

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, February 17, 2015

7:00 p.m.

in

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

H. Theodore Cohen, Chair
Catherine Preston Connolly, Vice Chair
Hugh Russell, Member
Tom Sieniewicz, Member
Steven A. Cohen, Member
Louis Bacci, Jr., Member
Ahmed Nur, Associate Member
Thacher Tiffany, Associate Member

Iram Farooq, Acting Deputy Director

Community Development Staff:

Jeff Roberts

Stuart Dash

Suzannah Bigolin, Project Planner

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H. THEODORE COHEN: Good evening, everyone, welcome to the first Planning Board hearing, meeting in a several weeks. Before we start our regular agenda, I did want to note that this is our first meeting since the very untimely and tragic passing of Brian Murphy, and that if anyone wishes to say any words about that and about him, that would be most appreciated.

I just -- I'll start, just by saying that I knew Brian solely by reputation from when he was a City Councillor and then since I've been sitting on the Planning Board, and I knew him as an incredibly optimistic friendly man who always had a smile on his face and a joke for us and for everyone else and someone who exuded optimism and can-do

spirit who saw everything good that could be in a project and what could be accomplished for the City of Cambridge. And I think it important that we continue on with the work that was so important to him. And I send my very sincere sympathy to his family and his friends in this tragic event.

Ahmed.

AHMED NUR: Thank you, Mr. Chairman, for this opportunity. I could not describe it in words except that I also worked with Brian here at the Planning Board and also seeing him in the city and as a father in action at the Peabody School and also the Rindge. Our daughters, my daughter Sarah and his daughter Molly tend to be in the same sort of level at school and activities. And I do share those feelings with you where no matter what type of a day he's having or how

stressful or how much work he's put in for the city, and for his family, that he's always kept that same pleasure on his face. He had a lot of patience and a big heart. He was very smart, and I also send my sympathy, my sincere sympathy to his family, and we miss him.

H. THEODORE COHEN: Anyone else like to say anything?

TOM SIENIEWICZ: I knew Brian a long time, long before I got on the Planning Board and but just a quick, a very fast story. I worked on his first campaign, and as is my habit, I go to watch the votes get counted and I was standing immediately next to him when the moment came when it was clear that he was going to win and gain a seat on City Council. It was electrifying, electrifying for him because of the energy in the room and

the energy that he had, and the sincere passion he had for public service involved in a lot of campaigns and mostly losing ones and that one also stands out. That pure electrifying joy that he had at the opportunity to become a public servant, I will never forget it. I will never forget it. I will miss him terribly.

H. THEODORE COHEN: Anyone else?

(No Response.)

H. THEODORE COHEN: If not, then with all due respect to Brian, let us continue with the work that was so important to him.

An update from the Community
Development Department.

IRAM FAROOQ: Thank you, Mr. Chair.
So, we are as a department obviously
struggling with the loss of Brian and still

trying to find our sea legs, but, you know, I think the -- one of the last things that Brian was doing was sending e-mails to us and texting his kids. So the things that are closest to his heart was ways to try and move us forward in making the city more sustainable, liveable, equitable place that it already is. And so we all feel that the greatest tribute to him is for us to carry forth on that mission and the things that he held dear.

So with that, on to Planning Board which was clearly his favorite board instead of meetings. So we -- today, of course, today's agenda is J.F.K. Street and Volpe, which Brian was -- it was one of his top priorities to see the transformation of this site. And then we have Ames Street and other Kendall Square bringing housing into Kendall

Square and then First Street.

Our upcoming hearings are the Normandy Twining petition on February 24th. The City Council hearing for that project is on February 26th.

At your March 3rd meeting there will be a hearing on Ames Street if that needs -- well, yes, on Ames Street, because today is just an extension for the project.

And then on March 10th, we will have the Foundry Disposition public hearing in which you got an early, early information from Tom Evans and Katherine done here a few weeks ago.

We are not going to mention any of the other items because given the snow cancellations, the agendas are a little bit up in the air and we're still trying to resolve where things will fall.

Jeff, is there any other Ordinance hearing that we ought to mention?

Oh, there's the Whitehead.

JEFF ROBERTS: Yes. There -- I don't know if this is working. There will be Ordinance Committee hearings next week on the Twining -- on the Normandy Twining petition on Thursday. I don't remember when the Whitehead Ordinance hearing has been set -- that's another hearing that needed to be rescheduled.

IRAM FAROOQ: We'll send you that date.

Thank you.

H. THEODORE COHEN: Are there any meeting transcripts that have been prepared and ready to be approved?

JEFF ROBERTS: I did not receive any.

H. THEODORE COHEN: Okay, fine.

All right, then we will proceed to our first public hearing which is the Planning Board No. 296 relating to 57 J.F.K. Street, Crimson Galleria. Just so the public knows, there will be initial comments by staff just laying the framework for what we have before us this evening, then there will be a presentation by the proponent that would probably be about 20 minutes. After that, the Board may ask some questions and then we will go to public hearing discussion.

After that, depending upon the time and where we are with reviewing the matter, there will probably be some discussion by the Board. It's possible that there might be deliberation to a vote or it may be that we determine that we need further information or need clarification, in which case, then, the

hearing will be continued to a later date.

That being said, Jeff, could you give us some background on what the Special Permit is and the context between the Planning Board and the Historical Commission?

JEFF ROBERTS: Certainly. The -- and I'll try to speak loud. Jeff Roberts Community Development Department.

Just to summarize a few of the points but not all of the points in the materials that were communicated to the Board on this case. The proposal is to add an addition to an existing building. The existing building is in the Harvard Square Overlay and Business B Zoning District. It's approximately two stories, and the proposal is to add another three stories in sort of a stepped configuration over, just over 18,000 square feet approximately of gross floor area being

added, and it will be for office use. So the proposal itself, the resulting building will conform in terms of its FAR, its use, and its height to the Base Zoning requirements. Also it will conform to the yard setback requirements which are not required for commercial uses in that district.

The reason why this project is before the Planning Board is because under normal circumstances it would trigger parking and loading requirements in the Harvard Square Overlay District. It is within the purview of the Planning Board to grant Special Permit exempting a project from parking and loading requirements, and the rationale for that is that within the district it would be a preferable urban design outcome to have active uses on the ground floor and to avoid disrupting the streetscape of Harvard Square

with parking and loading activities. So, it's a special provision in this case. It's different from the waiver of parking requirements that applies elsewhere in the city because the decision is based on urban design criteria, and also because as a, as compensation, the proponent is required to make a contribution to the Harvard Square improvement fund that can go to a range of different public improvements that is a, that the amount of that contribution and the use of the contribution is determined by the city, but it has to go to the Harvard Square Advisory Committee for a, for an advisory opinion. I think that summarizes the Zoning, the main Zoning points.

In terms of the Historical Commission, this is a project that's within a -- it's within a historic conservation district, and

as such, it was required to undergo review by the Historical Commission which issues a Certificate of Appropriateness for the project as you've seen it presented in your application materials and the -- a copy of that Certificate of Appropriateness by the Historical Commission has been provided to the Board.

The findings that the Planning Board has to make for the Special Permit are summarized on page 2 of those materials, and there was also an appendix sent to the Board. I think it might be as a separate package, which has the detailed Zoning criteria that are just pulled directly from the Zoning Ordinance that are applicable to this project.

We, in the materials provided, there is some information that was, that was put

together, some commentary by Suzannah Bigolin. And if you'd like to hear from her, we could have her speak to that.

There was also some information provided by the Traffic, Parking, and Transportation Department, just commenting generally on whether there might be any concern about the -- about the parking requirements. They I believe feel comfortable with the requested waiver, and suggested some mitigating provisions that would simply help to insure that the office use that's proposed would have minimal traffic and parking impacts in the area.

And then the -- also attached is that, some commentary from the Cambridge Planning Board, which talks a little bit about their review, but also talks a little bit about the suggestion in the application that there may

be some renovation work done on adjacent building which is controlled privately by the same owner.

So, if there are any questions, I'm happy to answer that or to defer to Suzannah or other staff that might be present.

STEVEN COHEN: One question, Jeff, in many other special permit content if the applicant meets all the criteria, even more (inaudible), is this more of a discretionary permit than that?

JEFF ROBERTS: It's a, it's a waiver. So it's a -- it's the type of Special Permit that grants relief. Basically there's a set of requirements that would normally apply and the Zoning says that the Planning Board can grant the relief to waive that requirement if the project meets, meets the criteria which are put out specifically.

But in general, the criteria are that the, that the project as it's proposed, meets the, meets the urban design objectives of the Harvard Square District, and that it would be, generally speaking, it's preferable to have a project in terms of the urban design criteria -- it's preferable to have the project not provide the parking and instead provide a contribution to a fund than be required to provide parking that would interrupt or interfere with the urban design of that site.

So that's the -- it's always a discretionary matter for the Planning Board, but the criteria of the Planning Board using to, to judge the project or to evaluate the project or the urban design criteria for Harvard Square.

CATHERINE PRESTON CONNOLLY: It's

the same level of discretion we have as with any other Special Permit?

JEFF ROBERTS: Yes.

H. THEODORE COHEN: As I understand it, because we are referring to the urban design objectives in the Harvard Square design guidelines, it's more than just a parking and loading issue, it goes to the design of the building and how it fits into the Harvard Square and Winthrop Square.

Having said that, the question I have is where the Historical Commission has approved this particular design, if we were to say approve it with changes to the design, will the proponent then have to go back to the Historical Commission to get them to agree to our changes?

JEFF ROBERTS: That's a -- that's a question I think would depend on exactly what

the changes are. I would have to consult with the Historical Commission staff. I think if the Planning Board suggested changes to the design, we would want to confer with the Historical Commission staff to see what the overlap is in jurisdictions and whether that proposal would then have to go back to the Historical Commission for -- to have an additional review.

H. THEODORE COHEN: Okay, great.

Would the Board like to hear from Suzannah now or after the proponent's presentation?

CATHERINE PRESTON CONNOLLY: After.

H. THEODORE COHEN: After? That would make sense.

All right, so why don't we start with the proponent's presentation.

RAJ DHANDA: Greetings to all of

you, members of the Planning Board, members of the Community Development Department, members of the public, and thank you all for coming to this meeting on this harsh winter evening. My name is Raj Dhanda. I'm the owner of Crimson Galleria located at 57 J.F.K. Street and proponent of the project to add approximately 18,000 square feet of commercial office over three floors gradually stepping back from the Winthrop Park. Before I hand it over to Peter Quinn, the architect to make the presentation, I'd like to take a few minutes to talk to you about how we got here.

Our journey began with a presentation to the Historical Commission about a year ago. As a 45-unit micro apartment project. As some of you may have -- may know, it was not very well received. There were issues

with shadows on the Winthrop Park, massing, potential operational issues with such a large number of residential units above a busy commercial building, potentially unattractive views of the apartments from the park, impact on the views of the sky, etcetera. My architect and I discussed the comments of the Commission and the public and decided the more appropriate project might be commercial, which most likely means office.

As a part of the design development of the project, I received input from Charlie Sullivan, members of the Historical Commission, and several members of the Harvard Community -- Harvard Square Community. Pebble Gifford, Ken Taylor, Merilee Meyer, Pratap Talwar, on behalf of Jane Thompson, Carol Perrault, and others. This input of the members of the public was

extremely helpful with whom I spent about 15 hours total.

Many of the suggestions have been incorporated in the design you see that Peter will be presenting.

As you know, we are seeking a waiver of parking requirement, and if granted, we'll be making a contribution to the Harvard Square improvement fund.

The amount of money will be in the range of 200,000. My hope, and that of many members of the community, is that this money be spent on restoring Hyde Taylor House at 96 Winthrop Street, restoring the wall that is behind it, and making improvements to the Winthrop Park. I know that there is a separate protocol to decide where the money will be spent, but I wanted to be sure I mentioned this at this hearing.

And now Peter Quinn.

PETER QUINN: Good evening,
Mr. Chairman, members of the Board, planning
staff, and members of the public, thank you.
My name is Peter Quinn, Peter Quinn
Architects.

JOHN HAWKINSON: Is the mic on?

PETER QUINN: It says it is.

STUART DASH: Press that little
green light.

JOHN HAWKINSON: Now it says it is.

PETER QUINN: Now it is.

Thank you.

Peter Quinn of Peter Quinn Architects,
259 Elm Street in Davis Square, Somerville.

I'm just going to start off with a very
brief description of the building itself and
as it exists now and the neighborhood around
it.

I know everybody knows Harvard Square, but this building has to, therefore -- since the early 70s, I think late 60s perhaps, I'll discuss the facade as it is now and what we're doing to it in a minute, but you can see it occupies the corner of J.F.K. and Winthrop Street which is right there. Winthrop Street is primarily a pedestrian street, although truck access is allowed during the day, in the morning, and emergency access of course to the right of the side of this picture is Winthrop Park.

There's a few of the buildings that you see in the area. Across the street are -- on J.F.K. are quite a mix of brick and wood framed buildings, including some fairly well known ones. And then looking up J.F.K. Street from the river, you'll see the garage on your left and then the Galleria building,

are 57 J.F.K. beyond that park.

I'm just going through this for orientation. This is a view of the park in the summer looking at the Galleria building.

And a view down Winthrop Street. This is the Grendel's den building, and then to the right of it, the condominium building that sits behind it. That's the entry. Peet's Coffee is on the right. All of those are on the park. You can see one of the paths of the park coming in here, and here's the Galleria building.

And finally the Galleria building does have a Shake Shack on the end and they did a completely different kind of renovation on their part of the facade.

The view up Winthrop Street, and you can see the little tower off in the distance on the Harvard campus. Very important view

that we respected with this design. And then finally this is our own rooftop, can you see it's quite a mess of mechanical equipment. Many of these are actually not functioning, but the building of course serves a number of restaurants and as well as a large retail outlet, Staples specifically.

This is the satellite view. You can see this is the J.F.K. building in question. On the same lot is the, I think it's 98 Winthrop Street. It's the historic building where the Hasty building is right now.

This is the top of the garage here, J.F.K. Street. So we have included the total lot as part of the Zoning analysis (inaudible) we're supposed to do. It doesn't make much difference, but it is, it is a single owner.

Winthrop Street is right here and

here's the park in winter.

And so, on to the presentation.

Okay. So first I would just speak about the base of the building and what we're proposing to do. I think one of the things we had the hardest time getting our arms around is what to do with the existing building. The Historic Commission was very, very helpful with that. Although I think they had a lot of wondering about it as well. Obviously it's a tired old facade. It's got a mish-mash of signage that doesn't necessarily work. It does have a somewhat attractive brick base, but as you go up, you'll find the existing building has, as I mentioned, the signage panels that don't necessarily work. You can see that here. Kind of a tired glazing pattern with a somewhat reflective glass. A lot of the

storefronts have changed their glazing so it doesn't match its neighbor and you end up with a building that's kind of a mish-mash of different commercial frontages. It's unorganized and it doesn't really present any municipal benefit or street benefit or urban benefit to anybody walking by it. There are inconsistencies in the glazing as I mentioned, and even in the window treatments themselves.

So we wanted to see if we could do something with this base that would also allow us to connect it to an addition as well.

So first I'm just gonna speak about the base of the building and what we've done with it. The first thing we did is we came up with a glazing scheme that introduces some Moline patterns and reduces the scale of the

glazing so that it's harmonious with the streetscape. We also introduced column patterns, and you can see this on the next slide perhaps a little better.

These introduce a kind of a rhythm on the street rather than just a strip of glass. And there are -- you can't see them very well, but there are banners that are also led into these columns as well. You can see them here.

And this top panel here, which is a stucco originally, we replaced that with a high density fiber cement panel system which has a stone-like quality to it. The main signage zone in here, we took off from Shake Shack's. They have kind of a see channel, very wide see channel allows the signage to be placed in it. And so we're proposing that to be our signage panel to help organize that

whole effect so it doesn't get out of hand.

I think by visually organizing these things, it gave us a place to start from for our addition. But first I want to just mention that the addition has a very specific form massing, if you will, in that it steps back. And this is not just a mere stepping back arbitrarily or something, we studied the shadow effects of this, the stepping back in great detail, and finally came to an agreement with the Historical Commission that with the right massing we could really minimize the amount of shadows on this park. And I think we figured in the end we might have increased it about one and a half percent over the amount of light that it receives now. So it's -- we have shadow studies if you'd like to see them. But we spent a lot of time on that. So this form of

stepping back is derived from that. You can see how it's over here, these are done not only to give it an aesthetic, interesting facade but also to allow the light to pass through at a certain time of the year, right through here where the sun comes down sharply in the west. So the rest of this is intentionally done. And what we're trying to say here is that this actually led to a design that gave us quite a bit of opportunity to create two different facades. So we mentioned before that we've stepped it back, but here what we've done, it actually allows us -- this is the park over here, it allows us to create a scoop of massing that refers to the park and gives light and air to that park.

The massing then reaches its highest point where the garage is. You could see

here as well. So this gives us kind of a nice scoop to the sky, if you will.

On the other side, much more graceful kind of linear arrangement, again, these step back quite a bit. This first step, I think, is over 20 feet away and so forth. Creating a sort of graceful referential facades looking out on to the park. The space between them creating opportunities for outdoor decks and landscape strip here in a sense extending the landscape up into the building.

I want to make sure I covered everything.

We've also tried to get the mechanical equipment under control which created wells for them in here. And where we can't do that, we'll certainly screen them so that the view from the park, which I'll get into in a

minute, is without mechanical equipment or minimizes it.

You can see the -- in the other buildings in the area, these are the wood frame buildings down on the street. That's the garage with its tall lights on it. This is the Hasty Pudding Club building there.

So just give you a couple of stats on the building before we go into the -- some of the 3-D views. The building is now about 43,000 square feet.

JAMES WILLIAMSON: That's not correct there.

PETER QUINN: Sorry.

JAMES WILLIAMSON: That's not correct there the number as mentioned.

PETER QUINN: I didn't date that. That's not residential. We're adding about 18, 5 and we have a three-story, what we

assume will be office addition.

Existing lot is over 17,000 square feet and it includes the 96 Winthrop. I referred to it as 98 before, I'm sorry. And 57 J.F.K. building, existing building is 43,000 square feet, gross including the basement. It's about 30 feet high. The basement if fully occupied and counts as part of its GFA. So our, our scope is the office and related uses over the existing commercial building.

So this is our first 3-D view here. This is looking across the park. Is that out of focus? Here we go.

You have, the building steps back. It's got these nice graceful lines that wrap around the corner creating a stronger urban design element along the street, standing up next to garage tower. We have a large portal existing, and I'll get into that a little bit

for the existing entry into the building. We match that with a large portal above. And here you see how it sits, this material here is this kind of non-script white ban of stucco that we replace that with a stone-like material in here.

This is another view straight across the park looking at the proposed gallery. The signage, you can see how we're trying to get rid of the kind of visual disorder of this in creating more of a, a building that has urban integrity.

Winter view the same. You can see here how these buildings step back. So you're actually seeing -- I'm standing about in the middle of the park here where the two paths cross in the X. This line is very top line, here is the third floor. Just below that line is another line. That's the second

floor. This is the first of the addition. So this is the three, four, five is just barely visible up here. And, again, you can see how we cut away on this side here which I think actually helps reduce the apparent mass of the building as well. And as well lets sunlight into the park during the critical time of the year.

Looking further away over the park again. This is the panorama, the Peet's Coffee and Wendell's, and you can see how that building is wrapped around with kind of a larger urban statement on this side and more graceful landscape type addition on that side.

Finally another one. Actually not finally, we've got a couple more. This is the view going up J.F.K. Street again. And there's a large opening here echoing by this,

and this one which is cut away and then helps to wrap around into the view of the park.

We'll get into materials in a minute. I'm sure you have questions about what these things are.

Here's the view looking toward the Lowell Tower up Winthrop Street. You can see standing here, here's the Shake Shack component there. We used a lot of the Shake Shack vocabulary to extend around the building to be honest. It was well designed.

These are the banners that we'd like to put on the front, create a nice urban environment for walking in that area there with the regular rhythm to the facade, lighting, so forth.

From this point of view you can't even see the addition. You can see a little bit of the landscape hanging at the edge.

This is a view, we did put the entrance for the offices off Winthrop. They don't have a photographic view of this, but this gives you an idea.

This is the Shake Shack component here. We've added this part of the building, and this is the Hasty Pudding. And there's an elevator tower here. It takes us up to the third level.

Behind here has always been a very intensely used utility area, and we're redesigning that. We're able to get rid of a stairwell back there that just clutters up the whole space, make it impossible to expand. We're going to put that inside the building.

And there's some HVAC equipment that hangs off the side of the building. That will all disappear and go up on the roof. We

intend to open up some space back there and get all the equipment and trash removal area that we need.

This is looking down. You can see how the shapes of the building. You know it's got a little bit of a variety in the facade so that it just does not step back straight. It actually has a kind of vocabulary of lines and angles that make it a little bit interesting when you look up at it.

And then in this area here, this park course, you know, the shadows tend to be late in the afternoon that do come through here, but they're very minimal as I said.

We'll get into materials now. I'm gonna ask our associate architect Annem Chanwaiy to make that presentation.

ANNEM CHANWAIY: My name is Annem, A-n-n-e-m, and the last name is Chanwaiy,

C-h-a-n-w-a-i-y.

So in terms of the materials -- so on the top floor of the fifth and the fourth floor we have introduced some color. It's called green patina or green sink and it's a metal panel, and we have a sample here. And it goes on the side elevation on the side.

I have some images of some examples of buildings that have those standing cement metal panels and how they wrap around windows so it's similar to this. So that's that.

And then we also have these, the high density fiber cement. So we have two tones; one is the grey, and the other one is called graphite. And so the grey is in the part of existing building along the, in the second floor along the old existing building, and then the darker one is in the entries where we have an area here. And we can see the

other view on Winthrop. So it's here in these two volumes here. And then we also have the channel, the sign where it wraps around the building. That's a dark color, like a charcoal. We have the sample here of that tone. And I will explain why we have that texture and just naming all the materials.

Then also because statia (phonetic) has graphite (inaudible) and we thought once we have -- when we change all the glazing and existing building we should continue with that color, that is the dark tones. And then in addition, we should do something lighter just in contrast of these greys. So we thought the clear analyzed aluminum would look nicer in the addition.

And we want to keep the existing brick of the base of the building. And actually

Winthrop here, I mean, we have a little piece and then we thinking to restore in some areas that some of the tenants have remove it to have that base and brick.

Over here is just tiny piece, but I think it's nice to have it all around the building.

And I think that -- yeah, we have these images that's, pictures, examples for the high density fiber cement that's in the light grey. This one has a different tone, but it has these two colors. Well, these manufacturers call Tectiva. What is nice is that it has some difference between panel -- from one panel to the other one, so it's more like stone-like. It's not flat color that everything is exactly the same, so there is some variation. And I think there is another view. Oh, that's the metal.

I think the picture that I have is here. This one. Can you see the light grey and it has some variation, more like a stone?

And these are pictures of examples of the high density metal panels which has that shadow lines, and that's like yet to have those volumes to wrap around. So in this base the idea is to have it all around even at the roof. That one.

So the idea is to have it all on the roof. Even though there's probably just a few people from these buildings to see it, we thought it was kind of nice to have it all around the molding, and it really enhance the sign of this two bays I will see.

And these are just some ideas of the glass railing that we were thinking to put on those steps and there, here. So the glass railing goes here and here. So every step.

And then we have planters here all around. There is like the -- well, we were thinking about interior solar shade, and people were worried about the light produced from the inside and it needs to be controlled, and so that's something that we definitely going to work. And so we're looking at special lighting and then interior shades.

Thank you.

PETER QUINN: Mr. Chairman, there's probably a number of items that we could go into, but I just want to know what your thing is. We did respond to the urban design criteria in our submission and tried to address each of the issues.

H. THEODORE COHEN: Well, do you want to talk a little bit about the traffic and parking and loading issues?

PETER QUINN: Sure.

So the primary reason, as mentioned by Jeff Roberts, under which we need to obtain a Special Permit has to do with the relief on the parking and the need to create no greater nuisance than what we presently have or within a reasonable amount of additional load on the square. So, you know, we, we were heartened to see the memo that we received from the Traffic Department and express their support on that, and in their opinion we're not creating any kind of thing that would derogate the square by virtue of having the offices here. There's not much more to say about that unless you want to get into specifics of traffic and the like.

The other thing that I do want to mention about the urban design criteria is that we went through a very, very rigorous

review process with the Historic Commission. Indeed, I think we were in front of them about eight or nine times with this project in all its various forms, and I won't go into all of those, but having been through design review and a lot of different forms in this city and others, I would say that we were probably address -- we were addressing the urban design criteria from the very beginning to the Historic Commission process. And they were certainly concerned by much more than just the shadows on the park in terms of creating the building that provided a continuous and coherent urban experience.

I'll leave it at that.

H. THEODORE COHEN: Okay, do any of the board members have any questions right now or can we move on to Suzannah?

Ahmed.

AHMED NUR: Thank you, Mr. Chairman.

Peter, you mentioned that if you want, you have a shadow study with you right now that you could show us?

PETER QUINN: Yes, we do.

AHMED NUR: Mr. Chairman, if it's okay, I would like to see the effects of the shadow, and especially if you have any on sunset, western sunset that were injected on to Shay and the other side of the road and not just on the park.

PETER QUINN: Yeah, I'll show you what I have. It will take me a minute to set it up.

AHMED NUR: Thank you.

PETER QUINN: This is our summary shadow study which I won't get into right now. What we did was we looked at how much average shadow were increasing on the park at

different times of the year as a percentage of land area over time. It's a little complicated but we had to figure out some way to quantify this. So we came up with a way of explaining it graphically. You can see existing building, shadows of existing venues. You see on the sheets that follow. And the yellow area expresses what the shadow is now. And then we show an additional shadow with the new building and a percentage of increase of that area.

I understand there's an awful lot of information there. We were asked to do it -- rather than the usual nine, noon, and three, we were asked to do it through the whole daylight period starting with January through December. So there's a lot of information, I understand that. But you can see graphically as you look at this, that this yellow

polygon, which expresses the shadow graphically, does not change that much in through here.

So in other words, at twelve noon on January 21st there is no shadow caused by the existing building nor the proposed. And this, this continues. You can see an increase here at two o'clock and then at three o'clock, and then of course the sun sets right after that. Within that time period there is an increase late in the day, and we had a lot of discussions with the Historic Commission about this. And rather, this was an impact, and they felt like this small amount, this is about as much as you'll see anywhere on this chart, was something that they felt did not adversely impact the park. And it is as much explicit about that in their Certificate of Appropriateness.

February, again, you can see virtually no difference until late in the day. Very small increase here. And then at near the end of the day, in this case, the park is nearly in shadow under existing conditions, a slight increase, 13 percent we estimated, at the end of the day.

March, by March we're getting a very small amount of increase. And then as the year goes on, there's zero -- well, we just skip from March to June because they're all zero. There's no increase in shadow during those times of the year.

September we start to come back with a tiny amount late in the day again. And then December -- we picked the 21st of every month just so that we can coincide with the four points of the solar compass.

Again, in December we're back to

December, October, and November are kind of in the range of these two. We go from half a percent to four percent by December.

So, this is our summary: 1.57 percent increase of the shadow over the course of the year.

AHMED NUR: Mr. Chairman -- thank you, Peter. I don't know why that information was not submitted. I can't see, even though he's gone through it, that size of shadow. I'd much rather have an entire page per image than just crunched into that. And the reason I mention it is because it's really important in Harvard Square especially summer sunset. For those of you who go to Shay's and J.F.K., you want to sit there and you want to see what effect it has both on the park on the north and on the west across the road. So point being going forward I

would appreciate it if as opposed to percentages, we have actual images of shadows casted on adjacent properties in normal cases.

PETER QUINN: Well, to your point about the summer, this is June 21st. There's, there is no shadow cast, this is -- Shay's is down here. There just is no shadow from this building. It doesn't project a shadow in that direction at any time of day period. So it's, that's why we don't show it.

AHMED NUR: So there's no shadow towards the park or across the road in the summertime cast from this building?

PETER QUINN: Zero.

And I want to emphasize again, this is not accidental. This was, you know, we had designs early on that did in fact cast

shadows during the summer and did preclude your view of the sky and we studied that. We went back and we generated a model that had between zero and one percent shadow on the park. I think we even had one that had zero, and it had, it had -- it wasn't workable as a massing for the purposes of urban design, so we, we discussed this with the Historic Commission and had understanding that small increase would be possible if it made sense in other ways. And so that hence that's how we got the remodel. It happened to work very well for purposes of I think the design from the street views as well.

AHMED NUR: Okay.

H. THEODORE COHEN: If your shadow study in June went to say six or seven p.m., would it still be zero?

PETER QUINN: Yes.

What happens, you're rotating around to the point where the shadows are -- they run their course for the day.

AHMED NUR: I hear what you're saying, but three stories, for example, on three stories, 30 feet? Probably just minimum 30 feet increase on --

PETER QUINN: Yeah.

AHMED NUR: -- on the J.F.K. facade. As the sun lowers down on the west, I have a hard time imagining the zero studies going the other side. But, you know, maybe there is something I'm not understanding. So I don't want to take any more time of the Board.

PETER QUINN: No, it's -- my opinion it's a perfectly reasonable question and we asked the same question ourselves, what would it look like if we really did get rid of the

shadows? And if I could, can just go back to this view here, you can see how this shift, I mean the way this is -- you see how this is actually angled back, that's a response to the shadows late in the day. And, likewise, the way these are a step back here, same thing. And this distance here, as I said, I think it's about 23 feet if I remember, and then there's another 18 and so forth. So it's, it's quite a bit.

CATHERINE PRESTON CONNOLLY: So, Peter, just to use this diagram that you've put up, to the extent the buildings across J.F.K. Street at ground level are in shadow in this picture, they're in shadow because of the buildings above them?

PETER QUINN: Yeah, or adjacent otherwise.

CATHERINE PRESTON CONNOLLY:

Exactly. At the time buildings on that side of J.F.K. Street which are casting the shadows onto this building.

PETER QUINN: Right.

So there's --

HUGH RUSSELL: This rendering is -- the shadows are illustrative, the sun is high in the north for this particular view.

CATHERINE PRESTON CONNOLLY: Oh, okay.

HUGH RUSSELL: So it's not a --

PETER QUINN: It's not --

HUGH RUSSELL: It's not a realistic -- it illustrates the --

PETER QUINN: Most of these times these facades will be in shadow.

H. THEODORE COHEN: Peter, if this is office building, how many cars do you envision will be added to the traffic coming

into Harvard Square? And also, what difference will there be in terms of loading and unloading and trash collection from what is happening now given the commercial enterprise there?

PETER QUINN: So by calculation, although this has not been -- I believe it's been verified by Jeff Roberts, we calculated an add of 19 spaces required under Zoning for the amount of square footage that we have. And that's without any relief.

I can't speak to the issue of what I think this use would actually have for automobile use. I know I had an office in Harvard Square for many years and I had eight people and none of us had cars. You know, we used public transportation and it -- I think, you know, we'll be required to undertake a transportation management plan which I think

will encourage people to take the T. This has obviously been debated many, many times before on this Board and in other Boards about, you know, if you built parking spaces, will they come? So, you know, what we're, you know, we're participating in this idea that you can build high density and not need parking. There's commercial parking available in the garage right next-door. There are other commercial spaces available in the square.

As far as the -- or utilitarian aspects of it, as far as trash collection, we intend to completely rebuild this portion in the back here to accommodate the additional use. Now, it turns out that of course that office use does not produce as much anywhere near as much traffic as the current uses in there which are retail and restaurants. So we're

adding, we're adding an incrementally more but small amount with the office use.

We feel that we can accommodate in there with some better compacting equipment, more frequent pick up if need be. You know, the restaurants are getting, I think it's almost everyday in some cases, they're getting trash pulled out of there. Recycling as well.

Does that address your question?

H. THEODORE COHEN: Yes.

No further questions from the Board right now, why don't we hear from --

LOUIS BACCI, JR.: Yes, I have.

H. THEODORE COHEN: Oh, I'm sorry.

LOUIS BACCI, JR.: Your new entrance on the right side of that drawing --

PETER QUINN: Yeah.

LOUIS BACCI, JR.: Is that existing

or is that new?

PETER QUINN: That's a new volume on the side of the building. Now, there was a volume here for years, that was part of the Om Restaurant now long gone. But it's approximately the same width as that, and so we just use the space that's left for that.

LOUIS BACCI, JR.: Was there ever any thought of making that your loading?

PETER QUINN: Loading?

LOUIS BACCI, JR.: Loading area for your building instead of using the street? Because that seems to be a sticky point. Is it physically --

PETER QUINN: You know, this is a loading site here.

LOUIS BACCI, JR.: Not for a vehicle.

PETER QUINN: If it -- I'm not sure

what you're referring to.

LOUIS BACCI, JR.: No loading dock possibly backing a small delivery vehicle into that area to get it off the street.

PETER QUINN: Yeah. Well, I think, I think, you know, the way that this works now is, I don't know if you are familiar with it, but, and the client can speak to it more directly, that the agreement is that the loading takes place until eleven a.m. I believe here.

LOUIS BACCI, JR.: What's the controls on that?

PETER QUINN: So it's controlled by city I believe, and the planters go up at eleven and they close it off. I don't know if that's what happens all the time. This is a public way. It has been enhanced by private funding to go do the paving, to make

it a pedestrian path. So all of the deliveries and the like have to be done by that time, which works well with the restaurants because most of them don't open until later. So, you know, we would follow the same rules for the office addition as well.

LOUIS BACCI, JR.: It's not just the office addition, it's the building itself.

PETER QUINN: Yeah. So we're not proposing any changes to that other than to make sure that it's properly enforced. And I believe Mr. Dhanda would be able to say something about that.

STEVEN COHEN: Peter?

PETER QUINN: Yes.

STEVEN COHEN: Sorry, are you finished?

PETER QUINN: I'm done. I probably

would say something I shouldn't have said.

STEVEN COHEN: I saved you.

PETER QUINN: First time.

STEVEN COHEN: One follow up on the use of Winthrop. Again, confirming my understanding, it's open for loading and to vehicle use prior to eleven a.m.?

PETER QUINN: Correct.

STEVEN COHEN: And after eleven a.m., it's supposed to be a pedestrian only passage. One of the letters which we received in connection with your proposal has expressed a concern that even after eleven a.m. that there would be cars parked in there. And according to this letter, one complaint was made to the, I assume to the police department, to ticket or otherwise remove the cars. They were informed that that was in fact private property. And I

think it's on both sides, so it included parking on this property and I'm not sure if that's ever been resolved or if that's the case. But I guess my question to you is are you aware of this issue? What's being done with it? Is in fact parking permitted? Do you contemplate parking being permitted on the private property adjacent to Winthrop even after eleven a.m.?

PETER QUINN: I believe Raj wants to speak to that. I will just mention there's a private strip of land here that sits off the property line six to seven feet on that side. That's, that's what you're referring to.

STEVEN COHEN: So I didn't catch the --

LOUIS BACCI, JR.: Point to it again.

STEVEN COHEN: Point to it again.

You're saying on the other side?

PETER QUINN: No, right here on the other side.

STEVEN COHEN: That's part of your parking?

PETER QUINN: Yes.

LOUIS BACCI, JR.: Is that parking?

RAJ DHANDA: No, no. That is private.

LOUIS BACCI, JR.: Is that parking?

RAJ DHANDA: That's why somebody may stop there for 15 minutes or 10 minutes, but there is no consistent or any parking that would be there for a day or for many hours. And even in the morning sometimes I know the Korean restaurant, he bring some quick deliveries, he puts his car very occasionally. I park there for 15 minutes. And commercial plates so I don't parking

there. But there is supposed to be no parking. And I've always suggested and pushed and will push harder that the parking on the other side where the -- on the --

PETER QUINN: Right here.

RAJ DHANDA: On the Winthrop Street side that after eleven o'clock it be enforced. There's absolutely no -- it should not be enforced. There's no reason it cannot be ticketed. In years gone by, I have received a ticket if I park there beyond eleven o'clock. So I think the issue of parking is a management and an enforcement issue from the police's point of view.

STEVEN COHEN: So, Raj, if I could follow up with that, are you saying that after eleven a.m., I mean you own it, and you control it, and I'm not sure what restrictions may be applicable, governmental

or otherwise, are you saying that after eleven a.m. there is to be no parking on your private property adjacent to Winthrop?

RAJ DHANDA: No parking.

STEVEN COHEN: And if there were a condition to that effect, that would be acceptable to you?

RAJ DHANDA: Oh, yes.

STEVEN COHEN: And on the other side of Winthrop, who owns that?

RAJ DHANDA: City owns it.

STEVEN COHEN: That's part of the city land, the other side?

PETER QUINN: I think if you go down to that location there, that, that's a regular, you know, drop off point for contractors. They'll just take those spots along the Winthrop Park. You know, sort of destroying the continuity of the space

between the Winthrop Park and this nice pedestrian walkway at all times of the day. You know, it's a matter of enforcement with the city more than anything.

LOUIS BACCI, JR.: How do we enforce the parking on his property?

RAJ DHANDA: On what property?

LOUIS BACCI, JR.: On yours. Can't, right?

RAJ DHANDA: I enforce it myself.

LOUIS BACCI, JR.: That means we can't.

RAJ DHANDA: I'm sorry?

LOUIS BACCI, JR.: That means we can't? That means we can't? You're the only one that can.

RAJ DHANDA: Well, I think there would be no parking and it isn't that you can put a row of cars there. There's possibly a

one car which sometimes people go. The Yogurt Land folks they come in the morning, they park there for a few minutes. So I think before eleven o'clock it most certainly can, and would occur same as it happens on the other side of the street. I think the question is after eleven o'clock, and I couldn't agree more, there shouldn't be any parking. As I said, I myself receive ticket when I parked there.

STEVEN COHEN: My, might we request of staff to look into the question of how one might enforce a parking restriction in private property such as this? Because even though it is private property, it has such an integral connection to this public space that now that we have the opportunity to address the issue, I'd like to at least understand what our options might be.

HUGH RUSSELL: Okay, I'd just like to weigh in on this. If you look at the survey plan provided to us, you'll see that the -- there's about a 12-foot distance between the granite curb and the building. And seven feet of that is private property and five feet of that is public property. And then if you look at the photographs that were given to us, you'll notice that the cars are straddling that line. So you can ticket that portion of the vehicle that's on the public.

STEVEN COHEN: Tow that portion of the vehicle?

HUGH RUSSELL: Well, any portion of it is on public land, it's ticketable. So, you know, you have to be right against the building tight, and it does not appear to be, at least when this picture was taken.

LOUIS BACCI, JR.: Except the other vehicle that's parked directly on it.

HUGH RUSSELL: Yes, there's one that's parked right at the curb, so that's pretty much entirely on the street. So that's, I think, perhaps the least may think that the granite is the property line rather than the -- so the --

LOUIS BACCI, JR.: Right.

HUGH RUSSELL: One could inset some grass markers and a brick and to indicate where that is. But the bottom line is it's an enforcement issue and it's not simple.

LOUIS BACCI, JR.: Well, it's --

AHMED NUR: I might add also to first floor, it looks like from the proposal that comes out of retail, and I'm pretty sure it's in conflict of ADA compliance. That appears to be a sidewalk, above the sidewalk

regardless of what people say with regards to finishes. And, therefore, you know, for the blind and everyone else that's walking along those things, I think it will be completely irresponsible to leave cars there. And I don't think at that point the building is open before eleven o'clock, is it? Is the retail open before eleven o'clock?

RAJ DHANDA: Staples opens earlier.

All the rest --

AHMED NUR: No, no, the proposed.

STEVEN COHEN: It's office.

RAJ DHANDA: The proposed would be office use.

AHMED NUR: First floor?

CATHERINE PRESTON CONNOLLY: It's the same retail that's there now.

AHMED NUR: Oh, I see. That remains to be there. Okay.

RAJ DHANDA: Second floor exists as is.

PETER QUINN: I just point out somebody mentioned bollards. There are in fact bollards and street lights in that corner. You can see some of them here.

LOUIS BACCI, JR.: Yes.

PETER QUINN: Perhaps that is a solution to increase the quantity of --

RAJ DHANDA: Actually, if I might piggyback on Mr. Russell's comment, I think that it is -- you couldn't park any car there with some part of the car not being in the public. You could -- I suppose one of those real small cars today you could, but if you took the average size car, some part of the car is going to be for sure in the public space, in which case it's enforceable as any -- as anywhere in a public space where

you're not allowed to park. So it's really a question of enforcement.

H. THEODORE COHEN: Why don't we move on and have -- hear from staff and then get to the public's comment.

So, Suzannah, could you give us a summary of your comments.

SUZANNAH BIGOLIN: Thank you Suzannah Bigelow, CDD. The urban design comments are on page 2 and 3 of the memo that we provided, and we -- the first recognized is obviously being an extensive review process with the Historical Commission.

JAMES WILLIAMSON: Can you get closer to the microphone or bring it closer to you, please? Thank you.

SUZANNAH BIGOLIN: Is that better?

FROM THE AUDIENCE: No.

SUZANNAH BIGOLIN: Is it on? The

green light's on. Hello.

JAMES WILLIAMSON: Stuart is coming to the rescue.

SUZANNAH BIGOLIN: There's been an extensive review process with the Cambridge Historical Commission and we've recognized that in our comments, and we see the development as an opportunity to do something new and innovative and to contribute to the diversity of the Cambridge historical district for Harvard Square.

The massing, as we have seen tonight, does respond to shadow impacts on Winthrop Park and it seems to provide a good outcome in terms of the J.F.K. Street, and the presence from the street when you're looking up as well on Winthrop Street. So it does assist with the setbacks and the step backs. They do create more of a human scale. And

the additional commercial storefront windows have improved the appearance of the existing building and they really provide much more of a human scale with a finer detail and vertical rhythm across the facades, too.

There's perhaps some areas where there could have been more work done to celebrate and announce the main building entries, and perhaps also extend the vertical columns through the horizontal banding, because the horizontal banding is prominent on the steel facade. And to break that down we could have had more of an extension of the columns perhaps.

With regard to the public realm, the -- one of the main aspects of the Harvard Square design guidelines includes improving access to public alleyways, and specifically in the subdistrict also in providing public view of

the historic walls. So the historic wall runs behind the existing building between Eliot Street and Winthrop. And we saw that the alley does provide access and original see wall as well. So that was something that we would have liked to see explored further in the development submission.

And also with regard to the bike parking, there's one temporary space, or short-term space located on Winthrop Street close to the entry, and there would be a preference to sort of locate that closer to the curb line that's already straight including the light poles and bollards so that would help to consolidate the street furniture.

That's all.

H. THEODORE COHEN: Suzannah, with regard to the alleyway, when I've looked at

it now, it's covered with, filled with snow, but can there be a connection through the alleyway from Winthrop Street to Eliot Street?

SUZANNAH BIGOLIN: There is a great difference, but the Eliot Street, that's 16-18 Eliot Street looking behind there looking at a sort of redevelopment, too, so that's something that could be further explored. And I don't know if the architects explored that potential connection, but --

H. THEODORE COHEN: So unless something happens on the Eliot Street side you can go into the alleyway but it dead ends now at a staircase?

SUZANNAH BIGOLIN: Correct. You could see the historic wall at the end.

HUGH RUSSELL: And that's where the trash containers are being stored.

H. THEODORE COHEN: Right.

The other question I have, is there's quite a lot of mechanicals on the first level roof. Can you determine what exactly will be seen with regard to the mechanicals from Winthrop Park or walking down J.F.K. Street?

SUZANNAH BIGOLIN: I don't think much at all. The mechanicals on the right are recessed so they will be below the principal facade. And the ones I believe on the left are screened. I'm not sure of the material, though, that's screening.

H. THEODORE COHEN: I thought it showed as a glass screen, and I was wondering whether that was appropriate in to blocking off the mechanicals.

SUZANNAH BIGOLIN: It probably should be something a bit more opaque. The glass screen I thought was the balustrading

and another screen behind to conceal the mechanicals.

H. THEODORE COHEN: I see.

Anyone else have questions for Suzannah?

STEVEN COHEN: I guess one more, Suzannah. The use of the hardie board, the cement board, I've used a lot of it, almost everybody uses a lot of that nowadays, but I don't do work in historic districts like this entirely urban locations and I'm simply not familiar with its use. And I guess my question to you is do you feel that it's a perfectly appropriate material to be used in this application, in this location?

SUZANNAH BIGOLIN: The materials are equitone which is a higher density fiber cement panel so it's a better quality than the hardie board. And if you actually touch

the materials, they have this much stronger and much more texture than hardie traditionally. So I believe one of the materials is more of a stone-like finish, so it doesn't have that sort of flatness that hardie has and it actually can be quite a good quality material. There's not many buildings with that material in Boston. There's quite a few in Europe, so that's where the material is made and constructed and they use it quite a lot in Europe from what I'm aware -- from the distributor, and I think there are a couple of buildings in New York with that material. But in -- I believe that has a stone-like appearance, so it can be quite appropriate in historical areas.

STEVEN COHEN: Hugh, Tom, do you --

HUGH RUSSELL: I'm not familiar with the material?

TOM SIENIEWICZ: Neither am I.

RAJ DHANDA: We have a sample there.

HUGH RUSSELL: Yes, right.

But as an architect I have not used it.
Can't afford it.

H. THEODORE COHEN: Suzannah, what do you think of the color? The two greys and the grey-green?

SUZANNAH BIGOLIN: The color pallet has improved since the original submission. Originally it was black and grey. So the green has added a bit of interest and diversity, and I believe the sort of pallet was a response to trying to recede into the background and not be so prominent. So it will have that effect. Some of the -- my comments in regarding to how to celebrate the entries could involve using contrasting materials or more color to sort of create a

bit more interest.

H. THEODORE COHEN: Okay, thank you.

SUZANNAH BIGOLIN: Thank you.

THACHER TIFFANY: Can I ask one question?

H. THEODORE COHEN: Sure.

THACHER TIFFANY: Like from the ceiling, you mentioned bike parking, and that seems an appropriate thing to comments on given that we're asking to provide a Special Permit to not have car parking. Is there a specific recommendation, you know, we should be looking for? Is there a place where there should be more parking? Just to be a little more specific with that.

SUZANNAH BIGOLIN: I think there's one short-term space that's proposed just at the entry. I think it's the Staples entry. But it's sort of one space sitting by itself.

So it would look more sort of symmetrical. If it was more than one or combined in the street on each zone, there is a curb line that is a granite stone, and then there's the light poles and bike parking that is sort of located on that sort of line.

THACHER TIFFANY: And are there specific guidelines on how many bike parking spaces you can have with commercial square footage or something that we could refer to on that?

SUZANNAH BIGOLIN: They, I believe they have provided enough bike parking spaces. So they meet the guidelines.

THACHER TIFFANY: Elsewhere. You said that there's one.

SUZANNAH BIGOLIN: There's one, and I just feel it should be more than one to be a bit more sort of symmetrical or it's just

going to sit there by itself.

THACHER TIFFANY: There's only one required?

SUZANNAH BIGOLIN: One short term and then one long term. Jeff might be able to answer.

JEFF ROBERTS: The way the requirements apply, they apply to the office addition and the requirement for office use. The requirement skews more towards long-term spaces, which in this case are being provided in an enclosure near the front of the, in the front entry of the office use. And -- but they are required to have two short-term bicycle parking spaces which is a bike rack, the equivalent of a bike rack. There are alternative ways to meet the requirement. One is to just, you know, sort of put the bike rack somewhere on their site near an

entrance to the building. Another option is to provide a payment to the city's bicycle parking fund. The city has been very actively looking at places to put additional bicycle parking in Harvard Square, and in iterations over time has installed bicycle racks in series in various places on the, on the sidewalks. So the comment that Suzannah was making really was that the placement of where that required rack is a bit awkward, and it's possible that, you know, with the guides of the Planning Board that requirement might be better met by either putting it in a different place where it's closer to some other bicycle parking or closer to other objects that it coordinates with better or providing a contribution to the bicycle parking funds so that the city could find ways to install more racks on the public

right of way.

STEVEN COHEN: If I could follow up on Thacher's point. Talking about one bike parking place seems kind of almost comical given the demand for, you know, parking -- bicycle parking in Harvard Square. I mean, right across the way in the park you always see bicycles in effect chained to the rail fence in there. Once again, you know, where we're, you know, where we're reviewing a project which is adjacent to such an impact on such a prominent public space, it does seem like an opportunity to provide another public -- a much valued public amenity such as bicycle parking. So food for thought as we proceed in the hearing.

TOM SIENIEWICZ: And just one little comment relative to the question that Lou and Hugh were discussing, the enforcement of the

parking, I just wondered the detail of installing bike racks where those cars might be parking as a nuisance might be a way to neutralize that in a passive way and solve the bike issue.

H. THEODORE COHEN: I was thinking the same thing.

CATHERINE PRESTON CONNOLLY: Traffic and Parking memo specifically says in item No. 4 that they think that it may be preferable to meet the requirement for the cash contribution, the bike parking fund as opposed to the one that is proposed.

LOUIS BACCI, JR.: Good.

H. THEODORE COHEN: Thank you. We do have a memo from Traffic and Parking.

Do you want to add anything to it at this time? Adam, I see you're in the back.

ADAM SHULMAN: Good evening. Adam

Shulman, Traffic and Parking Department. I don't think I have too much to add. I think our memo was pretty self-explanatory. I'll just mention to add to the conversation that was going on earlier, we're -- regarding enforcement on Winthrop Street for parking. So the key, the key way we do something like that is fire lanes. No parking fire lanes. So that should be what's there now. And when that happens, the police is the one that comes and enforce. So they just have to be notified when there's someone parking there when they shouldn't be and they can go and enforce. Fire lanes is done. You do want to have access, a certain distance access on Winthrop Street for emergency vehicles to get up and down all the time now. And so that's, I think, that's the key thing about Winthrop Street. But the private, on cases like this,

it would be fire lane would be the regulation that we use for parking problems.

LOUIS BACCI, JR.: Do the fire lanes go on to private property?

ADAM SHULMAN: Yes, yes, yes. It has to be -- per approval of the, you know, fire department can request the Traffic Department to post the fire lane signs.

STEVEN COHEN: Adam, is there such a thing as no parking fire lane after eleven a.m.?

ADAM SHULMAN: Well, so prior to eleven a.m. Winthrop Street used to accommodate loading for the businesses, and I think that was done as sort of an agreement between the businesses and the city so that -- there should never really be any parking on Winthrop Street. It's really either loading activity, active loading

activity, maybe 30 minutes to eleven a.m. After that it should be just -- basically it's a no parking. It's a fire lane.

H. THEODORE COHEN: And who puts out the barriers at eleven o'clock?

ADAM SHULMAN: So I think the businesses do that. That's -- that was sort of an agreement that was done, I think, between the city and the businesses ten years ago maybe. Maybe not that long ago. But it was, I know that -- I wasn't involved, but I know that the director of the Traffic Department, traffic engineer, and the business associations were meeting and working out that plan.

H. THEODORE COHEN: Okay. And the memo there's suggested TDM measures. Do you know, has the applicant agreed to all of those measures?

ADAM SHULMAN: I believe he did.

RAJ DHANDA: Yes.

ADAM SHULMAN: Yes.

H. THEODORE COHEN: Okay, thank you.

STEVEN COHEN: Adam, Mr. Chair, I just wonder whether we could get a look at the -- at this agreement that governs the use of Winthrop Square. I don't know if we're going to vote on this today or not, but if it's going to go over to the next hearing, I think the use of Winthrop Street is so important here that we should understand with greater specificity exactly what this agreement says and whether it's enforceable and by whom and so forth.

ADAM SHULMAN: Yes, I think -- I think other people here might know even more than me, but -- and I think Public Works would be the ultimate, you know, determinant

of Winthrop Street. I have seen indications that Winthrop Street is an accepted street, so it's -- it's private. It's not -- it hasn't been clear to me that it's owned by the city. It might be an unaccepted way and I'm happy to share one memo. It's a little old, but it's a memo between -- and it talks about the use of Winthrop Street through those community meetings that I talked about, for, you know, loading, active loading until eleven a.m., and then basically a shared street. I mean, I'm happy to share that. We have a copy of that.

STEVEN COHEN: Just so you understand, we're talking about these regulations and restrictions and eleven a.m. and so forth, and I'm just trying to figure out whether this is a custom or an informal agreement or whether there's really something

concrete here which is enforceable. And this may bear on what conditions we may want to consider attaching to any possible approval.

ADAM SHULMAN: Yes, so, I mean, we could dig more in. My understanding from the little bit of research that I found is that it's an agreement with the neighborhood businesses to, you know, roll the sort of basically the planters and so forth out there to stop cars from going in. It's sort of -- so I guess it's somewhat informal in terms of that, but -- and in terms of the regulations, that would be formal regulations put up by the Traffic Department mainly on behalf of the fire department for fire lanes.

STEVEN COHEN: Adam, one more thing, forgive me. We talked briefly before about bicycles, bicycle parking, and I for one would like to see more bicycle parking on the

site. I think it's an important need and requirement and opportunity for more bicycle parking. Catherine points out that the recommendation is that we forego even the one bicycle parking space. Did I understand that correctly?

CATHERINE PRESTON CONNOLLY: No.

No, I think -- my understanding of the recommendation, and since it's yours, you can correct me, is that the required -- that in lieu of the required one space, they make a contribution. That does not mean that it would be only one space put out there. If traffic -- allows Traffic and Parking to decide where and how much bike parking is allocated throughout Harvard Square.

STEVEN COHEN: Right. But in terms of what's required on this property.

CATHERINE PRESTON CONNOLLY: Right.

STEVEN COHEN: If I understand you correctly, the recommendation is in lieu of requiring bicycle parking on the property and that a payment be made?

CATHERINE PRESTON CONNOLLY: Right. With the idea that, that especially in light of Suzannah's comments about the urban design and effectiveness of where a bike parking space could be made, it may be more effective for cyclists and for the urban design objectives of the city to put bike parking one or more spaces, elsewhere.

ADAM SHULMAN: Right. So like Jeff said, this project requires six -- based on Zoning, six, I believe it was six long-term bike parking spaces which they're proposing to meet, and it requires two short-term bicycle spaces because it relates to the 18,000 or so retail square footage. So

that's the Zoning. So they had one location that proposed for a bike rack and so the notion was -- the question was whether that location is the best location or the other option is Zoning allows one to contribute -- instead of installing a bike rack, contribute to a bicycle rack fund, and the city can then use that money to install the racks where it sees fit.

CATHERINE PRESTON CONNOLLY: Right.

STEVEN COHEN: Is there no dearth for locations for bicycle racks? You don't see any need to use this opportunity to place, you know, bicycle racks on the property?

ADAM SHULMAN: Well, we wouldn't put -- the city wouldn't put it on private property. So that's, that's --

STEVEN COHEN: I understand. But

we -- there would be an option here, you know, to require that the applicant to provide parking spaces on the property. Are you --

HUGH RUSSELL: Could I comment?

STEVEN COHEN: Yeah, please.

HUGH RUSSELL: So the -- right now there's a pedestrian walk space on the private property next to the building. So if you put the bike parking in the private space, that blocks that pedestrian path. The street furniture is out in the public part of the right of way, and that's -- if you think that you could put more spaces there, you probably want to put them out, you know, eight to nine feet out from the building and a couple feet back from the granite curb to be along with the other obstructions along there. So that by making a contribution, it

allows Adam and the Public Works Department to figure out what's the right place to put it.

STEVEN COHEN: I guess my question, Hugh, and maybe you've looked at this more closely and as you pointed out in the survey there, was what did you say, seven, eight, ten feet of private property adjacent --

RAJ DHANDA: Seven. Between six and seven.

STEVEN COHEN: Seven feet adjacent.

RAJ DHANDA: And six feet and then divided seven.

STEVEN COHEN: And you're more expert at this than I, are you feeling that within that seven feet would not be an appropriate or desirable place for bicycle parking?

HUGH RUSSELL: Well, if it was

perpendicular, it would block it.

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: If it was parallel, it would take half that space.

STEVEN COHEN: Well, the whole thing is pedestrian.

H. THEODORE COHEN: Could we move on? I mean, we've heard from Suzannah that it's a questionable location. We've heard from Traffic and Parking that there might be better location. Why don't we move on and hear comments from the public rather than arguing about where one parking -- short-term parking spot is going to go.

STEVEN COHEN: Just to clarify, we're not arguing.

H. THEODORE COHEN: We're discussing and trying to understand, and I think we have a lot of other design issues to talk about

and the question of waiving 19 car parking spots. I think we could move on. So --

PETER QUINN: Mr. Chair, can I make some clarifications?

H. THEODORE COHEN: Sure. Why don't you hold on and let's hear from the public and then we can --

PETER QUINN: Just a statement.

H. THEODORE COHEN: Just a factual correction?

PETER QUINN: Yes, that's what I want to do.

In particular with this wall back here, because I believe that subject will come up again, if you were to walk in this space between the buildings here and reach the point in the rear where the wall is, you can see a drop of about 12 feet, I believe perhaps 10 feet to the Eliot Street of the

lot. And that part of the wall there is not the historic wall, the concrete block wall. The historic part of the wall begins approximately where the Hasty Pudding Club alignment is. The 96 Winthrop and then continues down to the right and then goes in the back of Charlie's Kitchen.

JAMES WILLIAMSON: And Peter is the architect for the other building, too.

HUGH RUSSELL: Actually, the wall is visible from Winthrop Street because of that turn it makes.

PETER QUINN: Yes, as you get into the back of the Red House and the side of the Red House in the back, Charlie's Kitchen you can see the wall right from Winthrop Street actually over the fence.

Thank you, Mr. Chairman, I'm sorry to interrupt.

H. THEODORE COHEN: Okay, that's fine. Now we'll hear from the public. And I'll call two people's names. So the first person come up, the second would be on deck as it were. And we'd ask that if you could keep your comments to three minutes. If people haven't signed up, everyone will have an opportunity to speak if they wish to.

First person who has indicated that they wish to speak is Kenneth Taylor.

KENNETH TAYLOR: Kenneth Taylor, 23 Berkeley Street. I've been a resident of Cambridge for ten years and before that Beacon Hill for a number of years. I'm on the Beacon Hill Architectural Commission and it came to me as a great revelation when I moved to Cambridge and looked specifically at Harvard Square and this project, that you have two features here that are equally

important to the Boston Common, to Long Wharf and to the pier, the stonewall pier at the Bullfinch building and Mass. General.

I'm not sure how seriously these three historic features are taken by the city and by the residents of Cambridge. Winthrop Park is 1630. It's the result of Sir Richard Saltonstall deciding not to build on his parcel and return to England. And since the 1630s this has been an active market square which makes it one of the oldest and most important places in the Commonwealth.

The wall that's being referred to is a stonewall. I hope everybody has seen it, but if not, go to Charlie's Beer Garden, you can see it from that vantage point. You can walk in from 18 -- 16-18 Eliot Street and look at it. It's accessible right now. And it's a granite wall, not unlike the one that has

been memorialized at Massachusetts General Hospital near the Bullfinch building which served as the pier and where the boats came to bring patients to the hospital. That's on private property, and yet it's historically memorialized.

I think those two elements provide a much more critical review than just a simple urban design issue that you might have anywhere else in Cambridge. The process to date, I have sat in on the Historical Commission meetings and have met several times with the developer and others, other interested parties. There have been enormous improvements since the first submission in addressing issues of shadow. This is very much the same kind of issue that Boston went through in the 1970s in building buildings on the south side of the Boston Common. And

that was enormously shaped by Governor -- I think it was Governor Sargent at that time.

The step back resulted from that of height and massing changed. Materials are still in the process of changing. These are new presentations since the Historical Commission's last hearing. One of the important features, which I think there's been progress on, is integrating this as one structure. At various early iterations had the two-story existing building looking like it does now and something new put on top of it. I think redevelopers made a real effort to try to bring them together as one building. It's probably room for additional improvement.

In the issue -- on the issue of the contribution which the developer will make, I think very serious consideration ought to be

given to directing that contribution whoever will make the final decision, to two areas. One is the memorialization, repair, and accessibility to the wall. And the second one is the restoration of the house that the Hasty Pudding now is in which --

CATHERINE PRESTON CONNOLLY: Sir, can you wrap up?

KENNETH TAYLOR: Yeah.

-- dates back to about 1846. And I would urge the Planning Board to consider making any recommendation about taking the importance of these two elements of Cambridge as importantly as possible.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

H. THEODORE COHEN: Thank you.

Merilee Meyer.

MERILEE MEYER: Hi. I'm Merilee Meyer, 10 Dana Street. And I'm also here representing Pebble Gifford who is indisposed and she wants me to make her comments as well. So if that can be factored into the three minutes?

I want to first off acknowledge that I was on the Board that met with the developer for those 15 hours of hashing out details, and we do want to acknowledge that he has been very receptive and has been trying really hard to listen to some of the problems we have with the design. In getting your memo for tonight's meeting, the proposed project is a three-story approximately 18,000 square foot addition. I really want that amended to five-story because when you have three on top of two, I mean, five-story in a very -- the epicenter of Harvard Square is

very dramatic. And I also want to see -- can we look at some slides?

PETER QUINN: Sure.

MERILEE MEYER: Can we go to the slide with the Hasty Pudding next to it, the drawing? Well, stop here.

First off, look at this building and the outline of the Hasty Pudding building on the right. Keep that in mind with the scale of the lift and the Hasty Pudding on the right.

And then if we could find that other like that one. On the board -- this one. So now we have this drawing and the scale of the Hasty Pudding. And those to me being computer generated are two different scales for two different kinds of buildings. And the Historical Commission passed it and Charlie's comment was favorably impacted by

public comment. Well, based on where we began with the totally incongruous building, this is light years ahead of where we were, but there is still an issue on the fifth floor. The fifth floor is taller than the parking garage and it is top heavy. When you're close to the building, it's shorter, but the farther you are away, the taller the building.

And as far as parking, I was just commenting on -- I mean, thinking when you're talking about parking, what kind of businesses are gonna be in that building? Are they going to require any clients coming in and out? Any patients coming in and out? So you do have an added volume sense there although I trust the Board on the parking to ask the correct questions.

So Pebble Gifford agrees to the parking

waiver as do I, and the rest of our design review group. And just to finish up here, the improvement fund goes to public properties for the good of the community, and I want to make sure, I mean, it would be wonderful that the green building, the Hasty Pudding building would be renovated. I don't want to throw a monkey wrench, but the developer also owns that. Is he benefitting himself by getting -- by getting that waiver, improvement fund? But just to, just to also -- the celebration of diversity and vitality and a new modern building in the middle of this historical site with the different scale, the other half of that statement in the Historical Commission was unless the design would impact the historical character of the abutting buildings, the second half of that statement always gets forgotten.

CATHERINE PRESTON CONNOLLY: So, can you wrap up?

MERILEE MEYER: Yes, just one more sentence.

CATHERINE PRESTON CONNOLLY: Okay.

MERILEE MEYER: That, I think that the developer has an opportunity to make a legacy statement with this gem of a site. We do not need modern flashy new materials. We need a little bit more context. The height just hurts my teeth because it's just too big for the site and he knows that. I've talked to him about that. But there is an opportunity to do a really fabulous job in this historical epicenter of Harvard Square.

Thank you.

H. THEODORE COHEN: Thank you.

I just -- no one else has indicated they wish to speak.

Are there any other people who do wish to speak? Fine. Denise. And I do want to reiterate that this Board does not decide how the money put in the fund is used and we similarly do not decide what the amount is, the correct amount to be collected from the developer for the fund. So while it's conceivable we could make a recommendation to the ultimate decider, we are not the decider on the use of the funds.

DENISE JILLSON: Good evening.

Denise Jillson. I'm the executive director of the Harvard Square Business Association and occasionally the person that takes the planters in and out and waters the flowers and replaces the flowers and all that stuff. If I could just take a moment for some clarification, because we've been dealing with this street for a very long time and it

goes back almost 20 years when, you know, there was this proposed bid for the Harvard Square area, and that never happened. And there was a study that you might remember back in 1996 called Polishing the Trophy and then from there there was a study group that was put together by the City Manager and they studied Harvard Square for about four years and came up with a whole set of improvements. And those improvements are what we're seeing today.

So if we look at J.F.K. Street and Dunster Street and Holyoke Street, all of these improvements going on today, and including recently J.F.K., but also Winthrop Street and Palmer Street came out of those studies that go back almost 20 years. So as we continue to see the improvement of Harvard Square, understanding that, you know, there's

this whole history that dates back to, you know, lots of public review, and one of the first streets that was repaired was Winthrop Street. And shortly after the repair, you may remember, you know, it was open, it's an open street, but it was at the urging of the restaurants and the businesses along Winthrop Street that asked whether or not there was a possibility that the city would consider closing the street for some period of time to make it pedestrian-friendly. Now at the time Palmer Street was also looked at, and of course, there was absolutely, you know, no desire for Palmer Street to become pedestrian-friendly because during the day that is constantly used by U.P.S. and, you know, all kinds of Federal Express for deliveries for the COOP on an ongoing basis. What the city did decide, and it is a

city-owned street by the way. And they know it. The DPW knows that the city owns Winthrop Street. But they agreed between eleven a.m. and two a.m., it would become pedestrian-friendly. And then there's this sign put up that said that -- but what happened initially is that people continued to use it. And the businesses got together with Sue Clippinger and said what can we do to alleviate this problem where traffic continues to go down Winthrop Street? We came up with a dreadful sign, you might remember, with two saw horses. Remember that? And it said "Do Not Enter" with a big ugly chain. And we thought, you know, that's simply not gonna work. And so we, we ordered the planter boxes and put them on wheels so that they could be rolled in and rolled out. And then, you know, there were contributions

that were made by the businesses to sort of maintain the planter boxes, and that goes on until today. Mostly it's the Red House and the Grendel's Den. And when Upstairs on the Square was there, they also helped. And Jean Brook' Landscape does all of the landscaping and the printing -- I mean, and the planting. And she does it, she does it gratis. And the reason that she does that is because we, the Harvard Square Business Association, put Jean Brook's Landscape on our website and we give her a comped membership. There's this whole thing that goes on that people don't quite understand.

I have to tell you, we, for the most part, really love the design of this building and we spoke in favor of the building in front of the Historical Commission. The problem that we have is that sidewalk,

contrary to what was stated here earlier, used almost continuously throughout the day. And if any one of you have been down that street, you know it as well as I know it. Now we have reported to the police on numerous, numerous occasions and we have tried to work with -- prior to Sue's departure, Sue Clippinger to figure out how we can tag and tow improperly stewards. And I will say steward vehicles, this has become almost a private parking lot throughout the day for contractors and people who own that building. If -- it just cannot happen. You know, the whole idea of making it pedestrian-friendly was that there would be this lovely experience in the park as well as along the street. And if you've been there on some beautiful summer night when Upstairs on the Square was there or Grendel's or

sitting outside at the Red House, it's a beautiful wonderful experience. But the idea that people can just park there indiscriminately throughout the day is unacceptable, insupportable, and inappropriate and we cannot and will not support the relief application until something is decided.

Now I loved what you asked. You asked some really good questions, Mr. Cohen. And I think we need to get at the heart of this matter. And if the owner of 57 J.F.K. is willing, willing to put it in writing that if somebody is there, they can be tagged and towed, and I don't care what amount of money, but there should be a fine, put it at a thousand dollars. Put it at whatever you want. But, you know, what make it real and makes it enforceable. And then at that point

we would love to see this lovely building. We think it has -- I know Peter has worked so hard with members of the community to make a building that we can all be proud of, but the building does not stand alone. It's the experience on that street and making sure that that building works so that loading and unloading and trash removal and people that need to be there for 15 minutes prior to the eleven a.m. cut-off point get, they can get their business done and get in and get out, but then it becomes pedestrian-friendly. Otherwise you know what, just open it up and do away with the whole pedestrian-friendly thing. I'll stop watering the damn flowers and we'll all go home.

Thank you.

STEVEN COHEN: Mr. Chair, can I just ask a question?

Denise, you place the planters down to prevent access?

DENISE JILLSON: Yes.

STEVEN COHEN: Are you saying after eleven o'clock people come down and move the planters?

DENISE JILLSON: Yes. I should have taken the picture. I should have taken a picture. Just last week when we had all the hoopla around the Hasty Pudding, it was one o'clock in the afternoon and I was walking up Winthrop Street, and this big old black limousine -- there were probably two SUVs behind it, and they moved the planter boxes aside. They pulled up in front of the Hasty Pudding, they had the cars parked in the middle of the street, and they went into the Hasty Pudding and did their business. It's simply outrageous what's going on there.

And I, I beg you, I beg all of you to come and take a look any time during the day and you will find what I find. I'm not making this stuff up. I couldn't possibly make this up. But it was just an outrage. And I almost, I'm not the police, and if I call the police, they say well, I can't come because it's private property and it's just a mess over there. And I, I hope that as a result of this, two things will happen:

We will get a beautiful building, but we will also get some semblance of order and structure on what is supposed to be a pedestrian-friendly street and make it a wonderful experience for everybody.

Thank you.

H. THEODORE COHEN: Yes, you'd like to speak?

KERRY KUELZER: Thank you. Hello.

Can you hear me? All right.

I'm Kerry Kuelzer, K-u-e-l-z-e-r and I live at 19 Copley Street in Cambridge. I also own Grendel's Den and I am the President of the Winthrop Park Trust so I'm here and wearing three hats. Very quickly I just want to echo everything that Denise just said and also too, to basically testify to the fact that she's describing a very accurate -- describing the picture very accurately. I'm in business right there front and center. I can see all this activity all day long. I only have two things to add.

One is that in the -- I do have a letter from Sue Clippinger that I can e-mail to you that explains how the arrangement was derived for the use and the pedestrian, the closing of the street to become pedestrian-friendly, and I will send that to

you guys. The two things are -- that the, the reason why this is a shared street that is pedestrian access from wall to wall, is that at the beginning of Winthrop Street, in front of Winthrop Park and between where the park and 57 J.F.K., there's enough room on the sidewalk of J.F.K. and a little teeny piece of sidewalk that's not ADA compliant sidewalk. If you go formerly Upstairs on the Square, there is no sidewalk. There's enough room for a vehicle to be driving down that street and just enough for you to squeeze by with your stroller or whatever. So that's why the street is wall to wall pedestrians and that's why at a certain time it doesn't make sense to allow vehicles and pedestrians on the street at the same time when there's a lot of foot traffic and potentially vehicle traffic taxicabs, and -- and enforcement of

the -- enforcement of that was taken care of by these planters which were beautifully maintained and sort of voluntarily managed by members of the business community.

The second thing was -- oh, the reason why the parking occurs so frequently on the Winthrop Park side of the street was, I asked about that to a police officer and I'm probably the only bar owner in Harvard Square that's not on a first name basis with the Cambridge cops, so I don't know who this guy was. But I asked him, hey, why can't you ticket these guys and make these cars go away? And he explained to me that the prevailing policy amongst the police and the traffic enforcement, traffic enforcement was that if there were cars parked on the Winthrop Park side, that they wouldn't ticket them because those cars could legally park on

the 57 J.F.K. private property. If they were parked there, it was a drag for the businesses on 57 J.F.K. to have those cars parked right in front of their doors. In order to be nice, they let them park it on the other side of the street. And I as the president of the trust think well, it's a drag for them to be parked in front of my bar. So I would like them to enforce that entirely. I would like there to be some type of, some type of criterion attached to constructing this building that would ensure that no vehicles that were not loading vehicles were parked on the street at any time active loading and after eleven o'clock, no vehicles.

Thank you very much.

H. THEODORE COHEN: Thank you.

Anyone else? Yes.

ADRIAN LANDSMEN: Hello. I'm Adrian Landsmen. So before I give my comments I just want to follow up on the recent comments about the parking. Having lived next-door to a residential renovation project in the driveway adjacent to my building, I can tell you that those construction people are crude, slam, slam, slam, slam. And hasn't anybody thought about the porta-potty that construction crews bring? And the huge truck that drives down the street once a week only, and is that porta-potty for this construction project going to be parked on renovation row during the summer? I hope not.

But the comments that I wanted to make can be -- I'd like to address slide No. 13, please.

H. THEODORE COHEN: While they get that, Ms. Landsmen, what is your address?

ADRIAN LANDSMEN: Neighbor. Slide No. 13. I want to talk about --

H. THEODORE COHEN: Neighbor of this property? Or are you an abutter to it?

ADRIAN LANDSMEN: (Inaudible).

THE STENOGRAPHER: I can't hear you when you whisper.

ADRIAN LANDSMEN: Okay.

I want to talk about visual clutter. I think it has been disingenuous and misleading and deceptive for the builder to talk only about a -- the shadow study and the mass of the building. I want to talk about the appearance of the building.

What this picture says to me is visual clutter, clutter, clutter, clutter, clutter. And light. It's an office building. The lights will be on. The lights will be on in the evening for the cleaning people. The

whole point of having a wall of lights is to look out upon the park. However, we in the park will look up to the lights. And not only the fact that the windows are light, but the actual fixtures. We'll see fluorescent fixtures on the ceiling. We'll see the diffusers or lights like this. And it will completely cancel out the actual feeling, the sensory feeling that the park now has the blankness, the level, the space of that we have above the Galleria gives the impression, the sensory impression that the, that the park is twice as big as it is. The fact that there's no visual clutter gives it the peaceful sense that the park is supposed to -- and lastly I just want to say that I began to look up air rights. As I said, I only began to look it up. I glanced at the statue the and Mass. General Laws that are

applicable to it. I have not yet looked up case law. I'm eager to do so. I have begun to find some relevant phrases; air rights, the use of air rights have to be compatible with the locality as a whole, compatible with recreational and community facilities. And if there's one recreational and community facility that is intrinsic to Cambridge, I think what the first speaker said, I think it even predates Cambridge itself. This park needs the space next to it to maintain its peaceful park-like visually stable, visually uncluttered feeling. So that's the gist of my statements.

Thank you.

H. THEODORE COHEN: Thank you.

Jim.

JAMES WILLIAMSON: Can you put it back on 13, please, and would you trust me

with your laser pointer? It's right here.

PETER QUINN: The little button there.

JAMES WILLIAMSON: Thank you.

Well, my name is James Williamson, 1000 Jackson Place. I want to reassert and emphasize the importance of Winthrop Park. For starters Winthrop Park is where the city of Cambridge was founded in 1630. It depends on who your ancestors were whether you think it's Winthrop or Dudley apparently who first said this is where we're gonna put our -- and at that time it was called Newtown and it wasn't -- when Thomas Hooker left and founded what became known as Hartford, he took the name Newtown with him. Hartford was originally named Newtown when it was changed to Cambridge in 1836.

It's also probably the first public

park in America according to some historians and the mention was made of it as a marketplace for many years.

People have talked about how sacred private property is. I think public property is perhaps more sacred and actually more difficult to defend. So let's think about the importance of the public and public realm, public space, and public property along with private property in this case.

I was probably the first person to hear about this process at the Historical Commission, and I got in touch with Kitty Dukakis and she, she and Mike spend their winters in Los Angeles, as many people know, and she came back. And the day after coming back from Los Angeles spent three hours at the first hearing at the Cambridge Historical Commission and offered a set of comments.

And I'll just read briefly from some of this. Nearly 30 years ago I ran a program at the Kennedy School called Public Space Partnerships. It is based on the idea that municipal governments, working closely with the private and non-profit sectors, could help to rebuild and revitalize urban centers by investing in the planning, rehabilitation, and maintenance of city parks that had been permitted to decline and deteriorate.

Because Winthrop Park was a stone's throw from the Kennedy school, we thought it would be a good place to start, and believe me, it needed work. It was a monument to civic neglect. In short, it was a grand opportunity to demonstrate what we hoped could be public-private partnerships all over the Boston metropolitan area that dramatically improved our urban parks and

neighborhoods they served. In fact, the work we did there became a model for many other similar efforts in Boston and Chelsea, etcetera.

We also developed an ongoing maintenance plan. And a serious maintenance plan is the key to continued success to these public places. It is important -- and decades later the park continues to be a great asset to the square and the neighborhood. As an important -- by the way, Kitty was born in Cambridge. Decades later the park continues to be a great asset to the square and the neighborhood. It's important that we keep it that way. And quite frankly, I think denser development around the park is exactly the wrong way to go. It is not large. It needs all the light and air it and the people that use it can get. It is

relatively small and the buildings around it should reflect that fact. As one historian has written, it is worthy of preservation and protection because, quote, It is a rare urban environment that is valued by all who visit it.

Now, if as my eye looks at this, I see a building that ends with the second story. I have to actually work to sort of add on this extra element up here. I think this is too much. It's too many stories. It's too much massing. Or it's out of scale to -- especially to the importance of this park. And I don't see why that needs to be there. I think it would be just fine if it were just these two stories. And there's back and forth, there is shadow impact in December, January, and February setting aside the manipulation of the numbers around the

average, delta of the delta. There is a shadow impact, but whether you -- this is a great instance where a model would be very helpful I think to actually see the mass as it relates to the park. So --

CATHERINE PRESTON CONNOLLY: Are you wrapping up?

JAMES WILLIAMSON: Yes, I am.

So, I think that -- and so I would really like you to consider limiting this to two stories for what I've tried to suggest are some of the reasons. As far as the improvement fund, I will say that if, you know, it might be better an ounce of prevention is worth a pound of improvement. If we avoid doing damage to Harvard Square and to the most important historic sites and public spaces in Harvard Square, we might have the less -- worry less about money in

improvement funds.

And finally, the Cambridge Historical Commission I went to all the hearings, alerted other people to them. I don't think they were completely enamored of three stories. I just think after a while a certain fatigue sets in and people are like well, you've changed the design in certain ways that we think are improvements and you've reduced the shadow impacts, so okay. But I think you get the chance to take another look at this and I really hope you will.

Thank you. And I have the statement of Kitty which I'll pass, I have ten copies for everybody. I printed it.

Thank you.

H. THEODORE COHEN: Is there anyone else?

Charlie.

CHARLES TEAGUE: Hi. Charles Teague, 23 Edmunds Street. We've had -- we've had this discussion of models before, and I in fact brought a model of my neighborhood here which all the new people you don't remember. But Hugh Russell can testify, and then also I had a Teague Petition about light. So I -- my, I just want to say slide 13 is not be-all, end-all. If you can put up the view from the park. This is why I like rendering rather than models because in the -- in the model you're floating around in space looking down look good. And the rendering now this is what you actually see. And so this is, you know, it would be nice to be one that's further back as well, but this is what you should be paying attention to. So, that's all I have

to say.

H. THEODORE COHEN: Thank you.

MICHA SCHATTNER: Micha Schattner.

Lexington Avenue. My problem is the relationship, the area between 94 and 96. 94 is the new addition to the honorary building. So far we had about 20 feet space between the two buildings. We narrow it now to five feet. So first of all, everybody tried to maneuver one of those heavy garbage carts. We vouch that five feet is not wide enough for it almost and when you have to wrestle with snow or any other obstacle. It's completely out of the question. We are going to scratch 196 historic building quite badly with those carts.

No. 2, same point is I'm old enough to have worked in 16 Eliot Street when it was set on fire, 16 Eliot Street in -- and 18

Eliot Street. The firefighters had a very hard time getting to the back of the building where the fire started. Here if something happens at the back of 96, you'll hear from the fire department of what stupidity we made by leaving an alley five feet from it in that space.

H. THEODORE COHEN: Thank you.

Anyone else wish to speak?

(No Response.)

H. THEODORE COHEN: I see no one else. So board members, we have two other large matters this evening. People want to put out some initial comments about this, go into greater detail, what is your pleasure?

HUGH RUSSELL: I would just comment that it seems like the -- and Denise put it very clearly, the issue that is before us is the parking and loading, the problems with

that, with that street is working are evident. I think we'd like to see some, some advance on how those problems could be solved before we have to vote. I agree with almost everyone else that the architectural design of the building is quite interesting and appropriate. So until we get that street resolved, we can't do very much.

H. THEODORE COHEN: Ahmed.

AHMED NUR: We'll just go that way.

H. THEODORE COHEN: Let's go down the row.

AHMED NUR: I might also add that I mean, in a way we're kind of lucky to have this proposal in front of us because I don't think we would have gotten to it had it not been for this large development. Everything else is pretty much going to the BZA. So I think this is our opportunity to sort of look

into that loading area and the privacy of other pedestrian rights of Winthrop Street. So I second that.

And in addition to that, I made some comments. There's some minor coding, color coding over here. For example, on Z-2 page, you have two color codes that you're showing, existing and proposed, but then there's three colors showing. There's area that shows white -- Peter, and that, I don't know what that is. For example, on -- and you don't have to answer this obviously, but just to look at it, third floor, the mezzanine floor and the fourth floor show area that is not in pink as proposed or existing as of yellow. And so if it is different plane, maybe you should say so.

And then last comment that I have is that there's a photo that I appreciate of you

taking or someone's taking of Winthrop Street facing east, and it seems to be favoring on the curb on the south side next to the Red House. And I wondered if you stood on the other side or the center of the road if you would be able to see the proposed elevation as opposed to just the planters? And the reason why I'm raising that is I really appreciate all the public work you've done. It shows. It's an amazing job that you've done there. We would like to see this going forward, but I would like to see any of the skies being blocked towards the Lowell House. I just wanted to see what it looked like.

TOM SIENIEWICZ: Since we're considering loading, I share the concerns of some people that were expressed tonight, but actually how that's going to work especially it wouldn't take seven feet of snow to make

that difficult with the five-foot alleyway. And there's six bike parking spaces back there, and I'm counting, and I think four doors in order to take the trash out from the businesses. I'm not convinced that that actually is working particularly well. So I need to understand that more clearly or understand whether options were considered for servicing. But I think a fairly significant commercial and office building.

CATHERINE PRESTON CONNOLLY: I would reiterate both Hugh and Tom's comments. I think we need to get a better understanding of the operations of Winthrop Street both from question of placement of street furniture and bike parking, and as well as the ticketing removal of inappropriately parked vehicles. And I think we need to make sure that the operations of this building for

the purposes of parking, loading actually work going forward.

H. THEODORE COHEN: Well, I reiterate all the comments that my colleagues have made. I'll summarize at the end, but I'd also like to see -- have some physical information about the shadow studies that have been referenced. I'd like some clarification about what we might be seeing with regard to the rooftop mechanicals. Initially I've become quite concerned about that. We don't get drawings that really reflect what's ultimately going to end up on the roof. So I want to be clarified about that.

That's really the only issues I have. I would be curious to hear more from my colleagues about what they think about the design of the building.

STEVEN COHEN: Let's see, I have expressed my concerns about Winthrop Street. I'm actually less concerned about loading prior to eleven a.m. than I am about how it's used after eleven a.m. and how to enforce the restrictions on the usage. Our understanding is that it should be 100 percent restricted to pedestrian use after eleven and, you know, I'd like to end up with some sort of confident understanding that that in fact will be the restricted use. And it may go to perhaps locking, but removal of bollards rather than simply, you know, flowerpots. But whatever the device might be, I'd like to see that addressed.

I talked about bike parking. I still think that, you know, some bike racks on the side and on Winthrop Street on the private property might be -- perhaps I'm not

understanding exactly why that wouldn't be adoption. But building design, Mr. Chair, you've asked on that, and generally speaking I do like the building design, but I have one area of concern, call it a question, calling it a concern, and that is on Winthrop Street the stair tower on the far right of the building and adjacent to the historic building at 96 Winthrop Street, not only that it reduced the width of the alley and has been pointed out, but I think just the juxtaposition, the proximity of that tower to the very small scale wood frame building at 96 is a bit of concern. I'm not -- and I'm -- well, in general it's a concern. Both the height of it, and I'm not exactly sure where the tall portion of that mass lies relative to the street and how far set back it is.

Peter, if you could help with that.

PETER QUINN: About 20 feet.

STEVEN COHEN: The tall portion is set back?

PETER QUINN: About 20 feet.

STEVEN COHEN: And what exactly is that actual tall portion?

PETER QUINN: That's the elevator.

STEVEN COHEN: That's the elevator. If I'm reading it correctly --

PETER QUINN: It doesn't go to the top side once you're inside. We're trying to avoid having that tall.

STEVEN COHEN: Yes. I guess this isn't the time and context to discuss it.

PETER QUINN: Yeah, yeah.

STEVEN COHEN: I'm just wondering whether the tall portion of that mass could somehow be pulled back further so as to be

less of an imposition on the streetscape and on the building or it may be from a proper perspective, it's not even seen from the street and I'm not seeing it and understanding it correctly. So this isn't the moment to get into it. I guess I'm just expressing concern about the location of that mass, the height of it, the proximity to 96, and maybe next time around you could, you could help me and us understand that better and perhaps address whether there are any other alternatives that might have less of an imposition on the adjacent building.

Beyond that, though, as I say, I like the way it steps back. I especially like the elevation on J.F.K. I like black a lot. I'm not sure I like this black in a building. It reminds me of a flag that I've been seeing in the news too much lately, but, but other than

those minor quibbles, I think it's a good design.

LOUIS BACCI, JR.: I guess I -- one other concern. Noise from the mechanicals. Kind of low and on the front of the building. I don't know what we have for information on that but --

PETER QUINN: Can we address that at the next meeting?

H. THEODORE COHEN: Sure.

Okay, so Jeff, just to summarize briefly, obviously we will be coming back for a further hearing. Things that I think this Board is interested in seeing, clearly the issue about Winthrop Street and how to make no parking enforceable between -- certainly between eleven a.m. and two a.m. How we resolve, you know, the parking issues on both sides of the street on the city owned side

and also on the privately owned side. I would be curious, there's -- I'm sorry, if I say this -- Ms. Kuelzer said she had a letter from Sue Clippinger that I would be interested in seeing.

Also there was whatever parking agreement that might exist, I would be interested in seeing.

All those issues with regard to Winthrop Street, I think we need to suss out in detail.

I would like to see the shadow studies, and, you know, if there's any further comment about bike parking, you know, other than that, I think I would be willing to leave it up to Traffic and Parking and DPW and the CDD staff to determine what is the best arrangement for the bike parking.

As I said, I would like more

information about the, what mechanicals we'll be seeing from the street.

PETER QUINN: Mr. Chairman, when you say you would like to see the shadow studies, were they not part of -- I know we submitted them as a PDF. I'm happy to do that. Were you asking for more information?

H. THEODORE COHEN: I didn't receive anything. I did get my information off of the website. I don't know if other people received the shadow studies.

PETER QUINN: Fair enough. We'll make sure we get them.

H. THEODORE COHEN: I'm not saying you didn't provide them, but for whatever reason they didn't get to us.

PETER QUINN: No problem.

H. THEODORE COHEN: If there's anything else, then, Jeff, do you have a

proposed date or is it something that you would -- rest of the staff would have to determine?

JEFF ROBERTS: This is the beginning of the 90-day review period. We could schedule it a date certain at 90 days or it's been our practice to wait to work with the proponent to assemble the information needed, and then when the information's assembled, we'll schedule it for the next hearing when we can re-notice and re-advertise that hearing to.

H. THEODORE COHEN: That sounds fine.

All right, thank you.

I think we'll take a five, no more than a ten minute break and then come back and talk about Volpe.

(A short recess was taken.)

H. THEODORE COHEN: Thank you, we're back, and the next matter is General Business. This is not a public hearing. Discussion with staff about the Volpe revised Zoning and design guidelines for Volpe.

(Tom Sieniewicz not appearing.)

IRAM FAROOQ: Thank you, Ted. I'm going to do a brief introduction.

This is a follow up for our Volpe meeting in January when we introduced the Zoning for this parcel. And as you know, this particular -- the Volpe block in the center, center there right across from between Broadway, Third Street, Binney Street, and the Sixth Street Connector is largely federally owned for a carve out for third square for 33 Third Street and so we're looking at that primarily federally owned section right now and modifications to that

PUD. You had several questions last time, and so we, we want to start discussing some of the responses to those. We don't have all of the information at this stage on the questions that you posed, but you had asked primarily about the series of public benefits on that parcel.

So you had asked about the open space. You had asked about housing, Jeff will talk about both of those pieces.

You had asked about the Kendall Square fund. And I just -- while we don't have information today on the fund, I wanted you to think about the fund in the context of the other public benefits. So if you think about them as a package, as opposed to these individual pieces, and Jeff will touch upon that in his, in his presentation a little bit. The way that the fund is different from

many of the other contributions that we often look at through Zoning is that it's very targeted to not just the parcel itself and its impacts, but looking at Kendall Square as a district or a neighborhood and thinking about the benefits to Kendall Square as well as the surrounding neighborhoods. So the three areas that the fund tries to target or is intended to target are open space going beyond the physical provision of open space, but thinking about how to maximize its benefit by supporting programming on the space. So actually activities and such and in a coordinated way amongst the various Kendall Square public space system.

Supporting transit improvements that go beyond MBTA. So things like the EZ Ride that exists, could we make that a more useful element that especially as the area revolves

and we have residents as well as businesses that become more predominant in Kendall Square. So the EZ Ride which functions primarily during work hours, the business day, on weekdays, could -- you could conceive of it functioning on weekends. You can conceive of it extending its reach and connecting to some of the areas that are currently not well connected through MBTA systems. And also, the -- finally workforce development which is really important for when you think about the surrounding neighborhoods and the very high value development in Kendall Square being surrounded by some of our lowest income neighborhoods in Cambridge. And so trying to make that connection between the residential neighborhoods and Kendall Square and provide opportunities for the residents, the young

people who are growing up in those areas, to be able to access Kendall Square and not have it feel like it's a different place and it's not for me, but really be able to establish that connection. So those are the three goals there.

Suzannah will talk about, about urban design guidelines which we had not spoken with you about yet for Kendall Square. And this is important because these are the guidelines that you will use. If the Zoning gets adopted, you would use those in your review of the PUD Special Permit and also of design review for buildings that are part of the, that are on the site.

So, with that I'm going to turn it over to Suzannah to talk about the urban design guidelines and then Jeff will follow.

SUZANNAH BIGOLIN: Thank you.

So the urban design guidelines were created as part of the K2 process in 2013, and I'm still getting used to them myself because I wasn't here for that project. So I've had to start to look at all the detail and work through each of the guidelines, but the goals are really focussed on creating a really consistent high quality public environment and contributing to the character and vitality of the Kendall Square area. So that was some of the key issues at the time of the project. And then also looking at managing the impacts of development on some of the more sensitive interfaces and areas and animating major space and public spaces through active ground floors.

The guidelines, as Iram mentioned, will help the Planning Board make its decisions and they're not intended to be strict

limitations. So there is still potential to come up with creative design ideas and solutions as part of the design process.

The key themes listed there have been pulled out of the guidelines in terms of what will be most relevant to the Volpe site as part of the planning and design process. So they're not down to the detailed architectural design level.

The guidelines seek to establish a broad framework of street types and edges and that really drives the design guidelines. There's major public streets, and that includes Broadway, Third Street, and Binney. And these are the streets that will have the highest sort of and most intense active uses, and they'll have the highest pedestrian traffic as well. So that's the focus for most retail.

And the idea along the major streets is to create sort of well-defined street wall with buildings that sort of have a pedestrian scale.

Secondary streets, which are in this sort of lighter grey, I don't know if can you see them, and that's through the Volpe site there. Secondary streets, they still will have active level uses, but they may have sometime to develop and mature over time so they're not the priority. And market conditions may dictate whether or not they really support active uses.

And then another key element is the park interfaces as well. So edges of open space have been called out of a specific area where new buildings really need to recognize that interface and look to activate the ground floor level and minimize impacts of

scale and massing. So in regard to the Volpe site, you can see the potential connection through here. Sorry, this is a bit faded out. That's identified as a potential future street. And then the secondary connections through here and here as well. So this is sort of the broad framework that's identified in the design guidelines, but the quality of those streets, if they're just pedestrian or cyclists or vehicular, would have to sort of be further resolved. So that will be part of the master planning process, and staff have sort of different ideas and views as well as what should occur. But the idea is really to break down the urban block and that's part of providing further connections and walkability through Kendall Square. And also looking at loading and servicing located and design to support walkability as well.

So the idea is to break down the Volpe site into smaller urban block sizes that will be much more walkable than the current site.

In regard to open space, the guidelines seek to encourage pedestrian flow and activity and sort of more of a seamlessness between indoor and outdoor spaces. So they encourage a network of diverse places, including gardens, courtyards, roof gardens, parks, plazas, and various walking environments. And the idea is to activate the district beyond the workday and encourage people to gather and linger in Kendall Square in the day and the night.

There's not really a lot of requirements or details in the guidelines for the public realm or open space and that's perhaps an area that we might need to provide additional guidance for the PUD.

In terms of built form, the architectural identity of Kendall Square is very much aimed at celebrating and embracing the various styles and areas of development that are there at the time, moment, and also looking at how we can sort of convey the idea of innovation and activity in Kendall Square. So looking at different materials and transparent materials, different colors and shapes and making sure each building is different from the next building, that's part of the idea in the guidelines. And looking also at more interaction with interactive media displays and installing sort of technology on facades so people can gain an understanding of what's happening on the inside of buildings from the outside.

And then in terms of scale and massing, the guidelines encourage building forms and

site planning that relates to the surrounding context. And the idea is that the new buildings in Kendall Square will have larger floor plates. So there needs to be a balance between market realities and then the need for good urban design. So the guidelines seek to encourage setbacks and creating sensitive transitions between sensitive residential areas, historical structures, and parks as well.

The guidelines, also because of the floor plates that are needed for some of these commercial buildings, look to reduce the scale, break down the scale and recognize the monolithic structure of these buildings. And there's an idea of clearly basing a base, middle, and top. And that's the street level edge and within the sort of overall building as well. So there will need to be sort of

detailed attention that the ground and first few levels, and then overall looking at clearly expressing the base, the middle, and the top.

And then in regards to heights, the guidelines sort of identify various height thresholds across the district, and it's about -- there will be a variety of heights and massing as a result of that, and there's quite detailed sort of facade lengths and building separation requirements. And then also floor plates. And so the idea is above 85 feet you will have to reduce your floor plate. So this -- sorry. This diagram here is sort of showing these ideas of how taller buildings will narrow and have more slender forms and be set back from public spaces and the public realm.

And part of that process also creating

strong straight wall to help frame sidewalks and create a public sort of space that has a pedestrian scale and more of a sort of comfort for pedestrians along the major streets which I identified earlier. The straight wall would be 85 feet with a 15-foot setback from the street edge. And secondary streets would be 45-foot street wall. So this is just some of the diagramming here.

And third square is an example of the 85-foot straight wall.

Also the guidelines look at packaging, and the street walls along those sensitive environments as well. And so there's a need to pay attention to scale along park edges and again the setback above 85 feet will be 15 feet.

And you can see that there. There's also a need to sort of break down the

vertical scale and provide sort of articulation within the facades when they're exceeding 100 feet. And sorry, this sketch is not very well good to see here, but there is, this is sort of an indication of the future park or open space at Volpe showing the sort of straight wall heights here. So more of a pedestrian human scale and then the taller buildings in the background.

The guidelines also do talk about tall buildings quite a lot and they're part of Kendall Square now as we know it and they will continue to be. And so the landmarks help to create an identity for Kendall Square. And with regard to the guidelines, buildings over 200 feet need to have sort of specific attention paid to the scale, their form, and their massing and also the skyline view. So the guidelines are really focussed

on encouraging slender volumes, more of a vertical, different forms and different profiles, and then also narrower type form.

And a considerable part of the guidelines looks at active ground floor and retail. So the idea of activating Kendall Square into evening hours more than it is now. So looking at the major public streets is a scale of retails and cafes and sort of restaurants and then secondary streets also to be occupied by active uses, but they may have different sort of forms such as fitness centers or cultural venues, community meeting spaces. So still something that's active but not necessarily retail focussed.

And there's an emphasis on making sure the ground floor facades are transparent and there's less delineation between indoor and outdoor, so the public realm becomes

stretched or encompassed into the public spaces on ground floors. So there's a sort of blend between the two.

And there is also components in the guidelines about environmental sort of quality and impact. So that talks about some of the shadows on public parks and plazas. Minimizing wind impacts, noise, and then also looking to encourage additional vegetation and tree plantings.

And so as part of the PUD, the guidelines set an overall framework. And as we move through this process and through site planning and design more detail, we'll sort of evolve for the Volpe site. There's a need to sort of set urban design expectations in the PUD, but also allow for creative solutions and different ideas and flexibility. Part of the PUD should also

include a master plan that looks at how the open space is configured with a view to maximizing solar gain, and also balancing the need for pedestrian circulation and the organization of new buildings. And it would also be beneficial for a movement network plan to be part of the PUD. So that would help to define the character and the sort of look and feel of the new streets and the new access ways that we all need to go through the Volpe site. So that's a component that's missing within the broader guidelines. And then part of the PUD will also look at more detailed building design guidelines, and also a building height plan would be useful, too.

And then more guidance on open space and public realm planning and design. There's not a lot of content in the guidelines on that issue and that will come

out of the Connect Kendall Project as well, but a need to look at the types of activities, the scale of open spaces, how they relate to street edges and pedestrian connections and then also looking at the landscape treatments and detailed design of those spaces as well. I think that we could have more in the guidelines to address those issues.

And are there any questions?

H. THEODORE COHEN: I have a couple of questions. With the exception of breaking down the Volpe parcel into smaller parcels, and -- well, one side question is assuming new streets were created, is the idea that the developer would deed them to the city or the city would actually take streets and create public ways?

SUZANNAH BIGOLIN: I think that's

the detail that we would work on as part of finalizing the PUD as well. Some of the, I guess, the main street -- I'm just going to flick back.

H. THEODORE COHEN: Connecting Broadway to Binney?

SUZANNAH BIGOLIN: Yes, yes. Which would be one of the main streets, potentially could be a public way.

IRAM FAROOQ: Can I just -- Ted, I just wanted to add one or two things.

I mean one of the -- if you think to the North Point project as a parallel, I think that's probably closest parallel to this in terms of how things might play out. So the plan should treat the streets as if they were to be public streets, and then there is a process in which the city works with the developer to determine if it's

appropriate for us to actually take the street or if it -- if the decision is to leave the street under private ownership, but that it be managed in a way that it continued to feel very, very public and that it kind of a memorandum of agreement usually happens after the permitting process. But we should treat them, I think, especially the internal streets, should be treated as things that could be public streets in terms of, you know, their design. If we think it's appropriate to have parking along those, we should make sure that the right of way is sufficient to accommodate that. And we -- I think Stuart is probably the only one here who worked on this, but we spent months really trying to figure out all of those roadway details on projects like North Point. So I think it's useful to think of these

design guidelines as very conceptual guidance, then the next level will be during the Special Permit PUD process when we'll get more detail and then there will be a final refinement thereafter.

H. THEODORE COHEN: Okay, great.

Now, my -- actually, my initial question was is there anything in these proposed guidelines that really differs from the guidelines for the remainder of Kendall Square? Is there something special about the Volpe parcel that you're trying to address here?

SUZANNAH BIGOLIN: The guidelines apply to all of Kendall Square. So I guess at this point here if we want to include more specific guidelines for the Volpe site, we would look to do that now or as part of the Special Permit process, the master planning

process. I think this happened in North Point, there were more detailed building design guidelines prepared as part of the PUD application. So that can occur at this point. But the guidelines are very sort of broad and don't specifically relate to Volpe.

H. THEODORE COHEN: Right. So it's -- the K2 design.

SUZANNAH BIGOLIN: Yes.

H. THEODORE COHEN: And then you may not, maybe nobody knows, but since the transportation building itself, assuming it is and remains in the parcel, will not be subject to Zoning. Is there any indication that it may be totally out of scale with everything else we're trying to do in the area?

SUZANNAH BIGOLIN: I don't believe so, but Jeff or Iram?

IRAM FAROOQ: So it's early and we don't really have real -- any detail. In fact, I think the DOT and Volpe themselves are trying to work out exactly what it is that they need so that they can include that when they put out the RFP. But we would definitely, in the PUD, expect that the developer would show to us not just everything other than Volpe but also the Volpe building. Our ability to influence the two things might be a little bit different, but I think that given that it will be a package that will likely get permitted, there -- again, I don't know how this will play out so it all depends on how the Federal Government severs the pieces. But the -- all indications are that the, that Volpe particularly, and the GSA also, are extremely keen to work with the community which is why

they have been going out into the community and talking -- they went to a forum with East Cambridge Planning Team. They are in conversation with Area 4 to go talk to them as well. So they're trying to be very, very responsive to the community and its needs and not take the approach of where the Federal Government were going to do whatever they were doing.

H. THEODORE COHEN: Okay.

STEVEN COHEN: I guess -- I've never been through one of these processes and how many people in the world have, but I'm not entirely clear on some elements of how we go forward on this. I mean, I like everything that you said in the design guidelines there, but it did seem very general. And as Iram said, it will be fleshed out in the Special Permit PUD process.

By that, Iram, do you mean the process that has begun by a developer? And so I guess it leads me to wonder whether, you know, you as staff or we as a Board have any greater specificity in our vision of what we like to see there. And if we do, I think we should make it more explicit rather than having a developer play a guessing game as to what it may be that would please us. And then I'm not sure what's the best way to run to such a process, because I've never done it. But my gut was that it was so general. But we have some opinionated people in your office and on this Board and I thought maybe there could be more substance there.

IRAM FAROOQ: So, during the -- I'll jump in and then can you add in more? But during the K2 process, we actually went through the exact same thinking that you're

going through right now, because at some level we wanted to be super-prescriptive and say oh, it should be just like this and here are some of the buildings we'd like to see and break it into such and such a way and then realize that we don't always have the best ideas. And once again, I'm going to point to North Point, where we essentially created a, let's say, open space requirement where we said there should be a public park that should be so many acres, it should be fronting O'Brien Highway in order to be welcoming to the neighborhood. But we were, I think it served us well to have it written in a pretty general way in the Ordinance and in the design guidelines, because when the -- you know, just by the nature of our work at the planning sphere, it's pretty broad and general. We're looking at all of Kendall

Square. We're looking at this whole block. But when the developer comes into play and they hire somebody to delve in much deeper, we often find ways to come up with a creative solution. And what you see in term of -- I mean in North Point is actually a much larger open space than what we had required. And it's oriented 90 degrees to what we had suggested. It does still have a connection to O'Brien Highway and to the neighborhood, but by aligning it east/west instead of north/south as we thought, they were able to create a far more strong public benefit by actually making it aligned with bicycle/pedestrian connection all the way to Somerville to the river, which is -- which is just by virtue of the level of detail that you can get into when working on the site plan for the particular project that we were

not able to do that level of -- you know, that level of detail thinking during the planning process. So that's why there's an advantage to, to keeping it broad, but making sure that we articulated all of our, all of our priorities and desires in there. So that's why we, we left it -- this seems like the right level to us, but I think that there's -- it's not a -- there's no magic about this level of specificity or vagueness. So if you think that there are certain things that we ought to have more detail on, that's perfectly within the realm of what we can do together.

STEVEN COHEN: Well, you know, and again not having been through this, I'm not looking for detail so much, so much as a clearer vision of what you want to or what we would like to see. And I'm not a planner

either, so I'm not exactly sure how you would articulate that. And whatever it is, it might be, as the lawyers might call it, a rebuttable type presumption. You know, this is our vision. You want to do something different? Fine, persuade us to do so. I don't know, that's just my gut feeling.

HUGH RUSSELL: So could I comment on that?

STEVEN COHEN: Please, I thought you might.

HUGH RUSSELL: I think Iram is very wise to point us towards North Point, and I guess I'm the only member of the Board who was present for the all the history to date. I mean, there's still much to come that you will be carrying out, but the thing -- the surprise at North Point was that they've created an open space that became the entire

structure and the backbone of the whole development. And nobody, you know, was thinking that big except Ken Greenberg and David Vickery who were the kind of guys, David Vickery, head of the CDD Department and developer. Ken Greenberg being one of the (inaudible) urban designers in the world. And if we try, I mean we made illustrations of that area, but these guys were able to bring another level of expertise. We were able to say open space is important and this is the kind of function we want. So, yes, we could plan it out in the sense that we planned out the East Cambridge waterfront more carefully, and we said we want the water to be this size and this shape.

And so on Volpe we now have some studies by four different people, and it's -- the studies are interesting to me because

three of them seem to treat Volpe pretty much the same way. And one has a somewhat different vision. Three of them say, we're gonna put a big park in that little bottom square. And the fourth one says we're gonna try to create more of a network and try to spread that resource around into -- and so, I assume that we're going -- we, and that's not us on the Board, but the City is going to try to look at those and say, there's one vision here that's stronger than the others, and that's the one we'd like to see and maybe we can get it written in to the Volpe design guidelines. So from these studies it appears to us that there's an open space strategy that should be followed. So that's a place where we can enact. But I'm trying to -- also thinking back to University Park. And I don't remember where the master plan for

University Park came from.

JEFF ROBERTS: There were design guidelines for University Park.

HUGH RUSSELL: And did they actually indicate where the open spaces were?

IRAM FAROOQ: It was very specific on that one and was very closely negotiated by the developers and the community working together for many years.

HUGH RUSSELL: Plus we had a street grid which had been closed and was reopened, and the open spaces were tied into that street grid. And so it's -- so in a way those are the three major plans, the waterfront plan, each procedure was somewhat different. And I think if there's -- if we could find there's a wisdom in these three to four studies, I mean, I would love to see the island in the river, but, you know, if we

can -- please tell us something about Volpe we can write that in. I happen to think that you tell us something, but I'm going to wait for the process to play out.

AHMED NUR: Mr. Chairman. Sorry.

JEFF ROBERTS: Did you have another question?

AHMED NUR: No, go ahead, please.

JEFF ROBERTS: So just to sort of scoot along through this. The next -- one of the next questions that the Planning Board had a lot to say about the last time we discussed it was affordable housing. And it's something that, again, we haven't fully developed a proposal, but I thought it was something that we only talked about briefly the last meeting. I thought it deserved a little more digging into what the issues actually are and how do you think about

affordable housing as a component of a mixed use market project like this. So just to start at the very basics, this is just a pretty simple overview of what a market rate or market -- the private market development project looks like. You have all your costs which are lined up at the beginning, you got to pay for your land, you got to do your financing, construction costs might go up and down, financing might go up and down. Public improvements, that's something that the Planning Board and the Council, Public Works, might have some say over what kinds of, what kinds of public improvements need to take place as part of a project. And then in the end, after you develop the project, you have your revenue from rents and sales. And the idea is to make the project work, you have to have some balance with that. You have to be

able to cover your financing and then, you know, your -- produce equity. And if it doesn't, you know, if it doesn't balance out, then you don't really have a project. And so when we look at affordable housing development, the idea is pretty -- you have a set of costs which are pretty much the same. You might be able to do a little bit of different things with financing, if, you know, under some circumstances. But generally speaking the costs are similar and then the rents are not as high. And so then you have this offset that has to go into it. And in the case of a project that the city might be doing, it could be contributions from different public sources like the Cambridge Affordable Housing Trust, tax credits, other types of public subsidy might go into offsetting that project. In the case

of something like inclusionary housing or a project where you have a -- where it's all the affordable housing is being supported by a market development, then we think of that as an internal subsidy, which means that whatever the market rate portion of the project is, is making has to be able to balance that gap between the costs and the revenue.

So in terms of what that gap is, it's something that can change over time. We actually just sent to reference to the Board to an incentive zoning nexus study, which among other things, looked at the difference between development costs of housing and the rents that come from units that are affordable. It's, it's a very large gap. If you're looking at rents and housing costs being no more than 30 percent of gross

income, that if the low to moderate income level, some 80 percent area wide median income you have a very large subsidy for according to the nexus study for very low income or low income, it's -- the gap is 90 percent or more, you're basically, you have to -- you have to be able to produce the housing with virtually no revenue making it up. And middle income, the gap is a little bit different, but there -- it's still a very significant gap that needs to be, that needs to be accounted for.

Just looking at the requirements that we currently have in place in Zoning, and these are requirements that apply across the city. On the left side is inclusionary zoning which is for all residential development with ten or more units.

There's a base requirement. This

applies as an as-of-right provision. So all, it doesn't matter if it's a Special Permit or not. You have this requirement for units. And then the -- as a compensation, the project is entitled to a bonus. It results in a total once you balance those two things out of about 11 to 12 percent of market rate projects being affordable units, and that's affordable to low to moderate income. Some of the interesting things about this, people don't always talk about, the units are permanently affordable. The city does not, there's no public subsidy that goes into it. It's all supported by the market rate development. And in Cambridge the city very actively monitors and works on the administration and the marketing of those units. So the city really has a great deal of control on that program. And while the

Zoning does have a provision that allows for some alternate means of compliance by a Special Permit, that has never been exercised in the 16 or 17 years that we've had inclusionary housing. So we've been getting units now close to 800 units created as part of that program. And there is a study underway which the City Council had asked for and the City has engaged with a consultant to refresh the initial study that was done in 1997 that set the rates for affordable housing and structured that Zoning. So we'll be looking at alternatives, improvements, things that might be changed about that Ordinance in the future.

Incentive zoning applies to commercial development, it's basically a per square foot contribution requirement that goes to that Cambridge Affordable Housing Trust. It

applies to projects 30,000 square feet or more, and only projects that are seeking certain Special Permits, but the funding that is, that, you know, comes to the Affordable Housing Trust can be used for a variety of different programs. Creation of units, preservation of units, other initiatives.

It's raised about \$3.5 million as far as the data that I was able to find. And in that case there is a study that has been completed recently by a consultant Seidman Consulting, and it's recommended some changes to that Ordinance which would broaden the scope to apply not such a Special Permit but to all commercial development above a certain size. And so those recommended changes are going to be under consideration by the City Council and ultimately it becomes a Zoning petition but the Planning Board will be able

to weigh in as well.

Just shifting, you know, with that background, just shifting to the proposal for the, for this Zoning District and the Volpe site, this is just a very rough overview of what the proposal would result in just in very broad terms about 1.6 million square feet of commercial, about 1.3 million square feet of residential. And of that residential, as it's been structured in the initial proposal, the inclusionary percentage would be what's required of generally market rate developments about eleven and a half percent. And then the middle income would be based on an incentive structure, where if the, if a developer at this site were to maximize that incentive by bringing all the residential development to 300 -- from 450 feet to 300 feet, what we estimate would

result in is a 45,000 square feet of middle income housing. And so that's -- and the percentages are a percentage of the total residential component of the project. And it's important to keep that in mind because we're going to, we're going to now sort of look at how does that percentage play out when you look at the projects as a whole.

And so we spent sometime looking at some examples of other mixed use development projects, University Park, which is mostly built -- and we didn't include 300 Mass. Ave., it was just sort of as it was initially permitted.

North Point, which is the largest PUD we have to date, and that's under construction.

Cambridge Research Park is the area along Third Street and the Broad Canal.

The Alexandria development, the Planning Board members saw the review of that project along Binney Street.

The MIT Kendall piece is just based on the Zoning. It's estimated on how we imagine the Zoning would play out, but they still need to come to the Planning Board for the PUD approval.

We included the courthouse project, too, even though it's not a multi-building project, it was brought up at the Planning Board.

And then the proposal that we have is sort of stuck on the end. The blue piece is commercial and that's market rate for development. The red piece is market rate residential. The green is affordable housing at low to moderate income. And the purple at the top which you see kind of starting at

Alexandria and carrying through is what we imagine middle income would be.

So the interesting thing here is when you actually start to break down the projects and look at the percentages as a percentage of the whole project. So, starting back here where we didn't have middle income requirements, there are a few PUD projects where you can see that the affordable housing percentages is significant. As you get into some of these more recent projects, while middle income housing has been included and some of the percentages have been adjusted in various ways, you have to keep in mind that in those projects the residential components as a whole is a much smaller part of the total development. So what we're, what we're looking at here is a substantial portion of what we're envisioning on the Volpe site

would be housing that percentage even though it's your sort of standard percentage, it still results in a relatively, in an amount of affordable housing that's consistent with the some of the earlier projects like University Park. And this is just the same thing sort of in numbers.

So, again, just to -- just to make sure that we keep in mind that looking at the percentage of residential that is affordable which is, you know, somewhat higher in cases like Alexandria and the case of the courthouse project is -- was sort of two-thirds low, moderate, and middle income. And when you look at the total percentage of the project, there's -- it kind of creates a different picture.

This is how -- when we're looking at the affordable housing requirements, we're

trying to look at how it would play out in the project as a whole.

Here are some of the things that we'll be looking at and hope to talk about with the Planning Board as we look at possible alternatives for affordable housing. One is that a housing is a priority. Just housing in general is a priority for the city at the Volpe site. Whatever we propose, we want to be careful that that doesn't create a drag or a disincentive to developing housing. We are setting a minimum of 40 percent housing under the Base Zoning, but of course if that is higher, then I think that would be -- if the development ultimately chooses to go higher, we don't want to disincentive that. Again, the looking at the project as a whole is important. Looking at other ways that affordability can be offset, for instance,

looking at it not just as a component as a residential, but in relation to the commercial development is something that can be looked at. Looking at how costs can be mitigated in terms of high rise versus low rise construction. And keeping in mind that for a PUD Zoning because it's above and beyond what the Base Zoning is, there is some freedom for some more creative options, but we have to keep in mind that the basic market rules still apply. And that if we -- if the project -- if the cost of the project become weighed down too much, then it's a project that doesn't, doesn't result in any of the things that we want it to.

So some of the possible strategies that we'll be looking at are, you know, looking at the low, moderate component of it. Thinking about that, trying to really maintain the

integrity of the inclusionary housing program and having those units distributed throughout market rate residential projects. But potentially looking at middle income units in a slightly different way, looking at them perhaps as part of maybe having them be in one building and having that building being tailored for families, having larger unit sizes, looking at mid-rise construction, something that could make the housing more family oriented as well as mitigating some of the potential costs.

Looking at middle income as a requirement rather than incentive, I think we heard from the Planning Board that there was interest in that. Figuring out what those minimum requirements would be is going to be an important next step of this process. And then finding ways to leverage additional

affordability.

So one thought that came up recently talking to some of our housing staff is, you know, we require these incentive zoning payments for the commercial part of the project. That the affordable housing trust, since they use those funds flexibly could look at how could that funding be recycled into the project and be able to buy down more affordability or more affordable units. So within the context of all of this, it's important also to know that we did complete the incentive nexus study and Council's going to be looking at that. And we have the inclusionary housing study underway. And as that plays out over the next several months, we might be looking at even more ideas and we don't necessarily want to constrain our thinking too much if there are other

possibilities that might come out as a result of that study.

So the final piece, and I kind of want to go through this so that we don't, just so that we can answer more general questions, was open space. And this is an issue that is really important to us. I think having open space is an integral part of the planning that and thinking that we've been doing for this area. It's certainly very important for the East Cambridge Planning Team and we'll be meeting with them next week. That had to be rescheduled. We'll be talking about more open space with them. And of course the -- Iram mentioned the Kendall Square process, and that's helped to inform some of our thinking.

Just in terms of those submissions, just so you know and everyone knows sort of

what the team's charge was, they were operating under the assumption that open space would be a substantial component of the site, that there was Zoning in place, but that there was consideration being given to changes to the Zoning. And so while they were conscious of this process going on, we didn't want them to be constrained by it. So what some -- so the teams were allowed to be fairly liberal in their thinking about, about open space.

The -- looking at the Zoning, which is a little bit more of the nuts and bolts of it, one of the key issues in the current Zoning is how it structures the requirement of open space. It talks about two different things: Total open space and public open space. Total open space obviously a broader definition. Public open space is a much more

constrained definition. But in the numbers themselves, 42 percent is what's required for total open space. That translates to about six acres of open space on the site. The public open space, which is supposed to be a component of that total open space, is required to be seven-and-a-half acres which is much more than 42 percent of the site. And so if nothing else, I think one of the things that we really need to look at is trying to resolve that in some kind of a logical way, so that there is a, there's a logical progression from total open space to public open space as a component of that.

So let's, let's look into that a little bit more. This is North Point. It's an example, and Hugh was talking about this. This is sort of -- this is what it looks like when you have a PUD master plan put together.

This is the currently put together master plan. And I just broke it down into what the what the different components are. So of this it's about over a 45-acre site. The amount of it that is sort of building lots or building footprints is about 68 percent. About a quarter of the site is streets which are -- function as public streets. Another quarter of the site is total open space, which includes all the different, you know, parks that are around that are -- some of it have some public and private mix. And if you take out the streets, it's 32 percent. I did that just so the streets aren't necessarily a founding factor.

In terms of public open space, you have about 11 percent of the site or about five acres. What's interesting to note is that the -- what's actually provided in that PUD

plan is more than what the minimum is under Zoning. The minimum is 20 percent open space and 2.5 acres of public open space. So setting a minimum in the Zoning doesn't necessarily determine what the outcome is going to be. It just sort of sets a baseline, and there is room for open space to be looked at in a broader way during the PUD review process.

I'm going to look at total open space on the Volpe site just to go through some of the, some of the issues with that, and this diagram, think of it as sort of a pie chart. I've confused a lot of people with this diagram, probably going to confuse everybody now. Think of it as a pie chart. This is just sort of a break down. What is -- what is building and what is not building? So this is kind of like, you know, looking at if

you were to glom all the buildings together, you know, what would it look like in terms of the distribution on the site? This was the original -- this was the approach we had in the initial proposal. Think of this as the more flexibility approach of setting the minimum of 36 percent of total open space. And then you have 64 percent of the site where you can play with building footprint if you take all of the development that we're anticipating to be about eight -- it would be an average of eight stories of development across all that. There's a lot of flexibility that can be moved around with 64 percent of the site to build on.

This is going to 42 percent open space, which is what's in the current Zoning. And you can see it gets a little more constrained. It raises the average heights

of development by a story and gives you a little bit less room to work with, but still some flexibility. And then as you go to the -- if you look at seven-and-a-half acres and you use that as a standard, which is 53 percent open space, then you're starting to get much more constrained, you're raising the average height by a couple more stories. But more importantly you start to force more of a constraining building footprint and it starts to run into conflicts with the types of things that Suzannah was talking about about having adequate spacing between buildings, having slender building masses with more -- with less building space, building footprint space to work with. You're forcing a more, a more bulky kind of, kind of design outcome.

And now we're going to look at sort of public open space and look at that in a

slightly different way. And I'm going to walk through a few steps, and I can go back to talk about it a little bit more.

But we wanted to start with this notion of federal open space. So as part of this development, it's being currently envisioned, the -- we don't know where it's going to go, but somewhere on the site there would be a space reserved for -- for a federal facility about the same size as the current Volpe site, which is kind of what we estimated there. And then it would have both because of security requirements and because of GSA guidelines for building design, it would have a, it would be a building surrounded by open space. So we're putting that in place now just to start as a sort of initial constraint, and it would result in maybe an acre or two of open space which would, it

would serve a public function, but it would not necessarily be counted as public open space because it wouldn't meet the Zoning definition of being controlled by the City of Cambridge. It would be controlled by a higher authority as it were.

And this is just some, just some examples to show the GSA, the folks there actually provided us with. For example, the Moakley Courthouse which I had not really thought about. Federal courthouses have stricter security requirements of any federal building. And if you go down there, and I've been down there in the past, it's a pleasant area. And there are other spaces like that around the country that have served, that have been home to different functions; farmer's markets and other kinds of activities.

This is sort of an example of the security measures which usually amount to some kind of a perimeter that makes it so that vehicles can't break in.

So the next piece is sort of looking at, so what if we look at the seven-and-a-half acre public park requirement that's being defined in the northwest quadrant of the district. So when you overlay that with the Volpe site, sort of what does that give you in terms of a potential site plan? And you can see what it does, is it constrains sort of the building area into sort of a couple areas here and here. And this sort of goes to what I was talking about. If you're going to accommodate the development that's anticipated on those sites, you're -- it's most likely going to be in a much more

massive sort of building form, if it can be accommodated at all.

So we, so we back up and sort of starting with this Volpe site again, and look at it, a little bit in the way that the K2 study looks at it and the way that Suzannah was talking about in terms of design guidelines. So we start with these, Suzannah described them as secondary streets. These, you know, they might be vehicular streets, they might be (inaudible), they might be bicycle pedestrians. We don't want to constrain the site planning too much. We know those are going to be some of the main routes that leads to pedestrian/bicycle access in terms of vehicular access to the site so we start by putting those in place.

And then we use the, I wish this read a little better on the projector, we use the

design guidelines that Suzannah was talking about to sort of break down -- so these are about four -- those are those 400-foot square blocks that were shown in the design guidelines, and so we look at how to break those down into separate -- you know, being -- break them down into sort of smaller blocks, smaller building sites separated by public pathways. And so as we start to add this up, we see, you know, it's hard to tell exactly how much space it's going to take up, but maybe you have about an acre that gets taken up by the secondary streets and all the sort of the connections associated with that. And then you maybe have another acre taken up by pathway. So you're starting to add up what some of this public space is.

Now, looking at where to place a park. This is what's shown in the K2 study which

has this park at the northwest quadrant of the site. If you take that sort of diagram and how it's oriented, you have a park that's about three to four acres. And if you add that up with everything else, you have about maybe five to six acres of public space, including the federal open space and the -- and possibly these street connections. And more importantly you start to have a kind of an urban design scheme where you have a series of building sites that you can then start to accommodate the development in a way that's more consistent with the urban design guidelines.

That's not the only option. I think none of the connect Kendall Square -- we started working on this before we saw all the proposals, but the -- it turned out that none of the teams proposed having a large

northwest quadrant park, but several of them did look at what would happen if you put a park here at the corner of Broadway and Third. And so, again, you know, we sort of have the federal open space, the pathway connections, we put this kind of park space in place. You have now eight development sites which helps to even out the anticipated development, and you have maybe four or five-ish acres of total public space. This isn't an exact representation of the proposals, it's just sort of what happens when you look at a different place. You know, similarly you can look at -- one of the proposals looked at what if you centralized that open space and so you can do it there. And here again looking at the Volpe site, Volpe might think you be somewhere else, and you might have an open space that's more

alongside that where the current walkway is. But, again, you still, you start to -- you start to see what the options are, but you start to see what the formulations are of open -- of public park space, public connections, and federal open space that still give you the ability to shift the anticipated development around the sites.

So in terms of strategies, we -- again trying to make the total open space more than the public open space, I think that, you know, while we initially propose a little bit more flexibility on the total open space, I think that 42 percent minimum open space, that six acres of total could be achievable, particularly if it is all inclusive and we can think about ways to include, you know, include the types of open space we might want to encourage like private open spaces,

courtyards, maybe even roof terraces. Maybe in some cases public roof terraces could be an option to look at. And then as we look at public open space, hard to, you know, it's hard to pin an exact number on it, but I think the idea is that you're looking at a substantial amount, maybe in the four to five acre range, maybe the minimum is set somewhere in that range, but that you have some flexibility in how you approach the distribution of public parks, of pathways, and then how -- and then some Planning Board -- some flexibility for the Planning Board to determine how to account for the federal open space and how to deal with the some of the confounding factors where the open space provided may have a public function but may not meet that exact definition.

And so just to sort of close things, this is sort of my thinking about as I've been going through all of this and working with Suzannah and everyone else about what is -- what's the trick to PUD Zoning? And it seems to me that you're really trying to create a good balance between constraints in terms of what you're specifically requiring in the Zoning in terms of public benefits, open space, affordable housing contributions. The fed -- in this case the federal facility really is going to be a major constraint to the ultimate developer, and how they deal with that is going to be very important. But that also that there is some flexibility that will get worked out through the PUD review process. So being able to have options for how the site gets designed, how the different construction elements get phased, and how,

and how everything actually gets built. So I'm happy to have questions and discussions. It's a lot.

STEVEN COHEN: Can I start? Can I go back to the affordable housing? Just a few brief comments because we don't have time to have a long discussion. It's almost eleven o'clock.

First of all, as you go through the costs, you have the land as a fixed cost, but the truth is is that as you build in requirements such as the affordable housing requirements, that's going to affect the land price. And which means there's greater flexibility for having greater affordable housing requirements. And we have an expert on this sitting across the table. So I hope he would contribute to that thinking.

THACHER TIFFANY: I was going to say

the same thing.

STEVEN COHEN: Oh.

Secondly, you can point out correctly that somehow or another that those less than market income units have to be subsidized somehow. And you point out that, you know, typically they sort of subsidized by other units within the building, though, in fact the lower land price, to some extent, also subsidizes them. But in the context of a PUD, it seems to me that they, you know, can also be thought of as being subsidized by the rest of the project, including the non-residential portions of the project as a single owner of what -- there is initially the single owner of all of this. And the incentive zoning, of course, can also be used as a way to accomplish that.

Third, you point out that the extreme

subsidy that is necessary to provide low income rental housing, and that's a laudable goal, but, you know, one of the biggest complaints that you hear nowadays, and one of the biggest problems that we have in this city that remains, is really middle income housing. Now, somebody with a solid middle income salary of, you know, 50, 60,000 dollars, you know, cannot afford the new market housing of the sort that would be built here. You know, so -- you know, to the extent that we could incentivize and perhaps even prioritize middle income housing rather than low income housing here, it might be able to make it financially feasible to require more of that sort of affordable housing. Another one is where would you locate the units within the building? I think in our current code it has to be

located more or less evenly spread throughout the building. But in fact, if we permitted them to be located perhaps a little bit more concentrated at the lower floors permitting the higher rents of the upper floors, you know, perhaps that is another way to make that feasible.

I would be interested to know what other cities do. I think New York City as a matter of course requires 20 percent affordable units. It may be even more. And they're analogous. It's a place on the one hand construction costs where land are extremely expensive, but on the other hand there's a tremendous housing shortage and a high demand, but somehow it works.

So I think we should be more aggressive on affordable housing. And frankly, we should be flexible, also, because if it turns

out that it doesn't work and it's uneconomic, we go back to the drawing board and make an adjustment if necessary. But I wouldn't back off of the requirement initially because of that fear. I think we have to be realistic. I mean, we can't say let a 67 percent affordable as we were able to do in the courthouse. That was an extraordinary and unrepresented circumstance, but I think we can do more, perhaps significantly more than the present is currently built into the code.

So, those are my off the cuff thoughts.

AHMED NUR: Mr. Chairman, may I speak?

H. THEODORE COHEN: Go ahead.

AHMED NUR: I don't really have a whole lot to say other than keep up the good work and keep us informed. It's not much really.

One question that's probably not fair to you, though, is what, what do you have over this, the Ordinance, the City Councillors who are going to be actually writing the Zoning for us? Are they using the same guidelines and same recommendations? Is there any talks right now between the City and the City Councillors with regarding to this really, you know, for a lack of a better word, important land that just -- I'm not really keeping up with what's happening there. I mean, I see that the community development is -- you're educating us as to that and we appreciate it. But it's really there that they're going to be writing the Zoning.

JEFF ROBERTS: Well, I can say that the -- I think the Council has certainly taken notice of the fact that we've been

proceeding with this and that the, and that the federal agencies have shown an interest in moving forward through this with their multi-step procurement process. The process that we are, that we're moving ahead with is to work on this proposal with the Planning Board to ultimately have a rezoning petition that would come from the Planning Board to the City Council. So it would really be the staff and the Planning Board writing this initial Zoning proposal. When it gets to the City Council, they're ultimately the decision makers and they can, they can choose to craft it the way they, the way they like and when they vote on it, could make amendments. That's sort of the legislative part of the process. We see this process playing out over a number of months. But this, it starts really here with the Planning Board.

AHMED NUR: Thanks for that clarification. And they have the last thing to say, and I just didn't know if they were on the same page, again, the same information.

Secondly, is the -- I'd like to find out a lit bit more with regards to the four acres for the Federal Government. If there's anything else with regard to open space, any current -- I know that the current is what, 42 percent open space that you said? Not to just get into the numbers, but -- and then at one point we said maybe it's more like two percent or five percent. I can't remember. But I wondered if, for example, we could say, because I'm pretty sure that -- I'm not that sure, that the proposed building for the Federal Government would probably have parks around it, part of that open space, currently

what's there now -- I've lived in Cambridge for a very long time, I've never set afoot in that open space. It's really difficult to climb that wall and just sort of gloomy. I worked next-door at CDM and didn't even have a cup of tea there for whatever reason. I just wondered if we could somehow bring this into the open, that part of the open space, green space from the Federal Government building should not be fenced or guarded or somewhat privatized from the public.

JEFF ROBERTS: I think the intent, and I pulled a piece of what's in the public -- the GSA's building public service guidelines and actually I read through it. And it's very interesting how that set of guidelines talks about pedestrian connectivity, open space, public space. It really does have guidelines that encourage,

you know, usable space. I think what's there now is a little bit of an anomaly. It's not necessarily reflective of what the Federal Government's current guidelines are. In fact, the site that's there now was originally intended to have many more buildings on it when it was first developed, but it, you know, was originally for NASA. And then when NASA was moved to Texas, the development of that site essentially halted. So what's there now is a little bit of a remnant. But I do know that the DOT does try to make active use of that space. They've had community programming on, on the lawn space that they have there. There's also a little playground area, which I know has been used. It gets used actively by people in the building as well as neighbors. So there are some precedents for that there now, and our

hope is that what results from this development would be a much improved federal piece of open space.

AHMED NUR: Thank you.

H. THEODORE COHEN: Jeff, is this presentation available on the website?

JEFF ROBERTS: I was working on this presentation until about 6:30 today. So it's --

H. THEODORE COHEN: I take that's a no?

JEFF ROBERTS: No. So we'll have it. Suzannah was working on it, too, today. We can make it available.

H. THEODORE COHEN: That would be great. There's so much information that it's hard to absorb right now.

I have one probably exceedingly stupid question, but in your, you know, your balance

of the costs involved, is it accurate to say with regard to Volpe that there's actually a land acquisition cost or has that simply become all construction costs because aren't they getting the land for free provided that they build this building?

JEFF ROBERTS: Yes. I was going to bring that up. The way it's been described to me is it's an equity deal basically and it's -- what's being thought of, and we don't have -- they haven't finished the final RFQs and RFPs that they ultimately go through, but conceptually the way it's being described is a trade between a constructing the facility and then having the rights to develop the remainder of the site. So in some ways you could think about it as that that construction cost kind of takes the place of the land, the land costs in that equation.

H. THEODORE COHEN: Right.

Well, this was great -- Lou?

THACHER TIFFANY: Can I, I have a rather quick comment. I'll try to be quick.

H. THEODORE COHEN: Sure.

THACHER TIFFANY: On housing, I think, you know, the framework that you've presented was really helpful and accurate, but I would -- my gut would be that if we feel like, you know, low income housing or middle income housing is important, there's a way financially to figure it out. There is a tremendously, you know, well located site for affordable housing. And, you know, as limited as the resources are out there, I think, you know, a developer or the GSA or whoever is doing the development, would be able to find resources. That's just my sense. Middle income housing always harder

than lower income housing. But, again, I think this is just such -- you know, would be such a great opportunity if it was, you know, if it was our direction for there to be whatever number of units or percentage I think you would find a developer able to meet that. Obviously there's limits. And, you know, you make something impossible. And a GSA will move on to another project. But I think within reason we should, we should try to find a way.

Open space and, again, like the Chairman said, it's a lot to absorb. But the sense I was getting is that there's not enough space. There's not enough space left. It does feel very squeezed, and I'm trying to understand why. And I feel like the sort of exemption with the federal building is sort of throwing off the initial expectations and

calculations that everyone has under the planning study. And I just want to put that out there as is it something we have to provide? Is this going too far, giving too much? You know, if we count the federal open space as part of open space and we make sure it's accessible, should we be counting the building as part of, you know, the allowable buildable area and not an extra?

JEFF ROBERTS: Are those questions for now?

THACHER TIFFANY: It is late.

JEFF ROBERTS: Yes, so to try to put it very simply with that. We've been assuming that, you know, the federal facility essentially has an almost as a given and is something that ultimately we -- it's a -- I mean, it's a little bit of a tuit when you think about it. We know that we ultimately

would not be able to control what happens with that site and, therefore, we're trying to construct the Zoning to assume that -- that that -- to assume that the various requirements that might apply to other development would be essentially waived or would not apply in order to encourage the development to come to the city as a whole. If we started to hang a lot of requirements on that federal site, then the result is they sort of pull it to the side and say well this part of it is not going to come to the city for any -- for any review and it's just going to be a completely piece than the rest of it.

THACHER TIFFANY: Maybe just one quick clarifying question. Is it accurate to say that when the K2 study was done and the base zoning was set up, that that exemption was not provided for? I'm trying to get a

sense of the drawings you see in the K2 study. What do those reflect in terms of does the draft that we have reflect that drawing? Or would that drawing be buildable within the draft that we have or not?

JEFF ROBERTS: In terms of the federal facility itself, it was not -- so all of the -- all of the detail that's emerged since the -- all the new knowledge that's emerged since that study was completed about what a federal facility would look like and how it would, how it would be situated within sort of a certain amount of open space and how it would be located on the site, and even whether it would be a new facility at all or if it would remain as an existing facility, those are all unknowns. So I think some of the drawings in the K2 study for lack of not knowing what might result, what's in the site

keeps the existing building where it is in its place, and then kind of builds the site around it. What we are looking at now based on what we know now is somewhat different than what's in the K2 study, but I think that's typical of a lot of planning studies where it evolves as we get into more detail.

IRAM FAROOQ: Can I just add one thing that the seven-and-a-half acre park is not accurately represented on any diagram either through ECaPs or the K2 study. And I think that's really the confounding piece of this, that we keep thinking that there was this diagram. Of course we could accommodate that, but it's -- but that square footage was never actually represented on any diagrams.

H. THEODORE COHEN: Unless anybody else has urgent questions, I think we really have to move on. But I think this was great

and thanks to all the staff who's been working on it. It will take us sometime to absorb it all, and I'm sure we'll have a lot more discussions and a lot of more questions about it on some night where it can be the primary focus of the meeting.

STEVEN COHEN: Can I just make one comment, and it's not for discussion tonight but something I'd like to discuss at the next opportunity? And that's with regard to the open space, so just the pros and cons of the large open space versus smaller -- the pocket parks and just smaller, more intimate spaces spread throughout. And I think to some extent Hugh alluded to that also.

H. THEODORE COHEN: Well, I think the Kendall Connect that's outside, you know, addresses that and there's a factor there.

STEVEN COHEN: Yes, just talk about

the pros and the cons and, again, see if we can develop a vision that we will incorporate into the plan.

H. THEODORE COHEN: Thank you.

STEVEN COHEN: You bet.

H. THEODORE COHEN: I guess we would be moving on -- well, Ames Street, does somebody have a motion for that? And then we'll leave First Street for our last business.

ATTORNEY JAMES RAFFERTY: James Rafferty. I represent Boston Properties. And based on the timing and the like we're requesting an extension for the dates set forth in the correspondence which anticipated a hearing date in March, and ample time for return if need be in the drafting of the decision.

HUGH RUSSELL: What date is he

requesting?

ATTORNEY JAMES RAFFERTY: March 27th is the extension date.

I didn't bring a copy of the letter, I apologize. The Board needs to see the letter to allow the extension as set forth in the request.

H. THEODORE COHEN: So that's to extend the time for the issuance of a decision to March 27th.

Motion.

CATHERINE PRESTON CONNOLLY: So moved.

H. THEODORE COHEN: Second?

STEVEN COHEN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Thank you.

Now, Mr. Rafferty, are you also going to talk to us about the First Street assemblage?

ATTORNEY JAMES RAFFERTY: I am, and I know how eagerly you've been awaiting that. So I'm just going to pass this out if I might do that. I brought a copy for everyone.

For the record, James Rafferty. I'll go nice and slow for you. The law firm of Adams and Rafferty, 180 -- no, where am I? 675 Massachusetts Avenue, Cambridge, appearing this evening on behalf of the applicant in an upcoming PUD.

So what I did was actually take a page out of the PUD section of the Zoning Ordinance that talks about what a pre-application conference is. Because I suspect some of you may never have done it. It's been a while in my memory that it has

been done. It seemed to have fall a bit out of favor, but it was suggested to us sometime ago that this might be a good place to revive that. It seemed like a good idea in the light of day many weeks ago, but now perhaps less so. But I think the objective in the pre-application conference was always to kind of give a bit of a head's up and identify perhaps some unique issues associated with the proposed PUD. So we have been meeting with Community Development staff. We have devised a plan. And you recall PUDs have two components; one is the initial development proposal, and then the final development plan. Since PUDs were adopted, we now got Article 19. So there's a lot of overlap, and one might suggest redundancy, between some of the design guidelines and Article 19 as well as some of the PUD guidelines. But we've

sorted that out, and what I wanted to share with the Board is what we think, and based on our conversations with the staff, how this might work best. And that is that the first aspect of the hearing, the process would involve, as is required the development proposal, in upon a resolution of the development proposal than during the final development plan would be the appropriate time to get into also the Article 19 hearing, and that might be a concurrent public hearing on the second phase of the PUD. So what we, what I believe Ms. Paden shared with you was a bit of an executive summary of what this PUD involves. And to the extent -- I mean, the temptation here would be to tell you all about it. We'd be here a long time. And there is a lot of good stuff to share with you. But I wanted to share with you the

basic components, because one of the real achievements of the PUD to date has been the proponent's -- the applicant's ability to assemble what are eight separate parcels. And I should note that this is an application by Urban Spaces and Mr. Ognibene, Paul Ognibene is here. He and his colleagues at Urban Spaces have knitted together through a combination of ground leases, outright acquisitions, and development agreements of some contiguous space here that really is occurring at a critical point in the life of First Street as we envision for the reality, not withstanding the challenges of this winter season, the Lechmere Station is moving across Monsignor O'Brien Highway. And the big move infrastructure wise for this neighborhood is that will extend First Street directly to O'Brien Highway, which is, we

know the principal artery of Kendall Square these days. Third Street, because you cannot turn left at the top of First Street. So that's been a long awaited design change out here.

So what First Street is going to start to look like is really in this PUD very much what was envisioned here. But there's -- so what you see here, we've identified and we used our own nomenclature here, we're calling them parcels A, B, C, and D. But parcel C should look somewhat familiar to you. And, Paul, do you have that -- could you pass those out?

So there's -- and in addition to the PUD application, there's also going to be a request and a companion request for this to modify a PUD that was -- if you give it to the board members, Paul. It's going to

modify -- a request to modify the PUD development parcel that was approved a few years ago in its -- I forget its number. You recall the PUD because it involved a three-story lab building and a multi-family housing building as well as what was called 29 Charles Street. And what you see here in the first image is the approved development parcel. And we've identified where we're looking to take a portion of that parcel out of that PUD District and put it into this PUD District.

Now we're able to do that because the ownership of the initial PUD development parcel has changed since the permitting and not unique situation. So you might recall JLL, with Mr. Dickey got the PUD approved, Skanska came along and acquired the lab building portion, built that building on

spec. Mr. Ognibene and Urban Spaces acquired the multi-family at 159 First Street. The lab building was built, is tenanted and occupied, and has since been sold frankly to Alexandria. So it's in its third owner since you first saw it. That's a big building. And the multi-family building at 159 First Street is nearing completion with the expectation of a CO hopefully by springtime. So those two components are done.

The third piece of that PUD involved 29 Charles Street, and initially the proponent in that PUD, you might recall, wanted to use it as surface parking. It was suggested by some like minds of the Board that it could really fill in a blank piece of the street and a townhouse proposal was suggested. And that was the third piece of the proposal.

What you'll see here if you look at the

R&D parcel, we're taking the concept of housing and open space and using it at Charles Street but we're expanding it and treating it very differently. And we think we've been able to achieve a much more accessible open space. The design team here is headed by Mr. Boyes-Watson who is not accustomed to being up this late so he asked me to speak on his behalf. He had Mardi Gras plans that he's very disappointed were modified. And then -- so Chris Boyce is also here. Mr. Boyce is with Perkins Eastman. And Perkins Eastman is an architectural firm. And the collaboration between those two design firms is ongoing now in the new King School on the new King School on Putnam Avenue. So it proved to be a winning combination.

The other key piece to this PUD

development proposal, and since the pre-application conference was supposed to share with you the development concept here is that Mr. Ognibene has teamed up with Linear Retail, and the two gentlemen over here, you'll recognize. The handsome guy is Joel Kadis. Seated next to him is Brian Furze, F-u-r-z-e.

And Linear Retail is a specialist in retail development. They own a significant portfolio in suburban Greater Boston, but also a specific amount in urban Boston including places in the South End and downtown Boston. And they are retail operators and they bring a perspective on retail here that is very much informing what's happening, because in summary, every -- nearly every portion of the ground floor of these buildings, the three buildings in

front of First Street will have retail. Parcel A is going to be an office building and it's going to contain about close to 10,000 square feet. Just shy of 10,000 square feet of retail space. We have a pretty good sense of who that retailer is going to be. It's going to be PetCo. Part of the reason it's going to be PetCo is PetCo owns a portion of Charles Street where their building is today. And the way we get PetCo to sell us their building and allow us to take down a windowless, blank facade that's extends for a couple hundred feet along Charles Street is to give them a new place. They're in the pet business. They sell pets and pet supplies. But they are very enamored with their surface parking lot. They have ten surface parking spaces today, and we have designed parcel A to have some designed

surface parking. And we worked closely to try to make certain things happen, but this is one of the challenges that working with people who own the property in order to get them under the tent here is we've had to do certain things to account for that. So they're likely to be a single tenant retail in the first floor of that building. And the balance of that building will be office. And we're excited to share with you all of the cool urban design features of the building, including roof decks and green roofs and the like. These buildings are conformed to ECaPs' design guidelines with heights on First Street that are consistent and stepped down on Second Street.

Parcel B is the single largest structure. It is a multi-family building. It's a single structure containing 118

dwelling units. But all along the ground floor on First Street and around the corners is retail. And the -- it's -- this is where the expertise of Linear Retail comes in. It's been designed at a certain depth without demising walls to provide maximum flexibility for range of retail opportunities. There's challenges on First Street. It's one sided retail, and retail as we all know likes to be two sided. But what we've learned from Linear Retail is retail locations approximate or across from malls and large shopping centers do provide other opportunities. So I think it's fair to say that Linear is excited about this opportunity. They have recently invested, as a matter of public knowledge, on the street because they have acquired the condominium at the top of the street where Finagle A Bagel is at One First Street. If

you begin to think about First Street starting at Cambridge Street, Finagle A Bage1 is there. They're a tenant at will and unlikely to remain much longer. So there will be a successor there.

And the next move down to the municipal garage, and as you -- well known, that is targeted to, and no one should be checking. That is targeted to be a grocery store. And when you stop and you move down the street here, and First Street from Cambridge Street, our view when you see in all our presentation, is we have looked at this precinct, the length of First Street from Cambridge Street to Binney Street, and it's going to be a true mixed use street. It's going to have great pedestrian and bicycle connections and it's going to have significant amounts of open space.

So parcel B is a residential building. In one of our sessions with Community Development, we started looking at Hurley Street. And there's a building on the edge of Hurley Street now, and it's kind of nondescript, and we were asked, well, could you try to see about acquiring that building? And have you looked at it? And Mr. Ognibene went back to the buyer and made more of a deal, and that's proposed for that building to come down. And what was pointed out to us, and I think was a very valid point, I think it was Ms. Farooq noted that one of the things that was appealing about the prior PUD was the different form of housing, the townhouse house is different than the standard three-story multi-family.

So what you'll see in parcel D is a small, almost boutique-ish building

containing 18 dwelling units. It's a standalone building. Both the 18-unit building on parcel C and the 118-unit building on parcel B are all sitting above and underground parking garage. So they both have elevator access into that garage. And the vehicular access is at the very top of the parcel edge on Charles Street. But we --it really gives us an opportunity to put a significant amount of open space frontage on both streets and create a pedestrian connection. And then the last piece of the PUD is parcel D. That's today a one-story retail building of about 6700 square feet. The vision and the Linear Retail is that that building can succeed as a one-story likely stand alone, but a new 7500 square feet building with high ceilings and would make a nice home for -- it has parking behind it and

it would make a nice home for a standalone retailer. And, again, Linear Retail has the experience to make that work.

We did meet last week with the East Cambridge Planning Team. I would say that there was a general interest. A lot of questions about retail and discussions about what opportunities for retail and what people might like to see. And I do think that the retail on the ground floor is a real key element of this. And it's not merely a case of we know we've had some First Street retail going back decades almost an afterthought and it was put there and didn't work. Linear Retail is in the retail business. They see this as retail frankly a little bit different than Third Street. It could go beyond the cafes and the restaurants, but it's a delicate mix of creating something for an

emerging neighborhood and a neighborhood where the pedestrian counts will increase greatly in the next five to ten years. But as is pointed out by Mr. Kadis and Mr. Furze, it needs to work now. So it needs this ability to succeed in the year, in the early years and we've been asked to think about well, you know, could things happen down the road with some of the surface parking if the foot traffic got to the point where it would be less need for that.

So, that's kind of a Reader's Digest version of what we're thinking. We're close to coming back before you. We have taken this opportunity to say well, we will test your endurance. Tell you what we're doing. If you read the fine print on the pre-application conference, it does note that the dress code requirements are relaxed for

the presenter. So I apologize for my appearance. But it is a more casual setting that's why I brought this to prove it. It wasn't just me saying that. So I think I probably said enough. I told our team that we could answer lots of questions or we could just stop talking and have you tell us whether you think this is a good idea and whether you'd like to see us again or whether we should go and put this great opportunity in Somerville.

STEVEN COHEN: I don't know if I want to see you again.

ATTORNEY JAMES RAFFERTY: No need to take that down. He says things he doesn't always mean.

STEVEN COHEN: Just curious, why you're presenting this as a PUD and why this couldn't be done under existing Zoning?

ATTORNEY JAMES RAFFERTY: Well, the existing Zoning is PUD District. It's PUD 4B. We're not changing the Zoning.

STEVEN COHEN: Oh, I'm sorry. This is within an existing PUD?

ATTORNEY JAMES RAFFERTY: Yes, yes. This is an existing PUD 4B.

STEVEN COHEN: My apologies.

ATTORNEY JAMES RAFFERTY: Oh, yes, we're not changing anything. So this allows us to take -- under this provision, this is all located within PUD 4B and, you know, the PUD is structured to incentivize us to go into the PUD process. Believe me, early on, frankly, when Linear's ownership was moving in a more as-of-right base zoning direction, and as a result of the collaboration with Mr. Ognibene and Urban Spaces, it morphed, and the opportunities for the PUD became more

apparent and that's how it led to where we are today.

HUGH RUSSELL: It's FAR and the distributed over the whole PUD for the best plan.

ATTORNEY JAMES RAFFERTY: Correct. It allows -- the biggest flexibility strikes me on open space, parking, and distribution of building mass.

H. THEODORE COHEN: Where is the underground parking?

ATTORNEY JAMES RAFFERTY: It's all located on parcel C and B. Chris, could you show the access point?

CHRISTOPHER BOYCE: So the garage is on top of the parcel.

H. THEODORE COHEN: Where it says garage entrance.

And how many spaces are there?

CHRISTOPHER BOYCE: Approximately 140 spacings underground.

H. THEODORE COHEN: And that's intended to be used for?

ATTORNEY JAMES RAFFERTY: That will accommodate all the residential parking we're proposing. We're talking with Traffic, we're proposing a 0.75 ratio for the housing with the flexibility of having shared space, because that garage will accommodate all of the housing in both buildings on parcel B and parcel C and all of the office parking in parcel A. So we'll meet the parking requirements for the office. We're proposing 0.75 on the residential, but we have a safety net because there's about -- the delta there between I think we said there's about 30 spaces that could work where the demand on nights and weekends is not going to be as

strong. And then we have, you know, we have the empirical data around greater Kendall East Cambridge parking that we think would support the reduction here. That's the, that's roughly the numbers at 159 First Street where there is a requirement for some additional off-site parking to also be available if there's a shortfall. There is across the street, as you know, there are a number of commercial facilities across the street, a significant one across the street. We worked at great length with Ms. Clippinger prior to her retirement and we continue to work with Mr. Shulman and others on getting the formula. But you'll see that request as part of the application, too.

H. THEODORE COHEN: And the surface parking on B is for what, the retail?

ATTORNEY JAMES RAFFERTY: Yes, all

of the surface parking for the retail spaces that they are adjoined.

So parcel A has some surface parking.

For retail, parcel B in particular will have that surface parking is entirely for the retail. Also the design at parcel B will allow for access to have two front doors. So to have doors in the surface parking lot. A lot of people moving from the residential neighborhood to access some of the retail on that side. And while we want to promote activity of course along First Street, this is part of Linear Retail's expertise about the need to have some form of parking, and we recognize that in an ideal and perfect situation, we would want to minimize as much as possible the amount of surface parking and every effort has been made to do that. As I'm sure you can see, we're closing up about

five curb cuts on First Street. None of the parking would be visible from First Street, and there's screening and other details you'll see on our planning on these surface parking spaces. In each case the surface parking depicted on the plan supports retail, first generation retail, and that's why I discussed if going forward the demand dips on that, there are ways to convert that into other types of terrace spaces or patio spaces or whatever. But it's a strong belief of the proposal and the Linear Retail team that we're going to need that parking supply, frankly to avoid -- what was said to us is if you want more mattress stores and cellphone stores, you can get loose on parking. But that, the demand that exists on the part of the tenants, they have formulas, they have expectations, and their expertise is in

attracting good, strong tenants in locations. And we have an impressive presentation of their vision for the space. And it's largely modelled on the success they've enjoyed in the South End with a lot of small locally based, neighborhood based service retailers that really make, can help make a great contribution to a neighborhood. And that was the largest focus of our discussion at East Cambridge Planning Team. What about a hardware store? What about this? We need one of these. We need one of these. And these guys have local green grocers, they've got flowers stores, they've got a wine store. They know how to attract a tenant and work with those tenants. They hold their assets. And it's part of their strategy. They hold their assets and work with their retail tenants and help them succeed. That's a big

element of this development proposal.

HUGH RUSSELL: It seems like there are a lot of pluses to this proposal. The, you know, one is the -- having a strong retail presence and really focusing on that upper street, the scale of the buildings. It seems to be five or six stories. First Street and lower on the side street, that's the right scale. The open space on parcel C and which allows you to have some open space on both the two streets, that's a very interesting concept. I mean there's a lot of open space there, but it's all paved cars now.

ATTORNEY JAMES RAFFERTY: That's correct.

HUGH RUSSELL: And the scale of the parking lots that are paved are small so they don't overwhelm anything. So I think, you

know, to me it looks like a miracle that you could actually acquire this, the rights to do this. That's, that's the genius of what's happening here.

ATTORNEY JAMES RAFFERTY: That's true. And I appreciate the comment, because in that provides a planning opportunity. One of my pet peeves is that this notion that there's been too much piecemeal development, but I think we know market forces drive development. So if the property owner A is willing and property owner B isn't, you don't get as -- you can plan all you want but you need to have willing property owners to make a critical mass and to create a certain coherent theme here. And this, this is an assemblage involving eight different property owners that has occurred over an extended period of time by Urban Spaces and

Mr. Ognibene and it's a planning opportunity.

HUGH RUSSELL: And it's a different distinguished building.

ATTORNEY JAMES RAFFERTY: Without question and surface parking lots.

HUGH RUSSELL: And surface parking lots which is something that is out of step (inaudible).

H. THEODORE COHEN: If in your real world, your ideal world, and do away with parking can you accommodate it with all the underground parking?

ATTORNEY JAMES RAFFERTY: I think that's unlikely. I think the concept in the ideal world were things to change, I think we'd see less vehicular activity because I think -- certainly maybe for -- there was talk about maybe employees and all that, but I think customer thinking and that garage

does have certain control features to it. It is the principal source for the residential building and the office building. And to mix the general public into that garage, wouldn't be ideal, but I think it, the flexibility exists, but I think in the -- it isn't our first thinking of where we go with it. These -- in fairness to Community Development, particularly the parcel B parking lot was a larger parking lot when we first began this exercise that had two driveways, a circular driveway, and had greater efficiency, accommodated a few more cars. And I'd say, my takeaway from all of that is that efficiency might be not as highly valued, because efficiency perhaps can be seen as incentivizing people. I always grumble about a particular shopping center. I know Ms. Preston knows this, up in the

Porter Square area, that I said, you know, it's amazing the only one making money is the auto body shops because you can't open the door without hitting the car next to you. But she said see, you won't go there, you'll take a bike there, you'll take a bus there, you'll take the T there.

HUGH RUSSELL: But carrying a 25 pound back of dog food on a bicycle is no fun.

ATTORNEY JAMES RAFFERTY: Yes, yes. So I've heard. I haven't had any firsthand experience. But having said that, we got that message in screaming and size that they have. Particularly the parcel B parking lot, it became a source of great focus in our several meetings with CDD. We understood the desire and the policy goal in the guidelines about eliminating or reducing surface

parking. But the before, and existing pictures do tell the story of there is a plethora of surface parking here and we are really making a vast improvement, but we have some real practical needs to make this retail succeed. As I said in the case of, in the case of PetCo, we, we're -- we got to get them to buy into the program, and they loved their ten spaces and they're getting their ten spaces.

HUGH RUSSELL: It's amazing that PetCo that every time I would drive there to buy cat food, there would be one space in that lot available. And there would be, you know, nine people inside the store shopping.

ATTORNEY JAMES RAFFERTY: Yes, they apparently engineered that through great scientific study. There was always one space available. The pet owners seem to coordinate

their commuting pets.

AHMED NUR: They currently sold me a bad snail by the way. I have a ten gallon saltwater tank for my daughter and the snail killed the other snail.

ATTORNEY JAMES RAFFERTY: I have another problem in a French restaurant in Harvard Square.

H. THEODORE COHEN: And I think on that note we should call it a night.

CATHERINE PRESTON-CONNOLLY: Thank you very much.

H. THEODORE COHEN: Thank you very much.

ATTORNEY JAMES RAFFERTY: Thank you very much. Thank you for staying up with us. We look forward to coming in and sharing the details with you and you get to hear directly from these people rather than --

H. THEODORE COHEN: And we will look forward to that.

And thank you, all.

And there's no other business, I think we are adjourned.

(Whereupon, at 11:40 p.m., the
Planning Board Adjourned.)

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ERRATA SHEET AND SIGNATURE INSTRUCTIONS

The original transcript and Errata Sheet has been delivered to Community Development Department electronically.

INSTRUCTIONS

After reading this volume of the Planning Board transcript, note any change or correction and the reason therefor on this sheet. Sign and date this Errata Sheet.

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BRISTOL, SS.**

I, Catherine Lawson Zelinski, a
Certified Shorthand Reporter, the undersigned
Notary Public, certify:

That the hearing herein before set
forth is a true and accurate record of the
proceedings.

IN WITNESS WHEREOF, I have hereunto set
my hand this 13th day of March, 2015.

Catherine L. Zelinski
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April 23, 2015

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