

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE
GENERAL HEARING
Tuesday, November 29, 2016
7:10 p.m.
in
Second Floor Meeting Room
344 Broadway
Cambridge, Massachusetts

H. Theodore Cohen, Chair
Catherine Preston Connolly, Vice Chair
Hugh Russell, Member
Tom Sieniewicz, Member
Mary Flynn, Member
Steven Cohen, Member
Ahmed Nur, Associate Member
Thacher Tiffany, Associate Member

Iram Farooq, Assistant City Manager

Community Development Staff:

Liza Paden
Jeff Roberts
Stuart Dash
Suzannah Bigolin

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7:00 p.m. Zoning Petition by Nabil Sater, et al.,
to amend the Zoning Ordinance in the Central
Square Overlay District, Section 20.300. This
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H. THEODORE COHEN: All right, good evening everyone. Welcome to the November 29th meeting of the Planning Board.

We will start with our update from the Community Development Department.

IRAM FAROOQ: Thank you, Mr. Chair. Tonight's meeting we have two public hearings. So the first is a hearing on the Central Square Overlay District rezoning petition. And the second item is actually, not a public hearing but a design review of MIT's dormitory building on Main Street.

Tomorrow at the City Council's Ordinance Committee is actually the public hearing on the Central Square -- is an Ordinance Committee's public hearing on the Central Square Overlay

District.

JOHN HAWKINSON: Isn't it Thursday?

IRAM FAROOQ: The first.

JOHN HAWKINSON: Day after tomorrow.

IRAM FAROOQ: Yeah, December 1st.

The Board's next meeting is December 6th and you will have two public hearings on 605 Concord Ave., which will be a continued hearing. And then 110 Fawcett Street, which is a medical marijuana district in the Alewife area, and it's also in the floodplain district which is why it's also coming to the Planning Board.

And then there will be design review of North Point buildings J and K as well as landscape plans and the MXD Development, the in-fill development plan for that, the Boston Properties will be requesting an extension for that project.

The Board's next meeting is December 20th when we will have a public hearing on the inclusionary zoning changes. And also the MXD District project will actually be having a new hearing. They have requested that they restart the process at the Board because of difficulty with having a quorum. You might remember that they had only five members of the Board, so while this is unusual and they have to start from the beginning, it -- they felt that this was a worthwhile process for them to undertake and they'll also be bringing design review materials for 145 Broadway which is the Akamai building.

And next meeting will be on January 3rd.

A couple of other items of interest is Thursday, the 1st will also be the second meeting of the Volpe working group which is at the -- at One Broadway.

And in terms of other items at the City Council, the Council's Human Services and Veteran's Committee will hold a public hearing to get an update from the work of the homelessness task force which while not quite the purview of the Board, it intersects with some of the issues that you discuss and care about. Also on the agenda will be creation of sobering centers and a cold shelter in the city.

And on December 13th the Economic Development and University Relations Committee is going to hold a public hearing about Harvard Square to look at how commercial institutional leasing is changing the face of Harvard Square. And they have invited -- the councillors invited some of the property owners to join that discussion.

The inclusionary housing rezoning hearing

at the Ordinance Committee will be January 4th.

So those are the highlights for me.

Thank you, Mr. Chair.

H. THEODORE COHEN: Thank you.

Liza, are there any transcripts?

LIZA PADEN: No, we don't have any transcripts for this week.

H. THEODORE COHEN: Okay.

So, first and in follow up to what Iram said, the second matter we have on the agenda this evening, the design review of building 4 on SoMa and the MIT project, while it is a matter of General Business in accordance with the terms of the Special Permit, we will take public comment with regard to that matter. So anyone who is here who wishes to stay and comment upon it, please do, we welcome your input.

All right, so we now have a hearing on a

proposal to amend the Zoning Ordinance in the Central Square Overlay District Section 20.300.

There are quite a number of proposed changes.

Briefly they are to create a new definition for formula business and require Special Permit for that such businesses increase the maximum residential floor area to four by right in a Business B District.

Allow the maximum FAR to be increased by Planning Board Special Permit.

Exempt balconies, terraces, etcetera, from first floor area calculations.

Allow an exemption by Special Permit of residential rooftops.

Create incentives for smaller ground floor retail by exempting space less than 1500 square feet from gross floor area calculation.

Allow for open space to be reduced or

located above grade.

Remove the limitation on fast order food establishments.

Create limitations on street frontage that may be occupied by banks and financial institution.

And to create maximum parking requirements for residential and commercial uses and allow parking to be reduced by an in lieu of payment to a Central Square improvement fund.

And are you making the presentation?

GEORGE METZGER: I think I am.

H. THEODORE COHEN: Very good. Thank you.

GEORGE METZGER: Good evening. I'm George Metzger, I live at 90 Antrim Street and work on Bishop Allen Drive. I'm here to speak on behalf of the Central Square Business Association

that is a proponent of this rezoning of Central Square, known as the Sater petition and before that as the Barrett petition. This is a proposal that comes before you supported by many people who have been working and living enjoying Central Square for years. And the purpose of this petition -- I'm gonna speak about it first. I'm gonna show a few examples. But because it is a rezoning petition, we don't have a building proposal here. We're really talking about potential.

As the preamble to the petition, which is called the restoration petition, says quite clearly, and you summarized many of the points of it, this is really a straightforward attempt to amend Central Square Overlay District to incorporate many of the things that are very non-controversial and have been discussed time

and time again going back to the 1995 Central Square Action Plan and even further. These are also recommendations that came out of the 2013 Central Square C2-K2 study.

The purpose of the changes really is to encourage more vitality, more residential development, and more of what most of us have been talking about achieving in Central Square for decades and not have been able to accomplish.

It does increase the FAR in the base zone to an as-of-right FAR of four over three; four residential only, thereby giving an incentive for existing properties, perhaps redevelop and add more housing.

There are similar increases in other parts of the district, but some of them are by Special Permit. So it's rather complicated, but I think the idea here is really quite simple.

We're trying to provide an incentive and flexibility to small and local property owners by in large to develop their existing buildings if they choose to, or might be inclined to, without the temptation to sell out to larger developers who will then aggregate parcels and do much larger developments seeking perhaps height variances and dimensional and density variances as well.

We also want to encourage investment by long-term property owners and businesses in the square in the form of relief of setbacks for residential development, for example, which right now in developing office space there are no setbacks in this district, but there are setbacks for housing development that makes it much more difficult to do on smaller lots.

And we are talking about a reduction of

parking in an area exemption for small business spaces and preferences for independent retail businesses and the addition of balconies and some rooftop areas as of right within the district to provide not necessarily public open space but active uses on the street facades and on some of the upper levels of buildings.

So specifically we are proposing increase the FAR for residential development, tilting the development incentive toward adding more residential other uses in Central Square.

We are proposing the FAR exemption for balconies and rooftop open space.

We are proposing an exemption for ground floor retail spaces under 1500 square feet, assuming that those are more attractive to local and independent businesses.

We are proposing that some of the

entertainment uses extend on the side streets to further enliven the connections from both Bishop Allen Drive and Green Street to the neighborhoods in and out of Central Square which right now are generally not very pleasant side streets to walk on.

We are proposing a limitation of street frontages for financial institutions so that while we are not limiting the number of such institutions, they cannot occupy a majority of lot street frontages or the square in general.

And we are introducing a Special Permit requirement for formula businesses, and that's designed to encourage businesses whether they -- typically businesses that are one of many in this area or globally for that matter, to try to conform and design their premises to reflect the idiosyncrasies and interest that we see in

Central Square already.

We are proposing the reduction of setbacks for residential developments to match those for non-residential development in the square by Special Permit.

And we are allowing, as I already said, for the balconies to allow some open space and areas other than grey. And this specifically applies to a lot of the existing buildings that are built to lot lines. And it allows them to develop some open space which doesn't now exist in other levels of the property.

We are also proposing reduction in required parking for new construction in addition, and additions also an opportunity to, again, a landlocked building perhaps pay into a betterment fund for parking or parking-related, transportation-related improvements.

Let me talk a little bit about what this doesn't do. It doesn't increase building heights within the district. The existing height limitations are maintained throughout.

It does not increase markedly as been claimed the density of Central Square, and encourage massive condo buildings. In fact, all this seeks to do, and the reason it's called the restoration petition, is to allow many of these buildings to return to the same heights that they used to be years ago before upper floors were taken down.

Central Square has a significant number of one-story buildings and even two-story buildings, but it also has many four and five-story buildings which gives it some of its urban character, and are certainly not what is often referred to as Manhattanization in these

discussions.

This does not reduce open space.

This does not undermine the current Envision Cambridge process, because as we understand it, the Central Square study is intended to be rolled into the Envision process. And we assume that in this public process that we're entering into now, that that discussion can happen and any concerns people have can be addressed.

It does not allow the removal of existing parking spaces.

It does not encourage laboratory occupancy in Central Square.

And it will not offer -- alter forever the face of Central Square as we know it.

Because if it has any effect at all, Central Square looked more like it does now in certain

places and more like it used to do everywhere with three to four-story buildings, possibly five, all within the height limitations of the overlay district as it now stands.

And it does not change the current or proposed inclusionary zoning requirements for any housing develop subject to inclusionary zoning for affordable housing just like it is now. And hopefully more of it.

But what the petition might do is it might encourage property owners to embark on small scale developments, perhaps maintaining existing businesses, rebuilding or enlarging existing buildings on small lots more easily and staying in the square and adding to its vitality as opposed to leaving the square and bringing in larger owners and more aggregate and developers.

It encourages the expansion of many one

and two-story buildings, some of which were taller when they were built and have for everybody's memory than smaller and lower buildings than they are now.

And it does increase the amount of housing in Central Square if it does anything. And the other thing it might do is nothing. We don't know if in fact this is adequate to encourage development, because it is not an extraordinary relief from zoning or any other current standards, and we hope that it might in fact be that much more of an incentive that smaller owners, smaller properties, smaller businesses can stay in the square and survive in a square that becomes more active and more built to what I think most of us understand is what will insure the vitality of Central Square in the future.

What we have done so far is we've talked to every City Councillor, we talked with the Community Development Department, we've talked with many of the neighborhood groups. And when I say "We," I have to give credit to Patrick Barrett who has probably walked on more sidewalks in Cambridge with this petition than anybody recently, even the councillors themselves.

We've consulted CDD, as I mentioned, and we presented to the Central Square Business Association and to Central Square property owners. And quite frankly we haven't found much disagreement on this. Everyone has their own small piece of the proposal that they think they might like to do differently. Some people have bigger things that they'd like to see in it. But I think we've spent so many years considering changes in Central Square, they get bogged down

and concerned about high rise buildings, overdense development, and other things which are not part of this proposal at all. So what we hope is that this process tonight, and with the City Council and with the Central Square Advisory Committee, will be a constructive approach to take this proposal, adopt it, modify it, improve on it, whatever it takes, to make the future of Central Square in the near term much better for all of us. We hope it will be approved here and certainly by the advisory committee and the Council. And as far as we're concerned, there really is no time like the present to take advantage of this with the development pressures that are going on in Cambridge. And that we can syphon off a little of that interest, particularly the desperate need to build housing to bring some of that into Central Square making

the square the place that most of us think it really should be.

Let me just -- these boards are probably not very visible to you, but I just want to remind everybody that the Central Square District that we're talking about is from Windsor Street on the east or the southeast to City Hall on the northwest and from Bishop Allen Drive.

JAMES WILLIAMSON: George, can you stand so you're not blocking --

H. THEODORE COHEN: Please.

GEORGE METZGER: I'll turn when I'm done talking and repeat if you wish. And I think everybody knows approximately where this district is.

We're not changing any of the boundaries, we're not changing any of the underlying district zoning in terms of height and density and other

things.

As just an example, again, this is not a proposal for any development at all. This is a proposal for zoning. And I know many of you have smaller versions of these plans.

If you look at Central Square, this is Mass. Avenue. This is Bishop Allen Drive. This is Green Street on the other side. This is the new 300 Mass. Avenue on this end, and City Hall up there.

This is what exists there now. The red blocks are generally buildings that are one and two-stories high. The other blocks are taller buildings. And, of course, it's worth noting that the City owns this parking lot, this parking lot, this parking lot, and the parking lot on Pleasant Street as well as the big parking lot and Green and Pearl Street.

This plan looks at a few of these blocks and illustrates how some development might occur within the added FAR because some of the properties on these blocks are underbuilt to begin with.

There are 2.1 million square feet of development within the district according to the Assessor. With existing zoning, without any change, there's a 900,000 square feet of potential development, but it's not happening for many reasons. The proposal as it's stated here, adds another million square feet to that. So it raises from 2.1 to roughly 4.0 if it were completely built out, but we know it was not built out now, it never will be completely built out. And if you look at these blocks here and see how floors have been proposed to be added on top of what is the TD Bank here and maybe a

parking garage behind it, something on top of the building where the field is, which is the one-story building all the way through, perhaps developing on the corner of Pearl and Mass.

Avenue, and then down here in the Middle East site which is owned about the Middle East and MIT and coming to the east and then Salvation Army.

These are all buildings that are in fact the same height as the Odd Fellows Hall, the same height as many of the other buildings through the square, including the post office at the other end, and not nearly -- and the buildings are all along here in the Radio Shack block, for example, which just shows some rooftop uses and not added building by in large.

So the impact of it as we understand it and expect it, is not going to be significant.

And all of -- while the -- it still comes under

the review of the Central Square Advisory Committee and some of the Special Permits that still stand.

If as an illustration we look at a little more detail one block, this is looking backwards just to reorient you. So this is Lafayette fire station.

Jill Rhone Brown park here.

This is the Middle East.

And these are the blocks around the other city parking lot over here.

That's what's exists there now. Many one-story buildings. This whole block is largely built up to its capacity, although not completely all of them, some of them do own parking lots there which give them some FAR space. But we can imagine that this is really just the same as the bigger plan, that these could build up adding

floors above, housing on top of retail, green space perhaps on roofs, adding more housing, more other uses into the Central Square, and not necessarily increasing heights in any significant way. If you see the building down here on Sidney and Mass. Avenue, that's a six-story building. The Odd Fellows dance complex here is a four-story building, but when you look at it, it's really a five-and-a-half-story building in height. Height is what's important.

The place where -- this is Clover, the new Clover, the old pizza joint here, already a five-story building. And approximately the height of all of these developments that might result from this kind of a rezoning if it has an impact of redevelopment of some of these small sites.

So what you do see here, and what is

really important, is that there are many small sites that right now are very difficult to develop. So releasing some of the setbacks of residential development, adding incentive for residential, adding more flexibility for driving parking for that new space both reducing the amount of parking and allowing perhaps in lieu of payments, might allow Teddy Shoes, might allow some of these other owners to stay in the square and develop and maintain the kind of small business character and add residents, keeping the square not exactly like it is today, but better than it is today frankly.

I think that's all I want to say. I'm not sure what the next -- or do you have questions of me or whether you want Patrick and I can answer them.

H. THEODORE COHEN: So that completes

your presentation?

GEORGE METZGER: It does.

H. THEODORE COHEN: Do board members have any questions of the presenter at this point?

Steve?

STEVEN COHEN: George, I wish you would address the question of height just a little bit more. It seems to me that the central purpose of your proposal is to incentivize further development of these lots, but the existing height limits seem to make it very difficult in many or most lots to even achieve the increased FAR that you are proposing. So could you just address the relationship between height and the increased FAR and whether, without greater flexibility on height, whether you can readily achieve the incentives that you're hoping to create?

GEORGE METZGER: It's a many-edged question I think. Let me answer it by saying right now zoning in Central Square allows an FAR for three. And for the audience, if you're not into that, that means you could have three floors equal to the size of your lot built up. This allows four floors. On the smaller parcels, that are primarily property line parcels, fully developed like the Middle East parcel, for example, those four floors, that FAR of four that would be allowed for the whole development, not including the increment that might come out of inclusionary zoning if there is one, fits well within the 55-foot as-of-right height of development in Central Square. So if you're asking me why do developments need to build higher in order to be economical, I'm really not here to answer that question. But I would say

this: That smaller property owners who own their properties and are not faced with an acquisition development cost as part of that development that has to be amortized by more and more units, will find it -- will find the margin easier to deal with within this existing zoning heights.

The other reason we're not talking about zoning heights is because it's very controversial. So we invite you to talk about this proposal. We invite to add all kinds of things into it. We don't invite you to add controversial things, because we would like to get something passed.

STEVEN COHEN: If I could just ask one follow-up. I mean one of the incentives that you include here is not to include small retail in the FAR. So if the retail is not included and you still want to incentivize the owner by

providing the FAR of four, it's -- and, again, I'm not advocating any greater height, I'm just trying to understand the repercussions and ramifications of the proposal. It would be difficult to achieve that FAR within 55 feet. And, of course, it's only, you know, closely possible if you're building at 100 percent lot coverage. So I'm, you know, like you I'm looking at past zoning and noting that it hasn't had much impact and I see lots of interesting things in the proposal and, you know, you're hoping that this will actually have an impact as distinct from the past. And I'm just wondering whether it will without greater flexibility. I understand the political issue and controversiality of height, but I just wonder whether without greater flexibility on height anything is going to change.

GEORGE METZGER: Well, this does not preclude any proposal coming forth seeking variances or other things as they sometimes do.

But I guess I'm not here to tell you -- to give you an economic analysis of how much more developable it makes property in Central Square. But if it works for six or eight small property owners already in the square, I think that's an accomplishment.

STEVEN COHEN: Thanks.

H. THEODORE COHEN: I have a question. In your proposed definition of formula business you say establishment will be considered formula business in which has at least two of the three following characteristics: With ten or more other establishments in Massachusetts. I get that part. Or with 20 or more other establishments. And I'm not clear on what that

"20 or more" refers to.

GEORGE METZGER: It's simply referring to businesses operated outside of Massachusetts that might be coming into Massachusetts, for example. HMart is a good example of that where they have other establishments elsewhere. But we're not targeting any one in particular.

H. THEODORE COHEN: So that would be --

GEORGE METZGER: They were encouraged not to limit it too much because there are local businesses that open up in many locations in Cambridge.

H. THEODORE COHEN: Right, no, I know that.

GEORGE METZGER: And we don't want to preclude local business expansion.

H. THEODORE COHEN: Right, and we don't want to preclude local business expansion into --

GEORGE METZGER: We're really trying to encourage businesses to want to come here because of the uniqueness of Central Square in particular, Cambridge in general, and to reflect the character of the square and the way they develop their businesses.

H. THEODORE COHEN: Okay.

Any other questions?

Tom.

TOM SIENIEWICZ: Just quickly before we hear from the public. George, obviously you and your team have thought about this very carefully, but the question relative to how this should dovetail to the citywide master planning process, and I think it pretty clear that this statement in your petition that this is something that you feel you need to advance before a comprehensive look at the city, and I just wanted your view on

that. Why shouldn't we wait?

GEORGE METZGER: It's really independent of that in the sense that as you all know, interest rates are low at the moment, demands are high, that's the ideal situation for development. When the master plan is done, we don't know when that will be, we don't know whether that window will have closed. We also know that there are plenty of owners and businesses in the square that struggle. They've been on for generations, they're looking at what the transition is going to be, and we don't see this as running counter to anything. We expect that the master plan will come up with, since the master plan we understand in many areas of Cambridge will try to incorporate that planning that's already been done at public expense to date, and therefore we're trying to really address all the

non-controversial parts of the Central Square plan, whatever that is in people's minds, because we think those are all the kinds of things that the master plan ought to be embracing as well. If it chooses not to or it wants to take another look at it, that's fine. We're not trying to end run anything here. We're really just trying to improve the square now.

H. THEODORE COHEN: Iram, perhaps you might want to add something on that point as to where you think Envision Cambridge is going with regard to Central Square.

IRAM FAROOQ: Yeah, thank you. I will concur with George on that matter in terms of how we relate to Envision Cambridge simply because one of the initial inputs that we have provided to the consultant team is all of the Planning Board that has been done in the city and

including the more recent work, and while we think that it's important to take a critical look at all of that, and especially things that might be more outdated, but the Central Square Planning Board is just a few years old, so it's not as if the context has changed significantly. So I think that it's likely that while the plan, while the Envision Cambridge plan may come up with additional thinking about, you know, if you look at the Mass. Ave. corridor, how we might think about sharing the right of way amongst the different modes or how the public's space engages with the buildings in terms of design guidelines, I think those are legitimate things that the plan would consider over and above what we have right now, but I don't think that it would be able to get into the level of detail that this zoning is talking about. So....

H. THEODORE COHEN: Thank you. Anyone else?

Mary.

MARY FLYNN: George, would you talk a little bit about the parking that's proposed and particularly for the office where it differs from what was recommended in the C2 study. Why did you feel it was important to increase the ratios?

GEORGE METZGER: You want to back me up on that one?

H. THEODORE COHEN: I think while you're addressing that you could also address the residential which I think is lower than what we recommended.

GEORGE METZGER: The residential parking?

H. THEODORE COHEN: Yes.

PATRICK BARRETT: Hi. I'm Patrick Barrett. I work with this man.

The parking was increased for the office uses and technical office uses because we wanted to discourage those uses in Central Square. We want to discourage the uses in Central Square.

The residential parking recommendations were taken word for word from C2. It was the, I believe, the nearly unanimous thought of the Board at the time, which I was on the C2 Advisory Board, and recommended to the commission before that, that a 0.5 residential is where -- that should be the starting point and not -- and the point of negotiation. And I also would illustrate for the audience as well that there already is a parking exemption built into the current overlay zoning for buildings that are built before 1940 or on the National Register. It already exists so it's not kind of some new stuff. And what we're trying to do is spread

that out amongst the buildings that don't fall under that category so that residential development isn't completely prohibited by the inability to find a parking space.

Does that answer --

MARY FLYNN: It does partially. I mean, usually when you allow more parking for office, you're trying to encourage tenants as opposed to discourage them and so I'm not quite sure I understand the analysis there.

GEORGE METZGER: I think that goes with the differential FAR. We are in fact trying to encourage housing.

H. THEODORE COHEN: Any other board members right now?

Ahmed.

AHMED NUR: Just real quick. Can you, Patrick, I was on the Central Square Advisory

with you. Could you remind me the recommendation where entrances to Mass. Ave. and the alcohol served only be on one, because Brookline Avenue, the Middle East, you've got several things there on Brookline Ave. that alcohol could be served but not on Mass. Ave. exactly. I just was wondering why limited to two.

PATRICK BARRETT: That's what the current limitation is. So we -- I think in the C2 board wanted to enliven the side streets, but I think there's a bit of confusion as to how to apply that particular caveat, because it only applies to the use category G which is bars, but there are other uses that have -- serve alcohol within that that the BZA typically doesn't allow simply because it's not quite clear. So what we're doing is saying that the existing rules still apply to Mass. Ave. and Bishop Allen and the

space between prospect and Bishop Allen. But for at Special Permit, you can apply and there's a whole list of sort of categorical things and criteria that you can apply to that Special Permit to limit use and approximately the limits. But I think the C2 board is very generally positive on that idea evacuating side streets.

AHMED NUR: Quick one also, aside from this and this could be for George, my colleagues talked about the 1500 square feet incentives for the retail. You mentioned possibly available to the locals. So who would take the role of making sure that this is space for locals or not?

GEORGE METZGER: I don't know the answer to that actually. There are some preferences already de facto and otherwise for local businesses. And I know at 300 Mass. Avenue, for example, there are local businesses that have

stayed in the square because they found new space there. I don't know -- I think -- I've been told that we cannot prescribe renting only to local businesses. And it would also be very difficult to, to enforce that over time for businesses that aren't regulated by the License Commission or some other use. So we're trying to find a way to describe what we think is empathetic to local and independent businesses and let the market of that happen. We're seeing right now they happen to be coffee shops. We're seeing a lot of those, and bakeries and those sorts of things, and they fall within this category. We have a number of locally owned shops in Central Square that are probably a little bit too large, Pill Hardware might be one of them. It's been around forever. It's that kind of store that caters to the conveniences of the abutting neighborhoods that

we think are important to both the traffic keeping in the square.

AHMED NUR: Thank you, Mr. Chair.

H. THEODORE COHEN: Thank you.

Why don't we go to public comment? Do we have a sign-up sheet?

So whether you've signed up or not, everyone will have an opportunity to speak. When I call your name, please come forward and state your name and address and spell your name for the stenographer.

We have a lighting system. We ask that you speak only for three minutes. The green light will be on when your time is running. It will turn yellow near the end of the three minutes. And when it turns red, we ask that you please sit down. Just to be clear, what we are doing tonight, the zoning amendments are made by

City Council. What we are doing this evening is having the hearing on whether -- on what the Planning Board's recommendation is to City Council with regard to this proposal. We do not create the zoning. We'll make a recommendation. You will have -- you and the public will have other opportunities to speak at the Ordinance Committee and perhaps at the City Council itself if and when they take up this matter.

Jesse Kanson-Benanav.

CATHERINE PRESTON CONNOLLY: Mr. Chair, before we get started.

H. THEODORE COHEN: Stuart.

CATHERINE PRESTON CONNOLLY: Stuart.

JESSE KANSON-BENANAV: Planning Board members 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 and I'm Chairman of A Better Cambridge.

We're an organization of residents from throughout Cambridge who believe that a diverse and liveable Cambridge is one that promotes sustainable high density development near transit in order to provide housing opportunities for all families. I was happy to sign on to this petition on behalf of myself and A Better Cambridge. I urge you to give expeditious approval or positive recommendation to the City Council on this Central Square restoration petition that is before you today. We believe that this petition charts the right course for future growth in Central Square, but we are most impressed with the provisions to increase the allowed floor area ratio. I've reviewed some initial calculations which indicate that this could open an additional million square feet plus of new residential development or approximately

an additional 1,000 allowed units. Of course they won't all necessarily be built.

While A Better Cambridge as an organization supports additional building heights, when necessary to accommodate greater density, and I would note that I read in the CDD memo that there is some concern that the densities within this petition could not be achieved within current heights. We do appreciate that this petition takes a compromised approach to allowing greater density without increasing building heights to avoid the controversy.

As luck may have it, we're holding this hearing just hours after the Boston Foundation released its annual greater housing report card. Year after year this consistent failure of communities throughout the Greater Boston area to

meet the ever-increasing demand for new housing in our region. It seems that for the first time there may be some slow down in housing production, but whatever the case may be, and unless Cambridge can designate areas such as Central Square to accommodate increased density and additional housing supply, our severe housing affordability crisis will continue. In fact, failure to adopt new zoning such as this petition will exacerbate the problem. So it's time to act right away.

I love Central Square and have lived in or near the square since I moved to Cambridge in 2004. In fact, the vibrancy of Central Square is the reason I came to Cambridge after living just one year in Boston. However, in the past 12 years I found it difficult to afford Central Square and have been forced to move to subsequent

apartments further north, fortunately settling not too far beyond the area thanks to benevolent landlords (inaudible).

Meanwhile the vibrancy of this downtown district of our city has stagnated of limited commercial and residential growth opportunities and resulting in higher residential and commercial real estate that distract from the uniqueness of the square.

We need more Central Square, more housing opportunities for all families, more opportunities for unique local businesses just beyond Mass. Ave. I believe these recommendations will increase the potential for substantial new housing, expand the local retail footprint, enliven the side streets, and further activate the streetscape in Central Square. So I ask to you send a positive recommendation to City

Council.

Thank you.

H. THEODORE COHEN: Thank you.

Gregory Katz.

GREGORY KATZ: Hi there. I'm Gregory Katz. Do I need to spell that? G-R-E-G-O-R-Y K-A-T-Z. I live at 21 Andrew Street in Cambridgeport and Central Square is the kind of main commercial hub and transit hub for me and my family. And I think this is to my mind a kind of modest incremental adjustment to the zoning for Central Square which is something that I think is a real benefit of this proposal. It's sort of inching us towards some changes in Central Square that I think a lot of people support, including a lot of people who don't regularly have time to come to planning meetings, including me. It was kind of hard to arrange child care coverage, but

I did it.

So I think this is a good location for additional density, for economic reasons, but also in particular for environmental reasons.

It's one of the best connected places in Cambridge because of mass transit.

I think there's a lot of smaller pieces of the proposal that I like. The proposal to encourage smaller scale retail, which makes it more likely that that retail's going to be kind of local and interesting and funky and preserve the unique and fun aspects of the square. I think the formula business concept works better than the existing fast food role. I think probably the biggest piece for me -- I work at an affordable housing non-profit, it's kind of a, you know, big issue for me. I think the biggest piece for me is that this has the potential to

add both market and affordable units in a pretty large scale in Central Square, which I think is a perfect place for them; people don't necessarily need cars, they can commute on the train. And I think, you know, both of those types of units are really desperately needed in Cambridge. If we see a place where we can, you know, allow more flexibility for property owners to build, especially these kind of smaller neighborhood scales, I think that's a promising option.

And so the bottom line to my mind is that this is sort of a thoughtful, moderate proposal. It sounds to me like the proponents really talked to folks in the community, including people who didn't agree with them, to get input and sort of, you know, proposed almost like a pre-compromised proposal. You know, a proposal that they think everyone can get on board with. I mean not

everyone's going to get on board, but, you know, you can move in that direction, which I think is a good approach. And I think it also incorporates some of the past planning studies in a good and thoughtful way. Sometimes things get put on a shelf and not get used. This is actually a good use of using the thought and energy that so many of the residents and members of the government put in over the years.

So I would encourage you to approve the petition, and thanks for your time.

H. THEODORE COHEN: Thank you.

Tracy Roosevelt.

TRACY ROOSEVELT: My name is Tracy Roosevelt. Roosevelt R-0-0-S-E-V-E-L-T. I'm a life long resident of Cambridge, and I live at Two Saint Paul Street, unit 2. I -- Two Saint Paul Street is within the BB district of the --

sorry, excuse me, it's within the BA district of the Central Square Overlay District. And what I don't believe George mentioned is that on the map it looks like the -- when you actually read the petition, the BA district, which is primarily residential, is being treated very similarly to the BB district that goes down Massachusetts Avenue.

It -- the petition gets rid of setbacks which will also affect the residential character of the BA neighborhood. And, again, BA is primarily residential.

It also allows permits to go from the 3.0 to 4.0 FAR in BA and that would lead to massive -- buildings over at least a few stories over my condominium in the BA district. I think that there are some places where density can be a good thing, but I think there are other places

where it won't help. It's been shown that there's some studies that just allowing bigger condo buildings doesn't necessarily lead to more affordable housing. And I think it's important to have affordable housing. I think it's also important to maintain the character of Cambridge that we've had for so long.

In terms of parking, which this petition gets rid of, I just like to say that also might be a problem. There's already overcrowding in this area in terms of parking spaces. My street recently has cars illegally parked down at -- because of the construction going on in the building that used to be the bakery on the other side of Saint Paul Street where Carberry's was. It also -- there was an article recently in the Cambridge Chronicle about how we have now come back to our population density of 1950, our

historically highest population density. And so when this plan is designed to look at bringing more people into Cambridge, I think we need to think about that carefully.

I would encourage us to wait and make zoning changes after the Central Square -- I mean, excuse me, the citywide master planning process. We also don't yet know the implications of the Mass. and Main project.

I think that's all I want to say. I just encourage us also to maintain our open spaces, and I'm concerned that if we get, we put them on rooftops, they will be less used by our population because those are historically underused spaces.

H. THEODORE COHEN: Thank you.

TRACY ROOSEVELT: Thank you.

H. THEODORE COHEN: David Day.

DAVID DAY: Hi, thanks again for time you put in today. I want to echo the concern that George said about building or selling to larger developers. I didn't quite factor that in when I was thinking about speaking today. That kind of terrifies me. And, again, echo what Jesse was saying that housing crisis is growing, it's not getting any smaller. We desperately need housing in around Boston.

My name is David Day. I'm a business owner at 614 Mass. Ave. in the Carl Barron building. We teach music technology to kids of all ages and improve quality of life in Cambridge and Cantabrigians everyday, but I cannot live here. I live in Ashmont, in Dorchester.

But as a business owner in Central Square, I'm sad to see it being neglected in the wake of rampant buildouts and improvements

throughout the greater Boston Metro area. We need housing and we need it badly, not just to provide customers to the Central Square Business Association, which I'm a member and the cultural district which I helped pioneer. I feel that the -- bringing customers into the square falls kind of falls into the no brainer category. But to improve the quality of life for Central Square and its surrounding neighborhoods, and as a longtime business owner and operator in Cambridge, I know this may seem antithetical to some Cantabrigians. But I feel the exact opposite is true.

More people leads to more events and more money, and most importantly an improvement to those who seek to move here. By that I mean our Central Square is a precious gift to anyone that is moving here. They can enjoy comedy, see live

music, peruse some of the incredible bookstores, or buy artwork and much more. And keeping people away from these cultural artifacts seems not just unfair to the businesses in the square but unfair to those residents who want to experience that.

An increase in floor area ratio is just one of the antidotes to this ever increasing urgent housing problem, and an invitation to all that participate and enjoy the arts in Central Square. It is almost greedy to keep these potential new residents out of our square. And I endorse and heartily support the efforts of the Sater family and his incredibly hardworking family in Central Square, and just want to make a note to serve this as a testament as such an endorsement of the Central Square restoration petition.

Thank you.

H. THEODORE COHEN: Thank you.

Lee Farris.

LEE FARRIS: Good evening. My name is Lee L-E-E Farris F-A-R-R-I-S, and I live at 269 Norfolk Street in Cambridge and have lived in Central Square since 1979. I'm coming to give qualified support to this petition. I strongly approve its intention to incentivize housing and I like the fact that it's not trying to change the current heights.

I have some areas where I would like changes in the petition that I hope that the Planning Board will consider. We -- I would like the fact that the heights are not changing to be included in the petition. Some language something like "On lots where increased FAR is allowed by this petition -- that is allowed by this petition can only be achieved by heights

beyond the existing height limit with a Special Permit, the existing height limit shall prevail." You might have other language but that's the idea.

And that is specifically addressing a point that CDD made in its memo that some landowners might, in effect, feel frustrated that there's FAR that they can't utilize because of the height limit. CDD's memo points out that this is sort of a new idea for Cambridge. I think it's a good idea. The memo says that it's a type of form-based zoning, and I think that's something that we need to try.

I am concerned about the comment that Ms. Roosevelt raised about -- and that also the CDD memo raised about the -- in effect the Neighborhood 8 edge. And so as I understand it, this petition provides the higher FAR throughout

the Central Square district. I would feel more comfortable if it were limited to the BB and not go up into the BA or I think it's C2 or something on the south side. So I hope that you will discuss that.

And I would be interested in adding language on the formula business section which I think is a good attempt but -- on the aesthetic front, but I would be interested in adding language that limited the total amount of street frontage of the formula businesses to either 10 percent more than exists when the petition is passed or 30 percent of the total street frontage in the square.

Thank you.

H. THEODORE COHEN: Thank you.

Nancy Ryan.

NANCY RYAN: Thank you. As a founding

member of the Cambridge Residence Alliance, I just want to make it clear that the proponents of this zoning petition came to us immediately with its first draft and have met with us consistently, and our organization has had two very publicized meetings where the proponents came and presented this to any of our interested members. So it's been -- we have some differences as Lee articulated, but we really support the limited, the limiting the height to the current height. It's, it was a very important thing to us as we discussed the original C2 Zoning proposals, and this felt like an enormous relief.

We support the density increase because of the residential incentives, and we're really hoping that as those residential incentives become a reality, that we can struggle for even

higher levels of affordability than even what the City Council may pass in incentive zoning.

Because what we need is affordable housing. We don't need a lot more \$3,000 a month small two-bedroom, if you get that much, housing. So that's important to us but we know that's not part of what we're discussing now. So I'm just, I'm coming to say that the parking has been probably the most difficult issue our members have wrestled with. We have people who believe that people need to and will get out of their cars. We have people who depend on automobiles and also live in the densest part of Central Square. I live a block and a half from Mass. Ave. off of Essex Street. Essex Street is a parking lot for people coming into Central Square to hop on the Red Line, so it's really difficult to figure out what's the right balance, and we

haven't settled that out among our members. And so I think you all, sounds like you will be wrestling with that as well when you think about your recommendations.

We're not clear that the in lieu of parking fee could actually cover enough alternative parking sites or structures to make the parking ratio work, but we're wrestling with it. We don't have a position one way or the other. So I really appreciate -- I'm here to hear what you all say, but we're grateful to the proponents for bringing this to us and coming up with a number of compromises. And frankly, I don't see it as avoiding controversy. I really do see it as a reasonable next step for Central Square.

So, thank you.

H. THEODORE COHEN: Thank you.

Carol O'Hare.

CAROL O'HARE: Good evening. My name is Carol O'Hare, 172 Magazine Street. I am late coming to this proposal, but I have lived around Central Square on one side or the other since 1965. It's a thoughtful proposal, but there is a sleeping giant in that nobody has mentioned and the -- yeah. And that is the rooftop FAR exemption. The reason I'm concerned about it is not because of the beginning of the provision which says, which describes it as being for, being used for roof gardens, terraces, and walkways, but because of the end of the provision which says that the Planning Board may grant Special Permits for the use of the rooftop when after having considered hours of operation, range of activities, permitted signage, which isn't even permitted to be higher than 20 feet, sound

mitigation, nothing about lighting. So the two areas of concern that I have is if you're going to exempt FAR on rooftops, what are you going to be permitting to happen on rooftops by Special Permit? Restaurants? Parties? Light shows?

The problem with lighting, which I've spoken to you about and others have, when you heard the zoning amendments to lighting a couple of weeks ago, is that there is more and more research from prominent medical establishments indicating that excess lighting, especially LED lighting, is dangerous and affects people's health.

The AMA has come out with warnings. Many researchers have discovered that children's learning is affected by excess light, and one of the reasons we keep restaurants and bars usually at ground level is because they're not in your face and the sound doesn't affect people who are

trying to sleep. A rooftop lit up by LED lights and with sound blasting is going to affect residential neighborhoods. And I fear that allocating that to a Special Permit process, which is very unpredictable and depends on who's there and what, what other gimmicks the developer proposes and what the moods are and how many neighbors can appear, it's too risky. So I think you need to consider that very, very seriously especially, especially with the iffy health and learning situation.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Ma'am or sir.

SAID ABUZHARA: Good evening. My name is Said Abuzahra, S-A-I-D A-B-U-Z-A-H-R-A. I look at this development as a positive step in the

right direction. My question is -- or my comment is it related to the boundary of this petition? For example, this jetty going into this way is a narrow jetty. How did this come into question I want to know. If I look at the Central Square final, final report of 2013, this narrow rectangle was a little factor instead of being about 120 feet, it is about 300 feet wide rather than being narrow. And I hope someone will take that into consideration and go back to the Central Square development of 2013 and add that.

Thank you.

H. THEODORE COHEN: Excuse me, sir, what area are you talking about that you think ought to be included?

SAID ABUZHARA: Sorry?

AHMED NUR: Along Prospect Street.

H. THEODORE COHEN: What area do you

think ought to be included?

SAID ABUZHARA: The area is to go, like the Central Square plan of 2013 which covers --

H. THEODORE COHEN: What street?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

Which street?

SAID ABUZHARA: That is okay. This is Bishop Allen Drive going in the northwest direction and allow this to cover this area here. I did the same thing as you had in the Central Square development of 2013.

STEVEN COHEN: Sir, are you trying to include those two abandoned buildings?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

Yes, yes.

STEVEN COHEN: Are you the owner of those buildings?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

Yes.

SAID ABUZHARA: Yes.

STEVEN COHEN: Thank you.

It's right over here, these two buildings
over here.

H. THEODORE COHEN: Across from Temple
Street?

STEVEN COHEN: Yes, exactly.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

Yes.

SAID ABUZHARA: Thank you.

H. THEODORE COHEN: That's a C1 area?
Please.

PATRICK BARRETT: Hello, my name is
Patrick Barrett, B-A-R-R-E-T-T. I live at 41
Pleasant Street on the Riverside part of Central
Square. I work with the CSBA. I'm their
treasurer right now. I was on the (inaudible)

Commission and the C2 Commission in 2013.

So I spent a lot of time thinking about Central Square. Helping to plan for Central Square. And part of my frustration has come from the inaction in Central Square, and that's where this petition is really coming from. There's been some questions about is the height not enough height? You know, if you're looking at existing buildings, which is what this petition really looks at, none of those buildings are going to go up passed six stories. It's next to impossible. The cost will just explode. This is a way to sort of increase the quality of life in Central Square.

While maybe the bigger discussion about height and that stuff happens at a later date. You know, Envision process is a year underway. They've almost got a mission statement. And, you

know, in two more years maybe they'll get right to zoning in the city, the entire City of Cambridge. They're going to rezone the entire City of Cambridge. So -- and they'll include the C2 plan at that time. It -- maybe it all passes within five years from now. But the one thing that no one's really talked about at all or even mentioned is how these projects are financed.

I'm a small property owner. I own 897 Main Street where Toscanini's is. I have my own project there right now. I'm going ahead of this zoning so all of this will give me a potential rooftop terrace, which I really do want. I don't want to go to the BZA and ask for a Variance.

Nor should the BZA be forced to hear me. I'm an attorney. Explain to them my hardship as to why I should have a rooftop terrace which I know is nonsense. I'm saying that now before I go to the

BZA.

So these are quality -- while FAR is a big part of this, there's a lot of quality of life things that are being resolved in this petition that I think a lot of people agree ought to be resolved. The fast food cap, if you ever been to the Licensing Commission and listen to someone explaining to them, to the Licensing Board why they aren't a fast food restaurant, there's a narrative. And who actually audits that? I would never ask Ranjit and those guys to spend their time clicking how many people go in, sit down and eat, or if the revenue of 80 percent comes from the actual store itself. None of the restaurants in Central Square aren't -- double negative -- fast food restaurants. Vis-a-vis the internet, vis-a-vis how they do business. So the thing of the business ordinance which was drafted

following the instructions of the Attorney General, the -- and the leading case in Wellfleet, we can't say no to McDonald's. We can't say no to ownership. We can't zone for ownership, but we can zone for certain design aspects which I think is a good start. That in combination with the small footprint retail spaces works together to help make what I think is the form of business where everyone wants from that from the business. I believe in the C2 discussions. You had asked CDD for a memo on formula business. I never saw that actually in the package, but I'd be happy to send you the Attorney General's information on the Wellfleet case that was resolved in 2015 dealing with Cumberland Farms. And I believe once this goes through legal, if it does get that far, you'll find it to be lawful. And maybe it builds on

that. You know, Cambridge Local First I see representatives are here. A lot of people are looking at Central Square right now to see what we could get done.

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

PATRICK BARRETT: Yes, sir.

To wrap it up, please give this some thought. Please, you have been given a second chance at rezoning Central Square. Please take it.

Thank you.

H. THEODORE COHEN: Thank you.

James.

JAMES WILLIAMSON: Hello, I'm James Williamson, 1000 Jackson Place. I participated in the focus group on Planning Board process, and I'm sorry if I was seemed to be speaking out of

turn earlier, but it seems to me after years of public complaining about the public at a public hearing being able to actually see the presentation, we shouldn't be put in a position of having to ask for it and then get slammed down for speaking up for something that really should just be part of how these hearings are conducted. So I hope you'll be mindful of that at future hearings.

I have a couple of -- I'm inclined to support anything that has the name Sater on it. The Saters have been wonderful members of our community for decades. They've done, they've done wonderful things in and for our and with our community, and I'm very mindful of that. I haven't had a chance to give this the kind of careful study that text seems to require to really understand, you know, the sort of zoning

ease language. I'll speak in more general terms.

I have a question about the open space. Is the open space that's alluded to in the staff response, is that gonna be open to the public and how will the public get to that open space is the question?

What will be understood to be public improvements if there's some consideration for a reduction in parking in exchange for the contribution?

Who is gonna decide what a public improvement is?

What, you know, are gonna be taken to be the family of things that are counted as public improvements?

I think it might be useful to try to quantify the total estimated value of the additional FAR that's being, would be allowed

here, plus the two additional exemptions, not as a stick to beat anybody with but to understand what the value is that we're talking about, the potential value in order to better understand what, what we might be asking in return by way of clearly defined public benefits that would accompany this change in the zoning.

Now, more specifically as far as goals, I like the idea of locally owned, independently operated, neighborhood oriented affordable retail. Anything that we can do to help support that, I support. I support the height limits.

I have the concern about the transportation impacts. This -- a lot of it is based on the public transportation system that just isn't working and I think we have, I hope you'll try to work that in into how you think about this.

And finally on bar alcohol entries, I remember when there was the speakeasy on Norfolk Street. I remember, you know, there are exemptions I guess grandfathered for the field, and it seems to me that there ought to be some allowance, some consideration for the possibility of mindful of concerns of neighbors, who are in discussion with neighbors, how that might be something that could be part of some of the changes in the zoning.

So thank, you.

H. THEODORE COHEN: Thank you.

Ma'am.

AMY WITHERBY: I'm Amy Witherby, 61 Tremont Street. I'm also one of the Board of Directors Members for Cambridge Local First. So I'm speaking as a resident but also as a representative for Cambridge Local First.

So we've been paying attention to this petition as it's gone along and we are fully in support of it. Our members include locally and independently owned businesses in Central Square, artists in Central Square, non-profits in Central Square, and businesses include those at the retail level but also those offices that you don't see. We have an awful lot of members in Central Square. And the reason we do is because Central Square always had some little spaces for us. We need two things as local and independently owned businesses:

We need neighborhoods that are strong, which is why we're oftentimes aligned with the residents rather than the big developers, because our neighborhoods are where we get our clients and customers. We don't have a national logo somewhere that somebody could stop by and jump

on. We need to have the kind of clients who hear about us from referrals, customers that come repeatedly. So we think that keeping the character of Central Square, keeping it a strong and embedded neighborhood, giving room for more affordable housing and more housing in general is great for us.

The other thing that we need is we need the landlords that can actually understand what we're doing. If we get large developments in as aggregated plots, we tend to leave because the new space that is are provided simply cannot, we can't afford them, whether the offices or the retail. Central Square has always had this wonderful patchwork of landowners; residential landowners, commercial landowners of all different sorts, and some of them have preferences and some of them are unique and many

have lived here a long time and some are new. But the difference in the property owners actually helps foster the difference in the residents and the difference in the retail and the difference in the service workers. So we love this plan for its ability to let Central Square grow in the way that Central Square always has which is this patchwork of all kinds of different people with different aims and goals and priorities.

Thank you very much.

H. THEODORE COHEN: Thank you.

Ma'am.

ABRA BERKOWITZ: Hi. My name is Abra Berkowitz. And that's A-B-R-A. And my last name is Berkowitz B-E-R-K-O-W-I-T-Z. I live at 253 1/2 Broadway in Cambridge. I actually had the pleasure of meeting Patrick before this meeting.

I can say firsthand that he was very genuine in wanting to meet with the public, honoring our feedback as well and incorporating that into the petition. I was really, really impressed by the truly genuine desire for public input into this petition. There's a few areas -- so first I want to express my support. But there are a few areas that I want us to think about. One of them is formula businesses. I kind of just decided to walk up and down the Central Square area that we're talking about, and I picked up about 41 non-formula businesses according to the new language used to characterize formula businesses and 33 formula businesses. So whether that's a lot or a little, I'm not sure, maybe I'd have to look at other cities, but there are creeping formula businesses in Central Square and that's a fact that we do need to acknowledge.

I want to support something that Lee Farris said earlier about potentially limiting frontage. There are different parts of the U.S., there's this one, I guess, case study of Houston of Whole Foods where there's just like a giant glass wall that takes up the entire street. I mean, it's basically like a wall of Whole Foods. And so I think that if we do limit at least the street front of the formula businesses themselves, we'll at least have that kind of lively streetscape that we all like. And local businesses will hopefully also have exposure and people can see them when they walk by.

Another -- oh, another thing on that was that I counted the Clovers. So there's about 10 Clovers right now if you include food trucks, so that would, I think, technically be under the formula business limit. But if there were more,

that would be over it, so that's something to think about also.

Also Takay (phonetic) which is another local chain has six. So when we do talk about kind of local chains, none of them have quite met kind of that threshold. So you might see Clover as like an average neighborhood restaurant, but it isn't kind of nearly to the magnitude that other local chains could be regarding those new characteristics.

Finally I would like to talk about moving private open space above grade. I think in a way it's great because yes, it opens up more space for retail or particularly for housing units. I also want to think about use, though. When you talk about private use of open space, you might be talking about walking your dog so it can, you know, go to the bathroom. You might be talking

about lounging outside. And although it is private, it does first of all, lose access that public might have despite it being private open space, but you also lose the use. So it means that open space where someone might have their dog poop in the afternoon is gone and they might take that dog out to public open space. So we're losing a use and kind of putting pressure on a public open space. So I would encourage people to think about what taking away open space could mean, whether it's good or not, that's up for everyone to decide. But just kind of two things I would like everyone to think about.

So, and thank you very much.

H. THEODORE COHEN: Thank you.

Is there anyone else?

Heather.

HEATHER HOFFMAN: Hello. Heather

Hoffman, 213 Hurley Street. I want to start out by saying that I hope this is wildly successful. One of the things that you've heard me talk about a whole lot is civic engagement and big buildings don't foster that. They foster being locked away in towers and really not interacting with the street and with the people down there. So the, that's why the height limit matters, and also keeping smaller buildings. It makes a huge difference. I'm really glad to see that.

I wanted to talk a little bit about the exemption for rooftop spaces and balconies and such things. As Carol O'Hare said, it doesn't mention light and so I hope that you will add in light trespass as a specific thing that the -- is a Special Permit criterion for -- and I would just say that I have noticed in my neighborhood that a lot of times people have no idea how far

their voices carry. There were people who decided to climb on the roof of the building across the street from me and they were not talking loudly, but I finally went outside and yelled up at them and said, "I bet you don't know how loud you are." Because that stuff carries, and it bothers people. So talking about noise is not just a little box to check. It's a real quality of life issue. And in fact, I believe that Mr. Sieniewicz used the term "party deck" in a BZA hearing many years ago. It's because of that very reason those -- when we're trying to increase housing and then you install things that make housing unpleasant to live in, you're working across purposes with yourself.

The one other thing that I would say, and this is on my list of live and learn things, is with respect to porches and such things, that the

infamous large lit up building in my neighborhood apparently has porches that are blocked off and can't be used. Why? Because they don't comply with the ADA. So they were allowed to build these things and they sit there and the building residents can't even use them. So I hope that if there's an exemption for this, it has to be actual usable space.

Thanks.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: None appearing.

Then, board members -- let me ask. Does anyone from staff have any additional comments they wish to make in addition to what we received in the memo? No?

Is there any -- have we received anything

from Traffic and Parking with regard to the parking proposals?

JEFF ROBERTS: No, we haven't. I think that the parking question was fairly comprehensively looked at through the C2 study process I think, and also we've seen projects that have come in through Central Square where Traffic and Parking has made comments. I think we feel fairly comfortable with what, with what they would support. And I think Traffic and Parking tends to take the approach of requiring the right amount of parking based on what they would predict to be the demand for different uses. I think for commercial uses they look at examples in the area of projects where there's a particular goal of reducing auto use and that's how they arrived at the recommendations for office and commercial lab as well as retail and

those are, those are noted in the memo. And as for residential, I think as the petitioner, as one of the petitioners pointed out, there was some lively conversation during the C2 study process, and it's even reflected in the report, that while the final recommendation was -- for residential was have a minimum of 0.5 space per unit and a maximum of 0.75 space per unit, that there were members of that group that continued to lobby for further reduction and that was still an issue that remained very actively discussed. But I think as far as Traffic and Parking is concerned, they've always maintained that as you get lower than -- or that for projects close to transit, 0.5, a half a space per unit tends to be about what the lowest demand is. And if the, if the parking gets lower than that, then it starts to raise potential concerns about spillover

effects. But within that 0.5 it's pretty -- it can pretty comfortably accommodate what the demand would be.

H. THEODORE COHEN: Thank you.

HUGH RUSSELL: I have a question for Jeff. What is the height limit along Bishop Allen Drive in a Business A District also wrapping up Prospect Street?

JEFF ROBERTS: It's 45 feet.

HUGH RUSSELL: And can that be waived by Special Permit?

JEFF ROBERTS: No, not according to the -- not according to the -- not under current zoning and nor under the petition.

HUGH RUSSELL: So that the concern of large, tall buildings there's already protection although clearly 45-foot tall, four-story building is a much different scale than a

two-and-a-half-story housing on the same street?

JEFF ROBERTS: Right. I think that's one of the things that we talked about in the report, which is that the FAR provision, and outside of the Business B District that FAR increase up to four that's proposed would require a Planning Board Special Permit. So it would be an interesting kind of alternative approach to looking at the zoning limitations where generally, you know, we look at FAR as the major limiting factor, you know, the density as being the major limiting factor. This would kind of be flipping it around and saying within this height, you know, how much? And the Planning Board would have to assess, you know, how much development could reasonably be fit into that height limit.

H. THEODORE COHEN: Ahmed.

AHMED NUR: Just another question for

Jeff. So to Mr. Abuzahra's concern, how -- what decided the width on east side of Prospect Street and where you stop on Prospect, how far are you going? Because they're outside of this petition. Is there something else there?

JEFF ROBERTS: So, the current -- so the map shows what the current Central Square Overlay District includes and it includes all of what's zoned Business A. There's a portion of the parking, mainly it includes a portion of the parking lot at the corner, and then which is Residence C1. And then there's the veil court area which is also zoned Residence C1. There was discussion during the planning process, and actually there's been discussion for sometime, of whether zoning lines should be adjusted to make redevelopment more -- I think particularly on the parking lot site, because the split -- the split

zoning nature of that parking lot site makes it fairly difficult to design a development on it. So that was looked at during the, during Central Square.

I think the -- I think there's a little bit more nuance to how those recommendations -- or how that particular set of recommendations would be applied to that corner of Prospect and Bishop Allen. But as far as this petition is concerned, it sticks to what the current boundaries of the Central Square Overlay District are.

HUGH RUSSELL: And another question for Jeff. Is it possible to restrict formula business to 30 percent of the district?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:
Could you talk into the mic a little louder,
please?

HUGH RUSSELL: Sorry, my voice doesn't seem to be very strong tonight.

So for either Ted or Jeff, it's been suggested that we restrict formula business to 30 percent of the district or 10 percent more of what's there. Can we do that legally?

H. THEODORE COHEN: Just off the top of my head quickly, I don't see how if it's an allowed use in the district we could restrict it to only portions of the district. I think we would have to say it could only be an allowed use in certain zones. And I mean, we'd have to really come up with a patchwork, I think. Honestly that would be up to the Law Department ultimately. I don't, I guess I didn't hear that comment about restricting it to a portion of the district. I heard a comment about restricting the frontage, which obviously there's the

proposal to do that with regard to banks and financial institutions, and I believe we have done that in other zoning areas in the city.

We've limited -- at least financial, banks and financial institutions. I don't know if we expanded it to any other type of business.

JEFF ROBERTS: I'll respond to the question in a slightly different way. So what's being proposed in the petition is to take formula businesses and make them subject to discretionary review and approval, so they wouldn't be considered as of right. So a business which is designed in such a way that it meets the formula business standards wouldn't be allowed as of right, so the Planning Board would need to, would need to approve it and could impose conditions that could include, it could -- one of the things the Planning Board could consider is the extent

of the frontage. It can be a little -- it can be a little -- it can be a little bit more cumbersome to apply both a strict standard and a Special Permit standard. I think that's one of the issues that comes into play with the current fast order food cap, is that there's -- if there is a Special Permit requirement, but then on top of that there's this kind of magic number that can't be exceeded. I would -- I hadn't considered that notion, but I would think that if it's going to be a Special Permit review, there's certainly more or different criteria that could be applied to that review, but it might become, it might become difficult to have a kind of a strict formulaic requirement that gets overlaid on the discretionary review because it would really limit the options for how it could be addressed.

To say one other thing about it, I think the intent of this, this was a provision that was discussed back when we were talking about the Central Square recommendations, is that the point is really to maintain the unique character and feel of Central Square. So if there's a way to take businesses that may be desirable in the area, that may be attached to some larger chains or other kinds of business types but can be designed in such a way that they're more, they fit more of the character of the square, then there's some logic in allowing the flexibility to do that. And removing that flexibility might, might counter that purpose.

H. THEODORE COHEN: Anyone wish to start discussion?

AHMED NUR: I'll be quick. I always like to jump first, get my things out of the way.

So I do want to start with this: That I have not taken any afternoon naps but this is a dream come true in an afternoon nap in Central Square. It really is. And I'm grateful for all that were involved in this. It's a very difficult thing. But I also really listened clearly when the survivors of Central Square such as the Saters (inaudible), the many changes survived Central Square I don't think in my personal opinion would be the same without that, that this family in front of us. In fact, I met my wife there.

But aside from that I do echo all of that is proposed and with regarding to housing and retail and I mean it's just well put together petition in which rather amendment of Central Square restoration. And so I strongly support and really cannot say it enough, but thankful for

the work that you did.

H. THEODORE COHEN: Why don't I, I'll start with a couple of comments. You know, my first thought being was is this something we want to do right now or whether we wait for Envision Cambridge, but I've been convinced that waiting doesn't serve a purpose, that we don't know how long it's going to take. And as Iram said, you know, Envision Cambridge, the studies in Central Square have been really pretty recent and that they are likely to, you know, form what happens with whatever Envision Cambridge comes out with Central Square and so I think there's no reason not to go forward.

As I understand it, and I was not on the Central Square Committee, but others can correct me if I'm wrong, that the recommendations in that, you know, incorporated a number of

compromises, and that one of those compromises had to do with, you know, increasing the height in certain areas in return for certain other tradeoffs. So I think this proposal which leaves the height issue really off the table, to make it I think non-controversial, you know, leaves open, you know, there is still the elephant in the room that I think is going to have to be addressed by staff, this Board, and City Council at some point. You know, personally I think that the additional housing we need even with this is not going to be enough and that there is going to need to be taller buildings in Central Square at some point in time in some locations. We don't have to have that discussion right now, but I don't think people should think, gee, this is a done deal and height's going to be where it is forever and ever. But we don't have to talk

about it tonight. I think there are enough other good things in this that we can address.

You know, so I think a lot of what's in here is very good. I think the formula businesses is a problematic area. I don't know the solution to it, but, you know, if we say we don't want the McDonald's, we don't want the Burger King, but on the other hand we do want the Flour bakeries and we do want the Clovers. And the Starbucks, aside from their sign, gee, they do provide an awful lot of public space for a lot of people who can go by any one of them and see a million people inside working on their computers or reading or doing whatever. So it's a difficult issue to deal with.

The other issue that I think we have to face is that the changes to retail here are not a panacea, and I may be a voice crying in the

wilderness, but people I will tell you that I think the best thing you can do to ensure active retail, and especially local retail, is not to order things on-line. I mean, it is really killing the brick-and-mortar stores and, you know, there is nothing that we're going to do, that this Board can do, that the city can do, as much as we want to encourage it, other than trying to convince people that you have to start patronizing these stores. You know, it's just a fact. Yesterday was, you know, black Monday where you could --

JAMES WILLIAMSON: Cyber Monday.

H. THEODORE COHEN: Cyber Monday, where you could spend all your money ordering on-line and, you know, it doesn't do anything for our local businesses. So that's, as I say, a voice in the wilderness to try to encourage people to

purchase locally, to purchase from any brick-and-mortar store.

You know, if others would like to jump in, please do.

CATHERINE PRESTON CONNOLLY: I'll go next.

So I agree with both what Ahmed and what Ted has said. I'm generally supportive of the increased FAR. I'm not a big fan of exempting rooftops or balconies or retail from the FAR. I think those are, those exemptions are -- seem to be formulated as a way of getting desirable things without having to deal with the possibility of increased height if we -- and I think FAR is designed to reflect the real density of the use. And I'm -- I think that those are real uses that should be reflected in the FAR. It's just -- I could be swayed on that, but

that's my feeling on that.

I think the fast food cap in Central Square has outlived its purpose. I'm not sure the formula business is the right solution for that, but I'm open to things that we can do like that that might help encourage the locally owned businesses. I do think there is a place for a formula business, but this allows them to have a place. It just says that they have to get a Special Permit. And it does it without having to go through all the ridiculous fictions of not being fast food.

The bar and nightclub entrances, I think that the while grandfathering in existing ones, dealing with them not being on side streets is a good way to ensure that we're not creating new conflicts while still encouraging those kinds of uses in the district in general.

With regard to setbacks and open space, I am generally favorable to not -- to waiving the setbacks in a lot of these districts because I do think that it makes sense, especially since so much of it is already built to lot lines, to not say you have to pull everything back and not conform to the areas around you, and I think that that does get us a lot more -- frankly often more attractive housing than if we try to wedge in new setbacks.

The open space, I do think that above grade open space is limited value even to the people who have access to it, but it is something, so I'm more favorable to that as long as going back to what I said earlier, it essentially counts as part of your FAR. Because as was rightly noted, those above grade open spaces do have impact on people who are seeing

through them and experience the lighting. So those are real concerns when you do move that open space up.

With regard to parking, I think the numbers should be what they are in the C2 study. I appreciate the intent of the petitioner to say because building parking in this environment is so expensive, that by making the requirements higher for office than we think they need to be, we are discouraging office because we're making it more expensive for them. However, that assumes kind of a more rational market for office space than we seem to experience in Cambridge often where people are willing to pay ridiculous amounts of monies to get the Cambridge (Inaudible) and so I would as much as I would appreciate this is yet another way to discourage -- to encourage housing over office, I think

having the parking maximums reflect what we think the real demand is and not encouraging overbuilding of parking at any price and also ensuring that residents' parking demand is met, I think is the right balance. And so unless someone has different evidence that the numbers in the C2 study are wrong, I would say that those are the numbers that should prevail. And I think that covers the main points of the petition in what I wanted to say on them.

H. THEODORE COHEN: Thank you.

Steve, do you want to?

STEVEN COHEN: Sure.

Well, I certainly support the goals of the petition in terms of vitalizing -- revitalizing Central Square and then making it what it was a century ago, the commercial center of the city. And I like, you know, almost

everything in the petition. I mean the changes in fast food and encouraging retail and encouraging residential. It certainly should be evaluated in terms of, you know, what uses does it actually incentivize, what does it encourage, and I support, I think, all of that details we talk about that I think it's too early in the process to get too deep in any real details.

My biggest concern is I guess the one I implied in my questions to George Metzger and that is about the extent to which this will really incentivize this sort of development which it purports to encourage, and I'm kind of skeptical of that to be honest. Between the requirements for affordable housing and the residential and the limits in height, I think there are going to be precious few parcels in here where an owner is going to have sufficient

motivation to redevelop their site. I think it's possible in those few parcels that are currently populated by a single-story building, I think they are -- there may be sufficient incentive. But I think that's probably about it. And as everybody sort of speaks of their concerns and rational really what they say in an isolated way, including Catherine's concerns about what's counted for FAR and so forth, each of those statements sound reasonable and rational in a vacuum, but many of them end up reducing any incentive to redevelop a parcel. And if that's really what we're trying to do here, we're not just talking abstract about how we'd like the world to be, but if we're really trying to incentivize redevelopment, I mean we really have to look at it from the perspective of a property owner and see whether there is enough incentive.

I simply don't think there's going to be enough incentive here. So there's nothing that I object. I simply am concerned that after all the nice words and goals are expressed that they're simply, it really won't be enough incentive. Again, hopefully for, you know, some of the one-story buildings.

I'd also mention one thing about your comments, Ted. Ted, you say well, this sounds good, but down the road we ought to permit greater height. Well, unfortunately the way property owner will frequently react to that then is well, I'll wait. You know, why should I build out my parcel now if in five years or ten years I can do much more? And so wait. And to some extent this gentleman's property, forgive me, I can't remember your last name, but their parcel has been sitting there, those two buildings have

been sitting there more than ten years.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

It was litigated. We couldn't do anything with it.

STEVEN COHEN: Well, I'm sorry, I shouldn't have gotten into the specifics, but the point is the property owners, especially if they have, you know, some income producing use now, they will wait and wait if they think there are greater prospects coming around the corner. And so I think we, you know, now is the time that we should think real hard about what it is that we really want to accomplish in Central Square and really look at it from a business owner's point of view, from a property owner's point of view, and what will it really take to incentivize a property owner to demolish their existing income-generating property and invest

substantially to a new building. And as I said, forgive me for being a broken record, I'm not sure that there's enough incentive here.

H. THEODORE COHEN: So just to be clear, so are you suggesting that this shouldn't -- this proposal shouldn't happen now but should be part of a larger discussion that takes into account the height issue?

STEVEN COHEN: Well, I don't know that that's a larger discussion, I think that's part of this discussion. And just to be clear, I'm not suggesting, you know, 20-story skyscrapers here. I think probably a six-story building, you know, would be a sufficiently greater opportunity for development to incentivize. You know, we've talked about open space on the ground, but you know the only way to even come close to utilizing this FAR incentive is to basically build from

property line to property line without any setbacks, without any ground floor open space. I mean, again, the goals sound great, but I'm not sure that the pieces of this puzzle really fit together in a way to create the incentives that we're trying. I, I you know, I can't speak to the political issues here, but strictly from a planning perspective, if our goal is to encourage the redevelopment of the square, I think we need to build in more incentives, and I would wish to do that now. And if not precisely through this petition, I would love to see the Community Development and this Board take this opportunity to fashion a proposal, a zoning change, but very similar to the one that we're looking at today, but tweaked with some, you know, some sophisticated business input into the process so that we really understand what it would take to

incentivize development, and so that we don't end up with another nice sounding zoning change which simply doesn't accomplish what it seeks to accomplish. So, yeah, I would love to engage in that process now.

H. THEODORE COHEN: Okay.

Either Jeff or Iram, can you remind us what other provisions were recommended in the C2 study that have not been included in this?

JEFF ROBERTS: I can try to cover some of that.

H. THEODORE COHEN: Okay.

JEFF ROBERTS: So there were provisions, obviously height was one of the major provisions that was discussed pretty thoroughly through the C2 study process and kind of graduated addition of height was proposed time. The Central Square proposal also took a little bit more of a nuance

look at the area and divided into a few different subdistricts, one which was called the heart of Central Square which we think of Mass. Ave. from Lafayette Square to I guess up to City Hall. And then there was the Osborne Triangle subdistrict which stretched out to over some of the sort of the former industrial area along Main Street and triangled between Main Street and Mass. Ave. And then the neighborhood edge districts where those sort of outside of Bishop Allen Drive and Green Street. And the provisions that were included in the recommendations were again to have the height sort of gradated as well as the density.

One of the -- I mentioned this in the memo, that one of the key provisions was sort of a transfer of development system, so similar to other areas where you could take an assemblage of

lots and then have, have the density shifted a bit more flexibly. That was proposed here. And the purpose was that a part of the Central Square recommendation, which actually sort of carried through from the previous Central Square study, is to preserve existing buildings with historic character and also to create some additional public open space. And in order to do that effectively when you have an assemblage of different small lots, there was some logic to allowing some of that density to be shifted. And, again, where, you know, the height contributes to that as well. So for some areas if you had an assemblage of lots you could build a taller residential building while also preserving some open space at the ground level preserving possibly some lower scale historic buildings. So those are some things that are --

that aren't necessarily included here. You could still combine lots that are, that are abutting each other. This wouldn't -- nothing here would prevent that from happening, but it's, it's a little bit less flexible especially since a lot of the ownership in this area is fairly scattered. So I think those are two of the really key -- there may be some other things that I'm leaving out, but I think those -- in terms of the approach to density and managing development outcomes, those are two of the key things that, that aren't included here but -- and so might result in different types of development outcomes than what would have been anticipated from that.

Oh, and I'll mention another thing, too, because it just popped into my head, and this is also mentioned in our memo. That the petition while it, at the beginning of the introduction of

the petition, it references that part of the motivation is to refresh the planning basis for the zoning in Central Square, which the current zoning continues to make reference to the plan that was developed in the 80s or sort of mid 80s, but the zoning proposal doesn't pull in the revised planning and set of design guidelines that were developed in the K2-C2 study. And so it's a little bit complicated because the guidelines that were developed through that anticipate the larger height and more flexible development transfers, but it also includes some provisions that would be relevant given, given the current petition proposal. So to summarize that point, if there is a new zoning, set of zoning requirements put in place, that would have to, that would -- and many of them do still rely on review by the Planning Board, it would make

sense to have some set of guidelines, more refined criteria to help, especially if the Planning Board were needing to assess things like well the balance between density and setback requirements and open space requirements given that an increased density but retaining a lower height limit. Those are all things that the Planning Board may want some additional guidance and assistance.

H. THEODORE COHEN: Thank you.

Hugh.

HUGH RUSSELL: A series of comments.

I think on the formula business, I think the -- when you're trying to regulate the things in the Section 4 which is the appearance from the street of what the business looks like, and we're successful in doing that, then I think that's the goal. And it doesn't need to be any further

restriction on frontage or this or that because the goal is to try to, you know, it's like the Eliot Street Cafe which would be when you get inside has a big Dunkin' Donuts menu board but it looks like any other cafe, you know, on there.

I would suggest that the relief on the counting rooftop spaces as FAR only be available to residential uses and not be available for business uses because residential uses essentially is an accessory use where the same people might be in their apartment or they might be on the roof. And I think it's very important to, in particular on some of these smaller intricate lots that have a lot of flexibility in how the open space is accomplished.

Office parking, the Green Street garage is now full in the morning I'm told. I don't try to park in the Green Street garage, but my --

when we were in Harvard Square, my business partner used to park in the Green Street garage in Central Square and take the T to Harvard Square because he was in a house that his wife inherited in Weston and that's no longer reliable. Of course we just moved our office to Central Square.

CAROL O'HARE: Could you bring the mic closer?

HUGH RUSSELL: So I --

CAROL O'HARE: That's great. Thank you.

HUGH RUSSELL: So I think Catherine's notion that the parking requirements should mirror what the C2 study, that is correct, but I think we have to make sure that because there really aren't resources for office parking, that -- or what we say has full. You could always get a meter for an hour or two. At Bishop Allen

Drive is quite reliable. And but the other resident parking streets around in the end of Central Square that I'm familiar with are always very, very full. So we may want to look at whether that 0.9 is up to date vis-a-vis the Green Street garage situation.

I believe we cannot recommend extending the district boundary to the veil court. It could be subject of rezoning.

The terms of the height, it's a complicated calculation. You know, FAR 4 but if you exempt the retail on the ground floor or some portion of it because of this size, you might be able to get like three and a half above the ground floor and then you multiply that by 1.3, the affordable housing bonus, I believe that gets you about 5. And under the 80-foot height limit under a Special Permit you can get six floors

above the ground floor although your building turns into a high rise and becomes a little more expensive with some of the fire protection systems. So people tend to not build 80-foot buildings in Massachusetts. They tend to build 70-foot buildings, which is one story lower. So I think on some sites the 80-foot limit would be the -- would mean that the FAR would not give you total absolute build out. Some sites you could get the build out, it depends how much of the site you need for your housing, it's got a lot of street frontage, you could build up against the street, then you have to provide fewer setbacks on the interior portions of your property.

So....

STEVEN COHEN: Hugh, I'm sorry, can I interject just one question.

HUGH RUSSELL: Yeah.

STEVEN COHEN: For clarification for all of our benefit?

HUGH RUSSELL: Yeah.

STEVEN COHEN: Where the reference is to a 55-foot height district and I think that district is B District where we're most concerned, does the code provide that an 80-foot height is permitted by Special Permit?

HUGH RUSSELL: I believe so.

STEVEN COHEN: Is that it?

HUGH RUSSELL: Yes.

JEFF ROBERTS: Yes, the tallest height in Central Square is 80 feet, but that's by Special Permit from the Planning Board.

STEVEN COHEN: Okay, but that's permitted?

HUGH RUSSELL: Right.

STEVEN COHEN: Every place, okay.

HUGH RUSSELL: Not every place.

STEVEN COHEN: But in the B.

HUGH RUSSELL: So I want to speak a little bit to your notion of does this provide enough incentives? And so we add enough FAR so you can max, you can get up to the full 80 feet to fill up that volume, and the setbacks are flexible by Special Permit, the height is by Special Permit, the open space is by Special Permit, what else can we do? Except give people more FAR and more height. I share your thinking and what George's statement that this may not accomplish too much, but it's a place to start and it's a significant change that may affect some people.

Now, nobody's mentioned the 195-foot elephant in the square, but I would say someone can assemble a lot of property and do some good

planning and some excellent community discussions over a course of years literally, then they can go to the Council and get more height and that is probably the proper way to do it. And we have an example of somebody who succeeded in that. I don't think it's going to happen very often.

So I guess my -- that's sort of the end of my notes. I think we should proceed on this with only the smallest of tweaking to address some of the comments like the -- we can share if we're allowing rooftop uses, if we take in all the impacts including, you know, sound and light.

One more little story. My office in Harvard Square overlooked the Bryne (phonetic) block and there's a new taqueria, Felipe's I believe, and they built out a very extensive rooftop which my office overlooked. And I got to tell you that was very active. And I was quite

worried it was going to be really noisy and disruptive to my office, but we could never hear them. So I mean the office, we had speakers there, there were people there having a good time, but in context of Harvard Square, particularly at the second floor level, it was, it was fine.

If you're on Bishop Allen Drive and you have that same kind of activity, it's going to be -- it would be completely inappropriate. So that was one reason I felt it was -- we restrict the bonus to the residential use that is part of the job. The rest of the job is following the suggestions that were put forward in this hearing.

H. THEODORE COHEN: Do you have a position on the exemption for retail under 1500 square feet?

HUGH RUSSELL: I think it's another piece that might tip the balance for somebody and, you know, we have a clear reason why we want to do that. We want to provide incentives for people to have smaller retail establishments that are more locally serving. I think the Clover example is an interesting example. Perhaps the -- I don't mind having to give Clover a Special Permit if they want another restaurant in Central Square because they now have an eleventh restaurant, because I think they've shown that they're not formula in terms of the their -- the way in which they treat the architecture of their spaces. That's what we were most concerned about.

Their restoration of the 1913 interior of Harvard Square is amazing but, you know, it's -- the one where Hi-Fi Pizza used to be. It's an interesting place and it seems to be really

pretty much in the spirit of the place.

H. THEODORE COHEN: Okay.

HUGH RUSSELL: I don't think they'll have any problems getting a permit.

H. THEODORE COHEN: Tom.

TOM SIENIEWICZ: Okay, well first of all, I really appreciate the pre-compromise proposal as it was described. And so, you know, I don't think it fully does everything, but I think it's -- the whole proposal is founded on some really fantastic ideas. You know, one, it's environmentally progressive relative to redeveloping this district near transit.

Two, that stagnant growth is not good, and I don't think anybody's here that would disagree with that.

Third, though, that it's based on the scale, grain, and the density of the square to

try to preserve that, to try to work with that and that's also I think a really positive planning outcome for this particular zoning proposal.

So the basis of it, you know, unlike some of the other proposals that we see before us that is not neither down zoning or reaction to a particular development, it's one that's based on really good sound community building and urban design principles. And then it furthermore comes here and it's pre-compromised. So it's been a lot of discussion with people to think about planning in Central Square a lot on all sides of development. And it's for me, I just think it's a model of really great discussion.

And so, some particulars. I'm a fan of the exemption for the open space FAR and the 1500 square foot FAR. The roof decks and balconies

will allow for the redevelopment of historic buildings, there will be -- allow for the, I think the redevelopment of relatively small lots and it goes right to the heart of the founding principles of the petition which is to not, not allow for the or encourage the aggregation into big lots for potential development.

So on the parking, the parking is a hard one for me. Everybody who listens carefully to my comments on the Board know that I have pretty progressive views on the future of the car. And I think Catherine's reasoning is good to base it on the C2 zoning which measured it by through Traffic and Parking, but I also am well aware, you know, a lot has changed since 2013 relative to transportation pressures, relative to the way in which we're seeing modes of transportation and movement change within our city. And so the

proposal, using some logic again, saying well, this is a way to get relief to allow for a development to move forward on a relative small lot. And so I think unless dogmatic about going back on that parking number, I'd like more study on that. I'm not in favor of the boundary change. I think that has to go to a whole new planning discussion.

I think that is the sum total of my comments. And I agree with the Chair, I came in here thinking that the master plan was the way to go and I've changed my mind over the course of the hearing and the testimony that I heard tonight, that why wait? I think it's a very prudent, well-founded proposal founded in good planning and good community process and let's go. And maybe the master plan will do something different, and this is just an intermediate

point. So that's where I am.

H. THEODORE COHEN: Mary.

MARY FLYNN: I would agree with much of what my colleagues have already said. First, I do want to commend everyone who has worked on this in one way or another, either from the business side or the residential side. As Tom said, it's unusual for us to have a situation where, you know, a petition is based on really, you know, thoughtful planning and not just a reaction to a down zone, a down zoning as a development looming on the horizon. It's really very refreshing to see, so thank you for that.

I tend to agree with Catherine on the parking numbers. I think the C2 study is correct. I don't have any objections to the notion of doing some update to those to see if they should be tweaked a little. I think that's

fine.

On the height issue, I think, you know, people have spent a lot of time talking about it in the neighborhood, and as Hugh illustrated, there are lots of incentives that would be granted to property owners through the Special Permit. So at this point I would say, you know, let's give it a try. You know, again, with the citywide planning study we may find that, you know, that there is more to talk about based on that, but I don't really feel like there's any basis right now for us to go higher without tweaking around the edges and seeing if it works to achieve the goals that the proponents have laid out which I think we all agreed to. So I wouldn't, I would leave that alone.

I don't have an issue with the exempting of rooftops and balconies from the FAR. I think

it might -- I do understand the noise issue and so I think I'd be a little bit more concerned about it in the BA areas, but I think most of the BB district is more similar to the Harvard Square example.

And the formula businesses, I mean, I think it's a very interesting concept, and I agree that we don't need to put more restrictions on it if we're granting it by Special Permit. I think Jeff's point about the urban design guidelines that were proposed in the Central Square study, and it would be helpful to look at those and pull out the items that do apply so that we have that in guiding some of the Special Permit decisions. But all in all I think, you know, it's a good step forward.

H. THEODORE COHEN: Thacher.

THACHER TIFFANY: I get to clean-up.

Thanks.

I don't want to repeat too much. I really agree with the way my colleagues are thinking about it and I, I add my accolades for all the work that people put into this and the building consensus before even getting here.

I guess I'm hearing a weigh in on a couple of the things it seems that we have some differences I want to see if we can get some consensus. So there's what to do about the exemption on rooftop decks and balconies. I would love to see more rooftop decks both in residential and in restaurants. You know, I think that the taco place rooftop top deck is a great addition to Harvard Square. But I do also share people's concerns for noise in the wrong places. You know, in terms of, you know, FAR is -- like Hugh said, FAR is meant to capture the

amount of activity happening. So is a rooftop deck more activity or is it just a place where inside things happen when it's nice outside? I think with retail, you know, on the perfect day, maybe for a retailer, that got the inside full and the outside full, but really most of the time it's sort of one or the other, but maybe, maybe the way to split this is to just have the exemption apply in the BB area or maybe there's some compromise there, that would be my take.

I think I agree with Catherine on the parking ratio for office. I mean, obviously none of us have studied it. Well, maybe Catherine's studied closely. I have not studied it that closely. But it does, I don't like the rationale of using a parking ratio to encourage or discourage a use. That's too blunt and we've got lots of other ways to do that, and, you know, if

the study determines an appropriate ratio, I think we should be in that ratio.

Those are the two things that I thought we hadn't quite resolved during the discussion.

H. THEODORE COHEN: Thank you. Further comments?

AHMED NUR: Just one little thing, sorry. And this is just to support Hugh's point on addressing and Steve's for more intensive. In Central Square I lived there since 1987 but moved to Harvard Square area. And so many proposals come in and it's like, you know, you can never really -- who's going to come out and come out with the perfect petition, right? And we take as Mr. Katz put it in incremental, modest, you know, steps towards the right direction. So I think that's, that's when I changed my mind about the master plan.

As far as the rooftops are concerned, if we're going to go on height and if we're going to go density, Central Square and especially this area BB area, is the place where it's going to happen. And I tell you when we go up, you're not going to have a lot of sidewalks without, with sunshine, rooftops is the place to go. I mean how many of us have gone to places that have rooftops? So it's mostly in the daytime. At night restaurants rooftops they limit. If there's residential they say hey, you know what, the rooftop is closed after 8:30. We have seats here and just so if things like that could happen. So it's not the end of the world if we have a lot of restaurants on rooftops.

CATHERINE PRESTON CONNOLLY: So having listened to the wisdom of my colleagues, I am prepared to say okay to the exemption for ground

floor retail. I don't feel so strongly about that that I need to dig in my heels. I think the arguments you made are good, and I'm fine with that.

I do note that the exemption for rooftop spaces is by Special Permit, and that I think allows us to look at both the residential and the retail one on a case-by-case basis to see if it is an appropriate one for that space, and considering the noise and the lighting and all of the, all of the impacts on the neighborhood. And I do think Hugh's point that we should enumerate as many of them as possible while still making clear, that if we think there are others, we can consider those, too. So, considering that that is a Special Permit and that my colleagues have made good arguments that it would help to incentivize what we're trying to achieve here,

I'm perfectly fine with that.

I'm also okay with asking Traffic if they think the parking numbers need to be updated. I doubt that they have moved much, but, you know, if they have better data that says it should be 0.1 instead of 0.9, I'm open to that. But I do think that those numbers should be based on the actual need for parking.

H. THEODORE COHEN: If I could just jump in on that, I agree with what Thacher said, that I don't think that you should use parking to incentivize or be incentivized a particular use, that the parking ought to be what is necessary for that use.

CATHERINE PRESTON CONNOLLY: Yeah.

H. THEODORE COHEN: And we've been cutting back and Traffic and Parking's been cutting back and that's fine and dandy but I

think it should be the appropriate amount.

CATHERINE PRESTON CONNOLLY: Agreed.

H. THEODORE COHEN: Steve, do you have further comment?

STEVEN COHEN: Yeah, one quick comment after my long impassioned comments about height, I was operating under this apprehension that the height limit was fixed at 55 feet. I think if I can be increased to as much as 80 by Special Permit, well, you know, the mixed there's some question about whether that ends up being enough incentive, but it's a reasonable position I think to take at this point in the planning process, and I would certainly support that.

One other question, in the discussion about parking and going back to the C2 provisions, I mean most of what I discussed and I heard about is for office. Are we suggesting

going back to C2 for residential?

CATHERINE PRESTON CONNOLLY: I was.

STEVEN COHEN: As well? One of the interesting things is that C2 provides for a minimum --

CATHERINE PRESTON CONNOLLY: Yes.

STEVEN COHEN: -- of parking for residential. And the proposal before us actually doesn't have --

CATHERINE PRESTON CONNOLLY: Correct.

STEVEN COHEN: So, Catherine, you're proposing more parking?

CATHERINE PRESTON CONNOLLY: I am proposing that we have a minimum for residential parking, yes. And I think that does a lot to deal with the concerns about spillover because it tends to be residential that is most prone to spillover.

STEVEN COHEN: Well, let me ask again a technical question, is the minimum subject to waiver by Special Permit or is the minimum a fixed?

CATHERINE PRESTON CONNOLLY: Actually, the minimum is a Variance or is it the other way?

JEFF ROBERTS: It is a Special Permit and this is --

CATHERINE PRESTON CONNOLLY: Yeah.

JEFF ROBERTS: -- this is where the -- and this is another issue that is pointed out in the memo that may require more study along with the parking in general, the notion of in lieu of fees to reduce the minimum parking. This is something that we have that applies in Harvard Square, it comes up from time to time, there are always some questions about it, well, you know, what kind of revenue are we getting from that?

You know, what kind of improvements can actually be expected from that in lieu of fee? You know, we don't want to overpromise that we're going to somehow be able to create a lot of public parking through that fee, but there may be some other creative ways to use that that we haven't fully explored yet. So that's something that probably requires some more discussion, but it's not a foreign concept and it wasn't included in the original C2 recommendations, but it's an interesting idea that warrants some consideration.

STEVEN COHEN: The reason I raise the point and ask the question, and you know ordinarily I'm one that does advocate to some degree of parking because it's a matter of some concern to me, but A, just given the geometry of the lots in Central Square, I think in many of

them it will be very difficult to provide for underground parking which is the only parking that we would consider. And so I want to be sure that we have the flexibility to look at a particular lot and have the right by Special Permit to say that the parking doesn't have to be required. And if there's any place in the city or in the Metropolitan area where you could get away without parking, it would be right smack in Central Square right on top of the Red Line.

CATHERINE PRESTON CONNOLLY: I think I have some transcripts to pull from the Central Square Special Permit discussions to remind you of prior decisions.

STEVEN COHEN: It depends on the lot, and many of these are small parcels. It would be tough to provide. Be that as it may, so long as we have the flexibility by Special Permit, I have

no concerns.

CATHERINE PRESTON CONNOLLY: Yeah.

HUGH RUSSELL: Just to set an example, 50 years ago a developer built two stories of housing on top of a one-story block on Church Street, the -- you know, no parking utilizing the principal condition, and I think that's the kind of thing that would be appropriate in some places and some sites in Central Square. So I think Steve's point is a good one.

CATHERINE PRESTON CONNOLLY: Yeah.

HUGH RUSSELL: And you've got to be able to have that tool in our toolkit.

H. THEODORE COHEN: So as I understand it, with the minimum of 0.5 but there is the provision for this in lieu payment if somebody wasn't --

CATHERINE PRESTON CONNOLLY: Yeah, by

Special Permit we could improve an in lieu payment to go below it.

H. THEODORE COHEN: Yes, right.

So I gather we are in favor of recommending the passage of this zoning petition to the City Council, but I would like to run through the main points to make sure we are in agreement and with some changes.

So the main one is to increase the allowed FAR from three to four in the Business B District and allowing the increase in total FAR by four by Special Permit in the overlay so long as the non-residential FAR does not exceed the base zoning limits.

We all in agreement with that?

(All Members in Agreement.)

H. THEODORE COHEN: Exempting residential balconies and publicly enjoyable rooftop space

from FAR limitations.

CATHERINE PRESTON CONNOLLY: Upon the granting of a Special Permit.

H. THEODORE COHEN: Yeah, let me -- I'm sorry, rather than working from the memo, let me go back to the notice.

STEVEN COHEN: While you're looking, publicly enjoyable. Does that mean that a roof would have to be accessible to folks other than the residents of that building?

HUGH RUSSELL: No. You don't generally require that for housing.

STEVEN COHEN: So I guess -- I have to look at the actual terms.

H. THEODORE COHEN: Yes.

All right, so gross floor area -- with the proposed language is that gross floor area balconies, terraces, porches, stoops, or

mezzanines or any floor -- on any floor of a structure that are accessory to residential uses and not exceeding five feet in depth shall be exempt from the calculation of GFA permitted on the applicable lot.

So that's residential balconies.

CATHERINE PRESTON CONNOLLY: Right.

H. THEODORE COHEN: Gross floor area of open spaces on the roofs of buildings such as roof gardens, etcetera, shall be exempt from gross floor area and FAR limitations upon the granting of the Special Permit by the Planning Board. Shall consider -- Planning Board shall consider hours of operation, range of activities permitted, signage, sound mitigations, or other measures.

There was a reference to lighting. Would it be appropriate to insert reference to

lighting?

HUGH RUSSELL: Light trespass.

CATHERINE PRESTON CONNOLLY: Light
trespass.

MARY FLYNN: Yes.

H. THEODORE COHEN: Light trespass.

So we are in agreement with that
provision?

(All Members in Agreement.)

H. THEODORE COHEN: And then there's an
exemption for ground floor retail for retail
spaces of 1500 square feet or less excluded from
FAR.

We're in agreement with that?

MARY FLYNN: Yes.

STEVEN COHEN: Just to comment. You
know, in other matters that have come before us
we've actually required first floor retail.

THE STENOGRAPHER: Could you turn the microphone on, please?

STEVEN COHEN: I'm sorry.

In other context we have frequently required first floor retail, what we want to, you know, be sure to have an active street life. Is there any such requirement in this district?

HUGH RUSSELL: I think the guidelines cover that pretty extensively.

STEVEN COHEN: The guidelines?

AHMED NUR: That's existing. We're not changing that.

HUGH RUSSELL: The Central Square design guidelines.

STEVEN COHEN: Okay.

HUGH RUSSELL: It's not a requirement, it's a guideline.

H. THEODORE COHEN: And so now there are

some restricted uses. So we have the alcoholic beverages. And I have to confess I don't quite understand what this is changing from what exists currently.

Jeff, are you clear?

JEFF ROBERTS: So there's a provision that we discussed with the Planning Board a little while back. There was a provision that was put in the Central Square Overlay District that says if you have an establishment where alcohol is served and where dancing or entertainment is provided. So it's not, it's not any bar or restaurant. It's basically for night clubs and entertainment venues.

HUGH RUSSELL: Like the (inaudible) provision.

JEFF ROBERTS: Right. So this is a provision that requires -- the use -- if you have

that use in the district, the entrance has to be on Mass. Ave. or Main Street and then it, we discussed it a while back, Prospect Street or a section of Prospect Street was added to that. And we also looked at other areas that might be allowed. And I think there was a lot of -- you know, there was still some concern at the time about, you know, what the impact of a nightclub type entrance might be if it were facing out towards the residential neighborhood.

What's proposed here is that it could be, that could be allowed or that restriction could be waived by a Special Permit.

H. THEODORE COHEN: By a Special Permit.

JEFF ROBERTS: And so the Planning Board would be able to look at that on a case-by-case basis.

H. THEODORE COHEN: And as I recall we

had that issue --

AHMED NUR: Prospect Street.

H. THEODORE COHEN: On Prospect Street.

AHMED NUR: Yes. There was that chain.

H. THEODORE COHEN: Okay, so we're comfortable with this?

(All Members in Agreement.)

H. THEODORE COHEN: The provision that no individual bank or financial institution shall occupy more than 25 feet of the frontage facing Mass. Ave. or Main Street, and no more than 30 percent of along aggregate building frontage facing more public spaces, public streets may be occupied for such uses.

CATHERINE PRESTON CONNOLLY: Okay.

H. THEODORE COHEN: Okay?

Then there is the provision for the formula business district, which basically

applies to a business which has 10 or more establishments in Massachusetts or 20 anywhere else in the world with, you know, would need a -- if it is a formula business using those standardized things, then can only be established in the Overlay District only if shown through the Special Permit. And Special Permit, Planning Board takes into consideration the extent to which the design or proposal reflects the (inaudible) strengthens the character of Central Square. And other provisions basically to make sure that it's in keeping with Central Square.

CATHERINE PRESTON CONNOLLY: Yes.

STEVEN COHEN: Yes.

H. THEODORE COHEN: Waiver of setback requirements. So the yard requiring space zoning district may be waived except for such yard above the lot but not a public way outside the Overlay

District.

Comfortable with that?

(All Members in Agreement.)

H. THEODORE COHEN: Waiver of open space requirement. Open space shall be provided as required in the base zoning district. The Planning Board may allow by Special Permit the reduction of required open space and permit such open space to be located levels other than at grade. If applicant can demonstrate the urban design objective set forth in the Overlay District can be met.

STEVEN COHEN: I'm sorry, can it be waived as well as just relocated?

CATHERINE PRESTON CONNOLLY: Yes. Can be reduced. Yeah.

H. THEODORE COHEN: Right. Okay?

Maybe we -- can be reduced and can be

located on levels other than at grade.

STEVEN COHEN: Reduced to zero?

CATHERINE PRESTON CONNOLLY: It doesn't specify.

H. THEODORE COHEN: It doesn't specify. I presume it could be.

HUGH RUSSELL: There's an, I guess, it's on the corner of Pearl Street and Mass. Avenue which used to have offices upstairs, and 35 years ago they got a Variance to put in housing, but there was no way to bring in open space. So that was one of the Variances they got.

STEVEN COHEN: That's a concern, you know, if we can permit that by Special Permit, great. But if it's only by Variance, that would be a problem.

CATHERINE PRESTON CONNOLLY: So I think that's just a matter of recommending a wording

change that clarifies "can be reduced or waived."

You know, we're essentially in concert with the recommendation of the petition, we just want to be clear that we can, we can waive it. But although, frankly, I think if it can be relocated to above grade, we're likely to require that rather than waive it altogether.

STEVEN COHEN: Good.

H. THEODORE COHEN: I mean the section, if it keeps the title, is waiver of open space requirements.

STEVEN COHEN: But that's the intent.

CATHERINE PRESTON CONNOLLY: Yeah, exactly. So I think we're fulfilling the intent by making that clarification.

H. THEODORE COHEN: Okay.

So the waiver of parking and loading requirements. It seemed to be the sense that we

recommend that the proposal be changed to the recommendations in the C2 study.

CATHERINE PRESTON CONNOLLY: Yeah. I think that's right, and I'd also say that, therefore, I don't -- I wouldn't necessarily recommend the language here as written. I mean, I think that the -- even if with swapping out the numbers, because for instance, this exempts all the buildings that existed before 1940, you know, etcetera, etcetera. I think that once you revise the numbers, you have to look at how this all works together. But the concept of recommending that we stick with the C2 numbers with the ability to waive that parking requirement upon payment of an in lieu fee, I think everybody is in concert with that.

JEFF ROBERTS: Just a note, I think this came up during comment, but the provision for the

waiver for existing buildings is in the existing zoning.

CATHERINE PRESTON CONNOLLY: Okay.

JEFF ROBERTS: So I think that the proposal is to maintain that, but certainly it might make sense if the whole formulation of how the requirements are being calculated is changing, then that is something that could be revisited.

CATHERINE PRESTON CONNOLLY: That's fine. I just didn't want to, you know, since we hadn't discussed the exemption for existing buildings, I didn't want to just lump that in and say everything is fine, just change the numbers.

H. THEODORE COHEN: Okay.

And I think one other issue that we haven't discussed is location of parking, that for any new development that requires a Special

Permit, the accessory parking may be provided on-site or within existing parking facilities elsewhere in the Overlay District subject to Planning Board approval.

CATHERINE PRESTON CONNOLLY: That's, I think that's fine. It generally, correct me if I'm wrong, Jeff, but you can locate offsite within 250 feet as long as you're within the same zoning district anyway, right?

JEFF ROBERTS: That's right. There's a whole kind of system of requirements for how you can have offsite parking, but it can be cumbersome.

CATHERINE PRESTON CONNOLLY: Okay.

JEFF ROBERTS: I think that this provision was put in place just to --

CATHERINE PRESTON CONNOLLY: Make it easier.

JEFF ROBERTS: -- provide a little extra flexibility.

CATHERINE PRESTON CONNOLLY: That's fine.

JEFF ROBERTS: Yes.

H. THEODORE COHEN: I think those are all the --

HUGH RUSSELL: One thing with height that might happen is that there are probably developments that were done in the last 30 years that are over parked.

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: And so that's a resource for providing parking for other, other residential uses.

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: So, with those few changes, are we prepared to vote on the recommendation, such recommendation to the City

Council?

STEVEN COHEN: Yes.

CATHERINE PRESTON CONNOLLY: Yes.

AHMED NUR: Yes.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Unanimous.

Thank you all very much. We appreciate all the work that has been done on this matter and we hope that it really is successful, but I suspect, you know, there may be other changes coming out of the Envision Cambridge and the Master Plan and we may have an opportunity to review some of those at some future date.

We will take a ten minutes.

(A short recess was taken.)

H. THEODORE COHEN: All right, welcome back, everyone. We now have a matter of general

business which is a design review of MIT's SoMa building No. 4 and open space design review. And as I said earlier, we will take public comment on this, however, given the lateness of the hour, I think it fair to assume that we will not complete the hearing this evening, and I think it will be continued to another date. And that it's likely to occur this evening is the presentation from MIT, some comments from CDD, and questions and comments from the Board with things that we're interested in seeing in further detail.

And, Jeff, you want to give us an overview of what we're doing?

JEFF ROBERTS: Certainly, very quickly.

So this is a PUD Special Permit that was granted for a series of buildings owned by -- onsite owned by MIT along Kendall Square. It was approved back in May by the Planning Board. And

this is typical of multi-building, multi-phased planned unit developments. The Special Permit includes a set of conditions related to design review. So this isn't entirely like a new Special Permit because it is just design review, the project, the scale, massing, density, everything, parking, that's all been approved and has a Special Permit, but the Planning Board looks at each phase or each building individually in order to assess the kinds of things that the Planning Board would be looking at through project review like the building architecture, any impacts of things like mechanical equipment, lighting, shadows, wind. Also looking at access and egress. The specific design of access and egress points, and impacts or any -- or improvements affecting the public realm. So a very similar set of criteria to what the Planning

Board reviews in other PUD projects.

There is something that is somewhat newer that's included in the MIT Special Permit, and that's a set of sustainability guidelines. And these were incorporated into the Special Permit based on the, at the time, relatively recently a completed NetZero action plan. And that lists a set of additional standards for individual buildings to aim for in their design. Those are -- we -- I sent out a package that includes on the front just what the different issues of the Planning Board, looking at through design review and also includes the design guidelines, that guide the review as well as the sustainability guidelines. And one of the things I just wanted to point out in particular is the notion of designing for pathways to NetZero. So designing buildings in such a way that as

technology improves over time, they can be adapted to, to function with NetZero carbon emissions.

We did get in the design use, the middle, a package of materials related to sustainability. There were some questions from staff, and we just got some additional material from them, from MIT which we haven't, our staff hasn't had a chance to fully look over, but we see this as moving in a fairly positive direction and it's -- I point that out because it's somewhat new and it's because it's something we're still feeling out with MIT exactly what's the right level of material we need and how to appropriately assess it.

So with that, I'll turn it over.

H. THEODORE COHEN: Thank you.

MEEJIN YOON: Great. Hi, thank you for

your patience, attention, and stamina this evening. My name is Meejin Yoon. I'm the head of the Department of Architecture at the School of Architecture and Planning at MIT. And I wanted to quickly introduce my colleagues. So from MIT we have Sonya Richards. Program manager of capital projects, and Kristen Keefe who is our new director of retail for Kendall. We have speaking this evening Kirt Rieder, principal of Hargreaves and Associates, landscape architects. And Robert Brown of Perkins and Will who is principal at Perkins and Will and who will be speaking on behalf of Perkins and Will and NADAAA about building 4. And we have Nico Kienzl director of Atelier Ten who is our sustainability consultant.

So we're excited to be here this evening to talk about the landscape around buildings 3,

4, and 5 and building 4 for design review. MIT's project for Kendall is of course very significant and meaningful to MIT because it provides a new gateway for both the city and the institute connecting the community and the campus together.

I joined the faculty 15 years ago and I joined MIT specifically because of its commitment to two things, which are typically mutually exclusively at a university:

One is social engagement.

And, two, innovation.

And so I came to MIT understanding this commitment that the institute had to really make the world a better place and how to do that through architecture.

And a few years ago I had the opportunity to curate the festival for art, science, and technology, that was part of MIT's 150th and it

was a really transformative event for three evenings. It was an open house for the whole institute and the City of Cambridge. And it was a magical moment and it disappeared. And it was a moment where MIT connected to the river, which it often forgets exists is right there, and it was a moment where all of Cambridge felt like it was in our corridors. And we think of our campus as an open campus always. Our libraries are open to the public, etcetera. But it was clear through that project or that festival that maybe not all people were aware how open a campus MIT was. So what's exciting about this project is the opportunity to really open up MIT's campus. So I think coming to this site for 15 years via T every morning, and it's of course a sea of parking. And what I'm always asked by visitors, "Where is MIT?" And I always have to say oh,

it's here amidst this sea of parking.

So the PUD 5 of course is proposing to transform these six parking lots. And what the design team has done to date is refined the design in terms of materials and details, really look at activating the ground floor with both retail and active programs. It's also engaged in looking at opportunities for public art with the landscape and it's also begun enabling work to prepare for the six-story garage underneath the public space.

So, the project has been really one which looks at how to bring this kind of wonder, discovery, and innovation to this public realm or the new public spaces and really this ethos of hand and mind. And so what's been on everyone's mind is really how to bring MITness and the City of Cambridge together into this shared public

space and make it a true 24/7 place for the whole community, MIT's community and of course the city.

A few days ago MIT of course hosted it's 14th Friday after Thanksgiving where we host this huge chain reaction collaborating with many entities across the city, and it was a huge success. And the MITness that we keep referring to is how do we bring this outside into our public open spaces?

So the site of course is a crossroads, very important crossroads, a nexus really between the T, the public transportation, and the river providing a kind of corridor of access, multiple corridors of access to the river from the city. Also extending in the urban forest on Mem Drive. In terms of circulation it extends what we consider the infinite corridor which goes beyond

of course building 7 and 10 and 8 to really the contiguous buildings that gets you below the double loaded corridors of Kendall Square. And it provides a gateway not only into MIT but really the site because of its adjacency to the bridge, creates a gateway into Cambridge itself.

So the question is how do we bring the science to the street and MIT's commitment to advancing knowledge to better the world? And how do we create these different scales to create those kind of intimate moments of pause for the community as well as the large celebratory, you know, big Cambridge science festival all in one public space to create something very, very vibrant as a platform for this new gateway of public realm.

KIRT RIEDER: Thank you, Meejin. Good evening.

So we'll start with an aerial showing the existing conditions and the area within design review. So essentially the PUD is the dashed line and then the smaller inset area with the solid line is the design review area that basically is approximately six-and-a-half acres gross. And we overlay on top of this, the site plan which begins to show the relationship of the open space. And the relationship of this open space to the existing building shown in blue as well as the proposed building shown in white. And our focus tonight is to talk about the landscape around buildings 3 and 4. And as Meejin noted, our fundamental move is to transform these existing parking lots into a public open space, one that weaves the new to the existing urban fabric.

So this is an oblique view from over

Amherst Street looking toward Main Street and beyond. We see a richly treed landscape with shifting linear bands of lawn and urban gardens beneath. And that's complemented with parallel bands of paving that initially reinforced pedestrian circulation across the space. And within that there are also permeable paving bands that correspond to the tree trenches that further emphasize this east/west pedestrian flow.

So my goal tonight is to zoom in on three different spaces: The gateway, closer to Main Street; the core open space that covers the bulk of what we're talking about tonight; and then the interim surface parking lot closer to Amherst Street.

So the first area is the gateway between Main and Charlotte's Way between buildings 4 and 5 and that is -- that touches on the forum, the

welcome center, ground floor retail, and the MIT museum over in building No. 5.

So zooming in a little bit further, the gateway landscape ties into the recent street scape improvements by the city along Main Street and it also has a paving field that goes from building 5 to the face of building E38 and building 4. And so that's intentional. We tried to keep that as wide open as possible to maximize the ability to accommodate the varying degrees of daily patterns of foot traffic, and also to accommodate maximum flexibility for seasonal events. This acknowledges that there is a growing volume of foot traffic coming out of both sides of the T station, and we also anticipate that the ground floor retail and these different ground floor uses will have doors that open up and allow spill out of tables and chairs.

We also have multi-headed lights. Three of them we've collected the lighting structures into the bare minimum so we don't have far too many poles and objects that are in that space.

And our aim is to pull some of the trees that I'll talk about in the core open space up into this zone, although we need to recognize there's a great degree of complexity underground in terms of existing utilities, as well as substructure constructions.

So in the heart of the open space we have a lot of doorways represented by these pink triangles that open out into the open space. And this will facilitate greater, interface of daily circulation, and program events out into and underneath the urban tree canopy. And as Meejin mentioned, the infinite corridor begins, yes, at Mass. Ave. and buildings 7, 10, and 8 but it

continues through a whole range of different buildings and the implied desired line continues eastward through E23 and across what are parking lots today, but we'd very much like to reconfigure those as a positive public open space. So we're looking to accentuate that route and make it both a destination as well as a positive corridor to move through. And to that point with city staff input, we widened the space between the rows of trees. It's now 50 percent wider than it was the last time we presented, and we've embedded LED lights in the paving within these parallel bands of getting that the MITness that Meejin began to talk about, integrating a technological aspect while maximizing and retaining the ability for maximum event flexibility.

So we have four panels of lawn. We have

nearly 11,000 square feet, which is 75 percent more than what we presented to you the last time we were here. And we still have the program rooms. The last time I spoke to you, we had four ameba-shaped program rooms. We still have four program rooms, but they become much more rectilinear, and they are emphasized by cut-stone paving as well as raised custom wood platforms.

So program room A has direct proximity to the form, allowing and encouraging people to spill out of the building into the landscape for afternoon or evening events.

Room B is more attune to capturing people moving through, that want to linger and watch passersby.

And then room C is a raised platform that can accommodate performances out into the plaza or out over lawn area.

So dropping down to an eye level view of program room B with a raised wood platform, you can see how it could be used for daily casual use. And MIT will provide an ample amount of movable tables and chairs and furniture to supplement the fixed seating options. And in the foreground you can begin to see the permeable pavement aligned with the trenches to capture surface flow of water.

Moving a little bit further to the east, Hayward Street is recast as a shared street. So that means it has its surfaced in vehicular pavers. It has flushed granite curbs. But vehicular access is restricted to emergency vehicles and MIT logistical vehicles. This functions essentially as a raised crosswalk following the City of Cambridge standards, and that will ease the flow of pedestrians east/west

across Hayward over toward Wadsworth and on towards Sloan and the Broad Canal.

She also mentioned that a good deal of this project landscape is on structure and there are a few areas that are off structure. So we're looking to maximize the planting of trees and shrubs in terra forma so that they have the greatest opportunity to grow and to really thrive. And that also applies to many of the tree trenches where that, too, is in terra forma.

So dropping down a little bit further to the interim surface parking lot, which is accessed off of Amherst Street and has contrasting bands of asphalt as well as permeable pavers. We're trying to break down the mass of that amount of paving. And that then is replicated in the bands of contrasting vegetation which also includes centralized and perimeter

bioswales.

We have food trucks that have shifted just a little bit down Carlton Street there. And we have two Hubways; one located just below E23 here, 27 docks there. And then another one along Hayward along the parapet wall to the garage. So this sidewalk along Hayward is 16 feet wide, it has both 27 Hubway docks as well as street trees. So that's, you know, that's -- what it accomplishes for us, is it helps break down the mass of that parapet wall, but it also provides a very active use as well as a use that's underneath the shade of street trees.

So this diagram begins to identify the pedestrian circulation that criss-crosses across the site. You've seen it before. It's intended to serve students, workers, neighbors, as well as visitors. And it, again, indicates our emphasis

on the broad promenade that cuts across east/west but it also acknowledges that we have a fair degree of connections up to Main Street, passed the T station, as well as the connection back toward the river, and then on up to the Third Street corridor to maximize connectivity of foot traffic. And we've also had a good degree of coordination with city staff regarding on-street bicycle facilities. And that's primarily the use of shares on low volume streets, and where possible we are also looking at bike lanes as well. So cyclists are able to cycle through the open space. And mixing cyclists and pedestrians necessarily means that everyone needs to be attentive to changing densities of users and be adaptive to the speed in which they're walking, running, or cycling. And it's important to note also that vehicular circulation patterns remain

unchanged in what we presented in previous visits with you of supporting our primary focus on emphasizing. Sorry to be a broken record, but we're emphasizing pedestrian movement as the dominant mode of transport through this space of campus and of Cambridge.

So this diagram indicates new bike rack locations as red bars, existing bike racks as the orange bars, and I'll draw your attention to the blue stars which indicate entrances into buildings that provide the vertical elevator core down into long-term bike parking below grade.

And the planting plan differentiates between different tree canopies shown in the green circles, and then the lawn is the light green and then the urban gardens as these darker greens and then the more minty green refers to the bioswale areas. And I want to make a special

note to indicate that all the lawns, all the urban gardens are essentially functioning as bioswales. We simply haven't annotated them explicitly as bioswales, but in fact they are equally permeable and they will help pull surface water into the recharged area below grade. And we call out the bioswale along the parking lot, and intentionally because it's working a little bit harder to capture that extra street flow for storm water management purposes.

So dialing in on tree species very briefly, we have been reviewing -- we have been reviewing the tree species with the city arborist, and he has responded very favorably to both the diversity of species as well as the hardiness of those species. So we've picked these different trees to maximize the visual contrast, seasonal change of where possible to

mitigate wind and sun of impact.

So we have both native and adaptive trees. They will be resilient species that can handle compacted soils, salt during the winter as well as specific microclimate changes. A lot of the tree species, we're looking at oaks, maximizing the different types of oaks, and we're looking to provide maximum shade, and in some cases in tighter streetscapes we're looking at more columnar species.

And I should also make a special note to say a lot of these tree are four to six inch caliper. They'll be limbed up, branched up high enough so there will be ease of visual connection between the landscape and the adjoining buildings. So new and the existing buildings.

So the landscape includes five different paving types all rated for vehicular access and

selected for their pedestrian scale. So we have asphalt only in the parking areas and only on the service areas of Hayward.

We have concrete paving at the loading docks and the aprons going to the garage.

We have unit pavers over the vast majority of the project, and those are basically 4-by-8 or 9-by-18 small dimension pavers to accentuate the pedestrian scale of the space.

We also have some permeable pavers indicated the pink that correspond to the tree trenches that I've mentioned before, and we have dimensional stone, cut stone paving in the bright red area that corresponds to those program rooms. And in some instances we'll be using the city standard coarse paving at tree pits to again maximize pedestrian surfaces and to get away from tree grates.

We also have wood platforms for casual seating indicated in the gold areas here, and we have much longer stone linear benches indicated by the blue bars. And then we have a whole series of other street furnishings such as bike racks, bollards, and trash and receptacles as well.

So our way finding work is underway. And we've been focusing on maximizing clear orientation and circulation patterns for both pedestrians and cyclists. And initially we started with seven different types of signs and in coordinating with the city we scaled that back dramatically from seven types to three types. And we're continuing to refine the scale and form, the color and the content of those. And I'll draw your attention just briefly, directories, campus-wide at two locations and

then the green triangles refer to pedestrian directional signs that help orient people on where they should be going as they move through this space.

And in terms of lighting, the sign is illuminated to achieve the required lighting levels, but it's also complying with the new city light ordinance and dark sky initiatives both with full cut-off LED fixtures.

So the vehicular lighting is intended to be very simple, straightforward, and provide along both the streets and the surface parking lots. Whereas we will be using pole-mounted pedestrian lights on a grid indicated by these red dots through the majority of the open space. And as I mentioned before, we have high mass pole lights that have a whole series of fixtures on them to reduce the number of poles but to provide

maximum event and highlight lighting in those key areas.

And so other types of lighting, we have linear accent lights in blue which correspond to the linear benches, the stonewalls, as well the wood platforms again outlined in gold. But we also have a large area that's kind of hard to see but this -- the stippled dotted area corresponds to several hundred in-ground LED light fixtures which are shown in this perspective up here that will be choreographed to turn on and off in an organized way. And, again, will correspond fully with the new City of Cambridge Lighting Ordinance. But it's a way for us to embed a highly technological big splash of light into the ground plane to speak to the MITness.

And you can -- as we drop down into the eye level, again, looking back toward Carlton

Street, you can see those LED subtle, yet distinctive, in the ground plane, you can see the light accents along the wooden bench as well the pole-mounted luminaires.

And finally in closing, an eye level view from Hayward Street looking back toward the MIT forum and the student housing. And this shows a balance of understory plantings, the perennials, the shrubs, as well as the canopy overhead limbed up to provide that great visibility back and forth from landscape to building and building to landscape. And that provides both the flexible and divers programing opportunity as well as a comfortable neighborhood destination.

With that I will turn it over to Nico to talk about sustainability.

NICO KIENZL: Thank you. So as mentioned, sustainability is an important --

TOM SIENIEWICZ: Sorry. Are we going to hear the presentations from all the consultants and then retain questions to the end? How do you --

H. THEODORE COHEN: I thought so. But if you --

TOM SIENIEWICZ: Okay. I will take careful notes.

H. THEODORE COHEN: I think if we interrupt, we'll never get done.

NICO KIENZL: So as I mentioned, sustainability is an important aspect of the project, and both MIT's commitment and it's the City of Cambridge's interest and requirements. There are multiple layers of requirements in terms of sustainability that we've responded to and worked very closely with the city in answering the PUD 5 zoning requirements that

addressed a number of sustainability issues that have been documented and have been responded to. Likewise, the appendix sustainability overlay that talks about some of the current efficient citywide initiatives like the NetZero transition and the Article 22 green building requirements. All of these layers we've worked through as we went through the process and documented. I just want to highlight some of the key sustainability features of the design.

Currently the project is -- as we've heard, surface parking lots with storm water flow into the city system. One of the really big moves from a sustainability standpoint that this project really in terms of site plan centers around is moving all that parking in a below grade structure, converting the above grade, not the interior attractive open space, but helping

them to mitigating storm water in innovative waste and to also as a result, really transform the environment from a thermal comfort standpoint.

By moving the loading docks also below grade into the parking garage, it allows us to reduce curb cuts and increase what is really useful and attractive street frontage as well supporting the pedestrianization of the district.

Water is a huge aspect currently in terms of storm water runoff, and the design really takes a districtwide approach to storm water management. So we're collecting -- we're distributing storm water water flows to soft space, softscapes and permeable paving to reduce the amount of flow off the site and trying to infiltrate as much as we can. We're collecting all the storm water that we can in the central

underground system and use that water for irrigation and potentially cooling tower use to mitigate both the amount of storm water that relieves the site and the amount of potable water that we need on the site in an integrated way that affects really the entire district.

From a transportation standpoint as was mentioned before, clearly this is a hub location with access to public transportation, bicycle, pedestrian, and cars and so that the idea is really to bring everything together and to reduce the amount of vehicular traffic or emphasize alternative forms of vehicular traffic. And parking vehicles and fuel efficient vehicles in the below grade garages, electric recharge stations for cars in the garages. We're providing multiple forms of bicycle parking, racks, bike hubs, in the below grade long-term

bike parking as well for residents of the project.

So to really create an integrated transportation plan for the site that reduces as much as we can the amount of vehicular traffic on it site.

These are just some of the highlights that we've been working with much more detailing in the documents the city has received. But these are kind of like a summary of where we stand in terms of the site plan sustainability.

With that, we'll turn it over to Meejin.

MEEJIN YOON: Thanks.

We find ourselves here back in the open space looking at building 4. I think what's so exciting about building 4 is it brings together the past, the present, and the future for MIT.

In terms of the past it gives us an

opportunity to renovate E38 and E39 which are historic structures right on Main Street. And then that renovations really make those ground floor levels much more active and accessible from the sidewalk.

Also in terms of present, it allows us to house our graduate students, graduate students and their families. And the new dormitory will replace the existing Eastgate dorm but add in addition 250 additional beds. So it will create a real vibrancy in terms of use and dwelling and it will definitely be a 24-hour building.

And also in terms of present it will become the new center for admissions. So right now admissions on the Mass. Ave. side. And so instead here the tour groups will congregate and then the kind of students admitted into MIT and also become a site for all of the high school and

junior high school programming and what do you call it, orientations for those students.

In terms of future, the building 4 will house also the Center For Innovation and Entrepreneurship, we call it INE. And there it will really educate the next generation of innovators. So it's an aggregation of entities that are really invested in the innovation ecosystem and help graduating students or recent graduates with their startup ventures to then go out into their own companies.

And associated with admissions as well as INE, will be a new forum space, a convening space for community discussions both on campus and for the greater community. And it will enable programming that currently we have such as the MIT arts hackathon to also be housed in this kind of intersection of program. So it's a very

multi-faceted program. It also has like future feature in that it has daycare associated as well. So, you know, multiple generations of future students and residents of Cambridge.

And hopefully all of this of course will then spill out on to the street and activate building 4 which has paid a great deal of attention to making sure that there are doors on all sides, joining all of these exciting programs together.

ROBERT BROWN: I'm Robert Brown and I'm joined today with our design architect Harry Loud from Almetta (phonetic) and our project manager Andrew Grote for this project. As Meejin said, it's really a dynamic program. It's not just a place (inaudible) it's a place of innovation, it's a place for child care, it's a place for interface. So many of the activities that Kirt

was talking about that are happening in landscape in an exciting way, also will be happening within the building as we go forward. So the building is called delightfully building No. 4. It sits at the sort of center of the composition. It obviously is engaging as occurred showing that landscape, and particularly we'll be talking about that gateway that is there drawing people back into the T and from Main Street going forward.

Main Street is running across the top. Hayward is here. Here's the T stop. Carlston. And so what's very exciting about this is that we are taking two existing buildings, E38 and E39, restoring them, rehabbing them, bringing back them to a life, and we'll get into that in a second, and at the very ground level, activating them with a tremendous amount of retail, public

use, entry into the building for -- to go to admissions, to go up to the INE space, this really wonderful forum that has access from here and access from the public space, has a retractible wall so that during our wonderful summer days, it really can be an open space and interchange.

We've taken the residential lobby and instead of it sort of being on in the street, it is focussed on to the open space so that we really do have a crossroads and a very dynamic population 24/7 into that open space going forward. So there's the residential lobby. There's also the drop off for the daycare which is coming up here and going upstairs. And it's also an access point, as Kirt had shown, for an elevator to get us down to the garage and stairs to get us down and up from the garage.

The other major piece of this is really part of a larger system is that we only have one loading access for all four buildings. So buildings 3, 4, and 5 -- three, excuse me. And that is coming off of Hayward. That is going down and then we are loading building 5, 4, and 3 off of that. Equally we only have two access for parking, and I think Kirt showed you one is through building 4 and the other is sitting down off of Ames Street. And so where most buildings would have equally their own parking and loading access, we really minimize that by almost a half which is really exciting.

And I wonder if I could just have Kristen talk a little bit more about the concept of retail and what MIT's thinking.

KRISTEN KEEFE: So I just briefly wanted to just give you a little snapshot of what we're

thinking as far as overall retail concept for Kendall Square, and in particular with site 4 here. Our strategy for ground floor activation as it relates to retail throughout Kendall Square, to create flexible spaces, maximized visibility, enhanced connectivity, and extend the hours of operation.

What I find exciting about site 4 retail is that it sort of brings all those principles together in one site. The ground floor spaces of E38 and E39 will be combined achieving that flexibility so this could be the home to one larger user or several users of various sizes throughout.

A very dramatic change will be the lowering of the store front to the sidewalk level. With that one move, we really achieve that enhanced visibility, increased accessibility

to the spaces. We are adding additional entrances that give us the nice texture on the streetscape that we're looking for, and operable storefronts allow for the spill out and the energy and vibrancy that we've been talking about, kind of sort of blurring the boundaries between the interior retail spaces and the public realm and the activation out there.

So as it pertains to leasing strategy for this space in particular, we are, this is a very key visible site. It's at the nexus and the gateway. The corner is envisioned to be tentative with a sort of dynamic innovative food hall concept. This concept would include a number of local food concepts rotating roster. So it would be, you know, changing from -- these would be short-term tenancies here. So on many, you know, if you go back every quarter or

something, you may find something different there. Serving as an anchor for the gateway and for the development, but also small business incubator as well.

The -- another strategy that they employ in these food halls is plenty of flexible seating. Again, it becomes a gathering place, a place for people to connect and in both formal and informal ways throughout. And this type of tenant really is a nice compliment and synergy to the other tenants along the gateway edges, other additional active retail here, the MIT museum here, and of course the forum. The other thing that we are also achieving from the physical standpoint is the connection, a direct connection into the retail space from the forum and welcome center as well.

ROBERT BROWN: Okay, thank you.

So it's obviously that that ground plane is really dynamic within the overall structure. So, let's talk about that ground plane. And as I'm mentioning, a real key component is actually, is the preservation of three wonderful buildings; E38, E39, and 238 Main is the site for site 4. But these are the two buildings that we're talking about right now. And as Kristen was saying, as you can see by this rendering, if you know the buildings, we'll show you pictures, right now the floor line is sitting up there about four feet off. So you have to walk in. There's a small set of stairs. What we're doing is we're going to take that down and it's going to be coplanar with the street, and so a natural way of going into each of buildings.

Are this is sort of a taking a view looking from the west. So obviously 238. Boston

is right behind me. You could see 39, E38 and it's individual level. And within the building itself you'll see, we'll articulate is that in fact it changes color as it goes up. It starts with a deeper bronze in the lower level and sort of goes to a mid-tone bronze, and then starts becoming almost more silvery and light as it will be reflecting light in. It's really to kind of trick our eyes to have it disappear a little bit and not be either one material. And it actually adds an enhancement so that we're -- materiality is really relating to sort of the ground plane that's here of the masonry structures, and then much more a sky bound piece in the upper portion of the buildings.

If we take a look at these two historic buildings, you know, so early etchings of what these buildings are, that was quite a

transformation what had happened. So we have windows that are really not in keeping with what was happening before. Wonderful skylights that had been closed up over time, and then these floor level that was raised. And so the proposal is to do as Kristen was saying, we're gonna take that four level down, we're taking all the windows out and replacing them with in kind windows. We've worked very closely with the Historic Commission to get their understanding of that. Equally looking at signage to make sure that they're zoning compliant within the retail location. And so the Suffolk Engineering building, you know it as the MIT Press building, will really have a dynamic new life to it itself. Equally on the Hammock building the most challenging thing was that raised floor. And why was it there? For the truck loading dock to get

up into the manufacturing, but not so healthy as a retail environment. And so the ability for us to, again, drop that down, make it very visible and open windows, and in most cases return more -- to a more historic light that's not here but shown as the multi-panes that are existing there and really preserving that and then equally will be spending time on 238 Main and preserving that as a structure.

This is looking at the two buildings on Main Street. Signage is sort of starting to be thought about as it's, as it's a part of retail component. Very transparent on these lower levels. And then the upper levels being equally active with office space in some locations and admissions in others and the innovation center.

What is really important for us is turning this corner, and we are right at the

point, this is sort of the implication for the T head house is. So we're going from Main Street back into the open space. Is that open retail food and beverage concept. But it activates the entire side. And then admissions is sitting on that second level and on the third level and upper levels is the innovation center going forward.

So now we're, we have turned the corner, this is looking back. Right behind us, right here, would be the T station. We have entries into retail. We have entries in which into the forum. So that you come into the forum, there's a greeting location. Back into elevator banks that take us up into the daycare and up, excuse me up into the admissions and up to the INE. And the beginning of the forum which is sitting right here, very open and transparent. An entry that

is modest in its size, not trying to be overly punctual on that. And a very important thing on this slide is seeing that there is the daycare which is sitting up on the second level of the building here, has an outdoor play space. So we're up on the second floor and we're taking thin elements that are part of the building and raising them up so that it's really a very protected and safe place for children.

Now looking a little bit more perspectively, there's that forum entry. The play space for the childcare, and the forum space and it's -- in its openness.

So now we've turned the corner, we're on the back side looking back towards Main Street. There's the forum. We can see it in plan here. There's an entry into the forum off that site. This is the glass that can be totally retracted.

This is showing it as it is open in that location there. That entry has been pushed back so that the canopy of the building is acting as its overhang so that there's both sort of a protected area and a recess and a widening of where that public play space is. Access into the residential dorm is here. And open, and you'll see in a second equally that's been set back in a widened spot. So when you run into a friend who's coming in or out or you have to drop your umbrella or you get your plan for your children, and get them ready to go up in the elevators. And then the corner equally active with access to parking for bikes and autos, and stairways out of the garages.

And then if we look at that from a perspective area, this is that entry into the MIT's -- the dorm into the parking, into the

forum. And, again, you can start seeing the potential of signage both on the inside -- outside of the building and inside to identify and activate those areas.

If we sit -- pull back, so now standing sort of in the middle of the open space looking back towards Main Street there's the hotel. The second level, which is a play space, daycare sitting in this location, some amenity spaces on the third floor and on the fourth floor, and you can see sort of the cantilever which is extending forward. And there's a -- it is really thought of as a part of MIT art component which we're thinking, thinking of. But you're also seeing how those trees are really acting as a very powerful element and then adding landscape and greenery into that space.

We want to take it at this point just

sort of talk about some of the lighting on the outside. And so in those lower areas where the recess is, it's really a very focussed down lighting in that space, down lighting in the entry into the retail area, into the entry of the main space. And then cans that are running around the building but focusing down so that they're really -- the light onto the sidewalk is really going to appear like it's coming from the retail stores and we're not adding additional lighting to those locations.

If we turn that corner right where that parking area is, we can see the loading entry here. It is a -- has a doorway. So this is actually showing it open, stair down to the parking, stair up to the -- excuse me, elevator up to and down to that garage and element.

And we want to just pause at this point

because wind has been an issue. Whenever you build a building period, you really need to take a look and see what is happening with the wind and the issues. When we started the whole project, we had 170 points that we tested before we made any application. At the time that we made the Planning Board application, there were eight spots that were not as comfortable as we would like. And so those eight spots are identified in these locations. What's interesting is in the existing conditions right now, in this area, there are conditions that are equal to the spots and these are now all in a comfortable level, and then there's spot 92. Spot 92, when we made the submission to -- for design review, and if you read the comments back from staff, was running about ten percent higher than was a level of comfort. And so we've been

working to understand what that is. We went back into the tunnel. We tried physical objects that were there. There were -- and what is interesting, this is not wind that is coming sheer from a building which you would think from a high rise building like the John Hancock. That wind is hitting that building and coming down. This is wind that is funneling in a horizontal way. So there has to be something. What we found is that in fact the tree planting, because as Kirt was saying, these are gonna be limbs just above our heads, is the really the best methodology. And we have been and we are -- we can tell you today that we're now on all our points within the comfort zone. It was a ten percent reduction. What happened, the species of tree was changed and the spacing was increased. And it didn't require either screens or fins or

other things, which actually as we tried all of these different ideas, nothing was resolving itself. We're really pleased on that going forward.

If we go take a look at the building then, move up again, it shows the gradation of the levels. Hopefully you'll also notice that we've gang floors together so there are three levels together. And by doing that it gives the building a perception of being a little bit shorter than what it actually is instead of every single level being identified. I think it also adds some linear quality and a slenderness. And the nice thing with this tower, and you can see from this model, is that in fact the tower is not just a singular slab but really narrows down as tightly as we can here, here, and sort of has a thicker spot where the elevator core is. Instead

of having a wider building, it really has a nice narrowness and slenderness to that project.

If we look at it from the park side, sort of the open space, excuse me, there's E38, this maybe represents a little bit more, you see a little bit more volume of the little bit deeper tone pattern moving up to the upper portion. And the other sort of trick is taking these panels and slipping them back and forth so that there's not just a continuous line. And you'll see in a detail in a second that the way that's being done -- here's that, the real detail of the window openings, they are punched windows in each of the residential units. It is a bent panel. It's been sort of dubbed the butterfly because it's not just a flat panel, but -- and actually it's helping serve -- these are solar lines to see from the south and from the east how much sun

we're sort of to protect from the building and it actually gives a three-dimensional quality to that whole edge.

And then finally returning back towards looking directly onto parcel 5, building 4, and the E38. And so we're really pleased with the direction it's going. We're actually happy that the staff is really both very helpful and feels that we're moving in quite a strong way.

And with that we'll talk a little bit about the sustainability of the building.

NICO KIENZL: Thank you. So, again, many overlays on sustainability the project. Again, we responded to the various levels of requirements, and all of these have been documented and worked through with city staff, whether they relate to the specific zoning requirements, the appendix, the overlays as they

relate to city initiatives and the Article 22 building requirements. A couple of things that we want to specifically highlight. The project is committed to LEED Gold E4 rating and is tracking well within that gold range. Obviously a lot of this is -- we've all been design and construction, but we're in a comfortable space to be sure we're getting the LEED Gold rating.

The building ties into the master site approach. So the proposal that we're taking is really looking on all of the credits that we can and a district approach for all the buildings so that parking stall management is all on a district level and that the building takes credit for what the district is really to a holistic and strategy. One of the key components, especially for building 4, is to tie it into the educational mission of MIT. So the building will be part of

-- will pursue the green building indication innovation credit, but also tie it back into MIT's monitoring and reporting and publication of its performance data so that people can really understand both stakeholders in on the campus and beyond how the building performs and makes part of the indication.

On the energy side we're committed to meet our -- at minimum our energy cost target that was identified in the PUD. So 10 to 20 percent of the minimum versus LEED version 4. This building will be designed as a highly efficient building. It has a lot of features that are listed here. But what I think is important is that this project, because it is an MIT project, both the tower and the base buildings as a group will be tied back to MIT central plan. So the boiler, the cooling towers

as part of this building, the building will have steam waters from MIT central plan, and as a result, will take advantage of any upgrades that MIT does over time on the central plan and it's MIT's commitment to sustainability and decolonization of its grid. In that the building is really unique in that it is fundamentally is a skin and air handling unit but not on the other mechanical equipment that you find on a standard building.

We looked at other ways to reduce emissions reduction. As I mentioned, the campus has a big commitment to that and is working both on plans to upgrade its central plan and looking at other ways of looking at mechanisms to reduce emissions. We've also looked at a whole range of on-site renewable opportunities and whether it's certainly renewables, wind turbine, heat pumps.

Given the slender footprint of the building and need for mechanical space and equipment on the roof, none of that -- there wasn't really a lot of site area on the roof to do something there that was really meaningful. And so we're really relying on the efficiency of the building and the district opportunities, if you will, from the central plan.

In terms of the transition to NetZero, the building is currently by steam and chilled water in this design, and as a result doesn't really use any fossil fuels in itself and can basically receive any form of heating and cooling that the campus provides for it and in a decarbonized way. As MIT decarbonizes its central plans and its own operation, this building will have a pathway to that. There's no barrier in the building. There obviously will

still be using fossil fuels and be connected to a fossil fuel source directly. We see this as a way to provide a pathway to NetZero along with what the institute is doing.

And with that.

MEEJIN YOON: And so in conclusion we're really excited about the gateway to really catalyze the connection between of course MIT and the community. And also we see the open space really as a platform for MITness. And there will be an active engagement about programming, not only the existing programming we have, but possibilities for future programming and we're looking for a director of programming specifically for Kendall Square.

And on top of that it becomes I think a new campus for public art. And so the MIT list museum is looking at all of the opportunities for

public art in terms of the open space as well as in the soffits or under the cantilevers of the buildings.

And lastly we just wanted to thank everyone. We believe that the project as it gets refined and refined and gets commented -- comments from the community and the Planning Board, it has continued to improve and improve. And so we're very pleased to move forward with the project.

Thank you.

H. THEODORE COHEN: Thank you. First I'll ask staff, are there any comments that you wish to make right now? We did receive your memo.

All right, then board members I think at this point just raise questions, issues you may have.

Hugh, do you want to start?

HUGH RUSSELL: So my issues tend to be small issues which means that I think the basic planning of the open space structuring, the entire development on the open space is a brilliant scheme. And if we have some pretty large scale buildings, it's because we have all that open space.

And I use the word "we" because it's not parochially MIT, it's for everybody who wants to be in that part of the city.

So I'm somewhat appalled that the city didn't put more street trees on Main Street, but I see it's outside the dotted line. I'm a little concerned about the streetscape between the T station and the Main Street that it depends a lot on furniture and other activities that spill out. Similarly the entry to the housing is a fairly

large area of paving that if you should run into a friend, you don't have a place you can actually sit down. I think there might be some kind of scaling that makes it a little bit less, less harsh. I'm wondering how many kids live in the graduate student housing, what the distribution of ages are, and what they find in the open space to amuse them. I don't imagine there are a lot of teenagers. I was going to suggest a basketball court, but I knew you'd blanch at that thought. But it's like, some analysis about the kids who are living there where do they -- where do they become kids? Is it, you know, you could have all kinds of things that might be MITish and just scattered around that might serve rather than a playground. I assume the daycare open space is not available to other kids.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

It is available to the residents. They have a daycare open. There's a daycare playground.

HUGH RUSSELL: But --

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

But not, but only to the residents of the building.

HUGH RUSSELL: Right. So how that works would be interesting.

A very minor thing, the curb cut into the garage is at an angle, and for somebody like me you could not turn his neck very far anymore, that's a detail that I think you really need to have a perpendicular -- the cars be able to become perpendicular to, is it Amherst Street? Along there. Again, that's outside the dotted line I guess.

I share the staff's view that the darkest brown in your thing may be too dark. It would be

nice if it wasn't significantly darker than the brick on the building. And I think the bike strategy is pretty good, but I'm not sure how the bicyclists are going to get the message to that A, they're -- it's okay for them to ride across pedestrian areas.

But B, they have to ride slowly, and they should try to follow the dotted line that's on your plan. How they're going to figure that out, I'm not quite sure.

Those are my comments which you can see are more of a detail. I was also concerned about point 92 and I'm happy to see that you're being able to work on that.

H. THEODORE COHEN: Tom.

TOM SIENIEWICZ: So maybe taking it in order, starting with the landscape, and I guess I would quibble with Hugh, I might disagree with

him on the landscape. I don't get it. The question is what's the memorable space? I look at the plan which responds to a lot of the small individual conditions which are described in great and wonderful detail, but going there I can't find -- you know, what is that image of this place? There's -- I appreciated the final closing remarks saying oh, there's all this programming and there will be fantastic art and all of it is going to relate to the culture of MIT which is planning the future and innovation, and that's wonderful. I sure would like to be reassured about the way in which that works. The illuminated benches and the lights in the paving, I live two blocks from a commercial lab building which was just redone on Sidney Street, that's exactly the detail that exists there. It's not particularly MIT. It's to attract whatever

tenants that are going to be there. So I think we could do better on the details. And so maybe just specifically just a challenge.

The place where the landscape then meets the building, I'm puzzled about this what is the heroic and amazing condition, which is this giant cantilever, which does I think talk about the future and it is MIT and it's structural gymnastics and I think it's really beautiful, but then what is the relationship of that architectural gesture to the landscape below? And to my eye I can't figure that out. There's some trees, maybe some not trees, I can't figure it out either by this section or the plan that there's any relationship between that magnificent and heroic architectural gesture and in any sense of the way it connects meaningful way with the garden. And so I'm puzzled by that. So I would

Love to hear about that the next time we present.

So it's memorability in the landscaping.

And maybe that happens under that cantilever. I

had the same question. It wasn't about

basketball hoops. In my case it was about street

hockey, where does that happen?

And so I talked to Steve Marsh about the

surface parking lot last time, and you know, gosh

what do we have to give you to get rid of that

parking lot? So we could make an extraordinary

landscape there. So gosh, I wish I could figure

out I could give you as one Planning Board member

to get rid of that surface parking lot.

So that's the landscape.

On sustainability, I'm really heartened

to see how much of the surface water is being

reused. Out west, of course, in state law it's

written in you don't own the water, you don't

have the ability to capture it and use it for your own building. It has to be returned to the ambient environment. And we started the whole presentation with a picture of the river, the Charles River and the great pride of rediscovering the frontage of the river at the 150th anniversary. Well, of course that's what actually recharging the ground water would do, right? In a drought-stressed environment, especially this year, that river depends deeply on the ability of the surrounding landscape to absorb the water and recharge the river when it's not raining. I know you're taking steps to do that. I know you've got a six-story underground garage, it makes it very, very difficult to infiltrate. But I'm focussed on that. I want to give you great compliments for trying to deal with that in a very progressive way, but if

there's any way to get more water into the ground, it's very, very meaningful for something that was pointed out as something that was significant for that -- for the river and the landscape.

I sat on the NetZero committee and also appreciate the care that you've taken. It's very powerful to hear you say we can plug this thing in and it doesn't have to be powered by fossil fuels necessarily.

So lastly to the architecture, I think that the treatment of historic buildings is right on, bang on. I think it's -- they're precious. You know, they're fairly vernacular, ordinary industrial Cambridge buildings, but we love them and they're going to be there and they're going to be reused in sort of a responsible and wonderful way and treated with due respect. And

I appreciate that the money and the resources that's going into doing that.

The tower itself I find to be sparkling and beautiful and the proportions on the end to just be everything that you would hope for in a tall building. Just really tall and skinny and elegant. And so I don't know so much about the colors, Hugh, I haven't seen them. I didn't have a chance to go see the mockup, but I think also the strategy to modulate the color and there is an adjective I wasn't familiar used in the documents describing that condition, going from dark to light. I think it's really beautiful. Unprecedented in my opinion except in weathered buildings or maybe some masonry buildings that I've seen.

HUGH RUSSELL: Like the Battery March building years ago.

TOM SIENIEWICZ: Yeah, I saw the Battery March photo that you circulated to the Board, some ex parte communication about the coloration. So I really have virtually no issues with the way that building can belong. I'm really anxious to see that thing go up so I'm not going to stand in the way in any way.

H. THEODORE COHEN: Mary.

MARY FLYNN: I don't have a lot of comments, but I do think that the area around the T -- I realize that you do want to leave it open and for pedestrian circulation and things like that, but it does feel very cold to me in a way. I know it's hard to think about trees over by building 5. It gets narrow and that sort of thing, but I feel like, certainly that food space could open it up. And I don't know if you're planning on having that kind of open up directly

out on to the plaza, but, you know, I'm thinking it needs color and vibrancy and right now it just appears kind of grey to me. So I'd like a little bit more attention on that.

Also on page 26 of the landscape document, you do show areas where, you know, there could be tents and a stage and all that sort of thing. I'm just not clear on sort of like when you overlay like the stage or whatever, you know, is that on hardscape? Is it on grass? You know, and how does that -- I'm assuming it comes and goes; is that correct? Yeah, okay.

But it would be nice to sort of see an illustration of that to get a sense of how it fills up that space.

Let me see what else. I think on the building I had the same sense that Hugh did on the colors. I thought the bottom one was kind of

dark and actually -- I usually do like the very dark colors. I'm a big fan of black. But I did, I did have the sense that maybe yes, something that was a little bit closer to the brick building to make it relate a little bit more and not seem, at least in one rendering, it looked a little bit jarring. I really haven't had a chance to go through the sustainability items so I won't comment on that. And in terms of the cantilever I think I mentioned it previous discussions during the Special Permit, I'm not a big fan of cantilevered spaces but, you know, this does look very grand, very impressive. That particular view there is lovely. I'm a little concerned that the whole building looks a little silver in that as opposed to the gradations that we were talking about, I think it's going to look a little bit heavier than what is shown there.

Yeah, I think the cantilever, if there's a way of sort of integrating it, and you know, maybe it's projecting something up on to it, but you know, I don't know. But changing, changing seasons.

Something like that. I don't know. You know, tie in the technology and the landscape a little bit.

So those are my thoughts.

AHMED NUR: I think I only have four or five items that I want to go through quickly. I do second my colleagues' comments, the architect and Mary with regard to the facade.

So the water detention or the water storage tank, I'd like to know if it's possible how many gallons you're holding and what do you do when it fills up. You didn't mention that possibility and filtration into the ground.

Also this is more than an acre and,

therefore, public uses storm water for pollutant preventive. I would like to see on the drawing for your, that's mostly the Public Works.

Some details on fire hydrants and fire turnaround on your plans would be great. I know this is just a design and not expecting to see that at the moment.

And the only concern on the facade, aside from being -- it will probably be a really difficult for servers to put these panels together as they drag them back and forth, is for you to take into consideration with icicles. It looks like some edging. You can't see -- those shadows are, you know, projected edging or not. So whether it's icicles or snow. And even these ones they look like they cantilever over the edge. I don't know. It looks like a razor thin, whether you've studied wind, what happens when

the wind hits? Does it begin to whistle depending how thin they are.

And then the last comment I have is the maybe future tunnel you alluded to for chilling and warming from the power plant like distance in terms of if there is -- I don't know if there's an existing tunnel or a trench per se that would heat or chill this building from steam and power plant or something. If there's a way to show that where it's coming from, would be great.

H. THEODORE COHEN: Thacher.

THACHER TIFFANY: I might be too tired to be articulate. I share some of my colleagues' concerns. I think, you know, the most important thing here is that you sort of expanded on MIT's commitment to maintain space that is permeable and open and, you know, taking that a step beyond the campus today. It's really hard to know.

It's such a lot of space and a lot of uses, it's really hard to imagine how it's actually going to be used and whether it's going to work the way it looks in the pictures or not. I'm very hopeful that it will.

I guess one thought that I keep coming back to in my mind, is the T head house and the access between Main Street coming back into that space. That's always been -- I went to grad school at MIT and that was always like an area of disconnect. You're on Main Street. You are at that MIT station, but you are not at MIT. And this is obviously going to change all of that, but I want to make sure it does. And, you know, that head house being in the middle of that space can be like an entry point, but I'm worried it's going to continue to be a barrier. And I guess maybe this is more of a question, that is within

the dotted line of the design review. Is MIT building that building or is that -- or is that designed? Are we approving that design?

KRISTEN KEEFE: The head house?

THACHER TIFFANY: Yes.

KRISTEN KEEFE: We don't have a design for the head house. It's designed with the MBTA. This is a concept we're showing in this plan.

THACHER TIFFANY: Okay. So do we get to see that again or are we approving that now? Do we, do we get to approve it? Maybe not.

JEFF ROBERTS: I think the Planning Board could ask, certainly ask to see it. I mean it is part of the review, but the ultimately the MBTA is going to have the final say, but we could make sure that it at least comes, if possible, comes to the Planning Board just to look at it and comment. I mean, we'll see what we can do, but

we -- we'll need to discuss with them what the process is for that design.

THACHER TIFFANY: Yeah. I guess my, you know, we're getting various glimpses of it within some of these images and I just want to make sure it's really clear when you're on Main Street that you can get back here and, you know, that you have a huge roof on there now extending. Is that, is that helping that or is that actually just filling the space more?

You know, you've got some trees on one side but no trees on the other side. Is that helping or hurting? I don't really know.

You know, you talked about a different lighting scheme there, these pole, multi-light poles. I saw they just installed one of those in Government Center. It was the first time I've ever seen one and in City Hall Plaza. I don't

know if that helps or not. I'm curious about what you have in mind for programming in that space and why those poles help. I tend to like how we do a lot more pedestrian scaled lighting these days. It seems to be a really important making places comfortable. So I wonder about that.

And I think the building's really exciting. I love a lot of the verticality of the lower, of the lower floors, some of those elements reaching up towards the tower.

I, too, wondered about the color. It's hard to tell some of the images, it looks really dark at the lower floors, almost brown. Some looks silver, so I don't really know what we're getting. But I kind of, I think that's something that, that it's hard for like this Board to adjudicate on. I think the idea is there. And

that's it.

H. THEODORE COHEN: Catherine.

CATHERINE PRESTON CONNOLLY: I don't have anything to add at this point. And I think my colleagues have raised the relevant questions I'd like to see more clarity on, and to say more to that would seem to me would be rambling on inarticulately. I'll save my comments for the next time we see those.

H. THEODORE COHEN: Steve.

STEVEN COHEN: I guess when it comes to design I don't like to micromanage architects and proponents, and I tend to react to the big picture. And on that level I love what you've designed and presented. I especially like the building itself in that sort of metallic superstructure and the grids and so forth. So I guess I only have three quick thoughts.

No. 1, I'm happy to learn this new term and concept, MITness.

No. 2, the evocative names of these buildings, 3, 4, E36. Some reflects its MITness.

And third, after seeing this design and presentation, I'm really kind of happy that the Volpe site will be in your hands.

So that's all I have to say. Thank you.

AHMED NUR: What about plot 92 in terms of the wind?

STEVEN COHEN: Well, the wind I'll leave, I'll leave those who are more in-depth with wind than I.

H. THEODORE COHEN: All right. Well, unfortunately I have a number of comments and they're pretty random. And so sorry they're not organized in any particular order.

I guess I agree with Tom about the

landscaping, that it doesn't seem very memorable to me. You know, that it's -- I don't know, I was looking for a grander space I think where people would congregate and do things and it seems very cut up.

In speaking about the landscaping, though, do you have any image of the head house for the garage? It's just shown as a white rectangle on all the plans?

KRISTEN KEEFE: We don't, we don't, but we could certainly provide that.

H. THEODORE COHEN: I would like to see something what it's going to look like. I mean there's been a lot of talk about the T head house that we probably don't have any control over, but we do have control over the garage head house.

Could you put up a plan that shows the garage? I don't quite understand how people are

getting in and out. And also the interim parking lot.

Where will cars --

KRISTEN KEEFE: You have to go to the landscape plan.

ROBERT BROWN: Access to the garage is here.

H. THEODORE COHEN: Is there. So anybody who is --

ROBERT BROWN: Access to the garage is here. Those two locations.

H. THEODORE COHEN: Those two access points.

ROBERT BROWN: That's correct.

KRISTEN KEEFE: For cars.

H. THEODORE COHEN: What is, where it says design review, what is that? Is that a ramp going down?

ROBERT BROWN: This is a ramp going down here.

H. THEODORE COHEN: And is that enclosed or covered or is it going to be an open --

ROBERT BROWN: It's open to the air in this location. And the head house is --

H. THEODORE COHEN: And the head house is there.

ROBERT BROWN: It's there.

H. THEODORE COHEN: And is there any wall on the side of the ramp? What is the on the side?

ROBERT BROWN: There's a retaining wall so you're not falling --

H. THEODORE COHEN: How tall is that going to be?

ROBERT BROWN: 42 inches.

H. THEODORE COHEN: And what's next to

that, a walkway? Are there going to be any plantings or anything?

ROBERT BROWN: This is the part of the landscape piece here, the walkway, the pavers that --

KIRT RIEDER: Sixteen feet wide sidewalk next to a 42-inch high parapet wall --

H. THEODORE COHEN: Right.

KIRT RIEDER: -- with six street trees parallel that parapet wall, plus the 27 Hubway.

H. THEODORE COHEN: Okay.

KIRT RIEDER: So a lot going on.

H. THEODORE COHEN: Now when you talk about the interim lot, what does that mean?

KRISTEN KEEFE: The interim surface lot?

H. THEODORE COHEN: Yes.

HUGH RUSSELL: The future building site for an academic building.

ROBERT BROWN: So I think MIT at a future date would hope to build an academic building on that site, and so it is interim until a building would be built there.

H. THEODORE COHEN: And do you need the parking that's on it?

KRISTEN KEEFE: We do. The parking is for MIT medical.

H. THEODORE COHEN: I'm sorry, the parking is for --

KRISTEN KEEFE: For MIT medical.

H. THEODORE COHEN: And what happens when you build a building on it?

MEEJIN YOON: It goes underground.

KRISTEN KEEFE: It may or may not. We don't know at this point. But it's a temporary location.

H. THEODORE COHEN: So it may go

underground into what's being built now or are you going to build some addition?

KRISTEN KEEFE: There's a -- MIT parking, MIT has a certain number of parking spaces on campus, and they are in a number of locations. I can't speak today to where those spaces might be in the future, but that's the intent.

H. THEODORE COHEN: Okay.

A minor point, when you had your image of how pedestrians and bicyclists are going to go through the site, you nicely didn't show anybody walking or riding through the interim parking lot and I think that you ought to take that into account that people, students are going cut across the easiest pathway just like we don't want them to cross mid-street, but they do that all the time. I don't know just whether you've thought about that or not, but I think -- and if

you have, then you can explain how the design has accomplished that.

When you talked about drop off for kids going into the daycare, that drop off means that they're being walked there by their parents, there's not vehicles that are going there?

ANDREW GROTE: I'm Andrew Grote, G-R-O-T-E there are dedicated spots in the garage below for people to drive in and drop them off near the same pedestrian garage that would access.

H. THEODORE COHEN: Right, but at street level, the landscape level, they're not going to be vehicles?

ANDREW GROTE: No.

H. THEODORE COHEN: Okay.

We talked about the southeast corner. What it going to be on the bottom of the

cantilever? You know, you talked about art or something, but is there any concept right now?

MEEJIN YOON: There are -- there is no single concept right now. I think MIT list has put together a kind of longer list of potential artists and the different kinds of work they do from, from something graphic to projected to LED base. So there's a huge range right now and it will go through a kind of MIT public art vetting process as well to narrow down. So I think they're trying to form the committee for that at the moment.

H. THEODORE COHEN: Okay. Well you just raised another issue because I was going to move into lighting of the building. How is the tower, is the tower being lit in any way other than the lighting you explained on the ground?

ROBERT BROWN: There's no lighting that's

on the tower.

H. THEODORE COHEN: There's no lighting on the tower. But if you do some sort of light display on the cantilever, that will have to be taken into account also with regard to the lighting of the tower?

ROBERT BROWN: Yes.

H. THEODORE COHEN: The first floor of the tower, the screening there is that covering mechanicals?

MEEJIN YOON: First floor of the tower.

ROBERT BROWN: That's primarily covering the daycare.

So this screening that's here?

H. THEODORE COHEN: No, no, I meant from Main Street. When you look at the building from Main Street.

MEEJIN YOON: Oh.

H. THEODORE COHEN: Can you go back one more? There. So above the old building.

ROBERT BROWN: Right. This?

H. THEODORE COHEN: That and also the entire, I guess there's three floors of the tower. Are they residences there?

ROBERT BROWN: Yes. So this is, there's windows that are here. Same as they are on the back side except this one has fins on the back, side is more clear.

H. THEODORE COHEN: So this here talks about mechanical louvers.

ROBERT BROWN: This mechanical right here in the recess.

H. THEODORE COHEN: Oh, in the recess. I see. I see. Okay.

ROBERT BROWN: Right.

H. THEODORE COHEN: All right, now that

I've got to the tower, I saw the panels. I thought the coloring was fine. But, you know, if people, other people have different opinions about whether it's too dark or whatever. The spandrels, are they, are they also different colors as the building goes up or are they the same color throughout?

ROBERT BROWN: The spandrels are the same color.

H. THEODORE COHEN: From top to bottom?

HARRY LOUD: Harry Loud with the designer. There's three different colors of spandrels. So that allows for a ladder effect as it goes up and that helps with the windows so the windows sort of go back and forth as well.

H. THEODORE COHEN: Right, and are the windows operable.

HARRY LOUD: The larger portions of the

windows are operable. The smaller vents are fixed.

H. THEODORE COHEN: And how -- they just go up and down? Are they encasements?

HARRY LOUD: They're --

ANDREW GROTE: Awning windows.

H. THEODORE COHEN: I'm sorry?

ANDREW GROTE: Awning.

HARRY LOUD: Awning windows. So they open from the bottom.

H. THEODORE COHEN: And they will open out? So when they're opened, you're not going to have a perfectly flush facade. You're going to have things popping out.

HARRY LOUD: That's part of the intention the way that the spandrels working as well.

H. THEODORE COHEN: Okay. I was not aware of that.

I will say when I looked at the large long facades in the drawings, they made me feel a little queazy, the zig-zagging effects. I don't feel that way when I look at the model or when I look at the projections. You know, I mean I like the verticality of it all. I guess the horizontals is now sort of perplexing me a little bit, but that's the design.

The MIT Press building, you've got an awful lot -- well, it doesn't show it in that image. That's Main Street right there.

ROBERT BROWN: Yes.

H. THEODORE COHEN: But in this drawing on page 29 --

ROBERT BROWN: That's the flat elevation.

H. THEODORE COHEN: Right. But in this elevation you see an awful lot of stuff on the roof.

ROBERT BROWN: Of the, what is on that flat elevation are those skylights that have been closed for a number of years and so it really returns it to its original views.

H. THEODORE COHEN: Am I looking at the same elevation as that?

ROBERT BROWN: Yep, those are the skylights.

H. THEODORE COHEN: Right, but they're not shown there.

ROBERT BROWN: Yes, they are. They're setting right there.

TOM SIENIEWICZ: They're set back.

ROBERT BROWN: They're set back.

CATHERINE PRESTON CONNOLLY: And at an angle.

H. THEODORE COHEN: Oh, okay. So -- and behind the skylights is -- there's mechanical

equipment?

ROBERT BROWN: There's mechanical equipment on the back side behind but it's a glass enclosure.

H. THEODORE COHEN: And are they similarly set back from the landscape area?

ROBERT BROWN: It is not. It's more flush, more flush. And this was reviewed with the historic.

H. THEODORE COHEN: And so basically that's what you had?

ROBERT BROWN: Yeah.

H. THEODORE COHEN: Okay.

A stupid question about the interior. The residences inside, are they dormitory rooms or are they apartments?

SONYA RICHARDS: They're apartments. They're apartments.

H. THEODORE COHEN: They're apartments.

Bathrooms in each one?

SONYA RICHARDS: Yes, they are. One bedroom, two bedroom, and efficiency apartments.

H. THEODORE COHEN: Okay. So there are no communal bathrooms anywhere on the floors?

SONYA RICHARDS: No, not on the resident floors.

H. THEODORE COHEN: And a couple -- on the floors there were white areas that seemed to be enclosed in the hallways. What are they?

SONYA RICHARDS: In the hallways, on the floors, there are some storage areas. There's some carriage storage areas. Because it's family housing. And there's also some IT closets and a couple of janitors' closets mixed in along the corridor.

H. THEODORE COHEN: Okay.

Oh, another question about the landscaping. I notice that some of the trees are proposed to be gingkos. I trust they are --

KIRT RIEDER: Male.

H. THEODORE COHEN: -- the males --

KIRT RIEDER: Correct.

H. THEODORE COHEN: -- that don't have an odor.

Okay. I think those are all of my comments. I do like the building, you know, understanding all the little nitpicking.

You know, it's very late, but if there's any members of the public who are here who do want to have their three minutes right now, I think we should hear them.

HEATHER HOFFMAN: I'm not sticking around this long to not say anything.

Hi, Heather Hoffman, 213 Hurley Street

and I did have a couple of things to say.

One, has to do with the wind. And as I understand it, because I asked the architect who was sitting next to me, if those were deciduous trees that are supposed to block the wind?

Because as we know, winter is not a wind-free time of year. And he said yes, various species but some of them are deciduous. So I hope that the wind tunnel has taken that into account because I am a small person and I, I can be battered around by winter winds in this part of the world.

And speaking of the landscaping, one thing that I don't think anybody really commented on, but I quite agree with the staff on, and that has to do with the whole rectilinear thing. It's really kind of off-putting when you have everything lined up and it's not like a

commercial orchard or something. It isn't inviting. There's, there's an example in East Cambridge, the building that Skanska built that has some kind of interesting plants in front of it, but they're all lined up in rows and that really makes it unpleasant to look at. So I hope that you will not make that mistake and you'll make it a little more interesting and more inviting.

And the LEDs and the sidewalk. It's a lovely idea and they did something, wasn't LEDs because it was a long time ago, but at One Kendall Square there was -- the pathway that was lights underneath glass blocks. And as the lights got infiltrated with water and started to go out, whoever was in charge of that decided that it was boring to fix and so they didn't and they took up all the glass blocks and replaced

them with different colored paving stones. So I hope that that will not befall this because I can tell you that was pretty cool.

And one other comment I had was that I was truly amazed that MIT knows what is going to pass with respect to a municipal lighting ordinance because none of the rest of us do. So, I hope that they will let us know because that would save me a ton of fighting. But I -- and I appreciated the questions about the lighting because this is going to be a residence and it's not going to be an undergraduate residence where you expect people to deal with a whole lot more disruption. Eastgate has residents who actually like to sleep and who have kids who like to sleep. And I've mentioned this before when there was a musical sculpture on the median strip in over the subway tunnel, they have vandalized it

regularly so that people could not make the sounds on that musical sculpture. So I'm not sure that they're gonna want 24-hour excitement and I'm not sure that they would want a whole lot of noise and light that came into their homes and disrupted their lives. So I hope that the design will reflect that this is a residence for people who do something other than party.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else?

JOHN HAWKINSON: Good evening, Mr. Chair, John Hawkinson. I feel somewhat obliged so speak because I lobbied for the requirement for public comment here, but I do have a couple of substantive things to say. It also seems to me that the reviewable elements of this presentation were kind of scattered throughout. And as Tom

sort of suggested, I do wonder if it might be wiser to separate the open space discussion from the building discussion in the future.

With no disrespect to Steve, and I noticed there's after Professor Yoon left to go catch the T, there's nobody from the academic side of MIT here. But respectfully you already have a building 4. Continuing to call this building 4 is very confusing and disrespectful to the historic building 4, but it's just going to cause more and more problems, so please stop doing it. Please call it anything that does not already exist on your campus.

H. THEODORE COHEN: I think it's site 4 or parcel 4 actually.

JOHN HAWKINSON: Well, they called it building 4 throughout actually. You can call it SoMa 4, site 4 perhaps, but nonetheless it's

going to have a number eventually, so just tell us what it is. Or a name, name it. Well you might not know the name where the money comes from.

In various fall items, I note the direction sign, which there are two in the landscape design, if you come out of the T head house and go away from MIT, you find the direction sign. If you go towards MIT, you don't. I don't know if that's deliberate, but it seems kind of wrong.

Unloading and child care, and Louie's absent, and, Steve, I was expecting you to do his duty and I'm afraid you did not step up to the plate. I think there's some -- when I look at the existing childcare that MIT has, I often see that there's a lot of vehicles that park in close proximity and do the things that may not supposed

to do to pick up and drop off children, and I'm skeptical that they're going to go down underneath building 3 and park there all the times that they should. And I'm not sure that there's been sufficient consideration in the design for what people will actually do.

And on loading, I still don't know if UPS trucks are still gonna go down that basement loading dock versus park on the landscaped area. And maybe it's okay if they park in the landscaped area, but it's not very clear to me. I'm sure Louie would have much more exciting things to say.

With respect to the landscape, the trees' limbed above our heads, will they be limbed over our heads on Day 1 or 10 years from now? I worry -- I have trouble as apparently the architects do, understanding the landscape here,

and it strikes me that it's odd that so much effort was put into the model of the building which I think is actually quite well reflected in the renderings, but not in the model of the open space. And I think more tools to help to understand the open space, would be very helpful. I don't know if a model is quite right, but something.

And I worry about bike/pedestrian conflict there as well.

I noticed also most of the open space plan elements in the presentation were cut off at the halfway point so we don't see what's apparently the temporary part. But nonetheless I think having the holistic view is important and we don't get that.

I'm also concerned about the change to rectangle. It seems kind of square.

And point 92 with the reduced wind speed, I assume that's prior to the construction of building 3. I kind of wonder what it's going to be like soon or if building 3 is going to be constructed soon, it would be good to know that.

Lastly, since MIT is now apparently the developer of the large site to the north, I do kind of wonder how it's going to change the open space or maybe anything else about this PUD. And one can imagine all sorts of ways in which it could, and perhaps it might and I do wonder.

Lastly, maybe LEDs in the ground. Perhaps someone will produce very interesting patterns and messages that can be spelled out of them. I don't know.

Thank you and good night.

H. THEODORE COHEN: They spell out messages on the steps of Lincoln Center. They're

quite beautiful.

Anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, then we will continue this matter.

Liza, do you have a date?

LIZA PADEN: No.

H. THEODORE COHEN: Or it's to be determined?

LIZA PADEN: To be determined.

H. THEODORE COHEN: So we will continue this matter to a date to be determined and it will be re-noticed.

And thank you all for coming. Sorry we got such a late start. We had another very significant matter before you.

(Whereupon, at 11:50 p.m., the
Planning Board Adjourned.)

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 19th 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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