

1 PLANNING BOARD FOR THE CITY OF CAMBRIDGE

2 GENERAL HEARING

3 Tuesday, April 6, 2010

4 7:00 p.m.

5 in

6 Second Floor Meeting Room, 344 Broadway
7 City Hall Annex -- McCusker Building
Cambridge, Massachusetts

8 Hugh Russell, Chair
9 Thomas Anninger, Vice Chair
Pamela Winters, Member
10 H. Theodore Cohen, Member
Patricia Singer, Member
11 Ahmed Nur, Member
Steven Winter, Member
Charles Studen, Member

12
13 Beth Rubenstein, Assistant City Manager
for Community Development

14 **Community Development Staff:**

Liza Paden
15 Les Barber
Roger Booth
16 Susan Glazer
Stuart Dash
17 Iram Farooq

18

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Other None

P R O C E E D I N G S

1
2 HUGH RUSSELL: It's after seven
3 o'clock. We'd like to get started. This is
4 the Cambridge Planning Board. The first item
5 on the agenda is a review of the Board of
6 Zoning Appeal cases.

7 LIZA PADEN: If anybody has any
8 questions about any of the cases, I can show
9 them to you.

10 H. THEODORE COHEN: I was just
11 curious about the Spinelli Place.

12 LIZA PADEN: Right. There's an
13 existing day care center at 725 Concord
14 Avenue. And it used to be called Mulberry.
15 It's now called Kindercare and they will be
16 relocating to this building on Spinelli Place
17 which is a single-story office building.
18 It's set one building back from Concord
19 Avenue. Do you want to see the plans?

20 H. THEODORE COHEN: Well, is that
21 across the street from the Fayerweather

1 school? A block or two down from that?

2 LIZA PADEN: Yes.

3 H. THEODORE COHEN: Yes.

4 LIZA PADEN: Yes, it's across the
5 street. It looks like they'll be using the
6 entire structure for this use.

7 H. THEODORE COHEN: Thank you.

8 HUGH RUSSELL: Okay, any other
9 questions?

10 STEVEN WINTER: None here.

11 THOMAS ANNINGER: I'd just like to
12 make a comment on last week's -- or last
13 session's antenna review. If you remember,
14 we had something on Fawcett Street and we had
15 a view from Fawcett Street. And I've taken a
16 look at it because I happen to go by there
17 everyday, and it really was quite misleading
18 because what seemed to be viewed from Fawcett
19 Street is really also very clearly viewed
20 from Concord Avenue which is what I was
21 worried about. And you can see a lot of that

1 just on that Concord Avenue.

2 LIZA PADEN: From Cambridge?

3 THOMAS ANNINGER: Coming from
4 Belmont, coming from the west. I thought --
5 I'm glad we came out the way we did, and I
6 think we're on the way to sort of starting a
7 new policy asking for possibly going so far
8 as what they call in Washington a
9 pay-as-you-go system, where if you want to
10 add something to what's already there, we may
11 have to find some way to eliminate something
12 that was previously there so they get into a
13 real consolidation mode. These are some of
14 the things that I think engineers can do when
15 pressed. And I think we've started down that
16 path. And I guess I'll be really interested
17 if we can take it all the way.

18 LIZA PADEN: Okay.

19 HUGH RUSSELL: Beth, would you like
20 to give us our update?

21 BETH RUBENSTEIN: Thank you. I

1 don't think I have seven minutes, but maybe a
2 minute or two.

3 Upcoming meeting dates, the Board will
4 be meeting on April 20th and again we'll be
5 holding a public hearing for a residential
6 project proposed for the site of the Bowl and
7 Board site on Mass. Ave. And also I think
8 we're going to be hearing the second hearing
9 on the Smith residential request for a
10 parking reduction. And we may have a couple
11 of items under General Business that evening.

12 In May we'll be meeting on the 4th, May
13 4th and May 18th. And right now it looks
14 like we have pencilled in for May 4th the
15 second public hearing for One Canal Park
16 which is a request to no longer have the
17 retail requirement that now exists. And I
18 just want to move away from our direct
19 business for a moment. I just wanted to let
20 the Planning Board know at last night's City
21 Council meeting there were three pieces of

1 Zoning introduced based on work by Planning
2 Board City Staff and some committees and
3 commissions called the green zoning was put
4 before the Council so that now people will be
5 referred to as the Ordinance Committee, and
6 back here to the Planning Board for public
7 hearing. There's a change to the flood plain
8 Special Permit language because of the need
9 to adopt the new FEMA maps. It's more or
10 less a technical matter, but it needs to be
11 done before June 4th. That will be coming
12 back to us for a hearing.

13 And also at the request of the City
14 Council, staff forwarded proposed language to
15 change Article 5.28 which now relaxes some of
16 the Zoning requirements regarding open space
17 and minimum lot area and setback in the cases
18 of a non-residential buildings being
19 converted for residential use. And requested
20 by the Council the Zoning to be extended a
21 little bit to include residential buildings

1 that have not been recently in residential
2 use such as institutional buildings and
3 church buildings and the like given the same
4 flexibility. That language has been
5 forwarded by us and there was also a petition
6 introduced to the City Council to the Kendall
7 Square MSD District requesting additional FAR
8 that would allow Boston properties to expand
9 the supply of research GFA in the area.

10 Right now they're maxed out. Other than
11 residential GFA that they have on the table
12 that I think the Board will remember, and
13 they're needing some non-residential GFA
14 that's required. So that's a petition that
15 put forth by the properties.

16 So that's what's coming in the world of
17 Zoning. And the Council has appointed
18 committees. So the Ordinance Committee will
19 begin meeting, and I think the first meetings
20 have been scheduled for May 6th and 11th in
21 the evening of the Ordinance. And, again,

1 once we get those petitions, we'll start
2 scheduling those hearings here. As usual we
3 will be busy. And I think that's everything
4 I have for announcements.

5 HUGH RUSSELL: Who are the Chairs of
6 the Ordinance Committee?

7 BETH RUBENSTEIN: The Ordinance
8 Committee co-chairs are Tim Toomey and Sam
9 Seidel.

10 HUGH RUSSELL: Okay. Now we'll sit
11 here for three minutes until the hour of 7:20
12 when we can announce the public hearing.

13 I think you'll all notice in your
14 packets that there's a great deal of
15 information to go over, and a suggestion come
16 up that we actually try to not do everything
17 all at once, but try to separate out the two
18 basic things. One being PUD and the other
19 being the design review on Binney Street.
20 And so the question is should we have like
21 two presentations and two public comments?

1 Two presentations and one public comment? Do
2 we take a break in between? Tom, do you have
3 any thought to that?

4 THOMAS ANNINGER: Not to breaking up
5 the public hearing, I have not. I think it's
6 a good idea, and I do think that we could
7 make a stark separation. I guess I'd be
8 interested in what the proponent had to say
9 because they may have prepared in one way and
10 this may lead to some duplication that might
11 be avoidable if they've had some notice of
12 that. Do you want to ask Mr. Rafferty what
13 his reaction is?

14 HUGH RUSSELL: Sure.

15 Mr. Rafferty, have you thought about
16 how we deal with so much potential
17 information?

18 ATTORNEY JAMES RAFFERTY: We have,
19 Mr. Chairman. We had a meeting with the
20 development staff when this issue came up the
21 other day. And based on the legal

1 requirements associated with the
2 multi-stepped PUD process, we were hoping to
3 proceed tonight with the public hearing on
4 the final development proposal under the PUD.
5 We have worked hard to make it a very concise
6 presentation that is largely in response to
7 the issues raised in the initial approval,
8 the set of questions. And our expectation,
9 based on our discussion, was that public
10 comment would occur on that and then some
11 form of deliberation would occur on our
12 application, with the expectation that if all
13 of that were achieved, then the Board might
14 have the stamina to continue on to do the
15 beginnings of design review under 100 Binney,
16 both in the context of the Article 19 design
17 review and the PUD specific building design
18 review. We presume that there's so much here
19 that the likelihood that a final vote taken
20 this evening didn't seem all that likely, and
21 the expectation was I could ask to define

1 what a good outcome would be. And I would
2 say a good outcome would be if the consensus
3 was reached on the Board, and direction was
4 given to the staff to draft a decision by
5 further review by the Board, I think the
6 proponent couldn't expect much more at this
7 stage given all of the issues that are
8 contained in the application.

9 HUGH RUSSELL: Okay. That's sort of
10 in line with what I'm thinking.

11 So it's now 7:20 and we'll now have a
12 public hearing on Planning Board case 243
13 which involves the property adjacent to
14 Binney Street, East Cambridge.

15 Mr. Rafferty, one other matter. You'll
16 note if you count there are only six sets
17 here because Mr. Tibbs had a family emergency
18 that prevents him from being here. So you
19 have a right to be heard by seven people,
20 although it only requires a permit vote of
21 five votes to grant the permits. I have to

1 ask you if you wish to proceed now after
2 going through that -- I should have asked you
3 first probably. I want this on the record.

4 ATTORNEY JAMES RAFFERTY: This is
5 one of those decisions that can cost me, so
6 I'm going to have one of my colleagues from
7 Wilmer Hale answer for me. I think we had
8 noticed that and we're comfortable
9 proceeding. But can the stenographer note
10 that William O'Reilly is nodding his head in
11 agreement? Thank you.

12 Good evening. For the record, James
13 Rafferty on behalf of the applicant. As
14 noted earlier, this represents the first
15 public hearing on the final development
16 proposal in the two-step PUD process. It's
17 also the concurrent hearing and continuation
18 of the Article 19 application. As you know,
19 Article 19 involves a traffic impact study
20 which was covered in our prior public
21 hearing, but many of the design review

1 aspects of urban design guidelines of Article
2 19 are set forth also in the PUD application.
3 So tonight's presentation will address those.
4 And as noted earlier, our hope would be that
5 to the extent that we're able to cover the
6 PUD issues and the Board feels comfortable,
7 we might at the end of the evening get
8 specific to building 100. All of that
9 material has been submitted, but we're
10 mindful of the amount of time and effort it
11 would take to go through what's here. What
12 we've done tonight is attempt to organize the
13 presentation in a coherent and logical
14 fashion. You know from our submittal that we
15 have provided as part of the final
16 development proposal a significant amount of
17 text. And chief among them is Section 4,
18 which is 17 pages of text responding to all
19 of the questions or the requests for
20 additional information that merge from the
21 initial determination. We have decided that

1 reading those 17 pages back to you tonight is
2 probably not the most efficient way to
3 proceed. We've identified them here on this
4 slide, but we've organized the presentation
5 around what we think are four concepts that
6 emerge from that. Hopefully you'll find that
7 a logical way to proceed. But worth noting
8 that specifics for each of those issues are
9 enumerated in the 17 pages of submission.
10 And that is based -- that attracts quite
11 directly the initial development proposal
12 approval that we received.

13 So having said all that, Mr. Manfredi
14 is going to begin and address the larger PUD
15 issues in addition to the request for
16 additional information, provide you with
17 where we have arrived after much effort and
18 collaboration and assistance from the City,
19 the Transportation, the Planning Departments.
20 We have been working, as you know is the case
21 in projects of this size, with a whole array

1 of departments, some of whom are typically
2 here but places like DPW and the Water
3 Department, a lot of effort with engineering
4 has gone on as well. And that has informed
5 much of what you'll see here this evening.

6 Thank you.

7 DAVID MANFREDI: Good evening. My
8 name is David Manfredi from Elkus, Manfredi
9 Architects.

10 As Jim said, I'm going to start with
11 Binney Street because if you remember when we
12 started this process, we talked about the
13 importance of making modifications to Binney
14 for a number of reasons:

15 One, making it more pedestrian
16 friendly;

17 Two, traffic;

18 Three, bicycles.

19 So we really got three constituencies
20 that we're trying to accommodate. I'll point
21 your attention to the rendering and then I'll

1 come back to it.

2 What you're looking at it a rendering
3 looking west on Binney at the intersection of
4 Second. And you probably don't know exactly
5 where you are, but you're in fact in front of
6 the new meeting house. That's Second beyond,
7 and cycle track is coming down to meet the
8 street with the buffer and the first lane of
9 traffic. This will become much more
10 recognizable in a moment.

11 You notice that we label this concept
12 24, that's because there was 1 through 23.
13 As Jim said, we came to this I think all --
14 everybody who is -- who has authorship in
15 this plan from somewhat different
16 perspectives. And I think that what we
17 learned, that is the design team, was that
18 there is in fact a considerable network of
19 cycle track planned and somewhat implemented
20 in place already in the city. I think that
21 what we spent a lot of time with city

1 agencies is really finding the appropriate
2 balance of bicycles, pedestrians and cars.
3 And so the solution that I'm going to present
4 really looks to accounting those users, and
5 at the same time really acknowledge that
6 we're trying to make a really good pedestrian
7 way activated by retail that can grow and
8 prosper over time that can fill in a very
9 long and broad vision this can become a very
10 good pedestrian retail oriented street.

11 Now, let me go on to the street section
12 and then I'll come back to that perspective.
13 What you're looking at here is a section of
14 street from Land Boulevard all the way over
15 to Third. And that is really our, our
16 purview here. And the first thing you'll
17 notice is that the median is gone. And what
18 we're trying to show with these stripes --
19 and this is clearly a diagram, but we're
20 showing the traffic lanes obviously that VHP
21 and the City have collaborated on with regard

1 to all of the traffic movements that have
2 been studied and discussed. In the kind of
3 brown color, you're looking at parallel
4 parking along the street, which you have
5 often heard me say is so important to
6 protecting the pedestrian as well as
7 accommodating kind of convenient retail use.

8 You're looking at a purple line on the
9 north side, and a purple line on the south
10 side of the street. That's the cycle track.
11 And then you're looking at a green line both
12 on the south side and north side of the
13 street. And the green line is the green zone
14 and is not necessarily, in fact, probably not
15 ever continuous, but it is the street tree
16 zone. And then you're looking at the
17 sidewalks.

18 And the red line represents the
19 property lines the Alexandria property lines.

20 Now, if I go up to the section at the
21 top, this is a section cut through the

1 street. And so what you can see is four
2 lanes of traffic, two in each direction, 11
3 feet wide, parallel parking on where the
4 section is cut. So that section is cut right
5 here. Parallel parking on both sides of the
6 street. A three foot -- and then a curb. A
7 three foot buffer, a five foot cycle track
8 right here, a six foot tree zone or green
9 zone, and a minimum eight foot sidewalk. And
10 that's true on the north side of the street
11 and on the south side of the street. That
12 eight feet is a minimum.

13 When we talk about 100 Binney in
14 particular, you'll see there's places where
15 this gets significantly greater. But it's at
16 least an eight foot minimum.

17 So the typical dimension from face of
18 building to curb is 22 feet from face of
19 building to curb that includes sidewalk,
20 trees, cycle track, and buffer. And clearly
21 what we're trying to do is create protected

1 routes for bicyclists. We're trying to
2 create a broad accommodating sidewalk for
3 pedestrians. The opportunity for retail to
4 spill out of, out of its boundaries and
5 really engage pedestrians and at the same
6 time maintain as tight a dimension from curb
7 to curb to accommodate the north/south flow
8 of traffic.

9 Now, Andrew, I'm going to ask you to go
10 back two slides and I hope the rendering now
11 makes more sense. What you're looking at is
12 the tree zone, the cycle track which is at
13 the elevation of the sidewalk when it hits
14 traffic intersection, a road intersection,
15 slopes and climbs down to that intersection.
16 That's five feet wide. And then the buffer
17 zone and the first lane of traffic.

18 The second issue with regard to
19 transportation but also related to the bikes,
20 you're looking at a key plan of 100 Binney.
21 And as you know, that's the building we're

1 going to present in part two this evening.
2 We've gone through a number of different
3 ideas, solutions for bike parking and we are
4 now proposing that we create a bicycle center
5 from the southeast center of the building.
6 And it is a dedication of about 2500 square
7 feet for bicycles; bicycle storage, bicycle
8 maintenance, bicycle repair. These bicycles
9 may be repaired on-site. They may go off
10 site. But what we're proposing is there's a
11 significant amount of frontage which we think
12 we'll see a great deal of pedestrian activity
13 through this mid-block passage.

14 This is Binney and Second, and what we
15 consider our really primary outdoor space and
16 a really important pedestrian way. The
17 dedication of really significant space,
18 significant frontage, two bicycles, obviously
19 an accommodation to the bicycle, but also a
20 real attempt to activate this corner of the
21 building with active daily use.

1 One of the issues that came up at the
2 Planning Board here was the suggestion that
3 there be enough -- an additional streetscape
4 type. We had identified three streetscape
5 types, and the suggestion was made by
6 Mr. Russell that we look at Third Street in
7 particular and that we create a new
8 streetscape type in order to acknowledge that
9 this is a different situation than our
10 typical north/south streets.

11 A block we're talking about is this
12 block at Binney and at Third. If you
13 remember, this is our building that has
14 retail at the base, has residential above.
15 Obviously this is an important pedestrian
16 corridor. And our goal was to increase the
17 pedestrian way, the usable sidewalk, and
18 frankly at the same time not reduce the
19 amount of retail or the amount of open space
20 between buildings. And so we have created a
21 streetscape type 2A. And, again, Binney

1 Street. And if you look at what we've done,
2 this is the property line. What we are
3 proposing is that the building on its first
4 two floors is setback four feet so that we
5 maintain at all times pedestrian way that is
6 a minimum of eight feet. That is the
7 dimension from face of building to face of
8 green zone. That would always be a minimum
9 of eight feet and would be a maximum of 13
10 feet, meaning from building face to curb.
11 Parallel parking on both sides of the street
12 at eight feet, ten foot, six drive lanes,
13 bicycles at the corner. You'll notice the
14 opportunity that the building is a minimum,
15 as I mentioned on our Binney Street section,
16 at least eight feet from property line to
17 building on the south side of the block.
18 What we're showing here very conceptually is
19 that another ten feet, the opportunity
20 obviously to configure this corner in a way
21 that if this were a restaurant, it could

1 spill out, this would be a great restaurant
2 site. It would get a lot of southern sun,
3 and the sidewalk is wide enough to
4 accommodate that kind of use. So we have
5 created a new streetscape type as part of
6 tonight's commission.

7 The next issue that I wanted to address
8 with regard to site, we call it vehicular
9 site access, it's actually, I think a bigger,
10 a bigger topic than that. And I want to
11 remind you of what we presented in January
12 and then I want to show you, and this was
13 again, a comment that came from this group
14 with regard to the location of service --
15 loading dock and access to below grade
16 parking. And we looked at a number of
17 alternatives. I'm going to go through them
18 very quickly, but I wanted to explain,
19 describe our logic as best that I could.

20 This is how we presented it last time.
21 And let me just remind you a little bit of

1 street movement. Obviously, Binney is a two
2 way street. Truck traffic, has the ability
3 to arrive westbound truck traffic to turn
4 left and turn right and use loading docks.
5 Obviously passenger cars can do the same
6 thing. This is two ways. Linskey is two
7 ways to this point, and then is one way
8 eastbound only. And as we had presented it,
9 the black arrows represent loading docks.
10 The red arrow represents access to below
11 grade parking. As we are presenting it
12 tonight, we have relocated -- we have left
13 the loading dock where it is. We've
14 relocated the access to below grade parking.
15 Let me explain both of these and then show
16 you several alternatives.

17 We've got a building that we're really
18 trying to activate four sides in terms of
19 having good pedestrian edges, but I think
20 there is a hierarchy. But I think that is
21 the north elevation, the Binney Street

1 elevation is part of this entire corridor
2 where we are concentrating all of our retail
3 activity. The east elevation with the
4 bicycle center right here, front onto this
5 open space which I mentioned before, we think
6 is primary, the relationship between it and
7 41 Linskey, all of the commuter kind of
8 activities that will happen here, the
9 opportunity for retail. This is retail.
10 This is dedicated retail here. We really
11 believe this wants to be double loaded in
12 terms of active edge over time. We have a
13 through block passageway that it was
14 suggested that we had encumbered in our
15 previous proposal by bringing cars onto. And
16 we have Linskey. And I'm going to say we
17 have a right side of Linskey and a left side
18 of Linskey. We think that the pedestrian
19 traffic that's moving kind of north/south
20 does something like that. That it moves
21 through the park, comes to the corner along

1 the sidewalk through this open space, to the
2 corner, crosses at the crosswalk and goes
3 north. That this loading dock is shielded by
4 650 East Kendall. That this access to
5 parking is the best of the alternatives and
6 that we can make active edge, about 100 feet
7 of active edge between the two of them.

8 Let me quickly go through the change
9 from January 26th. When you saw it last, we
10 were using the through block connection to
11 get access to parking. The comment was made
12 here that we had created a pinch point
13 between existing building and that access.
14 What we're proposing tonight is that this is
15 entirely pedestrian. That the point of
16 access has been shifted slightly east, and
17 that the ramp begins at the perimeter of the
18 building and goes down into parking. I think
19 it does two things for us.

20 It makes this a much nicer space. It
21 also makes this interior space frankly more

1 flexible in that it is contiguous and not cut
2 in half by the ramp down.

3 The alternatives that we have looked at
4 -- when we originally presented this to you
5 many months ago, we had access to parking,
6 the red arrow here, and loading docks here in
7 order to preserve these corners. We think
8 this had a very negative impact on that open
9 space. Alternative No. 2, we put loading
10 docks and access to parking side by side to
11 open up this corner. That meant we had about
12 80 feet of non-active frontage on the park.
13 Alternative No. 3, the split when we looked
14 at access and parking off the through block
15 connection with loading dock here, again, saw
16 this as a negative and came to see that as a
17 negative. And then alternative No. 4 is the
18 one we presented back in January access the
19 parking and loading docks. We think that the
20 solution that we are presenting tonight is
21 the best of all of those alternatives. We

1 have about 22 feet of ramp, traffic lane up
2 and a traffic lane up. We have about 100
3 feet of active frontage, and we do believe
4 that this is good retail space over time. We
5 have loading docks. This is our bicycle
6 center which will be transparent, meaning
7 this will be glazed as this will be glazed.
8 We have 41 Linskey which can be quite active
9 uses, and then the red color, our dedicated
10 retail and our commuter center. And I will
11 look to Chris Matthews and open space.

12 CHRIS MATTHEWS: Chris Matthews with
13 (inaudible) landscape architects. And I
14 wanted to just give a brief overview again of
15 the structure of the landscape and the public
16 realm on the project. It's consisting of
17 three main components.

18 The two public parks, one at Roger
19 Street and one between First and Land
20 Boulevard, south of Binney, which will be
21 designed and programmed by the City of

1 Cambridge, be dedicated public parks. The
2 streetscapes of the east/west streets Rogers,
3 Binney and Linskey, making obvious --
4 obviously better connections, east/west by
5 the river and supported by now a crosswalk
6 across Land Boulevard. But probably most
7 important to urban connectivity are the
8 north/south streets and what we're calling
9 the through block connectors. There's the
10 next slide.

11 Between the buildings that really open
12 up the connections between the East Cambridge
13 neighborhood to the north and south of Binney
14 Street, I think that's going to be really
15 nice because it also provides access to the
16 river now that the boardwalk on the Broad
17 Canal has been complete. And it's becoming a
18 circuit walk for people in the neighborhood
19 as well as connections between Kendall and
20 East Cambridge. So the north/south
21 connectors are important.

1 And as we're getting into the design of
2 the individual buildings, as you'll see later
3 on 100 Binney Street, each of the connectors
4 takes on its own character. Some are more
5 busy and highly programmed for the people,
6 for the activities. Some are quieter. But
7 the thing to remember is that all the
8 landscape proposed in this project with the
9 exception of the courtyard at the condominium
10 building right here, is going to be public
11 accessible, 24/7, no fences. People from the
12 community, people from surrounding buildings
13 will be able to come in and use this
14 landscape just like the people that live and
15 work in the project itself. And we think
16 that that's just going to be a wonderful way
17 to build upon the research park plaza; the
18 new walkways, all the good public open space
19 that's beginning to happen in Cambridge, to
20 make it a contiguous public realm.

21 MICHELLE LOWER: Good evening, my

1 name is Michelle Lower, L-o-w-e-r with
2 Alexandria Real Estate Equities. I'm here to
3 talk about the marketing and merchandising.
4 Vickie Eickelberger and her colleagues at Big
5 Red Rooster gave a wonderful outline of some
6 of our larger concepts and some of the public
7 realm and public art issues that we're
8 looking at, and we're very excited about.
9 I'm going to get into some of the details
10 today about what makes our project different
11 as far as retail goes and some of the
12 specifics that we're working on to move
13 forward.

14 One of the big things that makes this
15 different is our proactive strategy. We're
16 thinking of this now. This is a project
17 still in development, but we're thinking
18 about it now in three main areas: We're
19 thinking about it in as far as marketing
20 goes, relationship building goes, and design
21 goes.

1 So, as far as the marketing goes, we're
2 working on creating a cohesive plan and
3 working on doing some outreach now to local
4 Cambridge retailers and local retailers that
5 we believe will really work well in this
6 area.

7 As far as relationship building goes, I
8 personally live in the neighborhood so this
9 is personal for me. I can always use a good
10 place to get -- another good place to go to,
11 and I'm very excited about it. Very excited
12 to get out and meet more people both in the
13 community with the groups like the East
14 Cambridge Planning Team and the East
15 Cambridge Family Group, as well as with other
16 groups like the KSA who have done a great job
17 in reaching out to the different commercial
18 groups and really connecting the employee
19 community with the community. So, that's
20 something that I'm very involved with and
21 look forward to working more with, as well as

1 the City of Cambridge.

2 We have an open dialogue with the
3 Community Development Department and Estella
4 Johnson and her group in particular. Really
5 working on making this a dialogue with lots
6 of different groups in the city as far as
7 retail goes.

8 As far as design and how we're being
9 proactive about that, we're thinking about
10 these things now. We're thinking about
11 things like ceiling heights and having as
12 much desirable window line as possible that
13 David and Mark really had been working on
14 really from the beginning of the project.
15 Retail is not an afterthought for our
16 project. We're really doing what we can to
17 get it out in front and stay focussed on it.
18 And that's my main job in this group. So,
19 that's what we're working on being proactive.

20 Some of the ways that we're going to --
21 some of the specifics incentives, there were

1 some questions about that that we received.
2 We look at every retail, every retail
3 possibility as a new -- as a new opportunity.
4 This will be a very due diligence based
5 marketing program. And every retail deal and
6 every retail group that we work with will be
7 a customized program. So we can't tell you
8 that TI packages are going to be X and the
9 rents are going to be Y, because everyone is
10 really different. Everyone has a different
11 pressure point in what they need. We're
12 working on being very flexible; getting to
13 know retailers and really know what they want
14 and what can make them successful. So when
15 retail is successful in these buildings,
16 everyone wins. The community wins, we win,
17 the retailers win. It's, it really is a
18 collaborative effort here. So that's
19 something we're focusing on. And as far as
20 other amenities that we can offer as far as
21 being a large landlord in Cambridge, we own

1 over 2 million feet in Cambridge. We're very
2 willing to help out with cross marketing and
3 publicizing to other tenants we have in the
4 area and doing what we can to make retailers
5 successful. It will be a grass roots effort,
6 but it will also be on our bigger corporate
7 level as well.

8 Then you can see up on the board some
9 groups and some types of retail that have
10 been -- we've heard from both the local
11 residential community as well as the
12 corporate community. It would be desirable.
13 So those are the types of groups that we'll
14 be reaching out to as this process goes
15 along.

16 Leadership and accountability from
17 Alexandria. Our Zoning says that we will be
18 back for annual reporting for at least the
19 next ten years. So I'll be back for a long
20 time. So, it's as I said, it will be an
21 ongoing process. We hope it will be

1 collaborative with the groups I mentioned
2 from the KSA to the local community groups to
3 the city. But we are very committed to
4 making this successful. So, and I'll be up
5 here every year telling you what we're doing,
6 how successful we've been, and honestly
7 asking for suggestions and other ways that we
8 can be more successful within the City of
9 Cambridge.

10 So I think that's what we're really
11 focussed on at Alexandria in making the
12 retail environment successful. And with that
13 I'll pass it on to Joe.

14 JOE MAGUIRE: My name is Joe Maguire
15 from Alexandria Real Estate Equities. I
16 wanted to enforce the commitments that we've
17 made; street activation and
18 pedestrian-friendly environments that have
19 been very important to us. We learned that
20 through our neighborhood process and our
21 planning process with members of the East

1 Cambridge Planning Team. And we've -- we
2 feel that that retail is very important with
3 us. We are also going to look for other
4 parts of the street activation schemes that
5 we can bring forward, creation of public
6 spaces and the opportunity for places where
7 there might be playful public art, are things
8 that we're going to continue to look at for
9 this as we move forward. We're going to
10 provide things that are over and above. One
11 of the things that we think is very much an
12 activation feature is the cycle track
13 concept. Together with the cycle track we're
14 going to have extensive bicycle storage
15 that's far more than what is required by
16 Zoning itself. And that's something that
17 we're going to incorporate in trying to make
18 this a true multi-mogul type environment
19 which encouraging both pedestrians as well as
20 bicyclists to come to this site.

21 Again, others have touched on this but

1 we've taken special care as a commitment to
2 this activation to our retail storefront
3 designs. And the buildings you'll see come
4 forward from us have been thought out, not
5 just not for the initial retail uses but the
6 potential for additional retail uses over
7 time. So the designs of the building for
8 heights of the ceiling that Michelle talked
9 about and what David talked about in other
10 presentations, are all thought through
11 together with the kinds of window schemes
12 that we're going to have at the first floor.
13 I wanted to point out that this development
14 over time will be bringing greater than 3,000
15 new people into this environment on a daily
16 basis, seven days a week. And so, it's --
17 this has all been made possible by the
18 context of the Zoning that we have worked out
19 together in the community process.

20 The most two visible items that are
21 going to come forward from this has been our

1 commitment to the public parks, which is
2 something we led with with the community and
3 that's going to happen very early on in this
4 process. And the other is five new buildings
5 that are going to be commercial and two new
6 buildings that are going to be residential.
7 They'll have 220,000 square feet of housing
8 per 20 units of housing which will be mixed
9 income housing which is special, somewhat
10 parts of that will be special within our
11 Zoning.

12 Again, the park will be early, very
13 early. The 2.5 acre park will be very early
14 park in our project. Together with those
15 parks we are donating to the community nine
16 and a half million dollars, both for the
17 planning of the park as well as the actual
18 development of the park. Again, as others
19 have stated, those items will be designed and
20 the community process with the Community
21 Development Department and the city.

1 This project in closing will create
2 some 9 to 12 million dollars of new real
3 estate taxes to the community. And they'll
4 also be another \$6 million donated to the
5 community for open space. That will come as
6 the build out grows.

7 I want to thank everyone that's been
8 involved for nearly three years of this
9 sustained planning process that we've been
10 on. There's been many participants whether
11 it be the neighborhood residents. It's been
12 many meetings with the East Cambridge
13 Planning Team, it's been the City Council and
14 particular members of the Council that took
15 leadership, including our current mayor. It
16 took a very strong role in the Ordinance
17 Committee along with Councillor Murphy. And
18 I also want to thank the various departments
19 that we continue to work with and will be
20 continuing to work with as we go forward as
21 there have been numerous meetings about

1 traffic and parking, community development,
2 water, sewer. We've got a very interesting
3 process as we've gone through this and one
4 that's enlightened us as we've gone forward.

5 Again, I want to thank the Planning
6 Board for all the time it's put into this as
7 well. So I'd like to say thank you.

8 ATTORNEY JAMES RAFFERTY: As you
9 probably gathered by the valedictory nature
10 of Mr. Maguire's comments, that brings us to
11 the conclusion. We chose for the purpose of
12 a traffic presentation really to emphasize
13 just two things: One is the constrained
14 parking supply here is really one of the big
15 factors affecting the traffic, and we have
16 spent several months and lots of effort
17 working with the Traffic and Planning
18 Department to deal with issues around
19 mitigation. All of that is set forth in
20 Ms. Clippinger's memo. I know your typical
21 practice is to have Ms. Clippinger speak to

1 those things. I am pleased to report that we
2 are in agreement with all of those items and
3 would anticipate that they would find their
4 way as conditions or requirements as any
5 approval that the Board might be inclined to
6 make in this case. So, thank you very much.

7 HUGH RUSSELL: Thank you.

8 So do people have particular things
9 from the presentation that they want to
10 discuss or questions they want to ask?

11 STEVEN WINTER: Prior to public
12 comment?

13 HUGH RUSSELL: Prior to public
14 comment. I think it would probably make
15 sense to ask Sue Clippinger to come up and
16 present the memorandum that she's distributed
17 to us, that way we'll have all the pieces on
18 the table.

19 SUSAN CLIPPINGER: Sue Clippinger,
20 Traffic and Parking. I think you got this
21 later than the rest of your package, but

1 hopefully you had a chance to look at it.
2 I'll try to just quickly go through the
3 highlights. I won't try to say everything.
4 I think there's been a lot of discussion
5 about parking supply as usual.

6 I think we have agreed that the total
7 parking supply as proposed makes sense. We
8 have looked at a phasing opportunity where if
9 Binney Street is not built and there is
10 retail, for example, at 100 Binney to create
11 the availability of a small number of 14
12 retail spaces, that will be in the future
13 available on Binney Street before that's
14 available which is a way to try to support
15 and make sure that retail is successful from
16 the get-go. And then we are recommending
17 that with the residential units are being
18 proposed in the future, when that time comes,
19 that issues around a parking supply and the
20 issue of parking will be looked at at that
21 time as an opportunity to determine whether

1 changes could be made to what is proposed
2 here which is one per unit.

3 The Binney Street concept I think has
4 been talked through already in terms of the
5 materials that you've received and I think is
6 an excellent concept plan. Obviously it has
7 to be worked out, but it's something that
8 will come along. There is also improvements
9 or mitigation at the intersection of Land
10 Boulevard and Binney Street to deal with the
11 a.m. people queuing problems there which
12 appear to be doable. Although, again, those
13 are -- I think today still DCR intersection
14 that we would be working with them on
15 assuming that they're in agreement. And it
16 would allow impact, the a.m. impact to be
17 mitigated which is usually to have an a.m.
18 impact. Usually they're p.m. impacts with
19 traffic.

20 The increase in bicycling is excellent
21 because the project traffic study also

1 reflected that a large number of bicycle
2 trips would be generated by the project, and
3 therefore, obviously you want to accommodate
4 those bikes when they get to that location.
5 And I think what they're proposing is really
6 good.

7 I think the change that's been proposed
8 for 100 Binney Street for bringing the garage
9 access to Linskey instead of from the
10 interior street, works well both from a
11 traffic perspective and as in terms of the
12 improvement to that space. I'm probably
13 going to leave something out here.

14 There's been a lot of talk about this
15 transportation hub which I think is another
16 very strong commitment to having interior
17 space within 41 Linskey that's associated
18 with supporting that kind of transportation
19 space, and it becomes a location that allows
20 concentration of activity whether it's
21 information access to EZ Ride schedules, MBTA

1 schedules or how to get a Zipcar or where the
2 bike storage is.

3 The neighborhood monitoring the project
4 had impacts within the residential streets.
5 It's not something where we feel we can
6 mitigate the volume of traffic on the
7 residential streets which in many cases it's
8 not high but it's high enough to trigger the
9 Planning Board criteria. What we're
10 recommending here is that we continue to work
11 with the project to determine how we can
12 monitor those residential trips so that if
13 the impact on the neighborhood -- and this is
14 really the neighborhood that's to the west of
15 Third Street and to the north of Land Street,
16 that a number of trips into the East
17 Cambridge residential neighborhood is more
18 than what was modeled in the traffic study,
19 then we would work to find ways to make
20 changes to that. So the goal here is to say
21 the project, the project has value and it has

1 impacts. If the Planning Board is supporting
2 the project at that level, we would want to
3 make sure that impacts don't grow beyond what
4 was anticipated.

5 So I think I've blown through this
6 really fast. I may have missed something.
7 We had also the Board had asked about on
8 street parking in this area, and you have a
9 map that shows the metered parking on the
10 block, faces in the area, and since yours is
11 black and white -- it's going to be hard
12 which numbers are the red numbers and which
13 numbers are the black numbers. But we are
14 showing the very, very light ones -- I need
15 to look at your copy. The very, very light
16 numbers are the ones that are changes. And
17 then obviously on Binney Street those are
18 new. So if there's questions about this, you
19 can ask. Or I can pass around the colored
20 version for people who don't have a colored
21 version.

1 So the red is proposed. So, again,
2 trying to answer, I think the bulk of the on
3 street parking is in the area to the north of
4 Binney Street, but there is also on street
5 parking both existing and proposed to the
6 south.

7 BETH RUBENSTEIN: More color copies
8 on the way.

9 SUSAN CLIPPINGER: And as Beth has
10 reminded me, this plan requires a BTM plan so
11 that is another component of the project.
12 And I think as Joe Maguire had said, the
13 parking supply being proposed here is a very,
14 very positive component of managing the trip
15 volumes associated with this project. So
16 unless there's questions about anything in
17 the letter....

18 HUGH RUSSELL: Are there questions?

19 Okay, I want to take just a second to
20 give myself a chance to review the responses
21 to see if there were points of particular

1 interest to the people who testified at the
2 last hearing that you might not have covered
3 at this time and I will probably not be fully
4 successful but that's why we have a public
5 hearing.

6 Okay. I don't spot anything. So then
7 I think we should proceed to the public
8 testimony. And I have a sheet here that has
9 two names on it. But if you haven't signed
10 up, you may also speak after that time. We
11 ask people to limit their comments to three
12 minutes; to give their name and address as
13 they start speaking, and to spell their name.

14 So the first name on the list is
15 Stephen Miller.

16 STEPHEN MILLER: Hello. My name is
17 Stephen Miller. I live at 92 Henry Street
18 and I'm a member of the Cambridge Bicycle
19 Committee. And we're following up on
20 previous comments we've provided at different
21 points in this process, which has been a long

1 process. We're not even paid to participate,
2 nor you.

3 First we want to say that things really
4 improved and I think that's a good sign. The
5 provision of cycle tracks on Binney Street is
6 a continuation of a trend that's happening
7 across this city and in fact across the
8 country. As this country gets more aware and
9 comfortable with multimodal transportation,
10 we're beginning to learn that this is
11 actually the way you do it. We've made a lot
12 of false steps getting here, but this feels
13 very solid and it's great to see that that's
14 part of this process.

15 We're a little worried or have
16 questions about the phasing of this project.
17 A lot of construction is going to happen
18 before the road gets rebuilt and we're
19 wondering a little bit of how during that
20 process, both during construction itself and
21 that interim period where 100 Binney is dealt

1 with but the road hasn't been, how does that
2 start playing out in terms of transportation
3 for pedestrians and bicycles as well?

4 We're very pleased with the way that
5 the 100 Binney Street piece has played out.
6 We think it's really important to, remember
7 though, that outside parking, short term
8 right near entrances is incredibly vital
9 especially for the retail. Bicyclists like
10 most human beings tend to be lazy, and if the
11 bike parking isn't convenient, you tend not
12 to use it properly. And you end up leaving
13 your bike where you shouldn't. You want to
14 structurally set-up things to not tempt us
15 into the wrong temptations on that part.

16 We think not only that, and this is
17 particularly true the outside stuff at 41
18 Linskey, but as we go forward with the other
19 buildings as well, it's something to keep in
20 mind. The pictures, I'm really pleased to
21 see there's bicycles all over those pictures.

1 But you also want to make sure there are
2 places for bicycles to park. A lot of them
3 were leaning against tables in the pictures.
4 Retailers may not like that.

5 We also wonder about the bike parking
6 facility inside 100 Binney. It wasn't clear
7 looking at it, and we're glad it's there, is
8 the indoor bike parking facility for
9 everything or for that particular area? And
10 we think it should be not thought of as the
11 one place for everywhere. When you come by
12 bike, you tend not to be wearing the umbrella
13 and so it would be good to have long term
14 parking spread out around so that wherever
15 you get out, you can then go to your home, go
16 to your office, go to your shopping. I think
17 a lot of people -- this is a major route
18 through the city for bicycles as it is. And
19 as this retail plays out, people will be very
20 pleased to stop to have a cup of coffee or
21 ice cream or whatever it may be.

1 Finally, I think that in terms of the
2 pedestrian paths, and I'm here as a bicycle
3 representative, but we all walk as well.
4 While some of the greenery is really -- and
5 it's wonderful that it's been added, I think
6 it's important also to have very clear and
7 straightforward routes through some of the
8 greenery. If it gets too winding, sometimes
9 it starts to feel like a place that you sit
10 in as opposed to a place you walk through.
11 Both are valuable, but certain of these cross
12 streets I think are mainly designed to relax
13 as you walk through. There should be
14 seating, but it shouldn't be so winding that
15 you feel that this is actually not a place to
16 be coming through.

17 Last question is a little bit about
18 some of the sun and wind characteristics.
19 There has been a study I think for the 100
20 Binney and 41 Linskey Street. As you can
21 see, these are tall buildings and they will

1 have an impact and it's exactly because
2 they're tall buildings which makes them both
3 financially viable that we have to think
4 about the wind and the sun patterns as we go
5 through the thing. And, again, that's
6 primarily in terms of pedestrian things as
7 well.

8 Thank you very much.

9 HUGH RUSSELL: Thank you.

10 The second person on my list is Nancy
11 Steining and she's not interested in
12 speaking.

13 NANCY STEINING: No, I wasn't. I
14 was just signing in.

15 HUGH RUSSELL: Does anyone else wish
16 to be heard at this time?

17 CHARLIE MARQUARDT: Charlie
18 Marquardt, M-a-r-q-u-a-r-d-t. I live right
19 there, 10 Rogers street.

20 A couple of quick things. It's great
21 to hear about the retail and seeing all the

1 retail coming in here. I hope we have the
2 same kind of presentation when our friends
3 come from One Canal Park in a couple weeks.
4 This is what we're looking for. I did not
5 hear a couple of things that I was hoping to
6 hear. I was hoping you can reach out to Tim
7 Rowe and (inaudible) at the Cambridge Square
8 Business Association, I'm sure you have.
9 Just to let people know that coming in.

10 I've learned a lot from watching the
11 new meeting house go up and I haven't seen
12 any mention of it here. But it is a
13 nightmare there with parking with all the
14 trucks in the street. You're going to have a
15 lot more workers than they do. I hope
16 there's a plan to keep them out of the
17 neighborhood so we don't have pickup trucks
18 parked all over the place.

19 And finally, we've got a great bicycle
20 experiment with the bicycle track and it's
21 moving forward, but I don't know if it fits

1 in the Planning Board or what not, but we can
2 use some bicycle enforcement. We've got a
3 lot of work going on there with car
4 enforcement. But I think the pedestrians run
5 across the bicycle track, and we've all seen
6 bikers, and I know some of you also bike,
7 that directionality is not a big deal for
8 bikes and those tracks need directionality.
9 So if it's meant to go in one direction, they
10 need to make sure they go there. And the
11 only way we're going to do that is actually
12 give them a ticket. I know it's not parking
13 department, it's a police department. You
14 guys do a great job. But everybody else,
15 it's crazy out there. We need to make sure
16 we watch out for everybody.

17 HUGH RUSSELL: Thank you.

18 Does anyone else wish to be heard?

19 JOHN PITKIN: John Pitkin,
20 P-i-t-k-i-n, 18 Fayette Street. I'd just
21 like to say a few words about the lot of

1 parking spaces that are available and put in
2 a plea for reducing them if that's possible.
3 I don't know that that is. But I am speaking
4 as a participant in the recent Cambridge
5 Climate Congress and I want to bring some
6 facts to the attention of the Board and the
7 applicant. I'm not speaking in opposition of
8 the project, but I'm really in favor of doing
9 everything humanly possible to reduce the
10 parking spaces so that there will be less
11 vehicular traffic for the reason of
12 protecting our climate. The Climate Congress
13 was convened by Mayor Simmons and a hundred
14 residents and representatives of businesses
15 and institutions participate in this event in
16 the last three months, and we recognized --
17 came to the conclusion that in fact the -- as
18 the City Council had found, we are in a
19 climate -- state of climate emergency because
20 of failure to meet our goals to reduce
21 greenhouse gas emissions. And that we really

1 need to be doing a great deal more to control
2 our greenhouse gas emissions, for most among
3 those being carbon dioxide. And the evidence
4 and the City's record is that the City in
5 2002 adopted a climate protection plan that
6 called for a 20 percent reduction in CO2
7 emissions in Cambridge below 1990 levels. As
8 of 2003, according to the Cambridge Climate
9 Action Committee, latest report, there was a
10 27 percent increase. And that since then
11 there has been no significant decrease. So
12 we are not even close to meeting our goals.
13 It may well be that development in Cambridge
14 is to be preferred to development in the
15 suburbs. But if we are to do that, it is not
16 enough just to say that that's better than
17 having the development in the suburbs. We
18 have to do everything humanly possible to
19 reduce the amount of parking spaces and,
20 therefore, ultimately the amount of vehicular
21 traffic in every way possible. I would point

1 out that the -- there's a lot of -- hopefully
2 there have been reductions in vehicular
3 traffic in the coming years by people
4 accessing other sites in East Cambridge, and
5 the possibility of sharing of parking spaces
6 could possibly be explored of a way to
7 reducing the amount of new phases that will
8 be needed for this project. So this is a
9 plea to recognize that everybody needs to
10 recognize that we are in an emergency
11 situation, that the time to mitigate, reduce
12 our CO2 emissions if we hope to control,
13 reduce the risk of potentially catastrophic
14 changes in the climate in the lives of our
15 children and grandchildren is now. It's not
16 15 years from now, it's not 25 years from
17 now. Projects like this really have a huge
18 impact on our ability to meet the goals the
19 city has set.

20 Thank you.

21 HUGH RUSSELL: Thank you, John.

1 Anyone else wishing to be heard?

2 (No response.)

3 HUGH RUSSELL: Okay, I see no one
4 indicated that -- yes.

5 TULIN FUSILER: Is it too late to be
6 asking for, for example, more retail space?
7 Are we already passed that stage in this
8 thing?

9 HUGH RUSSELL: Well, you certainly
10 have the right to ask. The project is
11 governed by a Zoning plan that was asked by
12 the City Council roughly a year ago. It
13 set-up many parameters, including that one as
14 a parameter. So the Council has set the
15 policy and they are conforming to the set
16 policy. So it's difficult for us to take a
17 different approach to quantity. So the
18 qualitative, how they do it, is something
19 that we are considering. So if you want to
20 speak to that, you're welcome to speak.

21 TULIN FUSILER: Quality. The

1 quality?

2 BETH RUBENSTEIN: Tell us your name.

3 TULIN FUSILER: I'm Tulin, T-u-l-i-n
4 Fusiler, F-u-s-i-l-e-r. I live on Sixth
5 Street. I'm a resident. I've been a
6 resident for ten years in the area. And
7 Binney Street is actually my daily walking
8 routine, and I'm sorry, this is my first time
9 in this meeting and I just heard about it.

10 Anyway, I live right here basically and
11 there is like one little retail at the bottom
12 of Bumble Bee. And it's this one lonely
13 retail, and I'm just looking at this thing
14 and sketch and I see like retail over here,
15 wonderful. But it's so isolated. It's like
16 one corner here and one corner there. You
17 know what I mean? Rather than one continuous
18 retail. Newbury Street I like. So I just
19 basically -- but it sounds like quality-wise
20 they're really looking into making really
21 good quality retail for the space available.

1 I'm just hoping for more.

2 Thank you.

3 HUGH RUSSELL: Thank you.

4 Okay. Any last thoughts?

5 (No response).

6 HUGH RUSSELL: So, I would suggest
7 we close the public testimony on the PUD
8 application to verbal comment leave it open
9 to written comment. Does that make sense?

10 (Board Members in Agreement.)

11 HUGH RUSSELL: So maybe we should
12 then think about how we want to proceed. I
13 think Mr. Rafferty's suggestion of a
14 generalized structure is that we go through
15 issues. We ask the staff to prepare a draft
16 of the final decision which we could then
17 review in writing. That's been fairly
18 consistent for the complicated PUD's we've
19 done in the past. It's -- potentially
20 there's a level of complexity here that if we
21 tried to say all those things verbally in

1 making a motion, it's simply not feasible to
2 be. The staff has been working pretty
3 lengthy with the proponent and you can
4 appreciate has been working with many people
5 working on this identifying and proposing
6 solutions to a number of situations.

7 So we can either do this which might be
8 called popcorn style, we can simply bring up
9 whatever is on their mind, or we could do it
10 in a sort of a topic piece discussion. I'm
11 not sure there is too much on our minds I
12 guess is my first question. How much is
13 unresolved at this point?

14 STEVEN WINTER: Mr. Chair, I don't
15 feel that there's a whole lot of big
16 unresolved issues on the table from my
17 perspective. I think there are some smaller
18 things and there are some things that I
19 wanted to comment on, but the process, I
20 don't feel that those big issues are there
21 for me. Perhaps other members of the Board

1 can weigh in.

2 HUGH RUSSELL: Tom.

3 THOMAS ANNINGER: I think there's
4 one cluster of issues that we -- that may not
5 be unresolved. I think they're on the
6 contrary, very resolved, but I'm not sure
7 that we've really rolled up our sleeves and
8 understood them in the depth that I would
9 like. And that is an area that I'd like to
10 tackle as early in the discussion as
11 possible, and that is what they're calling
12 the streetscapes. I don't think we've -- we
13 started to look at it when we looked at was
14 it concept 24, but I think we need to look at
15 that in a little bit more depth to understand
16 just how those streets are going to be -- how
17 they're laid out, how they're designed, what
18 the order of parking and bicycles and lanes,
19 you know, width. And I don't think it was
20 written in the sky just how they came out. I
21 think it was as a result of a very

1 complicated discussion that seems to have
2 evolved. And I want to see how we got there.
3 And if there are questions along the way, I
4 have a few myself. That would be my area of
5 interest.

6 HUGH RUSSELL: Anyone else want to
7 put something on the table for discussion?
8 Ahmed.

9 AHMED NUR: So I do agree with my
10 colleagues that I would allow on
11 recommendation from the staff and review it,
12 that's definitely the way to go since there's
13 a bunch of buildings involved with the
14 proposal. On top of that I wanted to make a
15 comment in saying that I really appreciate
16 the presentation. It was extremely clear to
17 a point that I have absolutely no questions
18 to ask. And I appreciate the effort that you
19 put in with the community of East Cambridge.
20 I don't see any big opposition to the
21 progress. And that's all.

1 HUGH RUSSELL: Okay. Well, you
2 wanted to dig into Tom's first piece and then
3 other people can bring up other subjects as
4 they see fit?

5 STEVEN WINTER: Maybe Tom can move
6 us forward. How did the streetscapes seem
7 unresolved in their design to you at this
8 point?

9 THOMAS ANNINGER: Just because I'm
10 interested in this doesn't mean I want to do
11 all the digging myself, but I found very
12 helpful for starters, two pages in the
13 materials that we received; the graphic
14 materials on the PUD. One is that figure 56
15 which has that cross section for 1, 2 and 3.
16 And then at least for one it lines up well
17 with figure 15, which is the Binney Street
18 streetscape from on High. I think one area
19 to start the discussion is I see a lot of
20 room has been provided for bicycles. And I
21 know that's a very popular subject. I'm not

1 quite as convinced as -- yet. I'm open
2 minded, but I'm not quite as convinced that
3 there are going to be as many bicycles as
4 seem to be projected. So I guess one
5 question is I'd like to understand one, where
6 do the projections for all of these bicycles
7 come from? On what evidence is that based?
8 And I'd like to understand a little bit
9 better this idea of having the bicycle track
10 on the inside or on the sidewalk side of the
11 cars of the parked cars. I understand the
12 safety of that for bicycles. I do think it
13 presents some potential conflicts for
14 pedestrians who want to then cross the street
15 and have to deal with bicycles before they
16 even come to the parked cars, which I think
17 will come as a surprise at least to American
18 walkers. It is something that you see in
19 Europe, but even in Europe, and I happen to
20 know one city in particular where you see it
21 quite often in Vienna why the conflict with

1 bicycles is something that you have to be
2 constantly aware of. It's not something that
3 you can just forget about. It's actually
4 quite dangerous, particularly because
5 bicyclists feel in those cities very entitled
6 to their track and they move at quite a pace.
7 So I think there will have to be some sort of
8 management, not just policemen giving tickets
9 to people going in the wrong direction, but
10 they're going to have to be cross section,
11 crosswalk points where bicycles are going to
12 have to slow down just like cars if they're
13 not going to run into trouble.

14 So that's that. And I guess one
15 further point, even if we like this design
16 very much, it is somewhat unique for
17 Cambridge so that if you travel around
18 Cambridge and you are used to bicycles being
19 on the street and then you come to Binney
20 Street, you're going to have to be ready for
21 a little bit of a surprise. It's not

1 something that you might expect, and
2 therefore the risk of conflict is even
3 greater than it might be in the European city
4 where it's everywhere.

5 So I guess I'd like to have somebody
6 speak, either Mr. Manfredi or Sue Clippinger
7 or anyone else who helped design this, just
8 what's the thinking and how did you come to
9 something like this? Because it's, it's
10 highly structured and highly articulated but
11 it isn't quite obvious to me how you got
12 there.

13 HUGH RUSSELL: Okay. I'd like to
14 put some more pieces to this on the table
15 before we ask the experts, and I'll just do
16 that. To me that was the most, in the
17 streetscape plan, this feature of the bike
18 path was the most unusual piece and it's --
19 except for a ten-foot wide piece in Harvard
20 Square, I don't know of any place else in the
21 city that has this in the city's realm. But

1 apparently we don't know the plans that are
2 being made. As someone who bicycled from age
3 15 to age whatever, 60 and 50 and then took
4 15 years off and now I'm back on a bicycle,
5 I'm very aware of the bicycle facilities in
6 the city.

7 One thing I notice, there are some
8 places like in the North Point Park and other
9 riverfront parks where there are separated
10 bicycle and pedestrian facilities. But
11 pedestrians don't recognize these. So you're
12 very apt to find a pedestrian walking down
13 what is intended to be a separated bike path.
14 And on there aren't manuals, there aren't
15 signs. It's done with the paint pavement
16 markings of bicycles and the actual pavement
17 is usually better for the bicycles than for
18 the pedestrian and park scape.

19 Another point on this particular
20 feature, this street if it weren't for the
21 street parking places, this would look fairly

1 conventional and perhaps a little more
2 elaborate, but most the section of the street
3 there dealing with only about a third of the
4 area has parking, and two thirds of it have
5 more conventional cross sections. As a
6 bicyclist, I get very nervous on a four lane
7 street. I feel much more safer when there's
8 only one lane of traffic moving with me. So
9 I think there's a justification to the kind
10 of the rumble strip (inaudible) the moving
11 traffic and the bicycles.

12 The other piece of this is that I
13 really don't want pedestrians to be doing
14 mid-block crossings. If the pedestrians
15 don't do mid-block crossings, then the only
16 pedestrians who are going to be conflicting
17 with the bicycles are the ones who are using
18 the bicycle path for their own reasons or the
19 whatever 16 people who parked their car in
20 the parking space and have to get to the
21 pedestrian road crossing that. So I'm not

1 going to make a conclusion, I'm just going to
2 put those out there.

3 Steve, did you want to add to that?

4 STEVEN WINTER: Yes. I want to say,
5 Tom, that is a very thoughtful of the issue,
6 that it deserves attention and thought. I
7 also thought that it was a very complex,
8 complicated piece of work and I also thought
9 that it was -- I didn't know of any existing
10 configuration like this. But that didn't
11 bother me terribly. I mean, this is
12 Cambridge after all, and we do struggle on a
13 daily basis to do new things that no one else
14 has ever done before. So that doesn't scare
15 me. But I just want to also bring up that in
16 the City of Boston, maybe five years back,
17 there was a terrible bicycle messenger issue,
18 problem, with bicycle messengers going so
19 fast and so aggressively, that there were --
20 in fact, one gentleman was terribly injured.
21 And it was a big problem. But that was not

1 really a traffic logistics issue. It was a
2 behavioral issue. A human behavior issue.
3 And I think those are the issues that we're
4 going to see here. They're not really -- I
5 think the logistics are in there and fairly
6 secure. We just have to have the way of
7 finding signs or the education or the ability
8 to control people's behavior so that they use
9 the system rather than fight the system.

10 But I've got to say, Tom, I really do
11 agree with you. I think there's a lot of --
12 we need to be very thoughtful about it and
13 that really did escape me at first.

14 PATRICIA SINGER: So perhaps one
15 suggestion would be to drop the bike lane
16 down to the car level so that there's a
17 height difference between the pedestrians and
18 the bicyclist, that would also make the
19 corner cross being much easier I think.
20 Because the bike would be coming at the lower
21 level all the way and not having to worry

1 about going down the slope. I'm sure --

2 HUGH RUSSELL: That's a big question
3 of why didn't you do it that way I guess?

4 PATRICIA SINGER: I'm sure greater
5 minds than mine figured this out.

6 HUGH RUSSELL: Ahmed.

7 AHMED NUR: Well, I have three kids,
8 so one thing comes to mind, I wouldn't want
9 my kids along the same elevation as the
10 vehicles. So I would think that curb is a
11 security. You know, I would feel a lot
12 closer as a pedestrian than I would with
13 vehicles.

14 HUGH RUSSELL: Okay. Those are our
15 thoughts. Who would like to give us some
16 guidance?

17 BETH RUBENSTEIN: I'm going to ask
18 Kara Seiderman who is the City's bicycle
19 planner to start the discussion and I think
20 in part that's fair because a lot of the
21 emphasis from the cycle track did come from

1 the City so I think it's fair that the City
2 talk about that. And if Kara could touch on
3 a few things, as has been pointed out by the
4 Alexandria folks, it's No. 24. There have
5 been lots of conversations, lots of lawn
6 design meetings. I think you're asking
7 really good questions, a lot of questions
8 that we've asked. And I think it would be
9 helpful if we could touch on some of our
10 sense of why we think there is a demand for a
11 special kind of bike facility. It would be
12 great if we could talk on some of the other
13 cycle tracks that are planned in the vicinity
14 that aren't there now so folks don't
15 necessarily know that they're planned but
16 there are some other ones planned that will
17 connect with some of the ones that are
18 contemplated here. And I think it would be
19 good to articulate with the cycle track is a
20 preferred option so some of the more
21 traditional bike lines over the city in the

1 last ten years or so. That's my suggestion
2 for a start.

3 Kara?

4 KARA SEIDERMAN: Hi, everybody. My
5 name is Kara Seiderman, K-a-r-a
6 S-e-i-d-e-r-m-a-n. I'm with the Community
7 Development Department. I also happen to
8 live in the neighborhood. My house is on
9 that little plan here.

10 So I didn't prepare any remarks so I'll
11 try to be as succinct as possible. Obviously
12 we've done a lot of thinking about this in
13 the bicycle program over the course of 20
14 years now. It has evolved how we think about
15 bicycle facilities, and in Cambridge for sure
16 and on a national level as well.

17 So, one thing I will reiterate, which I
18 think one of the other -- the person from the
19 bike committee talked about is that this
20 really is becoming not just a European
21 phenomenon but an international phenomenon.

1 There is it, cities in other countries that
2 have developed these systems of having
3 segregated bicycle facilities. But it's
4 happening a lot in the United States as well.
5 So there are some cities that have launched
6 full force ahead. I think maybe some people
7 have read about what's happened in New York.
8 That they've had segregated bike facilities
9 and they've created them on a number of
10 streets and they're having hundreds of miles
11 of them, and they've had them in place for
12 three years and have seen crash reductions
13 that are quite phenomenal. Like 50 percent
14 crash reductions. We do have one in
15 Cambridge on Vassar Street and it's a mile
16 long. And the first section of it was built
17 in 2004. And the second section is now in
18 place for two years. And what I can say is
19 that we've done some studies and we have seen
20 that there are people who are extremely
21 positive about it. We have fortunately had

1 no crashes that have occurred on it. There
2 are studies like that in other places in the
3 country. Some of the other places that have
4 been doing it you might expect like Portland,
5 Oregon; Montreal, Canada has a whole system.
6 But then there's other places like
7 Indianapolis that has a major one that goes
8 through the entire downtown. They're calling
9 it the Indianapolis Cultural Trail. I've got
10 pictures. Chicago is doing it, Missoula,
11 Montana. Washington, DC is going to have a
12 bicycle track down Pennsylvania Avenue. And
13 there's a slew of other ones that are going
14 to do it as well. So it is going to be --
15 it's a relatively new thing, but it's not
16 going to be all that unique. This one will
17 tie into the Vassar Street one so that we
18 will have the tune to have an off-road bike
19 facility that goes from the bike path along
20 the river, up Vassar Street along the entire
21 length of Binney Street and connecting again

1 to the river. Also up to the North Point
2 path system that will connect to Boston, to
3 the community path in Somerville, all the way
4 out to Minuteman Path. So you're starting to
5 look at networks of off-road paths that will
6 enable people with their children to ride.
7 And that's one of the things that we hear
8 time and again when we go to community
9 meetings. I was just at one a couple weeks
10 ago where people say I want to ride with my
11 kid, but I don't feel comfortable in the
12 street. And what can I do about it? And
13 once you've experienced Vassar Street, I
14 mean, I just hear it all the time, that's
15 what I want to see. We're also going to be
16 building one on Concord Avenue in the western
17 part of the city, and that's going to
18 construction, it's start construction already
19 and I'm happy to share those. We have seen
20 an incredible increase in the number of
21 people who are bicycling in the city. I

1 think you've heard as we've said before, that
2 there are double, more than double now the
3 number of people biking on the streets than
4 there were even seven or eight years ago. We
5 did a study in Cambridgeport that asked about
6 people's travel habits. We found that about
7 16 percent of people had taken a bike ride
8 the day before. Now 16 percent of a hundred
9 percent isn't that huge if you think of 16
10 percent of 100,000 people, that's a lot of
11 people who are out there. We have constant
12 demands. All you have to do is look around
13 and how many people have parked their bikes
14 in places where there isn't bike parking. We
15 have hundreds of requests for bike parking in
16 existing areas including at our schools,
17 because people are biking with their kids to
18 school. I'm probably going on more than I
19 have to. I have lots of statistics more
20 about how many people are biking. The
21 numbers I'm going to turn to Sue and Adam.

1 You have the numbers of biking and parking
2 racks that are being proposed for this
3 development are based on the projected number
4 that's quite conservative just because it's a
5 large development. If you add up all the
6 buildings, then it's going to sound like it's
7 a lot of bike parking, but it's not. If you
8 look at -- I think it's only what percentage
9 of people are they expecting to bike?

10 SUSAN CLIPPINGER: It's 50 daily
11 trips.

12 KARA SEIDERMAN: So that's like four
13 percent, something like that based on the
14 census track data. And the latest census
15 track, so it's something that has come before
16 the 2000 census which is the American
17 Community Survey that looks -- so that 2006
18 there are already six percent of people who
19 live in Cambridge who bike to work. And
20 throughout our parking and transportation
21 management data, we know that many places,

1 and particularly high tech are indeed kinds
2 of places already that have 10, 11 percent
3 people biking to those buildings. So we know
4 that -- so that's where that number comes
5 from. In terms of the cross section, the
6 amount of space that's being given is
7 actually not really much greater than you
8 would have if you just had an on-street bike
9 facility. So that's the amount of space,
10 looks dramatic. I think it looks dramatic
11 also because you're increasing the amount of
12 non-automobile space which is of course what
13 we want to do. And you have even a greater
14 segregation for the pedestrians as well.

15 So this is going to tie into the city
16 project for the rest of Binney Street and
17 that goes into Galileo, Galileo Way. And
18 that's going to connect to Vassar Street.
19 That's going to be a whole system. And in
20 terms of where it is, one of the things that
21 this does, that's a little bit different from

1 Vassar Street is that you have the street
2 zone between the bikes and the pedestrians.
3 And that's really been shown to show that
4 kind of segregation that people desire for
5 comfort levels. Like I said, the safety
6 studies both here and at other places do not
7 show that there's lots of conflicts, and
8 fortunately -- but this is going to increase
9 the sort of feeling of safety and security
10 even more. And at the crosswalks, the bike
11 lanes are going to be -- come down to the
12 level of street and be in the traditional
13 place of where the bicycles are expected to
14 be so pedestrians will not be crossing when
15 they're at the crosswalks. That's enough? I
16 have a lot of stuff here about all the things
17 so....

18 HUGH RUSSELL: Patricia's question
19 which is why didn't you put the bicycles and
20 create separation into the pedestrians?

21 PATRICIA SINGER: Still on the

1 inside of the parked car?

2 KARA SEIDERMAN: Right. Well, for a
3 couple of reasons. One is a real practical
4 one is that you need to be able to do
5 maintenance and it's a lot easier if it's at
6 the same level when you're dealing with snow
7 and street cleaners and things like that.
8 Another has to do with conspicuity or being
9 able to see bicycles and bicycles being able
10 to see. If they're lower, especially if
11 they're kids, then they're going to be hidden
12 behind the parked cars. And the other is are
13 the cars going to park where they're supposed
14 to. Because we know when we have bike lanes
15 which is an issue we've been dealing with and
16 the motorists are not very respectful of
17 them, and there is a problem of motorists
18 park in the bike facilities where they're not
19 grade separate.

20 THOMAS ANNINGER: Are you suggesting
21 that the city is going to clear of snow the

1 bike track?

2 KARA SEIDERMAN: We're going to be
3 working with those issues with the entire
4 cycle track.

5 THOMAS ANNINGER: But not the
6 sidewalk?

7 KARA SEIDERMAN: How it's going to
8 be done, I'm not going to speak on behalf of
9 DPW, but we -- I don't feel comfortable what
10 they're going to say in terms of exactly how
11 it's going to be worked out. With MIT they
12 clear using the same sidewalk snowplows. And
13 up an Concord Avenue we're going to use the
14 sidewalk snowplows, the plows that are used
15 for the reservation around Fresh Pond.
16 That's going to be those plows that are along
17 Concord Avenue because the city owns -- so
18 it's different depending on where it is. But
19 those are clearly things that are part of the
20 function that we're going to make sure that
21 this works really well. The other thing

1 about the way this cross section works is
2 that there is that level of space in order to
3 allow that to happen. And it is working very
4 well on Vassar Street. I don't know if you
5 ever -- people who ride, if you ever tried
6 it, anybody, it's a whole different level of
7 comfort. And the way that the -- now we have
8 sort of worked out all of the what's the best
9 design. And other places of the country, you
10 know, have been experimenting and we're
11 following the experience and the research to
12 the -- so we think we have a best practices
13 solution. And we've worked out with the
14 Alexandria and all the fine tuning of the
15 details, obviously there's a next step of
16 engineering that needs to take place, but we
17 feel quite confident and comfortable that
18 this is the best practice.

19 PATRICIA SINGER: I must say one
20 thing. I feel much more comfortable that
21 there's street furniture between the

1 bicyclist and pedestrian which is not clear
2 from this schematic.

3 KARA SEIDERMAN: I think there was
4 one.

5 AHMED NUR: There is separation.

6 KARA SEIDERMAN: There is
7 separation. You had that picture where you
8 had the greenery in between.

9 AHMED NUR: The buffer zone.

10 KARA SEIDERMAN: And then for people
11 getting out of those parked cars there are
12 three-foot buffers so you can get out of the
13 parked car and you don't have the car door
14 issue. Dooring is a very big issue in the
15 city, and this solves the dooring problem
16 from that perspective. It gives the
17 motorists a place to step out and feel
18 comfortable so they're not walking right into
19 it. So from the motorists and the bicyclists
20 it's a good safety benefit.

21 PATRICIA SINGER: Steve makes a good

1 point where it is actually more of a
2 behaviorial issue that where I come from in
3 New York, it is very clear that a bicycle is
4 a vehicle and bicycles must follow the same
5 laws as cars. And if they don't, they get
6 really hefty tickets. So that's something
7 that I haven't seen happen here.

8 HUGH RUSSELL: Are you satisfied?

9 THOMAS ANNINGER: I'd like to keep
10 going, but I have a feeling we're going to
11 get beyond the bicycle issue and into the
12 street. The cross section here and concept
13 24, although we have it in front of us here,
14 how wide is the track for the bicycles?

15 KARA SEIDERMAN: Five feet.

16 THOMAS ANNINGER: Five feet. So we
17 have a number of things going on there. We
18 have a parking, we have a buffer zone, we
19 have a bicycles, we have a sidewalks. As I
20 understand it, the lanes are now 11 feet
21 wide. I can't tell whether that's a lot or

1 not, but I guess I'd like somebody to tell me
2 that this will be one of those size lanes
3 where it will be a real lane and not a false
4 lane in the sense that there are streets that
5 call themselves two lanes where you feel like
6 you really want to drive right down the
7 middle of it because it's not quite wide
8 enough for two cars. Eleven feet seems like
9 a lot to me, but I would need a traffic
10 engineer to tell me that.

11 HUGH RUSSELL: Tom, Memorial Drive
12 has ten foot lanes and the standard
13 interstate has 12 foot. So 11 is pretty
14 standard in the City of Cambridge. And with
15 the speeds that are going on, I mean, we all
16 feel a little nervous on Memorial Drive
17 because it's not Fresh Pond Parkway that has
18 ten foot lanes.

19 THOMAS ANNINGER: And I guess
20 there's almost, there's just a couple of what
21 will be the lines down the middle, two

1 painted lines.

2 KARA SEIDERMAN: In addition, yes.
3 And so I would say 11 feet for an urban
4 setting is quite comfortable.

5 THOMAS ANNINGER: Well, on the one
6 hand I understand the desire to have it tight
7 so that everybody slows down. I think that's
8 at least one of the purposes, and to make
9 this a more less of a highway and more of
10 a --

11 KARA SEIDERMAN: Regular urban
12 street.

13 THOMAS ANNINGER: -- regular urban
14 street. I understand that. On the other
15 hand, it does feel like it's been engineered
16 like a Swiss watch. It's all very tight and
17 things really do fit into so many pieces,
18 that I almost wonder whether it really would
19 turn out to look like that. I do remember at
20 North Point we had a nice wide walkway going
21 through it, and then they come back three

1 years later and they say well, we can't do it
2 that wide after all, we're going to have to
3 cut back a foot and a half. And all of a
4 sudden it isn't what we had hoped it to be.
5 And I'm a little bit afraid of the
6 disappointment that if they didn't measure
7 quite right, we're going to all of a sudden
8 find ourselves in a very constrained street
9 that isn't quite as logical as you have it
10 laid out on the theoretical cross section
11 that you have there. But I'm ready to move
12 on to the next issue.

13 HUGH RUSSELL: I think we are in our
14 approval approving the streetscape
15 dimensions. We're not really approving the
16 engineering drawings so that there's a
17 principle of how much space is being used for
18 everything. And I've forgotten when do we
19 expect Binney Street to be rebuilt? Is it
20 five years from now?

21 ATTORNEY JAMES RAFFERTY: There's a

1 mechanism described in the traffic memo, but
2 it has to do with the sequencing of the
3 buildings. The working presumption at the
4 moment is that 100 Binney Street would be the
5 first building. The memo says that when the
6 development goes over 500,000 square feet,
7 the Binney Street buildings -- that would be
8 500,000 square feet on the stretch of Binney
9 between Third and First. If 100 were to go
10 first, and you'll see in the 100 Binney
11 Street presentation in interim condition, if
12 100 Binney Street went first and there wasn't
13 anything for a year or two, you wouldn't see
14 everything you see here now. But given the
15 size of 100 Binney you really wouldn't get to
16 a second building without tripping the
17 500,000, so that's when you would do that.
18 And the other thing that became apparent to
19 us from the conversation with the Traffic
20 Department is the need to do it in a
21 continuous effort. So from Third to First

1 would be done as one, but you couldn't break
2 this and do First to Second and then Second
3 to Third. And so the 500,000 square foot
4 threshold is what would require it. It could
5 certainly happen.

6 HUGH RUSSELL: All right. And I
7 don't know if Alexandria would like to be in
8 control of the market. The market is going
9 to determine the ultimate timing.

10 ATTORNEY JAMES RAFFERTY: And I
11 appreciated that oh, because it is very
12 cogent. Because it will -- I mean, we're
13 bringing forward the design approval for 100
14 Binney. It is the building for which
15 marketing materials will exist because it
16 will be designed. If the marketplace
17 responds, we'll probably see that. But if an
18 opportunity arises at another site, you could
19 be certain that you'll see a design review on
20 that building.

21 HUGH RUSSELL: Okay.

1 THOMAS ANNINGER: I'm afraid there's
2 more on the street that I'd like to ask
3 about.

4 HUGH RUSSELL: Okay.

5 THOMAS ANNINGER: At least one more
6 issue, the cross section. The crosswalk.
7 There's no crosswalk between is it First and
8 Third?

9 HUGH RUSSELL: You mean Second and
10 Third.

11 THOMAS ANNINGER: Second and Third?
12 Am I right, that's 600 feet. 620 feet?

13 I know of a deep dislike that the
14 Traffic Department has for mid-block
15 crosswalks, but I don't get it. That's such
16 a huge space. I guess I'd like somebody to
17 speak to that, because I think that's going
18 to cause all sorts of other problems. So I'm
19 very uncomfortable with that outcome.

20 HUGH RUSSELL: There was a
21 discussion of the mid-block crosswalk in the

1 17 pages.

2 THOMAS ANNINGER: There was. But
3 essentially it was confusion. We're not
4 going to do it.

5 ATTORNEY JAMES RAFFERTY: But could
6 be mindful these are streets owned and
7 controlled by the municipality not by the
8 developer. So I'm not sure who the we is in
9 that sentence, but it's not the proponent.
10 We don't control that. We had a lengthy
11 discussion and conversation, the conclusion
12 of the city was that they don't want it
13 created. And I think it's Ms. Clippinger
14 that will lay that out. But like other
15 things this is not a North Point analogy
16 where we're creating streets and laying them
17 out. We're dealing with established
18 infrastructure. Obviously we take a
19 secondary role. We pay for it and we pay for
20 the design of it, but the large portion of
21 the decision-making is appropriately with the

1 municipality.

2 SUSAN CLIPPINGER: So I'm the wet
3 blanket department here. I think --

4 HUGH RUSSELL: You're interested in
5 safety?

6 SUSAN CLIPPINGER: Yes. 600 feet is
7 a lot of distance. We have had many
8 struggles with unsignalized crosswalks on
9 these four lane roads in Kendall Square in
10 particular. There is a crosswalk at the
11 Volpe Center and the Volpe Center and the
12 Marriott Hotel. There's the T station, the
13 Red Line T station comes out through the
14 Marriott Hotel corridor. There is a huge
15 pedestrian desire line from that T station to
16 the Volpe Building. We dragged our feet as
17 many years as we could to do absolutely
18 nothing there. We then did put a crosswalk
19 there. We put in a totally unique design
20 with the sign there trying to put the onus on
21 both the driver and the pedestrian to reach

1 an accord that they were both going to cross
2 safely. The car was going to stop, the
3 pedestrian was going to wait until the car
4 stopped. We are in the process of doing
5 design to actually drop a lane on Broadway
6 partly in response to trying to make further
7 improvements to that pedestrian crossing and
8 to the whole environment along that street.

9 On Binney Street at Sixth Street we
10 also have a crossing that is the extension of
11 the head crossing location that comes all the
12 way from Broadway up to Binney and then
13 continues up through the community which is a
14 very nice pedestrian desire line and has --
15 that crossing, unsignalized crossing there
16 has struggled and we put in a head activated
17 flashing beacon to facilitate those
18 crossings. There is a charter school and
19 Bent Street and a crossing guard there that
20 really makes that work even better during the
21 school hours. So, getting vehicles to yield

1 to an unsignalized crosswalk on a four lane
2 road like this, is not something we've had a
3 lot of success with. And so we feel very
4 strongly that this should not be a mid-block
5 crossing at this location because we can't
6 make it safe. And it's further complicated
7 in the situation you can see in the yellow
8 circle here that it's also at the point at
9 which the left turn lane is being picked up
10 for people who are making the turn at Second
11 Street and where in the opposite direction
12 the left turn for people making the turn into
13 Third Street. So you're at a point at which
14 drivers are going to be further distracted
15 not just by speeding down the street to the
16 next light, but also, you know, making lane
17 shifts or making turning movements. And I
18 think it would be incredibly difficult if we
19 tried to create a situation for pedestrians
20 to cross here. And I think that our, our
21 hope is that those crossings at Second and at

1 Third are the best possible crossings that
2 those streets are fabulous streets for people
3 to walk on. And that these mid-block, the
4 through block crossings between Linskey and
5 Binney and between Binney and Rogers are
6 really for people who are moving between a
7 one block segment and that we should do
8 everything that we can to do everything that
9 we're not encouraging huge point to point
10 desire lines across the middle of Binney
11 Street here and that all of these buildings,
12 the entrances and the activity is really
13 directed toward either Third and Second.
14 Because the two locations that we've dealt
15 with at Volpe and at Sixth and Binney not
16 only are locations in a long block where
17 people went across, but they also have a
18 concentration of pedestrians on each point,
19 on each side of the points. And we don't
20 want to recreate that in a situation because
21 I don't think we can safely get them across

1 the street.

2 THOMAS ANNINGER: Well, can we
3 continue the discussion a little bit more?

4 SUSAN CLIPPINGER: Sure.

5 THOMAS ANNINGER: I mean, part of
6 this -- there are at least two things going
7 on. I mean, it doesn't have to be right in
8 the middle there where the left lane switch
9 is on both sides so you don't have to pick
10 the worst spot for it. You could do it to
11 the right or to the left. You could have two
12 crosswalks. You get the idea, 200 feet away
13 from the intersection. I so I think you'll
14 have to pick that spot.

15 No. 2, I think it's driven in part by
16 the design of the street. With everything
17 else that's going on, you don't have room
18 that will make an island safe for the
19 pedestrian to have a breather, for example,
20 what you have done in the rest of the city.
21 There are some tradeoffs going on and maybe

1 they're fair tradeoffs to prefer a bicycle to
2 the crosswalk. That is what's going on. You
3 would have plenty of room to do it if you had
4 another five feet for example.

5 SUSAN CLIPPINGER: Yeah, I mean if
6 you -- the closer you get to the
7 intersection, the more you're into additional
8 other complications into whatever queues may
9 be associated with the signal, you're picking
10 up an additional lane to cross because you
11 have a turning lane. There are a lot of
12 complicates here. And, again, I think you're
13 exactly right, there are a number of
14 different things we're trying to accommodate
15 on this street and we're prioritizing things
16 and we clearly -- from your perspective we're
17 saying a mid-block crossing for pedestrians
18 is the absolute lowest priority thing here.
19 And so we're sacrificing it in order to meet
20 these other objectives which includes the on
21 street parking which includes the cycle

1 track, which includes the managing, the
2 vehicle volumes along Binney and deals with
3 trying to create safe signalized intersection
4 at the other two streets.

5 ATTORNEY JAMES RAFFERTY:

6 Mr. Chairman, for what it's worth, our
7 traffic engineering professionals agree
8 emphatically with this analysis that
9 Ms. Clippinger has. I mean, will I say that
10 in some cases we began at different
11 locations, frankly on things like cycle track
12 and we've come to accept them. But on this
13 notion of the mid-block, I know
14 Ms. Sloan-Rossiter is whispering in my ear
15 about standards, about widths and all that.
16 And I couldn't agree any more emphatically
17 with the analysis that's being made.

18 MS. SLOAN-ROSSITER: The standard
19 needs to be 300 feet from an intersection to
20 put a crosswalk in. That's why you have the
21 300 feet.

1 THOMAS ANNINGER: I yield. But I
2 think at least I feel a little bit better
3 that we've talked about it because I think
4 this is an area that we have not explored yet
5 and I guess I want to understand the streets
6 better. And then now I do, thank you.

7 HUGH RUSSELL: I think part of the
8 situation around this PUD and many of them is
9 that the real heavy lifting terms of figuring
10 out how to do things has been done by the
11 proponent's team and the city's team putting
12 their heads together again and again and
13 again and again. And so we're seeing the
14 product of that. So it takes a little bit of
15 courage to step out there into a moving
16 stream of consultants and say wait a minute.

17 H. THEODORE COHEN: Can I?

18 PATRICIA SINGER: I have criticized
19 bicycles. I'm a (inaudible) pedestrian and I
20 probably try that twice and then decide it's
21 really a bad idea.

1 H. THEODORE COHEN: Well, if I could
2 follow up with that to move us on a little
3 bit more. Since I assume it's similarly has
4 been a subject of discussion amongst
5 proponent and the city, could we hear a
6 little bit of further explanation of the
7 changing of the loading dock access and the
8 car access that was presented earlier? It
9 seems to make sense to me. It seems more
10 logical than the other alternatives, but
11 perhaps someone from the city could give the
12 city's perspective on it. And also if I
13 could have some information about hours of
14 anticipated operation for the loading access,
15 is that something that's going to happen all
16 day during the day or is it anticipated that
17 there's an early morning and a late afternoon
18 point when the loading access is really being
19 utilized and other times it's not?

20 ATTORNEY JAMES RAFFERTY: On the
21 second question, first, I think Mr. Maguire

1 who is a life science landlord there will
2 have a pretty good understanding of the peak
3 uses.

4 JOE MAGUIRE: We would have
5 concentration in the morning or the afternoon
6 and a range from, you know, small box trucks
7 generally. We generally don't have too many
8 tractor trailers once the buildings have been
9 built and are in there. So that happens on a
10 rare occasion, a large semi would be here.
11 We're quite capable of bringing the large
12 semis into these facilities, but for the most
13 part it's -- it tends to be, you know, box
14 trucks, you know, 40 feet and under. And you
15 have UPS trucks and Fed-Ex trucks.

16 H. THEODORE COHEN: But you do
17 anticipate the loading access would be used
18 all day long?

19 JOE MAGUIRE: It would tend to be
20 scattered. You have some deliveries in the
21 morning and some periods of time when no one

1 is using it, and then you'll pick up, you
2 know, some midday. You're not going to have
3 a lot of late day use. So it will be
4 scattered. For these large buildings, I
5 don't expect that there would be more than 30
6 or 40 deliveries during the course of the day
7 and most of those would be quick hits.

8 HUGH RUSSELL: Roger.

9 ROGER BOOTH: If we could have that
10 diagram up that showed the side by side. I
11 think David Manfredi did a really good job of
12 what was explaining what was a long process
13 of thinking through how that would all work
14 out and we're very pleased with the outcome.
15 I think it works really from an urban design
16 point of view so much better, and it seems
17 like there aren't traffic issues. And I know
18 the Traffic Department's very comfortable
19 with it. So, Ted, I just feel like it seems
20 like the right decision after quite a bit of
21 study. So we're very happy with it.

1 H. THEODORE COHEN: Okay.

2 HUGH RUSSELL: I heard someone say
3 maybe this is a good time to take a break and
4 sort of, so we might break for ten minutes
5 and then we can come back with our final
6 questions.

7 BETH RUBENSTEIN: Hugh, just one
8 clarification. You closed the hearing that
9 was the hearing for both the PUD and the
10 Article 19 hearings? I think we were
11 considering those two together. We just
12 wanted to clarify that for the record.

13 HUGH RUSSELL: Right.

14 THOMAS ANNINGER: My memory is last
15 time we did not close for Article 19.

16 ATTORNEY JAMES RAFFERTY: Right.
17 But tonight represents a continuation of
18 Article 19 public hearing and the public
19 hearing on the final development proposal.
20 But the close of that public hearing, since
21 it was for both purposes, my assumption was

1 that the closing, that hearing meant that we
2 closed it for both; both the PUD and the
3 Article 19 would have specific design review
4 for each building. Obviously the Article 19
5 like the PUD covers all of the buildings in
6 the project. We would then anticipate
7 commentary on design review and have
8 concurrent hearings under the PUD as well as
9 Article 19 for design review for each of the
10 buildings.

11 HUGH RUSSELL: The answer is yes.

12 BETH RUBENSTEIN: Thank you.

13 HUGH RUSSELL: We'll take a recess
14 for about seven or eight or ten minutes. And
15 get back here close to quarter after.

16 (A short recess was taken.)

17 HUGH RUSSELL: Let's get started
18 again. I think what we're doing now is we're
19 allowing other people to bring up matters and
20 bring up material that was submitted or
21 anything on the project that they wish to

1 discuss. And I actually have one matter I
2 want to bring up, possibly two.

3 One matter, and that's on the retail
4 merchandising plan, and it has to do with the
5 potential retail space. I think there's a
6 very great danger that a tenant will move
7 into that space and will be very hard to
8 dislodge from the space. And there is of
9 course a natural turnover of businesses and
10 tenants. But in your item No. 2, the long
11 range plans for programming, I would still
12 like to see more thought given to that to
13 sort of in a way that you made a list of
14 bullets and how you were going to attract
15 tenants. I think you've got to think about
16 what are the bullets and how do you -- what
17 are the issues around getting the future
18 retail space converted to actual retail space
19 would make sense. I mean, what we see here
20 on this Board is people trying to go the
21 other way. And you're, you know, swimming

1 against the current which we really
2 appreciate. But I'd like to see a little
3 more in that plan that says how you think now
4 that might happen and what you might put into
5 somebody's lease which you might do in terms
6 of the encouraging a tenant to design space
7 in those potential retail areas. What uses
8 they were put in. And there are probably
9 some issues, because in one sense you had a
10 say well, let's have the most retail like
11 space there to create the most activity for
12 the street. So maybe you'd put, you know, a
13 lunch room. I can imagine the lunch room
14 would be one of the most difficult things to
15 move for a company if they had made that
16 investment. So I just think it needs more
17 thought.

18 And I think that's the only real thing
19 that I wanted to see more thinking on.

20 Steve.

21 STEVEN WINTER: I'd like to follow

1 up, this is a retail piece also. And I want
2 to tell Michelle that I really enjoyed the
3 presentation about your approach to strategy
4 that includes relationship, building it
5 includes all these things. I think you're on
6 the right track. You're on the right path.
7 What I would like to ask is if Alexandria and
8 possibly with the Community Development could
9 develop some sort of indicators that show us
10 do we have the street activity? Do we --
11 have we enlivened the street the way we want
12 to? I know you're meeting annually with the
13 city Community Development folks. And I
14 think that would be a really good time to say
15 let's just stop, take a deep breath, are we
16 where we want to be with the street
17 activation and the retail? Just, I don't
18 even think that the Board has to be a part of
19 it. I think the professionals on the staff
20 and you folks would really benefit from
21 acknowledging clearly and, you know, not in

1 the heat of battle that where it is. Are we
2 where we want to be? That's my suggestion to
3 that.

4 HUGH RUSSELL: Okay, Ahmed.

5 AHMED NUR: Looking at this page, I
6 just had a question, see, if you can answer
7 it for me, Mr. Manfredi, or anyone else. The
8 parking spaces that are on Binney Street
9 shows 14 in front of 75. 75 Binney Street.
10 Are those -- is that actually meant these
11 dividing lines, are they 14 spaces?

12 DAVID MANFREDI: I believe they are.

13 AHMED NUR: That's fine. Those 14
14 spaces are not recessed. Curb not recessed.
15 In other words, they're actually parallel.
16 So are those taking away from -- are they
17 still two lanes right there?

18 DAVID MANFREDI: Yes.

19 AHMED NUR: So three lanes; one
20 parking and two moving lanes, right?

21 DAVID MANFREDI: Parking is

1 narrower, but yes.

2 AHMED NUR: All right.

3 And second question to that would be
4 what type of parking would be short term?
5 Does the city regulate that?

6 SUSAN CLIPPINGER: Yes.

7 AHMED NUR: City does. Okay. Thank
8 you.

9 HUGH RUSSELL: Other questions or
10 comments?

11 So are we ready to go to the step of
12 asking the Department to prepare a favorable
13 draft?

14 STEVEN WINTER: I think so, yes.

15 PAMELA WINTERS: Yes.

16 HUGH RUSSELL: I think what we're
17 saying is that the written decision would be
18 made and then we would move to adopt that
19 decision when it's in front of us.

20 Is it going too far to say that all of
21 us anticipate supporting such a motion.

1 (Board Members in Agreement.)

2 PATRICIA SINGER: I think I would
3 appreciate being able to see that draft
4 before I come in the room next time so that I
5 can kind of go through the checklist. I
6 would expect that would happen anyway, but I
7 would like to request it.

8 HUGH RUSSELL: Okay. I think then
9 we can proceed.

10 BETH RUBENSTEIN: Hugh, do we need a
11 time extension?

12 LIZA PADEN: The 90 days for the
13 final of decision to be filed is at the end
14 of April. It's the 26th. So, if we schedule
15 for this item to be on the next agenda, we're
16 okay. If we can file it by the end of the
17 month. But I would request that we would --
18 we ask the applicant for more time to file
19 the decision.

20 BETH RUBENSTEIN: Yes. I agree with
21 that. We'll go back and start drafting

1 immediately, but we have to make sure that we
2 can draft, get it to the Board in advance of
3 the 20th. If we can't make that deadline, it
4 would be in early May. I think it would be
5 advisable to give us a little bit of
6 breathing room.

7 HUGH RUSSELL: Okay. So that's
8 usually done.

9 LIZA PADEN: Right.

10 JOE MAGUIRE: What day are you
11 looking for?

12 BETH RUBENSTEIN: I think the
13 meeting after the 20th if we needed to go to
14 would be May 6th. So again, I don't
15 anticipate that we'll need to go to that
16 date, but you think May 15th would do it
17 Liza?

18 LIZA PADEN: Yes.

19 ATTORNEY JAMES RAFFERTY: We'll
20 submit that tomorrow, but we'll orally accept
21 that.

1 HUGH RUSSELL: I'm working on the
2 months of drafting for the Cambridge part,
3 it's a little different here. Most of the
4 labor has been done. Okay. So I think it's
5 9:30. Should we go another 45 minutes or so
6 and hear a presentation on the design review?

7 DAVID MANFREDI: Well, we are here
8 now to present 100 Binney Street and you have
9 seen previews of 100 Binney Street at our
10 informational meeting and so I will -- and
11 obviously you've seen and heard and been part
12 of a lot of conversation about height, scale
13 of the building, its relationship to all of
14 the immediate public realm and its
15 relationship to 41 Linskey. And so I'm going
16 to go right to our site plan again which is
17 the same site plan we were looking at a few
18 moments ago. I will let you know that as the
19 Binney Street concept 24 evolved, it did have
20 impact on this building and it did have
21 impact on this floor plan. In fact, the

1 building got a little bit narrower in the
2 north/south direction in order to accommodate
3 Binney Street and in order to accommodate the
4 sidewalks, sidewalk dimensions, and our goal
5 of really making this intersection an
6 important public space. And this building
7 has really been designed in terms of its
8 footprint and in terms of its overall massing
9 really makes this an important outdoor space.
10 I think I've used the word, deflect the
11 building in order to enhance that dimension
12 to really pull you into this through block
13 connection, to really make this an important
14 space. That's been an important part of the
15 development of the building from the earliest
16 of site plan.

17 When I go to the ground floor plan, and
18 again this is all going to look very
19 familiar, so I'm going to go right into the
20 building. You understand that we've
21 discussed loading docks and access to

1 parking. The other important point here, and
2 we've talked about this before is that this
3 is truly a through block lobby. And what I
4 mean by truly is that the elevator core is
5 separate. So that that circulation can
6 happen, security is still maintained to the
7 elevator core, and so people can pass through
8 that lobby without passing through the
9 elevators. This doesn't have to be card
10 keyed. It can be controlled over the course
11 of the day in different ways so that that
12 truly happens. It is a center core building
13 in order to maintain as much visibility to
14 the perimeter as possible. We've talked a
15 lot about the retail on the corner and we've
16 talked about the bicycle center on the
17 southeast corner.

18 There is a second core, this is the
19 parking structure core. So there are two
20 elevators that serve the six levels of
21 parking below grade. Those two elevators

1 allow immediate access out to the -- out to
2 the open space as well as into the lobby of
3 the building. We anticipate that parking --
4 the parking guests here are going other
5 places, so everybody doesn't have to come out
6 through the lobby of the building. They
7 become part of the circulation around the
8 building. But I think as we've talked about
9 before, we've made every effort here to kind
10 of stretch the transparency of the building
11 on as much of the perimeter as we possibly
12 can with these couple of exceptions. The
13 other thing I'll point out here, I'll come
14 back and talk more about 41 Linskey, but you
15 know the existing building, the old Maple
16 Sugar Building and its footprint. You're
17 aware that the first floor of the building is
18 a lower level, and there's a first floor
19 that's about four feet above grade. We think
20 that the front door of this building is
21 actually on this, in this open space. We

1 have to accommodate the handicapped access to
2 the building. We also want to activate this
3 space as much as possible. And then there is
4 the commuter center that is all new
5 construction on the corner, again, very much
6 shaped to hold the street wall of Second but
7 also to invite the pedestrian in for this
8 through block connection.

9 As we go up, I'm not going to take you
10 up through every single floor, but I am going
11 to take you to this typical upper level. One
12 of the things that's important, and you'll
13 remember this from our perspective in
14 elevations and you'll see it again in a
15 moment, that there is along Binney a very
16 specifically defined base to the building at
17 a height of about 75 feet. The first five
18 stories of the building are wider and then
19 the building sets back. So that curve in the
20 northeast corner continues and then becomes
21 this flat plain. And what it does is it

1 creates this sort of datum at 75 feet that
2 we've put in place in the PUD for all of the
3 Binney Street buildings in order to create a
4 street wall height at about 75 feet. And it
5 goes to the definition of base that I'll talk
6 about more when we talk about elevations.

7 The other thing that you see in this
8 typical floor plan is that the building is
9 276 feet wide or long rather east/west
10 direction along Linskey. And what we've come
11 back, and this has evolved a little bit since
12 the last time you saw it, you're looking at
13 -- what you're looking at is the perimeter of
14 that lower floor. That's where that bicycle
15 center is. On the upper floors it sets back
16 off of the through block connection. This
17 height approximates the height of 41 Linskey
18 and then the building sets back. And it's a
19 series of folded plains. And these folded
20 plains there's a sort of reveal here and a
21 kind of a reveal here. One of the underlying

1 principles here, I'm going to talk a lot
2 about sustainability, because it has driven a
3 lot of the design here, and it starts with
4 the notion that the building is designed to
5 its orientations. Meaning, that north light
6 is a very specific kind of light easily
7 controllable, not direct. That east light is
8 different in that the amount of openings, the
9 pattern of fenestration, control of that
10 light should be different. It is a light
11 that's typically controlled horizontally.
12 That southern light while welcome, is also a
13 light or a potential heat gain that needs to
14 be controlled and is typically controlled,
15 you know, horizontal fashion, and west is the
16 most difficult. This is low light. It is
17 the most harsh light and most harsh solar
18 control issues on a building. And so you'll
19 see that we have designed the building to its
20 orientations. And in fact, the orientations
21 are both reflect sustainability, but also

1 reflect a different kind of edge conditions
2 we have. Binney Street is a different kind
3 of street than Linskey and our two east/west
4 directions are pedestrian ways.

5 And we get to the penthouse of the
6 building. And the penthouse I can say it is
7 unique. Our goal here -- and we've talked a
8 lot about penthouses on these big buildings,
9 on these big, large science buildings, and
10 the size of the penthouses, and we talked a
11 lot with Community Development Staff about
12 how to design these penthouses and how to
13 input it with the architecture of the
14 building. Our approach here is to set it
15 back, to treat it very specifically to design
16 it quite object like. And we thought about
17 -- we really designed it from the ground
18 frankly. We've designed it from pedestrian
19 perspectives and then worked very hard to --
20 what you're looking at is a real layout of
21 arrowing units and cooling towers that are

1 really fitted in around this perimeter. And
2 I can tell you we've gone back and forth
3 between the perimeter and the equipment
4 layout to make one fit with the other and to
5 have confidence that this actually works.
6 But we've talked before about whether these
7 penthouses should be -- should go out to the
8 perimeter, should they gauge the perimeter.
9 Frankly, we're -- this is a different way to
10 look at it than we've looked at it before.
11 We're looking at the penthouse here as quite
12 object like. It is different than the
13 building below. But as I say, very much
14 designed from the street. And so we go to
15 the street and this is a view from the
16 northeast corner. And you've seen this
17 before in earlier versions. It has been
18 refined as the building has been refined, but
19 you are looking to the Binney elevation. And
20 I'll come back and talk specifically about
21 materials in two-dimensional elevations. But

1 really, the building is really quite
2 sculptural, it is intended to be sculptural.
3 It is very much intended to have a very
4 specific base that relates to its use. It
5 relates to retail here, the potential for
6 future retail and second and third
7 generations here. That that base is
8 separate, separated by a full story reveal in
9 the building. And that there is then a kind
10 of datum at 75 feet that as we've talked
11 about in the PUD process has to do with
12 creating a street wall datum that's different
13 than the overall height of the building, and
14 then we get up to the full 140 feet of the
15 building which is the roof height and then
16 the penthouse which is actually -- now that
17 you see it in three dimension, is two
18 interlocking parts at two different heights
19 and conforms or responds to the shape of the
20 building below. As I said, this is north.
21 It is basically floor to ceiling glass. It's

1 becomes the fourth side of this existing park
2 with its rink, 650 Kendall is on the right.
3 And what we're suggesting here is that again,
4 we're a long building, but probably the most
5 consistent view will not be over its full
6 length. You'd have to be a pedestrian on
7 Linskey to really see its full length. That
8 this is more commonly the orientation. And
9 again, we're dealing with southern light.
10 We're dealing with southern heat. And so we
11 are more horizontal in our expression. The
12 glass is setback from the spandrels. But we
13 do want to suggest that there is more. And
14 so there is this series of folded plains that
15 continues on and hopefully leads your eye
16 further down Linskey and then around the
17 corner to the western elevation.

18 And there is this kind of giant picture
19 window on the top four floors of the building
20 that's on axis with the park. It's very much
21 about being a response to the park both

1 outside in and inside out. We've -- we think
2 about this as being kind of an object on the
3 park. And you probably remember earlier
4 iterations when it was bigger, taller and the
5 same width but taller. It actually projects
6 from the building. This plain folds back and
7 this projects out to our property line. But
8 we think about it both from the big picture
9 window looking out to the park, but also the
10 park looking to it as a kind of centering
11 device or an exclamation.

12 And this is an exhibit that is in your
13 handout. And I'll -- I'll go through this in
14 a little bit of detail, but I'm happy to
15 offer much more, because again, this is, this
16 has really driven the building design in many
17 ways. And I'll try to go quickly through all
18 of these points. The -- starting with the
19 high efficiency mechanical systems. The
20 building is designed for heat recovery.
21 There are variable frequency drives on

1 cooling towers, on our high efficiency
2 chillers on all of our pumps. The intent
3 here is to design the most efficient
4 mechanical system for a life science building
5 that we can design. The rooftop is designed
6 to detain rainfall and control the flow of
7 storm water into the storm water system. We
8 are committed to construction waste
9 management program with a goal of 75 percent
10 conversion. That is to 75 percent of site
11 generated waste to be recycled or reused.
12 There is obviously the adaptive reuse of 41
13 Linskey building, the New England Maple Syrup
14 Building which I always say adaptive reuse is
15 the most sustainable strategy there is. And
16 then the transportation hub which, as we
17 talked about, taps into the shuttle access,
18 the bike storage, the car sharing, all of
19 those things. The penthouse has been
20 designed -- very specifically designed to
21 accommodate up to 15,000 square feet of

1 future photo takes. We expect over the life
2 of this building, the efficiency, the cost-
3 effectiveness of photo takes to become better
4 and better. We designed the penthouse to
5 accommodate that. We dedicated space on the
6 roof for an inverter which converts DC power
7 to AC power.

8 I talked about day lighting, glowing
9 glass throughout the entire building. And
10 Chris Matthews has talked before about
11 managing storm water at grade with rain
12 gardens that can control and filter storm
13 water into the storm water system and,
14 obviously a major reduction in heat island by
15 putting all of our parking below grade. And
16 Chris will talk more about water efficient
17 landscaping.

18 There is obviously more, there is more
19 detail when we talk about toilet rooms and
20 fixtures and all of those kinds of things and
21 fit op for the building. But these are kind

1 of the big picture items that will have the
2 most significant impact on the overall
3 building performance.

4 I'll quickly go through building
5 elevations. We need to talk about materials.
6 The north elevation, the Binney Street
7 elevation again talks about the base of the
8 building. We talked about the base of the
9 building and this kind of datum at 75 feet.

10 The base of the building is masonry and it is
11 designed to have this kind of series of
12 frames. And we showed you before and I'm
13 going to show you again very quickly how it
14 accommodates future retail tenants. We think
15 it's important to have these kinds of framing
16 devices. I hesitate to call them neutral
17 piers, but to allow individual tenants then
18 to come in and create specific identity.

19 This will be retail from the first
20 generation, and then as I mentioned, low
21 basically floor-to-floor glass. This blue

1 frame and the color you see in those, in the
2 vertical elements, these panels, we're
3 actually looking at it as both masonry and
4 we're looking at it as metal panel. We do
5 believe in the color. We think the color is
6 important to the building. It gets to the
7 kind of vitality of the building. And we use
8 color in a way to help define the masking
9 elements in the building. And then the south
10 elevation is much more about horizontal
11 expression, again, in response to the sun.
12 And it is low eclair glass throughout the
13 building and spandrel panels that are
14 basically similar, the lower levels slightly
15 different than the upper levels. These
16 spandrel panels are intended to be precast
17 panels with inserts of masonry. And what
18 we're thinking here is that iron spot or
19 glazed brick that allows us to get color into
20 the building, we can modulate how much of it
21 so that we can kind of use the spandrels to

1 define the elements of the building. And
2 then the vertical are similar to the
3 verticals on the north side of the building.
4 Again, panels of color. I mentioned this is
5 a -- this elevation's a little bit confusing.
6 This is the edge of the building. And what
7 you're seeing kind of faded as the building
8 moves toward Binney, it kind of moves towards
9 your right so that's all moving away from
10 you, this is the three-story element at the
11 southeast corner. That's the bicycle center
12 at the base. And then this element, which is
13 clad in metal corresponding to the height of
14 41 Linskey giving us a kind of common height
15 on both sides of this through-block
16 connector. And then that's the, what I refer
17 to as the big picture window. It's hard to
18 see here, but in fact that's not a flat
19 plain. That's the series of folded plains
20 and the colors which are obviously repeating
21 there are five different colors repeating in

1 a pattern, are part of that rhythm of those,
2 of that folded plain.

3 And then on the east and west
4 elevations, first on the east elevation, that
5 glass corner that turns into that deeper,
6 that turns into the three-story base that
7 corresponds to 41 Linskey. And then on the
8 west side of the building, the folded plains
9 wrap around, and the reveal is smaller, and a
10 little bit closer to Binney. You can see
11 that base. This is that area of fresh air
12 intake.

13 Chris will talk a little bit more about
14 how we're going to use that wall and intend
15 to use that wall as a live green screen to
16 really make that kind of an outdoor green
17 room. And through all of these I should have
18 been mentioning the penthouse above and the
19 shape of that penthouse which we think is the
20 important part of the design of the building.

21 You've seen this before in an earlier

1 iteration. It is how the building looks in
2 its first generation, meaning that this is
3 building entry which is obviously defined
4 here, but really defined by this kind of deep
5 reveal that's both vertical and horizontal,
6 and then the retail that's on the corner,
7 this in its first life is other uses in the
8 building, and then is designed in future
9 lines to be able to accommodate retail. And
10 you can see that there's a very, very light
11 line here, but the notion that storefronts
12 can pop in and out. And that's why the width
13 of that sidewalk is so important that an
14 individual tenant can pop out, do a kind of
15 bay window and help create kind of signature
16 identity for two, three, four or five
17 different retail tenants on the ground floor.

18 I'm going to talk now a little bit
19 about 41 Linskey and start at the base.
20 Chris will talk more about the definition and
21 design of landscape and open space.

1 I want to talk a little bit about 41
2 Linskey and talk first problematically, but
3 let me give you some more information. This
4 is the existing building. And in fact, what
5 you see here is everything that's in the
6 building. There's existing stairs and
7 there's existing elevators, and then this is
8 the proposed addition to that building, which
9 as I mentioned, holds the street wall, and
10 kind of defines this entry into this space.
11 I'll also point out, which I failed to do
12 earlier, besides the interior bike storage
13 there's also exterior bike rackage as well,
14 because we agree with the point that was made
15 that there is -- this is for the long time or
16 the worker who's here for the day. This is
17 for the quick visitor who is coming for a cup
18 of coffee.

19 We have drawn multiple ways that we
20 think this can be attended. Its primary use
21 is as a commuter center. Here's our busses.

1 This is access to our shuttle system to
2 Zipcar system. It's immediately adjacent to
3 our access to below graded parking. There's
4 a waiting area here. More of those dedicated
5 areas for those busses. But we've also
6 looked at a number of ways that this could be
7 retail tenants, meaning this could be coffee
8 and exactly combined with that waiting, there
9 could be tables and chairs here. That you
10 see a series of doors here and all of that
11 and Chris's landscape has designed to allow
12 that kind of tenant to spill out. That would
13 be a small scale coffee, Carbury's kind of a
14 tenant. But you could also imagine that
15 tenant grows into this space, and it's
16 actually a combination of coffee and table
17 service dining that we could accommodate a
18 kitchen and dining and that coffee piece, and
19 it's a series of different things that have
20 connected. We've looked at studies that
21 connect this which is down at grade with this

1 and what's there and with a service lift that
2 accommodates handicapped access. Keeping in
3 mind that its primary function and its reason
4 for being is that the transportation node,
5 that the retail -- I mean, the engagement of
6 retail and transportation we think is a good
7 thing, and that we want this building to be
8 flexible over time and accommodate those
9 kinds of uses. What we have added to the
10 building, to the exterior of the building is
11 handicapped access off of this public space
12 is a ramp. There's a stair that brings you
13 up to this space. Chris will talk a little
14 bit more about the design of the space.

15 The only point I want to make here is
16 that we do think this is pedestrian. We know
17 that people will walk through here with
18 bicycles to get to that and to get to the
19 entry to the bicycle center, but we want them
20 to walk through with their bicycles, and that
21 has something to do with the design of the

1 space. I'm talking quickly around the
2 elevations. Obviously you know the building.
3 So this is the west elevation to the interior
4 public space. That's basically how the
5 building looks today, but for the ramp and
6 the stairs to this entry and there's an
7 existing head out for a stair which we are
8 then creating a mechanical screen. But the
9 new addition we think of as extremely
10 transparent, obviously in distinct
11 counterpoint for the historic building and
12 both from architectural and a use points of
13 view, we want to see through it. We want to
14 see all of the vitality of it. And we want
15 people to see out. This is how they make all
16 of those kinds of transit connections. If I
17 go around to the Second Street elevation
18 again, this is what the building looks like
19 today. And that new addition, this is the
20 waiting area for the busses that will have
21 direct access and cover and accessibility to

1 the interior space. But the notion that this
2 could be some kind of food, coffee, pastry,
3 bakery, all of those kinds of things to
4 activate this corner and engage those, all of
5 the different kind of transit riders as they
6 wait.

7 And then north and south elevations,
8 the Binney Street elevation, just to give you
9 a sense of it in mass to the building beyond
10 and then Linskey elevation which basically is
11 the elevation as it exists today. You can
12 see where that first floor is clearly here
13 and where that lower level is right about
14 here and how we make that handicapped
15 transition.

16 CHRIS MATTHEWS: So I'm going to
17 start with this view of the eastside space
18 between 41 Linskey and 100 Binney, and then
19 we'll go to the overall plan. But just to
20 make a point that what we're trying to do
21 around the building in relatively narrow

1 spaces is to create a level of detail and a
2 level of richness in the landscape that will
3 allow lots of different things to happen.
4 Using the different microclimates around the
5 building, the scale shifts in sculptural form
6 that David's been talking about to introduce
7 a level of difference I guess you wouldn't
8 normally find around a building because the
9 landscape has to do an awful lot of work for
10 the people that are going to come down to
11 have a sandwich at lunch time, are going to
12 be using these through block connectors just
13 as a way to get to the station. For people
14 that want to come and sit for a while or for
15 people who are just passing by on their
16 bikes. So you get the feeling that we're
17 creating flowing spaces with these organic
18 forms that create little pockets where you
19 can slow down. But to a large extent the
20 character of the space is driven by what's
21 going on inside the buildings immediately

1 adjacent to the landscape and how people are
2 moving through the landscape, whether it's on
3 foot or let's say pushing their bicycles.
4 We're hoping they're not going to cycle
5 through the spaces as David said.

6 If we go to the overall plan, 100
7 Binney has four sides clearly and they're all
8 different in character. As with the
9 architecture, the landscape is doing
10 different things on the side. And I'll start
11 with the Binney Street side because it
12 relates a fair bit to what we were talking
13 about previously this evening.

14 You can see the cycle track now running
15 between the roadway and the planted strip
16 that has the street trees in it. And I
17 should say parenthetically while this slide's
18 up on the screen, on the other side of the
19 street you can see how we're retaining the
20 existing London plain trees on the north side
21 of Binney and we're planting them with new

1 London plain trees and we're doing it on the
2 south side. So the beautiful alley that's on
3 west of Third Street will now be continued
4 all the way down to First with new planting.
5 There's no street trees on this edge at the
6 moment.

7 So you see where we have parallel
8 parking. We've broken that line of planting
9 at each parking space and given a slightly
10 more open area in front of the front door to
11 emphasize the address on Binney Street, but
12 also to control that cross movement of
13 pedestrians and bicycles from the safety
14 point of view.

15 That is narrowest. The sidewalk is
16 eight feet and then it widens out at the
17 entrance and widens out again at the through
18 block connector into a space that has a lot
19 more complexity to it. But at the same time
20 is organized -- I'm going to just trace it
21 here, around an eighth foot wide spine that

1 goes all the way through. And I should say
2 eight foot here, but it opens up into this
3 pocket of paving here, and under the trees
4 here it's going to make it feel like a
5 generous and free flowing space. And at the
6 same time you really do not want people to
7 ride their bikes fast through here. It's a
8 sidewalk for people on foot. That's the main
9 message. Of course you can park your bike at
10 the side door here or at the front door here
11 or at the corner. You're going to push it to
12 these bike parking spaces.

13 On Second Street we have new street
14 trees both sides of Second Street. The
15 shading, the bus stop and the ability to
16 plant more robust plants around the bottom of
17 41 Linskey so that when you're sitting
18 waiting for the bus, you can choose a sunny
19 spot, you can choose a shady spot working
20 with the microclimates. Everything we're
21 doing with the plants in here is about giving

1 people choices. Places where they'll feel
2 cooler on a warm day, warmer on a cool day
3 because these buildings throw back a lot of
4 heat, and dealing with sun and shade that
5 makes sense with all the large buildings
6 around. On Linskey, we have trees and street
7 pits, and I should have said in fact that the
8 idea is not only working with the engineers
9 to drain as much of the storm water that
10 lands on the site into the planting beds and,
11 we're working with them to actually install
12 and I'm blanking on the name, but they're
13 infiltration boxes within the train pits as
14 well as ideas coming up with paving storying
15 watt are on the roof. Underground systems
16 that would be fed perhaps by water from the
17 mechanical penthouses, the cooling towers.
18 So there's all sorts of ways that we think we
19 should be able to irrigate the landscape
20 without using city water.

21 So, the eastside of the building is all

1 about activity related to the multimode and
2 to the bike parking quite vibrant. The west
3 side, now that we have the full width between
4 300 Third and 100 Binney to plant again, it's
5 organized around a central spine which is not
6 dead straight, but it's fairly similar to the
7 little winding brick path that goes through
8 there at the moment. It's actually sliding
9 wider, but it winds in a similar way. It
10 would be much quieter. A fair amount of
11 people do walk through here. The idea is
12 we'll set benches back away from the edge of
13 the path. There's no major program going on
14 inside the program so it will be a quieter
15 space, somewhere where you can take your
16 lunch down and read a book. Get away from
17 the hustle and bustle that we're anticipating
18 come along with the building and its
19 activities.

20 And so in more detail you can see the
21 bike parking spaces. An idea that these

1 flower beds and tree planters with ground
2 cover that are defined by hedges which gives
3 the whole space a crisper more detail and
4 slightly garden type quality. Maybe we'll
5 introduce a water feature. Shaded trees at
6 the top. And then the ability to put tables
7 and chairs out for the landscape.

8 And on the other side we're recessing
9 benches. I'm not sure if you can see it on
10 this. But recessing benches back away from
11 the paths so that you'll feel slightly more
12 secluded under a canopy of trees. And then
13 against the building on the lower side of 100
14 Binney we have the terrace of what David was
15 talking about. And then on 300 Third Street
16 we're thinking about having a green wall you
17 can see that rendered here trellis system,
18 perhaps a variety of climbing plants. You
19 know, landscape architects always render
20 their perspectives 10 to 15 years in the
21 future. Probably doesn't look like this, the

1 day we plant it. It's a little bit
2 disappointing when people come to see our
3 brand new landscape, but simple landscape,
4 evergreen hedges and ferns below. Very, very
5 hardy. Simple to the planting pallet. We
6 can easily expect it to look like this in 10
7 to 15 years' time. And I think the park
8 across the street where the ice rink is, six
9 or seven years after it's planted is really
10 beginning to fill out now. If you get the
11 soils right, you can easily get trees this
12 large even in quite a harsh urban environment
13 like New England.

14 Simple pallet of benches, again, trying
15 not to look too urban. Nice and soft
16 materials. Perhaps a stone cobbles or
17 something like that on the ground.

18 And just very quickly let's talk about
19 the phasing because it looks very much like
20 we're talking with Susan's engineers about
21 this, but it looks very much like we're going

1 to be able to install even before Binney
2 Street is reconstructed, the vast majority of
3 the landscape around 100 Binney. The red
4 indicates existing curb that stays in place.
5 And we'll remove a small section of curb here
6 to make three temporary parking spaces. So
7 even before we've changed -- rebuilt Binney
8 Street, we will still have street trees, an
9 address on Binney Street for the new building
10 with some parking spaces and the ability to
11 retain the majority of the curb in place. So
12 what happens eventually, and I don't think we
13 have a slide for this, but it would be the
14 slides that you just were looking at, the
15 eventual build out is that this curb would be
16 removed. We would put the cycle track in and
17 then the new curb on the outboard side of the
18 cycle track. And Susan's engineers have
19 looked -- the horizontal alignment works very
20 well. And the vertical alignment, we believe
21 we can get it within two or three inches

1 between the interim condition and final
2 condition. And so those differences can be
3 taken up in the planting beds. So we're
4 going to have a substantial new landscape. I
5 think that's it.

6 HUGH RUSSELL: Does that complete
7 the presentation?

8 ATTORNEY JAMES RAFFERTY: It does.

9 HUGH RUSSELL: This process is a
10 design review process. Potentially under the
11 PUD which has yet to be enacted, but will be
12 enacted, in that process it's not a Special
13 Permit and therefore there's no requirement
14 for public testimony, but I think we'd like
15 to know if anybody here would like to speak
16 about this building and give us their
17 reactions. Would anybody like to speak at
18 this time? Would you come forward and give
19 your name and spelling of your name and try
20 to keep your remarks under three minutes.

21 PETER STOKES: I'm Peter Stokes and

1 I work with the Bike Committee. We had a
2 representative earlier, and I guess just
3 because I'm here thought our traffic that we
4 already submitted to you really covers things
5 that are more specific to this than the PUD.
6 And really there's just a handful of those
7 that I wanted to bring out again because
8 these clearly create discussion for you.

9 One was the design at 41 Linskey
10 working with its function as a transportation
11 hub. A lot of the activity that that's
12 supposed to support happens on Second Street,
13 and they're -- in many ways the building sort
14 of seems to turn back on Second Street.
15 There's a big green wall that isolates the
16 people in the cafe. There is the main
17 entrance of the building which is on the
18 other side. And it's -- we would like to see
19 that be a receptive place for people to just
20 be when they have to be there. And not a
21 place where they don't want to be which would

1 discourage them from using the transportation
2 functions that are concentrated there. I
3 think that's probably the biggest thing that
4 we mentioned here.

5 We want -- we would like to see the
6 wind and the plazas, the through block
7 connectors, sort of limited seating there. I
8 wasn't really sure at first when I saw the
9 green things, I thought you could sit on
10 those. I don't think you actually can. I'm
11 not sure what they are. And the bicycle
12 parking around 41 Linskey as well.
13 Especially if that, if that is intended to be
14 an especially active building, there's no
15 parking at all at its perimeter at the
16 moment. So we would hope that there are ways
17 that that could be enhanced in the way that
18 the design of 100 Binney was clearly enhanced
19 when this was considered.

20 That's all I wanted to highlight right
21 now.

1 HUGH RUSSELL: Thank you.

2 Does anyone else wish to be heard at
3 this time?

4 (No response).

5 HUGH RUSSELL: Okay. So I think our
6 plan for the next hopefully maybe less than a
7 half an hour would be about the issues that
8 are concerning us about the building without
9 a lot of back and forth comment, but really
10 just putting it out on the table, issues that
11 we each have discovered. And do you want to
12 start, Pam?

13 PAMELA WINTERS: Sure. I just have
14 a couple of comments about the aesthetics of
15 100 Binney. At first I thought oh, the
16 penthouse, it's really cool. It has a really
17 cool shape to it. And then as I looked at it
18 on the other hand I thought kind of looks
19 like a spaceship kind of landed on top of the
20 building. So I'm not quite sure if I like
21 that or not.

1 And the other comment I have is the
2 square window. And I'm not sure that that's
3 the exactly the best shape or the shape that
4 I would have chosen to connect the curve
5 linear design of the penthouse with the
6 massing of the rest of the building and the
7 patterning of the rest of the building. So,
8 those are the, you know, just two design
9 comments that struck me right away. I don't
10 know if my fellow members agree with me or
11 not, but thanks.

12 HUGH RUSSELL: Maybe we'll proceed
13 in the way sometimes we have to just go down
14 the table and so I will take this opportunity
15 to agree with you about that feature on the
16 building. I went down there on Saturday and
17 the rendering is so -- from the plaza that
18 you can find the exact spot that the
19 rendering was taken from and you can hold it
20 up in the air and you can fold it over so the
21 real buildings on either side, you know, are

1 the real buildings. It's drawn very
2 accurately. So you can visualize what that
3 might look like.

4 Now, and there are several things that
5 I don't like about the building and I think
6 there's basically there's too many ideas
7 going on. And in particular it's the fourth
8 building or the fourth of five buildings that
9 are enclosing a central space of Cambridge
10 Research Park or whatever they call it today.
11 And the air like building is a very, very
12 elegant building and very flat and the
13 building on the right has turned out better
14 than I expected. And, again, it's virtually
15 all glass. Each side is different than it
16 was when it came before us. But the glass is
17 such a unifying element that the building has
18 a lot of coherence. That differences between
19 the size are relatively subtle. The Genzyme
20 building is, you know, a wild, crazy building
21 but, again, it's all one material. Virtually

1 all one material so that it is not anywhere
2 near as aggressive as this building is in
3 this space. And so I think -- and this is
4 the biggest building leasing that space. And
5 it's kind of like the big police come in and
6 it's flexing the thing and he's wearing a
7 purple suit and he's got a red and yellow
8 striped tie and he's sticking his tongue out
9 at you at the top. I think that feature is
10 too aggressive for the other things. And
11 it's -- you're newcomer and you've got that I
12 think more of a dialogue with the existing
13 buildings, so I don't like the multicolored
14 panels and I come from a long history of
15 multicolored panels as David knows. I think
16 -- but on the other hand I love the
17 penthouse. I think the penthouse is
18 terrific. I think in this case where the
19 building is several stories taller than
20 anybody wanted it, but that was one of the
21 compromises made to get the entire project

1 and the benefits. Having a radical departure
2 in the penthouse makes a big difference here.
3 It's also setback which helps with the shadow
4 impacts on Binney Street which aren't still
5 very good. I mean, they're only going to be
6 relatively few months of the year when the
7 sun is actually going to be on the sidewalk
8 on the other side of the Binney Street. But
9 setting back the penthouse structure as you
10 have makes a big difference, it makes it a
11 big difference for weeks and weeks and weeks
12 of shadow.

13 The variety of different kinds of
14 banding of the masonry panels, I'm not real
15 happy with. And I'm trying to decide what's
16 the real building and what's the stuff
17 commenting on. Is it a masonry building with
18 a glass north side with some other things? I
19 I'd like to be clear about that myself.

20 Going around to the north side I'm not
21 a huge fan of the blue piece, but I think in

1 the streetscape you need to be fairly bold to
2 make that statement. And so I think the
3 basic gestures and the massing on Binney
4 Street are very, very good. I think the
5 building will be very successful in pulling
6 the space and creating a space at Second
7 Street that is the heart of this project and
8 is the most important public space. Curves
9 always do that. They sit in a special place.
10 And these are scaled properly. I don't much
11 like the glass recess. I just think again
12 that's maybe one too many things in this
13 elevation.

14 A couple of minor points. The benches
15 and the through block connector, I think
16 there's the eight foot path, but in several
17 tight places there's a bench projecting out
18 three feet and people's feet going another
19 couple of feet out, I don't think that's very
20 good. And at the same time there aren't any
21 -- there isn't any place where two people can

1 sit in facing benches and talk to each other.
2 So, maybe if you really would want to keep
3 the integrity of the forms, then maybe the
4 benches need to move. I mean, usually recess
5 benches but I can understand why you haven't
6 done that. So look at the benches some more.
7 Probably not going to be a lot of people are
8 going to want to sit in there because they
9 assume there are better places to sit.

10 And one last comment which I
11 communicated a while ago to Sue Clippinger,
12 and I understand she's discussing with you, I
13 just wanted to put it on the record about the
14 circulation in the garage and how the ramp's
15 circulation works. And I understand that
16 you're aware of them and you're discussing
17 them. I just wanted to encourage you to keep
18 thinking about that with Sue.

19 Tom.

20 THOMAS ANNINGER: I have some
21 comments about the building. In a way

1 they're somewhat similar but my own words.
2 If we can go around the building starting
3 with the north, the major sculptural part. I
4 like that. It took me a while to get there,
5 but I see now that I think that will be a
6 very dramatic catalyst for the street. I
7 think it will provide the place around which
8 everything else will turn. And I think the
9 excitement of that view is something I've
10 grown to like, and so I'm with you on that.
11 I don't mind the blue, but I think that side
12 works.

13 If we could go to the east. I had more
14 trouble with that. It's a little bit jarring
15 to say the least, and I'm sure you're aware
16 of that and it's desire -- the way I
17 explained it to myself, and you didn't
18 mention this, so maybe this isn't what was on
19 your mind, is that if you put that together
20 with 41 Linskey, it provides a very graceful
21 and sensitive backdrop to a brick building.

1 I think a glass backdrop would have been less
2 successful. I don't know if that's what you
3 had in mind, but it seems to be a choice of
4 materials and color that seems to provide a
5 nice transition. I think in a way when you
6 show it just like this, it's less successful
7 when you have a chance to have Linskey 41 in
8 front of it, the two together go quite
9 nicely. So I'm with you on that side, too,
10 although it took me a while to get there
11 until I came to that.

12 Going to the penthouse, thereto it took
13 me a little bit of time, but I've grown to
14 like it because I think it's kind of a new
15 way of looking at what I call less the
16 penthouse and more of the mechanical rooftop.
17 Rather than trying to hide it, I think you're
18 almost flaunting it and saying, you know, I'm
19 design, I'm not a hidden rooftop anymore and
20 I think there's a lot to be said for that.
21 At least for this building. So I like that.

1 Coming now to the south side, and I
2 guess I like the rear elevation, not just the
3 picture window if I could where you see the
4 -- yes. To me this is the weakest side of
5 the building. I agree with Pam, I have
6 trouble with the picture window also. It's
7 less the picture window than it is the
8 relationship of the picture window in the
9 upper left to what you have on the bottom
10 right. They really are an unsatisfying mix
11 by my lights. They really do not mesh very
12 well. Something -- I think there's room for
13 improvement on how those two plains relate to
14 each other. Right now, it's almost a
15 discordant note and there's nothing wrong
16 with discord in music, but usually music
17 resolves itself, this doesn't. We're stuck
18 with this and there's no resolution. And I
19 think this is crying out for some resolution.
20 So I would like to urge you to rethink that
21 side of the building if you can. I'm not

1 saying to get rid of the picture window,
2 although I won't bemoan it, but I do think
3 there's room for some improvement there. I
4 think in general, I think if it looks the way
5 you've portrayed it, with all the little
6 people and all the trees and everything, this
7 is going to be wonderful. I can't wait.

8 H. THEODORE COHEN: I'll follow
9 around the building, too. And Hugh was much
10 more eloquent in pretty much vocalizing my
11 comments. Just as a general comment I'm not
12 a big fan of what appears to be technique in
13 a lot of modern buildings, and especially in
14 Boston above apparently or seemingly
15 arbitrarily to change materials in the middle
16 of a facade and for having hunkers coming out
17 for the wall for no apparent reason. I think
18 that each of the facades are very interesting
19 in and of themselves, but I think together
20 it's just sort of a mismatch. I can
21 understand the rationale of trying to be very

1 green and having the facade match the weather
2 conditions and the sun conditions, but I
3 think it could be done more successfully
4 starting with this side. I actually like
5 this facade very much except for the glass
6 recess a third of the way down from the roof.
7 I do like the penthouse quite a bit. I think
8 it's very interesting. I think it goes
9 nicely with the building. I'm not wild about
10 the blue, particularly if we end up with the
11 red and orange and yellow panels on the other
12 side. And if blue is somehow a theme
13 throughout, fine, but I think it's a little
14 jokey to have too many.

15 I don't care for the east facade
16 itself. That's striking me very much like
17 International Place where circles and squares
18 just all come together. And I understand the
19 rationale of having it behind 41 Linskey.
20 Maybe it would make more sense if it was the
21 same color brick as 41 Linskey. Or maybe if

1 the fenestration matched it better. But I --
2 and you know, it's kind of interesting seeing
3 the two, the glass smashing up against the
4 brick or the masonry there, but I don't think
5 it's really all that successful.

6 On the southern side I don't mind that
7 facade at all, although I don't care for the
8 big window. The lower right-hand window
9 where the bike area is I think works quite
10 fine. The one up at the top, I don't
11 understand. Particularly this facade reminds
12 me of Holyoke Center for certain and that's
13 okay. And I guess when it turns around to
14 the west, it's somewhat similar to that,
15 which, you know, I guess is okay. But in
16 particular there where we have the blue --
17 you know, mashing up against the brick and
18 then the red and the yellow and the orange,
19 I'm not real thrilled with that.

20 I do like the landscaping quite a bit.
21 It does seem to make a lot of sense and looks

1 very attractive. Those are my comments.

2 STEVEN WINTER: I think there's some
3 wisdom to Hugh's comments that there are team
4 things going on. However, I also think that
5 this building has not the kind of building
6 that is going to take a discrete pose in the
7 urban fabric. I don't think it's meant to.
8 I don't think it's supposed to. In fact, I
9 don't think that 144-foot glass facade does.
10 So, I think -- well, I see some of the wisdom
11 of what Hugh talked about. I also think that
12 this building is doing okay by itself. And I
13 think that there is, that it reaches for
14 things that are so difficult, and
15 particularly on the east facade, I think
16 that's an elegant piece of work and I think
17 that works really nice. I really like that.

18 You know, the too many things going on
19 may in fact be solved by looking for some of
20 the stand-alone elements of stand-alone
21 punctuation elements and maybe minimizing and

1 taking those away. But not changing the tone
2 and tenor, for instance, that east side that
3 I find very elegant and what it's reaching
4 for. I like the way very much the building
5 interacts with the Maple Sugar Building.
6 We're on the right track. I like the retail
7 ready on the street level. I think that's
8 the way to go. And also retail ready that
9 can be adapted by the tenant. And I also
10 think landscaping is very, very thoughtful.
11 And in some way that I think is very
12 interesting and very powerful to interact the
13 landscaping is very thoughtful and not
14 exotic. And it interacts with the building
15 in a way that I think works very well. I
16 think there's a good mix with that. So I'm
17 feeling very positive about what you've done
18 here. It's very, very nice.

19 AHMED NUR: And I also concur with
20 Stephen. I think this building is a building
21 of accommodation. It tries to jive with

1 what's there, the east sun, west sun, south
2 elevation, north elevation recess fact. It's
3 really barring to me to have just one curtain
4 glass building but no recessing and different
5 types of facades. And so I actually have a
6 lot of good things to say about the design
7 personally. Although I have a request with
8 regarding to, you know, speaking of LEAD and
9 environmentally. I guess Chris Matthews is
10 not here, but the rooftop storm water you
11 mentioned, I'm not sure exactly, it's
12 probably early on, but I didn't understand
13 exactly what's going on. Is there a holding
14 tank where you store the rainwater and pump
15 it back to water closets and irrigation?

16 JOE MAGUIRE: If I can answer that.
17 Yes, there's a whole set of systems that
18 we're looking at installing for them -- to
19 fulfill our requirements for storm water
20 management control as well as being in
21 control of LEADS. So there are a series of

1 things that will happen and rooftop intention
2 is part of it, storage and irrigation from
3 that storage system is also part of it.

4 AHMED NUR: Okay. Thank you.

5 PATRICIA SINGER: I very much like
6 the design of the building while at the same
7 time falling into the two camp which I know
8 probably sounds like an oxymoron. But I
9 like, I like the fact that it is not exactly
10 square, and I like the fact that the
11 penthouse is somewhat revolutionary although
12 I will admit I have to get used to it. But I
13 would ask you to think on the east side of
14 the Hancock Tower reflecting Trinity Church
15 and maybe thinking of that. It may be as one
16 way to simplify use of material. I don't
17 know, though, if that would defeat the
18 environmental purpose. And since I'm not
19 expert in that, I also say it's a question of
20 taste and taste is very individual. And part
21 of what makes a city interesting is that

1 there are things that we like and things that
2 we don't like and come to like and we come to
3 dislike. So, there will be something that my
4 eye will fall on that I will like there. I
5 am absolutely sure of that.

6 I had a similar question to the
7 gentleman did with the bicycles. I was
8 curious as to why you decided to put the
9 handicap ramp or the ADA handicap ramp on the
10 inside and not on the outside. I would think
11 if you're trying to capture people coming in
12 from transportation and they are somehow
13 mobility challenged, you would want to make
14 it as easily accessible to them as possible.
15 I understand it takes away from some of the
16 activity on that interior corridor, but
17 having pushed people in wheelchairs and
18 having quite recently worked with three
19 people who have broken hips, that could be a
20 really formable and blocking walk. I respect
21 the experts again, but I just see that might

1 be a personal issue.

2 And finally as to the landscape, I have
3 two comments, I think it's beautiful and I
4 really like it. I found that some of the
5 original drawings were deceiving because I
6 couldn't see the different heights that I saw
7 in these renderings. So some of the
8 alleyways were scary to me that there might
9 be people hiding in there or somehow unsafe
10 when I see the different heights, I get much
11 less of that feeling. I trust that will work
12 out very well in the end.

13 And the only other comment I had was
14 that it appears to be actually very high
15 maintenance landscape. So, I was somewhat
16 relieved when I realized that a private
17 property owner and not the city was going to
18 have to take care of it. But I think it's a
19 tremendous addition and I do encourage you to
20 include water for the birds and the bees and
21 other people -- other wild beings, because

1 having all of those beautiful flowers and not
2 having water nearby is kind of they work
3 against each other. So I think it's going to
4 be fabulous.

5 HUGH RUSSELL: That's interesting we
6 are for a building that's a very ambitious
7 building, our reaction is all uniformly, we
8 all like a lot of the things that are going
9 on. Did we fail to mention the good things;
10 the way in which the entrances work, the way
11 that the works all of that attention. I
12 think we all agree is it worked very well
13 done.

14 I guess I would ask Roger and staff if
15 there's more that you want to say to us or
16 more that you want us to do.

17 ROGER BOOTH: Thanks, Hugh, yes. I
18 listened with fascination to the Board going
19 around because obviously you had a lot of
20 reaction to this building and as do I. And
21 when the Zoning first went through and I

1 realized how big these buildings are, I
2 looked at the model. I was scared about what
3 they were coming up with. I would just like
4 to say I think they put a lot into it. And
5 maybe the Board's right, maybe there's a
6 little too much going on. I think it's
7 normal in the design that some of that is
8 going to fall out, and I think it's very
9 helpful. I'm sure to the designer hearing
10 some of these things he's going to have to
11 sort it all out. And I thought Paul
12 Diethrich channelling a little bit, where he
13 warned me don't design it for them. You're
14 supposed to look at the impacts on the public
15 space and have the public interest always as
16 your question. But I think it's fair enough
17 to give them all this input and then see how
18 they work it out. I would encourage them to
19 keep the energy that's in this building
20 because it could be a deadly building being
21 this big chunk of a biotech kind of building.

1 And I do feel that they worked really hard to
2 try to make every part of it feel right, and
3 I'm sure the Board was right in many of the
4 comments they made on some of the things need
5 being more study, but I would hate for it to
6 lose the vitality and interest it has.
7 That's my overall thought.

8 HUGH RUSSELL: Thank you.

9 Do we have to make a formal statement
10 at this point in time?

11 ROGER BOOTH: I would say no.

12 LES BARBER: Your itemization of
13 comments is sufficient.

14 ROGER BOOTH: They may want to work
15 on some of your comments and learn from some
16 of the things. I guess it would be coming
17 back since we're waiting to have the PUD
18 finalized anyway, but this is giving them a
19 running start of it.

20 HUGH RUSSELL: The way these things
21 usually work as you say this is a schematic

1 and they keep working with you during the
2 entire designing process. If there seems to
3 be difficult issues that you want us to
4 comment on, you bring it back. I myself like
5 to see this building again in a while, you
6 know that work has been done. And maybe it
7 will turn out you go beyond the schematic at
8 this point in time, I'm not sure given the
9 market your reaction. Is that your intention
10 to advance the design of the building?

11 JOE MAGUIRE: We have another round
12 that we need to go through with the Board I'm
13 told before we go with actual construction
14 documents. So I'm not going to go to DD
15 until we have a better understanding of what
16 we all want.

17 HUGH RUSSELL: Okay, great. So is
18 there any more business?

19 AHMED NUR: I'm sorry, lighting.
20 We've never talked about lighting. One point
21 that came up is people can be hiding around

1 the bushes at nature and so on and so forth.
2 There's a lot of landscaping trees and what
3 not. So along Binney Street as well as on
4 property, lighting it, if we can talk about
5 inside lighting for the next time. Thank
6 you.

7 HUGH RUSSELL: Tom just made a
8 comment that he assumed that the developing
9 of a draft process is sort of an iterative
10 process with the lawyers and the staff
11 working together to come up with language
12 that works for everybody.

13 ATTORNEY JAMES RAFFERTY: Yes,
14 that's been our experience. The staff,
15 Mr. Barber graciously allows us an
16 opportunity to review it and comment.

17 LES BARBER: In fact, in the PUD the
18 applicant actually has to sign the decision
19 saying they concur. That's a necessary
20 process.

21 THOMAS ANNINGER: That's how we did

1 it with North Point. Something of this
2 complexity I don't see how you cannot do it.

3 HUGH RUSSELL: Okay. We're
4 adjourned.

5 (Whereupon, at 10:50 p.m. the
6 meeting adjourned.)

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C E R T I F I C A T E

**COMMONWEALTH OF MASSACHUSETTS
BRISTOL, SS.**

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