

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, June 17, 2014

7:00 p.m.

in

City Hall Annex

344 Broadway

Cambridge, Massachusetts

Hugh Russell, Chair

Pamela Winters, Member

Steven Winter, Member

Steven Cohen, Member

Ahmed Nur, Associate Member

Community Development Staff:

Jeff Roberts

Stuart Dash

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(Sitting Members: Hugh Russell, Pamela Winters, Steven Winter, Steven Cohen.)

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

Has Jeff or who is going to do that?

STUART DASH: I'll do that.

HUGH RUSSELL: Stuart.

STUART DASH: Thanks. Stuart Dash, Community Development.

So we have, after the meeting tonight we have three meetings scheduled for July and, Jeff, correct me on dates, but sort of a three week sequence in July. And the first one will 180R CambridgePark Drive, which I think you received some e-mail from Rich McKinnon on the video available for that.

PAMELA WINTERS: July what?

STUART DASH: July 8th?

JEFF ROBERTS: July 8th is the 180R Cambridge Park Drive case. And that was originally scheduled for tonight but it's been rescheduled in case anyone in the audience think that will be happening tonight. It won't be. It will be July 8th.

PAMELA WINTERS: July 8th.

STUART DASH: And then the -- it's succeeding in the two weeks after that, the 22nd and 29th.

And I wanted to mention also we're continuing through June very actively what we're calling the Cambridge Conversations, and preparing for the master plan so it is as we're sort of -- we think of sort of scoping out what sort of master plan we want and what are the key things that we think about, but

we expect that process to start up in earnest in the fall and we expect to be preparing or looking at preparing data, thinking about what we've heard during June, and then getting ready for that in the fall and expect to involve the Planning Board very actively and look forward to talking to you about that more as we proceed along on that. But we have a number of -- we had three public meetings this past week and we are continuing to hold drop-in sessions around the city. I think you have the schedules that I sent out to you. That would be great if you could stop by, but there will be more to come so don't worry if you can't make it to one of those.

And I'm trying to think is there anything additional? I don't think there are others that we need to make up for -- to

update you on.

HUGH RUSSELL: Okay, thank you.

PAMELA WINTERS: Stuart, can I ask you a question?

STUART DASH: Sure.

PAMELA WINTERS: Did we do a master plan about 10 or 12 years ago when we did the rezoning?

STUART DASH: Citywide and certainly qualifies as -- it was across the full city and covered a full range of development topics and included much rezoning about, you know, most of the city and making a number of changes and subsequent planning work that went on after that was very much related to the master plan; the Concord/Alewife study and ECAPS study were in that pathway and structure as well. There was a sequence from '97 to 2004 that was basically the master

plan activities.

PAMELA WINTERS: Right. And so you decided ten years later that we needed another one to --

STUART DASH: That's right, I think as we --

HUGH RUSSELL: Well, Council decided.

STUART DASH: Yes. The Council asked us to look very hard at it.

PAMELA WINTERS: I was wondering about that.

STUART DASH: As we're looking hard at it. I think we -- it's not hard to look back and say the last time we did the full citywide piece was in 2000. And it's not hard to sort of say there's enough change that's gone on since then in the world and certainly enough change in Cambridge that

it's a reasonable time to take a look back and look at other possible revisions that need to be made and review what needs to be made and we're looking at that as an opportunity to sort of do that, and look at that, carefully look what's happened under our Zoning back then. And things happened quickly in Cambridge. Other towns might be 20 or 30 years might be the period for change but we're a little quicker here in Cambridge.

PAMELA WINTERS: Okay, thank you.

HUGH RUSSELL: Any meeting transcripts?

JEFF ROBERTS: Yes, we have received the transcript for the May 6th meeting.

HUGH RUSSELL: And is that certified as being accurate?

JEFF ROBERTS: Yes, it is.

STEVEN WINTER: Excuse me, Mr.

Chair. Certified by staff?

HUGH RUSSELL: Certified by the preparer.

STEVEN WINTER: By the preparer.

JEFF ROBERTS: And, yes, we look at it.

STEVEN WINTER: Okay, thank you.

HUGH RUSSELL: Is there a motion to approve that?

STEVEN WINTER: So moved.

STEVEN COHEN: Second.

HUGH RUSSELL: Okay.

On the motion, all those in favor?

(Show of hands.)

HUGH RUSSELL: Four members voting in favor.

And we're going to talk about the Jefferson Park Comprehensive Permit.

JEFF ROBERTS: That's right. This

is a case that's not currently before the BZA, but is expected to be before the BZA. It will be for an amendment to a Comprehensive Permit for a Cambridge Housing Authority project. They'll run through -- the purpose of this is to give you a preview of the project. Ultimately on a Comprehensive Permit the BZA would look to the Planning Board for a recommendation, so that would be the ultimate action that the Planning Board would take on this. But the purpose of this meeting is just to give you an update and to allow the Planning Board to get some information and ask questions.

JOHN WOODS: My name is John Woods. I work with the Cambridge Housing Authority. I'm with David Eisen with Abacus Architects and Planners who will walk you through this very brief presentation.

What I wanted to give you folks a head's up about this intention to go in and sort of unravel our existing Comprehensive Permit that we got in 1982 in order to redevelop a portion of the Jefferson Park development which is the state side of it.

Those four buildings that you see up toward the top of the screen are the four buildings that we'll be demolishing and redeveloping. The rest of the development, the Jefferson Park federal side, which was built a few years after that one, will remain operating and continue to provide housing for 175 residents.

JP State, Jefferson Park State currently has 108 units and at this point there's about 33 families left. So we're preparing to, if all goes well, which, you know, you always hope it does, we'll start

construction in January of 2015.

Again, this is another shot of those four buildings. So it's just these four buildings. And two of those actually are right there on Rindge Avenue.

This is a -- just to show you that in 1982 we actually subdivided the development, both developments into eight -- excuse me, nine different parcels. One parcel was dedicated for Jefferson Park State. That's the one that we'll be getting a new -- we're asking for a new Comprehensive Permit on. The rest of the parcels will remain pretty much unchanged except for what we have to borrow in order to make this development work.

This is Jefferson Park State. It looks much nicer than it actually is. The buildings are obsolete at this point. We've

gone through an extensive study that started in 2007, and unfortunately the buildings that were built in 1950 don't necessarily lend themselves to today's families. There's a heavy emphasis on common stairways here. Anywhere from 9 to 12 stairways are on each -- I mean, units are on each stairway which isn't a good way for folks to live.

This is just a shot on Rindge Avenue. There's a very small area of green space at JP State. We're sort of retransforming some of that green space and putting it -- making it much more usable on an interior courtyard that David will describe to you later.

(Nur seated.)

JOHN WOODS: This has been sort of a conversation with the neighbors. This is Clifton Street. And one of the things that Abacus did which you'll see later on is they

sort of used Clifton Street as an opportunity to reinforce a streetscape going into the new development. There's a light right there. There's been a lot of talk with the neighbors about how best to control some of the new traffic patterns that we're having here. And the goal ultimately will be to make that traffic light a four-way traffic light. And it will make more sense when David walks you through the site plan.

So in contrast to the way it looks now, this is what we're hoping this will look like and these are the plans for what it to look like. And, again, you can see where Clifton Street is sort of extended into the development and, again, reinforcing the streetscape which I think is an important component of what we're trying to do here.

So ultimately the four buildings that

we'll be knocking down that contain 108 units will be replaced with six buildings that will have a total of 104 units. Roughly the same make up of unit sizes, but the key components of it is that each of the new units that we have, there's a reinforcement of private entries throughout the new development.

So as you can see what we did, is we redrew one of the lot lines in our development so we have a little larger lot and proportionally the FAR is actually a little bit smaller at this point.

So, again, this is just a slide to reinforce the fact that we tried to keep the mix of one, two's and three-bedroom units. We didn't put any fours in there. There's less of a call for that now. But the key component now is our new development will have much larger units, and that's

probably -- that's why your gross square footage went up. So that as you can see on some of these three bedrooms at 844 square feet, they just don't meet today's standards.

This is a slide that we just put together to sort of put it all in perspective in terms of where the site itself is. As you know, Jefferson Park right on Rindge Avenue is bordered on one side by the Catholic cemetery, brickworks on the other side, and it's a stone's throw from the towers down there at Alewife. But on the other side of Rindge Avenue is very much a -- a more standardized neighborhood arrangement. So again, our idea is to incorporate some of those ideas of a more conventional Cambridge neighborhood.

David, did you want to take over?

DAVID EISEN: As I'm looking at

this, there's some distortion taking place.

These are all squeezed so everything's a little bit more vertically than it actually is. I did notice that earlier so the buildings look a little taller and streets narrower than they actually are.

This is -- the existing development does basically everything wrong. You can see it outlined in red. It's completely divorced from the surrounding community. Teeny, tiny apartments around cramped hallways. A little leftover space isn't really usable by private residents or as part of a larger community. We want to turn that all around underneath in color you can see where we've extended Clifton Street in. There's an entrance. It loops around and connects back to Clifton Street. It's more like a typical residential street. It's lined with parallel parking.

And this, we've just changed this back. The fire department wants 18-foot drives. So we're now going to have parallel parking here. All of the green space is either associated with apartments, so people are front and back yards, or it's one of these four green spaces that are shared by the entire community. So there's clear ownership, either private ownership or collective ownership of all the green space. Everybody has a front door. So we have ground floor tracks with own terraces and entries. We have stacked townhouses above that. You go up the stairs, a terrace, and your apartment. Each apartment, each door, each unit is expressed on the outside. People have a sense of where they live, where their front door is, where their back door is.

Bicycle storage, we're kind of 120 bikes need to be accommodated. And my laser here is going on and off. Anyway, on the -- there we go. There's bike storage. Wherever we could have a sense of community and sharing, we're articulating it that way.

And then private terraces to look on to the shared space that people have a sense of privacy. And a series of views, places for kids to play, a lot of trees, sort of passageways that cut through so you can see the street beyond.

This is the back of the building along Rindge Avenue.

We have visitable roll-in entries off courtyard and off of the streets around it, the new streets. We have a laser pointer -- there we go -- a few steps up, so people have enough of a separation from the public

sidewalk that they have a sense of, you know, kind of defensible space.

Nice neighborhood streets along Rindge Avenue. These are going to be used for resident surfaces. A series of classrooms, classrooms, computer centers, meeting rooms. In this building and this building, a ground floor. Housing above. It's all three floors total except along Rindge. And you can see we're stepping this back from the street so we have a series of terraces and balconies that step back and step the building back up above. So we have 12-foot wide sidewalks and then stepping back about six-and-a-half feet above that, and then you can see the courtyards beyond.

And another view. And this is squeezed graphically. Rindge Avenue is actually a little bit wider and you can see existing

houses are pretty close to the street. We are a little bit further away than the houses along Rindge Avenue. So there's the new view.

And we're doing signalization along the intersection, paying a lot of attention to this. We can't solve the traffic jams but we cannot make them worse and we can provide for pedestrian safety. And if you happen to go through the plans, either one of.

JOHN WOODS: The parking arrangement. Keep going because there's a slide that shows the parking.

DAVID EISEN: Yeah, there we go. So actually this is a revised site plan. Parallel parking, parallel parking. Typical Cambridge Street even though it's really part of the development connection. Back to Clifton. Green spaces, private spaces, all

the features we're talking about.

HUGH RUSSELL: Okay.

JOHN WOODS: So the CHA's plan is, as I mentioned, to start construction in January of 2015. We recently, and we've been at this since 2007. But in late last year we actually got a sizable grant from the state to help make this possible, and that was made possible by a significant contribution by the City of Cambridge, too. So we'll combine those two sources of funds along with low income housing tax credits and private financing to fund this substantial development.

HUGH RUSSELL: Okay. I'd like to make a comment to my colleagues about what a Comprehensive Permit is.

There was a law that was passed oh, I don't know, I guess almost 40 years ago to

encourage low and moderate income housing. And it's a very powerful Zoning tool. If you have subsidized housing in the project, you can get a single permit instead of having to seek Variances. And when I was on the Zoning Board a long time ago, the Housing Authority was coming in and looking for Variances and we convinced them that the right approach was actually to seek Comprehensive Permits. It took a while to convince your lawyers of that.

JOHN WOODS: Right.

HUGH RUSSELL: You know, it's a specific law intended for getting low and moderate income housing done without having to meet the standards of hardship that a Variance requires.

So, the Housing Authority's been using this mechanism for 30 years or more now.

JOHN WOODS: Right, you're right.

HUGH RUSSELL: Doing it, and it's, it's a great way to accomplish this. So --

JOHN WOODS: But, again, I think one of the things -- and I appreciate what you're saying because you're absolutely correct. One of the things we try to do, though, is carefully utilize that very awesome power that the Comprehensive Permit has and try to acknowledge what's going on in the neighborhoods around us. And, again, I think what we're putting before here, before you here is an attempt to do just that, go get away from some of those 1950 styles and start to reinforce the idea of an individual within a community as opposed to a series of shared spaces.

HUGH RUSSELL: In fact it doesn't look like it's very much in a Variance of

what the Zoning requirements s are. I think some of the setbacks between buildings don't meet the formulas, that they, you know, meet the -- I mean, at some point good design and sometimes there's better than what you get from just applying Zoning formulas.

DAVID EISEN: It's really trying to be in the spirit of what a neighborhood should be even if every number doesn't crunch or target.

HUGH RUSSELL: Right. Well, I personally look forward to having this back formally in front of us.

Are there any questions by members?
Pam?

PAMELA WINTERS: Yeah, I was wondering -- I missed this, how many units altogether?

JOHN WOODS: 104.

PAMELA WINTERS: And how many parking spaces?

JOHN WOODS: There are 74 parking spaces.

And David and I were talking about that previously, the split between the federal side and the state side is never been as distinct. There's a total of 175 parking spaces down at Jefferson Park. So they're not designated. It's more of an attempt to provide as much parking as you can without turning it into a series of parking lots.

DAVID EISEN: And in the neighborhood meeting one of the abutters brought up the issue is there enough parking? And one of the residents of Jefferson Park stood up and said, there are 175 parking spaces. There's generally one available. There is not a parking shortage here. So

fewer units and keeping the parking about the same.

JOHN WOODS: A lot of emphasis obviously on the use of public transportation right down the street at Alewife as long as the offices.

HUGH RUSSELL: Okay. Could be why the Alewife Station was sited there was the concentration of housing.

STEVEN WINTER: Mr. Chair, we will have an opportunity then for other comments or questions at another time?

HUGH RUSSELL: Yes, at a formal time.

STEVEN WINTER: Sure.

HUGH RUSSELL: Ahmed.

AHMED NUR: I just wanted to say also that I'm really looking forward to it. This is a huge improvement. I have friends

that live on Clifton Street as well -- as well as the existing, the existing buildings. And I'm really glad to see that open neighborhood, you know, like a fabric of a neighborhood sort of we've had problems in the summer of crime and so on and so forth. So I'm really congratulating for the Cambridge Housing Authority for the bigger windows and the trees and the green just to make it look like what it is, it's a neighborhood.

JOHN WOODS: Thank you.

AHMED NUR: And of course when you come back I wanted to know if you thought about, I see you have a bike storage, but if you had thought about connecting that bike storage to the Minuteman because it is just very close right at that Clifton.

JOHN WOODS: It's close.

AHMED NUR: And it's so close that you can actually count how many blocks. I think three blocks to be exact --

JOHN WOODS: Right.

AHMED NUR: -- where Minuteman ends. But thank you.

STEVEN COHEN: I had a couple of questions more out of curiosity more than anything else. Bear with me for a minute.

JOHN WOODS: Sure.

STEVEN COHEN: First of all, you mentioned it's private equity. So does that to say that the land would be privately owned but somehow managed by the CHA?

JOHN WOODS: Well what we'll do is create an affiliate from the Cambridge Housing Authority, and that will allow us to take advantage of the low income housing tax credit program. And we will then sell those

tax credits to a private equity firm that will generate the capital to help us build it.

STEVEN COHEN: I see. So it will likely be an LLC or limited partnership --

JOHN WOODS: Yes.

STEVEN COHEN: -- and the CHA will be the managing manager or --

JOHN WOODS: The managing member of the LLC, yes. There are a series of these. A lot of our development work is utilizing those tax credits so we're pretty good at that.

STEVEN COHEN: Yes.

And a couple other quickies. Is this low income, moderate income, mixed income?

JOHN WOODS: It's low. In fact, Jefferson Park is home to some of the lowest income households in the city. And it has

been for quite sometime. So we imagine it will remain that way. What we're doing is we're changing it formal public housing development funded the state and putting private based Section 8's onto it. That will allow us to create very deep affordability for people who have very few other options.

STEVEN COHEN: And you'll be drawing against the long waiting list that the CHA has?

JOHN WOODS: Yes. Although one of the things that we did negotiate with the residents is that they have a right to return.

STEVEN COHEN: Yes.

JOHN WOODS: So they're being patient at this point with the hope that they're going to be able to move into some of a -- a development like Lincoln Way that is

really a first class development. They put up with a lot.

STEVEN COHEN: And one more curiosity on the regulatory structure, Hugh, that you mentioned under this law, it used to be known as the anti-snob Zoning Law, real name, too, but we don't use that anymore. But if I remember the structure correctly, you have the right to seek a Comprehensive Permit only if the municipality does not provide, I think, it was 10 percent of its housing units for low income persons; is that --

HUGH RUSSELL: That's not quite it. If the town has not met its quota, which is either 10 percent of the units or one and a half percent of the land area of the town and you are denied your Comprehensive Permit, you may appeal to the Housing Appeals Court. The

Housing Appeals Court as far as I know, has never turned down an appeal. They've attached conditions.

I did an unfriendly project in Natick which took six years to get its way through the Court until the town finally said, why are we fighting about this? We actually think this is not such a bad idea. All the people who opposed you six years ago are gone. And by the way, would you like to do two more buildings? And so --

STEVEN COHEN: So does Cambridge provide 10 percent?

HUGH RUSSELL: Yes, we have about 16 or 18 percent I think?

JOHN WOODS: That's right.

HUGH RUSSELL: So if the Comprehensive Permit were denied by the Zoning Board, it could not appeal --

STEVEN COHEN: Oh, so that's what you lose. You don't lose the right to have the Comprehensive Permit per se, but you lose the appeal to the state?

HUGH RUSSELL: Yes. It seems --

STEVEN COHEN: I see.

HUGH RUSSELL: -- unlikely that that would happen --

STEVEN COHEN: Very unlikely.

HUGH RUSSELL: -- for this project. You know, we're all impressed.

STEVEN COHEN: Yes. Great project, great design, great concept. Good work, guys.

JOHN WOODS: We appreciate your support and I guess we'll be back, you know, we're more than happy to answer any questions in the meantime, too. So feel free, you can call me at the Housing Authority.

HUGH RUSSELL: Okay.

STEVEN WINTER: John, I just wanted to make one final comment.

Thank you, Mr. Chair, which is to say that most people don't understand how incredibly complex and technical the planning for this kind of housing is. So it's really, really difficult, challenging, regulatory, financial, the whole thing is very, very complex. And I respect that you're doing very well with that work. And also, again, in a general sense I want to say that the designs of you're bringing forward, I have questions and comments but I wanted to say in a general sense that you're showing us again that the kind of care and thoughtful concern and very careful design that's going on with the Cambridge Housing Authority and we really appreciated that.

JOHN WOODS: I appreciate that.

Thanks very much.

HUGH RUSSELL: Okay, thank you.

JOHN WOODS: All right. We'll look forward to seeing you again.

Thank you.

HUGH RUSSELL: Okay, Jeff, what's next?

JEFF ROBERTS: So the next case is, again, part of General Business, relates to case No. 141, which was the Planning Board Special Permit, a PUD Special Permit, for Cambridge Research Park. This is a quirk in the Zoning for this area that says that fast food uses are only allowed upon a written determination by the Planning Board. Which means that the Planning Board has seen several of these cases for this particular project where a use is being proposed for the

retail space and it falls under the Zoning definition of a fast order food establishment. And, therefore, the Planning Board needs to review it and make a determination that it's consistent with the objectives for the area.

HUGH RUSSELL: So what you have to do is put that easel against that wall parallel so that none of us can see it very well, but everybody gets a shot at it.

Perfect. Just identify yourself.

LINDSAY SARD: Lindsay Sard, representing on behalf of BioMed Realty.

HUGH RUSSELL: Can you spell your name, please?

LINDSAY SARD: Sure. It's L-i-n-d-s-a-y. And the last name is Sard, S-a-r-d.

HUGH RUSSELL: Thank you.

LINDSAY SARD: And I'm with BioMed. BioMed Realty is a major landlord here in Cambridge and we have a bunch of buildings in Kendall Square specifically.

One building is 675 West Kendall where we have a bunch of ground floor retail spaces. One of them that's available is at the address of 625 West Kendall. We've had many other retailers who have had success in this buildings like, Tatay's (phonetic), Squeaky Beaker, and Say Tuna (phonetic). BioMed has been actively negotiating with Mother Juice who will plan to sell smoothies, fresh pressed juices, and other planted-based products. We're requesting approval for this retail space as a fast food order establishment. This space was previously approved for leisure station which was the Bubble Tea space that is now vacant. I have

Ellen Fitzgerald the owner and founder of Mother Juice with me who will tell you a little bit about her product.

HUGH RUSSELL: Okay, could you point out on that map where the --

LINDSAY SARD: Sure, this is 675 West Kendall Street, and this is the front entrance to the building. There's two retail locations right here. And the second one in from Athenaeum Street next to Say Tuna would be Mother Juice.

HUGH RUSSELL: Okay, thank you.

ELLEN FITZGERALD: I'm Ellen Fitzgerald. I'm the founder of Mother Juice. Thank you for having us. We -- so as Lindsey mentioned, we make fresh organic fruit and vegetable juices, organic smoothies, and other plant-based, on-the-go snacks and salad items. We started as a food truck last

spring. We were in the Boston City Food Truck program, met with a lot of success, and the next seemed like the next best step for us was to move into a retail location. We knew we always had reliable power for one thing, but a lot of our, you know, when we were thinking about where we wanted to open a store, we spoken to a lot of our customers and a lot of them who worked and lived in Cambridge. And so we want to be here. We think it would be a great place to, you know, have our first home. We worked with local farms whenever we can. So during the summer we source from Red Fire and Enterprise and Moon Roots Farms, and yeah, we just love doing what we do and we think it would be a great place to be. So you can kind of see what we're hoping the space will look like. I mean, it's really very similar to what the

space is like now in terms of structure, and we're just going to give it a facelift. So the idea is fresh, clean, plants, friendly space, rustic. That's the idea.

And any questions I had would be happy to entertain.

HUGH RUSSELL: Any questions?

STEVEN COHEN: Are you Mother Juice?

ELLEN FITZGERALD: I am Mother Juice, yes.

STEVEN WINTER: I wanted to note that this is an organization with its -- with roots deep in the community. And the sourcing of the financial backing for the food truck in fact came from the community.

ELLEN FITZGERALD: Right. We were kick starter based.

STEVEN WINTER: And then when possible the produce is organic and it's

locally grown. So this is clearly a very response company and doing all the right things in Cambridge.

AHMED NUR: I agree. I agree with you 100 percent. At one point I was really hot on the subway, I don't know if that was you at Harvard Square Station and right by the T and there was a station there for juices.

ELLEN FITZGERALD: No, I wish it was me.

AHMED NUR: That saved my life that day. It was really good.

PAMELA WINTERS: Bravo.

ELLEN FITZGERALD: Thank you.

HUGH RUSSELL: Okay, so....

STEVEN COHEN: I was expecting samples.

ELLEN FITZGERALD: That's what I

said, like, should I bring samples?

STEVEN COHEN: You want my vote, I want a sample.

ELLEN FITZGERALD: I'll bring them next time.

HUGH RUSSELL: Jeff, remind us of the language that we're supposed to be making.

JEFF ROBERTS: It's a determination that the proposed use is consistent with the objectives of the district and serve the surrounding development.

HUGH RUSSELL: Okay. Would somebody like to make a motion to that effect?

STEVEN WINTER: So moved.

HUGH RUSSELL: One and two.

(Chairman gesturing towards Winter and Winters.)

HUGH RUSSELL: Any discussion on the

motion?

(No Response.)

HUGH RUSSELL: All those in favor?

(Raising hands.)

HUGH RUSSELL: All members voting in favor.

I think Jeff is going to put that one up for us.

JEFF ROBERTS: Certainly, Mr. Chair, quickly while they're setting up the presentation. If the Board recalls in just to go back, all the way back in 2012, a ballot initiative approved the sale and use of medical marijuana for medical purposes in Massachusetts. That kicked off here in Cambridge a process where we had looked at the Zoning and how such a use would fit up above -- a registered marijuana dispensary would fit into our Zoning. In about the

middle of last year the state issued regulations which set forth the selection process. One -- during that process, one operator was approved specifically to locate in Cambridge and that operator is here present tonight and I think we'll talk a little bit about this particular proposal.

But as we went through the Zoning, the Board might recall we looked at a set of different factors for determining districts where a registered marijuana dispensary would be allowed, went through an exercise of selecting districts, the Planning Board made a favorable recommendation. The City Council adopted this last year.

At the time the Planning Board was talking about this, the question came up, well, what if the only available sites are somewhere outside of these districts? And I

think the Board's sense at that time was that is something that might happen and that if it did happen, then there would have to be a Zoning discussion where the same issues would have to be brought forward and looked at in light of the proposed additional location. And I think that's where we are now.

So, we have -- and this map just zooms in on one of the two districts where medical marijuana dispensaries would be permitted by Special Permit by the Planning Board. And I outlined in red, this is the same map that you received attached to our memo, that shows 61 Mooney Street, which is across the railroad tracks and sort of separate from the -- from where the designated district was originally. So there's a question as to how exactly that district would be redrawn to incorporate Mooney Street. That's a question

for the Board to consider.

But the, the memo that we sent outlines the sort of how we got to those different districts, the kind of five sets of factors that help determine where it was located.

And we pointed out some of the issues that may relate to this site and the Petitioner will talk more about that particular site and the proposal.

But just as a reminder, we looked for sites where commercial uses were allowed, not just purely residential districts.

We looked for areas that had access to regional transportation systems; both public transit and roadways.

We looked at the concerns about emergency response, whether the police would be able to effectively get to that site if there were a call.

And we looked at consistency with the urban design character of the area.

And we looked at the availability within the area of sites that needed the state standard for distance from a school or child care center or other facility that had programming oriented towards children.

So I think the petitioners are set up and I'll let them go from here.

ATTORNEY TIMOTHY FLAHERTY: Good evening. My name is Timothy Flaherty. I'm an attorney, I'm the named Petitioner. My law office is located at 699 Boylston Street in Boston and I'm also a Cambridge resident. I reside at 103 Fresh Pond Parkway in Cambridge.

The issue was just framed absolutely precisely. The Petitioner who is the proprietor of the Greeneway Wellness

Foundation is here tonight since he's a provisional holder of the license in Massachusetts. He's gone through the DPH evaluation, a complete vetting of his operations. And over the last four or five months or thereabout, he's done an exhaustive search of the two MMD-1 and 2 Overlay Districts in Massachusetts looking for an appropriate site. And he's identified this site which is located in 61 Mooney Street which appears to be precisely the type of location that the rationale that this Board considered would be appropriate for the siting of the Cambridge Registered Medical Marijuana Dispensary.

The issues that the Board looked at were whether or not it was a commercial use. And this is a B-2 District which is appropriate for that use.

Looked at whether or not this actual site was appropriate for transportation issues. Now, it is located about a half mile away from any immediate bus stop. It's about a mile and a half from the Alewife T Station, Mr. Greene has discussed and is in the process now of contracting with a shuttle service to provide access to registered patients back and forth from Alewife or -- and/or the bus stop. There's been discussions about a bicycle site storage. There's ample parking on-site. I believe there's 35 spots outside of spots required for employee parking. And it's in a problematic transportation area for driving as we all know in Cambridge. There's nothing really that I think anybody at this stage can do to positively impact the traffic issues that are presented. Although this is off the

beaten path a little bit. As you know, you have to access Mooney Street by Smith Place, but obviously the regional traffic that will spill over from Alewife Brook Parkway and Route 2 is significant. Although there's no real data for traffic impact for a medical marijuana dispensary that I've seen that I can point you to. But it's unlike retail in that it will service a very select percentage of the population. And in speaking with Mr. Greene about this, he anticipates maybe 30 patient trips per day. And that would on the outside, if it were 30 patient trips by automobile, not I think impact the traffic situation in or about that location really negatively in any real way.

It is consistent with the urban design. It's all light industrial back there. This site, this particular site, 61 Mooney was

formally used as a pharmaceutical site, so it specifically allows for the infrastructure necessary for the security for this type of site. It -- and it's beyond the 500-foot buffer that the state has promulgated for any child-oriented locations.

The site itself is just about two-tenths of a mile outside the MMD-1. So it would require some limited expansion. It looks like the way that MMD-1 was drawn was to mirror the existing Zoning boundary lines. How you expand it to include 61 Mooney, I -- you folks are better at that than I. I could suggest something, but it would certainly be beyond really my problems to do that. But it does appear to be a very well selected site just simply outside the MMD-1.

And Jeff pointed out there was a memorandum that was drafted, I think it was

October 22, 2013, where the Board understood and recognized that there might be a problem finding a specific site within the two existing overlay districts.

And Mr. Greene, who will speak to you in a moment, has made an exhaustive search. He's considered I think it's about three dozen different locations, none of which satisfy, I think, the rationale that this Board thought was important.

So having said that, I'll let Mr. Greene -- and I'm happy to answer any questions you may have about this particular site or the request to expand, but Mr. Greene would like to address you if you'd allow him.

HUGH RUSSELL: Okay.

JOHN GREENE: Good evening. Thank you for having me. My name is John Greene. That's G-r-e-e-n-e. I'm the CEO of the

Greeneway Wellness Foundation. This January the Greeneway Wellness Foundation was awarded the licensed to operate a state-of-the-art wellness program, a medical marijuana dispensary for patients suffering from debilitating illnesses in Cambridge, Massachusetts.

Our patient care facility will offer a combination of medical treatments, including nutritional counseling, Reiki, acupuncture, massage, and herbal remedies at no cost to treatments.

Our marijuana base treatment will probably be non-psychoactive, bombs, pills, salves, and liquid extracts. I'm joined by a board and management team that comprised of medical security and cannabis professionals from across the state with expertise ranging from business, operations, diagnostic,

treatment, and patient care.

Throughout the last ten months the Greeneway Wellness Foundation has conducted an exhaustive search to identify a property that's suitable to site the City of Cambridge's only licensed medical marijuana dispensary. During our search we have scrutinized dozens of locations. And our goal throughout the process has been to ensure that our dispensary complies with the spirit, intent of the regulations set forth by the Commonwealth of Massachusetts and the City of Cambridge, and integrate seamlessly in the surrounding communities.

We've submitted a letter of intent to lease the property at 61 Mooney Street and the property is located in an industrial zone in a building that was previously utilized as a high security pharmaceutical production

plant.

The property's existing infrastructure that ensures a safe and secure access and egress in a loading zone that is shielded from public access. And our proposed usage is compatible with the nearby industrial uses. And locations and the location is 500 feet from the facility where the children commonly congregate.

61 Mooney is located near existing bus routes and close to the Alewife T Station and has ample parking available on-site.

And although the property located about 0.2 miles outside the Medical Marijuana Overlay District that was adopted by the City Council, I feel confident that it complies with the criteria that the Community Development Department set out when creating the Zoning.

Throughout the last four weeks I've been canvassing the nearest neighborhoods to our site to ensure that every community member has had the opportunity to speak with me and personally share any concerns that they may have. The response has been positive and so much in fact that we were able to submit a citizens petition to amend the Zoning.

I look forward to working with the Planning Board, City Council, city staff, and local residents throughout the duration of the Zoning Amendment Special Permit process.

Thank you. And if you have a questions, I would be happy to answer them.

HUGH RUSSELL: So, what operations are going to be conducted at the premises on Mooney Street?

JOHN GREENE: Just the dispensing of

the RMD, just dispensing purposes only to patients that have qualified for the list of qualified -- a list of qualified conditions in the state of Massachusetts.

HUGH RUSSELL: Plus the other services that you --

JOHN GREENE: Well, other educations services. And we're also partnering up with various Cambridge alternative healers and practitioners to provide other services to our patients.

HUGH RUSSELL: Okay.

STEVEN WINTER: Mr. Chair.
Are the alternative services provided on-site or at other places?

JOHN GREENE: We plan to be able to provide those services on-site.

STEVEN WINTER: Okay.

And help me understand how the former

pharmaceutical use of the facility makes it particularly compatible with this use?

JOHN GREENE: Um, well, that's a good question.

ATTORNEY TIMOTHY FLAHERTY: Well, it's the security --

JOHN GREENE: Security infrastructure.

ATTORNEY TIMOTHY FLAHERTY: -- infrastructure and the loading docks being off the beaten path, around the back of the building itself lend itself to the unilateral sort of business model that the state has required the RMDs to have. So all of the growth facilities are located in a different facility. And actually John has the Greeneway Wellness Foundation has a growth facility in Taunton. The product itself will be delivered to Cambridge for dispensing out

of that location. So the actual facility itself as off the beaten path around the rear of the building and unload off-load site which lends itself exactly to that type of security that is required.

STEVEN WINTER: Okay.

Is the location of the grow facility proprietary?

JOHN GREENE: No, it is not.

STEVEN WINTER: Is it in the Myles Standish?

JOHN GREENE: They were not allowing Myles Standish as a site. It's actually 30 Mozzome Boulevard.

STEVEN WINTER: Okay.

And could you also help us to understand the details on the shuttle service? Hours, provider, the length of the term that you'd like to do this?

JOHN GREENE: We'd like to do from most likely the business hours itself, from ten o'clock in the morning until six to seven o'clock at night. Every 15 to 20 minutes we would be providing services going back and forth from the T station.

STEVEN WINTER: From Alewife?

JOHN GREENE: Alewife T Station.

STEVEN WINTER: And do you have a provider?

JOHN GREENE: Not as of yet. We're still conducting a search.

STEVEN WINTER: Okay.

And you know that the 128 Business Council runs -- the Transportation Management Association runs significant shuttles out of Alewife, so that may be a good partner.

JOHN GREENE: We're actually looking to partner with them.

STEVEN WINTER: And I think I have one last question. Oh, yes.

It's really just, possibly to ask Jeff to make a connection with Traffic and Parking to find out if there is anywhere in the national data on trip surveys on MMD facilities, vehicle trips, vehicle travel.

JEFF ROBERTS: Yes, we can try to find that. We did a little bit of estimating. It's a little tricky because in Massachusetts there's a limited number and then it depends on the actual number of patients, the -- where other RMVs are located around the state. That will all determine what kind of trip generation we might expect to see.

It's also worth noting, I mentioned this briefly, but the, if the Zoning were adopted by the City Council, then the

proponent would have to come back with an application for a Special Permit for the Planning Board in which part of the criteria is for the Planning Board to look specifically at transportation impacts, parking impacts, and help determine how to mitigate some of those.

STEVEN WINTER: Okay.

JOHN GREENE: And if I could, I just wanted to answer a little bit, there's about -- we're expecting probably around a thousand patients, which is about a half a percent of the projected patient base at the end of year. Three -- we're looking at about a half percent in the first probably six months which would be probably around a thousand patients a month, bringing down to about 33 patients a day, probably visiting 1.5 to 1.75 times a month.

STEVEN WINTER: That's in your business plan?

JOHN GREENE: That is in our business plan.

STEVEN WINTER: Okay, good. Yeah.

Mr. Chair, there's one more thing I wanted to ask about, and pardon me if I just don't understand this, but I need, I need to know a little bit more about the petition itself. It's a petition -- it seems that the one of the signers of the petition is legal counsel for the project. I mean, how does -- how do these things come forward, the petition?

ATTORNEY TIMOTHY FLAHERTY: You know, that's an interesting question. I was instructed by the City Clerk to do it that way.

JEFF ROBERTS: It is -- so the

Zoning Petition can be filed with the City Clerk and then presented to the City Council in a few different ways.

One of the ways is that a petition signed by at least 10 registered Cambridge voters can be submitted to the Clerk along with a filing fee. It then goes before the City Council, and the City Council refers it to the Planning Board, to the Ordinance Committee for public hearings.

It can also come -- a petition can also originate from a property owner or a collection of property owners to rezone their particular site, or it could come from the Planning Board or from the City Council.

STEVEN WINTER: Okay. So in this case there's really, there's nothing unusual to have the attorney bringing this forward with a signature on it?

STEVEN COHEN: He's a Cambridge resident.

STEVEN WINTER: Right. I just wanted to make sure. I just wanted to make sure. I just wanted to make sure that the process is what it ought to be. Okay.

HUGH RUSSELL: Well, I think there's clearly been an element of community outreach that, you know, talking to the community, convincing people, describing what's happening, so this is also a letter of support from a lot of people who live in Cambridge Highlands. Because most of these addresses I see on the petition are Cambridge Highlands address. So that's a, that's unusual to do it in such an effective way, but it's, I would say it's unusually good to try to make that effort.

Now we haven't held our public hearing

yet. There are people out there who probably want to speak. So we'll hear perhaps from other people who have not signed this petition who want to talk to us.

I think the unusual part about this is that the -- usually there's a map that says this is, this is the land we want to change. But what this petition says is that they want 61 Mooney Street to be in the overlay district but there's no map. And we're being asked to offer our opinion as to what that map might be. And I assume the staff would be assisting us in that. And it seems like there are two obvious, you know, ways that you can connect this to the rest of the -- I guess three ways: One is that you can create a special district around this building.

You could link this building to the triangle across the railroad tracks.

Or you could link it to the, you know, the part of the Industry B District on the same side of the tracks and probably include some other buildings in that, although I think there's a place in Boston where the City of Boston is the owner of Commonwealth Avenue or roughly around BU at some point where there's a, you know, Brighton gets connected to the rest of the city but just the street.

So, of course, we won't talk about the voting districts whose name honors residents of the City of Cambridge. Eldridge Gerry (phonetic).

Anyway, so are we ready to go to the public testimony?

STEVEN WINTER: Yes, please.

HUGH RUSSELL: Was there a sign-up sheet?

JEFF ROBERTS: There is. I didn't see any names on the sign-up sheet.

HUGH RUSSELL: Okay, so we'll ask. Would -- the way a public hearing works is I'll ask who wants to speak. I'll recognize you. When you're recognized, I'd ask you to come forward to the lectern to give your name and address and spell your name so that it gets right in the records.

UNIDENTIFIED MALE: I'm a medical patient --

HUGH RUSSELL: Excuse me. We're not there yet. I'm just explaining the procedure.

UNIDENTIFIED MALE: I'm sorry, excuse me.

HUGH RUSSELL: No problem. And we have a three-minute time limit and we have a timekeeper and she will signal

you if you -- when you approach that three minutes.

So the person who started to speak, I'll recognize first and then I'll ask for other people.

MIKE CRAWFORD: Hi. My name is Mike Crawford. I'm a Cambridge resident. 125 Portland Street. I'm also a medical marijuana patient. I work over in Alewife. I take the train everyday, actually, the subway, sometimes the busses. Very convenient. I work right over there, same district. And I definitely support it. And I'm also a writer at Dig Boston. I cover this subject quite extensively. I represent hundreds of, you know, hundreds of patients. And, you know, based on my situation, I'm a former athlete with a serious back injury, daily pain, and a lot of patients died. This

group is the best. I really believe in the group that's here today. This group specifically. I cover this subject all across the state, so I'm happy they're here in Cambridge, my home city.

PAMELA WINTERS: It's good to know.

HUGH RUSSELL: Okay, thank you very much.

Does anyone else wish to speak? Yes, please.

AMY FLACKS: My name is Amy Flacks (phonetic) and I live at 86 Normandy Avenue in Cambridge Highlands. And I didn't sign the petition. I know that John went around the neighborhood and talked to people. I wasn't home. But I've seen his information. And my neighbor Lizzie Feigenbaum (phonetic) who lives right next-door spoke with him. And we're really convinced this is a

wonderful thing.

First of all, the building that we're talking about is in disrepair and it's in a sort of blighted area that abuts Blair Pond which my house is directly on Blair Pond. I look across and I can practically see this building. And the area there is a dead end and it's very blighted. And the work that he's done in other places has looked beautiful, and he's talked to some of the neighbors about taking care of the wooded area right next to the building and being involved in the work that we're doing to try to continue to maintain the pond with DCR. And so I really respect that. I think that's great. I think foot traffic would be desirable in that area because right now there is none. And there is a pathway to the pond right from there which would be a lovely

place for people who are ill to be able to get some peace and respite. So I think that's nice. And I think that from what I read on-line and from this conversation that John had with my neighbor Elizabeth Feigenbaum, it sounds like this company has in the past worked with folks in the area to, to improve and make a very peaceful sort of lovely environment and that sounds great to me.

The other thing I'd like to say about traffic is that none of the traffic would be going through the Cambridge Highlands, through the residential area. The traffic would be going down Smith which is an industrial area. So I think that's appealing. The only impact to me, I'm not an expert is, you know, on Concord Ave. where you would turn off of. And there are busses.

There's a raised bike path there. And it's also accessible, relatively accessible to the Minuteman if one was healthy enough to bike.

So I wholeheartedly support this project and look forward to looking across the pond and seeing something beautiful there.

Thank you.

HUGH RUSSELL: Okay, thank you.

Does anyone else wish to speak?

SUSAN EGGER: Hi, good evening. I wasn't really prepared to speak. I just came to listen. My name is Susan Egger (phonetic). I live at One Loomis Street which is also in Cambridge Highlands. And I had gotten a notice from Mr. Greene, was interested in it, and I actually am in support. I think it's a great potential for that area, and I mirror what Amy just said.

I think it's a good option. I think it has been blighted. Mr. Greene has demonstrated that he's interested in, you know, collaborating with, you know, just being a good neighbor.

So really that's what I wanted to say, and thank you.

HUGH RUSSELL: Okay, thank you.

Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: Okay.

So to my mind, you know, this Board supported the various steps that have been taken so far to create the dispensary. Now we've got a proposal that's getting used to coming to us to get approval, it does appear to me that the site, the site meets most of the standards, and the piece that is presumably, the reason it's not in the

district is the -- I'm just speculating, is that it's a little too far from the bus stop. And the ability to have a shuttle would basically help that.

I think you should advise your patients not to try to make quick trips around evening rush hour. There are no such things as quick trips in the evening rush hour in the area. But -- so I would support this.

I guess my question is what's the right way to figure out what the map change ought to be?

STEVEN COHEN: Mr. Chair, I frankly I would probably defer to staff on this because probably any of the various options to include this lot within the district would be acceptable to the Board I would imagine. You know, if you just do the individual lot, I don't know, I guess somebody might say it's

spot zoning, but I don't think it would be spot zoning. But I think any of those options would be fine. You know, we have maybe just the, you know, the one side of Mooney Street between Mooney Street and the railroad would be sort of a logical way of extending the existing district. At least it would look kind of normal on the map. If staff felt otherwise, I'd be fine with that as well.

PAMELA WINTERS: That sounds good to me.

HUGH RUSSELL: The -- I've forgotten, how many dispensaries are permitted by the Zoning Ordinance?

STEVEN COHEN: I think two with maximum in the county or in the city?

PAMELA WINTERS: I thought it was five.

JEFF ROBERTS: Up to five.

JOHN GREENE: Up to five. One minimum and five maximum in the county.

PAMELA WINTERS: Five.

HUGH RUSSELL: In the county. But do we in our Zoning Ordinance have a limitation or could we have five dispensaries and make it impossible for anybody else in the county to have good service?

JEFF ROBERTS: The Zoning doesn't set any specific restriction, but it's part of the consideration the Planning Board would be in for issuing a permit would be availability of the sites nearby. I think the expectation is that there would not be more than one. Or if there were, maybe they would be in opposite parts.

HUGH RUSSELL: So including that block of Mooney Street doesn't mean we're

going to have five dispensaries in a row along that block.

STEVEN COHEN: We already have a district where, you know, many properties could theoretically house such a dispensary and we're not concerned about a multitude of dispensaries there. I don't think there would be any difficulty just including that side of the block.

HUGH RUSSELL: Ahmed.

AHMED NUR: I too agree that in support of this and welcome it into Cambridge and very happy with the support of the community that's here now. One concern that I have just overshadows Steve Winter is that the -- I wonder if the trips that were described by the bus itself, you know, every 15 minutes, it's not written in stone, probably would produce about 30 trips back

and forth, and considering that with the 30 patients a day might be an overkill. You know, the number of people coming in a day versus 10 minutes. You know, I would appreciate it if there was a -- rather than just going every 15 minutes, connection between, you know, proportion between the patients versus going to the Alewife because that area is extremely -- especially Alewife causes a lot of traffic as you all know.

And the second thing is it doesn't seem to be a use of change. The occupancy is the same. Mr. Greene himself has said this building was a highly secured pharmaceutical building and this is a sort of pharmaceutical. So I wondered from the abutters, anybody who know, how long has it been vacant? I'm hearing that the building was in disrepair. So I suppose the only

reason I'm asking that is just to look at the traffic as well, the building has been shut down for a long time, then, you know, maybe this 45 trips would be a new trip.

JOHN GREENE: One year. It's been closed for one year. Or vacant for one year.

STEVEN COHEN: Ahmed, just on that question I'm not aware that there's any requirement for the shuttle service. I assume it's an operational decision which can be made by the owner and adjusted as they deem appropriate and necessary.

HUGH RUSSELL: I think that will be part of the Special Permit.

STUART DASH: Agreed.

HUGH RUSSELL: I think we can address that, and we may decide that we don't wish to make it a requirement.

STEVEN COHEN: Yes, I wouldn't

recommend that it be a requirement. Frankly, I would leave it as an operational issue as a discretion of the owner itself. I mean, it's in their interest to service this market as best as they can.

STEVEN WINTER: Mr. Chair?

HUGH RUSSELL: Yes.

AHMED NUR: I agree with that.

STEVEN WINTER: I'd like to thank the citizens who came forward and talked about how this use may be compatible with your neighborhoods. And but I also think this is an interesting opportunity to raise the bar a little bit. We have a proponent who I think is going to be a good corporate neighbor wherever he -- wherever the facility is. I believe that's true. So perhaps the neighborhood could continue to work with this owner to explore ways where the owner could

really bring other benefits to the site and in the course of doing business. And I think that would be a really interesting and an interesting best practice for us to have here in Cambridge.

HUGH RUSSELL: Pam.

PAMELA WINTERS: Yes, and I just wanted to add that I was impressed by the person who spoke that -- who did research on different companies like this and said this was one of the best. And I think that's, you know, that's a really good thing and really reassuring. And particularly where he writes for, you know, a newspaper it seems as though he knows what he's talking about and that was very reassuring to me.

STEVEN COHEN: I only had one important question I wanted to ask and forgive me for getting too technical in the

matter. But what do you mean it's not psychoactive?

JOHN GREENE: I got into this -- I'm a herbalist and a nutritional consultant and I own an herbal extract company. So I think I approach this medicine, this industry, this herb probably a little bit differently than a lot of people in the state.

As an herbalist, most people don't realize that this plant itself has kind of two different separate compounds or one compound which is THC which I think most people associate with this plant. That's the still medicinal, but that's the psychoactive really part of the plant. And then you have these other sets of components, and they're cannabinoids. These cannabinoids -- there's a series of them, these cannabinoids, they're the medicinal powerhouse of the plant. And

at the same time a lot of them are the reasons why we don't get higher and higher and higher. Actually the cannabinoids actually regulate the THC. And these are non-euphoric. And I say virtually non-euphoric, (inaudible) you don't add anything to them, you can actually give them to a child or you can have strains that are strictly high cannabinoid strains and virtually non-THC. Or you can't actually extract it through a supercritical CO₂ extraction process that just pulls out just these cannabinoids and leaves the THC itself. And these are actually given to children. Given to a lot of people who have various illnesses, but especially with epileptic seizures where these children are having 30 grand mal seizures a week and actually about every 24 minutes their seizures are actually

five, ten minutes. Their development is completely halted, and they are literally non-social. They don't have conversations. And they're five, six, seven eight, nine-years-old. Given one dose of these high concentrated cannabinoid pills or liquids or bombs or transdermal patches, which is what the Greeneway is focusing on itself, is literally bringing the seizures down from 300 seizures a week down to seizure a week. And the seizures are lasting about a tenth of the time now.

A lot of studies have been shown in Israel and Canada and very select amount of countries who are actually allowing this research to really happen. The United States will probably jump on relatively soon. People are demanding it. The research community is demanding it. But for 50 years

Israel has really been looking at this. And you can actually go into a hospital in Tel Aviv or Jerusalem and you can actually get a (inaudible) is a form of treatment, whether you're using it as alternative treatment or in conjunction with the conventional treatment that's originally -- so the biggest thing that I look at is how to actually approach this plant, how to approach this industry. Again, with a sense of patient-center pallet care approach.

I lost my father to cancer probably about a week and a half after the vote for legalization for medical use in Massachusetts, and I watched him starve to death. I feel very passionate about this plant. I know it takes the place about 150 different herbs that I work with on a daily basis, and it can be done so without that

euphoric, euphoria associated with it.

So we are trying to focus at the Greeneway. It's about educating people about this responsible way to actually -- not only responsible way to grow the herb, but a responsible way to extract these cannabinoids responsibly to administer this that doesn't involve smoking or incinerating the plant itself.

STEVEN COHEN: You're saying it's either raised with low THC or you remove the THC?

JOHN GREENE: Or what you can do is isolate that cannabinoids after a special critical extraction, yes.

STEVEN COHEN: So this isn't going to be like one of the stores in, you know, Colorado?

JOHN GREENE: Marijuana all over the

world.

STEVEN COHEN: El Dorado Gold.

JOHN GREENE: Yep. And it will be -- and I will -- I want to definitely be clear, and you're absolutely right, we're trying to kind of get away from that because we think California, you know, that's kind of the child we wanted to forget when it comes down to medical marijuana in the United States. And it's really, it's sad that when most people, they hear medical marijuana in Massachusetts, they think about this kind of sensationalized California or Colorado recreational market. Which is too bad, because really there's a good chunk of dispensaries that are really trying to do the right thing and actually trying to portray this industry and this form of this therapy in the right way.

STEVEN COHEN: So are you actually the grower?

JOHN GREENE: I am actually the CEO and the founder of the Greeneway Wellness Foundation. I will not be growing. I will have somebody that is an expert for the last 10 to 12 years in this industry, an expert in five years, but yeah --

HUGH RUSSELL: But it's your company --

STEVEN COHEN: Not personally but is your company doing the growing?

JOHN GREENE: Absolutely. We're doing that. Our cultivation site is in Taunton. And we are actually processing that -- and I am -- I'll overseeing the processing and the actual patches and the trans --

STEVEN COHEN: You do the whole

supply chain? I mean, your organization --

JOHN GREENE: Yes.

STEVEN COHEN: -- you grow it to the extent that you're removing THC, you folks are doing that?

JOHN GREENE: Absolutely.

AHMED NUR: You know, that was a great question. I have a friend who -- friend of the family who was diagnosed with schizophrenia who really didn't find the balancing of the right medication in his own words, and for some reason when the THC -- he found the marijuana, the medical marijuana with no THC and that really worked for him. And the parents were no, no. He's an adult. No, you can't do this, this is bad for you. And it turned out with his doctor and everything else it really worked out whereas the other marijuana that had the high or some

THC was knocking him off of his medication.
And so I just wanted to say that in support
of that.

Thank you for sharing.

JOHN GREENE: Sure.

STEVEN COHEN: Yes, thank you.

HUGH RUSSELL: Okay, so the -- are we ready to make a recommendation or do we want to have the Department come back to us with a specific map proposal?

STEVEN COHEN: Should we ask staff? Stuart, Jeff, do you have any strong feelings one way or the other in how to adjust the map?

JEFF ROBERTS: Mr. Chair, the -- if I may, I think the two things that we're suggesting by the Board are really, are the two things that you would look at are: One, one option is simply to keep it on its

own. The question of spot zoning is always an interesting one. I think, you know, the key planning issue is always whether it's being done for a public purpose. So if it's in line with what the Board discussed, if really -- the point of this is that the City Zoning supports the establishment of, you know, registered marijuana dispensaries permitted under state regulations and that this is a site that is attractive for that use, along with the other sites that have been identified in a previous Zoning it wouldn't -- that's the rationale for it, then it wouldn't be unreasonable to have a site that's sort of on its own. But there's also some, you know, there's a part of the question that is, you know, if that site is okay, then, you know, why not the other sites on Mooney Street? And that might, that might

justify recommending a -- more of an expansion that includes, as you mention, that north side of Mooney Street. I think going beyond that north side of Mooney Street might be problematic because you start to get into areas that there are more sensitive uses; the school and other uses that have child-oriented programming. And so it only makes sense to go south of that. But you could extend it to include everything north of -- in the Industry B2 District north of Mooney Street.

And we could actually -- and it could even be left if the Planning Board didn't have a strong opinion, we could put both in the recommendation and then the City Council would look at them and decide.

AHMED NUR: Mr. Chair, just one thing that popped into my head, if the

building is in disrepair, and we've been given some drawings here, the only question that I had will that -- will the Special Permit cover the building logistics interior? Do we need to look into --

HUGH RUSSELL: When -- remember this is a zoning change hearing.

AHMED NUR: Okay.

HUGH RUSSELL: They'll come back to us with a Special Permit at which point we will do what we have to do.

So I think at Jeff's suggestion is that we recommend adoption of this petition and offer to the Council the two ways of changing the map, both of which seem to us to be workable and acceptable and the intent of the regulations.

STEVEN COHEN: You know, Mr. Chair, I'm reflecting, you know, the boogieman of

spot zoning is always raised my -- and I agree with what Jeff said, I don't think that it's really an issue here. Nevertheless, it arises frequently. And I'll tell you as I think about it, I think there's something to be said about just extending it to the entire north side, just to make it look normal and to not reinforce the sense of anybody, anywhere, that it's an okay thing to zone individual lots one way on the surrounding properties another way. And, you know, unless there's a particular objection to doing it that way, it's -- I'm reflection I think I would prefer that approach.

HUGH RUSSELL: I think it's my preference, too.

STEVEN WINTER: Your preference as well?

HUGH RUSSELL: Yes, to make the

whole north side of Mooney Street part of the district because then it -- you know, it connects with the --

STEVEN WINTER: Sure, I could concur with that. And I think we might want to suggest to the Council why we came to that decision.

HUGH RUSSELL: Right.

Okay.

So is there now a motion to make such a recommendation to the Council?

AHMED NUR: So moved.

HUGH RUSSELL: Ahmed.

STEVEN COHEN: Second.

HUGH RUSSELL: Second from Steve.

And any further discussion?

(No Response.)

HUGH RUSSELL: On the motion, all those voting?

(Raising hands.)

HUGH RUSSELL: Five members voting
in favor.

Another hurdle.

Okay, we will take a break.

(A short recess was taken.)

HUGH RUSSELL: The next item on our
agenda actually is the 40 Thorndike Street.
Please be advised, wishes to have an
extension of time August 15th.

STEVEN WINTER: I have no issues
with that.

PAMELA WINTERS: I don't have a
problem with that.

HUGH RUSSELL: We'll wait for staff
to come back so they know what we're doing.

(Pause).

HUGH RUSSELL: We didn't want to
take a break, but we'd sort of like to have

Jeff here.

STUART DASH: He'll be right down.

HUGH RUSSELL: Okay. Let's do some business here. So we started discussing the request for an extension of time for 40 Thorndike Street, and I think we were ready to make a motion but we thought you might like to be there for that.

JEFF ROBERTS: Yes, thank you. We did receive a letter requesting an extension of time of issuance for decision to August 15, 2014.

HUGH RUSSELL: And it probably won't be the last.

PAMELA WINTERS: Right.

HUGH RUSSELL: Is there a motion to grant the extension?

STEVEN COHEN: So moved.

HUGH RUSSELL: Second?

AHMED NUR: I can't vote.

STEVEN WINTER: Second.

HUGH RUSSELL: Okay. Okay, on the motion, all those in favor?

(Raising hands.)

HUGH RUSSELL: Four members voting in favor.

And the extension is granted.

So now we can go to the fun part of the evening which is the Kennedy School of Government preview.

MARK VERKENNIS: I'll start us off. My name is Mark Verkennis. I'll spell that for you. It's Mark, M-a-r-k Verkennis, V-e-r-k-e-n-n-i-s, and I wanted to thank the Members of the Board for the opportunity to speak with you this evening.

Tonight what we'd like to do is provide you with a brief informational overview of a

project that proposes some additions to the Harvard Kennedy School campus. It's a project that's going to add about 91,000 gross square feet of the construction to the campus. And since that project is going to be adding more than 50,000 square feet of gross floor area, we're going to be coming to the Planning Board for the Article 19 Project Review Special Permit.

We anticipate that we will be filing that application with you later this summer, so you can expect to see us again before the Board for a public hearing probably sometime in September.

In addition to the Special Permit that we're going to require for the project, we also need some Zoning relief. We are going to require two Zoning Variances. One is going to pertain to the setbacks of one of

the buildings that we'll be seeing tonight.

It's the building that abuts the JFK pedestrian -- JFK park pedestrian connector.

The other Zoning Variance involves dimensional requirements for the loading bays in the proposed new loading facility. So we expect to bring those petitions to the Board of Zoning Appeal probably sometime in September as well.

So over the past several months the Kennedy School has been working with its architect Robert A.M. Stern, architects to develop the project plans. And as we've been doing that, we have been meeting with various city department heads getting their input and some preliminary feedback on the plans. And so far we've met with the Community Development Department staff, Inspectional Services, the Building Department, Building

Commissioner, Traffic, Parking and Transportation, Cambridge DPW. And we'll be meeting shortly with the Cambridge Historical Commission as well.

So far I have to say the input that we've received from the boards has been extremely helpful in formulating our plans further and finalizing the development project.

Also during that same period we've undertaken some outreach to introduce the project to our abutters and to key stakeholders in the neighborhood. The Harvard Kennedy School and Harvard Public Affairs and Communications has had several meetings. They've met with our immediate abutters that include 975 Memorial Drive condominiums. That's part of the Charles Square Development. Also Carpenter and

Company, the owners of the Charles Square property. And also we've met with the Harvard Square Business Association. And as I understand, the feedback so far from those groups has been very positive.

So with that brief intro, what I'd like to do now is introduce John Haigh who is the Executive Dean of the Harvard Kennedy School who is going to speak about how this project relates to the school's vision and their academic mission.

JOHN HAIGH: Thanks, Mark. And thank you for, you know, giving us the opportunity to come and talk to you.

We started thinking about this issue many months ago. And part of what motivated it was we, you know -- as you know Harvard's in the middle of capital campaign, and capital campaign is almost by definition a

strategic planning exercise. And you kind have to do decide what you want to do and it forces you to be clear about that. And one of the things we realized is that as we went through that process, we needed to build a campus that really supported our mission. And if you think about the mission of the Kennedy School, it sounds pretty hokey when we say it at some level, but it really is about educating public leaders to make the world a better place.

And what we looked at, and if you look at, for example, the density of the Kennedy School, what you'll see is that our density in terms of square footage per student is far denser than any of the other schools pretty much at Harvard. We have about 900 students. And so part of what we concluded is that we really need to rethink how we go about

teaching and how we go about doing research. And that's really what's driving this. And the picture you have up on the screen is what we would like to think the school is. And it is in many instances, but not always. It is very much about public discourse, it is about debating public issues in an open and transparent environment. And it really is about solving major public policy problems.

So how do we go about doing that?

And I want to talk about a couple of things and you can read a little bit, but you can break it into three areas. And the first two are really critical. The first is how do we transform the educational experience? And there are a couple things going on that are pretty critical.

One is if you look at our classrooms, they're really -- most of them are the

traditional horseshoe-shaped classroom or it's a case or a lecture kind of style. And what we're finding is that we really need to move to much more experiential learning, much more field-based learning, much more integrated learning across multiple disciplines. And if you look -- we had a faculty member of actually all places the physics department come over and talk to our faculty. And he did something really fascinating, right? He went through and showed us how he evolved his own teaching.

And he started off and he said when I was a young physics professor, I went to the head of the department and said how should I teach physics? And he had to teach physics to students who wanted to be doctors and they had to take physics but they hated physics. He said how do I make this interesting? So

here's a book that I typically use. So he said, okay, I'll use that as a book and he had all his students read it.

And he said, well, I couldn't just lecture from the book. That's kind of boring. So he started putting notes together. And pretty soon the students are asking for the notes, right? If you just give us the notes before, that will save time. Then they said, if you give them to us for the week, that will make it easier. And then pretty soon it was just give it to us at the semester. And I'm like really. And he said, okay, so I'm giving a lecture from my notes with a book that -- these are smart kids. They don't need me. I have to do something different. Right? I really have to do something different. And so he decided he would take all of that out of the

classroom and he would move into the classroom the experiential part of problem solving. And what he did with our faculty was fascinating for me to watch, right? He, we all had clickers and we could vote, okay? . He put up a picture of a piece of metal and there was a hole cut out of the metal. And he said, now normally you'd come in and you would have done a bunch of reading on thermodynamics. But you haven't done that. So he gave us a two-minute lecture on thermodynamics. And he said, what I would do in my classroom is I would put up this picture up of this piece of metal with a hole cut in it and I would say, okay, now I want you to vote and here are your choices. If I heat this piece of metal what happens? Does the whole expand, does it stay the same, or does it contract? And everybody votes.

Okay?

And then after he did that, he said now find somebody sitting next to you who had a different answer and either be persuaded by them that they're right or persuade them that you are right. And the room erupted. You can imagine a bunch of Harvard faculty they all think they're right. They think they're all smart. And they erupted into this discussion.

And then he stops and then he says vote again. And everybody voted again. And then he put up the results. And the first vote is kind of dispersed across a large number of the choices. And the second vote converges on a particular choice. And he said that's what I do in class. And then he gave a brief discussion of what the right answer is.

PAMELA WINTERS: That's awesome.

JOHN HAIGH: Okay. Now that takes -- and it was very effective and for weeks after that the faculty are still arguing about the answer.

PAMELA WINTERS: You have to tell us the answer.

JOHN HAIGH: You have to come take a class. See? But that's the point is how do you engage people in the classroom? And the traditional lecture style classroom doesn't really work well for that. You can't break people into small groups and let them work on problems. You can't do that kind of learning as well. So I'm sorry for the extensive discussion on it. And that's the logic of rethinking the classroom structure that we wanted to build into this.

The second piece is around research and how we think about research. And we are a

professional school. And that means we want to deal in the world of applied public policy problems and solving those problems. And when I talk to people about this, I always challenge them. I say, find one public policy problem that can be solved by a single academic discipline. You know? And it doesn't really exist. Economist can have a view on a piece of it that's political. Political scientist will have a view on another piece of it and how you market stakeholders and how you think about the policies from that perspective. Management people will have a different view about how you bring the operations to bear and how you exercise the ability to deliver on it. And you've got to bring all of that together. So we want to create space for research that facilitates that kind of discussion. And

it's not just from one discipline to another, but we want to bring in people from outside that are practitioners and have them be part of that dialogue so you move across disciplines and you move from disciplines to practice. So we need to create space that supports that kind of activity. So that's the second big piece.

The third piece is, you know, strengthening community spaces so that it really drives building community and that's building community both within the school but then outside the school. And so to try to make the campus more transparent, to try to make the campus in many ways more open, and to facilitate that interaction, the public into the space, the school into the public, and this whole kind of array.

One thing that I want to make clear

that it's not, is we have minimal plan -- we do not plan to increase the student population because this is really managing across the strategic dimensions. It's simply not build bigger and bring more students in. It's not about bringing more students in.

The one aspect of it that we do want to increase slightly is the executive education programs. Because we made a decision that executive programs are strategic to us. And, for example, we've been raising money from donors to try to support bringing people in from developing countries, particularly Africa as an example. And they can't afford or necessarily take the time to come for a full year program. They can come for two week executive education program, and we think that adds a lot of value. So we do want to increase the number of tech ed

students but it's not a huge increase, but it is an increase. Those are the two areas.

Now the question is how do you translate that kind of strategic dimension into, you know, an architectural view of the campus? And that's what we want to walk through with you. We have Graham Wyatt's is here. Graham is the lead partner from Robert A.M. Stern who is the architect that's been working with us for a while here and to really try and translate that vision into a physical manifestation. And so we've got a lot to show you. This is a preview of it. This is purely for informational to bring you up to speed on kind of our thinking at least at this point in time. There are still some things we're talking about. With that I'll turn it over to Graham.

GRAHAM WYATT: Thank you, John.

Good evening.

For the record, Graham Wyatt. And I'll give you a card so you'll have all that.

So you can imagine as an architect trying to take on the issues that John was just talking about to have a better project than that. And we've been at it for about a half a year and I think we're really starting to drill down into what is the culture of this place and how do they teach? And how could it be facilitated better, not on the current pedagogy but the way in which it works in the future and it really has been a tremendously exciting undertaking.

But first, though, stepping back from the Kennedy School itself and its campus to its place within Harvard University as a whole, certainly in my knowledge the Kennedy School over the last 30 years I tend to think

of it as being at the periphery of Harvard. On the other hand it's increasingly what will be the center of Harvard as Allston develops and the rebuilt Anderson Memorial Bridge is the connection between The Yard and Harvard Square and Allston at the Kennedy School is an incredibly important location. And so we are very aware that it doesn't just have to deal with issues in the Kennedy School itself, that it's a broader place in the community. And then of course it has various different brothers. It has the historic river houses on one side, which have a particular character and scale of their own and then commercial development around Brattle Square immediately to the north and east, and then the whole Charles Square development here as John mentioned, the condominium and office buildings and the

hotel. So the context around the Kennedy School is very interesting to us and presents certain challenges.

Now it also has a very interesting challenge that many people I think increasingly people are not aware of. That it was built on top of the rail yards. And so these are two different photographs. We've done a fair amount of research, not just because we're snoops and architects and interested in this, but because it does have really significant technical issues associated with this construction.

So here you see the rail yard under construction in or around 1910 at the gold colored line which we superimposed is approximately the footprint of the Kennedy School as it exists right now. And what's marvelous about this photograph is that you

see the rail yards under construction and all the little dots that are probably a little small for you on this screen, but those are piles. They're a huge number of wood piles that were driven into the mud to support platforms which were not platforms for passengers, they were platforms for the maintenance of trains. So here you see a later photograph. The trains that pull in either outdoors or inside a large maintenance shed that ran parallel to what became JFK. And then workers would get down in trenches between these platforms and service the trains from underneath. And all of that still exists underneath the Kennedy School and underneath most of J.F.K. Park. So that does present for a specific technical issues that we need to address as we're building.

So all of this now, you'll look at it

with very different eyes. The courtyard at the center of the Kennedy School as it exists today is built on top of those rail platforms, and in some places there are only 18 inches of dirt. If you dig down you would get the top of the platforms. In some places it's a bit deeper than that. And that's an issue we're dealing with. But the other huge issue now going inward to the Kennedy School that we're addressing is that this central courtyard, which we showed so favorably in the photograph that John started with, in fact is really a hodge-podge of functions that are really incompatible. And John talked a bit about the hyper-utilization of the Kennedy School building on the inside, which is equally true on the outside in its courtyard. So it is not only a small patch and even a smaller patch here of landscaped

courtyard which is used, there are tables and chairs and events take place there, but there are roadways and steeping, sloping ramp that comes down to a roadway which provides access to an open air loading dock on one side. So here you see a photograph of that, but recycling and compactors outside of the building. And on the other side it leads down to an existing parking lot which houses all of 13 cars. But in fact those two things together really affect very significantly the usability of the courtyard for those social collegial activities that John was talking about.

Also, the school consists currently of four separate buildings that were built at different periods and they all -- and I think of it as being a centripetal campus. They all look out and turn their backs on the

central courtyard. So here's a view of the courtyard, one that probably shows the largest amount of green. The building surrounding it starts first with the Littauer Building from 1978 which is home to the forum which is the main gathering space for the Kennedy School, and then built subsequently Belfer Building here at the corner of John F. Kennedy Street and Eliot Street. The Rubenstein Building built a few years later, and both of these are internally connected to the Littauer Building. So for most people the separation of one building to another is really not perceived.

And then finally in 1990, so not so long ago, the Tauberman Building was built. It looks to the north here toward the plaza in front of the Charles Hotel. Although it does have a door one floor down in the back

and it's not connected internally to any of the other buildings.

So, jumping to our proposal, the proposal is to connect all of those buildings into a unified, unified campus so that there will be internal connections. But most significantly to create this HKS Courtyard, or recently we're calling it the HKS Yard which will significantly increase the amount of green space which is available to the school at the same time as allowing construction of new buildings. Not so visible in this view, but I will show it in other views in a moment, is a second smaller space which is currently part of the courtyard which would become an enclosed winter garden with skylights.

And then the buildings themselves. The buildings are a south building which connects

Littauer and its forum towards the west, towards the walkway that runs us down to John F. Kennedy Park. And that building includes a variety of these lounge and social spaces, including dining spaces and also some of the classrooms that John mentioned.

There is a west building which includes a faculty work collaboration area and more classrooms. And then there is a building which we call the gateway building which includes student lounge space and spaces specifically designed to foster student faculty collaboration. And we call it the gateway building, as you will see in a moment it has a large double height entrance below it which allows people, members of the public and the Kennedy School community, to move from Eliot Street into the Kennedy School yard.

So now cutting a section, imagine that we sliced through both the existing Kennedy School and the new buildings in this roughly north/south direction will help to explain how we're able to do all of this and increase the amount of outdoor green space.

This is the condition that exists currently. Eliot Street on the north, J.F.K. Park on the south, and those rail platforms that I pointed out below are just below a thin skin of earth running all the way below the site. And there is an eight to nine foot changing grade between Eliot Street, dropping down into this central courtyard. And the proposal is not only to build the connecting building running east/west, which I showed you a moment ago, but to raise courtyard so that it is more or less at the level of Eliot Street. In fact, very slightly sloping up,

so that all of those service functions can be accommodated and better accommodated below the courtyard and serve the building in all directions.

Now, also I pointed out previously the idea of the gateway building which provides a very important connection between Belfer and Tauberman, two existing buildings. And here you see that double height open air entrance, think of it as a gate or an archway that leads into the courtyard. And then I also mentioned a moment ago or pointed out that it wasn't terribly visible, the winter garden, which is enclosed between the new proposed building and an existing wing of both the tower and the Rubenstein building. And here represented diagrammatically is the skylight that would enclose that space.

So all of this taken together has the

effect that is would significantly improve access into the courtyard. Currently access from Eliot Street is shared by cars and trucks, dumpsters, garbage trucks, and pedestrians and cyclists, all zipping down this fairly steep slope to get to the recessed courtyard. Currently there is no access for pedestrians along the walkway which leads south to John F. Kennedy Park. And the reason for that is that the courtyard is currently depressed by a full story. And so there is a retaining wall here and no entrance. And we are proposing in addition to the double light entrance from the north that there would be a large open entrance to the courtyard here from the west. Very specifically the location of that entrance in the west aligns with the walkway which runs all the way through the Charles Square

development and actually focuses on the monastery at the other end. So it makes quite a nice sequence to have right there.

I see a look of question there. Are you --

PAMELA WINTERS: No, I'm just fascinated.

GRAHAM WYATT: And also there would be other places in which the connection to key elements within the Kennedy School is significantly improved. One of them is the Tauberman building, which I mentioned a moment ago which faces toward the plaza in front of the Charles Hotel. Now currently to get through courtyard you have to come in and go down a separate set of stairs to the lower level and then out through a vestibule to the courtyard. By virtue of raising the courtyard and redesigning that entrance

Lobby, there will be a straight shot right through the building from Eliot Street through to the courtyard. And similarly here at the southeastern side this is the famed and very important forum. That's really the heart of the Kennedy School. If you haven't been to some presentation or an event there, I really encourage you to go. It's extraordinary space. It is currently one floor above that raised courtyard, and there is quite a tight stair, again, that leads you down and out through a vestibule. The proposal is the forum connected through the sequences of lounges and a new dining area would lead directly on grade out to the courtyard. So I hope the point at the risk of belaboring, and I hope the point is clear, that all of this is to bring the key spaces in the Kennedy School out to use their new

yard.

Internally there is also another incredibly important benefit to this construction. And that is for all of these buildings which are currently (inaudible) particularly the Tauberman building that is separate from Belfer here and the tower there, the Rubenstein here, would all be connected internally. So think of this as the road system, the town streets that will connect the Kennedy School together. And these are four of the key collaborative classrooms that John spoke about a moment ago.

We've been very concerned about the question of how this internal yard, which is a very important space for the Kennedy School, is also visible for and usable by members of the community. Currently as one

moves along Eliot Street, what you see is most of the width is being slowly loading dock road because now as it comes down, in fact, we're going to maintain that as open space. The entrance to the loading dock at the lower level is pushed off to one side. It will become one way traffic which will be monitored by a dock monitor, and there will be a door that comes down, so that entrance is closed most of the time. And so the real perception of this entrance along Eliot Street now is no longer traffic and loading, but it is one of pedestrians looking through into the yard. And similarly here on the west, as I mentioned a moment ago, a large opening there so that as people walk along the walkway from Eliot Street down to J.F.K. Park, there is an entrance into the interior. A bit of a quantification of the green

space, I talked before about the loading dock and the parking lots and the roadways that take up a lot of the area in the courtyard, currently the total amount of green space is approximately 17,000 square feet. And when we're done here, the total amount of green space will be in excess of 30,000 square feet, not even counting the 4200 square feet which will remain in the enclosed winter garden. So it's really a huge benefit to get rid of the trucks and the cars and to relocate them and reposition them.

A little bit about the landscape plan itself. The character of this, we're looking at a variety of other courtyards that exist on the Harvard Campus. We want this to feel like a quintessentially Harvard place. So it is rather simple in its landscaping. Relatively small amounts of paving.

Particularly the paving is near the main entrance to the forum and the principal student lounge. The balance is gently sloping lawn. And particularly at the northern end where it gets most of the sunlight, a simple canopy of large trees. So it's quite low key and understated landscape space.

Now there will be a courtyard that remains here which will be paved with a big set of steps billing down into it. So it's at the lower level. So it's designed for more active use. One can imagine a class or a presentation taking place down there. And then, again, this is the enclosed 4200 square foot winter garden.

Bicycles are a huge issue. There is currently a Hubway bike share station which is not on the property, but is immediately

north of it along Eliot Street. But all of the various pink and blue patches that you see here represent either short-term or long-term bike parking spaces respectively. Long-term bike parking is positioned within these large archway spaces so the bikes will be protected from weather and they will be conveniently located as people are arriving at the Kennedy School from one side or the other. And we're actually exceeding a requirement of our bike storage requirements here because there are so many bicycle users at the Kennedy School.

Environmental sustainability could be a whole separate presentation so I won't bore you with the details of it. And it is also something that we're working on actively right now. The goal is LEED Gold Certification, but we're not simply using the

LEED system. We're looking at Harvard standards and best practices, and they include meeting the highest level in the Harvard standards for daylighting, that's greater than 75 percent, greater than 75 percent construction waste diversion, and also significant storm water initiative on-site. That part of the courtyard which is not excavated will include storm water retention tanks, and also because of the adjacency of the site to the Charles River, significant considerations related to storm resilience.

And so finally a few views, initial views, we're in the early phases for design but what all of this might look like. This is what it looks like today or a few months ago. You can tell by the snow; trucks, vying for a place in a single loading dock, the

parking lot is off to your left here, and those two patches of green space that I spoke about. And you can also see the change of eight and nine feet between Eliot Street, which is all the way up here, and the courtyard itself.

And now this is exactly the same vantage point, the loading dock then is tucked underneath, particularly underneath this corner with trucks slipping down underneath this big, open social stair. They're all concealed inside there and they come underground. This is the area which is -- contains the rainwater storage tanks. And on top of it is the landscaped courtyard.

A second view now taken from outside the site. You're on the northern curb of Eliot Street looking south or slightly southwest toward the ramp that currently goes

down to the parking and the service, and this is that gateway building, that open 23 feet high and over 50 feet wide here looking through to the south building beyond.

This is courtyard that you saw a moment ago.

Here is a main student lounge and collaborative space with faculty collaboration spaces above that.

Here is a view taken -- now you're standing at the top of that ramp, looking down into the loading area. And this is the yard that would be physical from that vantage point. I hope it's now clear how the change in grade raising courtyard up to the street level is such a fundamental transformation for the campus. And then here is the proposed south building with a new entrance leading into the forum. The student lounge

space below or school lounge, and then above that classrooms and collaboration spaces.

And then a view taken from the Charles Hotel. Here you're standing pretty close to the top of the steps that run on that walkway through the middle of the Charles Square development. You see in front of you the Concord retaining wall which dates from the time when this was a rail yard and there's a drop of almost a full story on the other side of that. And we don't have a rendering for that yet, but here is an elevation showing the Tauberman building as it exists right now at the northern end of the walk. The Rubenstein building as it exists right now at the southern end of the walk. The locust trees of more or less at the scale that they are currently. This is the proposed building, with its large faculty

collaboration space above. Big set of windows that open into the main Kennedy School lounge. And this is the archway that leads into the courtyard.

So, I hope that that's given you a good overview of where we are right now. I will say there's so much that we still need to do to press this forward, but we felt it was important to at least open up these very complicated issues and share them with you.

PAMELA WINTERS: Okay.

GRAHAM WYATT: I look forward to your questions, if any.

PAMELA WINTERS: Well, I have a question.

GRAHAM WYATT: Yes.

PAMELA WINTERS: So your walkways, is the paving material going to be permeable or --

GRAHAM WYATT: We don't know the answer to that. We're studying that as part of an overall initiative of how the storm water is handled. So we're setting ourselves very aggressive goals for storm water recapture. That -- actually that's an important topic that we haven't discussed at this point yet.

PAMELA WINTERS: Okay.
And the other thing I just wanted to say was the forum. I have been to a couple of lectures there and that would make an ideal place for Ted lectures that's open to the public.

GRAHAM WYATT: John, maybe you should --

JOHN HAIGH: We just add for our formal announcement of our capital campaign, we just did a major event called Idea Sneer.

And the idea was our faculty -- we had over 40 sessions, many concurrent, and we had our faculty do basically Ted Talks.

PAMELA WINTERS: Oh.

JOHN HAIGH: So some of that you can find on-line. We -- I'd encourage to you go look, but it's -- you're right. And it's a great idea. I mean, it's something that we talk about in how we try to bring some of those ideas more generally out to the public.

PAMELA WINTERS: The physics professor would have been excellent. I'm still trying to figure that out.

Thank you.

STEVEN COHEN: Actually, talking about the lectures and the interaction with the public, does the public have to seek out a Kennedy School event that might be open to the public?

PAMELA WINTERS: Yes.

STEVEN COHEN: Or is there some way to get on an e-mail list so members of the public can be more readily made aware and invited?

JOHN HAIGH: Yeah. I mean, we almost always have our forum events open to the public. Occasionally there's a speaker where there is such demand that we have to ticket it. But we try not to do that. We try to encourage people to come. We had conversations actually with the condo association similar to that. The individual commented about how many people of the condos come over to the forum. So they like the idea of the open piece coming from the Charles Hotel. That it activates the walkway and it makes it accessible and allows them to come into the forum. There is, you know,

right now you have to go on our website and find it. There are -- the Institute of Politics does have an e-mail list, so I think you can reach out to them and say you want to get on that list and they'd be happy to do that.

The other thing we've talked about in this context, and we haven't resolved it, but if you think of that gateway building in the entrance, there are some walls there that are just open walls right now. And I don't know if you've been to the Lincoln Center in New York City, but they have on the stairs a system for announcing what's playing and what's going on. And we were trying to think if there was some way that we want it to be tasteful but to advertise basically what's going on in the forum that night, for example.

PAMELA WINTERS: That would be great.

JOHN HAIGH: We don't know if we can go get there, but it's an idea we've been talking about.

STEVEN COHEN: I would also suggest, not out of your jurisdiction, some sort of e-mail list because I invariably become aware of the lectures the day after they've been given and it would be nice to find out the day before.

JOHN HAIGH: I'll take everybody's card and I'll walk over there.

STEVEN COHEN: And, you know, at this early stage I guess these questions are kind of random. I'll ask my random question. As you raise the grade of the interior courtyard, what was it, six or seven feet or so? There must be a number of classrooms and

other, you know, building functions that are currently above grade and which will then be below grade. How are you dealing with that interface between those?

JOHN HAIGH: We managed it but you should answer.

GRAHAM WYATT: There actually surprisingly few. Because we're not raising the grade in this area which is surrounded on three sides by a piece of the tower and the piece of the Belfer building. And there are a fair number of windows and they're all being kept. We are not raising the grade in the entire area around the winter garden which you can't see in this view, but all of those offices will still look into the winter garden.

And really the one place where there are windows is along the lower level of this

wing of the Tauberman building and they're going to have a wide corridor which will connect the lowest level, which is dining that opens out to the winter garden, with the Tauberman lobby, and there will be skylights that bring light in from above.

So, yes, it seems like a big challenge raising the courtyard. In fact, very few people are affected negatively by that.

STEVEN COHEN: Are all the buildings here built on piles and structural slabs and so forth?

GRAHAM WYATT: Yes. All the buildings are built on piles above that existing slab.

HUGH RUSSELL: What proportion of the courtyard has space under it and what portion has fill?

GRAHAM WYATT: Wow, I would have to

do that as an estimate of this raised portion of courtyard. The piece that was really being changed. Approximately two-thirds of it or maybe a little bit less as occupied space below. And one-third or maybe a little bit more is fill and the fill includes those retention tanks.

HUGH RUSSELL: And tree bits and --

GRAHAM WYATT: That's right.
Exactly. The whole thing of tree bits is something we're working on right now.

STUART DASH: When you have a moment, I have comments from CDD.

HUGH RUSSELL: Sure.

Do you want to do that now?

STUART DASH: Sure.

Much as rumors have it, we conducted a design review in CDD. And so we sat down with folks and they came in and met with a

team of reviewers a few weeks ago now I think. And we had a few questions mostly as I think regarding the original notion of the -- when Article 19 was extended to include the universities of looking at the areas directly on the roads, public ways. And especially the courtyard facing the Charles, and I think our suggestion is that that's been a lost opportunity for years, I think, and it might be something for Harvard to look more closely at and see if there's something that could be done there that makes that more sense, the grand space I think of sort of designed to be, but never been that place and perhaps that extension to the courtyard might fulfill that in a way.

And also the entry area facing Eliot and probably the edge facing Eliot to look at the treatment that I think that Harvard has

done along the overpass up at the science center. The very carefully articulated combinations of seating and bamboo, sort of small little seating areas that may well be something that may be an appropriate addition to the streetscape along Eliot Street. It's hard to say in terms of the dimensions, but it's hard to say courtyard or those edges. Probably a darker edge and harder to animate would be the edge along J.F.K. but also would I think be looked at as part of the project.

GRAHAM WYATT: Actually thank you for raising those. I realize I neglected to mention those on the site plan. We are currently studying this area, Tauberman Plaza, and the landscaping to make it work more inviting. Stuart, I think that was your first point.

There is another point right now which

is quite uninviting which is right at the corner Eliot and J.F.K. where the sidewalk is narrow and traffic there. And so we have some plans for opening that up and improving access into the building. That there is actually an entrance to the Belfer building which most people aren't aware of.

And finally, not visible in this view but this so-called main entrance that leads from J.F.K. up into the forum. And looking at doing a bit of repaving and binding there. So those are one of the things we're studying.

JOHN HAIGH: The one thing I would add to that, this is an instance where clearly you think of Harvard as Harvard. Harvard is a lot of different schools and different aspects. And the university as a university is very interested in Harvard

doing what you would like us to do which is to make those peripheries more attractive because --

STUART DASH: Did Tonya influence you?

JOHN HAIGH: Tonya's and others at senior levels at Harvard are whispering in my ear or maybe not even whispering, but shouting in my ear, but the connection to Allston as Graham mentioned earlier that becomes a main thoroughfare for students as well as the general public, and so we want to make that attractive and active and inviting.

STUART DASH: Great.

HUGH RUSSELL: Are you going to undertake some wind studies with your opening, particularly the Eliot Street opening? If that became -- well, I'm thinking of a particular building at MIT

which is a tall building that had a large opening at the bottom and was extremely.

UNIDENTIFIED AUDIENCE MEMBER: The green building?

HUGH RUSSELL: Yes, the green building was very, very problematic because of the mass of air that hit this face of this building and went through -- and this is different because it's in the city, but these buildings are a couple stories higher than the buildings across the street. It might be worthwhile studying what's happening, because I'm of the opinion that this is -- one of the tremendous things about this is it becomes -- it's much more Harvard, even though it looks more like MIT in some sense in terms of buildings surrounding courtyards, but the sense that there are multiple ways to get in and out, there are shortcuts, whichever way

you happen to be coming. You know, if it's a cold day, you're going to duck in to the Tauberman entrance because that may be the closest one from where you're coming from. And I think the Eliot Street entrance is going to end up being a popular way to get in. If you start looking at design lines, I don't think you have to study design lines particularly because you're simply putting entrances every place you can.

GRAHAM WYATT: Right.

HUGH RUSSELL: But I think it will change people's thoughts a lot.

I was walking down J.F.K. Street and I realized I hadn't walked that block in front of the Kennedy School in a very long time, and it's -- it's a lovely street now. It is a wide sidewalk. There's a big tree canopy. There's very handsome buildings at the

Kennedy School. And I hadn't -- you know, it used to be just an awful place, a narrower sidewalk, the concrete wall of the thing, not -- no trees, or very few surviving trees on that side of the street. It was -- and now it's a nice place for pedestrians, and there are a lot of pedestrians that are crossing over the river to get, you know, to who knows what. Presumably a lot of people going to the athletic facilities. And so it's -- things change. And in this case that -- the growth of the trees and it's hard to think that the first building is now almost 40 years old. I mean, I'm -- I was here when there was the discussion about whether the John F. Kennedy Library should be here, and I remember (Name) presenting on that. Such a charming man. And this is the incredible monument and memory to John

Kennedy. You know, this is what I think he was interested in, changing the world, continuing to change the world through the action of government, smart government, smart people.

PAMELA WINTERS: That's right.

HUGH RUSSELL: And, you know, architecturally you're polishing it, but I see the thinking that you're doing about how to be more effective in your teaching mission as, you know, driving this. So it's, it's a terrific -- for those of us -- first election I voted in I voted for John Kennedy. And I was 18 years and one week old.

Anyway, I'm very impressed by the ingenuity of the planning, the basic principles that you make seem so obvious, but the dealing with the grades, the existing windows, the -- creating the winter garden, I

think that's going to be a --

PAMELA WINTERS: That's a good idea.

HUGH RUSSELL: -- a terrific kind of place to kind of have. So it's, it's really exciting to see this.

Any other comments? Ahmed.

AHMED NUR: Steve.

STEVEN WINTER: After you.

AHMED NUR: Okay. Yes, I agree. To me, you know, being born in Somalia, I think the Kennedy School of Government -- I heard of it before I even heard of Harvard to be honest with you, because it was the only school that would literally train all the leaders. And then (inaudible) asked way sort of what you explained about the physics student -- the students who were in physics. And so, and living near Harvard Square, my wife and I are fond of the school and gone to

many lectures actually since the eighties and met many leaders and with friends. At one point I counted almost 14 or 15 world leaders that were at the Kennedy School. And it was just like wow, including Samantha Powers when she worked there.

Anyway, having said that, I just wanted to -- I'm really excited about this project. It's incredible and I'm glad to hear that you've worked with Carpenter and Company and hotel guests in terms of the construction especially on the west facade. Very excited about the opening to that walkway that goes to J.F.K. Park. Although there is a lot of bicycle traffic there, I wondered -- I wasn't paying attention to the long-term or the short-term bicycle stations, but wouldn't it be great if someone could take -- get off their bicycles right on that and not worry

about going all the way around to go get it locked. If there was maybe a bicycle elevator or even --

GRAHAM WYATT: We'll be able to come right in. That's the goal.

AHMED NUR: Perfect.

The second one was pedestrian crossing is difficult, and it isn't for you, it's for the City of Cambridge Traffic Department. I would love to see a crossing across from the garage straight from the main when people park there. Because they have to walk back to the light and that light has become very funny nowadays to cross especially when the farmer's market is there and all. It's just really awkward to cross. And so it would be great to have a crossing in the middle of Eliot Street as opposed to of going to J.F.K. Street or back to Eliot and at One Bennett

Street.

And let's see, and the only other comment I had is the connection between -- it's incredible to have that connection. I call it the Spanish steps going up to the monastery there and coming down straight through. Now we can wander, you know, and it connects to the park. There are a lot of people that do that as opposed to going down and taking a right and increasing that crossing issues. So I congratulate you and I think this is a great preview.

HUGH RUSSELL: Steve.

GRAHAM WYATT: Thank you.

STEVEN WINTER: Thank you,
Mr. Chair. Just a few comments.

The first is it -- Massachusetts, you know, from 2002 forward has been scoring as most innovative in our businesses and

startups by this number of -- criteria, patents, numbers of PhDs and stuff like that. So it's the knowledge industry. The business of knowledge. And what you're doing is just so wonderful to watch because you're creating spaces that are going to enhance that process and sharpen that process. And that's one of the -- that's one of the resources in Massachusetts that we're most proud of, and it really is bringing a lot of economic development here to us. So it's just tremendous to see all of this thinking and thoughtfulness around communications, cross sector communications looking for that ah-ha moment when the physics professor is addressing the philosophy professors. That's terrific to see. It's what makes us world class in Massachusetts.

The other thing is that I would, I

attend many dialogues and informational meetings actually at the Kennedy School, and I'm on a lot of lists so it's not hard to get there. And it's not an exclusive -- it's a very permeable to anyone who wants to go, and they're astounding dialogues. So they, they really do change a lot of the whole professional atmosphere that we see in Greater Boston, Metro Boston, people who go to those things.

And the other thing I wanted to mention is when we, when we talk about the electronic sign that's saying what's happening, I would encourage us to be not tasteful but playful. Let's leave taste behind. And, you know, I'm not quibbling with your words, my friend, but I think that's what makes things iconic and memorable and when people from all over the world say wow, have you ever seen the way

they advertise these, what ought to be boring things, you know, on these steps? It's amazing the way they do that. So that's what really makes it iconic when we can do something like that. And I'm just completely impressed with your process in what you're doing. It's wonderful.

JOHN HAIGH: Not to be too playful on your comment on the signage, but my assistant basically said to me when we were -- she was listening to some of the conversation about this and looking, and she said please don't put the Las Vegas casino boot in lights, you know, that moves up and down. But there's something in between --

AHMED NUR: Playful.

JOHN HAIGH: -- on we do want it to be attractive.

GRAHAM WYATT: You can say the

member of the Planning Board said --

JOHN HAIGH: Something playful and something that attracts people and makes it clear.

STEVEN WINTER: I wouldn't mind the boot actually.

AHMED NUR: I just remembered my point. May I just finish it real quick?

About the fill, bringing up the grades and that. Have you considered -- there's a tennis court there now, isn't there? No, that's not where they play tennis?

GRAHAM WYATT: There's a volleyball court.

AHMED NUR: A volleyball court?

GRAHAM WYATT: A sand volleyball court.

AHMED NUR: The thought just came to me, have you exhausted your options to

precast to hold the dirt up top and still have a court of some sort beneath it and not lose the seven feet of space? That may be it's cost effective. It doesn't make sense.

GRAHAM WYATT: I love the idea. It doesn't have the height there for a volleyball court. And truth to tell what we're putting right where that volleyball court is now, that's where the loading goes down as well. So you get the trucks out of the surplus.

AHMED NUR: Okay.

STEVEN WINTER: Hugh, there's one other thing I wanted to mention. And that is we do know of the wonderful work that Heather Hendrickson and her crowd is doing over there. In fact, Heather comes -- Heather educates a lot of municipalities to make that kind of practice -- to make that kind of

practice accessible to folks at the municipal level because they don't get exposed to that kinds of thinking a lot. So that's really terrific, but I really like the way that you're saying well the LEED Gold is where we're headed, but in fact we think there are some things that are better or a little bit more workable. So that's something also to model. That's a great flexibility and I think you're on the right track.

JOHN HAIGH: So just a little information or comments for you. We have various subcommittees that we put together to help us think about particular aspects of the development. And one of them is a subcommittee on sustainability. And the Chair of that is Bill Clark and Jenny Wilson who is behind me, and who is the CFO at the Kennedy School. But Heather is on that

committee. And so they've been very adept and good at telling us what the issues are that they think we need to deal with. And in particular that manifests itself to certain design principles. The two that Bill -- and Bill Clark is an expert on sustainability scientist. That's his field of expertise. He's a faculty member and that's why we picked him to do that. And then Heather has been heavily involved obviously, helping us to bring not just general standards are but what the standards are in Harvard and for opportunities.

We are a school of public policy and the belief is that to the extent we can, within the monies that we have, we should be a leader in some of these things. And so how we do that is constant debate and discussion, but that's the general principle that we've

tried to follow.

STEVEN WINTER: And in fact, sir, there are a lot of people watching what you do. So you're modelling really good stuff to more people than you realize I suspect.

JOHN HAIGH: That's helpful.

HUGH RUSSELL: Well, I hope to live the day when Graham comes and says well, now we're working with the School of Design and they've actually realized they don't teach very well and we've got some great, you know, we've got --

UNIDENTIFIED AUDIENCE MEMBER:
Aren't you graduate from the graduate school?

GRAHAM WYATT: You are?

HUGH RUSSELL: Yes. And they're still teaching the same way we were taught and pretty much the same way that Ecole Beaux-Art and Paris worked 150 years ago.

STEVEN COHEN: You came out okay.

UNIDENTIFIED AUDIENCE MEMBER: Well,
I will pass that on to the dean.

HUGH RUSSELL: Yes. Just pass that
on to the dean.

Our class at the GSD had our first
reunion in the GSD in 45 years last year.
We've held them privately for 45 years.
Because of the experience of my colleagues in
a class and there was, it was a tough time.
And so some of the educators in the class, we
have a few deans and other people who --
retired deans, were trying to feed back to
them saying, you know, we understand your
experience, we wonder if it's any different
now? We think that it probably isn't, and
you know, what can you do about it? And it
has to do I think with the teaching method
which is, you know, if you -- sort of like

medical school used to be. If you survived medical school, you could be a doctor, but it wasn't a great experience. And people such as you are saying, well, if you want to be effective, let's look at what we're doing and what's -- what are more effective ways to accomplish our goals? And so, anyway, I hope to be here.

UNIDENTIFIED AUDIENCE MEMBER: I wrote it down.

HUGH RUSSELL: Right. But they have to, they have to take the first step before they can hire the architect. How many of us remember that Graham was the architect associated with the law school building? And so he's sort of sticking out some corners.

PAMELA WINTERS: Didn't Stern do the law school building? Yeah, you did.

UNIDENTIFIED AUDIENCE MEMBER: He's

from the Stern.

PAMELA WINTERS: I thought you did,
yeah.

HUGH RUSSELL: And, again, that was
very driven by the kind of experience that
they wanted to make a change.

PAMELA WINTERS: Right.

HUGH RUSSELL: Now, is there any
further comments?

PAMELA WINTERS: No.

HUGH RUSSELL: So thank you very
much for coming and sharing what you're
doing.

And we are adjourned.

(Whereupon, at 9:35 p.m., the
Planning Board Adjourned.)

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