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PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, March 15, 2011

7:00 p.m.

in

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

- Hugh Russell, Chair
- Thomas Anninger, Vice Chair
- William Tibbs, Member
- Pamela Winters, Member
- Steven Winter, Member
- H. Theodore Cohen, Member
- Charles Studen, Associate Member
- Ahmed Nur, Associate Member

Brian Murphy, Assistant City Manager for
Community Development

Susan Glazer, Deputy Director for Community
Development

Community Development Staff:

- Liza Paden
- Stuart Dash
- Jeff Roberts
- Iram Farooq

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P R O C E E D I N G S

(Sitting Members: Hugh Russell, Thomas Anninger, Pamela Winters, Steven Winter, H. Theodore Cohen, Charles Studen.)

HUGH RUSSELL: Good evening. This is the meeting of the Cambridge Planning Board and the first thing on our agenda is the review of the Zoning of Board Appeal cases.

LIZA PADEN: There's two telecommunications on the agenda for the Zoning Board of Appeal cases and both of them are switching out an existing antenna and replacing it with other antennas. I can show them to you if you'd like to see the details.

HUGH RUSSELL: I guess we would.

LIZA PADEN: Okay.

HUGH RUSSELL: You can show them to our subcommittee Mr. Anninger.

LIZA PADEN: The first one is at Holyoke Center and the second one is at

1 Lesley University on the old Sears building.

2 THOMAS ANNINGER: That goes to him.

3 H. THEODORE COHEN: That goes to me.

4 LIZA PADEN: That goes to you.

5 (Looking over documents).

6 LIZA PADEN: That's the existing
7 condition. That's where they are now. The
8 next one will have a third one. So they take
9 out these two and they're going to add three
10 new ones.

11 THOMAS ANNINGER: Is that the best
12 they can do? This is an opportunity.

13 LIZA PADEN: We have a
14 representative of the applicant here if you
15 have any questions.

16 FRANCIS KELLEY: My name is Frank
17 Kelley. I work for AT&T Wireless. You're
18 looking at the Holyoke Center first, is that
19 it?

20 HUGH RUSSELL: Yes, we are.

21 FRANCIS KELLEY: What we're doing

1 there is originally there were nine antennas
2 on this building with the initial Special
3 Permit and 2005 we swapped antennas out and
4 we actually eliminated one of the antennas
5 there. What we're looking to do is swap two
6 of the existing antennas out with new ones
7 and then place another one back up to roughly
8 the same spot that the antenna was previously
9 located. It's up on the -- in that -- the
10 brick on the top of the -- you know, the
11 concrete, the grey concrete on the top of the
12 building there. And the antenna I think that
13 we're adding to is on the, if you're looking
14 at Holyoke Center, it's on the left-hand
15 center way on the top it's going to be
16 towards the corner of the building.

17 THOMAS ANNINGER: This one is on
18 Mass. Avenue on the right-hand side? The
19 corner of it.

20 FRANCIS KELLEY: It's on the corner
21 of the building -- yeah, it's going to be on

1 the right-hand side.

2 THOMAS ANNINGER: Are there any
3 alternatives to this?

4 FRANCIS KELLEY: I mean --

5 THOMAS ANNINGER: Is there anything
6 on the roof that might not be so visible?
7 This is -- let me put it to you this way.
8 This is an important building by its size, by
9 its location and by zombie its architecture,
10 the skyline is what one sees when they look
11 up. These are very visible.

12 FRANCIS KELLEY: I mean, the
13 antennas, the antennas could blend into the
14 concrete better if we could match the color
15 up on it. They are quite a ways up in the
16 air. They don't protrude too far up in the
17 building edge. There was an antenna up there
18 in the past. We, you know.

19 THOMAS ANNINGER: I'm surprised that
20 the technology doesn't allow you to do
21 something on the roof back from the edge on

1 the corner lines so that, we don't see it.
2 Does it really need to be on the edge of the
3 building like this?

4 FRANCIS KELLEY: For -- they have to
5 have a direct line of sight on it. So if
6 they can't be set back too far from the
7 rooftop on it. If you look at it, you know,
8 they are -- they're visible on these pictures
9 because it's a close up one. This is the one
10 that we're swapping out. We could, we could
11 blend them in a lot better if we could paint
12 them to match it. You know, you paint it
13 like a grey concrete color on it. And I
14 think if we did that it would really blend it
15 in. And, you know, we'd be willing to do
16 that.

17 THOMAS ANNINGER: Well, I consider
18 that sort of a minimum of what has been our
19 practice to require. But I'm talking more
20 than that because even with color, I see this
21 as a prominent corner to a prominent

1 bui l di ng. And I'm always interested in what
2 engi neers can do, because it surprises me
3 that you are limi ti ng your opti ons. And I
4 always have the feel ing that peopl e haven't
5 real ly tried real ly hard.

6 FRANCI S KELLEY: Well , we were of
7 the opi ni on that, you know, they're almost,
8 they're about 120 feet up in the ai r. And by
9 the time you get that high up, they -- when
10 you're looking at them, they look a lot
11 small er. If we can mount them closer to the
12 thi ng, if we set them back on the roof,
13 they're trying to cover areas and you get
14 some shadowi ng. And everythi ng is fair ly
15 close together in there. So you real ly, you
16 can't get them too far back and we want to,
17 you know -- we don't think -- we think we can
18 blend them in and we don't think it's --

19 THOMAS ANNINGER: The argument that
20 you used to have it thi s way, but you took it
21 and I want an now because you used to have

1 it, you're just bringing back something that
2 was there before, I find unpersuasive. So I
3 think if you can take that point as something
4 that we forgotten about and don't really need
5 to see again -- I guess I'd be interested in
6 what others think. What I'm hearing is that
7 we just don't have any options. I'm always
8 convinced of that.

9 FRANCIS KELLEY: We are only adding
10 one antenna up there. The other ones we're
11 swapping.

12 CHARLES STUDEN: I understand what
13 you're saying about putting the antennas on
14 the roof and the shadowing affect, that that
15 can potentially create, especially if they're
16 set back sufficiently so they're not visible,
17 which is what we're trying to do. And if you
18 put them on the roof too close to the edge,
19 they stick up and like spikes or teeth, and
20 to me that is not nearly as attractive as
21 having them mounted flush against the face of

1 the building and painted to match the cement.
2 And I never fully understood the issue of
3 this a setback and how far back you could
4 actually put them before you get the
5 shadowing effect. But I assume it's not that
6 far; is that correct?

7 FRANCIS KELLEY: Really -- it
8 depends on if you have a site where you're
9 really trying to cover further off, then it's
10 not an issue. But it's fairly closely dense
11 there. So if you set it back on the rooftop,
12 you get -- you need this direct line of sight
13 and the edge of the building. I mean, it's
14 fairly closely -- everything's very tightly
15 compacted in that part.

16 HUGH RUSSELL: I guess my view is
17 that you can take more steps to make them
18 less visible, you've already mentioned two of
19 the steps which is to pull them as tight to
20 the wall as you can, paint them so that
21 they're the same color as the wall. And the

1 third step might be actually to lower them
2 maybe by about a foot so that once you're
3 standing on the street, they don't poke up
4 above the edge of the cornus. Of course they
5 can't poke down into the material, but.

6 CHARLES STUDEN: Yes, that's good.

7 HUGH RUSSELL: Those adjustments
8 would make some difference and cannot be --
9 right? It seems to me the problem with these
10 antennas are covering the iPods of young
11 graduates, and if you think of the sight
12 lines, you know, Quincy House or Lowell House
13 or Adams House, they're pretty -- they're
14 looking up at quite an angle, and sort of a
15 shadowing effect makes sense to me and,
16 therefore, I don't see why we can't do that.

17 PAMELA WINTERS: So lowering them a
18 foot --

19 FRANCIS KELLEY: We could lower them
20 a foot.

21 PAMELA WINTERS: Right. It would

1 not impact the efficiency, right?

2 FRANCIS KELLEY: One of these things
3 that we look at some of these building is
4 actually enclosing and stealing. We
5 thought you can't really mess with a plastic,
6 the warm concrete texture up there and it
7 would just stick out much worse if we tried
8 to do that.

9 THOMAS ANNINGER: Did I understand
10 you to believe that the firm points that Hugh
11 Russell outlined.

12 FRANCIS KELLEY: We can go a foot
13 and closer.

14 THOMAS ANNINGER: Closer, color and
15 down a foot.

16 FRANCIS KELLEY: (Nodding head.)

17 HUGH RUSSELL: And I would think you
18 would want to do that in addition to the new
19 antenna for the existing antennas.

20 FRANCIS KELLEY: All good. Yeah, I
21 would --

1 THOMAS ANNINGER: This would be for
2 all eight, now nine.

3 FRANCIS KELLEY: And, you know, one
4 of the -- I'm not sure what mounts are on the
5 existing antennas up there now, if we have
6 mounts that would allow us to get closer, but
7 they may be as close as they can with the
8 mounts, you know, so, we're willing to, we're
9 going to put the tightest mount that they
10 make to get them as close to the building.

11 HUGH RUSSELL: Okay. Let's ask --
12 is that acceptable for this one. Ahmed, did
13 you have a comment?

14 AHMED NUR: Yeah, these things are
15 going to keep on coming and we've had them
16 over and over again. So I'm beginning to
17 wonder. I think we started to talk about
18 last time we had an -- the last one I can
19 remember that maybe we should think a little
20 further and maybe have a proposal among
21 ourselves or maybe the city rules and

1 regulations requiring this just so that we
2 can put this to bed. I'm looking at this
3 building here now and it looks like the
4 window facades have frames for example that
5 are white. And almost at this distance it
6 looks like the same color. I wonder if we
7 can say, if we should design these things as
8 an architectural piece, piece facade to work
9 really hard on the building designer, and so
10 on and so forth. So I don't know, I'm
11 willing to see what you guys think of this.

12 HUGH RUSSELL: I think every
13 building or many buildings are different.
14 This is a quite unusual building and I can
15 assure you that if Mr. Certificate had wanted
16 decorative dentals on the cornus, he would
17 have put them there. So I think in this
18 case, I think steal this what you would want
19 to do up on that cornus. You know, had he
20 known about this Mr. Sir was, he was born in
21 1901 and he thought plumbing was kind of

1 exotic technology. So he wasn't -- he
2 probably would not have -- I worked for him
3 for four years, so I'm familiar with him.
4 But I -- that was one of his weak spots was
5 sort of understanding technology and
6 equipment. So I don't know what he would
7 have done. But he would have treated it I
8 think as a sculptural element. And if it was
9 goat sculpture, he would have been for it.
10 And if it was bad sculpture he would have
11 been against it. And I believe he would view
12 this installation as bad sculpture. Another
13 time when we're not so busy I'll tell you a
14 story about trying to get him to make a bunch
15 of mechanical equipment in bright colors.

16 And so I think it's hard to go much
17 beyond our existing rules and regulations
18 because we have to look at each building and
19 decide what is the best thing we can do for
20 that building. You know, if we did it, we
21 have the rule saying well, you can't see it,

1 then we can easily pass that rule and be
2 happy with it. The only problem is we'd all
3 have to throw away our cell phones because
4 they wouldn't work. It's a balancing act.
5 Right now we're in a case because of the
6 people are getting Android and iPhones and
7 the amount of data that's going is growing
8 enormously more, and so therefore more
9 antennas are needed. But, somewhere -- I
10 think somewhere there was an article I saw a
11 month or so ago about micro-antennas that
12 might be as small as six inches in diameter
13 that people are working on somewhere. And
14 they come, we'll deal with them I guess.

15 Can we move on to the other building?

16 THOMAS ANNINGER: Yes.

17 HUGH RUSSELL: Do you have the
18 drawings?

19 H. THEODORE COHEN: Well, could you
20 explain what you're proposing to do?

21 FRANCIS KELLEY: Okay. Lesley

1 Uni versi ty approached us last summer when
2 Sprint came for permi tting on thei r antennas
3 up there and there was very strong
4 recommenda ti on that we can re lo cate the
5 antennas that are on the yel low brick and on
6 the corners of the bui l di ng i nto the red
7 re veal brick that are i nside. You' re
8 probab ly fami li ar wi th the case on i t, so we
9 had ni ne antennas up on the bui l di ng, now
10 there' s two on the corners that are --
11 there' s -- and there' s four on the yel low
12 brick and there' s three on the red brick on
13 the Commonweal th Ave. face of the bui l di ng.
14 What we' re doi ng i s re lo ca ti ng al l of the
15 antennas that aren' t i n the re veal on the red
16 brick whi ch was a recommenda ti on wi th the --
17 when -- to the uni versi ty last year. We' re
18 re lo ca ti ng al l of the antennas i nto the red
19 brick re veal , i nto i t. And we' re goi ng to
20 mount i t as close to the brick, the red brick
21 i nside as the mounts wi ll al low. We' re

1 removing four antennas from the yellow brick
2 that are further outside from the building
3 and removing two antennas from the corners.
4 So some of the antennas are going to be
5 swapped but three of them are going to be
6 replaced, so six of them are gonna be swapped
7 around. Three of them are gonna be replaced.
8 And all of them are going to be in that
9 reveal area close to the building with mounts
10 as close as we can get to the brick.

11 H. THEODORE COHEN: Would there
12 still be any corner?

13 FRANCIS KELLEY: There aren't going
14 to be any antennas on the corner. Any AT&T
15 antennas on the corner or in the yellow
16 brick.

17 H. THEODORE COHEN: Are there
18 non-AT&T antennas on the corners?

19 FRANCIS KELLEY: I think there are
20 antennas that -- I'm not really sure. You
21 know, I have to look at, you know, I know

1 known of our antennas are going to be in the
2 yellow brick.

3 H. THEODORE COHEN: And the ones
4 that are now in the reveal.

5 FRANCIS KELLEY: If you look at it,
6 these antennas are gonna be moved so they're
7 in here and we're gonna paint them to match.

8 H. THEODORE COHEN: Right. And will
9 they extend beyond the red area?

10 FRANCIS KELLEY: No. It's going to
11 be closest. This is the Sprint antenna
12 there. We're going to be similar to that.
13 It's going to be -- we're gonna get a mount
14 that allows us to get really close to it.
15 And these ones on the corners. That one's
16 staying. This is the one side where we're in
17 the reveal and I think what we're planning on
18 doing is just painting them red instead of
19 making them look like brick because, you
20 know, so --

21 H. THEODORE COHEN: These mounts,

1 too.

2 FRANCIS KELLEY: This one is the one
3 that was swapping. These ones are staying.
4 And we're going to look and see how close we
5 can get them.

6 H. THEODORE COHEN: And these right
7 now don't break the roof line.

8 FRANCIS KELLEY: None of them break
9 the roof line.

10 I think there's photos that were in
11 there, too.

12 H. THEODORE COHEN: Yes, they're
13 very small, dark pictures.

14 HUGH RUSSELL: Liza, did you have a
15 comment?

16 LIZA PADEN: The comment I wanted to
17 make is that after one of the previous
18 telecommunication installations, the Board
19 asked us, the department staff to sit down
20 with Lesley University. And Roger Booth and
21 I sat down with a number of people from

1 Lesley and pointed out the concerns that we
2 had. And Lesley was fully supportive of
3 that. That's why when we go forward, we
4 discussed what would be appropriate locations
5 for the antennas on the tower. And Roger's
6 looked at these and feels that they will be
7 the best solution and have antennas.

8 THOMAS ANNINGER: And an
9 improvement.

10 LIZA PADEN: And an improvement,
11 yes.

12 THOMAS ANNINGER: Well, we're going
13 in the right direction. Lesley took to heart
14 what we said. And in a way I wish Harvard
15 had thought about Holyoke --

16 LIZA PADEN: Well, we can invite
17 them in.

18 THOMAS ANNINGER: I think they got
19 the message when they went to Hillies Library.
20 Maybe they didn't get two and two together
21 because Harvard's a big place. Okay.

1 HUGH RUSSELL: So we'll probably
2 advise the Zoning Board on the Lesley project
3 that this is a step in the right direction
4 and we support it.

5 THOMAS ANNINGER: That's right.

6 LIZA PADEN: Any other cases?

7 WILLIAM TIBBS: I just wanted to
8 comment on Ahmed's comments. Which is I
9 think the last time we really talked about,
10 not necessarily coming up with a series of
11 design strategies but come up with what is
12 the logical. Are we moving in the direction
13 of strategy with dealing with this in a more
14 planned way. One of the things we talked
15 about was talking to owners particularly key
16 owners like Harvard and stuff to see if they
17 could begin to do it. The other is I have
18 this vision, I think we've all seen the
19 pictures in the early, like the early teens.
20 19 teens when telegraph wires and telephone
21 wires were up, we had poles in cities and we

1 had like ten different trees across the poles
2 and lines were going all over the place. And
3 I think quite honestly we were at the point
4 where we're getting to the point where we
5 need to think about this strategy. I don't
6 know if the city needs to think of communal
7 towers that are serve the city. I just don't
8 know. But I think we are at a point where
9 some strategies that will begin to bring some
10 order to this. And maybe just an idea and I
11 think this is something the companies can
12 help us with. Where is the technology going?
13 I mean because we've seen a whole series of
14 generation of stuff off the building, on the
15 building. And now round discs and stuff. Is
16 it getting bigger is it get are smaller.
17 We've had the strategy of people taking down
18 the old stuff before putting up the new
19 stuff. So I think those kinds of thing would
20 be helpful even though there's not an
21 immediate and fast solution to this problem.

1 HUGH RUSSELL: So, I guess we all
2 would support the department and maybe
3 thinking a little bit more about this and
4 maybe coming back to us at a meeting and
5 giving us your thoughts.

6 STEVEN WINTER: Mr. Chair, I would
7 also be interested if that report could talk
8 to us a little bit about the income stream
9 that this equipment generates for the
10 property owners. I don't begrudge them that,
11 but it could be that a portion of -- a
12 reasonable and appropriate portion of that
13 income stream could fund the studies and the
14 kinds of things we want to do to get on the
15 right track.

16 HUGH RUSSELL: Okay. Are there
17 other Zoning Board cases?

18 PAMELA WINTERS: Yes, I just have
19 one question. Li za, 1663 Mass. Ave. Case
20 No. 10067. Were there parking spaces to
21 begin with? They want it to go from 12

1 spaces to no spaces. High rise red company.

2 LIZA PADEN: Yes, got it. So, right
3 now at the High Rise Bakery there are no
4 parking spaces allocated for the restaurant.
5 There's 13 spaces next to the building, none
6 of which are allocated for the restaurant.
7 And I believe what's happening is they are
8 looking to -- let's see, reduce the minimum
9 number that's required down to zero. I'm not
10 sure exactly -- I mean, it's -- I don't know
11 if there's a retroactive -- let me --

12 H. THEODORE COHEN: Liza?

13 LIZA PADEN: Yes.

14 H. THEODORE COHEN: Isn't this the
15 new Lesley dorm?

16 LIZA PADEN: Oh, yes, I'm sorry,
17 yes, it is. So, that's why they don't have
18 any spaces allocated to it. It's the
19 building that's down on Mass. Ave, the 1663.

20 THOMAS ANNINGER: Across from
21 Starbucks?

1 LIZA PADEN: Yes.

2 PAMELA WINTERS: Okay, thank you.

3 HUGH RUSSELL: So we would think
4 this would be a terrific use for that
5 property, right?

6 H. THEODORE COHEN: Yes.

7 PAMELA WINTERS: Yes.

8 HUGH RUSSELL: So, maybe we
9 should --

10 THOMAS ANNINGER: I think that's
11 what she was talking about the executive vice
12 president she was worried about weight loss
13 and weight gain.

14 HUGH RUSSELL: Oh. Maybe we should
15 just comment to the Zoning Board that we
16 think this was great use without commenting
17 on the specific relief which they can
18 address.

19 LIZA PADEN: Okay.

20 HUGH RUSSELL: Anything else?

21 (No Response.)

1 Then let's go on to an update and I
2 believe Susan's going to read the update
3 tonight?

4 LIZA PADEN: You want to do the
5 Rounder Record design update or do you want
6 to do that or postpone that?

7 HUGH RUSSELL: Oh, sorry, I skipped
8 right over that. I think we should come back
9 to that.

10 LIZA PADEN: Okay.

11 HUGH RUSSELL: We've got time.

12 SUSAN GLAZER: Okay. This is our
13 second meeting in March, and we have another
14 meeting in March on March 29th when there
15 will be three public hearings. One on the
16 re-filed Fox Petition, a second on the
17 re-filed Chestnut Hill Realty Petition, and
18 the third hearing is the Novartis Zoning
19 Petition. And hopefully we will have some
20 time that evening under general business to
21 discuss the Town Gown recap. We'll have to

1 see how the agenda is going.

2 There will be only one meeting in
3 April, and that will be on April 12th. And
4 right now the public hearings are scheduled
5 for the Broad Institute and the Cambridge
6 Housing Authority build going into the old
7 police station in Central Square needs some
8 relief. So, those are the two items.

9 And also on April 12th, right now we
10 are scheduling under general business, a
11 discussion for the Board on retail zoning on
12 North Mass. Ave. This is coming out of the
13 study that Stuart and his group have been
14 working on for the area above Porter Square
15 to the Arlington line.

16 HUGH RUSSELL: Okay, thank you.

17 Liza, do you have transcripts?

18 LIZA PADEN: Yes, I did review the
19 February 1st transcript which was the Town
20 Gown report and the February 15th transcript,
21 and I think they represent an accurate record

1 of your meeting.

2 HUGH RUSSELL: So, if we can have a
3 motion to adopt the minutes.

4 Charles.

5 CHARLES STUDEN: So moved.

6 H. THEODORE COHEN: Second.

7 HUGH RUSSELL: Second by Ted.

8 Discussion? All in favor?

9 (Show of hands).

10 HUGH RUSSELL: All board members
11 voting in favor.

12 (Russell, Anninger, Tibbs, Winters,
13 Winter, Cohen, Studen, Nur.)

14 * * * * *

15 (Sitting Members: Hugh Russell, Thomas
16 Anninger, William Tibbs, Pamela Winters,
17 Steven Winter, H. Theodore Cohen, Charles
18 Studen, Ahmed Nur.)

19 HUGH RUSSELL: First item on our
20 agenda is a public hearing. 256, 34-36
21 Hampshire Street.

1 ATTORNEY JAMES RAFFERTY: Good
2 evening, Mr. Chairman, members of the board.
3 For the record, James Rafferty on behalf of
4 the Petitioner, CJ Enterprises -- CJ Griffin
5 Enterprises. Here this evening seated in the
6 front row is Christopher J. Griffin. Imagine
7 where he got the name for the company. And
8 project architect is Peter Quinn.

9 This is an application for Special
10 Permit for two discrete issues. One is a
11 multi-family Special Permit for 20 units
12 because it exceeds the permitted number of
13 units in the Industrial B District. And the
14 second aspect is really, I think what you'll
15 be hearing most about tonight, and that is a
16 request under Article 6 to reduce the
17 required amount of parking.

18 The site, as I'm sure is familiar to
19 the Board, it's on Hampshire Street, at the
20 corner of Portland there's a little used car
21 lot there currently and Mr. Griffin has a

1 real estate office in the building next-door.
2 It sits in the shadow of the large building
3 on Broadway, the Mitsubishi building. And I
4 think they call it 119 Broadway.

5 UNIDENTIFIED MALE: 201 Broadway.

6 ATTORNEY JAMES RAFFERTY: 201
7 Broadway.

8 HUGH RUSSELL: Can I just interrupt
9 you to ask a question? The paperwork said
10 that they were going to the Zoning Board for
11 the parking relief. Has that changed?

12 ATTORNEY JAMES RAFFERTY: Yes.
13 That's not necessary, because the time the
14 application was prepared, I think it was not
15 understood that there's the provision within
16 the Ordinance that if one finds himself
17 before the Planning Board for a Special
18 Permit, then Special Permits that are
19 enumerated for the BZA can be granted by the
20 Planning Board. So that means a separate
21 trip to the BZA isn't necessary. So, both

1 issues find themselves before your Board this
2 evening.

3 HUGH RUSSELL: Thank you.

4 ATTORNEY JAMES RAFFERTY: Thank you.
5 We know you have a busy night, and frankly,
6 the big issue in the case from the feedback
7 we've had, as you might imagine, involves the
8 adequacy of the parking supply. We have not
9 yet reached an agreement with the Traffic
10 Department with regard to what we're
11 proposing in terms of the supply. And we
12 have provided a recent study as recently as
13 today. So our expectations this evening is
14 that we will require additional time to
15 continue to work with the Traffic Department
16 on this issue. To put it simply, the project
17 is proposed to have 10 parking spaces for 20
18 units. It's the Applicant's position that
19 given the location of the project and the
20 nature of the tenants likely to occupy it,
21 that that would prove to be an adequate

1 supply. And if that were prove to be not
2 adequate as the first provision in Article 6
3 provides, there is an adequate supply of off
4 street parking available on the One Kendall
5 garage. And we've collected some data as to
6 what the opportunities are at One Kendall. I
7 suggested to the applicant this site could
8 almost be considered the residences at One
9 Kendall. It sits right at the corner of One
10 Kendall. And there was a point in the life
11 of the current ownership that they gave some
12 thought to making the building out front a
13 residential building. The building which had
14 the Pompanoosi c Mills Furniture store. And
15 all the parking as you know for that complex
16 takes place in that garage. So we have a lot
17 of data about what's available in that
18 garage. Some data about what's happening at
19 303 Third Street where parking supply is at
20 about 50 percent or the parking demand is at
21 50 percent. Similarly across the street at

1 the Watermark building, we're hoping we can
2 make the case through some demographic
3 information and some further exploration with
4 the Traffic Department that there really do
5 exist households that do not own cars, and
6 there's a particular demographic given the
7 size and location of these units. And it's
8 not merely their proximity to transit, it's
9 their proximity to an employment center. Of
10 course, it's the most significant employment
11 center in Cambridge and some might argue in
12 Greater Boston as well. So we have met with
13 the East Cambridge Planning Team. They were
14 kind enough to host a joint meeting and
15 included the leadership of the
16 Harrington-Wellington Neighborhood
17 Association. And I know representatives from
18 both of those neighborhoods are here this
19 evening. Our sense from the meeting was that
20 the focus, again, was on the parking. And
21 frankly, I got the sense that there were

1 mixed views on that, but I never want to
2 speak for anyone else.

3 Mr. Quinn will take you through the
4 building. I don't know if you've had an
5 opportunity to see -- Mr. Booth provided a
6 review of the design, and he closes with the
7 notion that this -- that this could be a
8 potentially charming little building. I
9 think that's probably the aspiration of the
10 developer as well. At 20 units, it's not the
11 biggest project you'll see, but by the same
12 token, it does fill in from an urban design
13 perspective, a rather gaping hole at that
14 corner.

15 We were going to have Mr. Quinn just
16 briefly bring you through the building,
17 explain the 20 units, where the location of
18 the parking is and then let public comments
19 come under parking. And as I said, we know
20 at the moment that the parking request does
21 not enjoy the support of the Traffic

1 Department, and rather than ask the Board to
2 act upon something absent that support, we're
3 thinking the best course would be to allow
4 for additional time for further examination
5 on this spot.

6 Thank you.

7 HUGH RUSSELL: Okay.

8 PETER QUINN: Thank you, good
9 evening. For the record, Peter Quinn, Peter
10 Quinn Architects on Mass. Ave. Is this
11 displayed all right? Can you see it over
12 here?

13 HUGH RUSSELL: It is what's in our
14 package.

15 PETER QUINN: It's identical to
16 what's in your package.

17 So the building sits -- I'll just
18 describe the building a little bit to jog
19 your memory. It sits at the corner of
20 Portland and Hampshire Street. There's a
21 triangle form just beyond it where Hampshire

1 and Broadway meet. On that corner there's a
2 small one-story industrial building. I think
3 it's a tire or an automobile repair place.
4 Behind the building is a very, very large
5 structure. That's an eight-story office
6 building, 191 Broadway. Beyond that you have
7 205 Broadway, an equally large building. And
8 in the other direction 198 Broadway, another
9 very tall building.

10 In the other direction we have the
11 Dante Alighieri Society. They have their
12 park like one-story or one and a half story I
13 suppose you call it, structure raised on a
14 flint. And then of course as Attorney
15 Rafferty mentioned, the One Kendall Square
16 Plaza opens up right into this triangle that
17 I mentioned. So we actually -- we think of
18 our building as kind of occupying a middle
19 ground between the kind of lower structures
20 on this side of Hampshire Street on the north
21 side, namely that Dante building and the One

1 Kendall Square, and then beyond that the
2 residential neighborhoods. And then in the
3 other direction much larger buildings that
4 include Tech Square and so forth.

5 What we were proposing here was a kind
6 of --

7 ATTORNEY JAMES RAFFERTY: Peter?

8 PETER QUINN: Yes.

9 ATTORNEY JAMES RAFFERTY: If you did
10 it from there. I think you're blocking your
11 boards. Can you do it from over here?

12 PETER QUINN: I'll give you a brief
13 summary of the building if you haven't had a
14 chance to read it in the package. It's -- we
15 have about 21,000 square feet of gross floor
16 area per the Cambridge standards. It's six
17 stories, and we have a grade level garage
18 that's with the ten cars that Jim mentioned.
19 We have small retail space that hugs the
20 corner of Hampshire and Portland. It's not
21 very large, but we glazed the exterior

1 completely in order to make it appear larger.
2 Above this grade level we have five floors of
3 residences, and that's a total of 20 units.
4 Most of the units are small. They're
5 actually small, one bedrooms which for the
6 market that the Belker is helping to tap
7 into, this is an ideal size. They're loft
8 like with open spaces, open bedrooms in some
9 cases. And then on the top floor, which you
10 can see right there, we've created a
11 penthouse of two units, each about 1200
12 square feet. They're two bedrooms. And they
13 have kind of a garden-like setting up there
14 with some decks that wrap around the units.

15 Overall this building, as you may have
16 heard, we were hoping will be a rental
17 building, and in so doing we created a
18 building that is a kind of an easy building
19 to live in with tremendous access to --
20 access to entertainment, to restaurants, to
21 work. A building that you really don't need

1 to have a car to live.

2 Inside the building we have, we have
3 space for ten parking -- ten cars as well as
4 ten bicycles per the Cambridge standards.
5 However, we'll probably end up with about
6 enough space for about 20 to 25 bicycles once
7 we install some additional racks. We have
8 complied with the FAR requirements. We are
9 using the bonus that's allowed for affordable
10 housing. We are providing two affordable
11 units under the inclusionary by-law. I'll
12 again speak about the exterior appearance.

13 As you can see from the street
14 elevations, the proposed building occupies a
15 middle ground between a much taller and then
16 the much lower commercial buildings that I
17 mentioned before. And I believe Roger Booth
18 in his memo refers to the same thing. We've
19 been careful about how we meet our neighbors.
20 If you look at the second drawing over here
21 which shows the street views as they march up

1 and down Portland Street on one side and
2 Hampshire on the other one. We managed to
3 meet Emma's Pizza at their parapet level, and
4 almost meet at the large buildings on the
5 left at 191. I'm sorry -- yeah, 191. Yep,
6 there you are. So right there. And then
7 over here we made an effort to just continue
8 that streetscape and really wrap it around
9 the corner from the urban design point of
10 view.

11 The entire base of the building is
12 fully glazed. The purpose of this is to
13 animate the street and sidewalk view. In the
14 garage area it would be partially obscured
15 with some frosted glass, but we'll still
16 allow enough vision to get the line of sight
17 available as people drive out of the garage.
18 We'll also have some areas for graphics in
19 that space where the garage is located. So
20 that's in this area here. You can see them
21 in your small drawing.

1 The primary materials that we want to
2 use on the building is called Trespa. You
3 may have seen it in other projects. The one
4 that comes to mind is the Children's Museum
5 has a similar material around the new entry.
6 And it's a -- it's actually a recycled wood
7 product, but it's treated in such a way that
8 it's permanent and it has colors. There's
9 actually a color board. You want to put that
10 up, Chris?

11 So, this is the primary panel there.
12 It's a finished in a berry finish, and then
13 we use a secondary color to create kind of a
14 visual interest on the facade similar to what
15 this building is doing in San Francisco where
16 we treat some windows deeper with a deeper
17 affect and then treat the sill with a slope,
18 and it creates a bit of a visual interest.
19 The building has an oblique angle to it which
20 I think in some cases would be a real
21 detriment, but what we've tried to do is used

1 it as a playful thing where as you walk
2 around the building, you see the windows with
3 these bright yellow inserts, sometimes
4 horizontally, when you look straight ahead.
5 And if you look at it obliquely, you see it
6 vertically. So, it's just a little play to
7 make the building interesting for such a
8 small effect. And on the penthouse, we have
9 this again, another Trespa. This is a wood
10 finish. I think what we were trying to do --
11 I will say that what we were trying to do is
12 we felt we had these large neighbors behind
13 us, this eight-story building and others that
14 easily could be swallowed up. So what we've
15 tried to do is create a building that had a
16 real graphic quality to it so that it just
17 sort of stood there on its own without having
18 a lot of mass. At the same time we wanted to
19 set it off a little bit from One Kendall. So
20 that One Kendall as an old brick building
21 would be respected, and we had a screen edge

1 to it.

2 Our other two sides of the building
3 which I think are inward lot lines. One
4 facing Emma's is treated as a -- you go to
5 the last -- go to the board, I guess it's the
6 deepest one in there. It's a split-face
7 block with some color in it. And the side
8 facing the eight-story is recessed at the
9 residential level in order to give it
10 opportunity for some windows where we have
11 some additional units. So that's -- yeah,
12 that's. So that's a split-face block facing
13 Emma's. And you'll see in the package
14 there's some perspectives to get a sense of
15 what these look like. At least what that one
16 looks like. And this is the side facing the
17 tall building. That's set back enough so
18 that we can get windows in there. Actually,
19 there's quite a bit of space because the
20 H-story has a sort of an odd angle in which
21 it sweeps away from its own property line.

1 And by the time you get to the point where we
2 have these windows, there's probably 20 to 25
3 feet of space between the two buildings.

4 If I could just for a second just
5 summarize what the benefits would be from an
6 architectural point of view. We, you know,
7 wanted to create an attractive and landmark
8 building in the highest quality that would
9 help vitalize this corner of Kendall Square.
10 This includes not only bringing residents
11 into the area, but extending the streetscape
12 to a small scale retail business. And
13 secondly, I just want to point out that this
14 would probably be one of the few speculative
15 multi-family buildings at this end of Kendall
16 Square which from what we know of the city's
17 policy is a very positive thing to bring
18 residents in especially sort of close to One
19 Kendall Square.

20 Thank you.

21 ATTORNEY JAMES RAFFERTY: If

1 Mr. Costa were here, we'd get points for
2 those boards as opposed to Powerpoints.

3 Okay?

4 I think that's the sum and substance of
5 the building presentation. As I said, the
6 parking issue, there is some -- Mr. Griffin
7 passed out a report. You'll find that the
8 newest information that's been collected in
9 the past week involves the two other
10 multi-family buildings in Kendall Square, and
11 that's what's giving us guidance as to what
12 the parking demand, the parking supply might
13 be that would work here. But at the moment,
14 we've concluded and be happy to answer any
15 questions.

16 HUGH RUSSELL: Any questions from
17 members of the Board? Pam.

18 PAMELA WINTERS: I just have a quick
19 question about the color. The color in the
20 drawings of the building -- and I do like the
21 coloring and I do like the accents that you

1 have. I think it makes it a little whimsical
2 and interesting. But it's much more bluer
3 turquoise than the actual material and I was
4 wondering is that because at a distance it's
5 going to appear that way?

6 PETER QUINN: Part of that is just,
7 you know, the way it's printed. But the
8 other is that when the sun hits it, it does
9 get animated a little more. And you see
10 more, you know, right here in this light it
11 looks flat. But when it's actually outside,
12 it's much brighter.

13 PAMELA WINTERS: Well, it looks --
14 it looks like a totally different color. It
15 looks green. It looks like a --

16 HUGH RUSSELL: That's an
17 unfortunate -- every time I appear before a
18 Board I have to say, you know, it looks like
19 one thing on the my screen. I send it to my
20 printer, it looks another way. I send it to
21 the service printer it, looks another way.

1 PAMELA WINTERS: Okay. That's
2 right. That is the color?

3 CHARLES STUDEN: It's beautiful.

4 PETER QUINN: It's made to look like
5 a copper variant.

6 PAMELA WINTERS: Okay. Thank you.

7 PETER QUINN: Thank you.

8 HUGH RUSSELL: Any other questions
9 from members of the Board?

10 (No Response.)

11 HUGH RUSSELL: Okay. Then we'll go
12 on to the public hearing portion. So I will
13 call people's names, and it's almost like I
14 don't have to make this list because
15 everybody on the list has been here before,
16 but I'll make it. When I call your name,
17 please come forward, use the microphone, give
18 your name and address, spell your last name
19 for the recorder. And please limit your
20 comments to no more than three minutes. Pam
21 is our timekeeper. She'll start to use

1 signals at the three-minute point.

2 So, Minka van Beuzekom.

3 MINKA van BEUZEKOM: What did you
4 say?

5 HUGH RUSSELL: I learned how to say
6 your name during the election, but it's not
7 very clearly written.

8 MINKA van BEUZEKOM: So my first
9 name is Minka. My last name is van Beuzekom,
10 v-a-n B-e-u-z-e-k-o-m. I'm here to speak in
11 favor of the building, the placement. But, I
12 don't think it should be called the
13 Residences at One Kendall. This is an area
14 for -- we now have an area for restaurants.
15 So, this should be the residences of area
16 for. So take that under advisement.

17 But one of the things that I like to
18 think about is Cambridge being a 21st century
19 city which to me means that it's more
20 European. Which means that you have a lot of
21 density, and you have people who use public

1 transportation, they walk and they bike.
2 This corner is the perfect place to have
3 people live who don't have a car. There's a
4 bike lane right down Hampshire Street. You
5 can walk into one of the greatest places to
6 work in Cambridge. Maybe in as a Jim
7 Rafferty says in the urban Boston
8 Metropolitan area. You can walk to
9 entertainment. You can take public
10 transportation if you want to go elsewhere.
11 So, I would advocate for the 10 parking
12 spaces. I think two of them should be
13 shared, and it's not just ZipCar that has car
14 sharing, but there are other companies so
15 that's kind of broad in our definition. And
16 so that's the main thing that I wanted to
17 say. I know that it makes it hard sometimes
18 for people who live in there who already have
19 their cars and aren't ready yet to give them
20 up, but I think we should be moving towards
21 bringing new people into the city that don't

1 have the expectati on that they' re going to be
2 dri vi ng. And I think that thi s i s the
3 begi nni ng of tryi ng to push that.

4 The other thi ng i s I j ust, l i ke fi ve
5 seconds ago, I earned how to cal cul ate the
6 affordabl e housi ng rati o. So I was comi ng i n
7 here thi nki ng that we' d get three affordabl e
8 housi ng, but i t turns out there wi ll j ust be
9 two affordabl e uni ts. But I woul d l ove to
10 have that one of those penthouse uni ts be one
11 of the affordabl e uni ts. So how about that?
12 And that' s i t.

13 Thank you.

14 HUGH RUSSELL: Okay. Andrea Wi l der.
15 Okay.

16 Ri chard, l ooks l i ke Rangwi ng
17 (phoneti c), but I' m sure that' s not i t. 21
18 Cornel i us Way.

19 RI CHARD FANNI NG: Yes. I woul d ask
20 that --

21 HUGH RUSSELL: Fanni ng?

1 RICHARD FANNING: Yes. I was
2 confused on who I was. What is being passed
3 -- I'm sorry, my name is Richard Fanning,
4 F-a-n-n-i-n-g. I live at 21 Cornelius Way.
5 What is being passed around is a letter that
6 I wrote to the City Council and was copied
7 for the Planning Board on two consecutive
8 years. And the basis of it was asking
9 compliance with the purposes of the Zoning
10 Ordinance, which in my opinion has been
11 ignored in the eastern part of the city
12 causing concentrations of housing in the
13 densest residential areas of the city. Very
14 close by the site is C-1 housing which as you
15 know, is on a larger lot than what is being
16 proposed, only three units of housing can be
17 built, and 30 percent of it must be open
18 space. So my point is that you're continuing
19 contrary to the cited portion or the
20 underlined portions of the purpose. In
21 approving this you're causing more

1 concentration in the densest part of the city
2 and that's not what I believe those
3 underlined portions of the Zoning Ordinance
4 say.

5 As far as parking is concerned, there
6 is a shortage of parking. There's no
7 question about it. It's very dense. Many of
8 our areas do not have driveways. They're
9 side by side triple deckers. And the second
10 piece of paper that I passed around is a
11 policy order which was unanimously approved
12 by the City Council which deals with the lack
13 of parking, on-street parking at -- in
14 particular, Webster Avenue which is close by.
15 There may be adequate housing on-street --
16 I'm sorry, on-street parking during working
17 hours, but it is not adequate after working
18 hours. And having heard the description of
19 the people that the proposers hope to
20 attract, I for one in the income that they
21 apparently want to attract, I think they'll

1 have cars. And I guess if you would read
2 that policy order resolution, it was
3 recognized by the City Council.

4 PAMELA WINTERS: Thank you, sir.

5 RICHARD FANNING: Thank you for your
6 time.

7 HUGH RUSSELL: Okay. Thank you.
8 Jeffrey Weingast.

9 JEFFREY WEINGAST: Hi, my name is
10 Jeff Weingast. I am lucky enough to lease
11 the space that is 40 Hampshire Street, next
12 to Emma's Pizza. I just have a couple of
13 quick things. I welcome the opportunity to
14 have new peace and loving residents in the
15 neighborhood, absolutely. We will be dwarfed
16 by this building which doesn't scare me. I
17 think it will actually keep my energy costs
18 down in the summer because of the shade that
19 will be around me and over our building.

20 Parking was an issue. Parking was an
21 issue this winter when the winter became the

1 winter of our discontent and nobody would
2 move their cars for a period of weeks. And
3 this neighborhood -- there is an issue with
4 parking, I can tell you because 50 percent of
5 my customers remind me on a daily basis.
6 That being said, there's a lot of walk-by
7 traffic and, you know, we live on -- if we're
8 getting more residents, we're gonna get that
9 sort of traffic, we're happy to. . . .

10 The other issues that I would love to
11 be addressed before any sort of construction
12 would start in an area like that is a pest
13 situation. That is an absolute situation at
14 the address that we're talking about. We are
15 lucky enough to have a very solid foundation
16 at our place, but there is activity outside
17 and I worry that it will get worse. And I
18 would love to know exactly how that is -- how
19 we're planning on addressing that before I
20 would give my support to anything like that.

21 That's all I have to say.

1 HUGH RUSSELL: Thank you.

2 Tarquin Austin.

3 TARQUIN AUSTIN: My name is Tarquin
4 Austin, A-u-s-t-i-n. I live at 28 Bristol.
5 And I send a -- faxed a letter to the
6 Planning Board which I believe reached here.
7 I'm also very concerned about parking in the
8 area. It's extremely difficult. We have
9 off-street parking. We own a house on
10 Bristol Street, but in the daytime, the
11 parking situation is also very difficult
12 because people from other areas of Cambridge
13 who happen to work in the Kendall area, park
14 on our street, double park and fight over
15 these parking spaces. It's gotten a little
16 bit better since the police station moved to
17 the other side of the track because they also
18 drive down Bristol occasionally and parking
19 ladies are out more often. But it's going to
20 be a monumental problem for Emma's and
21 ongoing business and certainly for the

1 residents of this new building, because I do
2 not quite believe that Americans who can
3 afford the rent will be car-less for very
4 long. And it's a little utopian to talk
5 about bicycles and taking the bus. So that
6 was all I wanted to say.

7 HUGH RUSSELL: Thank you.

8 Carole Bellew.

9 CAROLE BELLEW: Carole Bellew at 257
10 Charles Street. I live in East Cambridge and
11 I'm talking personally now. I'm not talking
12 from being a board member of the planning
13 team. I'm actually in support of this. I'm
14 in support of this. I do -- I think people
15 should realize how close this is to MIT. And
16 I do feel that there's a generational issue
17 here. I have kids who don't use cars. There
18 are kids at the colleges who don't have cars,
19 and this tends to be a market for this type
20 of tenant. I also feel that people are
21 trying to use cars less. So, to support

1 something like this supports that. I
2 understand the area that they feel it will
3 affect them, but I'd like to see the city,
4 specifically parking, deal with trying to
5 work with some of these parking lots that are
6 half empty a hundred percent of the time.
7 And that's exactly what Kenmore Square has at
8 the Kendall Square Theatre. And I think the
9 city needs to be at the table with some of
10 these developers trying to work out a plan to
11 rent long term some of these spaces in these
12 lots that can be used, you know, if they need
13 parking, it's a block away. And it's a city
14 issue. You know, I know it's not the Zoning
15 Board. I know it's not the Planning Board.
16 But it is a city issue and this is something
17 that our neighborhoods do deal with. So we
18 have, we have it in East Cambridge. We have
19 the city lots, half of them are empty. We
20 have Cambridge side Galleria that's half
21 empty. We have the same thing at Kendall

1 Square. So what I'm asking is somehow
2 through the Planning Board and sitting behind
3 Susan we can knock our heads together with
4 somebody at the city. But I really would
5 like to see this happening as we go through
6 this more development in Kendall Square and
7 even the edges of the Kendall Square which
8 this is.

9 The other request I would ask is that
10 they don't use yellow because we already have
11 the bumble bee building on Sixth Street. If
12 they can use another color as an accent, we
13 would really appreciate it.

14 HUGH RUSSELL: Thank you.

15 Barbara Broussard.

16 BARBARA BROUSSARD: I think for --
17 I'll speak as president of the East Cambridge
18 Planning Team. Parking in East Cambridge and
19 Wellington-Harrington has been an issue, and
20 it -- it is a city issue, and it needs to be
21 addressed somehow. Three of my children work

1 in very large cities and don't own cars so I
2 understand that. I own a car. I don't use
3 it all that often except to go to New
4 Hampshire to visit the one that lives in the
5 place that has no public transportation. I
6 do see often my neighbors rent out their
7 spaces unbeknownst to Sue Clippinger. It's
8 very difficult. You can -- it's very
9 difficult now to find a place to park on
10 Third Street and in the surrounding area,
11 whether I like it or not. People have a car
12 whether they use it. They have to put it
13 somewhere. So it is an issue. I understand
14 perfectly that this is the great place for
15 people who aren't going to live there
16 forever. They're going to work, maybe for a
17 couple of years, and then leave. They don't
18 need a car.

19 One of the other issues that came up at
20 our meeting was ground floor retail that is
21 not a commercial rental office that we have

1 every developer come in and tell us the
2 ground floor is going to be retail, and it
3 ends up their rental office because they
4 haven't provided space to rent those
5 apartments or for the tenants to come speak
6 to them. Ground floor retail is not your
7 retail office, Chris. It is ground floor
8 retail. And I really think that has to be
9 stressed and addressed when and if you tell
10 him this is a great building.

11 Thank you.

12 HUGH RUSSELL: Thank you.

13 Gary Barry Zevin.

14 BARRY ZEVIN: Barry Zevin, Z-e-v-i-n
15 67 Hampshire Street. I want to say -- I'm
16 delighted to have a bunch of new neighbors.
17 I think you've produced a handsome building
18 on nearly an impossible site. And I want to
19 go back to what Carole was saying. It seems
20 just absolutely bizarre that we're talking
21 about parking as a problem a literal stone's

1 throw from a multi-thousand car garage it's
2 known to the underutilized. Actually two
3 multi-thousand car garage. That seems
4 bizarre. There's got to be a way to work
5 that out. The retail space would be much
6 more compelling if it took up the whole first
7 floor and got rid of all the cars somehow. I
8 know that's bureaucratically erratical. But
9 it seems to be rational. The only thing I'm
10 a little bit concerned -- the other tragic
11 thing about this site is that Emma's property
12 is not in the same ownership. So that I
13 think that I get to look at your black
14 concrete wall facing Emma's, which is the
15 only sad part about the architecture. And
16 I've absolutely no advice on how you could
17 make that better because I understand exactly
18 why it's there and it can't be anything else,
19 but it's too bad.

20 So, that's it. Thanks.

21 HUGH RUSSELL: Rudy Bellardi.

1 RUDY BELLIARDI: Rudy Belliard i ,
2 B-e-l-l-i-a-r-d-i. I am with the
3 Wellington-Harrington. What I like to say is
4 that it is actually a very small space. If
5 you haven't been there, please go there. And
6 you would be surprised. Some people go there
7 and they think it includes (inaudible). It
8 doesn't include that. There have been
9 several, several discussions here regarding
10 people get rid of cars. You don't get rid of
11 cars by getting rid of legal parking spaces.
12 You get rid of parking spaces. Several
13 people do have to commute to go to work, so
14 they have to put the car somewhere. I do
15 understand people that have the fortune of
16 just walking downstairs, but there are many
17 of those. There has been an order by David
18 Maher not too long ago. I don't have many
19 copies, but I would like to give you what I
20 have. This order is dated January 24, 2011.
21 There are several issues there. One issue is

1 issue relative to the concerns of the
2 neighbors about the preservation of all the
3 parking spaces including visitor's parking.
4 I'd like to make a point here. The closest,
5 the closest parking to the location is
6 Webster Avenue. It's much closer than the
7 parking garage. The visitors of that
8 building, they cannot park in Webster Avenue
9 because it -- because this is area 4. It is
10 right on the edge. So we see a situation
11 here where indeed people we flood Webster to
12 leave space for visitors. So, it is an odd
13 thing. There is no parking there on the
14 street. There is only paid parking, and
15 within Porter there is no parking at all.
16 We already stressed regarding parking. So it
17 is true, many people from Cambridge with the
18 sticker, they come down, they park there,
19 they go to work there. They come by my house
20 all the time. They park in front of it, it
21 is legit for them to park, but this is not

1 taking away cars. People should figure this
2 out. This is putting more cars. And it's
3 taking away parking spaces. It is a dream
4 that when we cannot enforce that anybody that
5 is a resident there should not have a car.
6 There is no tool to do that. So, it is, it
7 is a pipe dream to think that they will
8 behave. I don't know. I shouldn't use this
9 word really. But it will not happen. They
10 will have cars, especially given the kind of
11 people that are going there. So if you -- I
12 would like to give you the map that shows the
13 proximity. I have only one. It shows where
14 the place is which is here, and the proximity
15 of the parking isn't west. The garage is
16 down here. It's not very close. And this is
17 the order by David Maher. I emphasize the
18 fact that it is a problem for some people to
19 know the neighborhood. They already have
20 more parking spaces that we have.

21 Thank you.

1 PAMELA WINTERS: Thank you, thank
2 you, sir.

3 HUGH RUSSELL: Thank you.

4 Why don't we circulate that. I can't
5 read the last name on the list, but I will.

6 LIZA PADEN: Mr. Marquardt.

7 CHARLES MARQUARDT: I wrote it in --

8 HUGH RUSSELL: In code. Please come
9 forward and speak, Mr. Marquardt.

10 CHARLES MARQUARDT: Charlie
11 Marquardt. I couldn't get the end of it in
12 there. Ten Rogers Street. I have a couple
13 of quick things. I'm not going to go over
14 the parking, because everybody has mentioned
15 the parking. I just have a couple thoughts,
16 ideas, suggestions, concerns.

17 First the common wall. It is -- to be
18 polite, it's ugly. If the building is built
19 with that common wall, I don't know if it's
20 in your purview, but we have a lot of good
21 art students right down the street at the

1 high school. Putting something up on there
2 besides that brick would be a really nice
3 piece of public art. I have a question about
4 privacy. We talked about privacy in other
5 places. If you look at the building there
6 and you look at the people I think on floors
7 four and above and three above, they've got a
8 really good view of their office neighbors.
9 And more importantly their office neighbors
10 have a good view of them. So I just think --
11 I know you have to have windows in bedrooms
12 and sort of things like that, but I'm sure we
13 wouldn't want people seeing things in the
14 offices or vice versa. So I'm concerned
15 about the privacy there.

16 We talked about visitors briefly with
17 Rudy and where are they going to park? And
18 even if the people -- and it's a big if --
19 even if the people who are in there are MIT
20 students and do not have cars. I have noted
21 that MIT students have parents and their

1 parents have cars. And they flood here
2 around graduation. They don't get a lot of
3 tickets because we're nice. But around the
4 other times they probably will get them and
5 we don't want that.

6 I also have concerns about trash,
7 recycling and snow. We have to make sure
8 that the trash and recycling isn't piled up
9 on the sidewalks there because it's a busy
10 sidewalk. Right across the street from the
11 dance of the tire dealer. I don't know if
12 anybody's been down there and seen the little
13 dance that they do with all their cars on the
14 other side of the street. We need to make
15 sure that's taken into account and make sure
16 they have a good plan for trash and recycle.
17 Which brings me to snow.

18 Jeff mentioned the winter of our
19 discontent. I have two concerns about snow
20 here:

21 One, where do you put it? Because

1 there's no real room on that sidewalk. Once
2 again, it's a busy sidewalk. That lot was
3 full of a lot of snow this winter.

4 And second, we built the common wall if
5 you look at the bottom right-hand side there.
6 A common wall right up against the building
7 that is Emma's. I refer to that as a snow
8 shield. We're going to pile an awful lot of
9 snow up on top of that roof. Are we now
10 going to expect the person who owns Emma's or
11 the building that is Emma's to remove all
12 that snow that's potentially being captured
13 in there? That's an awful lot to ask for
14 someone who didn't expect to have a
15 seven-story building next to them.

16 And the last one. I know it's not
17 within your purview. It's probably more
18 within Ms. Clippinger's purview, but I'll
19 address it here. When they started
20 construction, I've noted that construction
21 vehicles like to park all over the place and

1 not move, and feed the meters all day. It's
2 hard enough to get my pizza there as it is.
3 I would really hate for a good local business
4 to be put out of business by construction
5 workers. Let's find them a place to put
6 their cars and trucks. I would recommend the
7 One Kendall Square garage. If it's close
8 enough for the people living there, it's
9 definitely close enough for the people
10 working the building.

11 Thanks.

12 HUGH RUSSELL: Thank you.

13 Is there anyone else who wishes to
14 speak? Why don't you start in the white
15 sweater and behind you will be the next
16 speaker.

17 ANDREW DONOVAN: Hi. I'm Andrew
18 Donovan with the Davis Companies. We own the
19 building at 201 Broadway. And for whatever
20 reason until yesterday we were unaware of
21 this project. There may have been a notice

1 that was sent out. I'm sure there was, but
2 we didn't receive it.

3 So, all I'm here to ask is that we have
4 the opportunity to deal with the architect
5 and, you know, we're certainly not opposed to
6 development in the area. We welcome that,
7 but we're also concerned about how that may
8 affect our building. We're putting a
9 six-story structure next to a building there,
10 blocking windows. We have concerns about
11 HVAC and that type of thing. We've had
12 issues with sewer in the area especially with
13 the floods last summer where the city sewer
14 system was unable to handle it and we
15 actually had floods -- waves of water that
16 came into our building. So adding a
17 residential building in that area is a
18 concern. But we're just, I'm just throwing
19 these things out now. I'd just like to have
20 the opportunity to be able to converse with
21 the development team prior to putting

1 something in like that.

2 That's all I have to say.

3 HUGH RUSSELL: Okay.

4 H. THEODORE COHEN: What building
5 are you?

6 ANDREW DONOVAN: 201 Broadway. That
7 red building there. We are their largest
8 potential neighbors. So we'd like to be
9 involved and have some say.

10 CHRISTINE VENETSANAKIS: My name is
11 Christine Venetsanakis. I'm speaking for
12 Peter and Sophia Venetsanakis. They are the
13 owners of building that has Emma's in it.

14 HUGH RUSSELL: Could you spell your
15 name for the stenographer?

16 CHRISTINE VENETSANAKIS: Okay,
17 sorry. Venetsanakis,
18 V-e-n-e-t-s-a-n-a-k-i-s. Peter and Sophia.
19 We're not opposed to this project, but we do
20 want to voice our concerns. We spoke with
21 the architect and Mr. Griffin and they said

1 that they would leave our alleyway almost the
2 way it is now, maybe a few inches less
3 towards the front because we have our
4 telephone lines there, our gas lines, our
5 sewer pipes. So we're really concerned about
6 that. We're also concerned about any
7 possible damage to the building, because our
8 other side was damaged by the Mitsubishi
9 building when it was built.

10 HUGH RUSSELL: Excuse me. So you
11 own the building that Emma's Pizza --

12 CHRISTINE VENETSANAKIS: My parents
13 own the building that Emma's Pizza is in.

14 So that's our main concern, is the
15 protection of our building that we remain,
16 have that alleyway still to have access to
17 those things. Things need fixing which would
18 be practically impossible otherwise. Parking
19 is also an issue for us because as
20 Mr. Weingast said, the neighborhood, so we're
21 concerned about that. And Mr. Cody (sic)

1 made another good point about the snow, you
2 know, being tossed on our roof and snow
3 there. And so they were engulfed by these
4 two large buildings. So those are our main
5 concerns. And we just wanted to voice those.

6 HUGH RUSSELL: Okay. Thank you.

7 CHRISTINE VENETSANAKIS: Thank you.

8 HUGH RUSSELL: Does anyone else wish
9 to be heard?

10 (No Response.)

11 HUGH RUSSELL: I see no hands. We
12 have a full evening tonight so I would like
13 to put out any issues on the table that the
14 Board might want to see addressed and go on
15 to the next case. I'll put out my issue
16 which is I think the building is a handsome
17 building and quite clever. I guess I have --
18 my issue is it looks to me like you're
19 missing some door clearances and fixture
20 clearances required by the Fair Housing Act,
21 and when you get those, I'm not quite sure

1 what happens to the interior plans. Because
2 all buildings built in the United States have
3 to have provisions for handicapped people,
4 have a space to make it possible for them to
5 maneuver in apartments.

6 Charles.

7 CHARLES STUDEN: I agree with you,
8 Hugh, I think this is a very interesting
9 building and I like what it does to the
10 adjacent -- its label on the drawing is 191
11 Broadway, but I think you corrected us, it's
12 201 Broadway in your building.

13 UNIDENTIFIED MALE: That's a street
14 address, yes.

15 CHARLES STUDEN: Yes, your street
16 address. And I understand the concerns that
17 the residents are expressing around the
18 parking issue. I'm a little bit concerned
19 about the garage on the first floor and what
20 the elevation along Portland Street looks
21 like. The elevations in our packet don't

1 really show that. And I'm imagining, and I
2 don't know whether this is true or not, the
3 door to the garage is at grade, so passersby
4 as they walk by are looking into the garage I
5 assume or it has a gate on it or a door or --
6 and then what is the material along that
7 elevation? It doesn't -- it's not clear in
8 the drawings. In other words, I don't -- I'm
9 not comfortable with the building along that
10 elevation meets the street entirely. And I
11 guess maybe at some point whether it's
12 tonight or at some point when you come back,
13 you can make that a little bit clearer
14 because typically we prefer not to have
15 on-grade parking on the street level, and
16 we'd like to have the retail wrap around the
17 whole building or at least have that edge
18 treated in a way that's more sensitive to the
19 other uses and buildings in that area. So
20 that's one point.

21 And then the other is an issue I have

1 around parking in general in the city, and I
2 don't know whether Sue Clippinger can answer
3 this or not. I noticed this winter that we
4 had -- obviously we had a tremendous amount
5 of snow, and people park their cars in
6 December, we had a snowstorm, I saw cars that
7 were parked for the entire winter in one
8 spot. And I found that rather odd. It would
9 seem the city would have regulations that
10 require you to move that car periodically,
11 but apparently that's not the case? I don't
12 know if someone can answer that question or
13 not.

14 BARBARA BROUSSARD: It's not.

15 CHARLES STUDEN: It seems to me that
16 looking in that regulation might go a long
17 way or at least some of the way in terms of
18 freeing up the on-street parking for
19 residents as well as for some of the
20 businesses. Emma's Pizza, the owner was
21 talking about the frustration of people not

1 being able to find parking. It seems unfair
2 to me that somebody can park their car on the
3 street the entire winter and not have to move
4 it. But that's just on a side, and so I'd
5 like to have a better understanding of that
6 as well.

7 HUGH RUSSELL: Further comments?

8 Tom.

9 THOMAS ANNINGER: I'll go through
10 these quickly in no particular order. When I
11 hear the idea of recycled wood, I worry about
12 how that material will weather over time.
13 Wood sounds appealing even if it's been
14 manipulated in some modern way, but do we
15 have any experience with what that looks like
16 ten years after it's on-site? I guess I'd
17 like to hear a little bit about that. I like
18 what you've done with the building. I think
19 it's a wonderful answer to a difficult site
20 which has been a rather unpleasant used car
21 lot for a long time. Across the street is

1 Advanced Tire on a triangle, a very valuable
2 site that is now underutilized. That is not
3 the highest and best use. I expect that in
4 time to also be developed. And I think in
5 many ways what you're doing here will set a
6 tone for the -- for what they do across the
7 street, and I think that's very important.
8 If you succeed with residential, they might,
9 too. And I think that's an important part of
10 this.

11 On retail, we hear retail so much, I'm
12 -- all of us are a little bit skeptical about
13 just how successful retail can be. When you
14 just go around the corner to what I think now
15 is called 201 Broadway and you look at the
16 windows there, they're all empty right now.
17 I don't know if that was intended to be
18 retail, but that block which is a dark and
19 somewhat congested overbearing block, maybe
20 retail can't succeed there. But I'm not
21 entirely convinced you can do a whole lot

1 better around the corner.

2 Parking, I don't know what to say about
3 that. I'm of two minds. I guess the site is
4 too small to warrant going underground for
5 the parking, but this would have been a great
6 site for that. We tried to create incentives
7 for that in Zoning almost ten years ago with
8 our FAR labors for underground parking. I
9 guess that wasn't enough to help subsidize
10 underground parking but I wish it were.

11 Those are my comments.

12 HUGH RUSSELL: Steve.

13 STEVEN WINTER: I concur with my
14 colleagues and what we've said so far. I'd
15 like to point out that the retail space is
16 350 square feet; is that correct? That's
17 very small. And I'm not sure what that's
18 going to do. And is that the mixed in, mixed
19 use? And, you know, I think we need to keep
20 an eye on that. I believe the building is
21 the right building. It is a very attractive

1 not right this minute, but for our next time
2 around I'd like the Traffic Department to
3 comment on what they think of the garage
4 entrance as well as traffic impacting the
5 area. I do like that square. I actually
6 took some -- at the Ala Dente (phonetic) I
7 took some Italian classes on Wednesdays and
8 then played pool across the street at Flat
9 Top Johnny's and got pizza in Emma's pizza.
10 So I know how long it is to get parking in
11 that space. So I'm actually concerned about
12 that.

13 Thank you.

14 HUGH RUSSELL: Pam.

15 PAMELA WINTERS: Yes, thank you.

16 I really liked Carole Bellew's comments
17 about making use of the empty parking lots
18 and the parking garage in the area. The
19 underutilized parking garage in the area, and
20 I was wondering if the developer had
21 approached the owner of those -- of the

1 parking garage to see if that could be rented
2 or whatever? And I also have some concerns
3 about the trash and the snow removal as was
4 mentioned. And that's it.

5 Thank you.

6 HUGH RUSSELL: Bill.

7 WILLIAM TIBBS: I concur with most
8 of my colleagues. I actually think it is a
9 very nicely designed building on a very
10 difficult site. I think my other colleagues
11 have mentioned most of my issues and I just
12 wanted to agree with Ahmed that I was
13 concerned about the entrance of the garage
14 which I'm sure Sue will eventually get to.
15 And because it seems to be that's a lot -- a
16 potential a lot of in and out and really very
17 close to the corner right there at that
18 intersection, so I'm interested in how that's
19 going to work.

20 HUGH RUSSELL: Okay. Ted.

21 H. THEODORE COHEN: I really concur

1 with everything that's been said. I use the
2 area a lot. I know how difficult parking is
3 there. I understand all the issues, and I
4 concur about the blank wall and thinking that
5 it would be a wonderful location for some
6 fabulous five to six-story mural. And I
7 think there is actually a mural now around
8 the corner on the Advanced Tire building and
9 sort of does brighten up the neighborhood.
10 And I think of the mural that used to be on
11 the building on Newbury Street next to a
12 parking lot which was such a wonderful
13 addition, and it's a shame that it's gone
14 now. Anyway, I do like the building on a
15 difficult lot but understand the problems.

16 HUGH RUSSELL: Okay. I would
17 propose to leave the hearing open for oral
18 comment on the grounds that once we get the
19 traffic report and there's been discussion
20 with the Traffic Department, people will
21 probably want to comment on that.

1 THOMAS ANNINGER: There's a woman
2 that wants to say something. I don't know
3 why.

4 SOPHIA VENETSANAKIS: I'm actually
5 the owner of 40 Hampshire Street. I let me
6 daughter speak for me because I get nervous.
7 And I understand why they're not putting
8 windows because of the restaurants. There
9 are aromas as we have the hood on the roof
10 and we have also the air conditioning and
11 heating system. But, if they want to affix a
12 mural, they can just ask us, and the artist
13 can put a -- add a nice thing on our building
14 and paint their mural as long as they don't
15 go through.

16 HUGH RUSSELL: So we're going to
17 close this portion of the meeting, not close
18 the hearing and go onto the other business
19 agenda.

20 ATTORNEY JAMES RAFFERTY: Thank you
21 very much.

* * * * *

1
2 HUGH RUSSELL: We're going to have a
3 hearing now on 70 Fawcett Street. That
4 hearing is going to probably take an hour.
5 After that, we will probably go to 1991 Mass.
6 Avenue, the St. James project. There are a
7 lot of people standing around here. So if
8 you're -- it's an open meeting. I can't tell
9 you to leave, but if you are here only for
10 Mass. Avenue and you'd like to be outside
11 where there's more space and perhaps get some
12 more seating for the people who want to be
13 here for Fawcett Street, we will definitely
14 announce when we're going to do St. James.

15 Thank you.

16 Okay, I think we're ready to go. The
17 Board is going to hear Planning Board case
18 255, 70 Fawcett Street for a number of
19 Special Permits. We commented that several
20 years ago the Planning Board granted a
21 Special Permit on this site. This is a new

1 appl i cati on for a di fferent bui l di ng, so
2 pl ease proceed.

3 I RAM FAROOQ: I 'm j ust going to do a
4 bri ef i ntro for Zoni ng area because those of
5 you who were not here but for those of you
6 who were here in 2006, wi ll remember that the
7 Zoni ng that took pl ace here i s a resul t of
8 the Concord Al ewi fe pl anni ng study. The
9 goal s of whi ch real ly were to try and create
10 a sense of pl ace i n an area of Cambri dge that
11 real ly doesn' t feel so much l i ke part of
12 Cambri dge even to thi s day. And to try and
13 i ntroduce a mi x of uses and create better
14 connecti ons to the subway. Here' s the
15 Al ewi fe T Stati on, Concord Avenue, Al ewi fe
16 Brook Parkway. Here' s Fresh Pond. Thi s i s
17 Fawcett Street. Here' s the project. And
18 here agai n i s the Zoni ng for the area. The
19 base zoni ng. The base di stri ct i s 01 and
20 then i t' s modi fi ed by an Overl ay Di stri ct,
21 the Al ewi fe Overl ay Di stri ct 4 whi ch al l ows

1 development with an FAR up to two for
2 residential and up to 1.5 for commercial.
3 With 85 feet allowed for residential
4 development.

5 This is a -- sorry. And at the same
6 time there were a set of urban design
7 guidelines that were established through that
8 process, and the Overlay District requires a
9 Special Permit which would make projects
10 subject to the development, urban design
11 guidelines. And also the Zoning introduced
12 an open space requirement of 15 percent, and
13 which did not exist in the non-residential
14 districts in this area before. And also
15 permeability requirements of 25 percent which
16 don't exist elsewhere in the city. But they
17 are allowed to be waived by a sign-off by DPW
18 if the project accommodates storm water
19 between the two, 25-year flood plains on-site
20 of which I believe that this project does.
21 And then one of the key elements was to

1 support infrastructure development in the
2 area. The three key pieces of that are when
3 a notion of an east/west roadway that would
4 provide an address to buildings that were
5 come in the future in the quadrangle which
6 currently lacks that sense of where is an
7 address? The only place is Concord Ave.
8 right now. So this was felt to be a really
9 important move. And once again I think this
10 project will accommodate a segment slightly
11 off from here. But this is just a guide of
12 the notion of east/west roadway. So actually
13 that's a better location than where this
14 project proposes it.

15 The other pieces, Shepard and
16 Rutland -- because this area experiences some
17 flooding and so storm water management is a
18 big issue here. The city has recently also
19 built a storm water wetland to deal with some
20 of those issues.

21 And the final piece is a connection,

1 pedestrian bike connection across the
2 railroad tracks which would enable these
3 areas to become better connected to the
4 Alewife Station. This image here shows you
5 that here's the typical ten-minute walk which
6 really would capture much of this area here.
7 Again, this is the site. But if you actually
8 were to walk not as the crow flies but on the
9 roads, you really would only get this far in
10 ten minutes.

11 So here's a series of additional sort
12 of second level infrastructure improvements
13 that were thought to be desirable. The
14 Zoning in the area provides incentives to
15 accommodate each of these infrastructure
16 elements for these pieces -- well, for the
17 bike pedestrian bridge. If a building were
18 to accommodate a landing site for the bridge
19 or to provide the right of way, that
20 development would be able to get a 0.25
21 density bonus for the entire site. For all

1 of the other infrastructure elements, it is
2 double of the FAR that would be permitted on
3 the segment that would be granted to the
4 city.

5 So this is a long list of the
6 development guidelines. Really the key
7 elements are a desire to see the large blocks
8 in the area be broken up to feel like the new
9 blocks that are paving are more consistent
10 with the city fabric to protect the
11 infrastructure rights of way and to try and
12 create an area that feels like it is a mixed
13 use district, not a campus to have a diverse
14 architect's design or diverse building
15 design, even if they are by similar
16 architects. And a lot of the things that we
17 encourage elsewhere in the city, things like
18 individual entrances for residential
19 buildings on the ground floor, townhouse type
20 units, to have active uses on the ground
21 floor, to have height setbacks beyond the 85.

1 Because in this area, if you were to do a
2 transfer development rights or get an
3 infrastructure bonus, you could actually go
4 taller than the 85 that would be preferred.
5 And, again, parking below grade is required.

6 So you'll see that the particular
7 project actually meets a lot of these
8 sidelines. And once again just to emphasize
9 these are guidelines, they're not
10 requirements. So projects are not required
11 to meet each and every one. It's for you all
12 to balance which ones are most appropriate in
13 this area.

14 I think I said most of the things that
15 were important to this area, but really
16 again, emphasizing the ped bike bridge and
17 managing storm water through the low impact
18 development principles. Because those are
19 really the key things. Here's another
20 perspective of the site. So I am done. But
21 if you have any questions before, you can --

1 HUGH RUSSELL: Steve.

2 STEVEN WINTER: Thank you,

3 Mr. Chair.

4 I am, one of the legends showed a strip
5 of purple and it was called commuter rail?

6 IRAM FAROOQ: Oh, yes.

7 STEVEN WINTER: Commuter section.

8 I'm not sure what that means.

9 IRAM FAROOQ: Well, there was a
10 desire when we did the study to have a
11 commuter rail stop in this area because this
12 here is the Fitchburg commuter rail line that
13 goes to Porter Square. But the first stop in
14 Cambridge is at Porter Square. So when we
15 were doing the study, a lot of our committee
16 members felt like it would be great to have a
17 commuter rail stop here. That's the location
18 after transportation analysis that we felt
19 would be the most feasible location. Again,
20 none of the pieces in this infrastructure map
21 are meant to be very precise, but to create

1 an indication of desire.

2 STEVEN WINTER: That's a great way
3 to think. I like that.

4 H. THEODORE COHEN: I don't remember
5 when we talked about the pedestrian bridge
6 walkway and I understood there were
7 discussions going on, do you know what the
8 status of the discussions are or can you tell
9 us what they are?

10 IRAM FAROOQ: Well, the previous
11 project on this site was providing the
12 landing site for the ped bike bridge. It was
13 supposed to land right here in this sort of
14 triangular area, which is no longer a part of
15 the site for this project. That area made
16 the most sense because here's where the rail
17 tracks are a little narrower, and then they
18 -- I mean, the right of way is narrower. And
19 then it widens to accommodate this service
20 building of the T.

21 So, well, again, that would be part of

1 your considerations that that's not part of
2 this project. But it isn't really a
3 requirement per se. We'd like to -- we'd
4 like to protect as many spots in that section
5 as possible. We had also asked the
6 development that was proposed on the north
7 side to protect landing site in their garage
8 that they have proposed right here, and that
9 project has not gone forward. So, at present
10 we don't have a landing site on that side.

11 STUART DASH: The previous project
12 on this site also required as part of it the
13 funds for the feasibility study for that and
14 I think the plans are too.

15 HUGH RUSSELL: Ahmed.

16 AHMED NUR: I guess I wanted to know
17 did you share the guidelines that you just
18 walked us through with the developer?

19 IRAM FAROOQ: Yes. Those are
20 available on our website, and we talked to
21 the developer about each of those.

1 AHMED NUR: Okay, okay.

2 HUGH RUSSELL: Okay, let's go
3 forward.

4 ATTORNEY JAMES RAFFERTY: Good
5 evening, Mr. Chairman, members of the board.
6 Again, for the record, James Rafferty on
7 behalf of the applicant this evening. This
8 is a site which the Board is familiar with no
9 doubt. I think at least five members of the
10 Board sat on PB case No. 227, and there are a
11 number of other components of the project
12 that should jog the Board's memory. Starting
13 in the front row in 1985 a young Jay Doherty
14 who was with Cabot, Cabot and Forbes and
15 permitted the Lotus Building with the
16 Planning Board. I'm not sure if anyone --
17 maybe one or two of you were here in 1985.
18 But he hasn't been back until he bumped into
19 Brian Fallon. You remember Mr. Fallon. He
20 was the developer of 303 Third Street project
21 at Extell. And he had such a great time here

1 in 2005 he told Mr. Doherty he should come
2 back to Cambridge and find something to do.
3 And the two of them have teamed up and are
4 now working on this project.

5 There is a contract in place between
6 the current owner, New Boston. The New
7 Boston project you remember young Mr. Vickery
8 was here with that project. And there is --
9 it's permitted and the Board was kind enough
10 to extend the permit back in October. So the
11 prior permit remains in effect, the
12 multi-family Special Permit in the Concord
13 Alwife Special Permit for that project.

14 In many ways this might be considered
15 an amendment to that permit, but there are
16 some differences which I would be quick to
17 suggest might be regarded as improvements.
18 The Planning Board made a series of findings
19 in the prior case that frankly are equally
20 applicable we would suggest in this case.
21 So, unless the applicant be accused of

1 plagiarism, you'll find that in the
2 supporting statements in the application
3 materials, we figured we wouldn't improve on
4 Mr. Barber's language. You'll find that many
5 of the suggested findings would remind you of
6 earlier findings you've already made. And
7 that I think underscores kind of what's at
8 work here which is that this, this site is
9 the site that the Board knows well, the
10 developer equally has a strong understanding
11 of, the plan was well done. Our traffic
12 engineer Mr. Black worked on the plan years
13 ago. He's done multiple traffic studies out
14 here. And our design team really has been
15 able to really advance many issues that
16 aren't typically all resolved on the night of
17 a first public hearing. So in many ways by
18 contrast, the prior case had several
19 unresolved issues. This case I would
20 respectfully suggest has all of those issues,
21 and nearly all those issues resolved.

1 I just want to share with the Board
2 what those issues are, what's before the
3 Board jurisdictionally, and then let the
4 Board know how we're handling it.

5 As noted by Ms. Farooq, our 20.90, the
6 section of the Zoning Ordinance really
7 created this new Alewife Overlay District,
8 and we're seeking a variety of Special
9 Permits or a single Special Permit that
10 references a variety of those sections.

11 The yard requirements in this district
12 are set to formulate under the base Zoning
13 the office district height plus length
14 divided by five, and then there's a footnote
15 that we've got a multi-plain building here
16 and you'd have to spend the time at MIT to
17 figure out how to do it by formula. But the
18 wisdom of the crafters of the Ordinance, they
19 said or the Planning Board can do it by 15
20 feet by Special Permit. So we're in the base
21 setback here is 15 feet.

1 Similarly the height here, the base
2 height on the district, the Alewife Overlay
3 District allows heights up to 85 feet. The
4 proposed building here is 74 feet. By
5 contrast the earlier project, the prior case
6 was at 105 feet because they took advantage
7 of a mechanism in the Ordinance that this
8 project is not. And that was a transfer of
9 development rights from a donating site
10 further in the quadrangle closer to the
11 Highlands neighborhood. So we're different
12 in that respect. We're not seeking
13 additional height. We're not seeking
14 additional density. There is a similarity
15 with regard to what's termed the
16 infrastructure bonus for the cross street,
17 and you'll see we're proposing the cross
18 street in a similar location but also with
19 the understanding that this cross street has
20 the added benefit of an agreement that exists
21 between the abutting property owner. On a

1 since the project was last before the Board,
2 it might be of interest for the Board to know
3 that New Boston now controls the app site as
4 well.

5 So New Boston is selling to Mr. Fallon
6 and Mr. Doherty's entity. And in the
7 contract surrounding that transaction, there
8 are prospective easements such that any
9 development by New Boston or their successor
10 on that site will not be -- buildings will
11 not be sited in a way that will impede the
12 extension of the cross street. And that,
13 that brings the promise of that reality much
14 closer frankly than it did when New Boston
15 didn't have that under their control.

16 But the cross street, like many other
17 aspects of the project has been looked at
18 closely by the project team and the city's
19 Traffic Department and the city's Engineering
20 Department. There are memos this evening
21 from the Traffic Department and from the

1 Engineering Department with regard to issues
2 around storm water and certainly as you
3 always see in an Article 19 case, which this
4 also includes the TIS. In this case the
5 Traffic Department also has opined on another
6 element of the application, that is the
7 reduction of the required parking under
8 Article 6. The proposed parking supply here
9 is a 0.94, slightly below the one per
10 dwelling unit requirement, but in this case,
11 evidence has been provided to the Traffic
12 Department that allows them to support that
13 supply, and I'm sure Ms. Clippinger will
14 speak to that and her memo acknowledges that
15 as well.

16 The other reason for the memo from the
17 DPW is that the applicant is also seeking a
18 Flood Plain Special Permit under a Section
19 20.70. The prior case wasn't a Flood Plain
20 Special Permit case because at the time of
21 that Special Permit, the boundary of the

1 flood plain didn't reach into this location,
2 but there's been a new mapping of the flood
3 plain and a small portion of the property
4 nearest the commuter rail is in the flood
5 plain, so thus the application seeks for
6 Flood Plain Special Permit. The requirements
7 under 20.70 say that the Planning Board must
8 first receive reports from the city's
9 engineer as well as the city's Conservation
10 Commission, and both of those reports have
11 been filed with the Planning Board through
12 Ms. Paden.

13 So it's our sense that the project from
14 a jurisdictional perspective is ready for
15 Board action. I did submit a correspondence
16 to the Board today on a somewhat technical
17 issue around the potential phasing of the
18 project. Article -- I don't know if you have
19 a copy that letter from Ms. Paden.

20 HUGH RUSSELL: She just gave it to
21 us.

1 ATTORNEY JAMES RAFFERTY: Okay.

2 Article 19 makes a provision that

3 allows for phasing of projects of this

4 nature. And as my letter states, the

5 intention, the current intention tonight in

6 this project is that this really wouldn't be

7 a phase project. That it would -- it's a two

8 building project that the construction on the

9 second building would begin before completion

10 of the first building, thus no need to worry

11 about phasing. A project of this size with

12 loans in excess of, you know, several million

13 dollars has the added benefit of lawyers from

14 skyscrapers in Boston, and we're fortunate to

15 have one here, Frank Sterns. Mr. Sterns

16 looked at things with a very sharp eye. And

17 suggested, well, what if something were to

18 happen and the second building did not

19 proceed just as you envisioned it? It might

20 be, it might behoove the Petitioner to have

21 it clear in the Application or the Special

1 Permit that the phasing, which is permitted
2 under Article 19 be acknowledged. So, that
3 letter reflects that judicious concern of
4 preparing for uncertainties that might arise.
5 I think that probably covers everything.

6 The project manager, Mr. Boujoulian is
7 going to speak just for a few minutes. He's
8 worked very closely with the Traffic
9 Department, the Engineering Department, the
10 Conservation Commission. But you know what,
11 he's not speaking next. Mr. Doherty is
12 speaking next. You spend so much time
13 rehearsing these, and I get the order wrong.
14 Mr. Doherty knows the importance of brevity
15 and he's eager to speak with you.

16 JAY DOHERTY: Thank you, Jim. I
17 think Brian Fallon and myself, like to be
18 better known as re-developers. We're now I
19 think respectively going on our fourth decade
20 each doing that. We often, each of us have
21 developed primarily around transit in Greater

1 Boston whether it be East Cambridge or in
2 Boston itself or some of the suburban
3 locations served by transit. We are always
4 looking for opportunities where there is a
5 friendly neighborhood pedestrian environment
6 to be created. What is unusual for us here
7 is that you've really laid out a strong
8 vision, created some objectives that we can
9 easily recognize and work towards. And
10 really, it's something that we think we can
11 easily embrace. And we thank you for
12 providing those guidelines. And having said
13 that, I'll let you get right to the meat of
14 the matter with Mike Boujoulian, the project
15 manager.

16 MICHAEL BOUJOULIAN: My name is Mike
17 Boujoulian. Good evening, Mr. Chairman,
18 members of the board.

19 HUGH RUSSELL: Could you spell your
20 name for the recorder?

21 MICHAEL BOUJOULIAN: Sure. It's

1 B-o-u-j -o-u-l -i -a-n.

2 Thank you for having us tonight. I am
3 responsible for 70 Fawcett Street, the
4 development. As I mentioned, I'm a developer
5 with Cabot, Cabot and Forbes. I'm going to
6 walk you through existing and proposed
7 conditions, some basic project metrics. And
8 then I'll hand you off into the capable hands
9 of Brian O'Connor from Cube 3 Architects as
10 well as David Black of VHB who will talk of
11 traffic matters. So, I know you guys are
12 very familiar in this area. I'll keep it
13 very short.

14 As you can see here, we have the site
15 highlighted in yellow. Concord Avenue is
16 across the bottom of the page. Alewife Brook
17 Parkway top to bottom here. Concord at the
18 rotary. The site itself is currently located
19 in a largely commercial district. Some of
20 the -- most of it industrial or converted
21 recently to more office, typical modern R&D

1 space. So it is a good neighborhood. It has
2 a good mix of uses, which we'll talk some
3 more about. The site highlighted in yellow
4 is four and a half acres. Currently
5 occupying a majority of it is 170,000 foot
6 one and two-story converted industrial
7 buildings much like the buildings in the
8 neighborhood around it. And of course
9 Fawcett Street as mentioned is directly right
10 here to its point to the MBTA tracks. We're
11 going to give you some views here of the
12 site. This is, as you can see with the
13 yellow arrow, a view south down Fawcett
14 towards Concord Ave. You can see 10 Fawcett
15 here in the background and Concord Ave.
16 beyond. And 70 Fawcett's here on the left.

17 This next shot is the same position,
18 however, inverted view going north. You can
19 see the rather long facade. Clearly it's
20 industrial pass here despite its conversion.
21 And we have one more shot here. This is just

1 about two-thirds down the site, down Fawcett
2 Street facing the MBTA rail. So you can
3 really start to see some of the edge of the
4 neighborhood and the MBTA rail just beyond
5 it. The site, as you know, is very well
6 served by transit. At the foot of Concord
7 Ave. there is two major bus routes that serve
8 Harvard Square, the 74 and the 76. You'll
9 hear some more about that from David Black in
10 a moment. However, they offer approximately
11 ten minute headways to Harvard Station and
12 the Red Line beyond. And then of course the
13 Alewife T Station and the Red Line here. And
14 all respect to Ms. Farooq, I've done this
15 walk in eight minutes and I could be in
16 better shape. So, the site is very well
17 served is the bottom line. And it's a big
18 reason why we like this location and why Jay
19 and Brian focus on these kinds of
20 neighborhoods to develop. This site of
21 course, it's been more recently now

1 benefitted by new retail. Tremendous amount
2 of pedestrian access retail within minutes
3 from the site on a bike or by foot.
4 Everything from coffee, restaurants,
5 convenience retail, you name it. Coffee,
6 banking. And of course perhaps most
7 importantly the -- skip back there -- is the
8 Fresh Pond Reservation. It's just really a
9 unique resource to just about anywhere in
10 eastern Massachusetts. Of course there is
11 the nine hole public golf course regularly
12 (inaudible). There is a tremendous network
13 of paths for cycling and walking, they're
14 very well maintained. It's really open space
15 for such an urban location. And of course
16 just tremendous distance to the pond.

17 I'll be very brief on this because I am
18 spent quite a bit of time on this. The
19 master plan really gave us a great leg to
20 start or a piece to start with from an idea
21 of how to redevelop this parcel. So the five

1 main points we've been able to capture is of
2 course housing, enhance and create new and
3 existing roads. Improve the streetscape.
4 Encourage below grade parking and of course
5 incentive property owners to cooperate. As
6 Mr. Rafferty mentioned, something we've tried
7 hard at.

8 Our site's located on the eastern side
9 of the quadrangle subdistrict. And I'll just
10 jump right into the site.

11 What we've done here is we've turned
12 the map on you. So Fawcett Street is down
13 along the bottom of the page. Concord Ave.
14 would be just off running top to bottom. The
15 site is two buildings. It is separated by a
16 proposed street, which we've spent quite a
17 bit of time working on with the city engineer
18 and Community Development. The project in
19 total is 429 units as proposed in five
20 stories. Building one is a 261-unit building
21 located over some structured parking with

1 Landscaped garage roof decks for amenity
2 spaces for the residents. 50 of the units --
3 you'll see a similar program of course for
4 building two. The site features 50
5 affordable units with proposed to deliver
6 those pro rata by building. So building one
7 being the building on the right here, the
8 large capital E. With the pro rata share of
9 50 units, and then following that as soon as
10 possible, 20 additional affordable units as a
11 part of 168.

12 Part of the master plan guidelines of
13 course encourage subgrade parking. We've
14 provided 0.94 per unit. Both our buildings
15 are served by their own underground parking
16 garage. And if you can imagine, this
17 rectangle of course, the green, green deck
18 over garage, that entire space underneath as
19 you'll see in the Special Permit application
20 is parking.

21 And finally, we have one space or just

1 over one space per two units of bicycle
2 parking. We've tried to provide a variety of
3 options for how that bicycle parking is
4 accessed. We think it's a very important
5 part of being in this district and serving
6 our target market. We have a very young
7 affluent mobile group of target -- residents
8 that we're targeting here. So we've provided
9 parking on both the first floor as well as
10 the garage below which is also approximate to
11 both stairs and/or an elevator. So depending
12 on the preferences of our residents, they'll
13 have multiple ways of storing their bikes
14 safely and securely on-site. Additionally,
15 we have short-term parking spaces located on
16 each building's entrance. So that will also
17 help with people that are coming home, pick
18 up their mail, running an errand and that
19 sort of thing. Just over 220 spaces are all
20 provided and are covered, and it's something
21 that we're actually very proud of and able to

1 accomplish.

2 And again Jim mentioned, we are
3 proposing a cross street. We have cooperated
4 with our abutters. That street will be
5 realized all the through way to Wheeler from
6 Fawcett Street. The layout of that has been
7 something that we spoken considerably about
8 with the owner Riordan and the engineering
9 department. It will feature two, ten-foot
10 travel lanes, five-foot bicycle travel lane
11 on either side, sidewalks, street trees,
12 street lighting per Cambridge's design
13 guidelines as well as a nice five-foot
14 planting strip. So that's something that's
15 really going to establish this neighborhood
16 and its identity despite the fact that it's
17 in a very commercial zone.

18 That's all I have. Next up is Brian
19 O'Connor from Cube 3 and he'll walk you
20 through some of the design.

21 BRIAN O'CONNOR: Thank you,

1 Mr. Chairman, members of the Board, Brian
2 O'Connor from Cube 3 Studio. What I'd like
3 to do is just take a few minutes and walk you
4 through some of the basic elements of the
5 building.

6 Our primary goal here was not only to
7 establish a vibrant residential community on
8 day one, but really look to the planning of
9 the area in the future and make sure that
10 we're really respecting the quality and the
11 character of the design guidelines in the
12 area. And the first step of that for us was
13 really take a half step back and try to
14 understand how to create meaningful urban
15 scale in this area. And really what we've
16 done is the blue lines that you can see
17 indicated represent about 200 to 250 foot
18 length blocks. And what we've done is we've
19 really said, look, the urban cross street is
20 falling at a nice point in the overall block
21 scheme here, and really there's a line in the

1 middle right here that comes down in the
2 middle of building one that falls on a block
3 line. And in order to really understand how
4 to build the quality and the character of the
5 space we're trying to do here, we need to
6 respect that. And what that's really done is
7 it's driven some design decisions that really
8 rely on creating a major focal point at the
9 entry of the building in the center of that
10 aligned with that block line.

11 Another key goal here is to really
12 understand how to create a meaningful urban
13 edge. This is an urban edge that has to
14 respond at the pedestrian scale, so we're
15 going to look for a lot of pedestrian scale
16 elements that occur there. We're going to be
17 looking for active frontage, and we're really
18 going to be really trying to develop that
19 edge in a way that not only responds to the
20 building in the street, but really again
21 fosters future development in that area.

1 We also have a cross street as has been
2 mentioned several times. I think the cross
3 street is equally important, and we need to
4 really pay attention to what we're doing on
5 the cross street, and make sure that that
6 intersection is well defined. And again, the
7 pedestrian experience down that cross street
8 I think is going to be equally important.

9 So, if we take a step forward here,
10 these are the two building entries that Mike
11 identified quickly. In building one the
12 entry's in the center. Again, aligned with
13 that block line. The building entry to No. 2
14 is over on the corner here. And what that
15 does is it really respects and responds to
16 the fact that there is a cross street there,
17 provides a focal point down Fawcett Street.
18 And, again, works to try to break up some of
19 the rhythm. These entries are going to be
20 pedestrian focal points, focal points for the
21 building and they're critical importance.

1 Especially when we overlay them with second
2 layer of hierarchy. What we're really trying
3 to do here is really, you know, take
4 advantage of some of the good planning and
5 the good guidelines and create stoops that
6 actually reach from the building out to the
7 sidewalk. So there's a secondary rhythm down
8 along Fawcett at the pedestrian scale of
9 these stoops that really interact directing
10 providing a connection between the building
11 and the sidewalk edge.

12 Okay, this is the first view that we're
13 gonna talk about. We're looking south here.
14 And there's a couple of really keep pieces to
15 note here. First of all, you can really
16 start to see the building architecture and
17 the rhythm that we're trying to create.
18 You'll note in the center there are some
19 larger building elements that really have a
20 change in material and have a change in color
21 that starts to create an identity at the

1 center of the building. The building mass
2 itself steps in and out in plan to create
3 again a rhythm and to create some difference
4 along the street edge. You can start to see
5 these stoop conditions that happen at fairly
6 regular intervals as you march down the
7 street, and you start to see the heights.
8 The building goes up and down in several
9 different places as you go along the street,
10 and there's a difference in material and the
11 way the materials are applied, again, working
12 hard to create this diversity of rhythm and
13 this sort of very engaging pedestrian
14 experience along Fawcett.

15 In this view you can see a closer up
16 view of the stoop condition. And what we're
17 trying to do here is really show the
18 importance that we feel between creating that
19 pedestrian scale. You can see there's an
20 overhang over these. We've got decorative
21 railings that happen. Very integrated

1 Landscape design and a connection down to the
2 sidewalk. We have talked to ISD and we're
3 actually working through an issue right now
4 which may require us -- I think we're
5 actively pursuing a Variance to allow us to
6 do a stoop conditions. We've met with ISD.
7 We feel good about it. We think it's going
8 in the right direction and we think it's very
9 important to try to preserve these elements
10 that allow the terrace or the stoop area that
11 directly connects the facade.

12 There's an access. The ADA has a
13 requirement for access. So what we want to
14 do is make sure that we're compliant with ADA
15 and Federal Fair Housing. And what we've
16 done, and you'll see in a minute, the center
17 of the building, one of these stoop
18 conditions has actually been treated in a way
19 that allows that access to happen. So, we
20 have several stoops that aren't. We have one
21 that is fully accessible. So we're pursuing

1 a Variance that would allow us to maintain
2 this connection. Again, we've had pretty
3 good feedback we think so far from ISD,
4 there's a good dialogue going and I think we
5 feel very confident that we're going to be
6 able to achieve what we're seeking here.

7 This is the main entry to the building
8 that happens along that break point along the
9 main facade of building one. A couple of key
10 elements here. The entry itself is defined
11 by -- it's really flanked by two larger
12 elements, and it's defined by a very large
13 glass expanse at the ground floor which
14 really houses all the common amenities for
15 the building and really is a focal point for
16 the community. It's actually defined by a
17 large wide monumental stair that rises up and
18 ramp access over on the edge.

19 Again, there's a change in materials
20 here. There's a change in building plain and
21 really we're trying to create an area that's

1 going to feel active and public.

2 Here's another view. And in this view
3 you can actually get a better view of the
4 pedestrian plaza area that we're trying to
5 create here. You can see the access and the
6 connection directly into the large glass
7 areas. This is the ramp that goes out, and
8 then access to that other stoop unit is over
9 on the side there.

10 What we're going to do now is do a
11 couple of quick before and after shots. This
12 is a view looking south down Fawcett as it
13 currently stands. And, again, you know, not
14 to spend too much time on that. You can see
15 what we're trying to do here is really create
16 rhythm where there isn't. Create a
17 pedestrian experience where there isn't. And
18 in this view you can really start to see how
19 the cross street engages Fawcett Street and
20 in a way that really starts to break this
21 into meaningful block sizes.

1 This is looking in the other direction.
2 And, again, you can see the long expanse that
3 we have there. And, again, you can see the
4 cross street here. A couple of important
5 points is to really note, you know, how
6 important these pieces are and how strong
7 that connection is. And also to really
8 highlight the main entry to building two
9 that's happening over on the corner there.
10 Again, broad stairs, easy identification,
11 large glass areas and really seeking to
12 provide a landing point for pedestrians.

13 The project itself intends to
14 aggressively pursue sustainability goals as
15 is required and as we all think is the right
16 thing to do anyway. The design will be
17 tracking LEED silver certification process as
18 it moves through to make sure that we
19 understand what goals we're able to achieve.
20 Advanced storm water management, landscaped
21 garage roofs as had been mentioned. It's

1 transit-oriented. We'll have an integrated
2 recycling program, renewable construction
3 materials. We're going to be pursuing Energy
4 Star as well. And, again, the stretch code
5 is also applied here. From a sustainability
6 green standpoint we feel really good about
7 this project and we think we're going to be
8 able to do some great things here.

9 I'd like to turn it over now to
10 Mr. Black.

11 DAVID BLACK: Mr. Chairman, members
12 of the board, David Black from VHB. I
13 noticed that Mr. Rafferty didn't refer to me
14 as the young Mr. Black, although I probably
15 am close to ten years when I started working
16 in the quadrangle and helping the city with
17 the Concord Alewife plans, so I was a little
18 bit younger then.

19 I'm excited to be here. We've looked
20 at this site a number of times. Some of you
21 are familiar with the previous schemes. And

1 just for a comparison, we've looked at two
2 previous schemes, one at 600 units and one at
3 260 units. The 600-unit scheme trigger 21
4 exceedances of the Planning Board criteria.
5 Whereas the 260-unit scheme triggered 13. At
6 435 we still only trigger 13 of the Planning
7 Board criteria. So, we have a feeling that
8 this is a good scale for the project in terms
9 of transportation. There were no exceedances
10 in terms of trip generation of vehicular
11 level of service or queues or impact to
12 residential streets. The exceedances were
13 restricted to pedestrian bicycle facilities.
14 And I don't mean to demean that in any way.
15 They are important. But they arise because
16 of existing levels of service for pedestrians
17 crossing Concord Avenue today which we hope
18 will be significantly improved when the
19 current construction project is completed.

20 Just a couple other things I wanted to
21 highlight. Again, Concord Avenue will

1 provide much improved pedestrian facilities
2 and an eagerly anticipated cycle track. And
3 Mr. Boujoulian mentioned how well the site is
4 served by public transit. That was one of
5 the interesting things we learned during the
6 Concord Alewife plan I reached with the
7 community, and that was the 74 and 78 bus are
8 really the life line for certainly for the
9 people in the Highlands. And the ridership
10 data actually shows the highest ridership at
11 that end of Concord Avenue. But it's a
12 strong link to Harvard Square, and certainly
13 is a good competitor to residents to the Red
14 Line.

15 The Proponent has committed to TDM
16 initiatives including joining a TMA if one is
17 established in the area. Mr. Boujoulian
18 mentioned that we have a parking ratio which
19 we feel very confident is compatible for the
20 program. We've worked hard with Ms.
21 Clippinger and her staff and the Traffic

1 Department to make sure that we meet that
2 demand.

3 And then finally, just a reminder again
4 about the connection street as Ms. Farooq
5 mentioned to you earlier, the plan was never
6 meant to specifically say where these
7 infrastructure pieces would occur. They were
8 vague purposely because we anticipated that
9 they would come along as development
10 occurred. And here we have the first project
11 coming along and providing one of the very
12 first important pieces of infrastructure.
13 Its main benefit is not just for this
14 project. We recognized in the plan that the
15 quadrangle is totally front loaded on Concord
16 Avenue. You have to use Concord Avenue to
17 get everywhere. The idea was to have a
18 connection through the quadrangle that would
19 connect to the shopping area so that people
20 had the option not to go out to Concord
21 Avenue and (inaudible) the rotary. And this

1 is a very exciting, from my perspective,
2 really exciting first step.

3 So that's -- with that I'll conclude
4 and I'll hand back to Mr. Rafferty.

5 ATTORNEY JAMES RAFFERTY: Yes.

6 DAVID BLACK: The young
7 Mr. Rafferty.

8 ATTORNEY JAMES RAFFERTY: I think
9 that just about concludes our presentation.
10 Mr. Fallon and Mr. Doherty are sitting there
11 with a pleasant face because they're like a
12 couple of Broadway producers that got the New
13 York Times review of their play on opening
14 night, because we arrived tonight to receive
15 the review from Roger Booth and his staff on
16 this project. And as we've been saying for a
17 long time, if you like the old building,
18 you're really going to love this building.
19 And it would appear the memo from Mr. Booth,
20 and I understand he's not well and can't be
21 here, but I think if this is the new trend,

1 he should just send stuff in and stay home.
2 Because we really couldn't ask for a more
3 ringing endorsement, and we hope it's a
4 reflection of a lot of attention paid to the
5 plan, learning from the prior Special Permit
6 and working with the good design team. So
7 we're here to obviously answer any other
8 questions.

9 Thank you.

10 HUGH RUSSELL: Thank you.

11 Are there questions by the Board?

12 Sure, Charles.

13 CHARLES STUDEN: Yes. I had a
14 question about the raised tower roofs.
15 What's in that space? If anything.

16 BRIAN O'CONNOR: We're talking about
17 these upper areas here?

18 CHARLES STUDEN: That's right.

19 BRIAN O'CONNOR: They're
20 non-occupiable space. What we're trying to
21 do is we're trying to really create some

1 vertical rhythm, most primarily along Fawcett
2 Street by taking cornus lines that are in
3 some cases more detailed, and in some cases
4 less detailed, and really both to create
5 variety in height and also variety in the
6 character and quality in those top elements.
7 So, they're non-occupiable space.

8 HUGH RUSSELL: Bill.

9 WILLIAM TIBBS: Actually I have a
10 follow up to that. I know you said you want
11 to do a variety, but what is your -- could
12 you talk a little bit about your strategy
13 about why you placed them where?

14 BRIAN O'CONNOR: Sure.

15 WILLIAM TIBBS: And I'll just say
16 that the ones at the entry, I really
17 understand. The one at the corner where the
18 entry is I understand, but they seem to be
19 peppered all over. So, I was just wondering
20 if there's some linkage when you're doing
21 that.

1 BRIAN O'CONNOR: Absolutely. What
2 we were trying to do, and I'll bounce back
3 and forth between the plan and the views and
4 hopefully that will be clear. What we were
5 trying to do is really create a more
6 vertical, prominent element at the end of the
7 building to really anchor your first arrival
8 point down Fawcett Street. And it's really
9 balanced by another pair of these elements
10 that flank across street and future cross
11 street and then another one at the end. So
12 we're really treating the brick taller
13 elements that happened at the ends of the
14 buildings as anchor points to this. And then
15 what we're doing is we're creating a
16 different element in the middle with
17 different materials, different texture and a
18 slightly different quality to reinforce the
19 entry. And I'm going to move to here. You
20 can see the tower or the larger element that
21 happens at the end here. And this brick

1 material is actually similar to this guy.
2 And the other one down at the other end
3 that's flanking that cross street, these
4 elements right here really frame the entry on
5 either side. And then these are elements
6 that respond in a relationship wave back and
7 forth to either that main entry or the ends,
8 but they're actually different elements in
9 terms of height, scale and proportion. And
10 again the goal here is to create a somewhat
11 regular rhythm moving down the street so that
12 they're scale, material differentiation, and
13 there's a language and a rhythm that makes
14 sense.

15 I don't know if that answered your
16 question.

17 WILLIAM TIBBS: Yes.

18 HUGH RUSSELL: Sure, Ted.

19 H. THEODORE COHEN: Yes. Am I
20 understanding the plans correctly that there
21 are no three-bedroom or larger units?

1 BRIAN O'CONNOR: That's correct.

2 H. THEODORE COHEN: Do you have any
3 plans to reconsider that?

4 MICHAEL BOUJOULIAN: We have not.

5 HUGH RUSSELL: Steve.

6 STEVEN WINTER: There's a public
7 hearing tonight?

8 HUGH RUSSELL: Yes.

9 STEVEN WINTER: I'll hold my
10 comments until then.

11 HUGH RUSSELL: Sure, Pam.

12 PAMELA WINTERS: I'm just curious,
13 you said there was different materials on 70
14 Fawcett Street from this part of the building
15 to the rest of the building. Could you tell
16 me what the difference is?

17 BRIAN O'CONNOR: Absolutely. I'd be
18 happy to. We have -- let me start --

19 PAMELA WINTERS: Is it community
20 space I believe, right?

21 BRIAN O'CONNOR: Well, yeah. So

1 you're specifically curious about the center
2 or the -- okay.

3 PAMELA WINTERS: Well, I'm just
4 curious what the difference is --

5 HUGH RUSSELL: Do the whole facade.

6 BRIAN O'CONNOR: Absolutely.

7 So, if we start -- they're really, the
8 pallet -- let me go to here first. The
9 pallet of materials is really three primary
10 different building materials. There's the
11 brick which happens at the ends of the
12 buildings, in a few places down the building,
13 and along the base, which is really what we
14 consider almost the anchor material or the
15 most solid material in the project.

16 The grey areas are actually a metal
17 panel. And so what we would have is as you
18 go towards the middle of the building, these
19 grey areas would have a different texture and
20 a different quality to them than the brick.
21 They would have a little bit of reflectivity.

1 They would feel different and they would
2 create a different environment. And then the
3 white areas and the other grey areas in here
4 that are not on the towers is actually fiber
5 cement, hardy board siding. So it's
6 actually -- it's a board type product that's
7 fiber cement. It's a long life cycle, high
8 quality durable building. So those are the
9 kind of the primary elements.

10 PAMELA WINTERS: Thank you.

11 BRIAN O'CONNOR: Thank you.

12 HUGH RUSSELL: Okay. We'll begin
13 the public hearing. I'll call names from the
14 list. And when I call your name, please come
15 forward, give your name, spell your last name
16 for the reporter. And please limit your
17 comments to three minutes. And Pam will be
18 your coach on that.

19 PAMELA WINTERS: Yes, I will.

20 HUGH RUSSELL: Mr. Power.

21 JOE POWER: Thank you.

1 Mr. Chair, members of the board,
2 unfortunately I come here tonight to oppose
3 this project. My name is Joe Power and I'm
4 representing Carpenter's Union Local 40. Our
5 offices are at 10 Holworthy Street in
6 Cambridge. That's P-o-w-e-r.

7 The reason we have to oppose this
8 project is because in spite of the fact that
9 we've made many efforts early on, we have no
10 commitment as of yet from the developers as
11 to whether they will build this project
12 union. Which because the project is so
13 massive, I mean 400 some-odd units in
14 Cambridge, it seems to me that that
15 commitment should be forthcoming given the
16 fact that the building trades of which my
17 Local is a member of, we have terrible
18 unemployment. We've had terrible
19 unemployment for the last several years. And
20 without projects of this size, my members
21 will be basically starving. Lots of them

1 have run out of their 99 weeks of
2 unemployment. And we think it's incumbent on
3 this body to at least suggest to the
4 developers that a project of this size should
5 be done union.

6 Thank you very much.

7 HUGH RUSSELL: Mark Sutherland.

8 MARK SUTHERLAND: My name is Mark
9 Sutherland. I live at 132 Pearl Street right
10 here in Cambridge. At this time I cannot
11 support this project because they have not
12 committed to conforming to community
13 standards. I worked at 303 Third Street with
14 Extell, and that job was a 100 percent union
15 job. And I just want to tell you a little
16 story about a guy who -- from Extell who
17 would come up from Texas with this big old
18 cowboy hat, and his only concern was how much
19 money he could take out of Cambridge and
20 bring back to Texas. And I don't want to see
21 those standards and those attitudes toward

1 working people to carry through to this
2 project. A lot of people out of work. We
3 need good jobs. I'd like to see this project
4 built by people who can actually afford to
5 live there.

6 Thank you.

7 HUGH RUSSELL: Okay, thank you.

8 Marty Walsh.

9 MARTY WALSH: Mr. Chairman and
10 Members, my name is Marty Walsh, W-a-l-s-h.
11 I am the general agent for the Boston
12 Building and Construction Trade Council for
13 the Metropolitan District which is i.e. the
14 Boston Cambridge building trades.

15 I actually don't know how I'm going to
16 end my remarks here because the presentation
17 tonight by the proponents was a beautiful
18 one. They talked about bicycle paths. They
19 talked about public transportation. They
20 talked about grass, and they talked about
21 golf courses next-door. But the only thing

1 that was missing from this report was the
2 construction piece of it, who's gonna build
3 this. As the prior speakers talked about,
4 this is a large construction project. This
5 is a project that should have community
6 standards on it. And we don't have an
7 opportunity to be able to put into a place
8 here a requirement that we can have people
9 from the City of Cambridge and the
10 surrounding towns, if you don't have enough
11 in the City of Cambridge, to build something
12 like this. We're building a project so
13 people in this town can stay in and live in,
14 yet we do not have any requirements on how we
15 can have people that will be able to work on
16 the project. I've spoken to the proponent
17 for the first time out in the hallway, but as
18 Mr. Powers stated, there has been prior
19 conversations trying to get this development
20 moving forward. I guess all I ask for today
21 -- I'm not going to take a position on it. I

1 guess I'm asking for today as we move forward
2 in the process, that all the people behind
3 me, all the proponents, would take into
4 account that this city needs workers. You
5 heard earlier people are out of work. And
6 this city take into consideration the men and
7 women of the trades that live in this
8 particular town. And if they go out and get
9 a contractor who is a non-union contractor, I
10 can guarantee you there's a hundred percent
11 chance that the folks that live in this city
12 will not be working on this project.

13 Thank you.

14 HUGH RUSSELL: Thank you.

15 George Donahue.

16 GEORGE DONAHUE: Good evening,
17 Mr. Chairman and Members of the Board. My
18 name is George Donahue, D-o-n-a-h-u-e. I'm
19 the business agent with Plumber's Local 12 in
20 Boston and Cambridge. I have to stand to
21 oppose this project at the moment because we

1 are looking for a commitment. This is a
2 large project. The building trades are
3 suffering 30 to 50 percent unemployment. We
4 are not suffering a recession, we are in a
5 depression. Our members are losing their
6 homes which affects marriages. As business
7 agents, we deal with these problems every
8 day. We hope to get some kind of an
9 agreement with these folks because it is a
10 great project, and we hope the people and the
11 good people of Cambridge can support the good
12 wages, the good benefits and also good jobs
13 for this project.

14 Thank you very much folks.

15 HUGH RUSSELL: Thank you.

16 Sam Mayhew, do you want to speak?

17 SAM MAYHEW: Good evening, Council,
18 my name is Sam Mayhew. I live at 29 Glenwood
19 Ave. in Cambridge. I'm a member of
20 Carpenter's 40, and I'd like to oppose the
21 project on the grounds that we need jobs

1 here. A lot of guys are out of work. I
2 worked on Third Street also. It was a great
3 project and so on. But if they don't commit
4 to union, I oppose the project.

5 Thank you.

6 HUGH RUSSELL: Thank you.

7 Minka van Beuzekom.

8 MINKA van BEUZEKOM: My name is
9 Minka van Beuzekom, v-a-n B-e-u-z-e-k-o-m.

10 So I want to make two general
11 statements and then talk about this project
12 in particular. So the first one, and I heard
13 the Faces project get described, and a lot of
14 this building looks a lot like the Faces
15 project. So it's kind of interesting because
16 it's a different architect.

17 HUGH RUSSELL: Same architect.

18 MINKA van BEUZEKOM: Same architect.
19 Whoops, that's explains it. It was a
20 different presenter.

21 ATTORNEY JAMES RAFFERTY: Same guy.

1 MINKA van BEUZEKOM: But the big
2 di fference is that the Faces project was 227
3 uni ts, and thi s is al most double that. So,
4 once agai n I'm astoni shed at how easy it is
5 to ki nd of mani pul ate the scal e of the
6 bui lding and these drawi ngs. But that's just
7 me bei ng nai ve l ooking at al l of thi s.

8 The second poi nt that I want to make
9 has to do wi th my daughter who used to work
10 at Iggy' s. And when I woul d -- if she woul d
11 badger me enough and I woul dn' t force her to
12 take the T and wal k to I go Iggy' s I woul d
13 drive her there. And I thought where the
14 hell am I? And I thought thi s is so
15 di fferent than any other part of Cambri dge.
16 And I am just ecstatic that the plan that the
17 ci ty' s been tal ki ng about and sort of
18 desi gned from de novo i n a way i s goi ng to
19 happen. And these guys are bei ng i ncredi bly
20 bol d because, you know, I don' t know if you
21 heard me sni ckeri ng there, but you tal ked

1 about the visions and the pedestrians going
2 to where? There's nowhere to go. There's
3 nothing here yet. So you guys are really at
4 the vanguard. There's something on the other
5 side of the street.

6 UNI DENTIFIED MALE: There's Iggy's.

7 MINKA van BEUZEKOM: So that's sort
8 of the general thing. I think it has real
9 potential to be an incredible part of
10 Cambridge. As I said in my earlier comments,
11 I want more people to live here. I think we
12 need even more density. But of course, you
13 need to have the public transportation and
14 all the other infrastructure pieces. And
15 they're dealing with some of the
16 infrastructure pieces by making sure the
17 storm water is managed in an innovative way,
18 and that's exciting to see. I would hope
19 that they would also deal with recycling,
20 which is not always easy for people to do in
21 small apartments. Make sure you have those

1 little pullout drawers inside the kitchen
2 cabinets so it's just easy for people to
3 recycle. We need to get our recycling rates
4 way up.

5 And then the last thing I wanted to say
6 was, the guy who was talking about of course
7 they were adhering to the parking and traffic
8 demand requirements and the green building
9 standards and, you know, they almost didn't
10 need to be mentioned. I think the same holds
11 true with building this with union labor.
12 It's just something that shouldn't even be
13 under consideration. It should just happen
14 that way.

15 Thank you.

16 HUGH RUSSELL: Okay, thank you.

17 Charlie.

18 CHARLES MARQUARDT: Okay. Charlie
19 Marquardt. I'm going to start off with a few
20 questions and a few comments, and I'm going
21 to actually make Minka really, really happy

1 with me first. I'm looking at this building
2 and they showed us the building before, a
3 hundred and something square feet. And I
4 know I said this to you at the last one as
5 well, because I still recognize you. I'm
6 looking for solar panels. That's a huge
7 roof. It would really be nice to have some
8 solar up there and consider something about
9 that.

10 I have some questions about the
11 entryways. You showed the entries of people
12 working. I'm really worried about entryway
13 No. 2. People are going to want to stop, do
14 a delivery, drop people off, and it's right
15 on the corner of a potential busy cross
16 street with absolutely no parking.

17 I'm also wondering about mechanicals
18 and noise. There's going to be a lot of
19 noise and a lot of other stuff going on, and
20 I'm not going to see anything there. I know
21 it's probably detailed in your drawings

1 somewhere, but I think that should be
2 something you talk about at every single
3 meeting. And make it mentioned mass. It
4 would be really nice for these types of
5 projects, especially when it's going into a
6 big plan, to actually have models. Not just
7 of this building, but of everything around
8 it. So those of us who are
9 three-dimensionally challenged can look at it
10 actually as a piece of picture there.

11 And I have two last things. One, I'm
12 looking at that banner right there, and it's
13 really, really pretty but I remember sitting
14 here for sign ordinance meetings, and I'm not
15 sure if that banner is actually allowed or
16 not.

17 ATTORNEY JAMES RAFFERTY: Ask
18 Mr. Ragon.

19 CHARLIE MARQUARDT: Yes. Have
20 Mr. Ragon work on that.

21 And finally with regard to labor. I'm

1 not pro-union, anti-union. I'm sort of in
2 the middle. I want people to be able to live
3 in that -- people who build this building to
4 live in the non-subsidized units. That means
5 union labor, we should have people working in
6 this building do something right. And if
7 there's a lot of people out of business,
8 maybe there's a deal that can be reached that
9 would be amenable to both.

10 Thanks.

11 HUGH RUSSELL: Thank you.

12 That's the ends of the list. Does
13 anyone else wish to be heard? Please come
14 forward.

15 PETER MEUSE: Mr. Chairman and
16 Members of the Board, thank you, I apologize
17 for not getting my name on the list. Peter
18 Meuse, M-e-u-s-e, Raytheon BBN Technologies.
19 We're the other people who live across the
20 street. And I'm not here to give an opinion
21 either for or against the construction of

1 this unit. I just want to make some comments
2 for the Board's consumption regarding the
3 impact that this could have on our
4 operations. We're a long-term tenant at Ten
5 Moulton Street. We occupy probably 75
6 percent of the property going all the way
7 back halfway to the beginning of this first
8 building here, and we have concerns. We
9 didn't really know what this project was all
10 about. It hadn't been communicated to us by
11 our -- the organization that we lease the
12 building from. So we're really here just to
13 kind of gather information, and we'd very
14 much appreciate it if Mr. Boujoulian and his
15 team can give us more information regarding
16 schedules and details about the footprint and
17 all that.

18 We obviously have two major concerns:
19 The impact to our operations and the impact
20 to the security of our building. Obviously
21 we -- we have 500 people there doing advanced

1 research and development, mostly for the
2 government. We have physical security
3 concerns. We have concerns about the
4 operations of the work we do. And we'd like
5 to make sure that everybody understands that
6 our parking lot as it's currently configured
7 is open to the public, although it is
8 considered private property and we have
9 signage posted. That's never really been a
10 big issue for us because it's always been a
11 low traffic area. Recently as you probably
12 are all aware, the addition of the Social
13 Security Administration Office and the Ten
14 Fawcett Street building has had a major
15 impact on our parking lot situation with a
16 lot of transient parking, some petty crime
17 and things of that nature. It's given us
18 cause to reassess how we treat our parking
19 lot and security of our buildings. Certainly
20 the demolition, construction and operation of
21 such a large facility would certainly most

1 likely drive us to take a much more
2 protective stance regarding our property.
3 I'm not gonna say what we're gonna do. I
4 can't speak for Raytheon at large, but it
5 probably would at least involve some sort of
6 fencing, controlled access points, video
7 surveillance and things like that.

8 We're also very concerned about the
9 operation of our general business and the
10 effect that demolition and major long-term
11 construction project with a lot of vehicles
12 or perhaps hundreds of contracted union
13 personnel and heavy equipment within 30
14 meters, some very expensive laboratory space
15 could have on our day-to-day business and our
16 commitment to the government.

17 So, I just wanted to get myself on
18 record that we do have these concerns. We're
19 not for or against the project per se, but I
20 think it should be noted that the
21 construction and operation of this facility

1 would probably also have a kind of
2 reverberation and some sort of impact on us
3 and could also perhaps even affect the
4 appearance of the other side of the street.

5 PAMELA WINTERS: Thank you.

6 THOMAS ANNINGER: Could you --

7 STEVEN WINTER: Yes, could we pull
8 it up? Mr. Rafferty, could you help the
9 gentleman show us where --

10 AHMED NUR: Where his building is
11 located with respect to --

12 MICHAEL BOUJOULIAN: This is Ten
13 Fawcett right here.

14 PETER MEUSE: Ten Moulton Street.

15 MICHAEL BOUJOULIAN: This is the
16 garage. I'm sorry, the top button.

17 PETER MEUSE: We're in Ten Moulton,
18 this building here, although we have
19 satellite space here at Ten Fawcett and over
20 here as well. And this is Ten Moulton.

21 Our facility extends all the way back

1 to this point. So basically this large grey
2 block here is Raytheon BBN Technologies,
3 defense contractor. Operation of 500 people.

4 JAY DOHERTY: And the parking lot is
5 to the right as it faces the --

6 PETER MEUSE: The parking lot
7 directly adjacent to Fawcett Street is our
8 property.

9 THOMAS ANNINGER: Can you show that
10 on the flash?

11 HUGH RUSSELL: The light grey area.

12 THOMAS ANNINGER: There are two
13 parking lots there.

14 PETER MEUSE: This is building 17.
15 This is also a small adjunct facility owned
16 by Raytheon BBN Technologies. All the
17 parking around it, parking in this general
18 vicinity here, and in this vicinity right
19 here is all our property. And it's currently
20 unfenced and unguarded. It just has signage.
21 That's the parking that we used for our

1 employees, our official visitors. And we
2 actually use the parking lot for experiments
3 from time to time.

4 H. THEODORE COHEN: Where is the
5 Social Security Administration Building?

6 PETER MEUSE: The Social Security
7 Administration building is in the ground
8 floor of Ten Fawcett Street approximately
9 right there at that point.

10 H. THEODORE COHEN: Okay.

11 PETER MEUSE: As Fawcett Street is
12 currently configured I think with basically
13 No Parking signs.

14 There is no provision for on-street
15 parking for people who go to the Social
16 Security Administration building. And when
17 Social Security got into that building, they
18 only worked with the building owner to
19 provide parking for the Social Security
20 employees. So we have a large amount of
21 transient people coming off the T, off

1 Al ewi fe and --

2 THOMAS ANNINGER: Where i s Soci al
3 Securi ty?

4 H. THEODORE COHEN: Ten Fawcett.

5 PETER MEUSE: Ground floor of the
6 Ten Fawcett bui l di ng. Ri ght there at the
7 corner.

8 THOMAS ANNINGER: Thank you.

9 HUGH RUSSELL: Yes.

10 STEVE NAPPELLIO: Hi , Steve
11 Napell i o, N-a-p-p-e-l -l -i -o. I'm here to
12 represent Peter Gi vertzman
13 G-i -v-e-r-t-z-m-a-n from -- he's the owner of
14 87 Fawcett Street. And we are pretty much
15 closest bui l di ng to the actual site right at
16 the cross street, right across from the cross
17 street. Thi s bui l di ng ri ght here. And we
18 just wanted to get on record of, you know,
19 not real ly concerns, but just wanted to be i n
20 the loop of -- about constructi on, noi se.
21 And we have customer servi ce, you know --

1 eight to ten customer service people that are
2 on the phones all day. So noise is a
3 concern. If we don't have parking for our
4 building currently, there's on-street parking
5 on Fawcett Street where we park eight to ten
6 cars a day. So concerns about where we would
7 park, you know, during and after
8 construction.

9 We also made a large investment in the
10 past year and lined the whole building with
11 solar panels. So, we are concerned about the
12 height of the new building right across the
13 street how it would affect the sun onto our
14 building. I know that it's going to be
15 higher than what's currently there right now.
16 And I saw online there were some shading
17 surveys, but we'd like to -- you know, he's
18 out of the country right now. He wanted to
19 be here, but those are our concerns. And I
20 have his contact information if we can give
21 it to somebody so that we can be involved in

1 i t.

2 HUGH RUSSELL: Okay. You shoul d
3 probabl y gi ve that to Mr. Rafferty.

4 STEVE NAPPELLIO: Thank you.

5 HUGH RUSSELL: Does anyone el se wi sh
6 to be heard? Pl ease come forward.

7 ELAINE CALLAHAN: My name i s El ai ne
8 Call ahan C-a-l -l -a-h-a-n. And I heard the
9 word wetl and, so I don' t real l y want to make
10 a --

11 ATTORNEY JAMES RAFFERTY: You need
12 to gi ve your address, Ma' am.

13 ELAINE CALLAHAN: My address i s 15
14 Forest Street i n Newton. And I usual l y
15 represent a woman who l i ves at 21 Bl ake
16 Street, Jacki e Kel l y. And because you' ve
17 used the word wetl and, I can' t real l y make a
18 comment pro or agai nst for anyone on there
19 because I don' t know the i mpact on that. And
20 I' m sure you gentl emen wi ll take that i nto
21 consi derati on. But what I woul d l i ke to urge

1 projects that bring money and life into our
2 neighborhood, and I hope that development is
3 very thoughtfully engaged in all of us who
4 have been here for 30 years or more. But I
5 do have a concern in general about the size,
6 the density. I was just looking at the
7 density in Cambridge and there hasn't been
8 any growth actually since -- well, the last
9 three years have been the most growth. But
10 it's not a very, you know, it hasn't been a
11 lot of growth and it's the tenth most dense
12 city in the country. So, I mean, in
13 Massachusetts. So I don't understand why we
14 need this amount of housing. I know it's
15 good for developers because it's hard to
16 invest in any other kind of business, and it
17 might not be a good business, but to go in
18 other directions. But so much housing, it's
19 a concern for me also as a homeowner and
20 somebody who rents to other people. You
21 know, what's gonna happen? So all these

1 places are going to be rented to students or
2 turn into dormitories? We don't know what's
3 gonna happen. Where are the people gonna
4 come from? How are we expecting so many
5 people to come to Cambridge? And why do they
6 have to be four or five stories? They seem
7 to be very high. So the idea of density is
8 questionable here. I mean, I think it's
9 great to have a neighborhood, but I don't
10 know -- I don't understand where it's coming
11 from. Where the demand is. So, just a
12 question for the developer.

13 HUGH RUSSELL: Thank you.

14 Does anyone else wish to be heard?

15 (No Response.)

16 HUGH RUSSELL: Okay, I see no one.

17 Should we close the hearing for oral

18 testimony and leave it open for written?

19 (Board Members in Agreement.)

20 HUGH RUSSELL: So, there's a few

21 outstanding issues I heard. I'm particularly

1 interested in the comments from Mr. Meuse and
2 Mr. Nappellio who probably should be talking
3 to the proponent about their concerns. My
4 acoustics professor in architecture school
5 was Bob Newman and he managed to get us a
6 tour of the Moulton building some, you know,
7 40 years ago. I guess it's maybe closer to
8 50. But at that time there was a machine in
9 there that made enough noise to simulate what
10 was happening inside of a rocket. And so
11 that, because there were sounds that didn't
12 appear anywhere else, and you had to make
13 sure the rocket components were going to
14 work. That's my image of what BB&N, the
15 kinds of problems they work on. Obviously
16 important work high tech. So, I think, you
17 know, I don't -- on the other hand as
18 architect, projects like this I understand
19 actually the physical construction impacts
20 are really quite modest. It's not a very --
21 it depends I think mostly on the foundation

1 system you're using and building a podium and
2 building wood frame on it is actually pretty
3 -- not very noisy and develops relatively
4 quickly. I think you've got a problem to
5 solve on your construction parking and with
6 that kind of management.

7 My other comment, and perhaps we could
8 ask if the Traffic Department would like to
9 speak. I'm curious to know what is going to
10 be the ultimate use of Fawcett Street in
11 terms of travel lanes, bicycle lanes, speed
12 parking, and is that going to be different
13 than what it is now? So, Sue, do you want to
14 present your report to us?

15 SUSAN CLIPPINGER: And answer your
16 questions?

17 HUGH RUSSELL: I don't know if the
18 report addresses that or not.

19 SUSAN CLIPPINGER: Sue Clippinger,
20 Traffic and Parking. I think you have the
21 letter and may have had a chance to go

1 through it, and I'll just go through it very
2 quickly just to highlight the issues. I'm
3 not going to go through all the detail, but
4 the proponent has asked for less than one
5 space per unit. We've done a lot of work
6 with them looking at that. Basically because
7 the project -- these large projects are not
8 fully occupied and because they are
9 affordable units, we feel that a good case
10 has been made for the parking supply being
11 proposed being appropriate for the project
12 itself. We talked briefly, I am had talked
13 about the pedestrian bridge to the T station.
14 This is mitigation that's been in this
15 project in its previous incarnation. So,
16 there's a \$2,000 commitment.

17 ATTORNEY JAMES RAFFERTY: 200.

18 MICHAEL BOUJOULIAN: She said 2,000.

19 SUSAN CLIPPINGER: But I wrote
20 something different -- to get the feasibility
21 study going on the bridge which I think is

1 what we're asking the next step to try to get
2 to move that project forward. There was some
3 concern about the intersection of Concord and
4 Fawcett. It's not always easy to get out of
5 the Fawcett Street onto Concord. The city is
6 partway through the Concord reconstruction
7 project which includes the cycle track along
8 Concord Ave. If you haven't been out there,
9 you wouldn't be able to see anything this
10 winter, but as the snow melts and as it goes
11 forward, I think this is going to be a really
12 wonderful enhancement for Concord Ave, and it
13 will hopefully provide some very small
14 incremental changes and this will be an
15 ongoing issue in terms of access as the
16 quadrangle builds out, but we don't see this
17 as something being dealt with in response to
18 this project of this size.

19 The access road is great. There's the
20 long list of the TDM measures that we have
21 been working with on all of these residential

1 projects, including the monitoring which has
2 been incredibly helpful when we get questions
3 like this, issues about what the parking
4 supply is, what makes sense for these
5 project. So, that's the speed version.

6 Now, I'm forgetting the question that
7 you asked. Oh, Fawcett Street. Fawcett
8 Street, you know, for the short term and near
9 term future is likely to be the two travel
10 lanes and the parking lane. The parking is
11 regulations are creeping forward from Concord
12 Ave. partly in response to the issues that
13 people have talked about with the Social
14 Security Administration. We established some
15 handicapped parking in response to requests
16 from visitors and we are also -- have created
17 some time limited parking further up actually
18 in front of this project. So, as parking
19 related issues arise on Fawcett Street or any
20 other streets of the quadrangle, we make
21 incremental changes based on the issues that

1 we're dealing with at the time.

2 So for the time being that's probably
3 what it will look like. And as things
4 change, if there are problems and issues, and
5 we've had that same conversation with the
6 users in the street and trying to figure out
7 what is the appropriate role for ongoing
8 street parking and it probably would be one
9 sided parking for quite a while or forever.

10 HUGH RUSSELL: Okay.

11 STEVEN WINTER: I have a question.

12 WILLIAM TIBBS: I have a question,
13 too.

14 STEVEN WINTER: Please.

15 HUGH RUSSELL: Why don't you start,
16 Steve?

17 STEVEN WINTER: The list of TDM
18 measures that you recommended for the project
19 is impressive and it's actually more TDM
20 measures than I've ever seen from any of your
21 recommendations. Not that's that a problem

1 to me. What I'm going to ask is do you feel
2 that an adherence to these measures by the
3 proponent, it's important for them to receive
4 -- for this large of a project, is it
5 important to help this project fit into an
6 urban fabric?

7 SUSAN CLIPPINGER: Yes. I mean, I
8 think we have been looking at TDM measures
9 for these residential projects for quite a
10 while now. They are -- it's unlike the
11 parking and transportation demand management
12 ordinance that has specific requirements for
13 the non-residential buildings. And what
14 we've been trying to do is have a pretty
15 consistent sort of checklist of the kinds of
16 things that we think seem to be working the
17 best for these residential projects and to be
18 working each one as they're coming before you
19 in these large projects to get their
20 commitment to follow through with these
21 things. And I think they, you know, from

1 what we've been able -- it's been harder to
2 get good information on residential projects
3 than some of the commercial projects. But I
4 think from what we've been able to learn as
5 we go along, they're effective in helping,
6 you know, work on our broad transportation
7 goals.

8 STEVEN WINTER: Thank you. And I
9 believe the commitment is the proper term
10 here. That we're looking for commitment to
11 adhere to these principles. Thank you for
12 putting them down.

13 HUGH RUSSELL: Bill.

14 WILLIAM TIBBS: Is there any real --
15 has there been any long range thought about
16 the bus route being altered to go into this
17 quadrangle at some point in time, or is it
18 always going to stay in Concord Ave., or is
19 that something you haven't talked about? I
20 guess in my main changing with some roads and
21 stuff, too. It's such a large area. And

1 that's just a question I had.

2 SUSAN CLIPPINGER: You know, right
3 now there's no thought. Of course for an
4 MBTA bus run to --if the run is longer, they
5 may be in danger of having to add service
6 which is a budget issue of great concern to
7 them. We also want to make sure that the
8 people who love using that service hate the
9 detour. And, you know, as the -- right now
10 the roadway infrastructure in the quadrangle
11 is a little bit bits and pieces. And, you
12 know, as it develops and there are more and
13 more people within the area, that there also
14 be opportunities for private shuttle services
15 to work for the residents in the businesses
16 and the area.

17 HUGH RUSSELL: Any more questions
18 this evening?

19 CHARLES STUDEN: I guess my comment
20 here is in the form of a question and it has
21 to do with one aspect of this development

1 that I like very much and there are many,
2 many aspects that I do like. But in
3 particular the creation of these individual
4 entries on the ground floor. But when I look
5 at what you're doing, I'm a little puzzled
6 that there are so few and that they seem to
7 be concentrated on the first building and not
8 at all on the second building. If you look
9 at the ground floor, it ends at the cross
10 street, the entry, and then you go beyond it,
11 it's as if, I don't know, something happens.
12 I don't know why those in building 2 there
13 aren't entries on the ground floor. And then
14 also on the cross street itself which
15 ultimately will connect to something to the
16 east, it would seem that having some entries
17 on the ground level in that area might work
18 as well. And I haven't looked closely enough
19 at the floor plans to see how that might
20 work.

21 The other thing that -- and again, this

1 is a question and a comment as well. Is that
2 the north elevation of the building seems to
3 be such a back door to building No. 2. And
4 that makes me kind of sad because it's on the
5 potential storm water open space that some
6 day could be a very attractive open space.
7 And I know it's on the commuter rail line
8 which in and of itself could be somewhat off
9 putting because the trains are noisy and so
10 on, but it looks like such -- it's so
11 utilitarian looking. And like there are no
12 balconies on the buildings. And I don't know
13 whether we could have access on the ground
14 level. So I think it's -- what I'm looking
15 at is the way the building meets the ground
16 and thinking that maybe there may be ways to
17 improve that.

18 THOMAS ANNINGER: Are you talking
19 about that building?

20 CHARLES STUDEN: Yes, on building 2
21 there are no entries beyond that one main

1 entry on the corner.

2 ATTORNEY JAMES RAFFERTY: You're
3 right. That is true and I'm sure that
4 there's more detailed explanation, but the
5 brief answer is in doing the unit layout of
6 the floor plans, one of the conclusions was
7 to have these stoops and entries enter into
8 bedrooms really a disruptive and not a
9 compatible thing to have a door on a ground
10 floor bedroom. So, they have been
11 identified, so they're meaningful and they
12 enter into living rooms.

13 The issue as to the second building, I
14 think it has a bit to do with the topography.
15 Mr. Boujoulian might know. We looked at in
16 the design meetings with Mr. Booth and the
17 CDD staff, the thinking was that these
18 buildings should be related but they should
19 be more like siblings than twins. And so
20 some features are on one building and not on
21 the other.

1 As far as fronting on the commuter
2 rail, it is the most challenging edge. So
3 the type of domestic feature that we see on
4 the other half would probably be somewhat
5 lost on that side. But I think we hear your
6 point, I guess well taken.

7 CHARLES STUDEN: Although not to the
8 panels potentially. I mean to have those
9 amenities in those apartments and have some
10 access to that open space visually to be able
11 to -- I don't know. It's --

12 ATTORNEY JAMES RAFFERTY: Right. We
13 were very mindful of the activity and noise
14 generated by the commuter rail. It's an
15 active line.

16 CHARLES STUDEN: Yes.

17 HUGH RUSSELL: Other comments?

18 I think we would not be acting on this
19 tonight. So I guess it's a question of
20 putting issues out on the table and questions
21 that we'd like to see addressed. So, Steve.

1 STEVEN WINTER: Yes. Thank you.

2 HUGH RUSSELL: And then Ahmen.

3 STEVEN WINTER: Yes, thank you, Mr.
4 Chairman. I'll be brief. The first thing I
5 want to see is that I think this is a really
6 exciting project. I think there's a lot
7 going on here that's good. And I want to say
8 that this is -- that the proponent came in
9 extremely well organized in materials and
10 expertise with consultants, and I feel that I
11 really know what's happening with this
12 project and I've got a good idea. I think
13 the staging, construction staging is going to
14 be a really important issue to have all those
15 things settled. I think the attention to the
16 streetscape edges is also going to be very
17 important for the proponent to -- there are
18 parts. This is an old industrial piece of
19 land, so the proponent, I think, is going to,
20 where possible, go that extra step to make an
21 edge that's attractive and it's interesting

1 even if it may not be something that they
2 wanted to do initially.

3 I have to say the stairs and the front
4 on the first building, I would suggest that
5 you figure out ways to make them more
6 monumental. You know, bigger, grander,
7 flared, big lions on the front of each side.
8 Something -- I think that's what you were
9 going to the right place. I would like to
10 see it a little more -- with a little more
11 urban style and a little more urban
12 sedateness but a little more of a statement
13 that this is an urban piece of infrastructure
14 here.

15 ATTORNEY JAMES RAFFERTY: You want
16 us to add lions to do that?

17 STEVEN WINTER: Not live lions.

18 And I also want to say that all of the
19 components have terrific attention to urban
20 design. Which is, it's great. It's
21 wonderful to see that. That makes it work

1 for me far.

2 And my last point is we have to be very
3 careful of Ten Moulton Street and 87 Fawcett
4 Street and the folks that came out to say
5 hey, this is our neighborhood, we've been
6 here for a long time and we know it's a
7 transition zone but we can do this in
8 Cambridge. We can have pieces next to each
9 other that are very different. That's what
10 Cambridge is all about. So I encourage the
11 proponent to think really hard about how to
12 do that creatively.

13 Thank you, Mr. Chair.

14 HUGH RUSSELL: Okay.

15 Ahmed.

16 AHMED NUR: Since we have St. James
17 coming up I'll be very quick. I do want to
18 thank Mr. Meuse for showing up and also for
19 letting us know about his concern on the
20 property next door, the defense laboratory.
21 I wondered if the staff would work with him

1 regarding logistics in the safety of the
2 site. I don't know how to handle that. I
3 don't know if that's a serious issue in terms
4 of accessibility and the parking
5 construction, noise for laboratory
6 disturbance and what not. In addition to
7 that, it is the area is a flood, close to
8 flood zone, high water tables so on and so
9 forth. Do I see a swimming pool on the south
10 courtyard? Is that a swimming pool there?
11 The blue?

12 MICHAEL BOUJOULIAN: It is.

13 AHMED NUR: It is a swimming pool?
14 Yes, okay. So you have a big roof and you
15 have all this water so on and so forth, and I
16 wonder how -- if you have any plans -- you
17 don't have to answer it right now as far as
18 what you're doing with rainwater. I do see a
19 lot of garden and grass in the summer, if
20 you're willing to cut some of that and use it
21 for irrigation and so on and so forth. The

1 last thing you want to see is more water
2 coming into this area. And that's all.

3 HUGH RUSSELL: Any other comments?
4 Bill.

5 WILLIAM TIBBS: I'll be brief, too.
6 I guess I have some reactions to it. I think
7 in general it's a -- I kind of like what
8 you're doing. I definitely like it better
9 than the other scheme in terms of its scale.
10 But there are two things.

11 One, if you look at some of your images
12 particularly along the streetscape, it's one
13 side of the street and I just don't get any
14 sense of what that's really going to feel
15 like when you just look right across the
16 street to the parking lot that they just
17 mentioned. So I think just having a better
18 sense of the context that this is sitting in.
19 And so we just don't see it as this isolated
20 little thing that we just see it from these
21 great views. I think it might -- you might

1 see opportunities where working with another
2 owner you might be able to plant a tree
3 across or enhance something. But more
4 importantly you might see something about
5 that context that would cause you to just
6 modulate or what you're doing on your side of
7 the street. As I look at these images that
8 are in here, they're great, but they -- they
9 imply something similar in a much more
10 residential context which hopefully will
11 happen over time. But I just want to make
12 sure that you went and done that.

13 And I'd like you to talk about the unit
14 mix the next time you come. One bedrooms,
15 two bedrooms, three bedrooms and sort of what
16 the marketing strategy is for that. And I
17 have a -- I think I'm not convinced of the
18 scale of entries. I look at your images, and
19 at least from my eye, I'm just not convinced
20 that they may in reality be -- feel different
21 than the images that you have. So if there's

1 some way that you can give us a -- maybe it
2 might be just a three-dimensional view or
3 something that's more of a sketch up or
4 something like that. Something to give us
5 more of a sense of what that really feels
6 like other than these renderings.

7 And my personal -- and I'm feeling -- I
8 like the modulation that's happening along
9 the elevations, and I still have a problem
10 with these, these Egyptian type rooftops.
11 They are similar I think to what was done
12 elsewhere, but I was trying to think about
13 what's my issue? And I think it's maybe
14 something as simple as maybe having a little
15 bit of a hierarchy of the treatment of it. I
16 think the ones you have are so identical, so
17 that everywhere you put them, they look
18 exactly the same. It might be that the ones
19 that are framing the entrances and the ones
20 that might be slightly different than the
21 ones that have an entrance but still can give

1 you the height and the form that you want. I
2 think that will help to give a modulation to
3 the upper part of the roof, upper part of the
4 building which you are doing in the facade
5 itself. And I guess I'd like to get a better
6 sense of the mechanical systems on the roof.
7 And I see you have a lot of condensers up
8 there and get a sense of how that works.

9 HUGH RUSSELL: Tom.

10 THOMAS ANNINGER: I think this is an
11 improvement over the previous building which
12 I did like. I thought it was courageous what
13 they did last time. I think this is better.
14 I'm happy about it. I agree with Charles,
15 that I think building two perhaps doesn't
16 quite measure up to building one. And I
17 guess I put a question mark on the color if
18 nothing else. I don't quite understand why
19 it is so dramatically dark. Comparing this
20 to what we just saw, which they probably
21 wouldn't be happy if I called it the new

1 Faces building, but you know what I mean. I
2 think this works better than the one you
3 designed there particularly in terms of those
4 tower tops that Bill was just talking about.
5 And I was interested in what Bill just said.
6 I think they work better here and I was
7 trying to figure out why. Maybe there are a
8 couple of reasons.

9 One is I think there are more of them
10 here which I think is a good thing. And the
11 other is that most of them in building one
12 are an outgrowth from below, and they look
13 like they're part of what's coming from
14 below. That isn't true in building two. And
15 that's why I think the building two tower
16 tops are a little bit of a discontinuity from
17 the dramatic darker color and they also are
18 not continuous in the Faces building and I
19 think that's why they're less successful
20 there. So there is -- they are quite similar
21 and yet they're different enough so that I

1 don't think there's any copycat going on
2 here, but I think there's an interesting
3 comparison to be made. And I thought Bill's
4 comments were interesting about creating a
5 hierarchy. I don't know if that's better or
6 not, but that's a thought at least
7 considering.

8 I love the smooth roads you have there.
9 The sooner the better.

10 HUGH RUSSELL: Ted.

11 H. THEODORE COHEN: Well, I guess
12 I'll chime in on the towers. I didn't like
13 them on Faces. I don't like them here
14 either. I think it looks like -- except
15 possibly the front entry where it seems to
16 make some sense -- I'm sorry, I mean the main
17 entry in the first building. But, you know,
18 there's all this structure to hold up
19 nothing. It's just a cornucopia. And
20 especially in light of the fact that they are
21 uninhabitable space and they're just going to

1 be blank spaces up there. And, you know, I
2 don't want to talk about Faces again, but we
3 were talking about some lighting or
4 something, and it just yes, that their -- I
5 don't mind them that much, although the
6 brackets still seem to me a pointless
7 addition. It's just that, you know, a little
8 bit of decoration but not a lot of
9 decoration. But, you know, you've heard all
10 the comments and you can think about them
11 again.

12 I'm also interested in that mix of the
13 units. It seemed to me that when Iram was
14 going through the guidelines, one of the
15 guidelines was a preference for three-bedroom
16 and larger units. I think so few buildings
17 have three bedrooms, are larger these days,
18 and we're losing populations of families
19 because they simply can't get into a studio
20 or a one or two-bedroom unit. And I think we
21 do need some. So if you could think about

1 that. And as Bill suggested, talk about the
2 rationale for what you're doing.

3 And, you know, overall I do like it a
4 lot better than the last one. And I think it
5 would be a great thing for the area, but it's
6 not -- and I do like the modulation and I was
7 interested, you know, when I first saw it I
8 thought of, you know, Commonwealth Avenue, or
9 you know, Beacon Street and I noticed that
10 Roger made the same comment about a row of
11 townhouses. And actually if that was
12 emphasized even some more, I like it even
13 more.

14 HUGH RUSSELL: So I agree with most
15 of what my colleagues have said. The
16 modulation is good, the towers are my --
17 they're not the kind of thing I would do as
18 an architect, let's put it that way. I
19 understand why you want to do something
20 there. But it is a curious retro feel to it
21 and I wonder if that's just the rendering.

1 I'm thinking as sort of 1950's suburban
2 office buildings built out of ground brick
3 with those really, really flat facades and
4 the striping that go up vertically on
5 multiple floors. It wasn't to my mind a
6 stellar period of design and architecture.
7 I've always felt I liked red or pink or
8 reddish brick. Again, it's a preference.
9 But I don't see in the renderings the level
10 of detail that I think the building needs.
11 And I hope it's going to be coming forward.
12 There's a very striking difference between
13 this and the Route 2 building where there was
14 a great emphasis put on a lot of very blocky
15 detail. Here it's like another story. It's
16 really flat. So I would like to see maybe
17 when you come back what you're really
18 thinking of doing in terms of, you know, trim
19 around windows, scale of things in that way.
20 But I mean I brought in the old drawings.
21 And I'm so glad you're doing what you're

1 doing, you know? Five stories as opposed to
2 ten. That's the difference. I never liked
3 this building although it met the criteria.

4 So, is there anything else we want to
5 bring up tonight?

6 Charles.

7 CHARLES STUDEN: Hugh, I just wanted
8 to build on what you were saying about the
9 elevations. And I've been struggling as I
10 look at these to figure out what it is --
11 well, all that I'm trying to understand
12 actually. And why I don't like what I'm
13 seeing. And I think it touches on what you
14 were suggesting. The windows seem to all
15 line up too much -- and I don't know what it
16 is -- both vertically and horizontally.
17 There's no variation. And there are just
18 pairs. And if you squint at these
19 elevations, they're little dots. And I don't
20 know, again, that much can be done about that
21 because the windows presumably reflect what

1 is going on on the interior, the rooms or the
2 spaces within them. And maybe it goes to
3 what you were saying about more exterior
4 detailing around the windows themselves.
5 That you could do something to make it look a
6 little less, I don't know. It's regular.
7 And I'm actually feel differently. I'm going
8 to go -- as soon as I go home tonight, I'm
9 going to get out the Faces drawings again.
10 For some reason I like that building better
11 and I don't know why. I have to try to
12 figure out what it is about it. And the only
13 way I can do it is to compare the two
14 drawings. Anyway, I'm not sure if this is
15 that helpful.

16 ATTORNEY JAMES RAFFERTY: We know
17 the architect on that project. We'll look at
18 those.

19 HUGH RUSSELL: Well, let me perhaps
20 to, Charles, you know, the thing -- when we
21 have people who are coming before us for

1 projects in the eastern part of the city and
2 sometimes they come and say well, is this an
3 office building or residence? And they say
4 you wanted it to have a domestic character.
5 How do you do that? You put in bay windows and
6 you put in balconies. The overall structure
7 of this building has the domestic kind of
8 thing, but it doesn't have those other
9 pieces.

10 PAMELA WINTERS: The little details.

11 HUGH RUSSELL: And, you know, I'm
12 sure that the decision about balconies has a
13 lot to do with what they face.

14 CHARLES STUDEN: Of course.

15 HUGH RUSSELL: So I can imagine it
16 would be pretty forward thinking to put a lot
17 of balconies on this facade. I'm pretty
18 hopeful. Those are the kinds of things maybe
19 used in a fairly judiciously or sparingly
20 might generate a little more detail.

21 PAMELA WINTERS: Some domesticity

1 too.

2 HUGH RUSSELL: And sometimes it
3 looks like a really nice dorm.

4 CHARLES STUDEN: You're right.

5 WILLIAM TIBBS: I do want to get on
6 to the next thing, but you started it. When
7 you say it had a certain retro look about it
8 it just run with me. And I said ah-ha,
9 that's it. And I think for me it's the white
10 spandrel panels within the brick lining that
11 does that. And I'm not saying you should
12 change that. But I mean these are all
13 just -- I think we're all kind of struggling
14 to try to like these, the treatment of these
15 elevations. So I think anything you can do
16 with that. And I think when I was talking
17 about context, I think you, just by looking
18 at the context that will kind of eliminate
19 the balcony idea because you'll be looking
20 out going on some awful lot of potential I
21 guess. But I do think some judicious,

1 elements like that are judicious will help
2 us.

3 THOMAS ANNINGER: All right.

4 HUGH RUSSELL: Okay. So, we'll
5 conclude tonight's discussion on this. We
6 can break for about ten minutes and come back
7 at 10:30 and talk about St. James Church.

8 ATTORNEY JAMES RAFFERTY: Thank you
9 very much.

10 (A short recess was taken.)

11 * * * * *

12 (Sitting Members: Hugh Russell, Thomas
13 Anninger, William Tibbs, Steven Winter, H.
14 Theodore Cohen, Charles Studen, Ahmed Nur.)

15 HUGH RUSSELL: I think we're ready
16 to go. Pam asked me to explain to her
17 neighbors that she has recused herself
18 because she is an abutter to an abutter.
19 That's the reason that she's not sitting
20 here, has not sat on this case to start with
21 and not sitting on it in consideration. It's

1 not that she doesn't care, she cares.

2 Planning Board case No. 241A, 2013 and
3 1991 Mass. Avenue. So, I'm going to try to
4 set the stage here.

5 The project was brought to us with the
6 grant and a project review permit for that
7 project, a multi-family permit. And they're
8 getting ready to start to build it and they
9 discovered that wait a minute, that the
10 decision did not contain reference to two
11 other Special Permits that should have been
12 granted. These are a question of the primary
13 entrance being on Massachusetts Avenue as
14 part of the Overlay District, and the
15 provision in the Ordinance that allows lots
16 on Massachusetts Avenue that go beyond the
17 Business A-2 District to extend another 25
18 feet into the adjacent residential district.
19 We were, I believe, all aware that where the
20 entrance was. And we all knew that they were
21 using this provision, but between -- since

1 they didn't ask for the specific relief, we
2 didn't grant it. I think the department has
3 felt that we don't want this to happen again,
4 and so they're going to try to scrutinize
5 applications a little more carefully and
6 perhaps review them with the Building
7 Department who also has that responsibility.
8 Because it really is a -- people are spending
9 a great deal of time on something that is
10 relatively simple and straight forward. Now
11 we have many people out here who said wait a
12 minute, this is an opportunity to go back to
13 day one and fix all the things that we didn't
14 like on this project and that you didn't fix
15 the first time around. In particular we've
16 received many letters about where the
17 driveway enters the project. And I think I
18 can speak for my colleagues is we don't want
19 to reopen things that we've considered
20 carefully in the past. But we thought it
21 would be a good reminder to ask Sue

1 Clippinger to talk about the driveway and why
2 it is where it is. Think of this as an
3 educational piece so the Board can remember.
4 So if you would maybe come and address that.

5 SUSAN CLIPPINGER: Sue Clippinger.
6 The project has a driveway as it's proposed
7 right now and Beech Street that, we're going
8 to do the graphics, this is great. That
9 allows the vehicles who are entering and
10 exiting the site from Beech Street to also be
11 able to utilize the intersection of Mass.
12 Ave. and Beech Street in order to access the
13 parking and the site. It's a configuration
14 which we have been all along -- and that not
15 always popularly a strong advocate for
16 because we think it's the safest way to
17 provide access to and from parking for this
18 location. I think when we talked about it
19 last, we had approximately in their traffic
20 study 50 percent of trips that are entering
21 and exiting the driveway at Beech Street or

1 going in the two different directions, so 50
2 percent toward Elm and 50 percent toward
3 Mass. Ave. And then at Mass. Ave. it splits
4 again going inbound Mass. and outbound Mass.
5 So that it allows all of the left turning
6 movements and all of the turn movements to be
7 handled within a signalized intersection
8 which is set up to handle those moves and
9 which provides the safest level of service.
10 The request for having the driveway accessing
11 the site to and from Mass. Ave. about where
12 the old car wash location was, I think people
13 have said, you know, well, people went to the
14 car wash, why can't they go to the site?
15 Now, people went to the car wash through the
16 curb cut that was created for the fire
17 station. It's not perfectly lined up. It
18 was never something that we loved, and it was
19 something which we're quite happy to see go
20 away because you're making -- potentially
21 you're making a left turn in to the driveway

1 or a left turn out of the driveway at an
2 unsignalized location which is some distance
3 from Beech which already has a signal and
4 which is quite close to a signal at the fire
5 station which is not a full signal, it's a
6 fire pre-empted and it's on when the fire
7 truck leaves the station. So you're too
8 close to two different traffic control
9 devices. So, you know, we really have been
10 feeling that this is an opportunity to make
11 sure that the access/egress to this site is
12 happening at the safest possible location
13 that's set up to handle it. If we felt
14 really uncomfortable with less in and out of
15 entrance at Mass. Ave. and for some reason we
16 felt that it needed to be right out and right
17 in only, then the only way that you're going
18 to get turned around is really to go all the
19 way up to Russell Street and Orchard and then
20 you're running all these trips through the
21 neighborhood.

1 So, the other issue that was raised, I
2 think, and I haven't read all the letters
3 that you may have received, but I think the
4 other issue that has been raised is that the
5 vehicles that are waiting on Beech Street to
6 turn left into the driveway as it's set up
7 now, may delay the vehicles that are going
8 through on Beech Street and potentially back
9 them up to the signal. And it's our sense
10 that the volume of trips and the way they're
11 spread out is such that that's highly
12 unlikely to happen and maybe in the worst
13 peak, you know, five or 15 minutes you might
14 have some problems. But these are not worth
15 it for the 24/7 operation where you can
16 operate these turning movements at a
17 signalized location and give people pretty
18 much direct access to wherever they're going.
19 Whether they're going in the direction of
20 Somerville. If they're going in the
21 direction of Harvard Square, they're going

1 out Mass. Ave. in the direction of Arlington.
2 Or coming in all those directions. That all
3 those moves, all the left turns which are the
4 ones that you worry about are happening at a
5 signalized location. So that's the answer or
6 summary of where we were.

7 HUGH RUSSELL: Thank you.

8 Are there any questions about that?

9 (No Response.)

10 HUGH RUSSELL: So I propose we go
11 forward and address the two matters that are
12 before us.

13 One is the ordering about the principal
14 entrance facing Massachusetts Avenue.

15 CHARLES STUDEN: And that requires a
16 Special Permit to waive the urban design
17 standard requiring that condition; is that
18 correct?

19 HUGH RUSSELL: So we would
20 ordinarily turn to Les, but we're going to
21 have to learn there's a new guy.

1 STUART DASH: So, for the -- so I'm
2 sorry, the first question?

3 CHARLES STUDEN: My question was in
4 terms of the primary entrance on
5 Massachusetts Avenue, that requirement, what
6 we need to do this evening is to grant a
7 Special Permit waiving the urban design
8 standard that requires the entrance to be on
9 Massachusetts Avenue.

10 STUART DASH: That's right. And I
11 think as has been mentioned, when we looked
12 at this when we looked at it with the Board
13 earlier, and felt comfortable where the
14 entrances were set up, there's a variety of
15 entrances for the project and just felt that
16 was very comfortable the waiver of that
17 provision.

18 CHARLES STUDEN: And then the second
19 thing that we're required to do is to grant a
20 Special Permit regarding the lot split
21 question.

1 STUART DASH: That's right.

2 HUGH RUSSELL: So, why don't we do
3 them one at a time -- discuss them one at a
4 time.

5 CHARLES STUDEN: I'm just clarifying
6 the two things we're asked to do beyond what
7 we did the last time. Is that correct?

8 HUGH RUSSELL: Uh-huh.

9 CHARLES STUDEN: Yes.

10 HUGH RUSSELL: My own view is that
11 the church is the most important thing on the
12 site, and that having the church entrance
13 facing Mass. Avenue, having the church uses,
14 you know, surround the garden that faces
15 Mass. Avenue, having a retail store there,
16 that that's the important thing. You know,
17 would the project be better if there was an
18 entrance in the back of the garden to the
19 apartment house? I don't think so. So
20 that's my own opinion.

21 Okay? So the other matter is a

1 provi si on i n the Ordi nance that as you may
2 remember was set up to deal with lots that
3 were deeper than 100 feet back. The line is
4 100 feet back. And there's some wording in
5 the Ordi nance that says when you have a lot
6 that's deeper than 100 feet where the
7 boundary line is, you can remove the --
8 essenti ally move the di strict line up to 25
9 feet farther back, but you can't go beyond
10 your own lot line. And so what I have not
11 seen on any plan here is the exact di stance
12 between the di strict line and the back lot
13 line of the project. Can you tell us what
14 that is?

15 PHIL TERZIS: Phi l Terzi s wi th
16 Oaktree Devel opment.

17 This is the Residence B Zone here, line
18 which is on our property. Our bui lding is on
19 the Mass. Ave. side of that line. The
20 25-foot offset shown here is that line which
21 actual ly coi nci des wi th the property line to

1 this point and then extends there. So, we
2 would be measuring the 50-foot setback from
3 that 25-foot offset which would be this line
4 here which would define the edge of our
5 fourth floor.

6 HUGH RUSSELL: So 25 feet is really,
7 you move the line 25 feet and then you have
8 to be 50 feet from where the new line is when
9 you're above 35 feet in height.

10 PHIL TERZIS: Right.

11 HUGH RUSSELL: And that's your
12 fourth floor. And then the blue line is the
13 50-foot line and you can see it follows the
14 shape of the line around the building. And
15 that building follows the line also.

16 So, I think the question that faces us
17 is do we want to -- is that okay? And that
18 was put in the Ordinance. The Ordinance
19 basically says you can grant -- you should
20 grant a Special Permit if conditions are met.
21 Conditions for this are not specific to this,

1 they're just the general conditions for the
2 project in Section 10.43. We've already made
3 findings in a previous decision on 10.43. So
4 it seems to me we actually don't have any
5 particular discretion here.

6 THOMAS ANNINGER: I think the answer
7 to that question is that the way the Zoning
8 was set up, it tries to protect a residential
9 area with this 50-foot setback. Not 75 feet
10 but 50 feet. And by going 50 feet south --
11 talking about the back lot.

12 PHIL TERZIS: From that line?

13 THOMAS ANNINGER: By designating the
14 25-foot line and then going 50 feet from it
15 guarantees that all abutters are at least --
16 all residential abutters are at least 50 feet
17 away from that line. They in fact are a lot
18 more than that, and that's what in fact
19 Zoning is trying to do. So I think in terms
20 of Zoning, the setback of 50 feet is
21 satisfied and therefore adequate.

1 HUGH RUSSELL: Okay. So is there
2 any discussion on these points? Are we ready
3 to move to making a motion then?

4 CHARLES STUDEN: We are. I'm
5 prepared to attempt the motion. I'm not sure
6 exactly, I may need some help with this.

7 I move that the Board grant the Special
8 Permit to reauthorize the previously approved
9 Project Review Special Permit. Grant the
10 waiver of the parking setback.

11 WILLIAM TIBBS: Parking entrance.

12 CHARLES STUDEN: It's stated here
13 waiver of parking -- so we can.

14 HUGH RUSSELL: I don't think we need
15 that anymore.

16 CHARLES STUDEN: Okay.

17 And grant a Special Permit regarding
18 the lot split and the setback requirement.

19 And grant a Special Permit to waive the
20 urban design standards requiring that the
21 primary entrance be on Massachusetts Avenue.

1 HUGH RUSSELL: Is there a second?

2 STEVEN WINTER: Second.

3 HUGH RUSSELL: Steve.

4 Is there a discussion on the motion?

5 AHMED NUR: I have a question.

6 HUGH RUSSELL: Sure.

7 AHMED NUR: Based on what Tom said,
8 if we move that line 25 and then come back to
9 50 and that satisfies what the Zoning is
10 trying to accomplish, why was it that
11 Inspectional Services didn't go -- they
12 didn't let it go through and why did it come
13 back to us?

14 THOMAS ANNINGER: Yes. It is, I
15 think, an error in the narrative of this
16 unfortunate revisiting of this, that this
17 went to Inspectional Services and got
18 bounced. As I understand it, that's not how
19 it happened. As I understand it, the
20 proponent at the very outset was asked more
21 than once what Special Permits do you need?

1 And for some reason in their analysis and
2 whatever lawyers they had to help them with
3 it, never picked up on the need for these two
4 Special Permits. Never picked up on
5 identifying in the Ordinance these two
6 specific sections. And somewhere along the
7 line in a -- as this went through the
8 process, the proponents realized working with
9 their lawyers that something -- these two
10 stitches got dropped. And I believe that
11 they came to the Community Development
12 Department and said a couple of stitches got
13 dropped, important ones, ones that we cannot
14 live without, and we need to revisit them
15 because if we go to Inspectional Services, we
16 will get turned down. So I don't think it's
17 fair that it was Inspectional Services that
18 caused the problem. I happen to think that
19 the proponents didn't do their job right the
20 first time. Somehow, they were using lawyers
21 that should have picked this up because these

1 -- if you go through this, there's no hidden
2 aspect to these two needs for Special
3 Permits. They are obvious once you look at
4 them, but somehow the obvious gets by you and
5 it happened here. And now we're dealing with
6 that. And as Hugh said, it's terribly
7 unfortunate. None of us are comfortable with
8 it. This is one of the most uncomfortable
9 sessions that we've had. And we're doing the
10 best we can with it. But I don't think
11 Inspectional Services deserves to be put on
12 the block for this.

13 AHMED NUR: Well, I do appreciate
14 the time you took to explain that and I
15 wanted to thank the community that came in
16 pro or con for this. This is a very painful
17 thing. And two questions that rendered me,
18 both were answered tonight and I'm more
19 convinced that I'm making decision both with
20 traffic decision with garage and also with
21 the setback and I think I'm very clear with

1 that.

2 Thank you.

3 HUGH RUSSELL: Charles.

4 CHARLES STUDEN: I think the other
5 thing that's important to remember is that
6 when this project first came to the Board,
7 there was a lot of discussion about all of
8 the things that we're still talking about at
9 this point, and the Board took that into
10 consideration when granting the original
11 Special Permit. And these two additional
12 requirements are not resulting in any change
13 to the project. The project is identical to
14 what we approved last year. And so I think
15 that is also something that per se to me
16 we're taking the right action here this
17 evening by moving forward with these
18 approvals.

19 HUGH RUSSELL: Okay. Any more
20 discussion?

21 On the motion, all those in favor

1 granting the Special Permits?

2 (Show of hands.)

3 HUGH RUSSELL: Six.

4 (Russell, Anninger, Tibbs, Studen,
5 Nur.)

6 H. THEODORE COHEN: I can't vote on
7 the matter.

8 HUGH RUSSELL: You can't vote, but
9 you're not recused.

10 So the permits have been granted by
11 affirmative vote by six members of the board.

12 (A short recess was taken.)

13 * * * * *

14 (Sitting Members: Hugh Russell, Thomas
15 Anninger, William Tibbs, H. Theodore Cohen,
16 Steven Winter, Charles Studen, Ahmed Nur.)

17 HUGH RUSSELL: Let's get back into
18 session here. I promised the Board Members
19 that we'll never stay after eleven.

20 MICHAEL PASCAVAGE: Okay. Good
21 evening. I'm Mike Pascavage with Skanska

1 Commercial Development. A very brief
2 introduction here tonight. I'm with David
3 Manfredi and John Martin with Elkus Manfredi
4 to look at the next duration of our design.
5 It's been a month since we were here last and
6 in that time we've been working hard on
7 re-looking at the design to stay with our
8 original intentions which, you know, we had
9 some lofty goals here to create a, you know,
10 a nice project and also to be responsive to
11 the comments that we heard here at the
12 Planning Board. I think we're personally
13 thrilled with the, you know, where the design
14 has gone. We've run it by Cambridge
15 Community Development and, you know,
16 certainly feel we've had some good response
17 from them. And, again, all in all we're
18 happy with where we are right now and, you
19 know, again think the process has worked as
20 intended, you know, again push the, you know,
21 the design along to get something that works

1 that -- and we're still happy and proud, and
2 very proud of. So, with that I'll let David,
3 you know, show you what we're looking at as
4 well.

5 DAVID MANFREDI: Thank you. My name
6 is David Manfredi from Elkus Manfredi
7 Architects. I will be brief this evening and
8 not take you back through all of our goals
9 and aspirations for this building. But I do
10 want to stop and remember some very
11 substantial comments that were made as Mike
12 said over a month ago. Let me -- we all know
13 where we are and how this site has been
14 affected by the new park. I'll call it the
15 Rogers Street park, but which I think
16 confirms the original orientation of the
17 building and layout of the building on the
18 site. And you all remember the site. We
19 talked a lot about the diversity of its
20 context and of the surrounding buildings.
21 And we described the last time we were here

1 the objectives that Skanska brings to this
2 project, which most important the one I want
3 to feature is really the enhanced
4 sustainability requirements that Skanska
5 brings.

6 When we were here last, there was a
7 series of comments. And I'm going to -- I'm
8 going to put them together into two
9 categories. No. 1 had to do with the massing
10 of the building, and particularly with the
11 massing of the penthouse. And the comment
12 was made as we had reconfigured the
13 penthouse, that it came all the way to the
14 north of the building, that in fact this had
15 a very significant environmental impact on
16 Charles Street and on the possibility of
17 future development. In fact, our own master
18 plan, the master plan that we had authored
19 for a previous client for future residential
20 development on this site that by allowing the
21 penthouse to move all the way to the

1 perimeter, we cast additional shadow into the
2 street and onto the vertical face of the
3 building.

4 The second comment was an even broader
5 one, and that was that perhaps the building
6 was too much for this site. And what I mean
7 by that is the Board talked about the
8 tightness of the streets. That in fact the
9 diversity of the abutters, meaning in use and
10 type of architecture perhaps required a more
11 calm response. Maybe we in fact were trying
12 to do too much.

13 Now, we still believe that this can be
14 a modern building. That it is a building
15 designed for smaller scale science and
16 technology types of tenants. That it should
17 be commercial in all of its -- in the scale
18 of all of its parts I'll say. And that
19 clearly while it wants to respect its
20 context, it does want to reflect the kinds of
21 activities that will occur within. So let me

1 show you the changes we have made.

2 No. 1, and maybe the most important
3 thing we've done is we have set that
4 penthouse back 15 feet, basically back to
5 where it was at the time of the Special
6 Permit three years ago. We did that and
7 maintained the 30-foot setback off the Second
8 Street. So what we've actually done is
9 worked over our mechanical engineers and
10 we've made the penthouse a little bit
11 smaller. And I'm going to point out here
12 because it's going to come up in the
13 elevations, part of that penthouse enclosure,
14 it's all the same height, but part of it is
15 enclosed, meaning it has a roof, and part of
16 it is open to the sky. And we treat those
17 two things differently in elevation. The
18 plan of the building itself has remained the
19 same since the last time you saw it. The
20 open space -- we have made some minor
21 modification to -- we've cleaned up the

1 drawing. And that may be the most important
2 thing that we've done to add some clarity.
3 But we've also increased the green space. In
4 fact, the green space is now greater in its
5 actual square footage and its ratio of green
6 soft scape to hard scape than it was
7 previously in the Special Permit. The upper
8 floors remain the same, and I have noted the
9 change to the penthouse. And all of the
10 parking and below grade remains the same.

11 I'm going to take you through a series
12 of perspectives and then we'll go quickly to
13 elevations, and a couple of new perspectives
14 because I don't think we adequately talked or
15 showed you Charles Street last time we were
16 here.

17 The first two views are views that you
18 have seen before. And what we really have
19 done as I said, is we have tried to calm the
20 building down. We have reduced the kind of,
21 the number of moves and actually the pallet

1 of materials. So that while we still break
2 the building down into parts, really now
3 we've taken -- if you remember from a month
4 ago, this part of the building was cladded
5 with the same wood we brought back with us
6 tonight. We still proposed to clad the
7 building in wood. But we replaced this
8 combination of curtain wall and that kind of
9 folded metal plain. We brought this same
10 fenestration pattern and the same material
11 onto Second Street where it has a
12 relationship with the American Twine building
13 across the street and to the residential that
14 abuts both on the north and to the northwest.
15 And so while we still have this kind of
16 center component of the building that's clad
17 in metal, I think we have taken away some of
18 the aggressive component of that folded
19 plain. We've made the building simpler. We
20 have created a two-story height opening here.
21 In fact, I think we've added some value to

1 the building because this space now, this
2 opening is now oriented not only to our green
3 space but to that future park as well. So,
4 we've added a little bit more daylight to the
5 building and a little bit more view out of
6 the building to I think it's best.

7 We also rethought that penthouse
8 screen. And we've broken it down into two
9 parts. This is the part of the screen that
10 is enclosed roof. This is the part of the
11 screen that is open to the sky. And you can
12 see it is the same cladding material, the
13 same metal panel. We changed the direction
14 of the metal panel on this southern portion.
15 And we give it a bit of module simply by
16 taking panels on the regular rhythm, on the
17 structural rhythm of the building and setting
18 them back. But what we're really trying to
19 do is break down the scale of that component
20 so that it is more on the scale of another
21 floor of the building as opposed to kind of a

1 continuation of this broad facade.

2 The same view actually down at
3 pedestrian level. And I think actually to
4 the issue of the closeness of streets, this
5 is actually the bigger part of the site, this
6 is where it gets broader and it gets more
7 daylight. As you go around onto Charles
8 Street is where it really does get tighter,
9 and we brought you several views tonight of
10 Charles.

11 First of all, that wood is on the south
12 side, it's on the west side, and it slightly
13 wraps the north side of the building. And
14 now you can see more clearly the impact of
15 that setback in the penthouse. And so, I
16 think we're trying to recognize that there is
17 a that there is a character about Second
18 Street. And while we are clearly a different
19 kind of use, and we want to be clearly a
20 different kind of use, we want to be legible
21 in that way, we also want to be appropriate

1 to our context and neighborhood.

2 This is a view where we've gotten a
3 little bit farther away and give you a little
4 bit better view of that north elevation of
5 the building. You could see where the wood
6 wraps around. We pick up again the pattern
7 of fenestration from the south side of the
8 building, so north and south are more similar
9 in that way. Although on the north side of
10 the building where we don't have entry, and
11 so we don't have that canopy, we've
12 introduced a cast, a kind of areostraff
13 (phonetic) block to give the building a base,
14 more of a traditional middle and then a
15 setback of the penthouse stream.

16 And then a view looking west on Charles
17 which we hadn't shown you before. There's
18 the one-story Petco warehouse building to our
19 right. And it is tight on this street. And
20 I think that the combination of the kind of
21 traditional urban wall of base and middle as

1 well as top -- setback up at the top, the
2 modulation of this skin opens that corridor
3 up perceptually a little bit. You also see
4 the screen. This is the screen of that
5 loading area.

6 The section that cuts through the
7 building from north to south. So Bent Street
8 on the south and Charles Street on the north.
9 Again, you can see the impact of the setback,
10 not only in terms of song, but also in terms
11 of view to the pedestrian. We do abut a
12 residential zone. We have a requirement for
13 set back. We are well within that bulk plain
14 setback as we were before. But clearly that
15 15-foot setback has real impact. It makes a
16 difference on the opposite side of the
17 street.

18 And then simply and I'll do these
19 quickly, the elevations. And my point here
20 is really a simple one. I think we have made
21 the building simpler. We have made it

1 calmer. We have made it more regular.

2 And then on the Second Street elevation
3 looking west, and this is a hard view to read
4 because this is all set back, but you can
5 read the kind of consistency in that west
6 elevation. And yet, at the same time, the
7 clear, what I call the clear legibility
8 between residential use and commercial use,
9 the First Street elevation of the building
10 which is an internal, internal to the block,
11 this is where our surface parking and loading
12 is.

13 And then finally the Charles Street
14 elevation of the building where you see the
15 wood wrap around the corner.

16 Lastly, I just want to point out again,
17 I made this point, but we did want to show
18 you a little bit more clearly, and also we
19 have increased actually the top of the
20 (inaudible) has increased that a little bit
21 more than 100 square feet than what it was in

1 the Special Permit, several hundred square
2 feet than what it was when you saw it about a
3 month ago.

4 And so, the -- really the
5 sustainability strategies we talked about
6 before, but just as a cover to all of that,
7 our goal here as Mike has said, is that we --
8 well, our commitment is that we will be a
9 gold certified building and I hope in our
10 aspiration is that we will achieve even
11 higher than that.

12 Thank you.

13 HUGH RUSSELL: Okay. Thank you,
14 David.

15 Comments?

16 WILLIAM TIBBS: I just want to say
17 for me it addresses the issues that I was
18 concerned about, and I just really like the
19 revisions. I actually think it's -- I know
20 you said you wanted a very -- I don't know
21 what your term was, an elegant building, but

1 I think it is even more so. I think because
2 of the subtlety of the materials and the way
3 you've used it, so I actually like it a lot.

4 And I know Pam who is not here, was
5 very concerned about the penthouse screen on
6 the lower part of the building, on that
7 piece. And I think even the way you've
8 handled the penthouse and the screen, kind of
9 incorporates to me makes more sense. Where
10 before it just kind of looked like it was
11 just sitting up there all by itself. I think
12 this is a great improvement. And I'm sure
13 you'll continue to work with Community
14 Development Department on issues as you find
15 it. But for me I really like it. That's my
16 comments.

17 HUGH RUSSELL: Tom.

18 THOMAS ANNINGER: I agree that this
19 is a big improvement and it's very satisfying
20 to look at. Two or three points.

21 One, the idea of the wood is something

1 that everybody loved and I'm with you on it.
2 I guess it's a decorative material. It's not
3 a functional wood. It's a -- it's sort of
4 applique. I don't know quite what you would
5 call it. And I'm fine with that. I think it
6 looks great at least the way you presented it
7 there. I have to ask, what experience do you
8 have with wood like this over time? I mean,
9 for example, the Austin Library, it hasn't
10 weathered that well, has it? It's terrible.

11 DAVID MANFREDI: That's a good
12 point. I just happened to drive passed it
13 the other day. I'll tell you what our
14 experience is and I'll tell you what our
15 research is. And I'll tell you what other
16 people's experience is. And we brought the
17 wood with us. It is a very dense wood. It's
18 called Angelique. We know that in order to
19 maintain the appearance as you see in the
20 renderings, you have to maintain the wood.
21 There's no intention to add color or stain,

1 but to oil it. And it will continue to be
2 oiled.

3 There's been some experience in
4 Cambridge and there's been -- and we have
5 some experience -- we just finished a
6 building on the waterfront in Boston at
7 Liberty Wharf that has a similar kind of
8 application, a similar wood, not the exact
9 same wood. We actually did a lot of research
10 and we did research with the Wood Institute
11 of America. And we have followed all of
12 their recommendations on Liberty Wharf as to
13 how to apply it, what kind of ability to
14 allow it to breathe and to allow it to move a
15 little bit. But the key is you've got to
16 maintain it. You've got to oil it. They
17 tell you that you really have to treat it
18 every five years. We have recommended to
19 that owner and to this owner you've got to
20 treat it every two years. Also, there's
21 really not a lot of surface area here. So,

1 it's not a big load, but it is a requirement
2 that the owner oil it.

3 WILLIAM TIBBS: Just as a follow up
4 on that, if they don't oil it, will it start
5 to grey like a teak.

6 DAVID MANFREDI: Yes, exactly. This
7 is very similar to teak. It will weather.
8 But I think what you're referring to is what
9 I saw in Allston was actually mold.

10 WILLIAM TIBBS: Oh, it gets dark.

11 DAVID MANFREDI: It's some kind of
12 -- something's happening with water
13 penetration. I just happened to drive by.
14 Something's happening with water penetration.
15 And it's got more to do with where water is
16 going on not reaping than it does with the
17 finish of the wood.

18 THOMAS ANNINGER: Well, I trust the
19 present owner Mike, and your construction
20 company to do that. Buildings do get sold
21 and we have to have some faith that somehow

1 this attention to maintenance will be passed
2 on. I think it's a risk that we all take to
3 tell you the truth, more than some other
4 material, but I guess it's a risk that
5 everybody is willing to take.

6 Moving on. The green space, looking at
7 it from this perspective, to me, the hard
8 scape now, and I know you're getting
9 conflicting signals on this. To me the hard
10 scape feels congested. If it is as
11 successful as you want it to be, and I think
12 it will be the more shade you provide, and if
13 everybody does pour out of there at lunchtime
14 and so on, there won't be enough room. I
15 think it's too much green myself. It looks a
16 little bit bushy and thick for my taste. I'm
17 not sure that you achieved it with your first
18 plan which had looked like, you know, carpet
19 runners, some of them were long and some of
20 them were short. I wasn't entirely convinced
21 by that approach, but my hope is that you

1 succeed in your lunchtime animation similar
2 to the park in the middle of Downtown Boston
3 where it's just packed. And if that's the
4 case, this won't -- this is not usable green
5 space and I'm fine with that. Nobody's going
6 to sit on it. It's not intended for that.
7 Nobody as going to sit on it. It's not
8 intended for that. It's nice to look at, but
9 I think it's too much. For what it's worth.

10 Three, I'm a little confused by the
11 wrapping of your mechanical in that section
12 that changes from dark to light. I can't
13 quite under -- my eyes don't quite understand
14 the angles.

15 DAVID MANFREDI: All that's really
16 happening here is this is, this is out of
17 plain basically just two feet, 24 inches.
18 And this part of it is open to the sky.
19 We've turned the metal so that its seam is
20 vertical.

21 THOMAS ANNINGER: So those three

1 panels are in the same plain as all the other
2 darker panels?

3 WILLIAM TIBBS: No.

4 DAVID MANFREDI: No, no. All of
5 this is back -- see as --

6 THOMAS ANNINGER: Oh, I see, okay.

7 DAVID MANFREDI: -- as the facade
8 has its little notch, the penthouse has its
9 little notch. And all of this is back 30
10 feet.

11 HUGH RUSSELL: So what might be
12 confusing you, Tom, is that it looks like
13 there's a corner here that goes straight up.

14 DAVID MANFREDI: Yes, yes, yes,
15 that's right. But that's actually back 30
16 feet.

17 HUGH RUSSELL: It just happens to be
18 where the view is taken.

19 THOMAS ANNINGER: Can I see it from
20 the top? Maybe that will --

21 DAVID MANFREDI: Sure.

1 We should actually be showing a little
2 bit of notch right there.

3 THOMAS ANNINGER: I see. Thank you,
4 that's it.

5 WILLIAM TIBBS: It's right at the
6 corner.

7 H. THEODORE COHEN: While you're
8 talking about that, what is in the little
9 area at the end? I'm sorry, I wasn't here a
10 month ago.

11 DAVID MANFREDI: On the ground
12 plain?

13 H. THEODORE COHEN: No. The
14 penthouse -- that, right there.

15 DAVID MANFREDI: That was a point of
16 discussion a month ago. Currently we're not
17 enclosing anything in that area. What we
18 anticipate is that this building will be
19 occupied by smaller scale, life science
20 things. That these could be two or three
21 tenants on a floor. That, those tenants as

1 you lay out these floors, all of these
2 tenants have requirements for specialty
3 exhaust. Sometimes additional emergency
4 power. And so we may never use that space,
5 meaning we may never build that space. But
6 we need the ability to enclose mechanical
7 equipment for a tenant whose leased space is
8 in that part of the building. And we can't
9 simply get from that tenant's space to that
10 tenant's space. That's why it's there.

11 HUGH RUSSELL: So, amazing things
12 happened in the last month. And I was just
13 getting out the old drawings, and the oldest
14 drawings a month ago looked pretty good in
15 many ways compared to what was before us.
16 But now they look really pretty bad. So that
17 I think you hit it. You've found the right
18 medium which is about, you know, it's not
19 very far back from where you were. So it
20 accomplishes the goals, and now clearly you
21 say, oh, I much rather have this than that.

1 So, I'm quite pleased.

2 Tom, I think there's probably enough
3 bathing out there because it's about 20 feet
4 wide in some places. That's enough for quite
5 a bit for different things to happen. And so
6 some structured pieces there. So I encourage
7 things to happen.

8 WILLIAM TIBBS: It wraps around.

9 HUGH RUSSELL: Yes, it wraps around
10 the purple edges. Which is probably
11 something out of order or something. The
12 purple heart.

13 So, you can help me if you want to add
14 to your comment, I would say that we go right
15 into our -- into whatever we're doing, saying
16 well, you know, if it turns out you need some
17 more space, it's okay. If indeed you're
18 correct, it's such an attractive thing that
19 it's inadequate, you don't have to come back
20 and get a new Special Permit, you just have
21 to do it.

1 STEVEN WINTER: You're talking about
2 the rooftop?

3 THOMAS ANNINGER: No, talking about
4 the hard scape versus green space.

5 WILLIAM TIBBS: Yes, just add more.

6 HUGH RUSSELL: Just add a little
7 more.

8 STEVEN WINTER: May I comment on
9 that?

10 HUGH RUSSELL: Yes.

11 STEVEN WINTER: I think that
12 everybody gets a personal relationship with
13 open urban spaces and you learn how they work
14 and you learn how they function. And in fact
15 if that's too crowded for my own sensibility
16 at certain times, I'll figure it out. I'll
17 go do this or do that. My core value would
18 be to keep as much green as possible and let
19 people work it out, you know, when they use
20 it how they use it.

21 THOMAS ANNINGER: That's not mine.

1 HUGH RUSSELL: Okay, are any other
2 comments?

3 AHMED NUR: Yes. Pretty quickly.
4 You know, I was very happy with the first
5 building and I was happy with the second
6 design and I'm much happier with this design.
7 And so I will learn to let the big hitters
8 advise you on this. However, while we're
9 talking about the front, I'd say probably the
10 buildings where they design short grass and
11 sod, and people just run over it, cars run
12 over it. And snowplows run over it and it
13 looks like crap next year. So I probably
14 meet halfway. I understand Tom's concern
15 definitely. It just looks like a place, you
16 know, we say first floor is retail and this
17 is just bug zoning. People keep away. So if
18 you could maybe put lines in, pavers to walk
19 through I'm going for that. But I certainly
20 wouldn't keep it short. Because when people
21 start sitting on it, it's not going to last

1 or wal k across.

2 HUGH RUSSELL: Any more comments?

3 So we need a moti on to approve thi s?

4 LI ZA PADEN: Yes, i t woul d be nice
5 i f the Board woul d take a moti on to accept
6 the desi gn revi ew.

7 HUGH RUSSELL: So the moti on woul d
8 be to accept the desi gn?

9 LI ZA PADEN: Ri ght.

10 AHMED NUR: I second that.

11 WILLIAM TIBBS: And they wi ll be
12 conti nui ng to have revi ews wi th Communi ty
13 Devel opment.

14 LI ZA PADEN: Yes.

15 HUGH RUSSELL: Okay. On the moti on,
16 all those i n favor?

17 (Show of hands.)

18 HUGH RUSSELL: I t' s unani mous.

19 (Russel l , Anni nger, Ti bbs, Cohen,
20 Wi nter, Studen, Nur.)

21 * * * * *

1 HUGH RUSSELL: And now we're going
2 to try to deal with Rounder Records.

3 LIZA PADEN: This is an update. So
4 just to let you know the Planning Board
5 granted the Special Permit for 2419 Mass.
6 Avenue. It was an project that was then
7 reviewed by Inspectional Services. They
8 determined that the facade on the Linnaean
9 Pathway was not a front yard, it was a side
10 yard and required a ten-foot setback. The
11 Planning Board reviewed the plans with a
12 five-foot setback. Planning Board can't
13 grant Variances so it went to the Board of
14 Zoning Appeal. They requested the five-foot
15 setback. The Board of Zoning Appeal denied
16 it or it failed to receive the votes. And so
17 I just wanted to make sure that the Planning
18 Board saw this as an update of what had been,
19 what this plan will look like after all of
20 the reviews have happened.

21 CHARLES STUDEN: And the issue was

1 the Board of Zoning Appeal coul dn' t fi nd the
2 hardship that was requi red?

3 L I Z A P A D E N: C o r r e c t .

4 W I L L I A M T I B B S: B e c a u s e a s I r e a d
5 i t, i t w a s b e c a u s e t h e y f e l t t h a t t h e
6 r e d e s i g n t o g e t h e r w i t h i n t h e -- s e e m e d t o b e
7 o k a y t o t h e m. I t d i d n' t s e e m t o b e a
8 h a r d s h i p .

9 L I Z A P A D E N: R i g h t, r i g h t. S o
10 t h a t' s w h a t I w a n t e d t o b r i n g t o y o u. A n d
11 t h e d e v e l o p e r' s h e r e i n c a s e y o u h a v e a
12 q u e s t i o n f o r i t s p e c i f i c a l l y, b u t I w i l l t e l l
13 y o u w e a r e w o r k i n g m o r e c l o s e l y w i t h
14 I n s p e c t i o n a l S e r v i c e s o n t h e s e i s s u e s. W e' r e
15 v e r y h i g h u p o n t h e l e a r n i n g c u r v e h e r e.

16 T H O M A S A N N I N G E R: W h a t' s t h i s s i d e
17 l o t, f r o n t l o t b u s i n e s s?

18 L I Z A P A D E N: W e l l, L i n n a e a n p a t h w a s
19 b e i n g t r e a t e d a s a f r o n t y a r d. A n d s o M a s s.
20 A v e n u e L i n e a r P a t h, a n d C l a r e n d o n S t r e e t w e r e
21 a l l t h e f r o n t. T h a t' s n o t t h e c a s e. W h e n i t

1 went to Inspectional Services, they said no.
2 Linear Path is not a public way, it is a side
3 yard because it's the side that's -- it, you
4 know, the front yard is Mass. Ave. The front
5 yard is Clarendon -- or Cameron Avenue,
6 excuse me. And so Linear Path is a side
7 yard.

8 AHMED NUR: So, is the front yard
9 less set back than the side yard?

10 LIZA PADEN: Correct.

11 AHMED NUR: Okay. So then they've
12 got more setback than they need to.

13 LIZA PADEN: Now they're required to
14 make ten feet and not five feet.

15 AHMED NUR: It's late, I'm sorry.

16 THOMAS ANNINGER: That's their front
17 door?

18 LIZA PADEN: Yes, it is.

19 HUGH RUSSELL: Well, that's okay.

20 AHMED NUR: Well, that's the point,
21 exactly.

1 HUGH RUSSELL: But the definition of
2 what a yard is has to do with where a street
3 is.

4 LIZA PADEN: Right.

5 HUGH RUSSELL: And this parcel is
6 not a street. This parcel is open space
7 owned by somebody. I don't know who. The
8 city?

9 LIZA PADEN: Pardon me?

10 HUGH RUSSELL: Who owns that
11 triangle? The city?

12 LIZA PADEN: The triangle on the
13 other side of the path or in front of this --
14 Linear Path, it's owned between the City of
15 Cambridge, and the ground is owned by the
16 MBTA right of way because that's part of
17 the --

18 THOMAS ANNINGER: So it's public
19 property.

20 LIZA PADEN: But it's not a street.

21 WILLIAM TIBBS: It's not a street.

1 HUGH RUSSELL: Therefore, a literal
2 interpretation of the Ordinance is exactly
3 what was done. And we know that Ranjit has a
4 higher degree of mathematics and is a very
5 logical man.

6 LIZA PADEN: Right.

7 THOMAS ANNINGER: And so which
8 street is the front street?

9 LIZA PADEN: Mass. Ave. and Cameron.

10 HUGH RUSSELL: Because then Fair
11 Oaks also.

12 LIZA PADEN: Right. But that wasn't
13 under discussion. Cameron Avenue here and
14 then there's this area here which is
15 approximately -- I forget how big, 18 inches.
16 I'm sorry. This is not.

17 HUGH RUSSELL: So, okay. We're
18 informed.

19 THOMAS ANNINGER: So can I ask.
20 You've lost five feet. What did you do?

21 LIZA PADEN: They redesigned. They

1 pulled the building back.

2 HUGH RUSSELL: The building had jogs
3 in it. They've taken the jogs out. So
4 they've gotten most of the space back. And
5 there was a little extra space on the front
6 corner all along and now there isn't.
7 There's a deficit.

8 PAUL OGNI BEME: That's right. Three
9 squared off corners are now angled and we
10 lost those little bits. Aesthetically not
11 what we wanted, but required by their
12 interpretation.

13 AHMED NUR: So wait you set the
14 building back five feet?

15 PAUL OGNI BEME: The small corners.

16 (Clarification discussion among Board
17 Members.)

18 THOMAS ANNINGER: This is not a
19 plus. Nobody has been protected on this by
20 anything and the city has lost.

21 HUGH RUSSELL: I'd be happy to argue

1 that only as a very small point that there's
2 a little more setback from here where the
3 public is walking on the face of the building
4 and that's probably going to feel -- the
5 intent, the five feet is not a lot.

6 THOMAS ANNINGER: But that was
7 already -- that was plenty of space there.
8 It's not as if you needed more. You had this
9 whole triangle was space. Open space. So
10 who needed more?

11 HUGH RUSSELL: Right. So before you
12 had about 20 feet now you have 25 feet.

13 THOMAS ANNINGER: You know. . . .

14 HUGH RUSSELL: We liked it the other
15 way. No question about that.

16 THOMAS ANNINGER: I mean to me this
17 is a problem. Literalism for the sake of
18 nothing. For the sake of some principle in
19 the sky is idiocy.

20 HUGH RUSSELL: Right. The other
21 point is if you had come to us before you

1 went to the Zoning Board and asked us to
2 recommend your position to the Zoning Board,
3 that might have had an affect.

4 PAUL OGNI BEME: I believe we worked
5 with the Planning Board staff and I believe
6 there was correspondence between Planning
7 Board staff and ISD. And we let them know
8 that this was approved by the Planning Board
9 and it was preferred, but nevertheless they
10 felt they needed to interpret it the other
11 way.

12 THOMAS ANNINGER: Well, we had a
13 couple of layers here of strange decisions.

14 LIZA PADEN: Yes.

15 H. THEODORE COHEN: Well, I don't
16 think you can argue with what ISD did. I
17 mean, they have to interpret the Ordinance as
18 it is. Their argument might be that the BZA
19 for not granting the Variance.

20 THOMAS ANNINGER: Actually I can
21 understand the ZBA a little bit better. If

1 the ZBA if they're going to be hardship hard
2 balls --

3 HUGH RUSSELL: At least out of 100,
4 because you have to do it sometime. I'm
5 sorry, I heard a thousand cases on the Zoning
6 Board.

7 THOMAS ANNINGER: I can see that.
8 But it would seem to me that Inspectional
9 Services does what it wants when it wants.
10 I've seen them many times --

11 STEVEN WINTER: Liza, has the
12 Proponent received what they needed from this
13 Board here tonight?

14 LIZA PADEN: This is just an update,
15 that's all. This is just an update. I want
16 you to know we're closing the loop.

17 HUGH RUSSELL: Wait a minute, that
18 totally changes our Special Permit. We want
19 the staff not to serve as complying -- we
20 could do that. It would not be a good thing
21 to do it because then we would be caught in

1 between us.

2 THOMAS ANNINGER: Well, I mean I
3 suppose what we could do but nobody is going
4 to want to do that is to ask Inspectional
5 Services -- to make a motion to ask
6 Inspectional Services to reconsider their
7 view.

8 LIZA PADEN: I don't think it's for
9 them to reconsider. The Board of Zoning
10 Appeal has failed to grant the Variance.

11 THOMAS ANNINGER: Well, to
12 reconsider their view on this front door
13 business. I think you can make an argument
14 that this is the front door in this case. I
15 don't think that's --

16 LIZA PADEN: Nobody is arguing about
17 the front door. People are arguing about --

18 THOMAS ANNINGER: Well, the front
19 and side setback.

20 LIZA PADEN: And if you look at the
21 definition of the front yard --

1 HUGH RUSSELL: It's a very, very.

2 LIZA PADEN: -- it fails. This does
3 fail to meet the definition of a front yard.

4 HUGH RUSSELL: To me that definition
5 might go back to --

6 LIZA PADEN: I'm sure it does.

7 THOMAS ANNINGER: And a motion to
8 reconsider to the Zoning Board is that --

9 LIZA PADEN: No. Because --

10 THOMAS ANNINGER: Pointless?

11 LIZA PADEN: I don't see how you're
12 going to prevail in that.

13 THOMAS ANNINGER: I see that, too.
14 It's too bad.

15 AHMED NUR: It's too bad.

16 THOMAS ANNINGER: Nothing's been
17 gained.

18 LIZA PADEN: Okay.

19 H. THEODORE COHEN: They could
20 appeal Inspectional Service's decision.

21 LIZA PADEN: Yes.

1 H. THEODORE COHEN: And take it back
2 to the ZBA as an appeal. That doesn't need a
3 hardship determination, it just needs ZBA to
4 decide that Inspectional Services was
5 incorrect in its interpretation of the
6 Ordinance.

7 THOMAS ANNINGER: Yes, but you said
8 that's a loser because of the way the
9 definition is.

10 LIZA PADEN: I think the way the
11 definition is in the Cambridge Zoning
12 Ordinance is going to be very hard to prevail
13 on this.

14 AHMED NUR: Are we closed up?

15 HUGH RUSSELL: We're adjourned.

16 (Whereupon, at 11:40 p.m., the
17 meeting adjourned.)

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C E R T I F I C A T E

COMMONWEALTH OF MASSACHUSETTS
BRI STOL, SS.

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