

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, October 29, 2013

7:05 p.m.

in

City Hall Annex

344 Broadway

Cambridge, Massachusetts

Hugh Russell, Chair

H. Theodore Cohen, Vice Chair

Pamela Winters, Member

Steven Winter, 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

Jeff Roberts

Stuart Dash

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P R O C E E D I N G S

(Sitting Members: Hugh Russell, H. Theodore Cohen, Pamela Winters, Steven Winter, Steven Cohen, Catherine Preston Connolly.)

HUGH RUSSELL: Good evening. This is the meeting of the Cambridge Planning Board. And first item on our agenda is an update from Brian Murphy.

BRIAN MURPHY: Thank you, and the first thing to let people know if you are here for the Richdale Avenue project, that public hearing will be continued at a later date, to be announced with notification to be sent, but that will not be on the agenda tonight as I think they're still waiting to make their way through the Historical Commission process. So in case anybody is here for that, unfortunately that will not be happening tonight.

Other hearings coming up on the 29th, we've got another meeting here, it's the use amendment second hearing for Planning Board No. 85 which is One Education Street, EF.

JEFF ROBERTS: That's tonight.

BRIAN MURPHY: For tonight for the first hearing and the second hearing is on the 29th.

JEFF ROBERTS: This is the 29th.

BRIAN MURPHY: Oh, never mind. It is tonight. I'm sorry.

Our next meeting after tonight will be November 12th, at which point we will have the second hearing for Planning Board No. 38 as well as the Ames Street Rezoning at 7:45. In addition, just so that people are aware of it, at 5:30 there will be an Ames Street public hearing following up on the lands disposition process. That's part of the

public process around both Chapter 30b and Article 2.110. That will be at 5:30 here as well on that portion of Ames Street. That hearing will end and then we'll move to the normal Planning Board where it's the Ames Street Rezoning that's coming up that night.

Our expectation is that December 3rd will be the date that the Ames Street land disposition does take place.

On November 19th we will have Chun, et al, street zoning as well as design approval for Planning Board 252A Norris Street.

Again, as I mentioned, December 3rd will be Ames Street land disposition. Planning Board 285, 10 Essex Street.

And then on December 17, Planning Board No. 286, 75 New Street.

Just so folks know there are in addition two task forces that are going on on

topics that have been before the Planning Board. The lighting study task force is in the final stages of being put together and I will expect that to be meeting fairly soon. And in addition, we have a Net Zero task force where we have a call out for members and we will be moving quickly on that one as well.

So that's a little bit of an update of where things are.

HUGH RUSSELL: Thank you.

Next is the Board of Zoning Appeal cases.

LIZA PADEN: So the Board of Zoning Appeal cases are now moving into a new system and that is that everything's going to be submitted onto InterGov which is the on-line permitting for the city, which means that we're not going to get hard copies any longer

in the department. So if you see on the BZA agenda a case that you want to see in the meeting, I'd ask you either to -- I'll figure out a way for you to get onto the access of InterGov or I will print out a copy from my portal on InterGov and bring a hard copy to the meeting. But, it's going to be a little rocky for the first month.

PAMELA WINTERS: That's okay.

LIZA PADEN: Okay.

This evening, though, there is a person that has a case for you and it's 250 Monsignor O'Brien Highway and it is a telecommunications antenna.

(Catherine Preston Connolly,
excused.)

ATTORNEY SUSAN ROBERTS: Good evening. We do have hard copies for you if you want to see some pictures. Yes?

PAMELA WINTERS: Please.

ATTORNEY SUSAN ROBERTS: My name is Susan Roberts. I'm from Anderson and Krieger representing AT&T tonight. With me is David Ford with Centerline Communications.

This is a site that maybe you're familiar with, the Holiday Inn Express over sort of in back of the Lechmere Subway Station on O'Brien Highway.

Does everyone have a copy?

PAMELA WINTERS: We'll share.

ATTORNEY SUSAN ROBERTS: This is a facility that AT&T is taking over from a decommissioned Nextel site. Lucky for us this became available right around the time when we were looking to put our own facility on the building. The timing was such that we, you know, it was just perfect timing for us because Nextel ended up decommissioning

and we're going right into their space in most respects but not all. Our 12 antennas are going to be placed on to the sides of the building in three sectors; alpha sector, beta sector, and gamma sector. So the alpha sector is the front. So that's the front facing part of the hotel. So when you walk in, you would see the antennas up above. AT&T's antennas are replacing the Nextel antennas that are there.

STEVEN WINTER: Is this the facade that we would be looking at as the front?

ATTORNEY SUSAN ROBERTS: That's a side-view, no.

STEVEN WINTER: Okay.

ATTORNEY SUSAN ROBERTS: So you want to look at --

DAVID FORD: It's photo 2A.

PAMELA WINTERS: This one?

DAVID FORD: 2A.

PAMELA WINTERS: 2A.

ATTORNEY SUSAN ROBERTS: And then the beta sectors are newly placed, and those are in the rear of the building. And then the gamma sector ones are, again, replacing the Nextel antennas, and those will be facing the Twin City or Twin City Plaza Shopping Center.

So we're doing the same number of antennas in mostly the same locations. In addition, we have cabling and other pieces of equipment similar to what Nextel had. Our cable runs into the basement where we have additional equipment. We have a lease area which is also an area that Nextel used to lease as well. It's about 120 square feet. And that's shown on the drawings -- on the Zoning drawings. Which I don't know if you

have the Zoning drawings or not.

HUGH RUSSELL: We probably don't care.

ATTORNEY SUSAN ROBERTS: You don't care about that?

HUGH RUSSELL: Right. I mean in the sense that if the equipment can't be seen, we don't care.

ATTORNEY SUSAN ROBERTS: Right.

DAVID FORD: That's basically right.

ATTORNEY SUSAN ROBERTS: So mainly what can be seen is what we've given you in the photo sims.

HUGH RUSSELL: Are you going to --

ATTORNEY SUSAN ROBERTS: Is there something you would like to weigh in and tell us what you think, that would be great.

STEVEN WINTER: I have a question, Mr. Chair, if I could.

What we're looking at here then is a simulation of what might be?

DAVID FORD: Well, there's already existing antennas.

STEVEN WINTER: So what we're looking at here is the existing equipment that is currently --

DAVID FORD: If you flip through, the photos that say "actual view," and that's what it looks like now. And there are existing antennas on the site.

STEVEN WINTER: Okay.

DAVID FORD: So an actual versus proposed what it will look like in the future.

STEVEN WINTER: Okay.

DAVID FORD: So out of the three mounting locations for Nextel, we're taking over the exact same location except for the

one, because it doesn't work with our coverage plot.

STEVEN WINTER: Okay. And are you also using the equipment, the infrastructure that's up there; the hardware, the metal, everything --

DAVID FORD: Correct. Same conduit lines, same equipment locations, yes.

STEVEN WINTER: Okay.

And the reason that I'm asking that is that there seems to be a difference in the tones of the metal of the telecommunications infrastructure and the metal of the building itself, and it could be that we would want that to blend a little bit better.

ATTORNEY SUSAN ROBERTS: That's fine.

DAVID FORD: The plan is to paint them to match.

STEVEN WINTER: Yes, terrific.

ATTORNEY SUSAN ROBERTS: Just to be clear, we're not like using their, you know, remote radio head. We have our own remote radio head so it will go roughly in the same area, the same place as before. And we're using the same cabling runs as Nextel.

HUGH RUSSELL: The photo 1B proposed view shows the Nextel antennas remaining.

DAVID FORD: Right. They'll be taken down.

HUGH RUSSELL: They will be taken down. Okay. That's the right answer.

There's a dish up above, is that part of the --

DAVID FORD: That's part of the hotel.

HUGH RUSSELL: So that will stay?

DAVID FORD: That will stay.

H. THEODORE COHEN: In photo -- well, I go by this all the time and I actually kind of like, you know, the antennas on the front of the facade, and that's a little bit of declaration to it. However, in your proposed view --

DAVID FORD: Which photo?

H. THEODORE COHEN: 2B.

DAVID FORD: 2B?

H. THEODORE COHEN: -- I can't tell from this photo, are your antennas now breaking the roof line and also breaking the line into the brick?

(Ahmed Nur Seated.)

DAVID FORD: No, they're designed to sit flat. Where you see the screen wall up that's where they'll be.

HUGH RUSSELL: Will they project below the brick and below the cornus?

DAVID FORD: No. They will just be on the screen wall.

PAMELA WINTERS: That must the shadows, then, that appears to --

DAVID FORD: Right.

H. THEODORE COHEN: Okay. Because it does look like it's going above the roof line and below it. All right.

So these antennas are longer but thinner?

DAVID FORD: Yes, correct. Same number.

HUGH RUSSELL: So I have to ask what criteria do we use? And I think the basic question we should be asking ourselves is there a different way to do this that would be superior? And/or second question maybe the question is this so terrible that we really have to do something about it? And I

would submit that this passes both tests.

PAMELA WINTERS: I agree.

HUGH RUSSELL: That it's not so terrible. And it looks like the way it's done is about as good as any way you can do this job.

STEVEN WINTER: I concur.

H. THEODORE COHEN: I actually think the longer ones are even working better than the shorter ones on the sides.

HUGH RUSSELL: Right.

Okay. And if there's no descent, Liza will send the report to the Zoning Board.

LIZA PADEN: Yes.

ATTORNEY SUSAN ROBERTS: Thank you very much.

HUGH RUSSELL: You can have your pictures back.

And I don't know if there's any set up

for the Education Street needs. We have to wait a few minutes. So if Education has any set up, anything you want to get ready to go.

LIZA PADEN: She doesn't need an easel she said.

HUGH RUSSELL: Okay.

H. THEODORE COHEN: Liza, were there any other ZBA cases?

LIZA PADEN: I didn't see any other cases. I don't know if anybody else did.

STEVEN WINTER: I have two dates; is that correct? I have an October -- oh, that's the old one. Sorry. The November 14th is what we're reading off of, right?

LIZA PADEN: Yes, that will be November 14th.

Okay. I'll go get Catherine.

(A short recess was taken.)

HUGH RUSSELL: Okay, the next item

on our agenda is the second hearing for Planning Board case -- or amendment to Planning Board case No. 85, One Education Street. We had a hearing it was only last week?

ATTORNEY EMMA ROTHFELD YASHAR: A couple weeks ago.

HUGH RUSSELL: A couple weeks ago. And we made a preliminary determination. I think we've got copies of that preliminary determination. We did not pose any terrible difficult questions. So basically our task tonight is to make sure that our preliminary determination is correct or it needs to be changed.

So if you'll proceed.

ATTORNEY EMMA ROTHFELD YASHAR:
Sure. Emma Yashar. I'm an attorney for EF.
I'm going to apologize our fearless leader

Rich McKinnon is sick tonight so I'm filling in for him at the last minute.

As the Chairman just said, we're back for our second approval to the Board in its preliminary determination they requested we provide additional information on parking utilization based on educational use. We did provide a letter from Vanasse and Associates. And Giles Ham from Vanasse is here tonight to answer any questions that the Board might have about the letter, and obviously Martha Doyle from EF is here as well to answer any questions.

HUGH RUSSELL: Mr. Giles is here?

GILES HAM: Right up front.

HUGH RUSSELL: I always hate to go to a hearing and sit there all the time even though I'm getting paid to do it. So could you boil it down to about three sentences

what you've done?

GILES HAM: I don't mine just sitting, you know. Giles Ham with Vanasse and Associates. And you got a letter from Scott Thornton dated October 24th. EF data shows prior research, high transit use for their facility and low auto usage; 46 percent auto usage and low auto usage. When you are shifting from office use to more educational use, the students are going to have less ownership. A lot of international students don't have a license here so it's going to be a benefit in terms of reducing traffic demand in the area and that's kind of quick synopsis of the letter.

They are required on campus to do PTDM and traffic reporting, and you'll get parking and parking utilization in the future.

Did I earn my keep?

HUGH RUSSELL: Any other questions?

STEVEN WINTER: Yes, I have a question, Mr. Chair, for the Board. Does Traffic and Parking review the letter -- I have no reason to doubt that the letter's correct in every way, and it makes good sense to me, but in fact does Sue Clippinger review these letters for her own --

STUART DASH: Yes.

STEVEN WINTER: -- sense of --

STUART DASH: In general, yes.

STEVEN WINTER: Okay, got it. Thank you.

HUGH RUSSELL: I think the absence of the Traffic and Parking Department is a sign that they don't feel that this is a big deal.

BRIAN MURPHY: That is accurate. Sue Clippinger and I spoke and she said I

think I'm going to take the night off. I don't think you need me tonight.

PAMELA WINTERS: We also got three letters of support I believe, Hugh.

HUGH RUSSELL: Councillors Toomey, Senator D'Domenico and East Cambridge Business Association President Patrick Magee (phonetic) all telling us something we already knew, that EF is a good citizen of the city. And the only citizen of the city to install a temporary Ferris wheel from my recollection. It was a very cold day so I didn't go there.

STEVEN WINTER: Mr. Chair, what is our actionable item, then, because we've approved the -- we've given an initial approval and we've asked for additional information that we now have and satisfied that it's the content of what we were looking

for.

HUGH RUSSELL: So this is a Major Amendment to a previous decision. So we need a motion to adopt the Major Amendment to approve it.

STEVEN WINTER: May I move so?

HUGH RUSSELL: Certainly.

Is there a second?

STEVEN COHEN: Second.

HUGH RUSSELL: Is there a discussion on the motion?

All those in favor?

(Raising hands.)

HUGH RUSSELL: All members of voting in favor.

ATTORNEY EMMA ROTHFELD YASHAR:

Thank you.

STEVEN WINTER: Mr. Chair, I'd also like to thank Jeff Roberts for the

determination memo. It was very well written and was very helpful for me.

HUGH RUSSELL: Right.

* * * * *

HUGH RUSSELL: And now the next item on our agenda is scheduled to start in 20 minutes.

Now nothing precludes us from taking up General Business at any time, but some people might have assumed that we're going to do that later on.

LIZA PADEN: Well, the complication is that the General Business item which is the design review for the 270 Third Street housing, I don't think they're here yet.

HUGH RUSSELL: Right.

So then I think we're in recess.

(A short recess was taken.)

HUGH RUSSELL: Let's start our 7:45

business. Planning Board 38, One Canal Park Major Amendment to allow the reduction of the required parking spaces.

So this is the first public hearing, and we have a report from a number of people. Why don't you introduce yourself?

ATTORNEY DAVID CONNOLLY:

Mr. Chairman, members of the Board, my name is David Connolly. Excuse me. I'm an attorney with Hinckley, Allen and Snyder, 28 State Street, Boston, Mass, and I'm representing the petitioner MA-One Canal Park, LLC. With me tonight are John Connolly, Senior Vice President; Dorothy Krausman (phonetic) who is the General Manager; and Nancy Doherty who is the Senior Project Transportation Planner for Tetra Tech Engineering who will be speaking with you after my introductory remarks.

We are here tonight respectfully requesting your consideration of a Minor Amendment pursuant to Section 12.37.2 of the City of Cambridge Zoning Ordinances to the Planning Board's decision Special Permit No. 38 to reduce the required amount of parking to be leased in the City's East Cambridge parking garage from what's currently being leased as 130 parking passes to 100 parking passes. The existing parking lease with the City had expired by its terms and the Petitioner approached the City to negotiate and execute a certain amended parking lease dated as of June 21, 2013, for the 130 parking spaces located in the City's East Cambridge parking garage, a copy of which amended lease has been filed in connection with this application. Within this lease, if you review the same, you will note that it

was anticipated pursuant to the discussions and negotiations with the city that the Petitioner would be coming in, seeking a reduction in the amount of parking as the historic use of the parking given changes in current use patterns, transportation demand management practices both in place at the tenant level and at the building level, have a significantly, excuse me, reduced the need for the 130 spaces. In fact, as we go through some of the testimony here tonight before you, you will see that in no time have more than 90 spaces been activated. In fact, there are currently 72 active parking passes out of the 130 parking spaces which are leased on behalf of One Canal Park. You will also find that the city did its own analysis on business days of parking use within the East Cambridge parking garage and found that

there were approximately 41 or 42 of the activated parking passes being used within the building, and 14 additional weekly passes which had resident -- strike that.

Residence -- employees of tenants within One Canal Park. The discussion with the City revealed that although we are required to lease 24-hour day, 365-day passes, the City has made available to anyone who comes to the garage, weekly passes which are \$40 less than what we have been made available. So we are then left with the excess. But in total the employees, etcetera, at One Canal Park are approximately using 42 plus 14 or 56 spaces within the building far below the 130 which is set forth in the Special Permit.

In our discussions with the City, the City requested that the Petitioner have a study done to investigate the reduced parking

demand based on the current and historical usage and the existing TDM practices among the tenants in the building and the TDM measures being maintained by the Petitioner.

The transportation demand management analysis and employee survey, if I could get that all out, was conducted by at the Tetra Tech on April 5, 2012, a copy of which has been submitted to all of you with the application.

Nancy Doherty, who I introduced at the beginning, will present her findings and boards to the Board following my introductory presentation.

Following the submittal of the Parking and Transportation Demand Management Study, the City reviewed the analysis, met with us, and they have submitted to you in your packages a recommendation in favor of the

requested reduction which I believe all of you have within your filings.

The Planning Board has the Special Permit granting authority of Special Permit 38 may determine pursuant to 6.351 of the Ordinance that a reduction in the required amount of parking to be provided for the premises may be appropriate.

The premises is demonstrated by the transportation demand management study will have more than sufficient off-street parking in the East Cambridge parking garage with the requested 100 parking passes. There's sufficient additional capacity in the requested 100 parking passes for current and future employees and visitors. The Petitioner is a member of the Charles River Transportation Management Associate and sponsors an annual public transportation fair

to provide its tenants and employees information concerning bicycling as a means to commute, the Hubway, the CRTMA EZ shuttle, and the availability and scheduling of the MBTA. In addition, the Petitioner has made available off-street covered bicycle racks, showers in the common area of the premises, and a designated transportation demand manager of the premises to continue to provide information to tenants regarding alternatives to single occupant vehicle trips including carpooling, ride sharing, and the promotion of the CRTMA EZ ride shuttle service connecting First Street to Kendall Square and to North Station.

There will be no nuisance or hazard created in connection with the requested reduction in parking. The current uses will not be changed. There will, therefore, be no

negative impact to the integrity of the district. In fact, given the continued implementation of certain TDM measures by the Petitioner as discussed tonight, there will be a continued reduction in the number of single occupancy vehicle trips on the surrounding streets to One Canal Park as more employees use alternative modes of transportation. For all of the foregoing reasons, we respectfully request the approval of this Minor Amendment application by the Planning Board.

And with that, I'm going to ask Nancy to produce her boards summarizing the results of the transportation demand and management study.

Thank you.

NANCY DOHERTY: Hi, Nancy Doherty from Tetra Tech. We're in Framingham, Mass.

So to prove to ourselves and the City's Traffic, Parking and Transportation Department that the existing and future parking needs of One Canal Park will be met if reduced the number of leased spaces from 130 to 100 in the First Street garage, we conducted a transportation survey. The goals of the survey were to determine the mode split of how people come to work as well as to determine the actual parking uses and parking demand of the garage. The survey was conducted on March 8th, a weekday, in 2012, and it was done by paper in the lobby of the building. It was conducted during a transportation fair that was being conducted by the Charles River Transportation Management Association. So we did put them together. We had a pretty good response rate -- actually a very good response rate.

117 out of 180 tenants at that time responded. That was 64 percent. And we also had a good turnout at the transportation fair.

So basically what we found was that 44 percent of our tenants in March of 2012 drive alone to work. Still working on that number, but that's a pretty good number. Three percent carpool, 39 percent take transit, one percent had dropped off, seven percent bike, and six percent walk.

I read today in the East Cambridge planning study that was done a few years ago, that the driving load rate for people that work in East Cambridge is at 53 percent. So we're doing a little better than our neighbors and we're proud of that.

In terms of parking, one of the questions was where do you park? And what we

found that 35 percent of our, of the
respondees said that they park in the First
Street garage. 15 percent park in other
off-street facilities, and three percent said
that they park on street. So three people
did say that they parked on the street.

Now, that's based on the survey, the
number of people that responded on the
survey, we took those percentages and of
course applied them to the 180 tenants that
we have. So what, you know, applying those
portions of 180, we would see that the First
Street garage, we've got 63 tenants parking
there, 27 parking in other off-street
facilities, and five parking on street.

STEVEN WINTER: Nancy, could you
just for my tired brain's appreciation of
this, could you just back up and walk through
that methodology one more time?

NANCY DOHERTY: Sure.

STEVEN WINTER: So I understand it.

NANCY DOHERTY: Sorry.

STEVEN WINTER: Okay.

NANCY DOHERTY: And so basically as you do a survey, you survey as many people as you can and you figure out the percentage. So we surveyed it was 117 people. Of those 117 people that responded, 35 percent said that they parked in the First Street garage. Then we would take that number and multiply it by the real number of tenants in the building which was 180 to get the number of 63. And that's kind of a number we're focussed on because we're trying to get to the demand in the garage.

That being said, we took the existing numbers. We knew we were at 92 percent occupancy of the building at that time, so we

increased them by eight percent to bring it to the full occupancy. So taking the 63 and increasing it by eight percent we're now at 68. So we think our maximum need for First Street garage would be about 68 spaces.

So just kind of summarizing what's happening at the First Street garage, we're leasing right now 130 spaces. I'm not sure of the exact right terminology, but 90 are being released to the tenants, and we're -- our survey shown that we've got about 63 vehicles in there. So, what we're proposing is to reduce the number of spaces from 130 to 100. We figure our projected use in the building would be at 68 spaces and that leaves us with a pretty good safety margin of 32 spaces.

STEVEN COHEN: Nancy, excuse me.

NANCY DOHERTY: Yes.

STEVEN COHEN: When you say leased spaces, are they actually reserved spaces set aside for --

NANCY DOHERTY: No, I don't think --

STEVEN COHEN: -- for the tenant? I don't understand how this works.

NANCY DOHERTY: You can speak to that. I don't think they're reserved are they.

ATTORNEY DAVID CONNOLLY:

Mr. Chairman, if I may. They're not reserved at all. It's an activated pass to go in and out of the garage. And it's what spaces have been activated. And of the 72, the tenants that are using going back and forth. The other spaces that have been activated were being used by members of the ownership to come back and forth to do maintenance etcetera, but nothing used within the garage.

NANCY DOHERTY: So the 90 from March of 2012 is now 72; is that right?

ATTORNEY DAVID CONNOLLY: That's right.

HUGH RUSSELL: Do you have any information -- you said about 30 people park someplace else. Do you have any idea where?

NANCY DOHERTY: No. No. They just said other facilities. And I will tell you, though, that some people said that they walked or they took the T, said that they also parked. But some of those people could be out at Alewife for all we know. You know? Just in their mind, yeah, we did park and then we got on the train.

ATTORNEY DAVID CONNOLLY:
Mr. Chairman, but the question within the survey just for the Board, was as to other parking garages or surface lots as opposed to

on-street parking. So it's not that they're parking on street when it says other facilities, they are off-street parking, they are not parking in the neighborhood. It is other places in terms of the response to where they're parking.

NANCY DOHERTY: So, as I said we're at 44 percent folks that drive alone, and we're actively trying to, you know, reduce that number even further. We are a member of the Charles River TMA which I know you're all familiar with, but they do promote alternative transportation modes, carpool and van pool rides, matching, emergency ride home for people that are at work without a car and who get that phone call and say you need to get home now.

We have an on-site transportation demand manager who is a liaison between the

TMA and our tenants. We provide covered bicycle racks, showers in common areas, and an annual transportation fair. Again, we keep pushing this.

So based on our survey results, the leasing rates of our tenants, and the fact that we're actively working to increase the use of alternative modes of transportation, we do feel that the reduction of 130 leased spaces to 100 leased spaces is conservative and reasonable. It would not have a negative impact on the on street parking in the city.

AHMED NUR: I just have a question. So there's three people parking on the streets.

NANCY DOHERTY: Out of 117.

AHMED NUR: Out of 117 -- right, right. And I understand that you're only leasing 90 I suppose to 130 so you're about

40 over that you don't need to. But what's causing those three -- I mean, let's just say -- you mentioned \$40 less than -- is it a week did you say? It's \$40 less a week?

ATTORNEY DAVID CONNOLLY: It's about \$40 less per month in terms of having a --

AHMED NUR: Yes. I'm just curious what is causing these people to park in the street?

NANCY DOHERTY: Well, it's probably closer to five if you apply that number to the 180. I really couldn't tell you. It is legal to park on the street.

CATHERINE PRESTON CONNOLLY: They could be Cambridge residents from -- driving from one end of Cambridge to the other and parking on the street.

ATTORNEY DAVID CONNOLLY: And I had my information wrong. The difference in the

rate for the weekly and the monthly is \$100 per month, which is part of the reason that 14 of the people who work there are leasing directly from the city.

AHMED NUR: Sure. Yes.

NANCY DOHERTY: Maybe a part-time employee runs in for an hour and grabs something and runs in and runs out --

AHMED NUR: Right.

NANCY DOHERTY: -- you know, it could be as simple as that.

STEVEN WINTER: Mr. Chair, someone with handicapped plates might say I park on the street when in fact they're parking in a designated --

CATHERINE PRESTON CONNOLLY: Right.

AHMED NUR: I just need to ask the only darkness I had, you know, is that and I think I've got my answer.

STEVEN COHEN: I'm still just curious about the mechanism. So if you're leasing 130 spaces, you're paying the city for 130 spaces, but there aren't specific spaces set aside. So does the -- does the garage always assure that there are 130 spaces, you know, made available to you? I mean, what are you getting for that lease of 130 spaces?

ATTORNEY DAVID CONNOLLY: We have the right to activate the passes if the tenant then signs the license agreement from the City that allows them to come in and out access within the garage. There are the spaces which are there when we go in, there are no reserved spaces, but they have a certain number of passes that they will allocate and sell the city, this is -- and we are within the group that they sell out with

the 130 which they do. It just so happens that we pay for the 130, 30 of them were never activated, but are paid for on a monthly basis. And then this other Delta which we've gone down to look at the 90 to the 72 are still being paid for. And it just doesn't accurately reflect the usage of the property and what the current economy is, I shouldn't say economy, but state of everybody's thoughts of carpooling, bicycling, walking to work, all the alternative methods of transportation which are out there now, from, you know, the original approvals some, you know, 10, 15 years ago.

HUGH RUSSELL: Okay, let's -- moving on. So is there anything more that you wish to present?

ATTORNEY DAVID CONNOLLY: That's

all, Mr. Chair.

HUGH RUSSELL: Shall we conduct the public hearing?

H. THEODORE COHEN: Sure.

STEVEN WINTER: Sure.

PAMELA WINTERS: Sure.

HUGH RUSSELL: Does anyone wish to speak on this matter?

BARBARA BROUSSARD: Barbara Broussard, President of the East Cambridge planning team. I thank the City for all of their traffic studies, but I'd like to tell them that the single occupied vehicles are on Third Street all the way from McGrath Highway to Kendall Square every afternoon from 3:30 to 6:00. So they're not bicycling. And I wonder how many of these people actually are parking on the streets because you couldn't park anywhere if you tried in my

neighborhood. And I have nothing but complaints considering I go to the post office and the people working there are telling me their husbands are upset that people are parking on the street and renting out their places in Museum Towers. So it is an issue.

The other issue is if the ground floor retail in their building is some day going to be rented on First Street, perhaps they could use those extra spaces for validating parking for the people that are going to be using the ground floor retail because I do believe that was one of the ideas for the building of the municipal garage.

Thank you.

HUGH RUSSELL: Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: Okay, I see no one. So, is there -- we have a memo from Sue Clippinger I believe which I don't happen to have it in front of me but I do recollect --

STEVEN WINTER: Would you like to see it?

HUGH RUSSELL: And she supports the request for the Minor Amendment. She supports the request for the Minor Amendment but this in fact is a Major Amendment. But I think she's supporting the technical analysis, not making a legal distinction here.

So are there any questions that we would like the applicant to address between now and the final hearing?

STEVEN WINTER: Mr. Chair, I feel fully informed.

CATHERINE PRESTON CONNOLLY: Same.

AHMED NUR: Yes.

HUGH RUSSELL: So I think Barbara asked a good question and I'd like to have an answer for that question, which is does this calculation -- is there a vacant retail space in the building? I think the answer is yes. And if that were to be occupied by a retail use, it's apt to be something like a restaurant if they're willing to have a restaurant.

NANCY DOHERTY: I just want to say if you recall on that last board that I showed you, we have a reserve of 32 spaces so I feel like we're in good shape in terms of that.

HUGH RUSSELL: Right.

NANCY DOHERTY: Retail uses.

HUGH RUSSELL: Right. I believe that's true. I would just like it to be

written down so that when we consider that it is the Planning Board's intent that that be retail, it's been our intent for 20 years, we've not -- and we've over those 20 years, twice I believe, reduced the amount of required retail. And we've heard lots of testimony that nobody wants to rent that space which I believe it's, you know, you have to have a willing seller and a willing buyer and that's not -- that has not happened. So, and each time they come we ask them the efforts they've made, and efforts have been made. But since we would like to see it as retail, we want to be assured that should it become retail and of a case that might require parking, that there is indeed parking for that use. And so I don't doubt that it's true, I just want somebody to address that question.

STEVEN COHEN: Mr. Chair, I would also ask relating the retail to the parking in a garage, I imagine that we want to be sure that there's parking for the restaurant or retail employees, but how would this whole issue affect customers of the retail? I mean, would a retail customer have access in any way to garage parking?

HUGH RUSSELL: I think that's --

BARBARA BROUSSARD: They pay but they get it validated.

HUGH RUSSELL: -- a good question.

ATTORNEY DAVID CONNOLLY: They need to pay and get it validated. There are currently excess spaces within the garage.

HUGH RUSSELL: Right.

STEVEN COHEN: Just as a normal parking, not under this -- this program.

ATTORNEY DAVID CONNOLLY: Validated

across the street if they were going to use it.

HUGH RUSSELL: Right. So I would like you to put this all in writing, run it by Sue Clippinger and determine the answer to these questions, that may or may not be the right answer from our point of view. You know? But, yes, because so if you can do that, that's one thing I want to see addressed.

H. THEODORE COHEN: Just as a follow up to that, the 92 percent occupancy if it were at 100 percent occupancy, that is still not taking into account the potential retail space?

NANCY DOHERTY: It would be, you know, when we multiply by the eight percent, we were assuming a similar land use of what's, what was in the building in March of

2012. So we would think the rate would be about the same.

H. THEODORE COHEN: Right, but maybe I'm not clear, but if you're at 100 percent occupancy, do you still have the retail space vacant?

NANCY DOHERTY: No. No.

H. THEODORE COHEN: No, that would -- so you're then converting that.

ATTORNEY DAVID CONNOLLY: Correct. And so we will go ahead and address with Sue the use on the bottom floor as retail and confirming with her to her satisfaction that there is adequate parking with the additional 32 spaces with the building leased on the first floor as the retail and the rest with office uses and come back to the Board with that.

HUGH RUSSELL: Okay. And if the

vacant space is the retail space, then I would like a report and the actions that have been taken to find retail tenants since the last time they reported to us which was some years ago.

ATTORNEY DAVID CONNOLLY: Okay, Mr. Chairman, we will do that.

AHMED NUR: I just had a little qualification. I'm confused with the 32 spaces reserved. How does that play with the 90 spaces leased?

HUGH RUSSELL: Okay, so here's the math: They think they need 68 spaces. The City's going to say you've got to have 100, so there's the 32.

AHMED NUR: Okay, thank you.

NANCY DOHERTY: Thank you.

HUGH RUSSELL: Okay, is there a motion then to make a preliminary

determination to approve this subject to the second hearing and answering the questions that have been posed?

STEVEN COHEN: So moved.

HUGH RUSSELL: Okay.

Is there a second?

Second from Ahmed.

Is there a discussion?

Okay, on the motion all those in favor?

(Raising hands.)

HUGH RUSSELL: All members voting in favor.

Thank you very much.

Liza's going to round up the next applicant. We'll take a five minute break.

(A short recess was taken.)

(Ahmed Nur Excused.)

HUGH RUSSELL: Okay, I guess we can begin. Our next item of business is a design

review of 270 Third Street.

ATTORNEY JAMES RAFFERTY: Good evening, Mr. Chairman, members of the Board. For the record, James Rafferty. I'm an attorney with offices the 675 Mass. Ave. in Cambridge.

HUGH RUSSELL: You moved?

ATTORNEY JAMES RAFFERTY: We moved. A victim of escalating Central Square rents have forced me to downsize. The developers have no mercy when it comes to renting space. This is the life I've chosen.

But at any rate, I am pleased to be here tonight with Alexandria. Those of you with keen memories will recall the PUD Special Permit that you approved in this case in June of 2010, a multi-building phase project which really I'm pleased to report is moving quite according to schedule. Tonight

we're here to proceed through the design review process for the residential building at 270 Third Street. In the Zoning that was approved by the City Council, there are benchmarks along the way that require certain land uses to be constructed based on hitting certain thresholds. So we are at the life of the PUD where in order to go beyond 767,000 square feet of commercial space, there's a requirement of a minimum of 70,000 square feet of residential space. This building reflects that commitment and in fact exceeds it by almost 30,000. It's nearly a 100,000 square foot building. Tonight you'll hear from Kenneth Hartfiel of DiMella Shaffer, the project architect who will walk you through the building design which we have collaborated on and reviewed on a few occasions with Community Development

Department staff. I know the Board is in receipt of a design review by Mr. Boothe, the Director of Urban Design. And his contributions were especially helpful as focussed and attention was paid on building materials and the like.

This is an exciting building for Alexandria in several respects. First of all, if you're familiar with their business model, they are the -- by their own trademark, they are the landlord of choice for the life science industry. So housing is not really part of who they are. But part of this Zoning required them to get into housing, so they have come into it, and Mr. Maguire fortunately has a very diverse background. Years ago was in the housing business, so he embraced this opportunity. They've hired an architectural firm that I

know is well known to the Board. 23 Sidney Street, one of the more popular residential buildings in University Park is a DiMella Shaffer building. And recently we were before the Board with 160 Cambridge Park Drive -- 165 Cambridge Park Drive, the second of the multi-family buildings out on Cambridge Park Drive.

In this case the interesting thing about this housing is, again, pursuant to the requirements of the Zoning, this house -- this building is required to have the typical 11.200 obligations associated with inclusionary zoning. It also has a requirement for a moderate housing. So there will be a number of units that will fit in the moderate category. It's my understanding that this is perhaps the first building that will be pursuing that, and we're kind of

working our way with the Affordable Housing Department as to how that program will work, but the -- it's called out for further Zoning. So this building, I'd say it's almost a case where nearly half, only about half of the units in this building are actually going to be market rate housing. When you do the affordable housing and when you do the moderate housing, it's required here.

So Alexandria is, as I said, going ahead with about 30,000 square feet, more which they're permitted to do. They have 220,000 square foot GFA for housing in the project. So what it means is that the other housing site which is contemplated on First Street at 161 First Street, will be slightly less than perhaps originally anticipated.

I think Mr. Maguire would just like to

share with you, give you a brief update about other activity in the PUD district. This week he was pleased to -- I don't know if he was pleased, but he turned over an eight and a half million dollar check over to the City Manager for the construction of the park on Rogers Street. That was, again, a requirement of the Zoning, and they couldn't get the CO for 270 Third Street without the check, and it was paid and made sure that the money was in the bank before the CO was issued. So -- but it was -- it's an exciting building. We had a chance to tour it this week with members of the CDD staff. It will be the corporate headquarters of Biogen Idec. But it really has at either end the restoration of two historic buildings that Community Development and the Historic Commission really challenged us to put there.

And I will say the initial reaction from the tenant is that they didn't see how that would fit into their business model, but to his credit Mr. Maguire was able to convince them that this would add a level of distinction to this building. If you've had a chance to go by it lately, it sets it apart. It's a fabulous building, but it is, it is a reflection of the steps that were involved in the PUD process around the delivery of the park, the delivery of the Foundry Building. The park, if you've been by there, was delivered in remediated condition with a lawn and irrigation system, and this eight and a half million payment is for the construction of what's expected to be a multi-year process, planning process, for the development of the park. It's for that reason that Mr. Maguire and Alexandria are so

popular with the East Cambridge planning team. We showed them this building. And I know Ms. Broussard had to leave but she authorized me to indicate that she supported it. I asked her to tell that directly to one of the Board members less there be any question about --

PAMELA WINTERS: And she did, she told me. And she said that it was a unanimous decision on the East Cambridge planning team.

ATTORNEY JAMES RAFFERTY: And I explained to her Board members would believe that if they heard it from you as opposed to me.

STEVEN WINTER: That is correct.

ATTORNEY JAMES RAFFERTY: Thank you, Mr. Winter.

And so Mr. Maguire just to give you an

update on what Alexandria has been up to. And then we're going to hear from the architect.

JOSEPH MAQUIRE: Hi, I'm Joe Maguire from Alexandria Real Estate Equities, and I'm here tonight to talk to you just a minute about what has transpired. So we are -- our first building in the PUD which is this 305,000 square foot building will be delivered to Biogen Idec. They will be there November 23rd. They became a paying tenant on October 1st of this year. This building, if there was a lot of work on the outside, it was redesigned four times on the inside, and we used a very innovative building information modelling system in order to get at the design on this and that's what actually allowed us to change the designs pretty fast. So it's a three-dimensional

program using -- but that November 23rd, it's paying, 15-year lease, and we believe we'll have a very happy tenant in that space.

We're currently building 75 and 125. We're about ready to top off the steel come within the next two weeks. Look for that. And that's going full fledge ahead. We anticipate that that building will be open March of 2015 in any case. So that's moving along.

270 Third Street is the next piece in the puzzle that needs to come forward. 270 Third Street is the 98-unit apartment building which the architects will talk to us. It has a mix of low at 80 percent median and then a 120 percent of median. I don't know if you call that middle income or moderate income, but it seems like it's a unique blend. It's a program that we will

run and we'll work through that program with the city as we operate that part of the program.

And the 61 units of market rate housing in that building as well. So it is a little bit larger than when we first thought. We didn't know that we could actually get things in. And the type of construction it utilizes with a girder beam construction allowed us to get a lot of ceiling heights in the units given that we're going to 85 feet at this location.

We need to do this. We need to start this for -- by our Special Permit because we're not able to start either of these two buildings, either 50 or 100, without having started this. So we're looking forward to starting 50 Binney Street sometime in the not too distant future, and we're gonna revisit

this at some point because we'd like to change some of the aspects of that building. It's right now designed as one building. We'd like to two phase it and it's making us go back and look at it. And when we do that, 50 percent of the building will be for lab and 50 percent will be for office, technical office.

Parking will be, again, are under these buildings. There's no parking under 270 Third Street. The parking supply is in 75-125 and on the surface lots that we have available to us right now. Parking is something that we were asked to come back to the Planning Board about when the PUD was -- the Special Permit was passed. We are working on some unique parking requirements that we may come back and alter. We've had extensive conversations with Susan Clippinger

regarding utilizing some garage spaces that already exist. So we're gonna come back. We were asked to reduce our parking to .75 in the residential and we're going to come back, because it causes us to have to look at how we're doing all of our parking, sizes of our garages as we look at that change. But that will be sometime in the not too distant future that we'll do that. So, I just say that we're quite pleased with where we are with the progress that we've had and we're very pleased to present a design which we've been working on for quite sometime with DiMella Shaffer. DiMella Shaffer was selected after a competition with several other architects, so we've gone through a process of trying to pick the best, you know, promising design and then took it and evolved it as we got to work with the team. So I'd

like to bring Kenneth up here from DiMella Shaffer.

ATTORNEY JAMES RAFFERTY: One thing I forgot to mention when we talked about that's worth noting for the board, it's referred to in Mr. Boothe's memo. But to the Board's credit you approved the design change from the initial final development proposal that involved the footprint of the 75-125 building, and you can see the benefit of it in tonight's presentation. That area to the right of the building, that green plaza was originally going to be building footprint. And that plaza was going to be in the middle of the building. But as you see Mr. Hartfiel's presentation tonight, it really created vistas and openings for this residential building that they've been able to exploit very effectively and I wanted to

commend the Board for its foresight in allowing that because it's really going to be beneficial for the residents of this building.

KENNETH HARTFIEL: Thank you, and good evening, I'm Kenneth Hartfiel, a senior associate with DiMella Shaffer Architects in Boston.

As Jim alluded to, we love our little pocket park in the back because it really makes this a much more exciting site. And when we first began looking at the opportunities at the site, we tried to come up with some inspiration and really taking advantage of the position in the city. And the visual amenity that these two parks, the little pocket park on the laboratory site and the new Rogers Street Park could really afford a visual amenity to this building to

the north. And then also an equally compelling situation to the south where this position in the neighborhood is very important and can become a real focal point for the community, very important to mark this whole district.

But as far as the form giving inspiration, we really look to the geometry of the site and kind of orthogonal nature of, you know, Binney Street and the diagonal nature of Third Street. And kind of divided the street into two volumes, each of one kind of recognizing this, such that a taller block in the back is along the same geometry as the laboratory building while a very pure rectangular form takes on the angle of the street and really kind of kinks the building even more overtly toward the park views, so that it really kind of embraces that in a

direct way.

So we have these two intersecting volumes that really break down the scale of the building nicely. We have most of the ground floor is retail per the East Cambridge planning guidelines. And then also we have some special corner elements at the opposing corners to kind of looking back toward Kendall Square and then also like I said, taking advantage of the opportunities of the parks to the north.

This is a plan of the ground floor. The residential entrance is at the building and the through kind of block lobby flanked on either side by retail components. The two retail areas add up to just over 8,000 square feet and has really great exposure around all sides as you'll see.

The lower level, the basement is

dedicated primarily to building services, transformer, electrical rooms, water pump and the like, and also accommodates a bicycle storage areas. And then with below grade tunnel access to the parking area below the laboratory building that Mr. Maguire mentioned earlier.

The typical floor plate is repetitive. There are 14 units on a floor, half of which are small studio units, most of which are along the west facade that face onto Third Street with a series of one-bedroom units on the east side, and then two larger two-bedroom units on the kind of opposite ends of the long block.

You know, very simple double loaded corridor situation.

And then up on the roof we also dedicated to some service areas with large

mechanical service equipment kind of located in a well with kind of large screen walls that really complete the geometry of this block. A small kind of roof deck as an amenity for the residents in the building. And we're also looking to provide a green planted roof on this kind of lower roof which is at the 85-foot height limit level.

So we are looking for a LEED Silver is what our target is for this sustainability.

The building fits in very nicely, we feel, in its context, especially with the laboratory buildings to the east. This kind of lighter colored block, you know, kind of takes on the same kind of height generally as this lower portion of the lab, and then the taller block in the back more corresponds to the parapet.

The studios along West Street, we've

introduced kind of some multi-story openings, kind of in a random fashion that helps to animate that facade and give it a more residential feeling.

Doing a similar expression on the east elevation kind of albeit in a different material, we're rendering this in Roman brick right now.

And this is looking down Binney Street to the west. And the importance of this corner is kind of evidenced in this view where it kind of takes on more than just a corner element, but the whole geometry shift where this white box is it really kind of presenting itself to the neighborhood in a very direct way.

This is a nice corner projected bay that we've developed where this is kind of living room, so we'll have a really beautiful

view kind of up and down the streets and it really serves as a nice marker for the neighborhood.

These are the kind of studio fenestration elements really trying to open up these units which are a little smaller, 470 square feet, so that they kind of open up and get a lot of natural light and ventilation. We've also introduced sliding glass doors and kind of a French balcony configuration to really help the building with its kind of residential domestic feel as well.

Kind of looking, turning around and back down Third Street, you see the retail as it kind of presents very transparent facade along Third Street and then wraps around the corner actually to engage pedestrians as they're coming down the street and from the

park accenting the retail element with accent material and interesting signage.

The north takes advantage of the view. We've introduced some real balconies on this elevation so that it can really enjoy the park. And this is getting closer to this little park and you can see that the units really can take visual advantage of this amenity as well.

The landscape in between the buildings is a continuation of the whole landscape that was designed for the whole block, so this is kind of a continuation of the whole in a very comprehensive way, concrete mix of concrete paving, some fixating and some kind of tall canopy trees, kind of really make this passageway between the buildings an attractive place to be.

Should there be a restaurant component

in this building, that kind of geometry shift could make for an ideal kind of outdoor dining area to animate Binney Street as well. And we have a little movie clip that can help understand the building and its context a little bit better. And I'm going to stop talking so you can enjoy the show.

ATTORNEY JAMES RAFFERTY: Just explain, we're coming down Binney Street.

KENNETH HARTFIEL: And this is Binney Street and the passageway between the buildings and potential outdoor dining.

This corner bay element kind of addressing the corner and also having geometry that's parallel with the street, and with retail entrance at the corner and the retail down the street. And the scale of this building in context with the laboratory buildings.

And then we move to the north and we're gonna fly through the park in just a moment. Balconies facing the park. And the sun goes down.

And that's the typical night view kind of showing the animation that this building can bring to the neighborhood being residential building, really bringing some life into the area, retail and kind of lighting spilling out on to the street and giving it a nice feel. And that's what we have for you this evening.

HUGH RUSSELL: I have two questions: First question is the light grey material that faces Third Street, what is that?

KENNETH HARTFIEL: We're looking at a terra-cotta right now. That's just slightly off white. A pure white only comes in a glazed finish and we prefer to give a

little bit of warmth to the building, so now we're kind of looking -- it's kind of a buff color. And the back side, like I said, a Roman brick, a golden color. A little lighter than the wood panel but those two colors playing off of each other.

HUGH RUSSELL: Okay, because when I first saw it I thought it was Northeastern University on steroids. Rather unfriendly, you know, glazed brick color. But you've got a lot more choice with terra-cotta.

KENNETH HARTFIEL: Sure.

HUGH RUSSELL: And now looking at this view where it seems not quite as stark, it looks nicer this way.

And the second question is: How come there's so much hard scape in the landscape between the two buildings? Which isn't a question for you.

JOSEPH MAQUIRE: I could answer part of that. Between the two buildings there are a number of things happening. We have infiltration tanks that are under this area as well as storage tanks for the diesel generators that are in there both 75-125 as well as 270. So there are some things that have to be there because of the size of the building. So we do -- and I think Chris could probably talk to, you know, the rest of that. But I know there's a lot of -- there's stuff under there and including an underground connection between the two buildings.

HUGH RUSSELL: It doesn't appear that there's a single bench in there.

JOSEPH MAQUIRE: There are benches.

HUGH RUSSELL: Not that, you know, given all the other spaces that might not be

a place to choose where you want to hang out.

CHRIS MATTHEWS: Chris Matthews, of Michael Van Valkenburgh, landscape architects.

HUGH RUSSELL: Yes.

CHRIS MATTHEWS: We have our Alexandria bench for one of a better word, there's variations of them on each of the buildings. A fixed bench which pokes out into the Binney Street sidewalk somewhat so you get the view along. And one at the other end here. And then we have about a dozen benches strung out in that park. There is as Joe said, a lot of infrastructure under here, but regardless of that, in this narrow space, which won't get a huge amount of sunlight and which has the requirement for rolling -- what would you call it? Not dumpsters, but the garbage and stuff. You know, so there's a

setback requirement for that. We decided that it was better to have sort of planting on the one end and then the other, and then concentrate of having a shade canopy over a very simple -- it's a combination of cobbles, granite cobbles and exposed aggregate concrete so sort of again the kind of signature material for the Alexandria projects.

HUGH RUSSELL: Which is the figure and which is the ground?

CHRIS MATTHEWS: And the cobble is a bit where (inaudible) exposed aggregate concrete. And then when you get on the sidewalk, the pattern switches and the web becomes the exposed aggregate and the field becomes the regular Cambridge brushed concrete. So it's a smoother look.

PAMELA WINTERS: Chris, excuse me,

while you're still up there, I was wondering if in the outdoor dining area along Binney Street did you ever consider putting -- that's this picture here.

CHRIS MATTHEWS: Yeah.

PAMELA WINTERS: Did you ever consider putting a pergola over that area to kind of shade that dining area with greenery that would kind of add a little greenery to it?

CHRIS MATTHEWS: Yeah. Actually that space was part of the architect's work so maybe Ken should answer that.

PAMELA WINTERS: Okay.

CHRIS MATTHEWS: I don't know if he considered it.

KENNETH HARTFIEL: I'm not sure we considered it. I think we had -- it had come up early kind of when we were talking about

that being an opportunity. It's something that we, you know, certainly can revisit.

PAMELA WINTERS: It's just a thought that I had. I thought the greenery would just not only provide shade but also just, you know, just more green and more cozy feeling for the people that -- the diners there.

KENNETH HARTFIEL: Sure.

We have this kind of accent band of copper kind of at the retail zoned that flies over. As you can see, it makes its way to the ground to kind of tie that space in with the architecture of the building, but you could kind of see, you know, where something inside that, like you said, it's kind of another smaller scale structure might find a nice scale to that, too.

PAMELA WINTERS: It might be cozy.

Just a thought.

Thank you.

JOSEPH MAQUIRE: If I could add something to that?

HUGH RUSSELL: That's going to sort of in part depend on tenant's functions of use.

JOSEPH MAQUIRE: I was going to say we've hired Grafino SP (phonetic) who has done a tremendous amount of restaurants in this local area. And I can see this area being a far more -- far different than what it is at the moment in terms of the restaurant and in terms of making it warm. And I think it takes -- it's going to take working with the architect with that restaurant in order to get that right and complete.

PAMELA WINTERS: I understand.

JOSEPH MAQUIRE: I think we present something that that is sort of the good building block to start with, but my expectation is that you'll probably, you may see canopies, you may see pergolas.

PAMELA WINTERS: Right.

JOSEPH MAGUIRE: I could see hanging plants. Or even grasses that might get planted here at some point so -- in terms of tall grasses. So there's more work here.

PAMELA WINTERS: Okay, thank you.

HUGH RUSSELL: Steve.

STEVEN WINTER: Thank you,
Mr. Chair.

Kenneth, can I ask some questions about this very pleasing building to me about the -- I want you to help me to understand on this part that's over what is called the Third Street Bistro faces Binney I think.

KENNETH HARTFIEL: Yes.

STEVEN WINTER: There are -- I want to understand the geometry of it. Where does it stick out? Where does it -- what are the nooks and the crannies? I think that these drawings really don't help me understand that and I want to know that.

KENNETH HARTFIEL: This is a corner bay that projects only kind of from the -- on the end of the building. So that this plane is in the same plane as the other windows. So it's like this piece is sliding kind of out kind of just in one direction. And you can see it slightly angled from the geometry of the white box. And this is parallel to the street actually. So there's a little complex shift. I actually have another drawing kind of at the end that might help this a little bit better. We have to get

passed the movie.

Here. This might explain it a little bit better. This is an overlay of the typical floor on the site plan. This is the geometry of the bay which is parallel to the street as kind of a counterpart to the geometry of the white box that is more pure just to kind of set this off, we had it parallel to the front, you know for a long time, but kind of saw this as an opportunity to make that corner a little more special.

STEVEN WINTER: And I'm seeing it now. I'm getting it.

And that space between the bay and the rest of the facade, there's a little 90 degree cut -- yes, that. What does that look like when you're standing on the street? What would you see?

KENNETH HARTFIEL: That?

HUGH RUSSELL: That's a window.

KENNETH HARTFIEL: Yes, this is part of the window system.

STEVEN WINTER: I'm asking the architect, please.

KENNETH HARTFIEL: It's this glass bay and comes out and folds back into the end of the building. So it's -- taking an element that would feel fairly narrow if it was all to itself and kind of widening it a little bit kind of without making the projection so wide. It's kind of hard to see on the --

HUGH RUSSELL: And that's most likely a bedroom?

KENNETH HARTFIEL: One moment. Right. This is a bedroom that serves this unit. This is kind of a living and dining room space.

STEVEN WINTER: Okay.

KENNETH HARTFIEL: This is with one bedroom kind of on this, in this bank of windows and another bedroom here. So it's a split two in this location.

STEVEN WINTER: Thank you. I get it.

Mr. Chair, are we -- is there public comment? Because I can stop my questions.

HUGH RUSSELL: There is no requirement for speaking public comments.

STEVEN WINTER: May I continue to make comments?

HUGH RUSSELL: Sure.

STEVEN WINTER: That all fits in very well with my impression of the building. This is a very pleasing building to me. There's just something, you know, I am -- I admire and value urban landscape, and it's

different for every person, okay, just the same way monument valley would appeal to some and not to others, okay? But this is very, very pleasing and there's -- I think it's the way that it's just very subtle. There's a lot going on, but it's very, very subtle. And the -- I used the word respectful. This building respectfully takes its place but it's not dull. It's got a lot of character that's in there. And these little curves and ends and also the basic massing of that one, the big long piece on third and then the piece sort of behind it, it just really works visually. And I also think that the street accent works very well, that it's a -- what would you call that color? I don't know if that's just your color for the mock up or if that's really what that color's going to be. The greenish color.

KENNETH HARTFIEL: It's a patina copper.

STEVEN WINTER: It's beautiful. It works very well.

PAMELA WINTERS: Is it verdigris?

KENNETH HARTFIEL: Yes. It's natural copper that's been aged quickly.

PAMELA WINTERS: Right.

KENNETH HARTFIEL: So it is a lot of chemicals are added so that it gets that green color on Day 1 so you don't have to wait, you know, 20 years and live through the dull brown phase.

PAMELA WINTERS: Right.

HUGH RUSSELL: And that's the same material that's on 35 Sidney.

KENNETH HARTFIEL: Right, loft 23.

HUGH RUSSELL: 23, yes.

STEVEN WINTER: So I just wanted to

make those points clear to my colleagues which is that there's something about this building that it just, it doesn't jump out and kick you hard when you look at it and walk by it, but it's respectfully stylish and it really does something nice. It does just what a residential piece should do on that corner. I think it's really marvelous.

HUGH RUSSELL: There's kind of an unusual thing in the slide show which is closer you get to the building the better it looks. That's not often the case. But that -- there's a lot -- as you said, there's a lot more subtlety and detail that you can only see as you get closer. And since there's going to be a bazillion people walking down Third Street now for the rest of time, you know, that's important.

Any other comments?

PAMELA WINTERS: I'm just really happy that the residents from the East Cambridge planning team were so unanimous and so enthusiastic about the building.

KENNETH HARTFIEL: We did have a good meeting with them.

HUGH RUSSELL: So, do we have to take any action or vote at this time?

JEFF ROBERTS: It's customarily the case for this design review on this part of the Special Permit for the Planning Board to take a vote to conclude the design review which would then allow the applicant to subject to continuing staff review to then proceed toward into the Building Permit phase.

HUGH RUSSELL: I think we're ready.

STEVEN WINTER: I would like to note that the only -- there's questions that I

indicated -- I'm sorry, the questions that were indicated in the memo from staff were simply there was two issues: While the exact nature of the building materials need further review by staff as the project moves forward, there's very thoughtful palatable materials that they did say this needs review. And also the fenestration design is also welcome but a bit more detail should be provided. I think we should note that.

HUGH RUSSELL: Okay. So if we're ready, somebody could make a motion.

STEVEN COHEN: I move that we close the design review of this project.

HUGH RUSSELL: And say that we approve it?

STEVEN COHEN: Do we have to approve it or is it sufficient to close it, Jeff?

ATTORNEY JAMES RAFFERTY: All the

other design reviews have contained a vote of approval.

STEVEN COHEN: I move --

JEFF ROBERTS: I'm sorry, I should have said, the vote to approve the design is -- concludes the Planning Board's review and then, you know, continuing on with further staff review.

STEVEN COHEN: Well, then I move that we approve the design subject to, of course, ongoing staff review of the details as the architecture develops further.

STEVEN WINTER: I enthusiastically second.

HUGH RUSSELL: Is there a discussion on that motion?

All those voting in favor?

(Raising hands.)

HUGH RUSSELL: And it is a unanimous

vote.

ATTORNEY JAMES RAFFERTY: Thank you very much.

KENNETH HARTFIEL: Thank you very much.

HUGH RUSSELL: Thank you for another great building for our city.

And I believe that concludes our business tonight so we are adjourned.

(Whereupon, at 8:55 p.m., the Planning Board Adjourned.)

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