hand this 23rd day of December, 2016.

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

My Commission Expires:  
April 29, 2022

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