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CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2015 JAN 5 PM 12:09
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	293
Address:	79 JFK Street
Zoning:	Residence C-3 / Harvard-Radcliffe-Lesley Institutional Use Overlay District
Applicant:	President and Fellows of Harvard College, c/o Harvard Planning & Project Management 1350 Massachusetts Avenue, Suite 573, Cambridge, MA 02138
Owner:	President and Fellows of Harvard College Massachusetts Hall, Cambridge, MA 02138
Application Date:	August 5, 2014
Date of Planning Board Public Hearing:	October 7, 2014 and continued to November 25, 2014
Date of Planning Board Decision:	November 25, 2014
Date of Filing Planning Board Decision:	January , 2015
Application:	Request for Project Review Special Permit (Section 19.20) to permit the construction of three institutional building additions and redevelopment of the courtyard at the Harvard Kennedy School Campus.
Decision:	GRANTED, with Conditions

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board:

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

Project Review Special Permit application dated 8/5/14, Cover sheet, dimensional form, ownership certificate, Project Narrative, Plans and Illustrations, Traffic Impact Study, Tree Study, LEED checklist, sewer service infrastructure narrative, water service infrastructure, noise mitigation narrative, summary of community outreach.

Project Review Special Permit Revision dated 9/29/14

Additional Materials submitted

Letter to CDD staff from Mark Verkennis, Senior Campus Planner, dated 9/11/14, with Proposed Site Plan, Landscaping Plan, Bicycle Parking Plan, Tree Study and Wind Study

Revised Dimensional Form

Memo to the Planning Board from CDD staff dated 9/20/14, with special permit criteria attached

Memo to the Planning Board from the Cambridge Pedestrian Committee, dated 9/29/14

Memo to the Planning Board from Susan E. Clippinger, Director of Traffic, Parking and Transportation dated 9/30/14

October 21, 2014 Planning Board presentation

Email and entrance study prepared by MVVA, dated 10/27/14

Letter to the Planning Board from Charles M. Sullivan, dated 10/28/14

Memo to the Planning Board from Tanya Iatridis, Senior Director of University Planning, HPPM dated 11/18/14

Communications Submitted

Email to the Planning Board from Craig Kelley, City Councilor, dated 10/3/14

Letter to the Planning Board from Alex Attia, General Manager of the Charles Hotel and Charles Square, dated 10/4/14

Letter to the Planning Board from Marjorie Decker, House of Representatives, dated 10/6/14

Letter to the Planning Board from Denise Jillson, Executive Director of Harvard Square Business Association, dated 10/6/14

Letter to the Planning Board from John R. Cusack, Local 40 of Cambridge Carpenters and Joiners, dated 10/6/14

Letter to the Planning Board from John P. DiGiovanni, President of Trinity Realty II, LLC dated 10/6/14

Letter to the Planning Board from David P. Maher, Mayor of Cambridge, dated 10/6/14

Email to the Planning Board from Joseph Bower, dated 10/27/14

Letter to the Planning board from Barbara Yeoman, dated 10/28/14

Memo to the Planning board from Carole L. Perrault, dated 10/28/14

Letter to the Planning Board from Marilee Meyer, the Citizens Design Review for Harvard Square, dated 11/24/14

Belfer Center Entry submittal, no date

John F. Kennedy on Architecture, by John Carl Warnecke, 1964

APPLICATION SUMMARY

On August 5, 2014 the Applicant submitted a proposal for new development on the Harvard Kennedy School (HKS) Campus, a 126,655 square foot lot located at 79 JFK Street. Currently the site is occupied by four campus buildings that enclose a sunken landscaped courtyard with pedestrian and vehicular access from Eliot Street. A small surface parking area is provided on the courtyard's western side and an off-street loading facility is located at the Belfer Center. The Applicant proposes to redevelop the site by developing three new additions (identified as the Gateway Building, West Pavilion and South Pavilion) to the existing buildings, and redeveloping the central courtyard and associated pedestrian and vehicle access. A new lower level that contains a below-grade loading facility, additional classroom space and building mechanical room will also be developed. The project will include 64 long-term bicycle parking spaces in enclosed rooms and 140 short-term spaces distributed across the campus. The existing curb cut on Eliot Street will be relocated and widened to accommodate access to the new basement loading facility.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. Project Review Special Permit (19.20)

(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (2) the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.

(19.25.11) Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.

The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

While the Project requires a Project Review Special Permit (Section 19.20), it is below the threshold that requires a Traffic Impact Study (TIS) for a College or University, which is the creation of 150 new parking spaces or the relocation of 250 existing parking spaces or any combination thereof. Nevertheless, the Applicant voluntarily completed a TIS to fully understand the transportation impacts of the project. The TIS was conducted by Vanasse Hangen Brustlin, Inc. and was reviewed and certified as complete and reliable by the Traffic, Parking and Transportation (TPT) Department. As described in the TIS, no transportation related Planning Board Special Permit Criteria are exceeded and the project will not have a significant adverse impact on traffic operations. Despite this, in its memorandum to the Planning Board dated September 30, 2014, the TPT Department raised concerns about how the HKS will manage loading activities and accommodate drop-off/pick-up activities. As a result, the TPT Department recommended a set of mitigation measures to minimize impacts to traffic on Eliot Street in its memorandum dated September 30, 2014. The Applicant has also agreed to implement a series of operational measures to mitigate the impacts of loading and drop-off activities in its letter to the Planning Board dated November 18, 2014.

(19.25.2) Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific

areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

The Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, as described below.

(19.31) New projects should be responsive to the existing or anticipated pattern of development.

The project fits well within the existing pattern of development on the HKS campus, as well as within the context of nearby building heights and existing street walls. Each of the new additions is set well back from property lines and the sidewalk, with the majority of new development located within the site, in the four-story South Pavilion. The project continues the Harvard tradition of courtyard buildings by maintaining a strong perimeter edge in the design and siting of the building additions. As the three additions seek to connect the existing buildings, heights are consistent with the campus buildings and the proposed architectural treatment seeks to sensitively respond to the varying characters of each building. The Gateway Building is a two-story addition that sits below the heights of the adjoining buildings and provides a two-story pedestrian entrance below. The West Pavilion is a four-story addition connecting the existing Taubman Building with the Rubenstein Building. It provides a one-storey pedestrian opening, which incorporates a ramp and stair to the JFK Memorial Park walkway. The institution's program has been sited in locations that are logical in terms of the needs of the HKS, which distributes the built form sensitively across the campus.

(19.32) Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.

As planned, the primary pedestrian and bicycle improvements are associated with the raised central courtyard, which will create an at-grade connection between Eliot Street and the interior of the HKS campus at the proposed Gateway Building. The new courtyard elevation eliminates the grade change between the Eliot Street sidewalk and the interior of the campus, improving access for cyclists and pedestrians. The two-story high primary pedestrian entrance on Eliot Street creates a more welcoming and safe connection to the campus by separating pedestrian and vehicular (loading facility) access points and providing direct sightlines into the courtyard. Providing a connection through the courtyard to the JFK Memorial Park walkway is also desirable as it provides enhanced permeability and invites people into the internal courtyard space to experience the campus.

The project includes improvements at existing building entry points, including additional landscaping, seating and paving, which create a more open, inviting and pedestrian friendly presence. Narrow sections of sidewalk near the Belfer Building entrance, and on Eliot and JFK Streets, will be widened to provide a safer and more attractive pedestrian environment. The Applicant submitted several security treatment options for the pedestrian entries on Eliot Street and the JFK Memorial Park walkway. The Planning

Board's preference is to maintain transparency and openness of the courtyard at all times and thus supports use of removable bollards and screens at the Eliot Street entry. The bollards and screens will only be installed when HKS is required to secure the campus at the directive of public safety officials. Bicycle storage will be provided on-site in visible locations that are convenient to building entries, promote usage and afford security.

Two of the additions will introduce new buildings along Eliot Street and the JFK Memorial Park walkway. These additions will introduce active uses, including classrooms and meeting spaces, along the public edges of the campus that will be actively inhabited by people. The buildings utilize extensive glass curtain walls with fins to increase transparency and make visible the campus activities to the public realm. The scale of the new building entry adjoining the JFK walkway is relatively modest and has been further set back from the property line and reduced in height through the design review process so that it does not change the character of the walkway.

(19.33) The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.

The project is designed to minimize negative impacts on its surroundings and enhance the overall appearance of the existing streetscapes, park and walkway. A rooftop mechanical penthouse will house the majority of building services and will be located within the interior of the campus on the fifth floor of the South Pavilion. The penthouse will be clad in high quality materials to harmonize with the architectural expression of the addition while providing visual screening and acoustic attenuation. Given its location within the campus, the mechanical penthouse will only be minimally visible from adjacent public ways. Lower level and interior spaces within the development will also be used to house mechanical equipment.

Trash and recycling handling for the development will be contained within the lower level beneath the courtyard to avoid noise, odor and visual impacts. Trash and recycling will be picked up inside the loading facility and removed via the facility entry door located on Eliot Street.

The project will utilize an underground storage tank to capture stormwater runoff for onsite detention, treatment and reuse on campus. The storage tank will capture and treat stormwater runoff from approximately 90% of the average annual rainfall. Treated stormwater will be used for on-site irrigation of landscaping.

Much of the existing HKS campus is impervious due to the presence of the concrete MBTA rail yards base slab directly below the courtyard. Although the proposed project will not alter the underlying concrete construction, the courtyard will function as a green roof, creating a large landscaped open space at the center of the site. The drainage system of the main courtyard will create conditions for improved on-site stormwater management.

As indicated in the shadow studies included in the application materials, dated September 10, 2014, the three building additions will not have a significant impact on the use or

enjoyment of any adjacent public open spaces. The additions do create a continuous building wall on Eliot Street and the JFK Memorial Park walkway; however, the Applicant made changes through the design review process to reduce the building height and increase the setback of the new buildings from the street and walkway to enable greater sky views and reduce shadowing.

The project will raise the central courtyard elevation by approximately 13', which eliminates the existing grade change and removes the need for a retaining wall along the walkway.

A Tree Study has been completed for the project. The study includes a Tree Protection Plan that identifies significant trees on the site which are proposed to be protected or transplanted. The majority of trees proposed for removal will be replaced on site. The remainder will be mitigated through payment to the City's Tree Replacement Fund in accordance with the Cambridge Tree Ordinance. The project has been designed so that existing trees within the JFK Memorial Park walkway will not be removed or negatively impacted by the development.

(19.34) Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.

The project will meet all applicable standards for provision of public infrastructure. The project will be subject to Green Building requirements pursuant to Section 22.20 of the Zoning Ordinance and the Applicant is seeking LEED Gold Certification of the project.

The project has the potential to connect to either a Massachusetts Water Resources Authority (MWRA) sewer main that traverses the middle of the campus, or the city's sewer mains in Eliot Street and the JFK Memorial Park walkway. The city mains have the capacity to support the project, but require a pump station to enable the project connection. The city mains will be considered an alternative if a MWRA connection is not feasible.

The project will utilize an underground storage tank to capture stormwater runoff for onsite detention, treatment and reuse on the campus. The courtyard will also function as an intensive green roof creating the conditions for improved on-site stormwater management. The project will incorporate water-conserving plumbing features such as low-flow fixtures that are expected to result in a minimum 35% reduction water consumption.

As described in the TIS, no transportation related Planning Board Special Permit Criteria are exceeded and the project will not have a significant impact on traffic operations. As previously noted, the TPT Department has recommended mitigation measures to minimize impacts associated with vehicle drop-offs/pick-ups and loading activities on Eliot Street.

(19.35) New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.

As previously noted, the project is focused within the existing HKS campus and maintains a traditional courtyard form as the site's primary organizing element. The project is consistent with City policies to encourage institutional expansion within existing campus areas. As the site is located in an institutional overlay district retail uses are not permitted, however active pedestrian uses, such as meeting spaces and entries, are provided at the ground level and lower levels of the project. The project further enhances the public realm by raising the courtyard to street level and providing a seamless internal connection through to the JFK walkway and the surrounding urban neighborhood.

(19.36) Expansion of the inventory of housing in the city is encouraged.

The project does not include a residential component.

(19.37) Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.

The raised central courtyard, and the removal of vehicle access and loading, creates a significant open space asset for both the HKS and the local community. Improved access points at Eliot Street and the JFK Memorial Park walkway also provide an amenable and direct circulation path through the campus. The new paths also strengthen the campus' connections with Harvard Square, the neighboring Charles Square development, and nearby JFK Park.

The project provides improved open space amenities at other entry points, including the corner of Eliot Street and the JFK Memorial Park walkway, and the Belfer Building and Littauer Building entries. Improvements include new landscaping, paving, additional seating and greater visibility of entrances. The campus entrance to the Belfer Building will be redesigned to provide a more open entry plaza that also creates a wider, safer sidewalk at the intersection and crosswalk. Sidewalks will also be widened on JFK Street and Eliot Street.

2. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

(a) It appears that requirements of this Ordinance cannot or will not be met, or ...

With the requested special permits, the requirements of the Ordinance will be met except for specific dimensional characteristics that will require variances from the Board of Zoning Appeal, as indicated in the Application Documents.

- (b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...*

The proposed development will expand the existing HKS campus with three building additions, located around a central landscaped courtyard. Loading vehicular access and egress points will utilize a relocated curb cut on Eliot Street, which will be expanded in width to accommodate turning movements of vehicles. A secure arrival/departure area for visiting dignitaries will be provided within the proposed loading facility.

Recognizing that, in general, Harvard Square, with its extensive public transit access, is a good location in which to emphasize non-automobile modes of travel, thirteen existing surface parking spaces will be removed to allow for the reconfiguration of the courtyard. The project does not include the development of any parking spaces, instead the on-site spaces will be replaced with parking available within Harvard's pooled parking inventory. Staff and students of the campus are expected to rely principally on public transportation, including the nearby Harvard Square MBTA Red Line station and numerous bus stops. Bicycle facilities, including on-site parking spaces and the existing nearby Hubway, as well as widened sidewalks will also assist to minimize traffic impacts.

The Applicant has completed an analysis of the traffic impacts associated with the project as evidenced in the TIS prepared by Vanasse, Hangen, Brustlin Inc. and submitted with the Special Permit Application. As described in the TIS, no transportation related Planning Board Special Permit Criteria are exceeded and the project will not have a significant impact on traffic operations. Nevertheless, the Applicant has committed to a series of loading dock management practices and other mitigation measures to minimize impacts to traffic and bike lanes on Eliot Street.

- (c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or ...*

The proposed HKS additions are consistent with the allowed uses in the Residence C-3 district, which allows a range of residential and institutional uses including college and university facilities. The project is located in an area of Harvard Square where institutional, commercial, and residential uses co-exist and has been designed to harmonize with this existing context. The two building additions closest to the public realm have been designed to minimize any potential impacts to neighboring uses through increased setbacks and reduced building heights. The proposed courtyard and pedestrian connection through the site will enhance the operation of adjacent uses by making the HKS campus more open and welcoming, and by providing improved permeability.

- (d) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or ...*

No nuisance or hazard will be created. The project has been designed to conform to all applicable health, building and safety requirements of the City of Cambridge and the Commonwealth of Massachusetts.

(e) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance, and ...

Expansion of the HKS campus within its current site is consistent with long-standing City policies and objectives for institutional growth. Allowing the construction of additional floor area on the current site is a preferable alternative to the expansion of educational facilities into other residential or commercial areas. The project will not impair the integrity of the Residence C-3 District or the Harvard-Radcliffe-Lesley Institutional Use Overlay District, which encourage institutional expansion within existing campus areas. The buildings' architecture will complement that of neighboring buildings and sensitively tries to unify the HKS campus.

(f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

The project is consistent with the City's Urban Design Objectives as set forth in the 19.30 Findings above.

DECISION

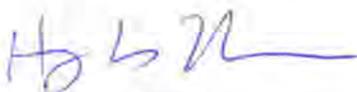
Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents dated September 10, 2014, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment. At a minimum, the following specific elements of the design shall be subject to review and approval by CDD prior to issuance of a Building Permit:
 - a. Further study of the glass curtain wall details for the Gateway Building and West Pavilion, with consideration of the depth of the fins.
 - b. Final landscaping plans.

- c. Design of bicycle storage facilities and relocation of the long-term bicycle storage from the JFK Memorial Park walkway to a location that is internal to the site.
3. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
4. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance.
5. Subject to issuance of the required City approvals, the Permittee shall implement the traffic improvements described in the Memorandum to the Planning Board from Susan Clippinger, Director, Cambridge Traffic, Parking and Transportation Department, dated September 30, 2014 attached to this Decision. The Permittee shall also implement operational measures to mitigate any impact of loading and drop-off activities as described in the letter from the Permittee dated November 18, 2014 also attached to this Decision.
6. The Permittee shall be required to prepare and implement a Construction Management Program in accordance with Section 18.20 of the Zoning Ordinance.

Voting in the affirmative to GRANT the Special Permits were Planning Board Members Hugh Russell, Steve Winter, H Theodore Cohen, Steve Cohen, Pam Winter, and Tom Sieniewicz, and Associate Member Catherine Preston Connolly, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



Hugh Russell, Chair

A copy of this decision PB#293 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on January , 2015, by Elizabeth M. Paden, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty (20) days have elapsed since the filing of the decision. No appeal has been filed.

DATE:

City Clerk of Cambridge

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	126,655	5,000 (Min)	No Change	No Change
Total GFA (sq ft)	241,065	379,965 (max)	317,927	76,862
Residential Base	N/A	N/A	N/A	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	N/A	N/A	N/A	
Inclusionary Bonus	N/A	N/A	N/A	
Total FAR	2.08	3.0	2.51	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A	N/A	N/A	
Non-Residential Base	N/A	N/A	N/A	
Inclusionary Bonus	N/A	N/A	N/A	
Total Dwelling Units	N/A	N/A	N/A	N/A
Base Units	N/A	N/A	N/A	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	N/A	N/A	
Base Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Total Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Lot Width (ft)	>50	50 (min)	No Change	No Change
Height (ft)	58' – 78'	120' max	69'6"	Consistent with Application Documents and applicable zoning requirements
Front Setback (ft)	See attached	See attached	See attached	
Side Setback – JFK Memorial Park walkway (ft)		86'	18-23' BZA variance to be sought	
Side Setback – (ft)	N/A	N/A	N/A	
Rear Setback (ft)	N/A	N/A	N/A	
Open Space (% of Lot Area)	N/A	N/A	N/A	Consistent with Application Documents and applicable zoning requirements
Private Open Space	N/A	N/A	N/A	
Permeable Open Space	N/A	N/A	N/A	
Off-Street Parking Spaces	129	43 ¹ (additional)	43 ¹	43 ¹
Long-Term Bicycle Parking	N/A	64	64	Consistent with Application Documents, and other applicable requirements
Short-Term Bicycle Parking	99	140	140	
Loading Bays	1	3	3	

¹ To be provided off-site within institutional pooled parking

Dimensional Form (*Additional Information*)

Proposed Building Heights (ft)*

Gateway: 56' – 6"

South Pavilion: 69' – 6"

West Pavilion: 57' – 0"

** highest point of roof above the mean grade adjoining the building*

Front Yard Setback at Eliot Street

The addition of the Gateway Building creates a single building wall (comprised of the existing Belfer and Taubman buildings and the Gateway Building) with a front yard setback requirement at Eliot Street. As the building presents multiple vertical planes to the street line, a multi-plane setback calculation has been used to determine compliance with CZO setback requirements. Based on this calculation, the proposed setback conforms to CZO 52.24.4 (3).

Side Yard Setback at JFK Park pedestrian connector

The addition of the West Pavilion creates a single building wall (comprised of the existing Taubman and Rubenstein buildings and the West Pavilion) with a side yard setback requirement at the JFK Park pedestrian connector. As the building presents multiple vertical planes to the lot line, a multi-plane setback calculation has been used to determine compliance with CZO setback requirements. Based on this calculation, the proposed setback does not conform to CZO 52.24.4 (3). A zoning variance will be sought from the BZA to permit a setback of 11' to the property line.



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
344 Broadway
Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Susan E. Clippinger, Director
Brad Gerratt, Deputy Director

Phone: (617) 349-4700
Fax: (617) 349-4747

MEMORANDUM

To: Cambridge Planning Board
From: Susan E. Clippinger, Director 
Date: September 30, 2014
Re: Harvard Kennedy School of Government

The Traffic, Parking and Transportation Department (TPT) has been working with Harvard University on the Harvard Kennedy School Project at 79 John F. Kennedy Street. The Project includes approximately 77,000 square feet of additional Gross Floor Area for new administrative offices and classroom space at the existing Harvard Kennedy School (HKS) campus (note that the figure of 91,200 square feet in the Transportation Impact Study (TIS) includes mechanical and other spaces that are exempt from Gross Floor Area).

The Project requires a Project Review Special Permit (CZO 19.20) from the Planning Board; however, it is below the threshold that requires a TIS for a College or University, which is creation of 150 new parking spaces or the relocation of 250 existing parking spaces or any combination thereof. Nonetheless, Harvard voluntarily completed a TIS to fully understand the Project's transportation impacts. The TIS was conducted by Vanasse Hangen Brustlin, Inc. dated July 30, 2014. TPT certified the traffic study as complete and reliable on August 13, 2014.

The HKS 2013-2014 school year had approximately 2,200 students and employees. The Project is expected to primarily provide decompression of space, but based on past two years of population growth, the Project is expected to add about 412 persons over 5 years.

Harvard University has a robust PTDM plan and a very low single occupancy vehicle (SOV) mode share. Harvard's 2013 PTDM report indicated 12.8% SOV, 3.9% carpool, 0.07% vanpool, 35.4% transit, 14.5% bicycle, 29.2% walk, and 3.9% telework/flextime. The Harvard Kennedy School itself had an even lower drive-alone mode share (9.5%) in 2013, however the traffic study used the University wide 12.8% SOV rate to be more conservative. In addition, only 36% of employees and graduate students commute during peak hour.

The project will generate a total of:

- 138 daily vehicle trips, including 25 AM and 25 PM peak hour vehicle trips
- 293 daily transit trips, including 52 AM and 52 PM peak hour trips
- 240 daily pedestrian trips, including 43 AM and 43 PM peak hour trips
- 120 daily bicycle trips, including 22 AM and 21 PM peak hour trips

The project will result in no Planning Board special permit criteria exceedences.

Auto Parking

Harvard University has 4,576 spaces in their 2013 Cambridge Parking Inventory, which includes 13 surface parking spaces located within the courtyard at the Harvard Kennedy School. The 13 spaces will be eliminated with the construction of the Project. The loading facility beneath the courtyard will provide secure parking for visiting dignitaries and other VIPs. The spaces being removed will be replaced in Harvard's Cambridge Parking Inventory.

Harvard Kennedy School affiliates who park on campus are assigned specific parking locations within the University's Parking Inventory based on space availability. In 2014 the Harvard Kennedy School was issued 121 total parking permits located at Harvard parking facilities located on the Cambridge and Allston Campus. Based on future population projections, approximately 19-25 new permits are expected to be generated. These additional permits will be managed by the Harvard Parking Office and assigned to available spaces in the parking inventory.

43 parking spaces are required by zoning for the 77,000 sf of additional gross floor area being added, and will be allocated from non-allocated spaces in the University Parking Inventory. TPT believes the Project's parking needs can be accommodated in Harvard's Parking inventory.

Bicycle Parking

The existing HKS campus has 99 bicycle parking spaces. The scale of the proposed Project requires that the zoning ordinance's current requirements for bicycle parking apply to the entirety of the HKS campus and not just the added floor space. The Project will provide a total of 130 short-term and 62 long-term bicycle parking spaces which meets the zoning requirement for bicycle parking. We support the number and locations of bike parking and will continue to work with HKS on final detailed design as part of our Building Permit review process.

Vehicle Drop-off/Pick-up Activities

One item we have been discussing with Harvard is how they will accommodate drop-off/pick-up activities associated with the Harvard Kennedy School. HKS can currently accommodate drop-off/pick-up in the campus' existing courtyard. The TIS indicated a count done on May 14, 2014 observed about 1-3 drop offs per hour in the courtyard. Also observed were drop-offs on the south side of Elliot Street (2-8 per hour) and on the north side of Elliot Street (1-8 per hour). TPT had asked HKS to provide space on their property to accommodate drop-offs, however, given the space constraints and the Project's urban design objectives, no space on the HKS campus was proposed. Our main concern is to prevent vehicles from parking or standing in travel lanes, bus stops, bicycle lanes or sidewalks while picking up or dropping off passengers. We have the following recommendations to minimize impacts to traffic on Eliot Street:

1. We support Harvard's plan to accommodate visiting dignitaries in the below grade loading dock area.
2. Harvard should direct any Harvard associated buses not to stop adjacent to HKS on Eliot Street or JFK Street.
3. No trucks should be stopped at the loading dock door and block the Eliot Street sidewalk. The loading dock door should be actively monitored by a security camera or other mechanism or protocol approved by TPT to ensure that no trucks block the sidewalk.
4. All HKS loading activities should occur in the loading dock.
5. HKS should proactively inform employees, students and others doing business with the school that stopped vehicles are not permitted to block traffic or bike lanes.
6. Campus security and loading dock managers should be instructed to request that drivers of vehicles illegally parked or standing in bicycle lanes move along.

PTDM

As stated above, Harvard has a robust PTDM Plan resulting in low single occupancy vehicle trips. We appreciate Harvard's efforts and commitments to reduce automobile trips generated by this Project and by all Harvard University employees, students and visitors. We look forward to continuing to work with Harvard to minimize their traffic impacts and support sustainable modes of transportation (i.e. walking, biking, and transit).

HARVARD
PLANNING & PROJECT MANAGEMENT



M E M O R A N D U M

Date: November 18, 2014
To: Hugh Russell, Chairman, Cambridge Planning Board
From: Tanya Iatridis, Senior Director of University Planning, HPPM
Copy: John Haigh, Executive Dean, Harvard Kennedy School of Government
Re: Planning Board Requirements – Special Permit Application #293

The following information addresses the matters and information requests identified in the November 4, 2014 memorandum to Harvard University from the Cambridge Community Development Department staff (copy attached).

In response to the comments that arose during the public process, Harvard has further revised its proposal and we believe that the project has been improved as a result of this discussion. Throughout the design process HKS has worked diligently to develop a project that advances the School's academic mission while improving the campus in a way that is consistent with the criteria and principles set forth in Article 19. Proposed buildings are below the zoning's maximum height and FAR, new building heights are lower than existing campus buildings and new development is focused within the existing campus footprint. The design touches the public realm in a consistent fashion, improving and expanding access to the campus and its connectivity with the rest of Harvard Square.

We have addressed items in the order in which they were presented in the November 4, 2014 memorandum.

Site planning and circulation

1. Belfer Center entry (corner of Eliot and JFK Streets)

In response to comments received from both the public and the Planning Board, the design of this entry area has been modified to incorporate additional landscape elements at either end of the entry stairs and within the central portion of the stairs (See Attachment 1-2). To address safety concerns, hand rails have been placed at the outer edges of the stairway sections. In addition, brick paving is proposed for the sidewalk directly adjoining the entry area. The proposed condition will significantly improve the public realm at this location by increasing the width of a very active sidewalk at this corner.

2. Loading facility operation

The proposed loading facility will be located beneath the raised courtyard and will be accessed via a dedicated entry driveway from Eliot Street (See Attachment 2-1). The minimum distance from the HKS property line to the loading dock door is 43 feet, permitting arriving vehicles to pause briefly on HKS property without interfering with pedestrian, bicycle or vehicle movement along the sidewalk and Eliot Street.

The new facility will have three loading bays as required under zoning, and the capacity to accommodate four deliveries simultaneously. The new facility will be managed by HKS operations staff, employing loading dock best management practices from similar facilities. The following operation practices are proposed:

- The loading facility door and dock area will be managed by a full-time dock manager. The dock manager will be responsible for ensuring that deliveries take place smoothly, and that the facility operation does not impact the public sidewalk or Eliot Street. In the rare instance of an off-hours delivery, HKS security staff will be trained to operate the loading dock doors.
- Vendors providing frequent deliveries or services to the HKS campus will be equipped with a transponder to enable immediate entrance through the loading dock door (opening time 6-10 seconds). HKS estimates this will address a vast majority of the deliveries/service visits. HKS will work closely with its vendors and service providers to equip and train them with transponders and to ensure that delivery protocols are followed.
- Non-transponder deliveries will be handled by the dock manager via a security camera system installed at the facility entrance. This system will be supported by phone communications and, as a back-up, an intercom system located near the loading dock door. Security cameras will be actively monitored to ensure that delivery vehicles are accommodated upon arrival.
- The loading facility has a shared one-way entry and exit. To prevent entry and exit conflicts, arriving vehicles will be alerted by a sensor-triggered signal outside the loading dock entry if another vehicle is exiting, or if all loading bays are full. This signaling system will temporarily divert the arriving vehicle without requiring the vehicle to maneuver in or out of traffic. Based on past experience, HKS expects that it will be extremely rare for all four loading bays to be occupied.
- Loading dock doors will remain closed at all times when not allowing vehicle entry or exit.

3. Management of vehicle drop-offs

HKS is committed to implementing measures designed to minimize impacts to traffic and bike lanes on Eliot Street. These following measures are proposed:

- Visiting dignitaries, or other visitors requiring a secure drop-off area, will utilize the below grade loading facility for this purpose.
- Harvard will continue its current practice of instructing University-related buses that stopping is prohibited adjacent to the HKS campus along Eliot Street and JFK Street, and that operators are expected to utilize the existing bus drop-off areas at Mt. Auburn Street.
- All campus loading activities will take place within HKS property at the loading facility.
- HKS will inform its employees, students and other regular visitors that stopped vehicles are not permitted to block traffic or bike lanes on public streets. HKS will advise its affiliates of this restriction on a regular basis, including when new faculty and staff are hired; at the beginning of each semester to incoming students; to all Executive Education program participants; and when new contractors or vendors are engaged by the School.
- HKS will instruct campus security staff and loading facility managers that drivers of vehicles illegally blocking traffic or bike lanes should be requested to move.
- In addition to the above measures recommended by the City's Traffic, Parking, and Transportation Department in the September 30th memo to the Planning Board, HKS is willing to contract with appropriate safety personnel to enforce vehicle drop-off restrictions at Eliot Street for the first month after it secures occupancy permits.

Building massing and design

1. Architectural treatment

HKS and its design team have studied many possible approaches to the architectural treatment of the proposed connector buildings (See Attachment 3-1). The design of the Gateway Building, as initially presented in the Special Permit application, incorporated key design modifications from the building's earlier conceptual studies including stepping back the building's upper level to reduce its apparent massing, the introduction of a brick cornice to strengthen the visual relationship between the addition and the existing Taubman and Belfer buildings, and a simplification of the proposed façade treatment.

In response to comments at previous the public hearings, the design team has continued to study the façade treatment of the Gateway and West buildings and is proposing further modifications of their articulation. In order to diminish the verticality of these facades the spacing of "fins" on the lower levels of both buildings has been expanded to 3' - 4" (from 2' - 6" in the West Building), in addition this detail is no longer being proposed for the upper level of the Gateway Building. (See Attachment 3-3; 3-5)

The design team examined the feasibility and appropriateness of additional modifications including changes in the Gateway Building's proposed height, massing, and setbacks. Changes to the height and setback of the building would have severe adverse programmatic implications for HKS, resulting in an addition that would be perceived as a bridge connector, and create an addition that aligns less appropriately with adjoining buildings and their interior circulation.

2. West Building at JFK Park walkway

Early in its planning process, HKS and its design team undertook design studies of possible options for the architectural treatment of the proposed West Building (See Attachment 4-1). The design of the West Building as initially presented in the Special Permit application is the result of a careful assessment of several important considerations including the building's relationship to existing campus buildings, its location along the pedestrian pathway, its role as a new entrance to the campus, and the appropriate expression of the program within the building.

To address comments concerning the potential impact of the proposed building to the JFK pedestrian walkway, HKS is proposing design modifications to this addition. First, the School is proposing that the main building façade be set back an additional two feet from the walkway (See Attachment 4-2). While this change will require HKS to sacrifice some office and collaboration space from the building program, it results in a more generous setback of the new building from both the property line and the facades of the existing buildings on either side. (Note: Taubman existing building setback from property line is 9 feet, Rubenstein existing building setback from property line is 0 feet, proposed West Building setback from property line proposed at 23 feet).

Second, the height of the West Building has been reduced by three feet (See Attachment 4-3). This change is in addition to the previous modification that moves the mechanical penthouse back from the façade a total of 24 feet. These changes will further reduce the visual presence of this addition along the pedestrian walkway. Also, as previously noted, the spacing of the "fins" on the lower level has been expanded to 3' - 4" (from 2' - 6") consistent with the detailing of the Gateway Building (See Attachment 4-5).

The proposed development of the West Building will have a relatively small additional shadow impact on the allée; however this impact is primarily limited to winter mornings. This affect will be further mitigated by the aforementioned changes to building height and setback. The shadow is not expected to impact existing trees, as the tree canopy exceeds the height of the West Building situated along the pathway.

As an abutter, HKS shares the community's appreciation of the allée and JFK Park that was represented at the public hearings. The space's character-defining element, the canopy of mature trees lining the pathway to JFK Park, will remain intact and be protected during construction. In response to the concerns regarding the condition of the JFK Park fountain; HKS will commit to working with the DCR to ensure that the appropriate repairs are undertaken.

3. Eliot Street section

The drawing submitted at the October 28, 2014 public hearing, titled “Eliot Street Section at the Gateway Building” has been revised to correct the indicated dimensions and scale (See Attachment 5).

Landscape Design and Bicycle Parking

1. Security bollards and screen at Eliot Street

The Eliot Street entrance is intended to remain open 24/7 without any physical restrictions to access (See Attachment 6-1). The security bollards and screens proposed at this entrance will be used only when HKS is required to secure the campus at the directive of public safety officials. Based on campus operations history over the past two years, the existing entry gates at Eliot Street were closed an average of four hours on six occasions per year; a total of 24 hours per year.

Given the limited nature of its intended use, a security gate system that is modular and can be readily installed, removed and stored out of site when not in use, remains the preferred alternative. HKS has amended the design to incorporate features such as a black finish and a Harvard insignia that are consistent with the character of other Harvard gates (See Attachment 6-2).

A security gate system more akin to the one proposed at the West entry (a retractable metal fence) was studied and it would require gate sections to remain permanently in place due to the size of the opening and the inability to completely conceal the gate sections within the site when not in use (See Attachment 6 -3). Given the comments on this topic, this would not appear to be a satisfactory design solution from either the perspective of HKS or the public.

2. Landscape treatment at Taubman Building Entry

In response to comments received at the public hearing, the entry area at the Taubman Building has been modified to better relate to the existing site geometry and the design details of the adjacent JFK Park walkway. The dimensions of the proposed granite paved entry area have been reduced in both length and width. These changes create a larger landscaped area and pull the granite paved area away from the entrance to the JFK Park pedestrian connector (See Attachment 7-2).

3. Bicycle parking

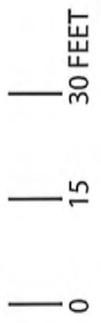
The project’s proposed bicycle parking will meet the requirements contained in the zoning ordinance and the City of Cambridge *Bicycle Parking Guide*. The project team has studied several possible alternatives for the design of the proposed external long-term bicycle parking, including a recent shelter design utilized elsewhere on the Harvard campus (See Attachment 8-1). HKS will continue to work with CDD staff in developing a final design that meets the City’s bicycle parking requirements and is integrated with existing and proposed campus buildings.

4. Landscaping plans

A more detailed landscaping plan is being provided that incorporates all of the modifications noted above (See Attachment 9).

Harvard appreciates the thoughtful deliberations of the Planning Board and the participation of many stakeholders on this project. We are pleased that the project proposal has the support of our abutters, community members, and civic leaders and we look forward to furthering this dialogue at the hearing on November 25th.

BELFER CENTER ENTRY



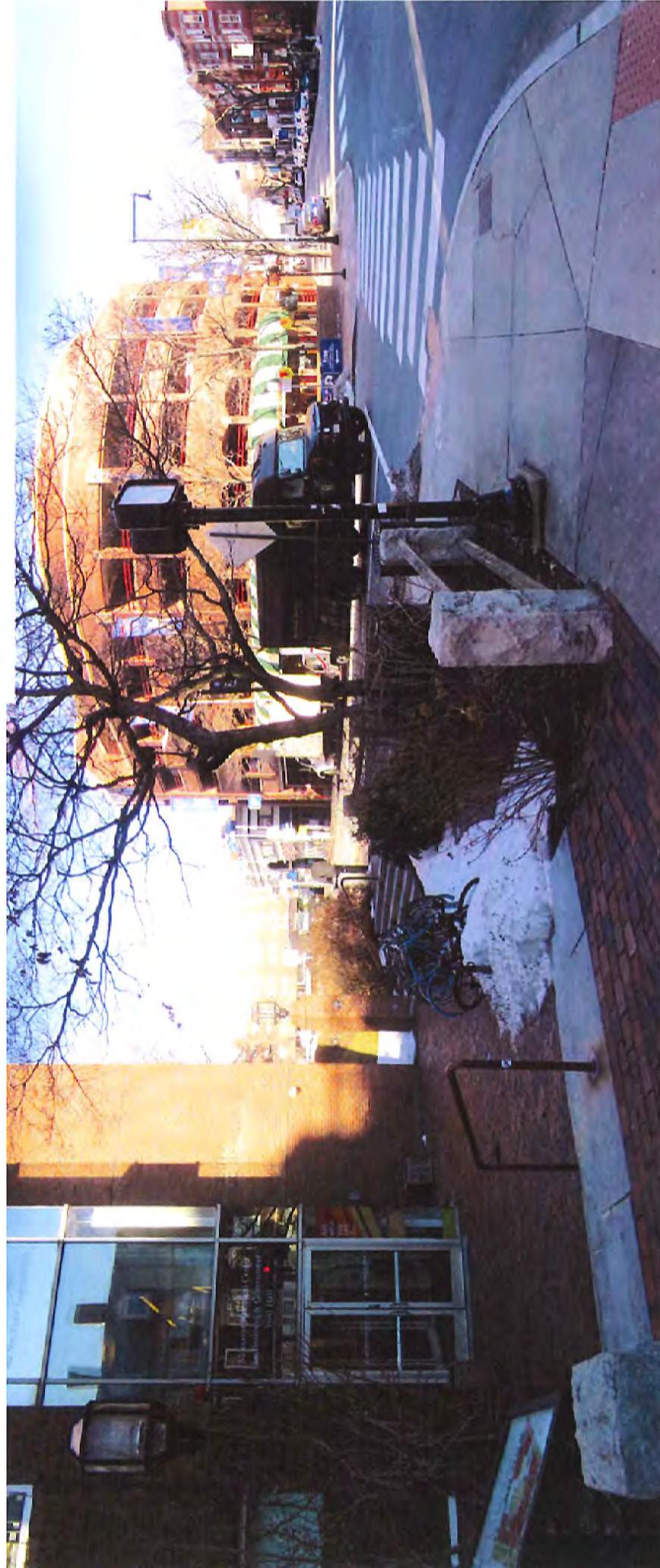
BELFER CENTER ENTRY - ALTERNATE PROPOSAL

1-2



VIEW OF BELFER CENTER ENTRY - EXISTING

1-3



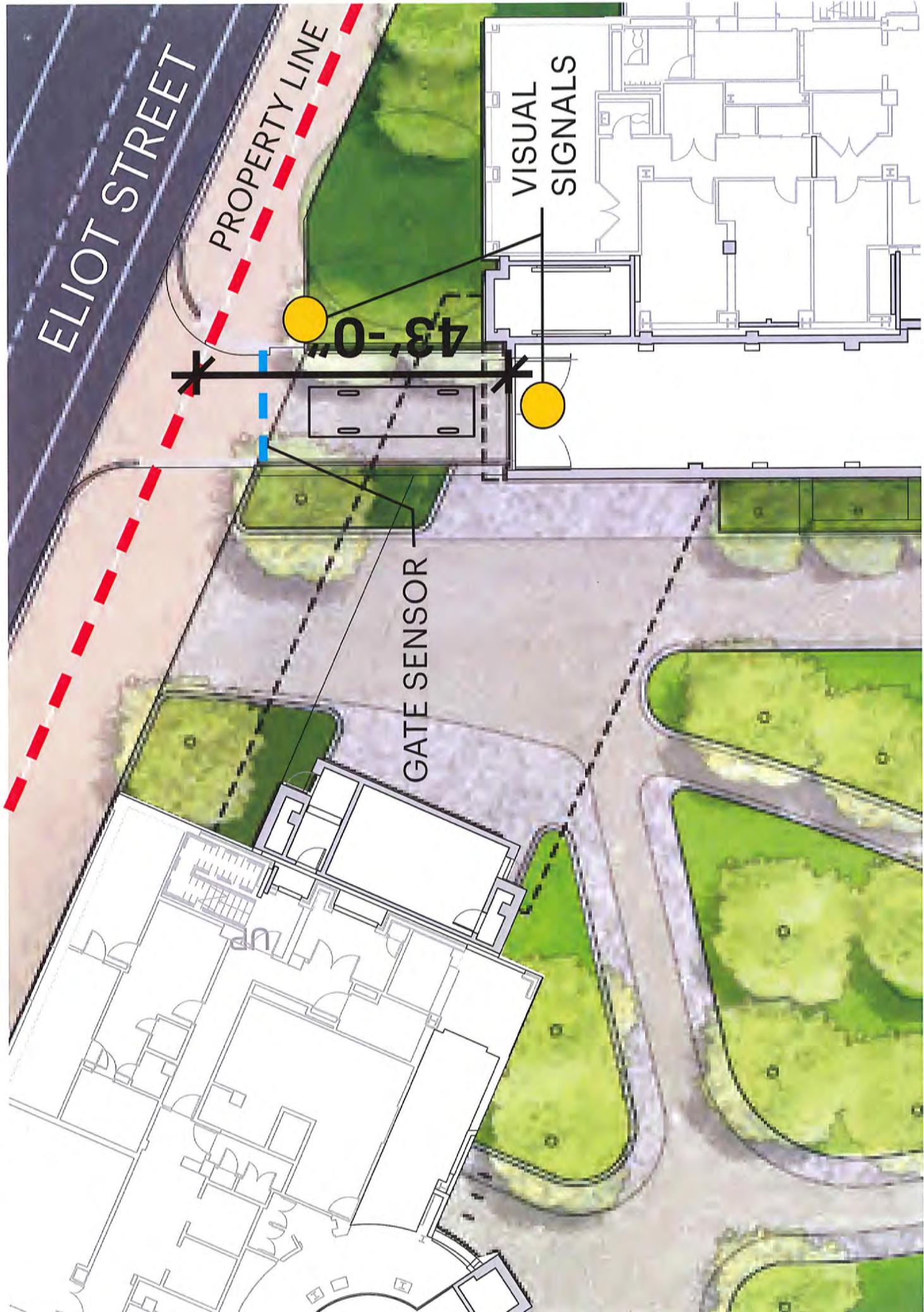


VIEW OF BELFER CENTER ENTRY - ALTERNATE PROPOSAL

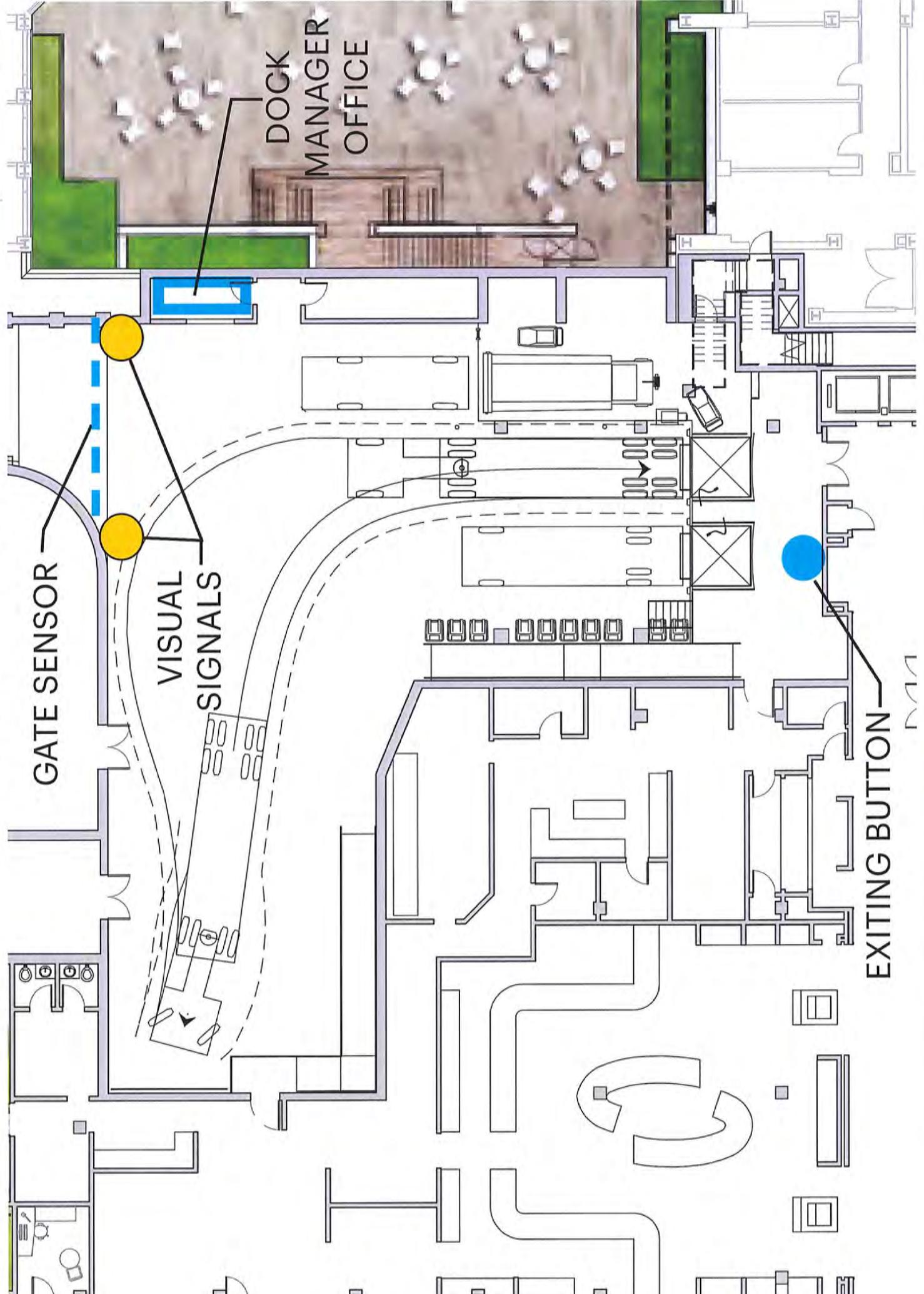
1-5



LOADING FACILITY OPERATION



DOCK MANAGEMENT - UNDERGROUND LEVEL



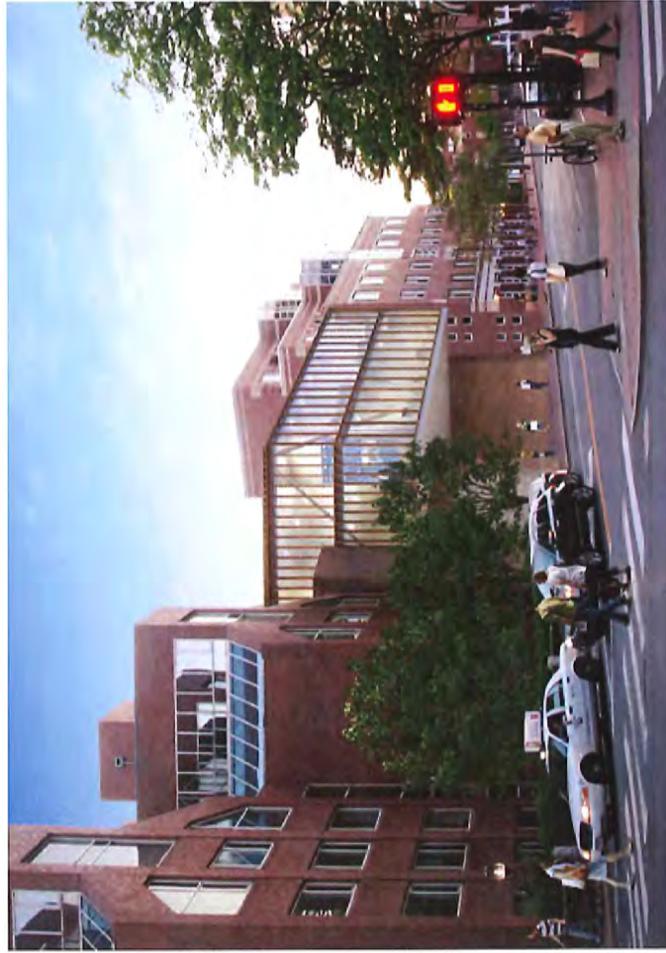
GATEWAY BUILDING

GATEWAY BUILDING - DESIGN ITERATIONS

3-1



CONCEPT 1 - MASSING ONLY



CONCEPT 2



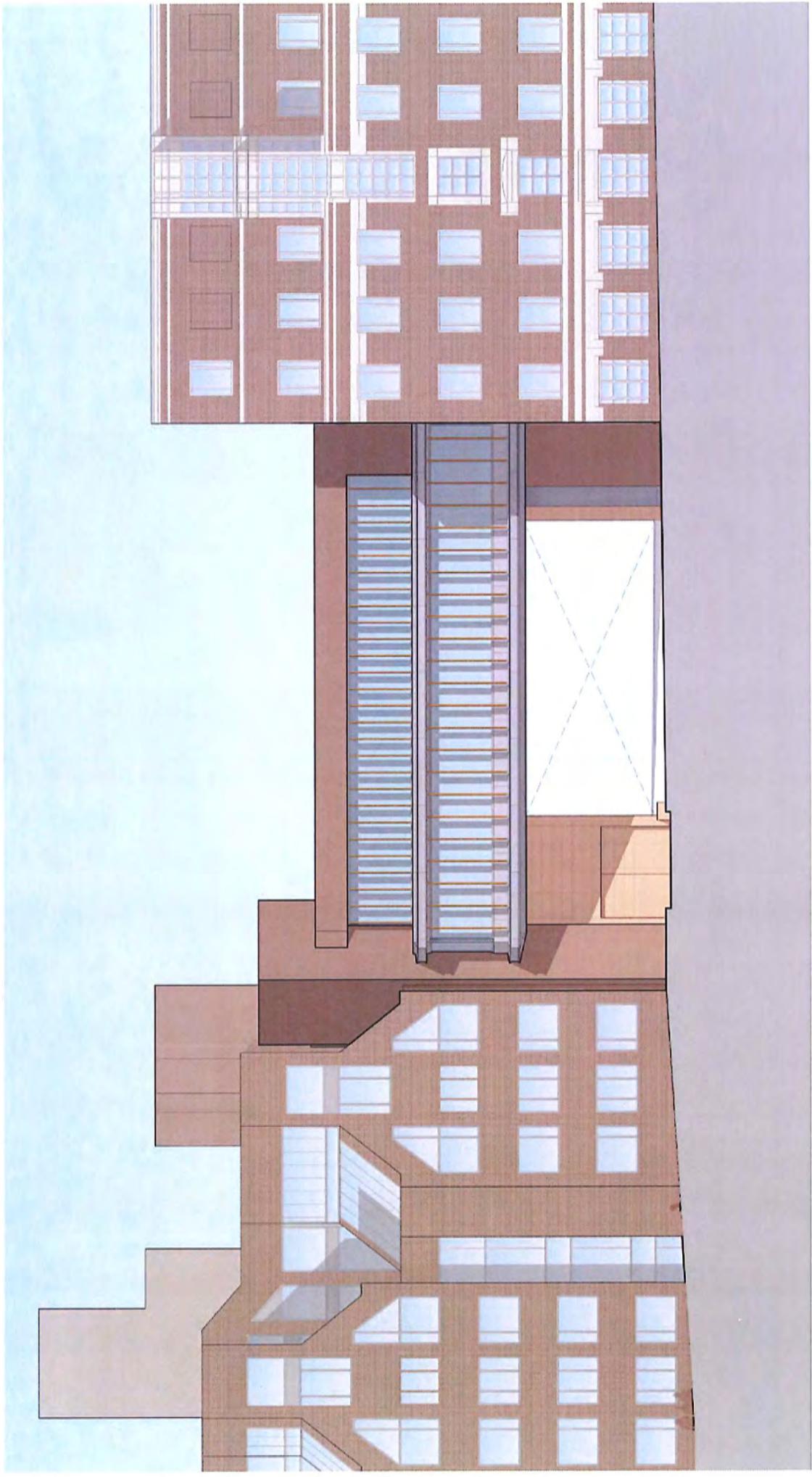
CONCEPT 3

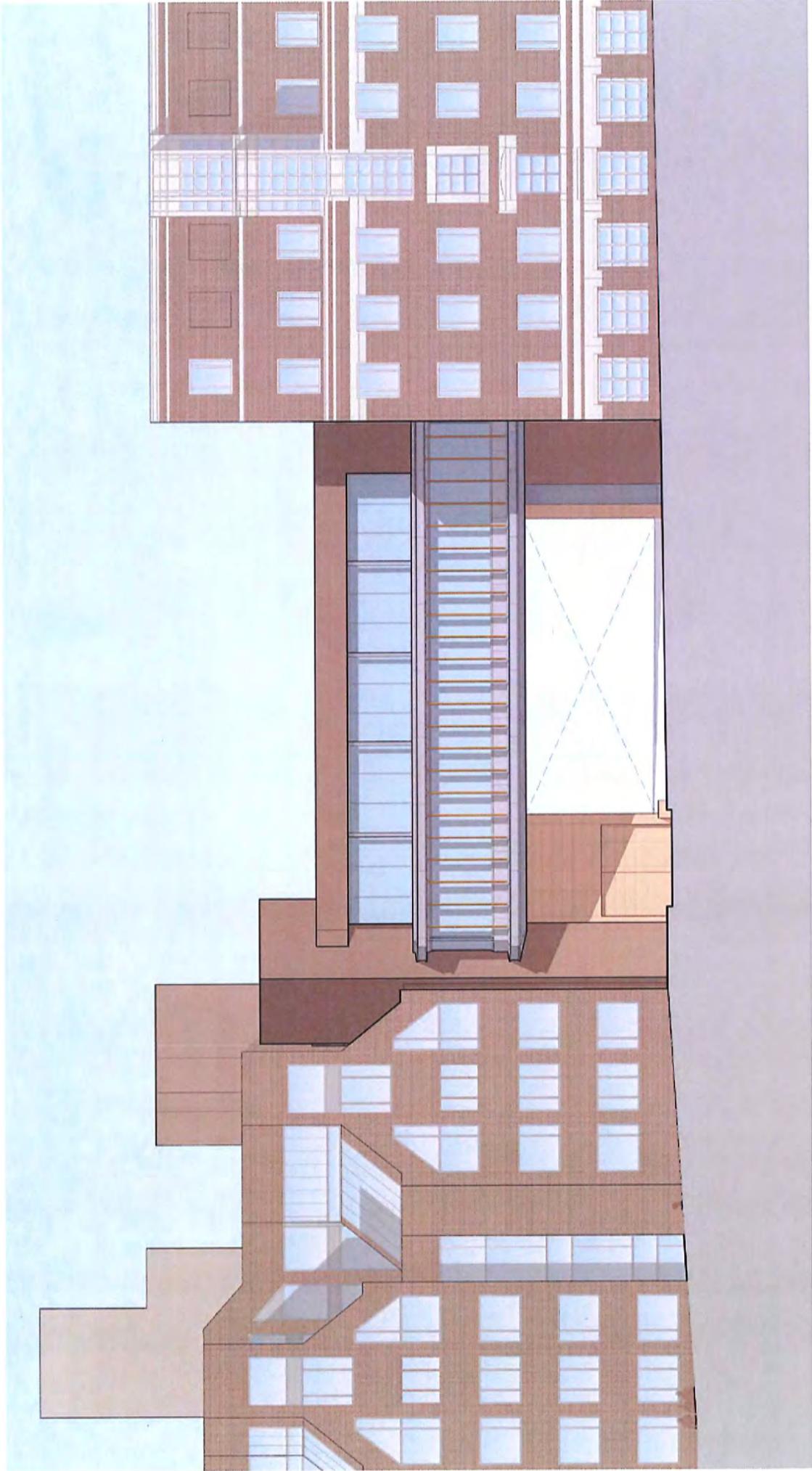


GATEWAY BUILDING - ALTERNATE PROPOSAL

3-3



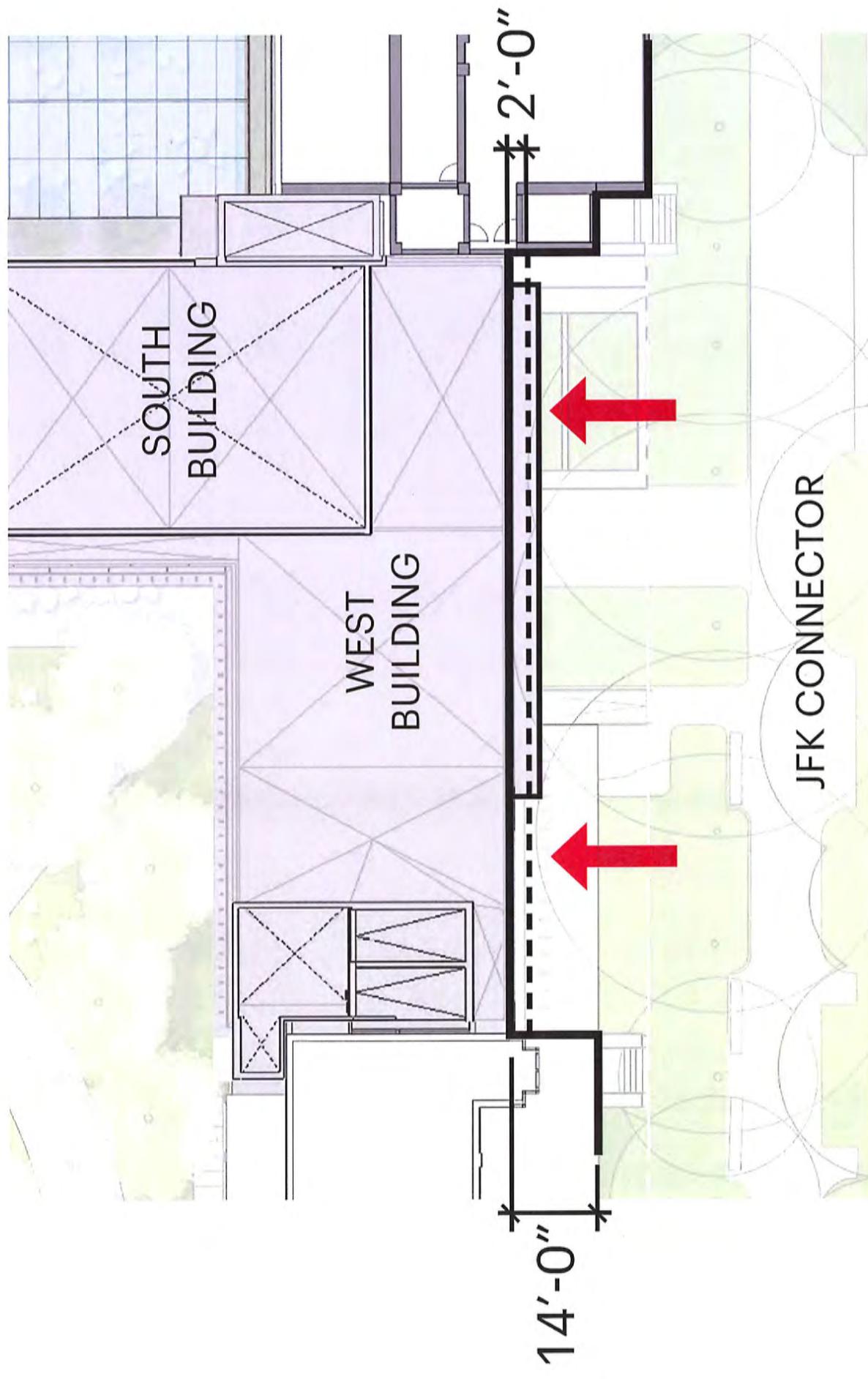




WEST BUILDING

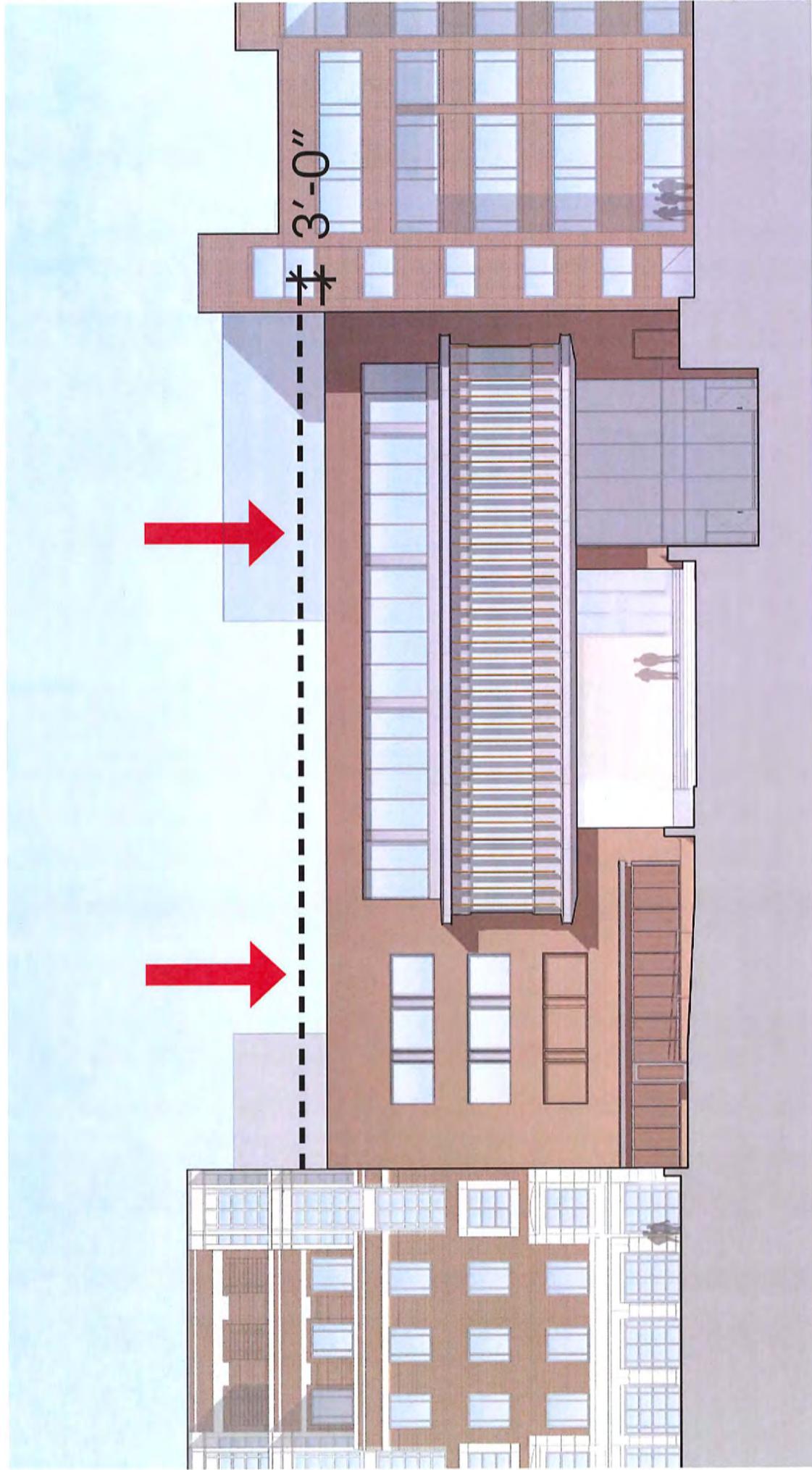


WEST BUILDING PLAN - 2'-0" SETBACK INCREASE

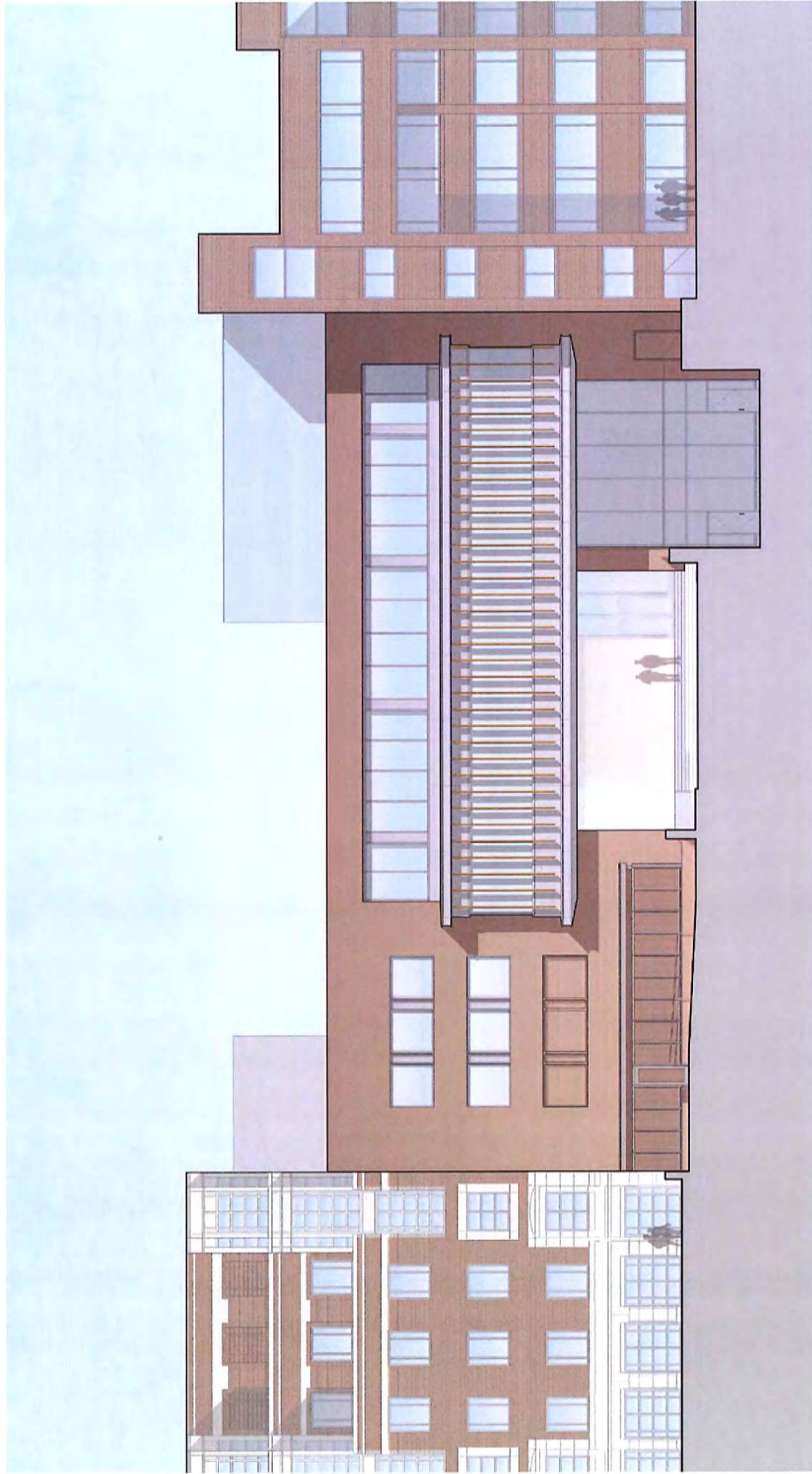


WEST BUILDING ELEVATION - 3'-0" HEIGHT REDUCTION

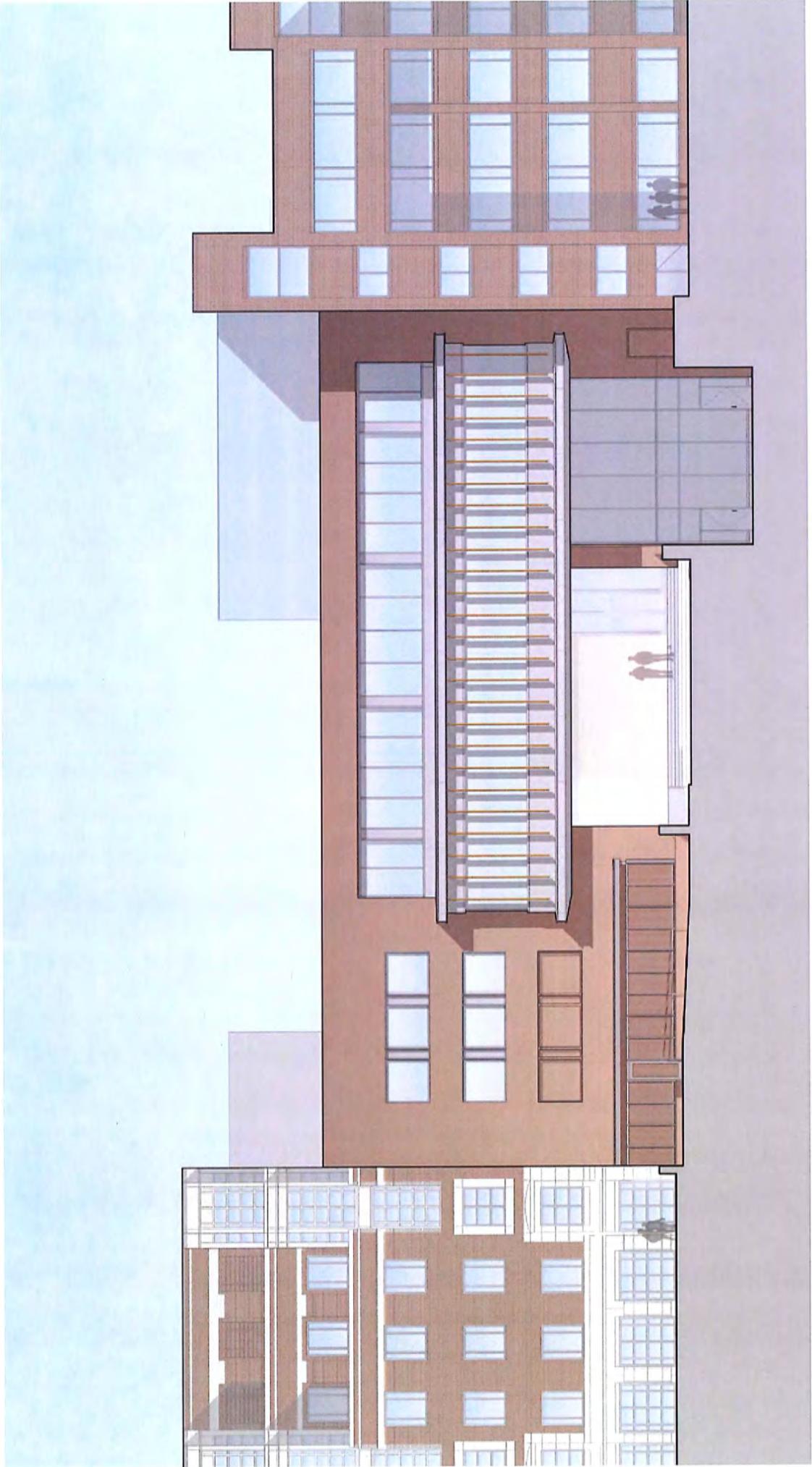
4-3

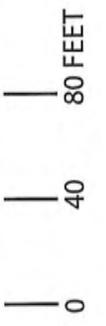


WEST BUILDING ELEVATION - 2'-6" SPACING (ART. 19 SUBMISSION) 4-4



WEST BUILDING ELEVATION - 3'-4" SPACING (ALTERNATE PROPOSAL) 4-5





VIEW 1 - EXISTING CONDITIONS

4-7



VIEW 1 - PROPOSED CONDITIONS

4-8



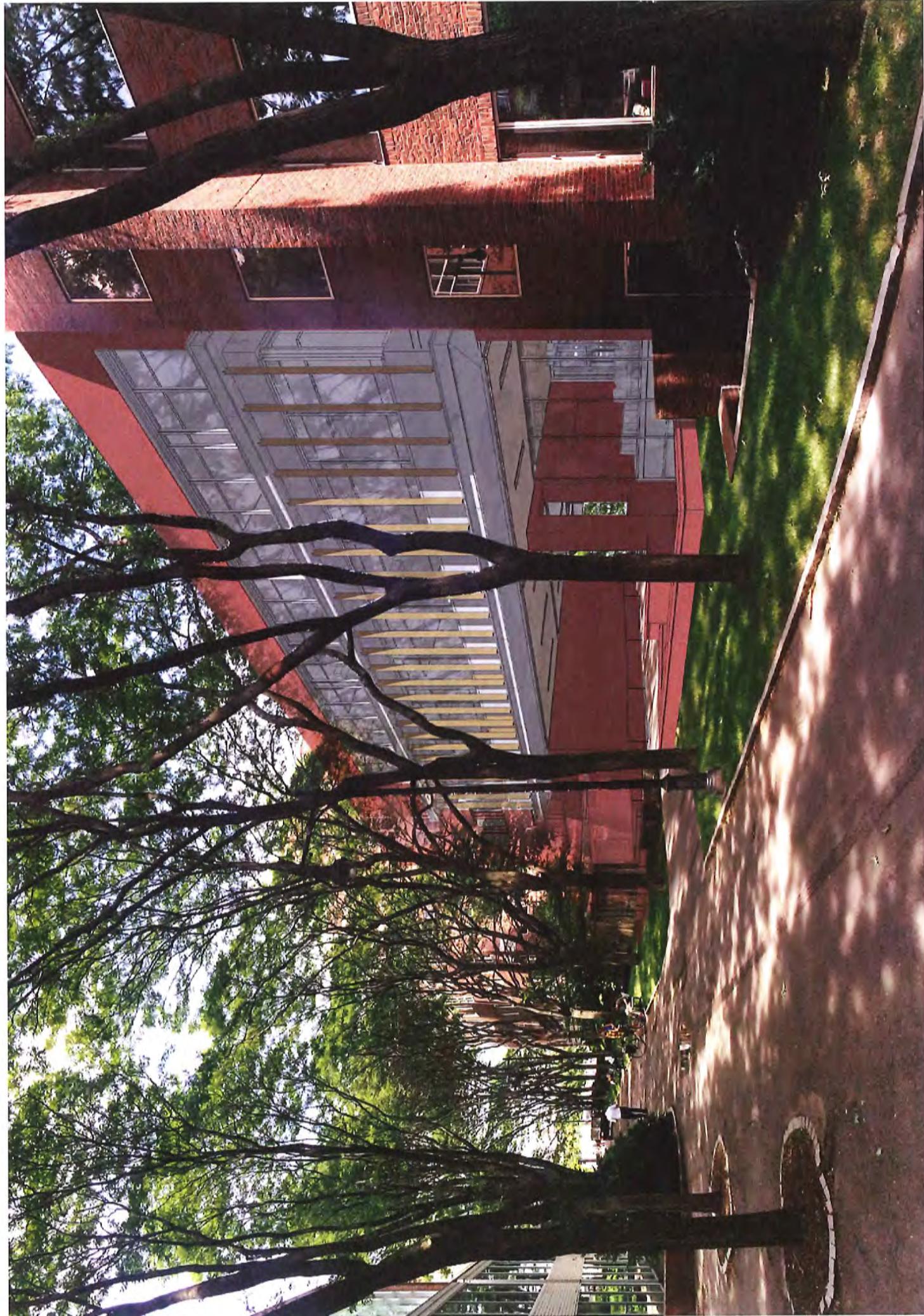
VIEW 2 - EXISTING CONDITIONS

4-9



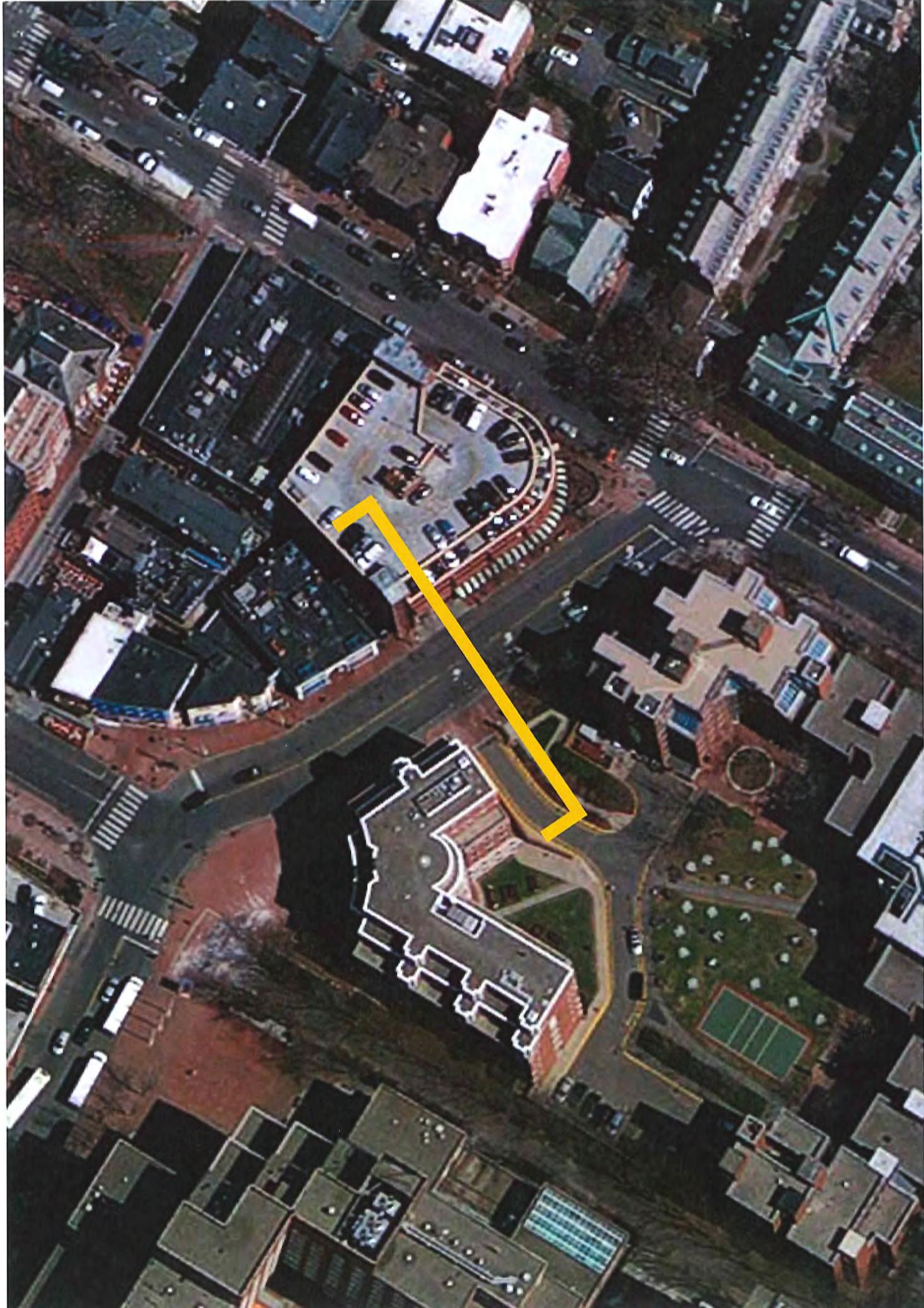
VIEW 2 - PROPOSED CONDITIONS

4-10



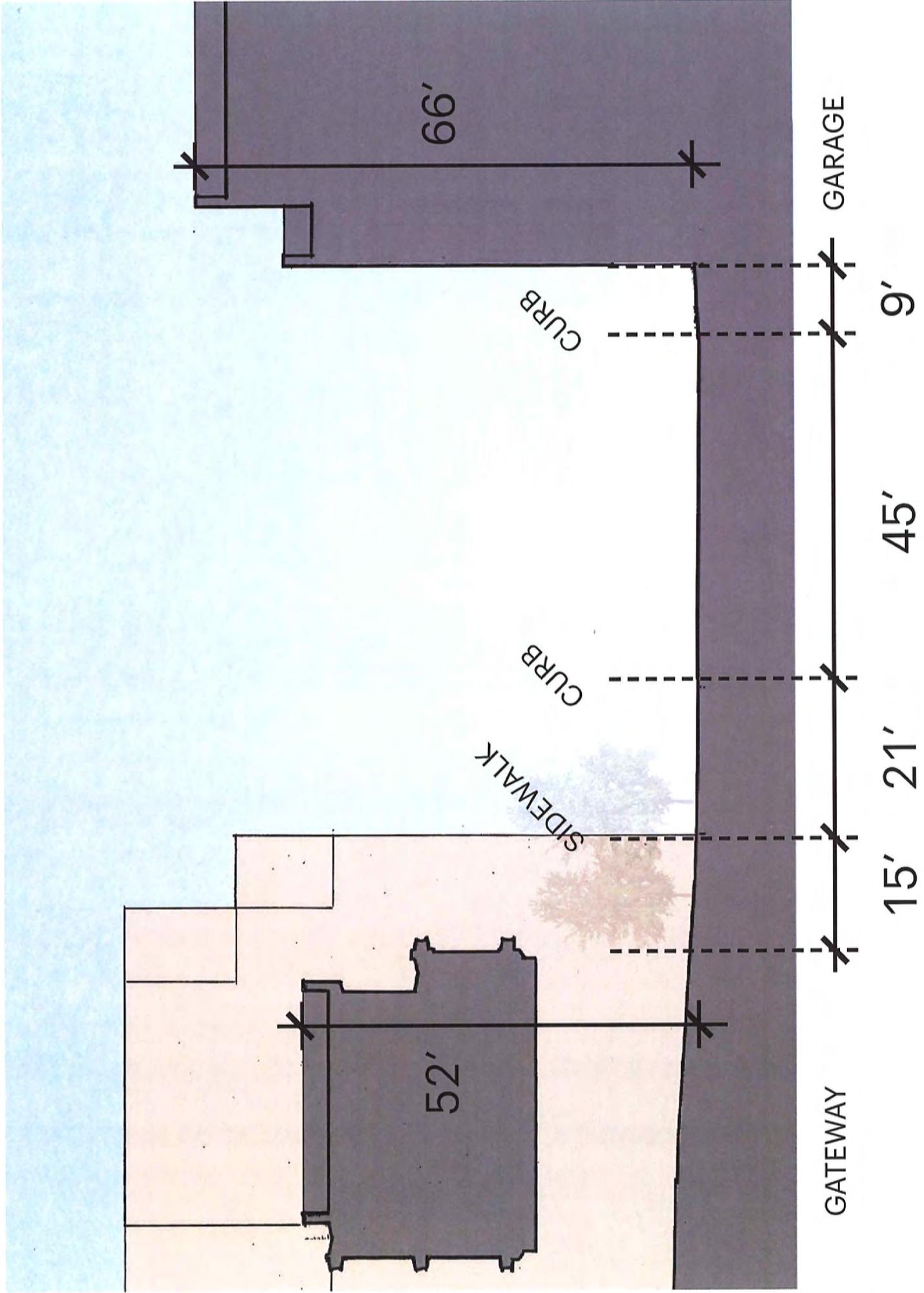
ELIOT STREET SECTION

ELIOT STREET SECTION AT THE GATEWAY BUILDING



ELIOT STREET SECTION AT THE GATEWAY BUILDING

5-2



ELIOT STREET ENTRANCE

**24 HOURS A DAY, 7 DAYS A WEEK, 359 DAYS A YEAR
44'-6" OPENING**



GATEWAY ENTRY WITH REMOVEABLE BOLLARDS AND GATE

6-2

4 HOURS A DAY, 6 DAYS A YEAR



GATEWAY ENTRY WITH PERMANENT GATE

6-3

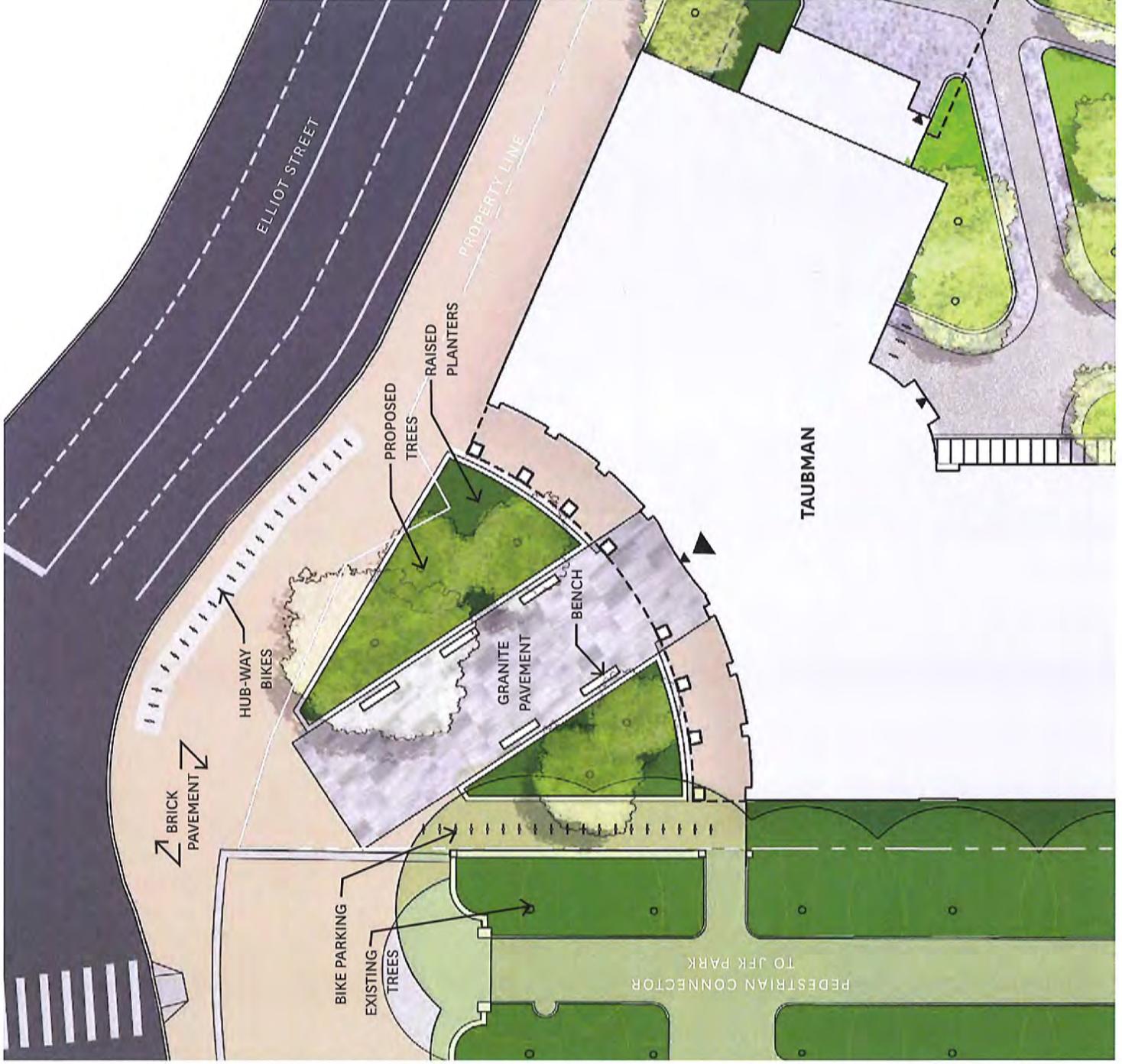
**24 HOURS A DAY, 7 DAYS A WEEK, 359 DAYS A YEAR
20'-0" OPENING**



4 HOURS A DAY, 6 DAYS A YEAR

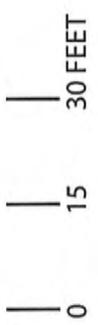


TAUBMAN BUILDING ENTRY



TAUBMAN PLAZA - ALTERNATE PROPOSAL

7-2



BICYCLE PARKING



BIKE PARKING ALONG OXFORD STREET, CAMBRIDGE, MA

LANDSCAPING PLANS

KEY PLAN

88	WPA/DO SUBMISSION	08/11/2014
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HARVARD KENNEDY SCHOOL OF GOVERNMENT
77 John F. Kennedy St., Cambridge, MA 02138

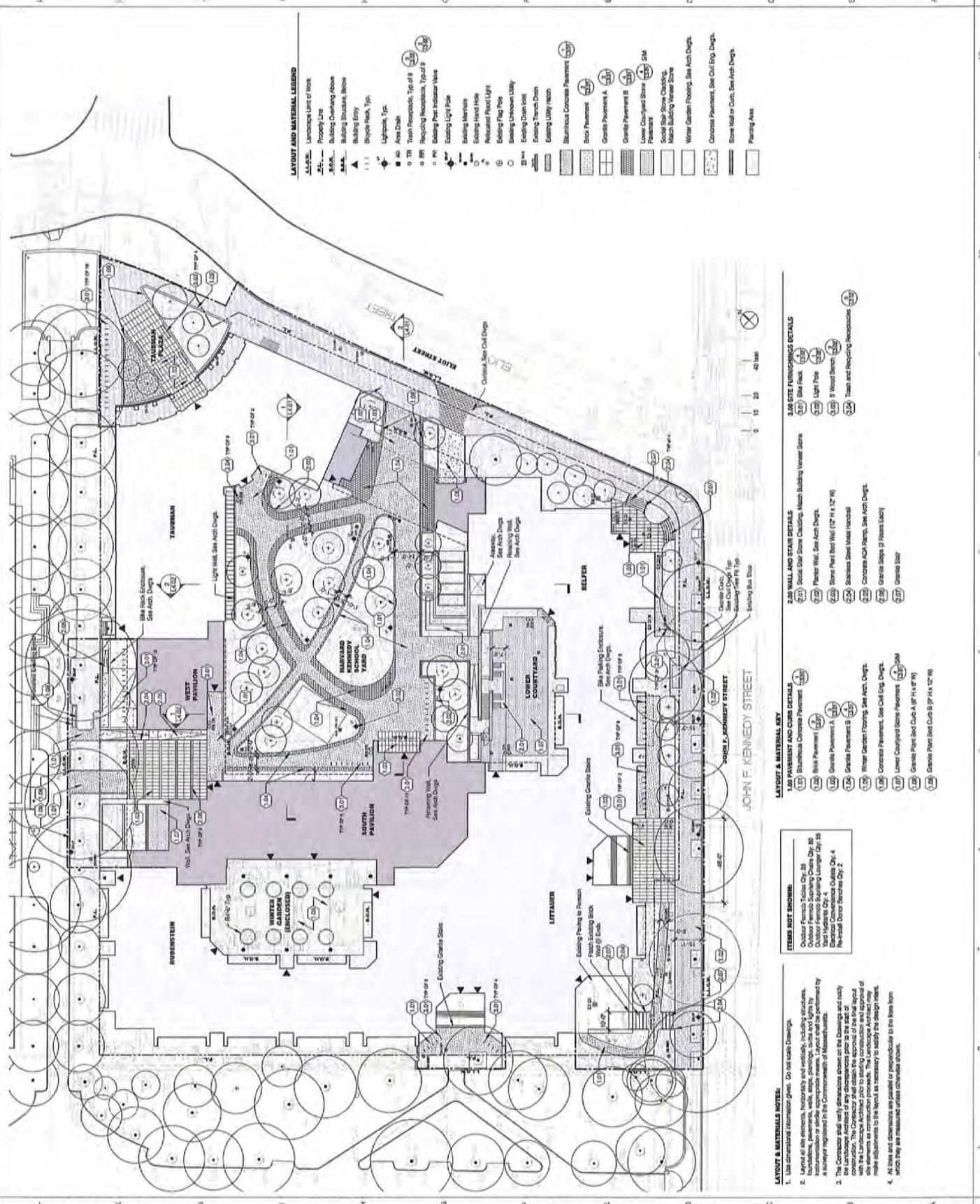
ROBERT A.M. STERN ARCHITECTS, LLP.
400 WEST 44th STREET, NEW YORK, NY 10018
TEL: 212 693 9200 FAX: 212 693 9208

Michael Van Valkenburgh Associates, Inc.
145 Summer Ave.
Cambridge, MA 02142
Tel: 617 452 2328

Layout & Materials Plan

Project No.
CAD File No.
Drawing No.

L1.01



- LAYOUT AND MATERIAL LEGEND**
- 1. Landscape Level of Mark
 - 2. Property Line
 - 3. Building Outlines Above
 - 4. Building Outlines Below
 - 5. Building Entry
 - 6. 1"1" Bayline Mark, Typ.
 - 7. Lightpole, Typ.
 - 8. 1/2" Area Drain
 - 9. 1/2" Trash Receptacle, Typ of 1
 - 10. 1/2" Recycling Receptacle, Typ of 1
 - 11. Existing Post Indicator Value
 - 12. Existing Light Pole
 - 13. Existing Manhole
 - 14. Existing Storm Hole
 - 15. Proposed Street Light
 - 16. Existing Flag Pole
 - 17. Existing Unknown Utility
 - 18. Existing Drain-eel
 - 19. Existing Through Drain
 - 20. Existing Utility Hatch
 - 21. Burmout Concrete Pavement
 - 22. Brick Pavement
 - 23. Granite Pavement A
 - 24. Granite Pavement B
 - 25. Lower Compacted Stone
 - 26. SMA Pavement
 - 27. Social Saw-Saw Checkers Match Building Veneer Stone
 - 28. Winter Garden Flooring, See Arch. Dwg.
 - 29. Concrete Pavement, See Civil Eng. Dwg.
 - 30. Stone Wall or Curb, See Arch. Dwg.
 - 31. Paving Area

- LAYOUT & MATERIAL KEY**
- 1.01 Pavement and Curb Details
 - 1.02 Burmout Concrete Pavement
 - 1.03 Brick Pavement
 - 1.04 Granite Pavement A
 - 1.05 Granite Pavement B
 - 1.06 Winter Garden Flooring, See Arch. Dwg.
 - 1.07 Concrete Pavement, See Civil Eng. Dwg.
 - 1.08 Lower Compacted Stone Pavement
 - 1.09 Granite Pave Curb A (8' H x 4' W)
 - 1.10 Granite Pave Curb B (8' H x 12' W)
- 2.00 WALL AND STAIR DETAILS**
- 2.01 Social Saw-Saw Checkers Match Building Veneer Stone
 - 2.02 Plaster Wall, See Arch. Dwg.
 - 2.03 Stone Post Bed (12' H x 12' W)
 - 2.04 Stainless Steel Used Horizontal
 - 2.05 Concrete A31 Steps, See Arch. Dwg.
 - 2.06 Granite Steps of Reuses Entry
 - 2.07 Granite Step
- 3.00 SITE FURNISHINGS DETAILS**
- 3.01 Site Bench
 - 3.02 Light Pole
 - 3.03 2" Wood Bench
 - 3.04 Trash and Recycling Receptacles

ITEMS NOT SHOWN:

- Outdoor Furnishings Tables, Chg. 28
- Outdoor Furnishings Benches, Chg. 29
- Outdoor Furnishings Seating Lounger, Chg. 30
- Outdoor Furnishings Day 4
- Outdoor Day 4
- Re-install Doors, Replaces Chg. 2

- LAYOUT & MATERIALS NOTES:**
1. Use construction information given. Do not scale drawings.
 2. Layout all site elements, including utility and materials, including structures, materials, and finishes. All materials and finishes shall be specified by name and quantity in a summary registered in the Commonwealth of Massachusetts. The Contractor shall verify dimensions shown on the drawings and notify the landscape architect of any discrepancies prior to the start of construction. The landscape architect shall be notified of any discrepancies with the landscape architect prior to starting construction and approval of all elements as construction proceeds. The landscape architect may make adjustments to the report as necessary to satisfy the design intent.
 3. All site and dimensions are provided or perpendicular to the item from which they are measured unless otherwise stated.

SHADE TREES

9-1



Aesculus octandra
Yellow Buckeye



Acer saccharum
Sugar Maple



Ginkgo biloba 'Magyar'
Magyar Ginkgo

UNDERSTORY TREES



Parrotia persica
Parrotia



Prunus x yedoensis
Yoshino Cherry



Cornus florida 'Appalachian Spring'
'Appalachian Spring' Dogwood