

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, June 11, 2013

7:05 p.m.

in

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

Hugh Russell, Chair

H. Theodore Cohen, Vice Chair

Steven Winter, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Ahmed Nur, Associate Member

Catherine Preston Connolly, Associate Member

Brian Murphy, Assistant City Manager for
Community Development

Community Development Staff:

Liza Paden

Roger Boothe

Stuart Dash

Jeff Roberts

Iram Farooq

Taha Jennings

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Update, Brian Murphy, Assistant City
Manager for Community Development 3

PUBLIC HEARINGS

(continued) Amendments to the existing Special Permit of 125 CambridgePark Drive (PB#26) and 150 CambridgePark Drive (PB#47) and an application for Special Permit (PB#279) located at 125, 150, and 180R CambridgePark Drive to permit the construction of a new multifamily residential building of 220 dwelling units on a portion of the above property to be known as 130 CambridgePark Drive. The amendments to the existing Special Permits (PB#26 and PB#47) and Special Permit PB#279 are required pursuant to Sections 20.70 -- Flood Plain Overlay District, 20.91.1 -- Maximum Floor Area Ratio, 20.95.34 -- Waiver of Yard Requirements, 20.97.2 -- Pooled Parking, 20.97.3 -- (and 5.25.42) Waiver of Gross Floor Area Provisions for Parking Facilities, 6.35 -- Relief from parking requirements, 6.43.6 -- Common Driveways. 6.44.1 -- Setbacks for on Grade Open Parking Facilities and Driveways and 19.20 -- Project Review. The applicant is The McKinnon Company, as developer on behalf of BRE/CPD LLC, for the property

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P R O C E E D I N G S

(Seated members: Hugh Russell, H. Theodore Cohen, Steven Winter, Tom Sieniewicz, Steven Cohen, Catherine Preston Connolly.)

HUGH RUSSELL: Okay, let's begin. This is, this has been postponed twice. I was going to make a bad joke about postponing it again but I'm not going to do that.

This is the meeting of the Cambridge Planning Board.

RICHARD MCKINNON: That would be a bad joke, Mr. Chairman.

HUGH RUSSELL: Brian do you want to start with an update?

BRIAN MURPHY: Sure. To remind people next week we'll be at the Senior Center and we've got a busy agenda. We've got the Teague lighting hearing at seven. The Popper-Keizer SD 8A Petition as well as

the flat roof and rainwater petition. And under General Business we've got Biomed Realty signs at Cambridge Research Park and a public restroom at Cambridge Research Park.

July 9th we'll also be at the Cambridge Senior Center. The Phillips Petition continues at seven as well as more of an update on Central Square.

July 16th hearing we're scheduled for 633 Putnam Avenue. There may be additional items on that as well.

And on August 6th we've got public hearing continuation of 240 Sidney Street, 23 Bay State Road, use and Res C-1A and 270 Third Street parking reduction design review. And, again, all those meetings are at the Senior Center.

HUGH RUSSELL: Okay.

Tonight we're going to discuss the

Special Permit for 125 CambridgePark Drive,
150 CambridgePark Drive, 130 CambridgePark --
there's a whole bunch of things here. We're
basically talking about that building and the
parking garage attached to it and the various
arrangements that are made to deal with
parking as being displaced by the building.

So, it looks like you're geared up to
talk to us, Rich; is that correct?

RICHARD McKINNON: We're ready.

HUGH RUSSELL: Please proceed.

RICHARD McKINNON: Thanks, Mr.

Chairman. My name is Rich McKinnon for the
record. And I live at One Leighton Street in
Cambridge. In case you don't have copies,
here are copies that I'll pass around of the
supplemental that we sent you.

Thanks, Liza.

Mr. Chairman, we were here sometime

ago and we went through our application, and as a result of that, at the end of the hearing you had collected a number of issues that you wanted us to go ahead and look at. And what we did is we prepared a supplemental. I think that Liza and I broke them down to 11 questions. A number of those are pretty straight forward. They're a question and an answer, black and white. It was all text. And so what I think I'll do with that group of questions and answers is leave them and if the Board would like to return to them later on, we'll get up rather than plow through all 11 one at a time. The most suggestive and subjective types of questions really had to do with design issues, and I'd rather leave the time for Jim Batchelor to come up and talk to you about some of the suggestions that the Board had as

to the design of the housing, and in particular the design of the garage.

So there are just two slides that I'd like to speak to and then I'd like to give the floor to Jimmy and then any of the questions that we don't cover now, please, you know, we'll come back up and if the Board wants to discuss any of them in detail.

Here is our parking lot. This is our site that we're working with. And this gives you a -- we're creating a new street here. Yes, this new street is being created. CambridgePark Drive is of course out here. And this street won't be seen from the street, it's too bad, because we're creating something nice out here, and it's somewhat hidden by 100 CambridgePark Drive, a large office building and our own building at 150. But our sense is that it's important for our

neighbors to have something nice out here that the building that's being built by Hanover, the two office buildings, and our friends the scientists over at Vecna, they've been looking at a parking lot for a long time and they'd like something better on their backyard.

Beyond that we're offering to provide a landing for the pedestrian bridge that will come from the Quadrangle over to the Triangle. And if in fact that comes, it would come in here. And so this may in the future be an important street, because it will be the walkway that people will take to connecting the Quadrangle to the bridge and then taking them over to the Alewife T Station. And so what we've been able to do is we've been able to get permission from our neighbors at 100 CambridgePark Drive to do

the larger landscaping scheme out here. And that means taking some of these different species that are found over at the reservation and being able to drop them in here in a much more substantial way than we had hoped for originally. In other words, they're going to allow planting on their own property. And that was one of the issues that we had earlier on.

The second thing is, and I'm going to let Jim talk about this in more detail, but the street's really going to have a residential feel. We've really tried to articulate the residential units that are down there at the ground level.

And then finally we've got a garage that has got some festive banners and really gets a lot of architectural interest to the street. So it's a parking lot now, but I

think it's got a future. We've had a lot of time with Roger and the folks with CD and also Adam and Sue from Traffic, and I think we've come up with something that's a heck of a lot better than we were when we started.

The other slide I just wanted to draw your attention to that we did not have the Planning Board noted, an open space plan for the Triangle or of the Special Districts 4 and 4A. In other words, Discovery Park and the Martinetti properties out there. Here's the Triangle. And so what we had David do is to create for the city's use, David from BSC, an open space plan. And this is what the open space will look like in Special Districts 4 and 4A as well as the Triangle post-development; that is after our two developments and after the Gerald Hines Development across the street from us. As

you can see, there's a substantial amount of green space that's going to appear here, the biggest of which, of course, is the Alewife Reservation. And when I came up here to work on Discovery Park, I don't know, about ten years ago, I said well, let me do a little bit of studying about the reservation and learn something about it. I figured there would be a little synopsis. There weren't hundreds of articles, it turns out there are literally thousands of articles that are written about the Alewife Reservation. It's an incredibly interesting place. Very, very studied. There are bird watchers out there every Saturday morning. There are people who know an enormous amount about insects, about beavers, about mink, about deer, about coyote, all of which are found out there. It's just an amazing place. And one of the

things that I think that can bring a lot of these new residents together, and we're doing it with the Faces project, is for naturalists, let them know it's out there because they know what they're doing anyway. But for other people it's an amazing opportunity to learn, because we're very lucky in Cambridge, we've got all of these students from Lesley College and then all of these people that have their own individual specialties out there that love taking newcomers and showing them. I mean, there's a family in Cambridge that knows more about beavers and beaver dams than I swear anyone in the world. And they like nothing more than bringing other families out and showing them. So it's, it's just an amazing resource. It's also a sense, I think, to create some community out there. And it's

also a sense for people to buy into the importance of the reservation and to pitch in and help make it clean. There are groups out there that do it, but they can always use some help.

So that's sort of where we are I think with open space. I think there's good open space. I think it has lots of opportunities for good use, and that's all I have to say. So I'd like to turn it over to Jim Batchelor and he can go through some of the design issues that the Board raised.

JAMES BATCHELOR: Thanks, Rich.

I'm Jim Batchelor with Arrow Street, the architects. And we've been pleased to get the feedback and finally have a chance to talk. So I think we're making good progress. As Rich alluded to, there are a number of questions here. We brought the information.

I think the idea is that we'll jump ahead to the architecture. If there's a desire to come back to some of these other features, we're good with that.

The architecture is obviously a critical thing that we have been working on. This is a slide which lists some of the key elements which we've worked on on the residential portion of the building with the goal of giving it a little bit more of a street quality, a little bit more of a domestic quality. And then frankly, just zeroing in and looking more closely at the entry. So this is a pair of residential entries and they are along the street. You can see the pattern here; 1, 2, 3, and a fourth one here which will actually provide connection into the building as a whole and one more on the left. So these are, I think,

going to work out to be very nice front doors for residents that are on the ground floor here. And there are about a half dozen.

This is a view of the ground floor. You can see in yellow the residential units that face out onto the street. That's in addition to the principal entry for all of the apartments which are here. And we are expecting that we will also be able to have an entry here into the building as a whole. We have some mechanical spaces that may wish to have doors to the outside or may not. We will be following up on that.

This is obviously the ground floor overall.

This is the principal view as you come in the entry drive and you look down and you can see the bays that we're talking about. The garage beyond.

This is, again, a close up that shows the residential entries and the small front yards.

Looking back a little bit similar view.

And this is -- a little bit about the parking. We have -- we've studied the parking garage further since we've talked. We've kept the idea of banners as our preferred approach. We've tried to refine the banners a little bit so that there are a few less of them, and in particular we are setting them up so that they're parallel to the exterior plain of the building. There is a suggestion that this would reduce the extent to which they were subject to wind forces, and I think that was a good idea. We're concentrating them primarily at the end that's visible from the Hanover development. We are also using them near the residential

here. We are looking at leaving a center section of the garage without the banners. The feeling is they may work better as an accent. We do have a second alternative which carries them across the front here. We do think they will work well. There's a note here that says five-year lifespan. I will say that we did review the condition of the banners which are over at Discovery Park. We actually were able to get a copy or another piece of the exact same fabric. So we were able to go out and say so how much does it fade? It does fade a little bit. The colors are a little bit faded from this, but as you know from going by, it's still pretty strong. We are looking at using a similar fabric. Maybe the exact same supplier, although there are a variety of options, and I thought I would pass around if people want to look at

it.

Those have been about five years we think. Talking with Robert Slager (phonetic), he says he's had no issues with them. He's had no indications of difficulty. He expects to get another 15 to 20 years out of those banners. Now even -- that's Robert, and he's a little optimistic. They're not great five years out that's for sure. So I think warranty group people are only willing to say five years and so I think it's important to acknowledge that aspect of it, but on the other hand, we have a direct example and it's working quite well.

These are a couple of other examples of similar banners. Again, by the same people that Arrow Street has had pretty much experience with banners in a variety of applications. This is a nice set up down at

the World Trade Center.

This was the original design, and as you can see, most of the banners on the left side shown there were perpendicular, which made it nice, you can see them when you approached them obliquely. When you looked straight on, you couldn't, but for the most part you would look at it obliquely. Some of these were very large and sail-like. And we have taken a more constrained approach. This is what we're saying we're recommending. We are encouraging the thought that there be a little bit of in/out movement. So they had a little bit of three-dimensionality. There would be a steel frame behind the banners, which would create the shapes that you see there, and you would look to do the same along there. It's a fairly subtle thing and it's staying essentially parallel with the

plain.

We are also looking at using a living screen, green wall here. And for those of you who get out along Arsenal Street, there's a nice example on Arsenal Street at the Lexus in Watertown. In fact, these very vines are Photoshopped from that location. There's a photograph of it. It does look like this. And I think if you go out and you look closely you will see that it's, it's sparser at the bottom. These plants love to go high, so they run right up and they do fill in. But if -- we're not trying to oversell the green wall. We're saying you got to like it as a living thing that may be a little bit different from kind of the perfect rendering. But the sense was that this actually achieved its full height within something like three years and then has gradually filled in.

We're pretty optimistic that this will work. It works here. We believe it will work here because there is good dirt. These are vines that are planted in good dirt and it's got enough amplexus to it to collect some rainwater. We looked at trying to do it along New Street, but that sidewalk is extremely tight and we think it would be too prudent to try to do it. It also doesn't get good sun there. So we're recommending that we do it here on the west wall and I think it will be nice for the residential development that's next-door as well.

This is just another view of the garage. You can see a little bit here -- what we are proposing is a treatment in the precast spandrels that are here that picks up on the precast that's in 150 CambridgePark Drive. I think there's a photograph -- yes,

okay.

So this here is a photograph of the west side of 150 CambridgePark Drive. And this is sort of facing the residential development. And so what we're looking at doing on the north side of the garage in particular is to expose some of that. We've added in a pipe rail which shows up just a tiny bit in this, but I think, again, is something that adds a level of detail that's nice and will give a good feel when people are in the vicinity walking by.

We did do another study which added the banners in the center here. We called this Option B. I think our sense is that it's essentially stronger architecturally to treat it the way we did in Option A, which is to say to leave out these banners, but that is also something that we're game to explore.

This also shows a slightly different precast treatment of the spandrels and this also shows a different color here but we also went back to using the red.

So I'll go through these and then jump back. So that was the straight-on elevation. And then if you go back, this is the straight-on elevation and spandrels which is very similar to 150, and the banners just in the end bays on the north facade. This is where the green rails are visible where there are no banners in front. And I think our feeling is this is, this is good. It is a parking garage. It's treated as a good neighbor, we think, but we welcome the dialogue and we're happy to entertain questions or suggestions.

STEVEN WINTER: Mr. Chair, I just had one clarification.

HUGH RUSSELL: Sure.

STEVEN WINTER: Where Rich mentioned that the people in the future may be coming off that pedestrian bridge --

JAMES BATCHELOR: Yes.

STEVEN WINTER: Can you orient me as to where that route would be, please?

JAMES BATCHELOR: Definitely. This is the best slide to see it. So the bridge would approach across the tracks. The tracks are beyond here. And the idea is it would come across. Now it has to come across essentially at the same height as the Route 2 road. So it's up in the air a good height. We're not sure what it will connect at, but we think it's probably at this level that it will come across and it can, it can taper its height a little bit. But what we're imagining is that there will be a column here

holding up a bridge and then when you get across the entry drive, so there will be another column holding up a bridge, holding up the bridge on this side, and then it will butt into this which is the elevator tower.

H. THEODORE COHEN: If I could follow up on that.

Do you have an elevation of the other side of the garage that you would be seeing if you're coming across the bridge?

JAMES BATCHELOR: I don't know that we've got this in this set. I think it may have been in some of the earlier packages. It does not have the banners on it.

H. THEODORE COHEN: It does not have the banners?

JAMES BATCHELOR: It does not. It's an untreated side.

HUGH RUSSELL: I guess I would

actually like to just see what the other questions were because I don't actually --

JAMES BATCHELOR: Sure.

HUGH RUSSELL: -- have anything that says what they are and see if anybody wants any follow up on that.

JAMES BATCHELOR: Right. I'm happy to sit back. I think we might have had a version of this which had text. And this has been converted from text to bullet points. So if we want to just walk through it, we can start --

HUGH RUSSELL: I think just want to maybe show us each slide, we can look at it and say Do we have any questions? And then we'll go on to the next one.

Rich covered two.

RICHARD MCKINNON: The first question was really a question about

criterion for the different types of zoning relief that is sought. And Kevin from Goulston and Storrs, as you can see in the handout, did a pretty detailed analysis of just how that mechanism works and what the different criterion are in the different types of Special Permits that are being requested.

HUGH RUSSELL: That's the thing that's labelled draft here?

RICHARD McKINNON: Yeah, it's actually a part of the application itself.

HUGH RUSSELL: Okay.

RICHARD McKINNON: But it's also been abbreviated, and it is spelled out as this big Question 1 in the book that I just handed out.

JAMES BATCHELOR: It's something that was distributed that might have looked

like this.

RICHARD McKINNON: Yes.

JAMES BATCHELOR: It had the kind of text that someone could sit and read. It went through each of these and these are bullet point summaries to make it possible to see a few words.

RICHARD McKINNON: Why don't I give you mine here.

JAMES BATCHELOR: I was going to say I've got one copy. I've got one and pass these around.

HUGH RUSSELL: So we think maybe we --

RICHARD McKINNON: That's just the graphics. This is the full set, it's right here.

LIZA PADEN: There was a set that went out, it's dated 5/16. I have another

set here from the file.

HUGH RUSSELL: Okay, got it. They all have the same picture on the cover.

JAMES BATCHELOR: That makes it harder.

HUGH RUSSELL: Is this yours, Jim?

JAMES BATCHELOR: I think that one was, but I think that one is Rich's.

RICHARD MCKINNON: But in any event, that was Question 1. And it really went over the things in our original application that are part of chapter 2, which is where they always are in the Special Permit applications, Mr. Chairman.

HUGH RUSSELL: Okay.

So anybody want to follow up on these points?

Okay, Question 2 is the open space plan which you spoke to. It's really too bad Bill

isn't here, but I -- you really did what I thought you wanted to do was to put it all into context.

RICHARD McKINNON: Right.

HUGH RUSSELL: And Question 3 is sustainability.

RICHARD McKINNON: And I think we -- yeah, what we've done is taken a graphic right there and just sort of walked around it. This really was getting to Tom's issue with trying to maintain a light footprint out here environmentally. And we thought rather than just having a chart, it might be easier to show you the different ways that the project is sustainable.

HUGH RUSSELL: Right. This is becoming more and more standard which is good.

FROM THE AUDIENCE: What is a TMA?

RICHARD McKINNON: Transportation Management Association. That's when different property owners get together provide shuttle service and ride share and things like that.

And so what we've basically have spelled out in some detail there is that we'll be doing an inventory, and including the 128 Business Council, to try and get a sense of whether or not there really is an appetite to do something more substantial than the ad hoc ones that have been a part of some of the Special Permits over in the Quadrangle. And we've already contracted with BHB to do the study for us. And then we'll share all of that with the city obviously.

We've also been working with Jim Gatsby (phonetic) from Charles River -- Jim's been

doing this for a long time with the EZ Ride, etcetera, in East Cambridge. So, I mean ideally we persuaded him to do one for Alewife.

TOM SIENIEWICZ: I'm sorry, we jumped before I could get a chance to answer a question about 3.

RICHARD McKINNON: Oh, yes, sure.

TOM SIENIEWICZ: Since this was something related to the surface water management. Just for clarity, the water's being collected and treated is going to be re-infiltrated into the ground around -- in and around the site, it's not going to be piped off the site?

RICHARD McKINNON: David, did you want to speak to that?

DAVID BIANCAVILLA: Yeah, unfortunately --

RICHARD McKINNON: David Biancavilla from BSC.

DAVID BIANCAVILLA: We have high ground water on this site so it's very difficult to infiltrate. So what we did is we reduced the impervious area on the site to help gain some additional infiltration. We will be using storm water tanks which are located underneath the building and in the garage for slowly discharging that water back to the city system. And we are in the process of exploring re-using that water for re-irrigation on the open space that we do have on the property.

TOM SIENIEWICZ: So it will go into the city's storm water system rather than into the natural water shed adjacent to the site; right?

DAVID BIANCAVILLA: Correct.

RICHARD McKINNON: Was there more?

DAVID BIANCAVILLA: Well,
unfortunately --

TOM SIENIEWICZ: No, the reality --
I understand the reality of the engineering
as much as I'd like to see it go into the
adjacent watershed which is a feature of open
space that centers around, its surface water
and drainage --

DAVID BIANCAVILLA: Yep.

TOM SIENIEWICZ: -- unfortunately
it's a bit of a missed opportunity but the
realities of trying to get that water
responsibly to that site across properties
you don't own.

DAVID BIANCAVILLA: And we did work
closely with the City and DPW for potentially
connecting to the new call that runs down to
the storm water pond, and we were

specifically told they did not want us to connect into that system. Because the current watershed doesn't go in that direction. It goes out on the other side. And they wanted us to maintain that drainage pattern. But we are meeting the Concord/Alewife requirements where we had to design the 25-year, posted all of its storm to be equal to the two-year existing. So there is a real slow release of the water that does ultimately discharge to the Alewife by the T station. So I think overall, the water is still getting to that system. It's a better scenario where it's slowly released per our design as opposed to now where it just kind of rushes there. So I think it does help the environment in terms of the slower release.

TOM SIENIEWICZ: Thank you.

RICHARD McKINNON: So that was it on the TMA.

Well, this is the sort of big mega question. Some of the things that we're doing that really go beyond our own particular traffic of this project are. You know, we're limiting SOV trips, it's a mixed use, much reduced parking ratios, and we're doing, you know, for the second time, first time being Hanover, shared parking and keeping data on it so that it becomes hopefully in the future more normal part of city development here in Cambridge. We're doing all of the TDM commitments that respond to all of the various requests that have been made of the Traffic Department. We basically said yes to all of them. And it's a fairly substantial list of TDM requirements.

We are providing funding for the bridge

study and design for the second time, actually. And of course we're also committed to providing the landing for the bridge whether it's on this property or the property we own adjacent to it. So there is a place for the bridge to land without complication finally.

STEVEN WINTER: Mr. Chair --

RICHARD McKINNON: And then we've been asked to -- excuse me.

STEVEN WINTER: I'm very sorry. Is this designed to 25 percent as per the state operates or is this designed to be there for when the bridge is built?

RICHARD McKINNON: Well, that's a good question. I mean, the -- actually, I think Brian's department is doing the specs on it if I'm not mistaken. But I think we're up to about a half million dollars that has

been collected for the bridge study and design. And there's an RFP that's going to go out. But I don't think, Brian, if I'm not mistaken, it has not gone out. I don't think all the money you expect to collect has been collected yet.

BRIAN MURPHY: Right. It hasn't gone out yet, but we expect, you know, it out in the next few weeks to start that study.

RICHARD McKINNON: Yes.

So I haven't seen the final specs yet.

And then there's a traffic camera equipment that Traffic Department, Sue and Adam have asked us to install down at CambridgePark Drive and the access road by the -- now the equity project, formerly the Archstone project formerly the (inaudible) project.

So those are some of the things that

this project is doing. And, of course, as I said before, we're also trying to initiate a TMA for the area which, you know, they work and they work tremendously well down in East Cambridge and they do make a difference.

Shared parking details. I think we've gone over this in some detail, but part of the TDM plan really calls for stipulating how we expect to manage this. We're looking also to our neighbor, the folks from Hanover, who are getting a little bit of a head start on us. We are pioneers out here, but it's been done elsewhere and we're confident that we can do it fairly well. One of the reasons it's easier for us frankly, that it might be for two separate ownerships, is we have control of these housing developments and we control the office buildings. So it's making a deal with ourself to a certain extent. And

then forcing the housing buyers to live with it. And so it's allowed us to do it in ways that, you know, there are two totally and distinct ownerships. Sometimes it's hard to get everybody to give a little bit, you know.

HUGH RUSSELL: So, Catherine, that was your question?

CATHERINE PRESTON CONNOLLY: Yes, that's right.

RICHARD MCKINNON: And, Catherine, in the central mantle we tried to spell it out in more detail.

CATHERINE PRESTON CONNOLLY: Yes. I think I've gotten the detail I need on how that operates. I appreciate the answers.

RICHARD MCKINNON: Thank you.

Oh, this is my question. Why the three-bedroom units? That's really my own bias I guess coming into this. The

three-bedroom units, we have a whole stack of them at One Leighton Street, and they were just the worse things to lease. They were just horrible. They were by far the last ones to rent. They rented it by far the lowest price per square foot. But as you mentioned, there seems to be a bit of a comeback of the three-bedroom unit. And it's interesting. I think when we think about we're looking at family units, but the truth of the matter is not always why this comeback is happening. People that want to live in the city, there are a couple of ways they can do it. One is to live in a very small space. Hence the microunits and more studios. But another is to share space with a couple of other people. And so you're seeing that. Hopefully we get some families in there. But what I've said is that, and I've been pretty

good, as I think the Board knows, of following through on this, we like to have some flexibility. But talking to some of the potential housing buyers, we told them we like to do a whole stack of threes, and I think they're going to be receptive to that. And so we're going to try to put them into this project.

HUGH RUSSELL: Okay. I don't see anybody commenting.

RICHARD McKINNON: Bridge commitment. I think, Steve, you had --

HUGH RUSSELL: I think we're there.

RICHARD McKINNON: We're there.

HUGH RUSSELL: Yes.

RICHARD McKINNON: It is a commitment, it's binding, and there's a set of standards and it -- Sue's done a good job of spelling them out in as much detail as we

can at this stage.

HUGH RUSSELL: Okay. We're creeping up on the garage.

RICHARD McKINNON: We're creeping up to the garage.

HUGH RUSSELL: Question 9, I think, you know, again, just looking more closely at it literally, I mean the pictures closer to see what's going on. The changing the bays from green to the red is I think a great move, Roger, and it seems to me it's very convincing.

STEVEN WINTER: I concur, Mr. Chair. They provide the canopy. They provide -- it's nicely done. You've done that very nicely.

HUGH RUSSELL: Yes.

So, we get to 10, the -- which is really that, you know, the further

articulation there of the windows.

And 11 is the garage. I don't think it's quite there.

H. THEODORE COHEN: No.

HUGH RUSSELL: No. And I think, the thinking that's gone on has made some significant progress. So two sort of observations:

Now the basic structure is, you know, a typical precast structure that's, as Jim explained, picking up on the very subtle precast detailing of the building next-door. And I think that's important to try to do whatever can be done to enrich the basic structure to -- there are, you know, the colors and the textures are options. There were portions of these garages aren't very good. So putting that rail in makes a big difference.

RICHARD McKINNON: Yes, it does.

HUGH RUSSELL: And the spandrel.

But still it's -- they're engineering structures and they're very well thought out. But I'd like to see the horizontals be even sort of more -- sort of more there on the horizontals. So I was thinking well, what can you do? And so what have I done? Well, I've built two garages like this, and you can put thin brick into the forms and -- so you can change the color and the sheen of part of the spandrel or you can do the whole spandrel.

RICHARD McKINNON: Yep.

HUGH RUSSELL: Ed Thompson's garage from 25 years ago, you know, was just brick and that was Ben.

RICHARD McKINNON: That was Ben.

HUGH RUSSELL: And so that's an

option. I think the other --

RICHARD McKINNON: Are you talking about the half-inch brick?

HUGH RUSSELL: It's half-inch.

There's a very clever system that holds it in the form, creates appearance of a mortar joint. The thin brick has got channels in the back so it doesn't hop off. And it's -- I think we had a 400 car garage and it cost \$100,000 for about two-thirds of the spandrels was brick. And, you know, I wouldn't think it met the standard I'd be looking for here. And so I'm not saying that's the solution, but it's a technique. It's an option. It may be better given the building next-door to play with the concrete and the textures and the colors in the concrete. I don't know how hard that is. I assume the textures you can do a lot with

because you can put a liner in that will create a texture.

JAMES BATCHELOR: Yes, and you can water or sandblast to bring out the aggregate which could have a different color in the mix.

HUGH RUSSELL: Right. Which is I guess what's done in the building next-door. In the plus the 25 years of dirt has probably --

JAMES BATCHELOR: And softens it.

HUGH RUSSELL: Right.

If you look at the -- do you have -- I think you had a blow up of the upper picture.

JAMES BATCHELOR: Yes. I think if you go a little further, Rich. Keep truckin'.

HUGH RUSSELL: Yeah, that one.

JAMES BATCHELOR: Back up. Back up.

Back up one more.

HUGH RUSSELL: So that's much more interesting. And of course it's shorter. It has the elevator tower in your plain. That elevator tower for everything you can get out of it, the red stripe, the things, all of that, and it's got a strong vertical that's volumetric there. And I almost wonder and I look at that and I say are those -- is the fabric really needed there? Is that a strong enough composition without the fabric? Now of course if you're apartment faces into it from the Hanover building --

RICHARD McKINNON: From the Hanover. As Jim said earlier, I mean because Hanover's new apartment -- some of them, it's not unusual, but some of them will be looking this way, that's really the big view for them. And so Jim has spent an enormous

amount of time thinking about --

HUGH RUSSELL: Right.

RICHARD McKINNON: -- which is why that one does do some interesting things. It's all been done really for Hanover.

HUGH RUSSELL: So I guess the other observation I was going to put on the table is that the building along the new street has a lot of strong vertical elements and vertical organization. And the garage has vertical bays that actually aren't terribly out of scale with what's going on down below, but the construction makes the spandrels so, so dominant. And also you've got ramps there, which is a kind of a complication that the spandrels aren't horizontal on the whole building and that's again part of the building.

So in some ways I want it to be more

vertical. Of course that, well of course that's what you thought, you put the banners on to create that verticality; right? But I'm just troubled that the banners aren't substantial enough. I want to turn it over to somebody who is a much better architect than I am.

TOM SIENIEWICZ: I hope you're not looking at me.

H. THEODORE COHEN: I was going to speak but now I can't.

TOM SIENIEWICZ: I appreciate how much you're trying to work here, Hugh, with materials that are masonry and concrete and brick and trying to do something that would last relative to the architecture. And I can make some really good suggestions about how to make this a more interesting and higher quality kind of architectural expression.

Having now seen this banner proposal, and I'm not talking about the elevator side, but the other side, and the banner proposal that we saw last time, my questions really were as I recall from the last hearing related to the temporal quality of that solution of the banners and, you know, their durability and was this something, you know, that we would approve this and then five years from now there would be no banners because they would simply wear out. I appreciated the comments earlier today in the presentation explaining that this is a tried and true technology and it's certainly durable for five, not ten or maybe even 20 years. And so once I understand that, and I'll get some reassurance about the structural connections back to the spandrel panels, but it may be a way to address this

issue the verticality. I noticed that, too. The previous proposals did show perpendicular banners coming off the building which would have the effect -- because you're going to see this on the bias; right? You have the effect of emphasizing the kind of vertical composition. And if I can reassure myself that this is a relatively permanent solution, I think it may go a long way to addressing some of the concerns that you had. That notwithstanding I appreciate the railing and also your suggestions about how to detail those precast panels.

So I'm sort of coming full circle on the banner. I missed the ones from the previous proposal as I see these ones that are flat. And then on the elevator side, that's the side that won't be seen on the side, so that's sort of straight on so that's

sort of a condition. There's housing there. I would be mindful of the light pollution coming out of there is traffic worse in and out, but maybe that's where the banners can help us there.

And so those are my thoughts.

STEVEN COHEN: I agree entirely with Tom, and boiling it down to a simple thought, I liked it better last time. You know, and like Tom, I had questions about the durability; will they fade, will they last, and so forth. But those were pragmatic concerns. From a visual and design perspective, I liked it better. You had a few different versions and you could quibble which one you liked better. But basically to my eye, a garage of this nature is going to be a garage of this nature no matter what materials you use on there. And I thought

that those vertical banners were an interesting strategy to grab the eye's attention and to at least make an effort to look like something more interesting. And I especially like the --

RICHARD MCKINNON: Especially on the north side.

STEVEN COHEN: -- ones with the three-dimensional nature of it. Now, it may be that your structural guy will tell you that this is not going to work in the wind. But unless he's told you that, I thought that it added another whole dimension, as it were, and again made it visually stronger.

H. THEODORE COHEN: Yes. Could you show us the other designs you have with Question 11? I have to say I much preferred the original design and I prefer your other options than this one. But I think that was

great. I mean, I was very happy with that.

RICHARD McKINNON: So was I.

H. THEODORE COHEN: You know, I thought in a way it was really, you know, visually pretty astounding. And if it worked, I would be happy with it. But I liked some of the other options you have in the brochure of Section 11, too.

STEVEN COHEN: Is that inconsistent with the red on the --

RICHARD McKINNON: No. I mean, we can pull the red in on the original design, right? There's no reason why we couldn't.

JAMES BATCHELOR: Yeah.

STEVEN COHEN: On the elevator shaft, yes.

H. THEODORE COHEN: I mean quite frankly the option you're proposing now is neither here nor there. If you want to have

a concrete garage, then just go for it.

RICHARD McKINNON: There you go.

H. THEODORE COHEN: Right, I mean that and the other one.

RICHARD McKINNON: Right. There you go.

H. THEODORE COHEN: I mean, I actually prefer pretty much all the other options. Maybe it's at verticality and expressing that. And it's just if we're going to cover it up, then let's do it.

STEVEN COHEN: Let's cover it.

H. THEODORE COHEN: Let's cover it. And then which goes to, you know, the other facade that we're not seeing which I mean I guess now not many people will be seeing it except at a distance, but if indeed the bridge is built, then we're going to have a lot of people walking over that bridge and

going to be seeing nothing except the back of the garage.

HUGH RUSSELL: Well, I think also one of the Fawcett Street buildings is more or less opposite this and has a --

H. THEODORE COHEN: Does that block it?

HUGH RUSSELL: Well, I mean it's 200 feet away on the other side of the railroad tracks. It's very wide though. But there is an apartment building now that's similar to scale and on the other side.

STEVEN WINTER: Mr. Chair, given the Board members' comments on -- people seem to like these scenarios better, tell me how that affects your thinking then on the banners that are presented today. And in other words, does that take you anywhere to find some common ground with what others are

saying or do you still feel that we could do much, much better?

HUGH RUSSELL: Well, I think I would, you know, looking back at the older drawings I would agree with my colleagues. And in a way it's sort of a vindication of the -- where the thinking had taken Jim and his team, you know. Some things have been learned and they can be sort of input into it. I mean, Roger you -- I mean, I'm thinking what was apt to happen is we're going to express preferences and we're going to throw it back at you to work with Jim to, you know, I don't think -- this is not the kind of thing that holds up a permit, but -- so what do you think?

ROGER BOOTHE: I think my thought process is very much like what you all have been discussing. At first I wasn't so sure.

I was persuaded that the attempt they've done tonight was responsive, but looking at it now, I think it would be a shame not to try it. You know what, it's reversible. If it should blow away in seven years in a storm, well, we'll do something else. But this would be something you might say wow, look at that. And I think it's worth a risk. That would be my sense. And then just doing a little extra to make sure it doesn't blow away. And putting in that red there, I think on that corner, really ties it into the rest of the building more. So I'd say go for it.

RICHARD McKINNON: We will work closely with Roger to make sure something's nice here. And then we'll take into mind some of the other things the Board said tonight, too. We're not unprepared to do them. It's just finding the right

application. Okay?

HUGH RUSSELL: Right.

Okay, so we've reached sort of a meeting of the minds and happily it is actually something that you wanted to do in the first place.

STEVEN COHEN: Manipulated us into.

HUGH RUSSELL: No, no. It's just -- it's confident that, you know.

So, now the question is are there any open issues on this project or can we move forward to grant the permits?

STEVEN WINTER: I had one issue that I'm happy to let the staff work on with the proponent on this, but there is mention of -- I'm sorry, there was mention of down where the individual entrances are of mechanical doors. And I simply wanted to make sure that the mechanical doors were doors that would

present something to the pedestrian perspective other than, you know, sealed vault or something like that. And that would come in and out of them would also be appropriate to pedestrian experience. Okay.

TOM SIENIEWICZ: Just one detail, Mr. Chair, relative to Question 7, and I know we discussed this, the three-bedroom question.

HUGH RUSSELL: Yes.

TOM SIENIEWICZ: The proponent's on the record saying that he would consider putting three bedrooms in? I just want to be clear on what the City is getting for a promise about those units.

HUGH RUSSELL: Sounds like to me it's a good faith effort to try to get them there when they find an ultimate owner for the building. So what I'm hearing is that

this team is essentially getting a project that's permitted and they're going to sell it or get it financed which is kind of (inaudible) today, and in that process Rich will make a good faith effort to get three-bedroom units in one stack.

Is that it?

RICHARD McKINNON: And frankly the folks that we intend to sell it to, the ones we've been talking to, both of them have been completely amenable to it. So we're confident, Mr. Chairman.

CATHERINE PRESTON CONNOLLY: For those of us who aren't architects and don't have that vocabulary one stack means one on each floor?

RICHARD McKINNON: Yes.

HUGH RUSSELL: One on each floor.

CATHERINE PRESTON CONNOLLY: Okay,

thanks.

RICHARD McKINNON: Mr. Chairman, we can actually make --

H. THEODORE COHEN: About four or five units?

HUGH RUSSELL: Five units, right.

RICHARD McKINNON: Yeah.

We can actually make life simpler. You can make it a condition and then the buyer's going to have to eat it.

H. THEODORE COHEN: Well, I would certainly be in favor of that.

RICHARD McKINNON: We can live with that.

TOM SIENIEWICZ: I would be in favor of a condition.

STEVEN WINTER: Mr. Chair, I'm fine going with a condition, but I also want to say to staff and to my fellow board members

and to the proponent, I've never seen the marketing analysis that shows me whether the three-bedroom units are or are not marketable, saleable, desired, wanted. You know, we do this all the time with pocket combs and shoes. Are they going to sell? Are they wanted? Who's going to buy them? I've never seen that so I wanted to put that point on the table. I'm not sure we know how marketable the units are.

RICHARD MCKINNON: As I said, Steve, my experience is pretty limited to One Leighton Street.

HUGH RUSSELL: And I mean that's sort of the way real estate works, Steve. You build it and you see if anybody comes and what you have to do to the rent to get them to come or what you can do to the rent if they really want it. So.... But it's, I

think the Norris Street case taught me that large units -- you weren't expecting to see families with kids in larger units. At least that seemed to be the way the owner of Norris Street was looking at those large units. How many grad students can you rent bedrooms to? Different location, somewhat different project. You know, at the same time there are people who want to stay in the city, they want to rent, and they want three bedrooms because they need a place for their kids to visit. They need, you know, two studies and a bedroom. And, you know, they have plenty of -- they're able to afford this.

H. THEODORE COHEN: I think we've been talking about larger units all over the city so much and I think there is now a pentup demand for them. And so I think if they're willing to go along with the

condition and make the ultimate purchaser look at that. I think that would be a great thing for us to do. And I don't want to say it will be a precedent for other projects, but I think, you know, this is a different location from Norris Street and I think, you know, there is a demand for it.

STEVEN COHEN: I would just say that the Applicant has already committed to do it. What would be interesting would be to follow up on and for you or for your successor to report back on your experience so that we might learn something about the demand in general, and you know, specific demographics.

RICHARD McKINNON: Yes.

STEVEN COHEN: Not just did they rent, but who rented them?

RICHARD McKINNON: Who rented them?

STEVEN COHEN: And what did you have

to do to rent them?

RICHARD McKINNON: Well, I could speak to one of the units for certain, and that's the affordable housing folks who take it and hopefully rent it to families. You know, if it's there, if they wanted to go that way. But I will -- of course, we will be happy to do it.

HUGH RUSSELL: So, we have not closed the public hearing. And normally we would allow people to comment on the changes. The changes here are quite modest although we like them. They are basically the change in terms of the Planning Board's reaction to what was originally proposed on the garage isn't really a change. And then the articulation of the facade along the new street, that's the one place where there's been some architectural change. The size of

the project, all of the other pieces, I guess, the three-bedroom units represent the modest change, too.

So, if there are people who want to comment on those changes -- does anyone like to do that? And if so, would they raise their hand?

Yes, sir. Would you come forward and use the microphone, give your name and address and observe our three-minute speaking time.

TOM STALMAN: I'm Tom Stalman (phonetic), 19 Channing Street. I have a comment on the new facade. And it is an improvement over the old one because it's getting broken up and being made into more of a human scale, but the street itself is not gonna be activated by entries for multiple units even though there's this nice yard,

it's not owned by anybody. A more satisfactory solution if you want activity along that street would be to try to have some of those first floor units actually open onto the yard and give them a little bit of private yard on the ground. So just a comment about that.

HUGH RUSSELL: Okay, thank you.

Chris Porter also signed up.

CHRIS PORTER: Hi. Sorry, I didn't realize this was just about the changes. Since I was not able to make the other meeting -- I didn't realize this was just about the changes because I was unable to make the prior hearing. But we did submit our comments in writing. I work at the Cambridge Systematics which is at 100 CambridgePark Drive, but I do have a couple of questions I guess --

HUGH RUSSELL: Maybe if you could remind us of those comments, I think that would be helpful?

CHRIS PORTER: Sure, I would be happy to do that. Yeah, I'd be happy to do that.

So, again, I work at 100 CambridgePark Drive. And I'm speaking on behalf of many of my co-workers there and we support the concept here of the transit-oriented development in terms of, you know, reducing vehicle trips and all that. But there's also traffic is a nightmare around Alewife as I'm sure you know, and there's a lot of residential going in. So I'm not sure, what if any, traffic mitigation is proposed aside from funding the bicycle pedestrian bridge study, which we strongly support and would like to go forward with, but really urge you

to make traffic mitigation, you know, a condition of this and all future developments in that area.

And the other comment or question is related to the building shadow, and I guess with the parking garage here, you've done a nice job trying to make it more aesthetically pleasing, but both of those buildings are pretty high and I'm just wondering what sort of shadow they cast on the buildings behind them at 100 and 150 CambridgePark Drive? And at 100 CambridgePark Drive there's a day care on the first floor, and so I'm just concerned that, you know, if it cuts off sunlight for most or all of the year, that would be of great concern to us.

So, I think, you know, those are the kind of the two primary concerns that we have having to do with traffic and shadow impacts

and hope that those can be addressed somehow with the development that's going on in this area.

HUGH RUSSELL: Okay, thank you.

H. THEODORE COHEN: What is your name, please?

CHRIS PORTER: My name is Chris Porter.

HUGH RUSSELL: Is there anyone else who wants to speak?

Yes, please come forward.

MARGARET BARNES LENART: Hi, I'm a resident in the area. My name is Margaret or Peggy Barnes Lenart.

HUGH RUSSELL: Could you spell your last name, please?

MARGARET BARNES LENART: Oh, sure.
B-a-r-n-e-s L-e-n-a-r-t.

I'm really new to this kind of forum,

and I gather that the time for asking about the Special Permit around FAR and setbacks has passed and it's really about this at this point. So, I'll have to find out when the more public input can happen. But as somebody who lives in the area the -- I would like to echo what the gentleman just said about traffic and shadows. And it's ironic that we're looking at a parking garage. I don't know how many cars that is bringing on this road that people say they can't get cars out already. So I just want to put that out. That it's been a huge impact with development in the area and just wondering what the desired density is for it and demographics for it. And I was part of six or seven years ago, I think, the zoning for the area and talking about FAR's and making 15 percent of the lot green. And I am seeing there's

Special Permits being issued. So it is -- it is kind of disconcerting for someone who lives in the area downstream from all of this. It's been a tremendous impact for us.

HUGH RUSSELL: Okay, thank you.

Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: So, Jim, can you talk about shadows and the day care?

JAMES BATCHELOR: I can say that we did look at shadows, and I think -- did we submit shadow studies at one point or not?

RICHARD McKINNON: Actually, it was the owner of Systematics. It was the owner of your building Tony Gauschack (phonetic) and his daughter, that we sat down with and we did a shadow study for them. And in the winter months, of course, it's always bad. But in the summer months there was almost no

shadow cast on the building. You got to remember there's differential heights. Our building's only 70 feet tall. You're in a building that's about 120. So we're in reverse, it would be an issue. But this shadow impacts were really de minimus.

HUGH RUSSELL: So there are no more things we want to discuss. Are we agreed that we should be granting the Special Permits and making the findings?

STEVEN COHEN: Yes.

So, we have in front of us a draft of a decision that no doubt neatly sets out the various findings that we have to make for the various permits. And I have not looked at this document, I did look at the -- I presume they're essentially the same information that was in the application a few months ago --

RICHARD McKINNON: Yes.

HUGH RUSSELL: -- that came to us. And if I have found things there that I thought were incorrect, I would have brought them up.

STEVEN WINTER: Right.

HUGH RUSSELL: So, first there's a floodplain Special Permit and that's undoubtedly are -- here it's on page 6 of 22. But the bottom line is that you basically have to satisfy the city engineer. And it's an engineering question. The reason that it's in the Planning Board is because somebody has to be able to say, yeah, you've got to do what the city engineer says is right. We are those people. But we don't know anything about it much because it's engineering. Not too diminish any particular member of the Board, but this stuff is actually pretty complicated and technical

and, you know, so --

STEVEN COHEN: Mr. Chair?

HUGH RUSSELL: Yes.

STEVEN COHEN: I'm just wondering about the procedure, and gosh, there's so many criteria and to actually recite them one by one would compromise our reasoning shall we say. I'm just wondering would it be possible under these circumstances for the staff to review them, modify them as necessary, to reflect our discussions and then, you know, circulate it for any additional review and comment? I know this is, this is 180 degrees from where we went last time around on how to deal with the criteria.

HUGH RUSSELL: I would like us to vote tonight because I think we are agreed that we want the vote.

STEVEN COHEN: Oh, absolutely. I was suggesting that we vote --

HUGH RUSSELL: So then the question is really about how do you get a proper set of findings? And I think what we need to do is not read every single thing in the 22 pages here, but to refresh our memories about what the permits are, and that indeed the criteria have been met and that they are basically here in the process of making a formal decision, there's -- a project of this sort, there's a dialogue between the attorneys for the proponent and the city staff until they reach, you know, agreement that, you know, the city has things that has to have there and the proponent's closing attorney says I really need these words here and it works out. You know, there aren't hair pulling matches. It's just the way the

process works. And it's more important today that you get all those words right because of the financing and legal environment around new development. So, I'm assuming that process is going to take place. I just want to make sure that we understand in basic principle what we're granting and are comfortable with the statements in this proposed decision. So I think we can discuss them as each general section.

So the floodplain I would propose is to say that we -- I mean, I don't see any particular difficulty there.

And then there are permits under the Alewife Overlay District. And remember what we -- what the Ordinance does, it says that we can do what we want, i.e. build housing, green space, all this stuff, and then these are -- this is the floor area ratio that you

follow and then -- so that's when they're getting Special Permits for floor area, it's because they're doing what we want them to do in creating the project. And so they're -- as long as they do it, and I believe they have done it --

STEVEN WINTER: Yes.

HUGH RUSSELL: -- then, it's not, you know, it's -- that's the way Special Permit's work. The criteria there, get the criteria, and the permit must be granted. So, you know, so there is -- there's a lot of detail in this, but, you know, the design of individual buildings to be architecturally diverse district.

STEVEN WINTER: Yeah, that's what we got here.

HUGH RUSSELL: Right.

STEVEN WINTER: Yes.

HUGH RUSSELL: Brick large blocks in the smaller blocks, that's, that's to me that's one of the most important moves that they're doing. You know, encourage awnings and canopies. There are awnings and canopies in the right spot.

STEVEN WINTER: I believe we have a few.

HUGH RUSSELL: Right.

A design individual units with front door facing the street. We got six and, you know, a majority of that facade facing the street they're creating is that kind of unit and the rest is other public spaces except for a couple mechanicals (inaudible).

You know, sustainable building. We've done that.

The future railroad crossing is a big -- there was big progress because, I

mean, I won't prejudge what the city study is going to find, but to have a garage, say you can use our elevator, here's how you get to it, you know, that's a big step forward.

So those are the -- that's the basic objectives, and this project is meeting those so we could grant those permits.

The -- there's a Special Permit for the reduction of required parking. And parking is one of the more complicated pieces, and I would basically feel that we have a favorable report from the Transportation, Traffic, and Parking Department, and that we can rely upon that scrutiny that's been placed on these arrangements that have been made. The goal of providing, you know, not providing more parking spaces than are needed, of sharing parking, of getting rid of huge lots, all of those goals are being met.

STEVEN WINTER: Mr. Chair, may I also add that this -- the proponent has demonstrated a very strong commitment to the development of TMA.

HUGH RUSSELL: Right. Which ultimately is going to be one of the things you can actually do that will make things better. You know, nothing will convince me to drive through there between four and seven p.m., but....

CATHERINE PRESTON CONNOLLY: Which, Mr. Chair, is all the more reason why you want fewer parking spaces there rather than more.

HUGH RUSSELL: Yes. And why you want to have people living here and in the other projects who might be working in the commercial buildings in the area. Some of that's going to happen.

The -- and I think, again, they've met the criteria for granting that permit; common driveways, Special Permit. Again, it's the right thing to do out there. They're doing it. They've -- we can give them a Special Permit. We ought to give them the Special Permit.

The -- there's some minor side and rear property line requirements that I think are, as I see it, they're probably affecting the railroad line mostly on the right side of the property.

ATTORNEY KEVIN RENNA: I'm Kevin Renna (phonetic) the attorney for the developer. Yeah, I mean we submitted plans showing various setbacks in various places. The setback requirements are basically the height of the building and the length of the wall, and, you know, these are just to fit

the building and the garage, you know, where they go on the site to be more consistent with the design and everything as opposed to those technical just running through the numbers.

HUGH RUSSELL: Right. And, again, that's sort of part of the basic regulatory strategies. You come up with a good site plan you can -- you don't have to follow the fall back rules.

Project review Special Permit. We've done that a number of times. And so the their findings suggested here, which makes sense to me.

And I think I have a listed all of the permits.

STEVEN WINTER: Yes, you did.

HUGH RUSSELL: And I've been scanning through the language here, again,

and reminding myself of that.

So if we're satisfied, I think someone could make a motion to grant all of those permits.

H. THEODORE COHEN: So moved. And subject to the permit be subject to all the conditions required by Transportation and Parking and the condition that one stack of units in the building will be for three-bedroom units.

HUGH RUSSELL: And the typical ongoing design review with the staff.

H. THEODORE COHEN: Yes.

RICHARD McKINNON: Yes.

HUGH RUSSELL: Is there a second to that motion?

STEVEN COHEN: Second.

HUGH RUSSELL: Steve seconded.

Any discussion on the motion?

All those voting in favor?

(Raising hands).

HUGH RUSSELL: Six members voting in favor. And it's a deal.

H. THEODORE COHEN: Mr. Chair, I think we also have to grant Major Amendments to the Special Permits for 150 CambridgePark Drive and 125 CambridgePark Drive.

LIZA PADEN: You have drafts in that package.

H. THEODORE COHEN: Right. I think the rationale that has just been articulated for this is equally applicable to those Special Permits to allow for shared parking and common driveways, and I think that's the necessary element.

HUGH RUSSELL: Right. And this is all about parking.

H. THEODORE COHEN: Parking, and I

gather the subdivision of portion of 150 and 180 to allow for the 130 --

RICHARD McKINNON: And keeping them in compliance in the process.

H. THEODORE COHEN: Yes.

HUGH RUSSELL: So I guess we would need two motions, then, because they're two -- there's a case 47 Major Amendment and a case 26 Major Amendment.

Okay.

H. THEODORE COHEN: I was going to say for the reasons articulated with regard to the Special Permit for 130 CambridgePark Drive, I would move that we grant a Major Amendment in Planning Board case No. 47 relating to 150 CambridgePark Drive.

HUGH RUSSELL: Is there a second?

CATHERINE PRESTON CONNOLLY: Second.

STEVEN COHEN: Second.

HUGH RUSSELL: I guess I'm going to allow Catherine to second this one.

On the motion, all those in favor?

(Raising hands).

HUGH RUSSELL: Six members voting in favor.

H. THEODORE COHEN: And similarly for the same rationale, I move that we grant a Major Amendment in case number -- Planning Board case No. 26 relating to 125 CambridgePark Drive to permit additional pooled parking in accordance with Section 6.35 and 20.97.3 of the Zoning Ordinance.

HUGH RUSSELL: Is there a second?

STEVEN COHEN: Second.

HUGH RUSSELL: Discussion?

On the motion all those in favor?

(Raising hands).

HUGH RUSSELL: Six members voting in

favor.

Thank you very much. We're going to take a little break and I wish we can, you know, once or twice before but very sorry about that. I'm not sorry for approving the project.

(A short recess was taken.)

* * * * *

HUGH RUSSELL: Okay, we'll start again.

From the look of the screen, I imagine Iram is prepared to talk to us.

IRAM FAROOQ: Thank you. Iram Farooq, Community Development. So we sent out a -- sort of an FAQ to the Board and there are copies on the windowsill for anybody who doesn't have them. So this was quite exhaustive. And my goal today is to just fill in the blanks where we hadn't

provided information and said we would come back to you today for bringing that information today. But -- and I'm intending to not walk through this whole thing mercifully, but if you have any questions, please let us know because we're, we're happy to answer those or to bring other folks next time.

So with that, this is actually to add to one of the questions that we did respond to which was about why development hasn't happened -- why there hasn't been more development and more change in Central Square over the last couple of decades. And we had talk about just the ownership and the parcels, the development pattern there right now, and I think this image which is property ownership and parcels in the area just give you a picture of how hard it would be to

develop in this area. I think the last time we remember seeing something when we look at the parcellization pattern, that looks like this, it was in the other part of Cambridge, it's in Alewife and the Quadrangle and where a lot of things are broken up and then in different orders. It makes it tough when you have so many owners and parcels that are small and property owners have parcels that are separated from each other, for instance, like here and here, so you can't have coordinated development opportunities really.

And then the next piece of that is what, what is built out already right now? So this is -- the numbers here are the FAR of the parcels as built right now. The darker colors indicate a higher FARs, and the lighter colors indicate -- show lower level of development which means there's more

capacity remaining on the lighter colored parcels and less or none in the darker colored ones. So where you see right now in much of this district, for instance, the FAR is 2.75. So where you see anything that's 2 or over, we know that there isn't really under current Zoning any (inaudible) on those parcels as it relates to the Zoning.

So we tried to make a little more sense of the two versions that I showed to you, and here we've pulled out the large property owners in the area even if they have parcels that are separated in space. So each color here indicates the -- a single property owner, and we've listed the top 10 here. As you can see, the bulk of the property in the Quadrangle is owned by MIT.

ROGER BOOTHE: You mean the Triangle.

IRAM FAROOQ: Yes, the Osborne Triangle. What did I say?

ROGER BOOTHE: You said Quadrangle.

IRAM FAROOQ: Any geometric shape will do.

The green is the city ownership. And here, up here is the intercontinental parcels where they have buildings on these two parcels and these are parking lots. And so this starts to make a little bit more sense to us. And then we did the same thing with the FAR map. And we said if we were to look at all of the parcels that any one entity owns, what is the average FAR or what is the FAR averaged over the cumulative ownership?

And so looking -- so actually, I guess if you look at this parcel, I mean this map here, it's 2.75 that's permitted on the Pfizer site, and this one has 3.75. Where

here it's -- actually, that's not the easiest. And then we go back here and look at the overall FAR on MIT's ownership and it's 1.76. Which means that if you think about coordinated development, there is over multiple parcels there is more ability to make change than if you look parcel by parcel.

But one of the confounding elements in Central Square is that historic resources. And you had, I guess I'll deviate a little bit to respond to one of the other questions that we hadn't responded to, which is -- or we had partially responded to, which was how does the historical component of the Zoning correlate with the map? And so we've worked with Historical Commission to do this. They're still doing their final confirmation to make sure that everything is captured

correctly. But the Zoning references contributing buildings which are highlighted in the dark blue here, and those are the buildings that are -- well, the hatched areas are actually the historic, the designated national register of historic places, historic district. And those you could see there are several districts that either are in or part of the overlay and some pretty close by. So those are all -- the dark blues are all the contributing buildings in the historic district.

The Zoning also references buildings that are identified as contributing buildings by the Historical Commission, and that's the part that they're still kind of trying to make sure that they have the right set. But here are the ones that they've identified the kind of greyish lighter blue ones. And in

the Zoning they would be treated the same way even though here they are, in terms of their designation, they are different. So, hopefully that helps those two pieces square together.

And in terms of looking at the soft side analysis which I'll just go back to when we were looking at the FARs by property owners, and then we overlaid this historic resources map on that, and it's not that there can be no change where there is a historic structure, but it just makes it a lot harder. So and in the levels of review are greater. And you can see, you can imagine this is the harvest building, for instance, soon to be H-Mart. This is identified but it's possible that the back part of it may not be considered as valuable and somebody may be able to build on the back

there, but it's -- there's no assurance that that is possible. And so we've just laid this out. So this really is -- oh, and I'll add the purple pieces here. We added the buildings that are either permitted and under construction now like the Pfizer 610 Main building or the ones that were built in the last 15, 20 years, which is Holme's Trust building, the Central Square Theatre, and the Night Stage building. So we think those are unlikely to change as well just because they're newer buildings.

So, again, when you look at this, you realize how complicated that scenario for change is. But like I was saying about this building, there's still some possibility. And what, again, lighter colors here are the ones that have greatest potential for change.

Now this shows up as within the lighter

zone because it's under 2.0 right now. This is the intercontinental parking lots which we all think of as wouldn't it be great to see something other than parking on those parcels? But it's a lot more complicated in reality than it looks on the map because that parking is satisfying the required parking for these buildings here. So it may not be as straight forward to see transformation on there.

Similarly, you know, this --the UHaul building, the UHaul site which is a smaller site, which we may not normally think as a big possibility for change, but that building, we -- maybe we could have had a version of this that showed buildings that are very old or not high value buildings which may have had greater potential for change. So that may have made something like

the UHaul site pop a little more as possibly like for change.

And so that's kind of the complex picture of Central Square that we think about -- when we think about soft sites and where change is going to happen. There is the picture.

H. THEODORE COHEN: Iram, the historic buildings, so are there some that simply cannot be touched or is it simply there's a six-month or a year's demolition delay on them?

IRAM FAROOQ: There are -- watch, they're not showing separately on this map but there are a few buildings that are landmarked buildings that are probably as close to sacrosanct as possible. But for the rest of them, there is a review process at the Historical Commission. It's harder, it's

very complicated and hard to change them, but there is -- there are certain situations in which Historical Commission may either allow a demolition but more often allow some way of synthesizing a new building in combination with an existing building. But it just -- even if it's allowed, it complicates the process of design and construction.

So then you had asked us to take a look at a sample site and talk a little bit about what are the possibilities, development possibilities on the site. So we looked at -- we zoomed in on the site that I was talking about a few minutes earlier, which is the one that has the harvest building. And so it's Essex, Mass. Ave., Norfolk Street, and Bishop Allen. It's probably one of those complicated sites because it has one owner owns two parcels. The Nager (phonetic)

family owns two parcels on this site, on this block, which is what we consider on this site. But it's also abutting two city parking lots. There's historic structure in between separating the two parcels. These two buildings are owned by two separate entities, so sort of a typical Central Square block.

And we just wanted to list what our assumptions were. These go through uniformly all the scenarios that we're looking at. We also assume that parking is below grade. That floor heights for residential are 10 feet. Commercial they're 12 feet. Now we can quibble about what they really might be, but this is just sort of for uniformity sake.

The inclusionary bonus is factored in in all cases. The -- but we hadn't quite factored in any FAR exemptions for ground

floor uses because it was just too complicated and will likely defer by site.

HUGH RUSSELL: And also in the enormous numbers.

IRAM FAROOQ: Yes. And not mandatory.

So we didn't assume that there would be any land assembly process (inaudible). So for instance, we could say oh, they'll buy these two parcels. We didn't assume that. We also assumed that historical buildings would be left on the site and not demolished and reconstructed. And I just want to point out these are very diagrammatic and do not include any architectural refinement really.

So here we go. We looked at two scenarios under existing and two under proposed Zoning. One version maximizes residential, and the other maximizes

commercial. And you could have something that does a mix of the two.

So this scenario looks at maximizing residential. And, again, if you look, these are the two parcels that we're looking at. We looked at roughly 65-foot depth for residential in all cases. And so, you would under this scenario, get roughly, including the inclusionary bonus, you're getting roughly 56,000 square feet on this site and about -- on this one. And about 46 on -- actually, I'm saying that wrong. 56 on this and 46 on this. And as you can see, this section -- they're both pretty close to maxing out on the 80-foot height that's allowed right now. This one goes -- they both go to 70 feet and they do include the setbacks. So --

H. THEODORE COHEN: I have a

question, sorry.

IRAM FAROOQ: Yes.

H. THEODORE COHEN: Below grade parking.

IRAM FAROOQ: Yes.

H. THEODORE COHEN: The subway goes right there I presume. Could you actually put below grade parking on a building that's fronting right on Mass. Ave.?

IRAM FAROOQ: I think it's complicated, but you could, they all have -- many of those buildings have these -- what are they called, Roger? Storage.

ROGER BOOTHE: Yes, in the basement. You can, it's just more expensive. You have to (inaudible).

IRAM FAROOQ: And all you'll also notice that because of the dimension you could have some remnant area shown in green

which could be treated any way whether it's open space or just some housekeeping.

When you go to the commercial version, now the FAR is 2.75. So here you're getting 39,000 square feet of commercial here and about 32,000 square feet here. And as you can see, you're quite far from the, from reaching the maximum allowed height in the district, but commercial can spread over the entire site, so you have larger floor plates and you can see both sides can be theoretically filled up.

Now somebody may choose to do a different configuration and a narrow building and go taller which they would have the capacity to do.

Switching now to the proposed Zoning. So one of the things that the proposed Zoning does is it allows the capability to

coordinate a development over multiple sites. So you essentially can take all of the FAR that would be permitted here and put it on the site as long as you're within the height that is permitted in the district. So this you can see maxes out the height and is roughly 160 -- 170,000 square feet or so. A little less than that. And maxes out the 140 feet here.

So, again, somebody may choose to do -- they could take part of this off and leave it there and have it in two pieces, but they could certainly do this. And once again if you stack it all in one spot, you do get, you do liberate those areas to be open. It could be much nicer versions of the parking lot but could actually be open space.

And then here's the version that maximizes the commercial square footage. You

could fit most of the commercial allowance on the small site, because in this new conceptualization we actually allow -- unlike the formula that we use in the existing Zoning, you allow the 1.25 to stack on top of the 2.75 commercials to get to the 4.0 maximum. So you see that you have a automatic mixed use that is possible when somebody tries to maximize the commercial. So here you're looking at about 170,000 -- I'm sorry, 75,000 square feet of commercial -- of residential and 72,000 square feet of commercial.

HUGH RUSSELL: Is the floor plate illustrated at 10,000 foot square plate on the (inaudible) side?

IRAM FAROOQ: Which one? On the right side?

HUGH RUSSELL: Yes.

IRAM FAROOQ: Actually (inaudible) we just assumed the L to match the residential but in theory it could be larger and then you could have a roof deck above. So here we just have this L and built down two floors of commercial beneath that.

But here's where the bulk of the commercial resides on this parcel.

STEVEN COHEN: Iram, can I just ask about the transfer of development rights for a moment? Can development rights be transferred from any parcel to any other parcel? They don't have to be under common ownership or anything? They're transferable, tradeable?

IRAM FAROOQ: Yes. So we have two provisions; one is the coordinated development provision, and the other is transfer development, right. So they kind of

work together. So if somebody is doing a permit for this, for these two sites together, they can move -- it's similar to a PUD. They can move the density around as they wish and stack it on one side or leave it on the other or divide it in whatever manner as long as they meet the dimensional requirements of the heights and setbacks and so forth.

But if it were different owners or if it were from a site that is in the neighborhood edge district -- sorry, I'll go to a map later. I don't have it in this presentation. But if you transfer from the neighborhood edge or donating district, then you would actually be able to get additional height. You wouldn't be able to get it if you're transferring amongst parcels within just the core area, the heart of Central

Square.

STEVEN COHEN: Well, first of all, when we say we're transferring development rights, is it primarily you're permissible gross floor area --

IRAM FAROOQ: Yes.

STEVEN COHEN: -- that we're talking about?

IRAM FAROOQ: Yes.

STEVEN COHEN: So again, if it's different ownership, can you simply buy the rights from one parcel and they -- and that parcel is now subject to a restriction that it cannot build any more than whatever gross floor area had left, you know, after it sold all or some portion of its rights?

IRAM FAROOQ: Yes. So that is the concept. We haven't really seen that happen in Cambridge where somebody -- I don't think

anybody's been able to monetize what a development right in a particular area is worth. So I know people in Alewife where we also have such a provision, have been trying -- there's at least one owner who's been trying to sell the development rights and haven't been able to make it work because I don't think anybody has been able to figure out what it's worth. So I suspect -- I mean, there are instances where we've seen successful use of the transfer of development rights is when it's with a single owner. So MIT, for instance, in Cambridgeport has used transferred development rights to add to their, their dorm while creating the Pacific Street Park. So that's probably a good example of where it's worked.

And here the transfer of development rights provision say that if you transfer out

all of your density, you could either create a public open space or you could get 0.5 FAR to do middle income housing. It has to be middle income. So, because both from the committee's perspective both were pretty, pretty equivalent and level in terms of the value to the community.

So, just to lay out all of those scenarios together, you know, you could imagine that somebody would do a mix -- these are showing up as all residential or all commercial. You could take this one and stack it here or this one and stack it there and create a mix and that would -- because in the existing development scenario, each parcel is acting on its own.

Here on this site you would just be kind of reducing and increasing the commercial and residential, but you would --

I mean, if you reduced this commercial, you'd be able to get more residential, but -- so slightly different level of play in the two.

And this is my final slide. You had asked about city ownerships and put those locations onto the ownership maps. You could see it all in addition to the printed maps.

And that's the end of my presentation, but I just wanted to see if people had questions either on this material or on the FAQ we're happy to respond before I turn it over to Roger.

AHMED NUR: I just needed one thing. If you can clarify one thing for me with regards to the historical FAR. You mentioned potential and the contributing, what is exactly -- how does it -- what's the criteria for building contributing to historical, you're either registered or not; right?

IRAM FAROOQ: No. So these are actually historic districts. So if you look at this map, there's these hatched areas that are districts and then you have this, this for instance, is a Central Square National Registered District. Here's the urban row houses district. And they -- or the Bigelow Street district. And within each district when the Historical Commission makes the application, they have to identify all of the buildings that are contributing to making that district an historic district. So those are the buildings that are dark blue.

AHMED NUR: All right. Thank you.

IRAM FAROOQ: With that I'm going to turn it over to Roger to talk about the design guidelines.

ROGER BOOTHE: I don't know if everybody has the guidelines from before, but

I printed out copies for you tonight. There may be -- I think the new members maybe didn't see the original presentation and we've done a couple of little modifications at the Board's request subsequent to that. So, and I thought I would just do a really quick run through to refresh your memories.

So the guidelines are met for any project in the Central Square Overlay District, and they're really an updating of the guidelines that we had originally done in 1986. As Iram mentioned, there have been very few buildings built in the last 25 years, and that was one of your questions as to why that had happened, and I think she gave some sense of the complexities that have led to that. Some of the projects might be smaller and they would not be coming for a project to view Special Permits. So those

would benefit for having these more specific guidelines. The guidelines are structured much more like project review guidelines. And thinking back to 1986 we have very irregular reviews and guidelines and kind of sporadic all over the city and now we fortunately have consistent pattern of the project review permits, but still with more details in areas like Central Square. So we're looking at a series of guidelines that talk about how to meet several of the goals that the committee was very concerned about in terms of enriching the public realm of the square, dealing with the streets and sidewalks, and how the buildings come together and trying to continue to have a diversity of uses and particularly ports of housing.

In terms of streets and sidewalks,

we've had a good deal of experience where we're starting to see spilling out of cafes into the sidewalk spaces that were widened. People would remember about 15 years ago I guess where we did the narrowing of the many roadway and the widening of sidewalks on both sides, and I think that's been an extremely successful program where we've started having really active street life. Clearly that's something the committee wanted to see continuing, and some of other themes then what we talked about in Kendall Square, of course, and throughout the city. And this is trying to indicate at some of the side streets that haven't gotten as much attention in Central Square, and one of the weaknesses has always been even if we have a strong Massachusetts Avenue retail frontage activity and we have a wonderful neighborhood just

beyond that, a lot of these side streets have suffered from not getting enough attention. So we're hoping as we see redevelopment, we're able to keep in mind making those connections better.

Clearly the T station and the Prospect Street/Mass. Ave. corridor is one of the true focal points in Central Square. And where Main Street and Mass. Ave. come together at Lafayette Square and Jill Brown-Rhone Park is kind of the other counter-balancing active spot. And the, this is an image of Carl Brown Plaza with the homestretch building in the background. It's been a kind of a disappointment that this plaza hasn't been more successful or well loved by the community. But I think largely it's because we didn't get the ground floor retail that the Board had hoped to see in this project.

I think we've learned the hard way that we've really got to focus on those ground floors and try to make sure of getting those as active as possible.

And then down at Lafayette Square we're aware that the Twining Company has taken over the Quest buildings and there's quite a bit of opportunity to get some more housing, the ground floor retail, down at Lafayette Square where we already do have some success with Cafe Luna on the one side and Mariposa across the street and Toscanini's. There's something to build on there. So clearly whatever happens in this area we want to make sure we're building on that kind of retail strength.

One of the things that the committee was keen on was trying to think about some kind of a centralized space where community

events could happen. This is an example from Chattanooga, but the idea is that if we're having some of these larger scale developments, would there be a way as part of a quid pro quo for allowing development to get an exchange, a space that could have more of a public community space to it. Because if you think about Central Square, it is the heart of the city and yet we kind of lack those gathering spaces.

Ground floor design guidelines, we're thinking about clearly the amount of transparency at the ground floors. And, again, we now start to have a lot of successes like the Flour at the Novartis building, longstanding Middle East, other cafes in the area that are having a good relationship to the street and things that we should build on as we see new projects coming

along.

Then under built form we have tried to think about how to maintain a lot of what we've always looked for in height limits that would create strong street frontages and keep massing away from neighbors. And I think the idea that the committee worked out in which got in these diagrams that are impossible to read up there on the screen, but I hope everybody has a paper copy, the notion, though, is generally that we're trying to protect neighborhood areas by having setbacks and allowing for a density more to be on Main Street's, particularly Massachusetts Avenue. And interestingly our committee felt that our rigid six feet foot cornus line, 45 foot slope up to 80 feet with two ridges, and they just said why not let the buildings go taller right and Mass. Ave. and let it be more

urban. So we're trying to reflect that in these revisions. Wherever there is new massing -- this is trying to show one block that might have a series of different possibilities about how its mass where there's is a frontage on Massachusetts Avenue, you want to think about breaking down the massing so it's not just a monolith. Possibly get some sort of courtyards that are south facing kind of on the Mark Boyes-Watson models. And just really trying to bring the advantage so Mass. Ave. and leave lower scale back at the neighborhood. And this is a diagram that tries to show the height limit regime that is in place here with again the 60-foot limit generally with stepping back, but again allowing for a residential buildings to go higher.

And in terms of the facade, we had

quite an interesting discussion at the committee. Our old guidelines were very much predicated on trying to respect the history of Central Square. And I think we certainly want to keep doing that, but we don't want to be rigid about it so that we can think about the wonderful character of a lot of the historical buildings with more of a punched window feeling in the frame of masonry or with interesting bays, but allow for something like the Mount Auburn Street building in Harvard Square which is quite glassy and modern, as long as it's within a scale that fits into the streetscape. And the committee was quite strong on not wanting us to be too rigid in how we think about design review.

And there are other examples of trying to point out some of the great things in

historic buildings, some of the things that get to the too bland and some in particularly the 60's towers. And just any time we get a project trying to look at the whole range of what is to humanize the project, always thinking about how to minimize the impact the parking and service areas. And then this is, again, bringing up the diagram of the historical resources in the square. These red buildings, I think the question came up before, which ones are totally protected? This is City Hall. This is that building on the corner. This is a church. This is the Odd Fellows Hall. And that's the fire station. Those are actually the only actual landmarks that have been adopted by the City Council and those have real protections. And then the others didn't have to go through the kind of review process that Iram was talking

about.

So that's it for a quick overview of the guidelines.

Tom.

TOM SIENIEWICZ: Roger, it's great that you stopped on this slide. I have a question. Whether we're serious about the historic buildings here, and I know we all are serious about them, but is there a way in which anywhere in our Zoning Code or any Code that we know of, where those historic -- the preservation of those buildings or the restoration or the incorporation of those buildings could offer a developer some kind of a bonus so that we could incentivize retaining some of those heritage buildings?

ROGER BOOTHE: Yes. In the original Central Square Overlay District, which is modeled on the Harvard Square Overlay

District, we gave leeway for the Board to grant relief if you're saving historic buildings for things like parking and setbacks and that sort of thing. So we do have a certain amount. Is it enough to save a building? It could be in a tipping balance. And certainly the Board has always worked very closely with the Historical Commission whether they'll be having their hearings on any one of these buildings that's deemed really important and there would be a lot of give and take back and forth on that.

IRAM FAROOQ: And also we have that provision.

ROGER BOOTHE: And so we still have that provision that has been in there all along. On the Holme's Trust building there is a historic facade where the CVS part of the building is and that was saved

incorporated into the building. Kind of not the most successful part of the building but it was an attempt. And I think we can learn a lot from that project. The next time around we'll have a lot of things we could do better, I think, but that was one aspect.

HUGH RUSSELL: It kind of looks pasted on now.

ROGER BOOTHE: It does, yes. I should have been done with a little more vigor.

STUART DASH: We had a version of what you're talking about at North Mass. Avenue and Sidney where we tried to provide for allowing more density to preserve the older houses along North Mass. Ave. There's always a challenge because you say you can give more density, allow more density, but how they actually do it is more of a

question. Zoning is there something we could do there that (Inaudible).

CATHERINE PRESTON CONNOLLY: Not to be totally negative but is that the kind of thing that gave us the condo building across from St. James Church?

IRAM FAROOQ: No.

STUART DASH: No.

ROGER BOOTHE: No. That was a bright project that went awry. That was not one of these things.

CATHERINE PRESTON CONNOLLY: Thank you for clarifying it.

HUGH RUSSELL: So where do you think we are in the process if the goal of the process is to have a petition submitted to the City Council on that process?

BRIAN MURPHY: I'll jump in a little bit. I think there's probably a need to hear

more from interested properties. If there's a letter tonight, for example, from Alex Twining which is worthy of some discussion and analysis and consideration by the Board. I think there are also additional members of the public who probably sort of want to weigh in and give their thoughts. I would say there's probably some more legs to the discussion. But I would hope that, you know, with the questions that we've -- with the -- I think we've gone through from these presentations, my hope would be that it would try to hone a discussion and sort of keep the momentum moving forward I guess is how I might phrase it.

Is that enough of a punting?

STEVEN WINTER: That's not a punt at all.

Mr. Chair, may I --

HUGH RUSSELL: No, right. It's the big picture.

STEVEN WINTER: That's not a punt at all. I concur with you, Brian. And I think that these -- this memo lays out -- it's not a memo. It's really just a statement of what we've been talking about, and it clarifies all our positions very well I think. It's not a legal document, but it clarifies where we are and what we're thinking. And I think that we can use this to say -- to help guide the rest of our discussion. Well, we don't really need to have a two hour discussion on that because we've really got some agreement here. We've really talked about that. That's been done, but there are new issues that are coming up. But I feel like what we have here is something to look back on and say well, this is our collective work and we

-- we're not going to open these up again and again and again. I feel like we are somewhere with this. And I feel like with the transitions that are happening with Twining and others, there's a lot more work to be done.

IRAM FAROOQ: If I might ask one question. There are a couple of questions that we raised in there. For instance, you know -- for instance, you had asked about is the formula business provision too strong? And we had gotten the response that we felt -- we talked beyond with our economic development folks who felt like it was okay because it really wasn't prohibiting for businesses, but they did say if the Board felt it was stronger than you would like, then there is a version where we could have the review happen at Central Square Advisory

Committee rather than at Planning Board. Is that something you might prefer or would you like to leave it as recommended?

Similarly you had asked about the glare from high (inaudible) roofs and we said maybe we could put design guideline in there because it isn't just something that Hugh encountered. As we looked at online, we found that this is actually a problem with the very roofs when people pick shiny roofs that you could have -- but you have products that are not as problematic. So we could have something that guides people to that. So I think if we could get your guidance on some of those questions. And also I think it would be useful, I don't know that -- it doesn't feel like we've heard a lot from the Board. So if there are things that you feel are not resolved, it would be really helpful

for us to hear those as well. Because this set, if you feel happy with these responses, then that's fabulous.

HUGH RUSSELL: I was happy with your Albeano response (phonetic).

IRAM FAROOQ: Oh, thank you.

HUGH RUSSELL: I think it was very -- addressed the issue and said that, you know -- and it's a -- so....

My problem with all of this is that I don't understand what's going to happen after it gets passed. You know, what are the physical changes that are going to be happening over say the next 25 years? And I would venture to say that even you don't understand that because you've told us eloquently how difficult it is to understand the ownership. You've now come up with a set of sort of incentives and -- that have

been -- that are trying to make it more likely that people will do things that the committee felt, and I think committee was representative of, I think it was a broad view, not universal, but a broad view, and one that was probably not the committee's view of it. I don't think there was much from ours, but I'm going out on a limb there, because I think you're right, we haven't turned through it. But it's like what's really going to happen? And is it going to be like the Alewife plan of 1980 where nothing happens except take a bigwig for permits for a building that we ultimately took away? And the only time in my 25 years on the Board that we actually revoked a permit. Which was a great site permit for a million and a half square feet of commercial development and thousands of cars which

didn't happen because of other reasons. But I mean, I'm not going to go there.

But, you know, is this the practical response? Now, we got a letter, as you said, from Alex Twining which I just received today. For some reason it didn't get in my inbox until four o'clock this afternoon. I don't know if it got into other people's inboxes. But, you know, and I see Michael sitting out there representing, you know -- or listening here for a large landowner, but he's an influential part of the decision making team over there.

You know, in a way I want to say well, let's sit down with Alex and say, okay, let's make a deal. Okay? What do you really want to do? We know what we want to see happen through this process. Let's make a deal. Let's come up with a concrete plan that says

buildings here, green space there, public market there, parking there, and then we'll sit down with Michael and do the same thing with Michael and we'll go through that top 10 folks on your list and make sure -- well, we'll have sort of like a -- like the old days where you have a master plan and there would be green things and buildings on it. And everybody wants us to do this; right, come up with a plan. And we resist it because we don't think that's the way things really happen in the city or in this environment. It's not that we're strange, it's just that we understand the way developments happen and they don't happen by a planner saying put a tower there, put a park there. So that's my difficulty with moving forward on this. You know, I look at the design guidelines and these are -- this

is the right issues, the right responses. I look at -- you get into the Zoning, although it's quite complicated, there isn't -- it's not a huge change, you know? It's saying okay, we want to continue, we want to protect Bishop Allen Drive and the residential neighbors. We're not making changes to that or saying we want people to build housing so we'll see if we give them some more height if we build it. And but it's got to be, you know, pretty and it's got to fit within our guidelines. When we try to make it easier as you -- as this thing that you showed us earlier, the study which I'm sure was not done with any cooperation with the land owner. It's just we're saying okay, this is what the land owner -- these are the options that you might face. And this is how, these are the kinds of responses that -- there was

at least one picture there that I said oh, my God, I wouldn't want that to happen.

ROGER BOOTHE: Hugh, could I respond a little bit?

HUGH RUSSELL: Yes.

ROGER BOOTHE: I've spent 34 years looking at Central Square and have seen the few things that have changed in that time. I think partly I'm not hearing anybody say we want huge change in Central Square. We'd like things to get better. Heard a lot about the parking lots. And earlier on whenever we would -- I mean, we've been thinking about the parking lots all that time. But earlier on when we said we might do something on the parking lot, I heard immediately from the business people, don't you touch our parking lots. We're not hearing as much of that this time. And certainly the committee was saying

yes, parking is a resource, but it's not the best possible thing we could imagine happening on these lots. So in my view if you let those lots be thought of more seriously for development, it's a different matter. It's still not going to be wholesale redevelopment. I don't think that makes sense, but I do think a few slender housing towers that bring more people in or more tied into the whole community on all levels could be a good thing. And one of the things that some of the committee members wanted to see zero parking for new housing. And certainly the Board has been pushing for less and less parking. And we haven't gotten to zero, but we've got a lot of sites where there's a lot less and this is right on top of our best transit system.

HUGH RUSSELL: When I was on the

Zoning Board many years ago, we granted conversions of a non-residential building to residential with zero parking. And I think of it as the Singer sewing machine building, I'm not -- I think it dates me. It's on the corner of what, Mass. Avenue and Pleasant Street? Not pleasant, I mean Pearl.

ROGER BOOTHE: Mass. Ave. and Pearl.

HUGH RUSSELL: Three-story high buildings. It's got some small apartments on the top two floors.

ROGER BOOTHE: Well, I guess what I'm trying to say is that it seems to me that a few good things very carefully done to be a big help to Central Square; wholesale redevelopment, I don't see how anybody wants it or it's likely to happen. But some change certainly is likely to happen as we see pressures that people worry about coming from

Kendall towards the square. And we had the example that Tom gave us of the rent structure and the office buildings being so high now and shockingly high. There's a lot of energy wanting to happen in Central Square. So my sense is that this Zoning ought to be enabling good things to happen with enough constraints on it so that it's not so much that we choke on, you know? But I do think that things are changing. And generally in my view for the better. Particularly having widening those sidewalks and seeing now we take for granted we've got active street life and so forth, but there's a lot of places that could be better. So it seems to me incremental change could be a good thing and that could be the 25 year picture.

TOM SIENIEWICZ: Mr. Chair, Central

Square I guess differs in my mind in a couple of important ways, and Roger referenced the parking lots. There's an awful lot of city-owned land in the area that we're considering for rezoning here. So it is a little different in terms of what the possibilities are depending on what city government's attitudes are in terms of jump starting something, either by trading those development rights or as we're described earlier on in the presentation. And so, I really like to have some discussion and understand about what the possibilities are there with the sizable publicly-owned spaces within the district.

Now, I know that the -- Mr. Twining's memo arrived late today, but I at least had a chance to look at it and read it. And it raises some questions that I'd like to air

amongst the committee because it suggests that there may be ways that we're memorializing the things within the proposed Zoning which won't come into fruition because of the basic development and economics. Whether or not his point of view is correct, I don't know, but I'd sure like to get to the bottom of that. Are we actually disincentivizing modern income housing which is what that paper argues in substantial portions. And so those are a couple of the issues I'd like to air amongst my fellow board members.

H. THEODORE COHEN: I definitely agree with that. I think that the Twining letter raises a number of issues which may already have been discussed with the committee which is a problem I have with the whole process, which is when we've had

discussions we've heard the committee's sort of consensus point of view, but we haven't heard, you know, sort of alternative points of view or what the oppositions were and why the committee came down with the position that they did come down with. And I'm not saying what the committee said is right or wrong, but it's just sort of like I don't feel like I've had enough information of the pros and cons of the point of view to say well, this is why we ought to go with this. And it may be all the things that are raised in the Twining letter were already discussed in great detail, and the committee came out with a decision that maybe Twining doesn't agree with. And maybe what the committee came out with was the right decision, but I just don't -- I just feel like I don't have enough data to try to reach some conclusion.

And I, again -- and, you know, the staff FAQ memo was fabulous. I mean, you know, it really just honed in completely on what we had asked about and provided lots of information. But I --

HUGH RUSSELL: In addition there was also questions that were raised at the public hearing that were part of that.

H. THEODORE COHEN: Right.

And I too am concerned about, you know, with so much historical property, you know, what really can occur, you know? We've heard a lot of the public talk about, you know, fearful about, you know, dozens of towers going up. And I think the reality is no, maybe in the best case you're going to get two or three towers someplace. And so a clearer understanding of that.

And also I agree that the one thing

that the FAQ memo didn't really address is the possibilities for the city land because that seems that really is a major issue. And if you're talking that you can put underground parking, well, you know, the parking lots could be something like the Post Office Square, you know, park in Downtown Boston which was a horrible above-ground garage and now is an underground garage with the fabulous park on top. And so, you know, maybe there is some way to have the parking and a park or this, you know, community meeting house center we'd like to have. Or maybe there's, you know, city-owned housing towers built on top of it that, you know, accomplishes some of our housing goals. So I think that's an important piece that we haven't heard enough about.

CATHERINE PRESTON CONNOLLY: I would

just add to that the idea of putting the parking underground, I think I want to explore not just what happens if the city lots, but if the city were to invest in underground parking, would there be an opportunity to just consolidate some of the privately owned lots in that same area? I know that for instance the Intercontinental lots are serving their Zoning minimums and obviously they want to preserve that, but if there is a jointly owned parking garage that is a public -- private partnership of some type, is there an opportunity there to even create more opportunities for development?

STEVEN COHEN: Since we're talking about parking, I think parking is an interesting piece of this. I certainly have no problem acquiring underground parking for any, you know, new development, but I'm

interested in and a little bit concerned about losing the public parking spaces. You know, Post Office Square is a great, a beautiful example of urban development. But if you want to park there, it's going to cost you \$30. And I'm not sure that everybody who uses the public parking at the big lot off of Bishop Allen is prepared to spend \$30 to do their, you know, one hour shopping in Central Square.

So in part I guess I'd really be interested if it were possible to do so, to do some sort of survey of who is using the public parking lots and what businesses are they frequenting and who would be affected? What businesses would be affected by the loss of that public parking? You know, people are concerned about gentrifying, and I think the notion of putting underground expensive

parking here, you know, really, it could contribute in an undesirable way to that gentrification.

The other thing is, I mean as others have said, I mean I like the vision that this Zoning has, but as Hugh originally said, it's not at all clear to me what would come of it. It's more of my question as I expressed last time publicly and privately is the pragmatic question of, you know, does it, as a practical matter, create enough incentive for existing properties owners to do anything? And if in fact our goals are very modest and we don't really expect a whole lot of development, and in fact don't want a whole lot of development and that's great, because I don't think we'll get a whole lot of development. People have said they'd like to hear more about what could actually happen.

I think it's a really hard thing to figure that out because in order to do that, you really have to do a fairly complex in-depth development pro forma on these lots; figuring out land acquisition costs and construction and other development costs and what the potential rental income or sales income is. And it's a fairly elaborate matter and it's kind of difficult for any of us Board members or I suspect for any of the staff to really perform. When Mr. Twining suggests that changes be made in the Zoning because as currently structured there isn't enough incentive to develop. He may be right or he may not be. I couldn't and wouldn't even react to that without actually seeing pro formas. I think for anybody Mr. Twining and others who suggest that changes need to be made to encourage development, the words are

interesting but not enough. I think we really want to see some financial analysis to support that premise.

The only other thing I would add is the whole business of transferring of development rights I think is really interesting. Again, it's kind of difficult to anticipate how it will play out, but I think it's interesting and may be more powerful than we're giving it credit. I mean, you know, we have a lot of these, as we've pointed out, small, difficult lots under separate ownership. And, you know, the traditional thing to do is for somebody to buy them all and assemble them and do something. But actually, you don't have to buy them all. Simply you have to buy the development rights and accumulate them on another parcel. And I don't know, again, how that actually plays out as a practical

matter, but it does seem to open up, you know, interesting possibilities I think as we've said previously.

HUGH RUSSELL: So as you all know, I'm an architect and I specialize in multi-family housing. And over the last three or four years I must have studied, I don't know, 15 different sites. A developer comes to me and says somebody wants to sell this piece of land, tell me what I can get on it. And then I send my sketch and he sends it over to a contractor. And the contractor says, well, this is gonna cost \$138,000 a unit I think, or 210 or whatever it is. And then the developer runs a pro forma. He says, I think I can get so much for the two's here and so much for the one's. And the primary client manages 20,000 apartments in Massachusetts and owns 10,000 of them that

they've built over 50 years. So they've got a big, they've got a fairly informed idea. They never win these competitions because somebody comes along who is hoping --

STEVEN COHEN: Over phase.

HUGH RUSSELL: Right, over phase.

And sometimes they get them there might be where it's offered to them the first time and it is what it is. And then somebody else got it and somebody else couldn't do it. So this is all really in support of your statement, that trying to determine what is financially feasible is very important to somebody who's going to be borrowing tens of millions of dollars and spending their time doing this. And believe me, the people who lending tens of millions of dollars are very, you know, they put a great deal of scrutiny into these things.

So, can we evaluate those? I don't know. I remember asking that question 25 years ago on this Board and Paul Dietrich and Fred Cohen saying we shouldn't require these things because we won't be able to know whether they're actually -- there are so many assumptions in pro forma, we don't have the skill to know whether those are the right assumptions to be made. You know? The developers think they have -- they think they have the skills, they sometimes do and we get it right sometimes and sometimes they get it wrong. So and yet that's the decora if you're trying to say are we creating an opportunity?

And so another thing I want to comment on is when the city disposes of a piece of property, it's not like somebody goes into Bob Healy's office or Rich Rossi's office and

say, hey, Rich, can I buy this parking lot for \$2 million? I think at this point I don't know -- does it have to be a competitive process for all land dispositions? And then there's a process that the Planning Board participates in to determine if it's in the city's best interest from our point of view? Do many people do that?

ROGER BOOTHE: That's closest that we can come to trying to work out a quote, unquote, deal. It always makes me nervous to hear that word in plain meaning. But meaning that the city owns the land, it could structure a deal that it could get some of what we want. (Inaudible). I wanted to add one other footnote if I could to the question of can we require things or is it going to put the developers out of business? You

remember when we did the initial affordable housing requirement? There was all kinds of testimony that this is going to shut down housing in Cambridge. And it didn't happen. So we also have to take some of these things with a grain of salt.

HUGH RUSSELL: Yes, I mean I would comment on that one is that had nothing else changed, that might have been true.

ROGER BOOTHE: True.

HUGH RUSSELL: But everything else was changing. And so, so you'll have to -- and the thing that changes that were up there were things that were foreseeable. So we were kind of assuming that the development market was getting better, rents were going up, and that there would be the ability to have projects self-subsidized, certain units. We would kick in essentially give them extra

land by increasing the FAR, and that that would be enough plus the economics. And it's, as you said, it's proven itself.

Somebody else talk.

STEVEN WINTER: Mr. Chair, I just wanted to add to this discussion and there is a lot of wisdom at this table. And I think this Board has a history of working closely with proponents who come to us and with developers and listening to them and listening to their perspective and being respectful of their perspective. So I think that works in our favor of what's going to happen in Central Square. There's never going to be an exact road map that says here's the line you're going to take to get there. The -- my perspective has always been that the public sector can set preconditions for success. Preconditions for economic

success. But we better stay out of the development business. We don't know how to do that. And we can only muck it up. But if we just focus on what are the preconditions, what are the things that we can do based on our relationships with the proponents, based on our relationships with staff, who knows these things? What are the preconditions? And then we just back up and let it happen.

STUART DASH: If I could just add a few things, Hugh, that I think consistent with what folks have said here, the committee especially said they did not want to see wholesale chains. It's more sort of here, there, and everywhere with the towers. And that our sense was that the -- working with Goody Clancy that we were calibrating in that direction, and understandably we weren't going to have an exact job and couldn't know

the private details of private transactions and be able to get pro formas. But we do have the experience of seeing, as you do, as to what responses have been to existing FARs around the city and existing FARs in areas like Kendall Square or Alewife, so we sort of have some relativity to sort of what prompts action or what doesn't prompt action or as what Roger said, what hasn't prompted action in Central Square over the years. So it's not without some sense of that in a relative fashion but to the detail certainly that you're talking about as someone going to make that or in the project.

HUGH RUSSELL: I also want to -- today on Facebook I got a feed from Robert Winters' journal and he walked around Central Square, took about 20 pictures and said -- and it was a very simple and very convincing

exercise. Like, hmm, here's something it doesn't seem to be very distinguished, it's not very tall. You know, it's -- here's a place where something might happen. I think it's actually a very valuable analysis and it's sort of behind probably what other people were doing, but it's -- I would encourage you to get it, Robert, you can probably tell them where they what they have to Google to get it. But put it into a different way of understanding. And you'd say, you know, there would be like a little site and you have a building here and you can say, okay, that's not going to be Alex Twining. He had pictures of Alex Twining sites. You know, the guy who owns that could, you know -- one thing we found in Harvard Square in 1986 there was this sort of rezoning of Harvard Square. It didn't

actually change the permitted floor area ratio and -- there it is. And what's interesting is that incrementally Harvard Square has grown to look like the Zoning (inaudible). But there are some exceptions. But often the projects are quite small. But you must think oh, the post office. So that's not a very good building. 30,000 square feet is a replacement building.

STUART DASH: Robert, is there music that goes with this?

ROBERT WINTERS: I could whistle a few bars.

IRAM FAROOQ: In looking at this, I just wanted to make one clarification. Some board members mentioned that they were concerned about parking going away. And I think that was not so much envisioned that the public parking lots that were

redeveloped, that the parking would just go away. The idea was actually what some of you said, that the parking would get either consolidated in a structure or be moved underground which doesn't answer the question that Steve raised about who can afford to park there because right now it's -- the city parking is well below market. And if it's below grade it may not be able to be that way.

I don't think -- we were able to look at utilization. We actually did survey that. We can even get license plates and have an intern go take down and take all the license plates, but then we can't then connect easily to economic brackets and who those people are or where they are going to shop. We did have an intercept survey --

HUGH RUSSELL: You can look at the

name plate on the car if it's a Beamer or a Toyota.

STEVEN COHEN: Give them a discount if they fill out a questionnaire.

IRAM FAROOQ: We could try something. I think it's hard, but we may be able to get some samples. And I think just one thought on the committee's work and the difference between Alex Twining's thoughts and what the committee talks about, and I think the difference stems from the fact that when Alex is looking at this, he's looking at Kendall Square and Central Square and how do those two compare and how are the incentives structured in both places? Whereas when the committee was looking at this, they were looking more at what Central Square Zoning now and what -- how we might be able to incorporate additional incentives into it to

get to the end results that we want. So we weren't trying to compare to the rest of the city or to -- and that may be, maybe that was a failing of the process because the market flows throughout and not just in Central Square, but in terms of trying to create incentives in that particular area. That was the -- I think that was one of the core differences.

AHMED NUR: Hugh.

BRIAN MURPHY: I would also just add to the discussion about sort of the difference between the narrative and the numbers. We've also spoken some with the economic consultant with the sub to Goody Clancy. And I think I'm going to try to see if I can get some additional work to hone in a little bit more. But sort of the overall approach, and this is more common in Maryland

and Virginia in how some of the things are structured, you know, you sort of do your work and your analysis as the consultant to come up with your best guess and then at some point in there's a lot more push back you sort of require them to unveil a little bit more in terms of those pro formas and make the case to go back and forth with the numbers. Then ultimately at some point you sort of have an interim conversation back and forth. You talk to other people who are sort of in the same industry who are developers who are doing things. Just get an honest sense, you know, of where things are going. And at some point you go it as close as you feel comfortable and then you end up having to sort of having to make a decision that says, okay, depending on how much what that gap is and where things are, we're going to

take a leap of faith. And the consultant's general advice is if you're close, stick to your guns. Because, you know, maybe you have to wait a little while but you'll probably get there. Now, if you're farther away, then you sort of have to look at things. And that was her sort of general advice and approach on how to take a look and to think about it. But to make sure that you really are thinking about what is it you're willing to do in terms of your tradeoffs. I think that's sort of in many ways what you described as many of the challenges of the Board is trying to figure out how do you figure out what we're comfortable with Central Square? What do we think we can get if we unlock it? And at some point you might get to a point where you say, well, we know we can unlock these benefits if we were to say do, I don't know,

an inordinate number of extremely high buildings, but we're not trying to do that because that's not what Central Square is about. I guess we feel sort of like a little bit more of an interim process and there's a leap of faith that comes in there.

HUGH RUSSELL: I like the notion that you could sit a consultant or sub-consultant of the city and Alex Twining in the same room and let them bat heads and they could have an intelligent discussion that might guide us.

BRIAN MURPHY: Right, and I think that's right. That's exactly the kind of thing that we're trying to do. And then to follow up I think is for the Board, the public, and the Council, frankly, to have that consultant also provide a little bit more of the understanding of it so there is

sort of a sense of here's what's possible, here's what's not, and here's sort of a range where we can do things and what can happen.

HUGH RUSSELL: Right. I mean, Alex's letter is nine pages -- eight pages long with exhibits and photographs and it's not just about a single topic.

Is there more we want to do tonight? Let's hear from Ahmed.

AHMED NUR: Yes. You've said a lot on the Central Square issue but I do want to add one thing and maybe ask the question of staff or you on another -- and what I would like to add is the advisory committee that I see a lot of faces here tonight as well as some of the land owners that were mentioned here, MIT specifically are here and Forest City and so on and so forth, and the -- I'd like to hear a little bit of comparison of

what happened at Alewife in 1980s and the permit not being used or to put to use as opposed to I'd like the notion that this particular permit will work because the advisory group that I was part of and the business owners in the area as well as some of the parents and land owners came together and put this together to better Central Square. And I just, just sort of like to hear somebody to compare the two I suppose to what happened in Alewife. I mean, I would hate for this to go to waste on one end.

And quickly I would also put in what Central Square lacks is in addition to what we talked about, and it's probably in there too, is green space. The only place that we have now for green open space park is in front of the City Hall. And you can see a lot of people now sleeping and little

children rolling around, and so on and so forth. So one of the park and underground parking that we're talking about, and maybe the one right behind where Blockbuster used to be, one other great idea would be to make a park, a little alleyway connecting to Mass. Ave. and that sort but that's just an idea.

STUART DASH: In response to your Alewife question, one of the things that happened in that the Alewife plan that did not result in most development using the Special Permit was that the base allowed as of right was very high and developers found that they could do quite well operating underneath the threshold for a Special Permit. And since that time we've learned from that, and actually what you can do as of right and almost go throughout the city and subsequent rezoning has been made quite a bit

lower so that you would feel comfortable with what happens as of right. But the encouragement there is very much to step in the Special Permit then for the Planning Board process.

As to the parking lots and open space, I think we agree and the committee agreed that that's one of the key things that they look for, you know, as an outcome, a possible outcome of the involvement of the parking lots. I think that's one of the things that we see as one key way that outcomes can be directed for Central Square is the city's involvement of that.

AHMED NUR: Okay.

HUGH RUSSELL: I guess I would answer that question this way: That I think one reason there hasn't been too much change in Central Square is because it works pretty

well. And people who own property are getting a return on their property. Businesses are -- they're not very many vacancies. And, you know, people -- if things are sort of going along okay, you know, they -- it's not an incentive to change. And maybe the Harvard Square is the better example where there were much stronger pressures. A lot of the development in Harvard Square has ended up -- the commercial development has ended up as office space for the inner city. And then who would have thought that most of University Place would be university? And that the law school alumni affairs is like the big tenant, you know, above the post office and that kind of stuff. But the -- so the university hasn't been acquiring the property, but they've been, you know, as they -- Harvard has each

tub on its bottom. So each tub tries to grow a little bit. So some of those tubs grew into private space, and I think the savvy developers felt like I could go and build a building because sooner or later Harvard's going to come to me. And I mean that's not to say that all the buildings are full of Harvard, but some of them are. The retail and the restaurants expanded considerably so the ground floors stayed pretty full. You know, some -- whereas in Alewife we've finally seen the first glimmerings of people who actually want to do something up there. Maybe 1500 units of housing isn't exactly glimmering, but you know, we combined the permitted the fourth or fifth major project we've permitted out there, depending on whether your counts stay across from the T station, they're not. But that, is that

going to be the future of the -- I mean, it's clearly the future of Triangle because it's -- but is it the future of Quadrangle? It might be. Certainly you've got, you know, half of Fawcett Street.

In Kendall Square there's an enormous desire to do things and you have to basically say to the land owners you can't build your biotech building unless you build some housing. And we've been saying that now for quite a while. And, you know, we say to Boston Properties we'll give you some FAR if you build housing. And it's going to eventually happen. And it might end up in 600 units of housing in the places that the Kendall Square study identifies as potential sites. And it will come at the expenses of parking spaces, not a lot, but some and shared parking spaces.

So, there are a lot of people who want to do a lot of stuff there, and you can say, well, if you want to do X, you have to do Y. And savvy people, and I count MIT as among savvy people, will say you know that bigger picture does make sense. I mean, it's true we really do want to do X, but we want our people to be happy. We want the retail to work. We want another gateway. We want, you know, and housing is not such a terrible idea. We need a lot of people that need to be housed. So in Central Square I think it's like it actually works pretty much okay. And so what we're trying to do is look at some of the empty parking lots, look at some of the one-story buildings, look at the properties that Alex Twining has bought and say well, there are places where we could see some things. Or as Robert did in his pictures,

there are places that you can imagine there could be changes that you might like to see.

Anyway, it's ten o'clock. My brain turned off a while ago as it's wanted to do.

Is there anything else that anyone wants to say tonight? Is there anything you want us to do?

And we'll get back to this next month I guess? I mean, you've heard comments from the Board and you'll be following this up.

Okay, thank you. We're adjourned.

(Whereupon, at 10:05 p.m., the
Planning Board Adjourned.)

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