

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, January 7, 2014

7:00 p.m.

in

City Hall Annex

344 Broadway

Cambridge, Massachusetts

Hugh Russell, Chair

H. Theodore Cohen, Vice Chair

Steven Winter, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Catherine Preston Connolly, Associate Member

Brian Murphy, Assistant City Manager for  
Community Development

Iram Farooq, Acting Deputy Director

**Community Development Staff:**

Liza Paden

Roger Boothe

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**P R O C E E D I N G S**

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

BRIAN MURPHY: Thank you and Happy New Year. Tonight we've got a relatively short agenda. We've got Planning Board hearing 288 and the courthouse.

1868 Mass. Ave. will be withdrawn and has been withdrawn and there was a large review meeting on that earlier. Basically the project was scaled down quite a bit so it did not require a Special Permit from the Planning Board.

Our next meeting is January 21st. We've got a public hearing on for 10 Essex Street at 7:20. We've also got 75 New Street at 8:15. The Chung Petition at 8:00. And

also we've got Vox on Route 2.

February 4th we will be at the Senior Center with Town Gown reports. And that is what is scheduled for now. So we will probably also put in a -- sort of a retrospective of sorts from Roger Boothe in one of those meetings coming up.

HUGH RUSSELL: Okay, thank you.

ROGER BOOTHE: We would also like to take a moment and give you the final reports for K2 and C2. Iram is here to say a word about that.

IRAM FAROOQ: I just wanted to say that they're also available on our websites at [Cambridgema.gov/K2C2](http://Cambridgema.gov/K2C2) for everybody who wants to download them.

HUGH RUSSELL: Okay. Everybody study? Because there will be a quiz at the next meeting.

Any idea when these items will start appearing in our agenda?

BRIAN MURPHY: Yes, fairly early in the next month or so, in February and March. You know, Sarah Woodworth is the economic consultant we've hired to take a look at some of the economic assumptions in the Central Square area. She's working on a report now. We hope to be in the Planning Board with that in the near future as well, which will sort of be testing some of the underlying assumptions and whether or not it actually makes sense and to try to come back in with K2 and C2 Zonings for discussions.

HUGH RUSSELL: Okay.

Are we ready to proceed to the Board of Zoning Appeal cases?

LIZA PADEN: So there's two agendas for you on the Board of Zoning Appeal cases.

One are the continued cases. One is a Special Permit for 83 Mount Auburn Street which is The Taco Truck to operate a fast order food. And the other is for Smith Place.

The Board of Zoning Appeal now has asked that the Planning Board at least acknowledge that they've looked at the cases and they have no questions for Special Permits since that's what the Ordinance requires. So the complication is everything is being done on-line now. So if you have any questions, I have to have time to get the cases to bring to the meeting to discuss which is why I'm sending out the agenda so far in advance.

HUGH RUSSELL: Were there any requests made?

LIZA PADEN: No.

And I think there might be a complication because the Harvard Square case, it may be one that has to go to the Harvard Square Advisory Committee. I'm not exactly sure. I haven't followed up on that yet.

HUGH RUSSELL: So, 83 Mount Auburn is a garage building; is that correct?

LIZA PADEN: 83 Mount Auburn Street is a garage building? Yes, I believe so.

HUGH RUSSELL: Right. That's 99.

BRIAN MURPHY: Isn't that (inaudible).

LIZA PADEN: Right.

HUGH RUSSELL: So this isn't actually a food truck, it's a business named Food Truck.

LIZA PADEN: It's doing business as Food Truck, but it's physically going to be in the garage building, yes.

HUGH RUSSELL: That's where the taco place used to be?

LIZA PADEN: Right.

HUGH RUSSELL: Okay, are there any comments or questions?

STEVEN COHEN: I have one question for the Chair and then, Liza, maybe you can help me. As it happens by happenstance, I was at a ZBA meeting where the ZBA was reviewing one of the matters that we had reviewed and had commented on extensively and worked on and made many changes which we felt were highly beneficial. And at the hearing of that matter at the ZBA, I heard absolutely no acknowledgement of the work that we had done. And I can't control what the members there decide to make of our work, but I was just wondering in what form do they receive a record of our work and review and the

comments that we make on the applications?

LIZA PADEN: I write the comments. Usually it's a single paragraph of two or three sentences that reflects what the Board said if not verbatim. I'd be happy to send you a copy of some examples of comments that have gone to the ZBA.

HUGH RUSSELL: So, do we know what happens after you send them off to Maria?

LIZA PADEN: Maria puts them in the file and they're available to the board members. Usually it's acknowledged in the list of documents that have been submitted to the Board of Zoning Appeal. Often if the Planning Board has commented on a case with the exception of the telecommunications, I send an e-mail to the Planning Board members to let them know if a decision was opposite of what the recommendation was.

STEVEN COHEN: The process is probably fine. I just make the comment that it was a dispiriting to see the disregard with which our hard work had been treated.

STEVEN WINTER: Mr. Chair, may I ask my colleague do you feel now with this discussion that you know a little bit more about it or do you still feel that there's a disconnect?

STEVEN COHEN: Well, I understand the process more. I'm not sure to what extent the members of the ZBA avail themselves of the comments that Liza passes on. And if they do look at it, I'm not, you know, sure that they attach much weight to it and that's not something that we can control, but --

HUGH RUSSELL: Maybe we should actually ask Tom who is probably most

recently a member of that body.

TOM SIENIEWICZ: So my recollection, like I said, I was Chair from 2000 to 2007 from the BZA, there was in fact a memo from Liza would be in each case file. But in light of the fact that we've joined the 21st century here and it's all electronic, I don't know what the equivalent process would be, your memo would be right there on the top of the file and each board member would understand that there have been comments made. I mean, in light of the fact that the Zoning Board is now pleading for a rigorous process here from us in their review, maybe we can pitch a question back to the Board of Zoning Appeal to say if we're going to go through that process, that we want to be very sure that they're actually finding our work useful and are taking it into consideration

when they review cases. I think that may be what we're looking at here is the process. I don't know -- I mean back in the olden days when I was on the Board, we had stacks of manila folders that contained your memos and every pertinent article, but I don't know how that works now now that it's electronic.

LIZA PADEN: We're working through the process.

TOM SIENIEWICZ: So I think that's --

LIZA PADEN: It's developing.

TOM SIENIEWICZ: I think that's what we're getting ground up in right now, Steve. So, yes, so we've got to figure out that process without those reassuring manila folders.

HUGH RUSSELL: I'll also comment anecdotally that I was talking last year to

Brendan Sullivan who said he was very interested and he's been a member of the Board since I was on it in the '70s. So, you know, you don't know what people do. I mean, when I was Chair in the '80s, I always went into the department the day before the hearing and looked through the file and the folder, and so, you know, nobody else did that. So if there was a Planning Board recommendation that seemed relevant, then I kind of felt it was my responsibility to bring that into the conversation.

TOM SIENIEWICZ: I may -- I know we read all correspondence into the record. I believe we also read Planning Board correspondence into the record, at least in my tenure. And so that those attending the hearing understood that it was a fellow board or a sister board that was interested in a

particular case.

HUGH RUSSELL: Okay, let's go on.  
Are there meeting transcripts?

LIZA PADEN: Oh, yes. Someone's been very busy. We have the October 1st, October 22nd, October 29th. We have the November 12th, November 19th, and the December 21st. We have all of the transcripts and they've all been attested to.

HUGH RUSSELL: Is there a motion to approve those transcripts?

STEVEN COHEN: So moved.

HUGH RUSSELL: Second.

H. THEODORE COHEN: Second.

HUGH RUSSELL: On the motion.

(Show of Hands.)

HUGH RUSSELL: All members voting in favor.

LIZA PADEN: And I'll send out the

December 23rd minutes for your review and we can approve them at the next meeting I guess.

HUGH RUSSELL: Okay.

So I guess the next item on our agenda is 1868 Mass. Avenue.

LIZA PADEN: So, it was after discussion with the developer and clarification of his application at 1868 Mass. Ave., it was determined that he does not require -- or his proposal does not require a Planning Board Special Permit. And so he submitted an e-mail requesting that the application be withdrawn.

HUGH RUSSELL: Okay. This is something we would normally agree to.

Is there any discussion?

STEVEN COHEN: I assume you reviewed, Liza, and concurred with his conclusion?

LIZA PADEN: Inspectional Services will do the Zoning analysis, yes.

HUGH RUSSELL: There's no discussion.

Is there a motion to grant relief to withdraw.

H. THEODORE COHEN: So moved.

STEVEN COHEN: Second.

HUGH RUSSELL: Discussion?

On the motion, all those in favor?

(Show of Hands.)

HUGH RUSSELL: All members voting yes.

We have -- we can go immediately to the public hearing because it was advertised for seven p.m.

This is a public hearing Planning Board case 288, 40 Thorndike Street.

LIZA PADEN: Excuse me, Hugh. Can

we just deal with the six board members versus the seven?

Thank you.

HUGH RUSSELL: Yes.

So this is a Special Permit for project review, alteration of a non-conforming structure, conversion of a building. And so for the Board to be grant the request there has to be five affirmative votes of the Board in these matters and the applicant is entitled to seven board members but they could proceed with six members. What would you like to do?

ROBERT DICKY: Proceed with six board members.

HUGH RUSSELL: Thank you very much.

ATTORNEY JAMES RAFFERTY: For the record, that was Robert Dicky, Executive Vice President partner at Leggat McCall responding

in the affirmative.

Good evening, members of the board.  
For the record, my name is James Rafferty.  
I'm an attorney with offices at 675  
Massachusetts Avenue. I'm appearing this  
evening on behalf of the applicant Leggat  
McCall who has formed a joint venture with  
their equity partner, Granite Holdings, and  
they have been the successful bidder to  
acquire the Middlesex County Courthouse of  
the Edward J. Sullivan Courthouse which I'm  
sure you're all familiar with, which has a  
long and storied history in the East  
Cambridge Neighborhood and the surrounding  
area. The Courthouse, as you're probably  
aware, has ceased operations several years  
ago. As you can imagine, most people miss  
all the lawyers in the neighborhood so  
they're eager to find a use that would liven

it up. There are a few prisoners remaining. There's a technicality that has to be worked out prior to the closing. One of those conditions you want the building free and clear of all the occupants before they close.

But tonight Mr. Dicky will share with you a little bit about the process, how it is at Leggat McCall became attracted to the building and how it is that they were selected, and also a bit of a timeline as to where things stand. As you can see from the model before you, there's been a great deal of attention paid to how to repurpose and redesign the building. Leggat McCall has retained the architectural firm of Elkus Manfredi, and this evening David Manfredi is present and he will share with the Board the design approach that's been taken with the building.

I wanted to just alert the Board to a few of the procedural issues that are involved in the application, including the situation involving the parking. The building itself, as you might imagine, is a significantly non-conforming building built for a much different purpose than what's envisioned here today. So the application begins with a project review, if you will, Article 19 application because of the nature of the change and the use. The use as proposed here are all allowed uses in this Business B Zoning District; office uses primarily, ground floor retail, and about 24 housing units, by about exactly 24 housing units. And Mr. Dicky and Mr. Manfredi will identify the location and how they fit in.

In order to achieve the conversion of a portion of a non-residential building for

residential use, the application also includes relief under Section 5.28 of the Zoning Ordinance, which as you know, was adopted to facilitate the conversion from a non-residential to residential. So we will be applying that to portions of this building, and the application speaks to that as well.

The parking in the building will be occurring in two locations. The first location is within the structure itself, and that's going to -- again, Mr. Manfredi will walk you through those changes. But there's approximately 92, 84 parking spaces?

ROBERT DICKY: 92 parking spaces.

ATTORNEY JAMES RAFFERTY: 92 parking spaces. Including the parking for the residential units for the building.

The application also involves the

leasing of parking spaces in the municipal garage on First Street. And I provided the Board with a copy of what amounts to the first step in the public disposition process or disposition of publicly owned structures.

Given changes in the Municipal Ordinance and the 30B Ordinance, the leasing of those parking spaces is now subject to the city's ordinances related to the sale or disposition of publicly owned property. That process begins with the applicant making a request to the City Manager. The City Manager in turn reviews it and forwards that request to the City Council. And for the process to begin, the City Council has to authorize the initiation of the process. As you can see from the attached order from the City Council, we've presented this proposal to the City Council in October, and they

voted unanimously to initiate the process to begin the 30B process of disposing of the land.

I know Mr. Murphy's far more of an expert on it and will share the details. This involves declared the lease of property. I know recently in the Ames Street disposition process, it's the same process that you went through there. That, of course, involves the sale or acquisition of land. This involves leases of a portion of the parking garage. The vast or significant portion of the lease involves the parking spaces themselves, but in discussions with the community, there really became an opportunity to explore repurposing the ground floor of that garage. It might be suggested that if it was being designed today, it might have a different experience at the ground

floor level, perhaps more engagement in retail. And that was a challenge that was presented to Leggat McCall, and Mr. Dicky took that seriously and brought in David Chilinski whose Cambridge-based firm has an extensive experience in retail. And we have some concepts about how this retail could work.

The expectation is that we could identify a food retailer, a grocery store. There's about 10,000 square feet available here. Jessie Baricom our active retail broker in East Cambridge who's had great success in identifying uses proven to be successful in this market, is working with the team, and there have been discussions with a number of food store operators.

So to be clear the business of the garage really is not presently before the

Board in the context of the application beyond the fact that the application cites that location as the location for parking. The Zoning Ordinance permits parking to occur on lots other than the one where the principal use is located if it's located within 300 feet of that use. We're across Second Street some 40 feet away, so this site, this garage clearly meets that requirement. So a Special Permit would not be required for that aspect of it. If it was beyond the prescribed distance, a Special Permit would also be necessary for that.

The other part of the process as you're aware of involves a traffic study, and we have worked extensively with the Traffic Department not only in scoping the study but trying to understand the critical issues about movements to the building. With the

traffic, the traffic -- the vast majority of the traffic occurring in the First Street garage, as you might imagine, First Street becomes a critical artery for accessing the building. We have -- we are in receipt of a memo that I trust the Board has received from Sue Clippinger containing some proposed mitigation, and that was a memo that they were kind enough to share with us and which we had some modest amount of input and I'm pleased to report that it represents consensus on our part that the applicant is prepared to adopt all of the measures contained in Ms. Clippinger's report.

I also provided a copy of a memo that was given to Mr. Rossi by Ms. Clippinger that addresses the question of the capacity in that the First Street garage, be able to handle this building as well as to continue

to provide the public function of that garage which is for a variety of retail and office buildings that are in the area.

There is also a residential component to that garage. East Cambridge residents get the opportunity to park there during the winter months at a discounted rate. They get to park there during snow emergencies as well. None of that would change through the leasing of spaces.

The garage has several lease holders, area office buildings, that hold long-term leases in the garage. So the applicant would simply seek to join those list of existing tenants of leasing spaces in the building long term.

Essentially the application itself is fairly detailed, but it principally is focussed on the urban design challenges

associated with the building. And I think our intention this evening is to try to proceed as quickly as possible through the building. We did want to share with you that we have engaged in a wide range of discussions with the community going back many, many months. As recently as a month ago we were before the East Cambridge Planning Team, and we are scheduled to go back there tomorrow evening as well. And we have attempted to be as transparent as possible in thinking about the building. As you might imagine a building of this size, a project of this size, there's an initial analysis at the time of the bidding, there's a further analysis during a due diligence period, and now for the past several months Mr. Manfredi and his colleagues have had a full opportunity to understand the

engineering and the other challenges associated with the building. And we're eager to go through that with the Board tonight. But first Mr. Dicky will share with you a little bit about the process and where we're headed.

ROBERT DICKY: Thank you, Jim. And good evening Chairman Russell and fellow board members. We really appreciate -- my name is Rob Dicky, I'm Executive Vice President and partner at Leggat McCall properties and we really appreciate your time and consideration on this development tonight.

I'm going to just sort of set the stage a little bit for the Board and principally for David who is going to follow with design presentation. And so I'm going to talk just briefly about the overview of the project,

the timeline and process that we've been involved in, and how we arrived with the program that we are showing you tonight. And as Jim mentioned, that we will also have -- David will present not only the design, but will be assisted by Chris Jones of Carol Johnson Associates who is our landscape architect who will talk about the extraordinary changes we're making to the site and the landscape improvements, and then that will be followed by Giles Ham, our traffic consultant with a brief overview of traffic and parking, and then that will be followed by David Chilinski and the discussion around the potential for a grocer in the vacant retail space in the city-owned garage.

So, our process really, you know, began back when the RFP was issued by the state in

the end of 2011. So two years ago we had been eyeing this as a potential opportunity. The opportunity was made formal in through the RFP process issued by DCAM in -- at the end of 2011. And we quickly assembled a team, a team that -- not all of that team is represented here tonight, but a team that had significant Cambridge experience, had worked together before, and worked successfully before and brought very innovative ideas around sustainability which are our goals as far as this project. That team also happens to be a very similar team that developed One First Street successfully a block away from this project, which was 200-unit condominium project delivered in 2007 which involved a historic renovation of buildings and the adaptive reuse of those buildings from the candy factory. Which also involved a new

construction of buildings that acted as in-fill. So that was a creative project in this neighborhood and one of a number of things that we've worked on in Cambridge.

So our team is incredibly, from the very beginning, has been incredibly excited about this opportunity. And the reason I say that is, you know, this is in its current state an absolute government structure which acts in our view as an absolute fortress to the neighborhood. It's a very, very unappealing project from the street level and it doesn't fit and it never, it never fit. And we think that there's an extraordinary opportunity here with the right design and the right level of investment to transform this property and turn it into not only a landmark for Cambridge but a real asset to the community and one that not only will

work, we think, for the tenant population that we hope to attract to this property, who also significantly enhance the experience of the residents living in that area and people working and shopping in that area. So that's our vision.

We also have some real sustainability goals for this project as well. And we've spent, you know, dating back to that November time period when we started, we spent a lot of time getting to where we are today. So I'll walk you through generally the process of what we've gone through.

The November 2011 to December 12 -- December 12, 2012, is when this project was designated to us. We were one of seven bidders. We went through a process. We went through a series of interviews. And including in that process were a series of

discussions with the neighborhood along the way. And their input in that process was extremely valuable to our planning process.

In January of 2013 after, a month after getting designated we executed a purchase and sale agreement with the state and DCAM. That then led to a due diligence period that lasted to July of 2013. In that process we collected more specific information on the property in the way of plans and we got into and access into the property to do exploratory work around environmental remediation and around structure and to better understand the building. And in July we then started, after the due diligence period ended with the state, we then started in earnest with our application that we presented to you recently and we also began discussions with the City around our plan to

try to secure 420 spaces in the garage and to combine with that a long-term lease for the retail space on First Street. And in October of 2013 this last year, City Council voted 9-0 in favor of the City Manager with proceeding to that process.

And in our target for our schedule for our property is our project is that the state is looking to -- their goal is to relocate the detainees and prisoners in the facility today to other facilities in April, and then sometime shortly thereafter we'll have an opportunity to then close on the asset and to start our remediation process and start our construction. Our hope would be that we would be in full construction this summer and that we would be in a position to deliver the finished project in 2016, roughly a two-year schedule to complete.

Our plan for the project, which is I'll use the model to illustrate, is 460,000 square feet. The bulk of that is in the glass tower that's represented in the model before you. 15,000 square feet of ground level retail and activated street level space. And that could be a combination of restaurants, places for goods and services, and also active use type of spaces. And Jessie Baricom as Jim referenced earlier, is working closely with our team to identify we think users and ideas and program that can work. This will be a challenging task, but we think it's also essential to making this project work both from an urban design perspective but also from a tenant perspective. That lively ground floor will make this a more attractive project overall.

In the other use is the 24 residential

units. So, I'll use the pointer here and the model to kind of walk folks around the site.

So as you, the board members are facing the model, you're looking sort of from Kendall Square at the building. So this is Spring Street on your side of the table. This is Third Street running here over to Cambridge. This is Second Street running up from Binney along, along the side of the city, First Street prize which is here, and then on the sort of back side of the model from where you're sitting, is Thorndike.

I'll point out some sort of interesting things about this site, and David will get into this as well. The corner that I'm pointing up to here at the northwest corner where the corner of Third Street and Thorndike is roughly I think 15 feet, David, above the southeast corner of the site at

Spring Street and Second. So there's a fairly severe rate differential between this corner and that corner. And this project as designed by the state as a government building, actually has a first level and an entry off of Thorndike which takes you up about three and a half feet so the sort of existing first floor of the building is above the street. So one of the things that we looked at immediately in this project was trying to bring the -- that slab and that grade down to the pedestrian level. And to also try to break up the edges of this existing fortress as it's constructed today. And David will get into that in more detail. So that this sort of forboding existing condition became a very welcoming condition. So as we've planned this project on the Thorndike side where there's a main entry,

you come in and integrates, we're lowering that slab three and a half feet. And then on the Spring Street side where there's an existing service and depressed yard, we're in-filling that with a 15,000 square foot landscaped courtyard. And David will get into with Chris Jones the specific details of that.

We've also moved -- we've eliminated the curb cut along Third Street. So there's no existing Third Street curb cut after to -- there is an existing Third Street curb cut that takes you into the garage that was used about the judges. That will be closed. And we're going to close the curb cut that exists over here at the corner that takes you into the service yard. And we would open up a new curb cut on Second. It takes you away from that intersection. And that would be the

entrance to our garage which is two levels below. So the two levels below are where the 92 spaces. Those 92 spaces would be for the residents of the 24 units and for the office tenants. And then the balance of the parking would be served by the city-owned garage next-door. And 420 spaces that we hope to secure in through the City Council process.

The loading and receiving is along Second Street and then there is a through lobby that takes you through the building and actually sort of puts back the Lopez Street corridor which was before this site was developed, Lopez Street was closed. So the idea is that people can actually publicly pass through this building during the active use parts of the day.

And then the retail around the base of the building is intended to be, you know, 10

to 12 tenants. And the slab associated with each one of those spaces is intended to try to align as closely as possible with the existing street elevation so we can make that work. And some of those retail spaces as David will go through in the plan, will open up into the public lobby so that this building really feels like, you know, a community of sorts and a building that is welcoming to the community it's coming in and out of.

The 24 residential units would be -- are planned for the Third Street side. And if you look at the model, there's a slight colored gradation difference between what is -- they wrap around this Third Street side to the Spring Street side and David will get into the specifics of where that's located and how it interacts with the rest of the

project. The podium level has a green roof on the Spring Street side and we are -- we're actually increasing the structure to take the load of that roof to make that work, and we're doing a significant amount of water infiltration on the site. We're recapturing water and we're incorporating that into our plan. We are using chilled beam in our tenant. We're demanding that tenants use chilled beam system to energy consumption in the property. We are exploring the possibility of using steam for the project. We're in discussions with the Veolia on that. Although we're not at this point not committed to doing that, but it's an exploration we're looking at. And we are also looking at -- we also have a significant commitment to bike and bicycle parking on the site and to putting a Hubway station on the

property so we have 216 bike spaces. I think this may actually be one of the first projects in the city to come under the new ordinance in terms of the bike parking regulations. But we didn't feel at all that the city was pushing us on that. We think that's a very -- that the number of spaces that we have both in the project and on-site will be critical to our tenants and critical to the success of this project as it sits between Kendall Square and the new improvements on the Green Line.

I think with that I'll close and turn it over to David.

DAVID MANFREDI: Good evening. I'm David Manfredi from Elkus Manfredi Architects in Boston. I'm going to give you just a little bit of history because I think it's important to understand a little bit of the

history of the building. You all know it because you've seen it for many years. The building was constructed -- was designed by Edward Tedesco in 1973 as both courthouse and jail. And if you look at the building, and if you look at the original drawings for the building, it had parking below grade along with a number of mechanical spaces and shops. Next thing it had parking for the judges at grade which explains part of the barrier quality of the building.

And the podium, and this is truly a podium building, designed as a podium building. The podium included offices, cafeteria, day care, floors 5 and 6 were -- and that's the -- I can go ahead. Floors 5 and 6, which are the first two floors above the podium are -- were law library. And then floors 7 through 17 were courtrooms with all

of the courtrooms' supporting space.

Courtrooms were two-story spaces. And what you see on the exterior of the building, although there's no daylight into the courtrooms or very little daylight into the courtrooms, what you're seeing here are these two-story spaces. And they were courtrooms on the south side of the building and on the north side of the building and they staggered up the building. So a courtroom that was on 5 and 6 -- well, would have been on 7 and 8, then there's a courtroom on 8 and 9. And then there's a courtroom -- it's hard to imagine how they got to that logic, but that's the building we inherited. And these courtrooms are projected out beyond the face of the building, which is what you see in our model and what you see on the building itself. And then the top four floors as Rob

described, were designed as a jail for detainees. There's, you can see at this one level there's an exercise area. There's also a basketball court and exercise area on the roof of the building.

Clearly the building was intended to be a kind of fortress. It literally pushed the pedestrian away in a number of different ways. If you look at that view on Third Street, the planters are enormous and they are a kind of barrier to get anywhere close to the building.

If you look at the, what was this kind of sunken service area and access to the sally port for detainees, it's kind of a mote. And all of these you can see obviously -- the building was designed to push the pedestrian away, to create blank walls. The opposite of what we think we can accomplish

here in terms of engaging pedestrians.

And you feel the building -- really as a pedestrian, you feel the podium of the building. The podium's about 50 feet tall. The tower is set back from that podium base. It's different dimensions around the building, but it's approximately 30 feet. In some places a little bit more and some places a little bit less. And, again, I think everybody has experienced the building and knows the building.

And as Rob indicated, there was loading docks on the Second Street side which we will discontinue -- I'm sorry, there's loading docks on the Third Street side which we will discontinue and relocate over to the Second Street side of the building.

So if you look down on -- what you see is a lot of grey. It was a very hard, hard

scape. And that's the roof of the building and the surrounding sidewalks.

And as the other important thing that Rob mentioned is that there's a lot of grey here. And you can see that up in that northwest corner you have an elevation of 34 and the southeast corner we're at an elevation of 21, so we've got about 13 feet of grade change. Diagonally across the site we have about nine feet of grade change along Third. And that is truly one of the challenges of the site. And as Rob mentioned, the commitment is to make the ground floor of the building meet its surrounding context, and in a way that will truly allow us to present uses that truly do engage pedestrians. And so the site plan as it has evolved, and I want to point out a number of things.

So first, Second Street and Third, Spring and Thorndike. And the footprint of the building basically remains the same, but for where we cut into the podium. And we cut into the podium in a number of places, one to identify entry. And then you'll see we also cut into the massing to kind of create a scale in the podium that breaks down its monolithic character and more closely replicates the scale of the surrounding pattern of land use.

So the -- really the first big move is to take all of this front yard, which was submerged service yard, and it's about 48 feet wide, there's about 15,000 square feet, and create open space. And use that open space to connect the sidewalk on Spring to the front door of the building.

Then secondly we've come into the

building itself and we've carved a very large lobby. And the point of the lobby is simply what Rob said, that this is a pass-through through the building. That it is open to the public during business hours. The intention being that it recreates that penetrability that was historic that connected Lopez to Bullfinch Square. And the core is organized, and I'll show you on upper floors, the core is organized so that there is reception here for the building. There is security for that core, but there's complete open passage through the core of the building. And that passageway overall is about 80 feet wide. We're cutting out the second floor. We're actually cutting out part of the third floor in order to make it a two-story space. We want this to be open, welcoming, and transparent as a building can be in terms of

inviting people in through the block and, again, trying to break down the scale of the block.

The other thing I'll point out, and Rob started to talk about it, is we're dropping all of these slabs. The slabs were elevated. The ground floor slab was elevated about three-foot, six above Thorndike. We're dropping the slab. Our slab elevation will be about 29 at the lobby. These slabs for these adjacent spaces will also be 29. This slab will actually raise up. This slab will actually drop down. The point is that with Jesse we've developed a kind of prototypical leasing plan. We actually expect that this will subdivide into smaller spaces. But the thought is that we bring the slab, we adjust the slabs to the surrounding geography, to the surrounding topography, and make those

slabs meet the street. So we have the flexibility to have front doors here, here, here, here, here, here, here, as well as entrances through the lobby and create a truly active and diverse streetscape.

Our front doors to office are here on Spring and here on Thorndike. Our front door to residential is here on Third. I'll show you that above. But you come into a relatively small lobby and an elevator that accesses the three floors of residential above.

And then our service to the building is off of Second with three new loading docks, and some of our back of the house transformer kinds of spaces.

The other thing that I will mention is that, again, given the topography of the site, we're able to take off of this loading,

and obviously we can access that retail. We can also go down and under and access that retail. And then we have access for those parking -- the bicycle spaces. I'll show you those in a moment. That goes a ramp off of the street goes down into this big nest of bicycle parking below, and then the biker can come up through the lobby and join everybody else that's coming in through the building.

You'll notice, and Chris will talk more about the kind of reinvented revitalized streetscape all around the building. We're creating a sort of arcade on the north side of the building. And I think you always create arcades on the north side of any building with a little bit of trepidation, but there's an awful lot of wind here. It was pointed out to us by the neighbors. We felt that I'm sure you can feel it this week.

And so this arcade is really intended to protect the pedestrian and to make that retail more viable and make Thorndike a better pedestrian street.

So I should say, and if it's not obvious, we're doing some very dramatic and comprehensive kinds of reworking of the guts of this building. Not only are we completely removing the skin of the building, the building envelope, not only are we cutting into the massing, not only are we changing floor slab elevations, but we're completely rebuilding the core. The core was appropriate to the use of the building. What we're trying to do is create basically a modern office building. And so we are inserting a new core with eight elevators. There's actually two cores, a lower core and an upper core, so floors 1 through 12

serviced by one core, and 13 through 22 serviced by the other four elevators, all new stairs. So basically the infrastructure of the building is completely reinvented.

As you get up to the second floor, now you can see the residential. And so off of Third you came in through a lobby and up an elevator or stair, and there are eight residential units per floor. They are a mix of --

ROBERT DICKY: Make these a little bigger.

DAVID MANFREDI: I can do that. There are eight units per floor. They're a mix of different unit types. You can see it's basically a single loaded configuration and relatively deep units, but the intent is that they are quite loft-like units. So there are eight units per floor. They're

three floors and that's the total of 24 units.

And now you can see as we get up, and I'll point it out in our perspectives, on the transition between podium and tower, we actually set the floor plate back. We have such a dramatic change between podium and tower in uses, in size of floor plate, in building envelope, that we create this kind of scene that's two stories, that's floors five and six. The structure actually comes outside the building. Floor plate's a little bit smaller. But now you can see this is all -- everything you're seeing inside that perimeter is brand new except for the structure. Those are all of the existing columns.

And then so we get into the upper floors and the lower core drops away and this

core travels through the remainder of the building.

Now, just to go down a little bit so you have a sense of what's below grade here. So level 1 below grade, again, same orientation.

ATTORNEY JAMES RAFFERTY: Make it bigger.

DAVID MANFREDI: The loading docks on Second, access to parking. And you can see there are a small amount of parking spaces on that first level below grade. These are parking spaces for the residents. There's a large number of bicycle parking spaces, 166 bicycle parking spaces, and some other mechanical space below grade. And you can also see that access for the bikers that brings them in, into that nest of parking, and then access to the elevators that bring

you up to the building lobby. Or if you're a resident, they bring you up into the residences of the building. And then the lowest level of parking is a little bit more regular, a little bit more typical in its parking layout. And that represents the 92 spaces that are inside the building.

We don't usually show the Planning Board sections, but there's a number of interesting lessons here and I'll just blow up the base a little bit. You can see that basically the red line represents what's out there today, meaning the elevation of Thorndike, obviously the curb doesn't change. Those are the steps up and there's the ground floor of the building. And then it drops off into that kind of service well and comes back up with a retaining wall to Spring Street. So what we're doing is we're in-filling. We

actually use the area, part of the area under the ramp here for water retention, storm water retention. We're dropping the slab three-foot, six and that gives us that kind of, that -- not kind of, it gives us the consistent edge of building to site and then we have to drop a few slabs out at the perimeter in order to make connections to all of the different grades. But you can see how that 48 feet of open space then steps down and ramps down to Spring Street. We've taken the two stories of the first two floors of the building, we're carving that lobby through to make it as open as possible. It opens up to three stories here. And then you can see this is the perimeter of the building today, here and here. We're carving into that. We're removing some square footage there. And then we step back on floors five

and six and then back up into the tower.

And so there's a series of perspectives here of existing condition and proposed. And I'll go through these quickly. I think you can see it all in the model. And so starting with Third Street and Spring Street. So what happens here, and this is that open space, that's the 48 feet, the 15,000 square feet. And there's a continuous retail base. The residential entrance is here. That base is defined both in color and material. And then these are the residential units. And as Rob said, we think of all of the podium as terra-cotta, a combination of stone, some metal and terra-cotta. And in two different finishes and colors. We're not entirely there yet on what those colors are, but you'll also see a change in the fenestration pattern. This is clearly residential. You

get the sense of more personal living spaces beyond, and as you go around the building to the office portions of the building, you'll see that there's that more regular pattern of an office use. But if I just get in there a little bit, you can see. The intent here is to create a defined base but give individual tenants the opportunity to really create identity and character, signage, outdoor dining spaces. There is a -- and Chris will describe this a little bit more, in order to accommodate the grade here, the sidewalk actually goes up Third Street. We create this almost level plateau here that allows us to subdivide into much smaller spaces.

At the corner of Third and Thorndike I'm now looking back the other way, you can see those great big planters we were looking at before and replaced with what is a very

wide sidewalk, the opportunity for these retail tenants to spill out whether it's food and beverage or florist or whatever it might be.

And then around to Second and Thorndike.

And then this -- so this is the, this is the -- you can see on my where my little arrow is I'm looking south down on Second, you can see all the grade that exist right there. But, again, identifying the base of -- retail base of the building and now the office above. And here's a good example of where we carve into the mass of the building. We literally push it back. We clad that in metal, we think it's a dark metal, and really just to create a kind of separation between these pieces. And if you look at the model, you can see the kind of scale of surrounding

buildings. We're trying to find that, the commonness with that surrounding context.

One more Second and Spring Street.

This is kind of our service side of the building in terms of access to parking and our loading docks and access to bicycle, but again, maintaining that kind of consistent base around the building. This is also a good place to see where that kind of seam is.

One of the other things that, you know, that really is troubling about this existing building is this very heavy parapet that kind of looms over the sidewalk. Just taking that away changes the perception from the building to a certain extent. But you also you can see where we expose the columns to separate podium and tower above.

The building as you know it today, these are those, you can see these are the

two-story courtrooms. And if you went around on the other side of the building, you'd see they're staggered like that. And the building as we envision it, which as I said, creates, creates this space that has a kind of intermediate scale to it, a very active retail base, the seam between base and tower, and then basically a curtain wall facade. I'll describe just a little bit. We can go into more detail if you like to, but our goal here is to really make this a quite transparent building. We're gaining floors, meaning we're taking two floors. We're creating this as a relatively sheer plane with floor-to-floor glass and a kind of shadow box here setting back at that floor line in order to create these reveals between every two floors. Where the old courtrooms were, we maintain that structure, and with

the notion that we leave the tenant the flexibility of using that as a two-story space, putting a connecting stair between floors in that space. In the -- on the very top floor we actually set the window wall back and create an outdoor space. There's a very odd structural condition there that creates a very low ceiling height and so it made some sense to do that.

And I will let Chris Jones walk you around the building in more specific detail in the public realm.

CHRIS JONES: Mr. Chairman, thank you. Members of the board, my name is Chris Jones. I'm with Carol Johnson Associates Landscape Architect. Yeah, I think Rob and David hit this well, the point that it is today very much a fortress. And not only the building but in particular the public realm

that surrounds this building. And our ultimate goal was to really create an environment that's much more inviting, accessible, and usable as far as a series of public open spaces. Starting with probably the most transformative piece is the open space at Spring Street. As they mentioned, it's about a third of an acre of new open space that we think of much like a front porch with community. And the idea that we could create a mix of uses within this space, sort of you see here this, this idea that there's a front lawn that you can actually come and sit on the steps, paved steps that bring you from the higher grade down to Spring Street. As you've seen, there's quite a bit of grade change to get from Spring Street to this second level that we're raising up to, and we were very careful about

trying to tip that plane so that it's not a hard, vertical edge that you're seeing at Spring Street today, but a much softer transition of grade that steps up and really invites you into the space. As David mentioned as well, you know, we're very keen on trying to provide really smooth transitions from Third and from Second Street and let you really flow into the site to the main lobby space and then provide that what's really the only stair connection through from Lopez into the building to bring you in there.

What also happens when we have these transitions from the high point to the corner, is we have a few what I would call, like, overlook type of spaces that are supporting the retail with an opportunity for outdoor cafe seating or something that might

be a place of gathering on the corner that could be supportive of that retail use and in the long run. There's also another perch condition that is really a spill out space for the conference that's interior on that first floor. And so there's two overlook points that sort of let's you look out and sort of really just people watch. We like to people watch. And there's opportunities to do that in different ways, both with a lawn and these overlook points.

You can see the -- this is really a series of before and after. So what you're seeing above is the sally port and the sunken area and then the green space below it. And I'll take you around a few key spots and you'll see that. One of the points I want to make about this corner that I think is a transformation is that existing wall tree

planter that occurs right there, I think is a major source of the traffic accidents that occur on that corner personally because the site lines are so cut off. When you're parked -- or pulling up on Spring, you really can't see at Third. You can't see those cars coming down. And so you really have to pull out far and there's now an opportunity to make that visual connection. The redesign pulls that condition, which is about here on the plan, all the way back to here. And with the stepped condition there, there's an enormous amount of additional sight line that should really increase the safety quite a bit. That's me speaking personally. I would have to leave that to the traffic engineering to tell us more about that.

I'm a little out of sequence. But I'll jump on to Third and then come back in the

section through the section through Spring Street. What you're seeing here is the before condition, the proposed condition -- the existing condition and the proposed condition and the sections of those. If I zoom in, this point we've been making about a very narrow usable public sidewalk flanked by these four to five foot raised planters, and what's really behind them and I think probably the reason for these planters because I don't know that Tedesco had the foresight of security in 1973 that we're all thinking about with municipal buildings today, was to really separate you from that area intake. In the proposed scheme what we're doing is pulling that planter out and creating a usable public open space that supports the retail uses. So now you can move along the building, whereas before you

could not. And you're changing from what is really about 10 feet of usable space to almost 23 feet of usable space in the proposed condition. That transition, it's interesting because the air intake will still remain, and it was one of the challenges that we faced is how do we still let that air through and we didn't want people at a retail front walking across metal grates. So we were proposing actually using decking so that that air can still pass through. We've got a higher level of quality material, probably it's an (inaudible) or a tropical hardwood that we're using in that location and it's a benefit because of the lifespan and the durability of the material in the long run that we're not going to be see that rotting out and replaced. And we've had a lot of luck with taking the decking and actually

grooving so that we've reduced the slip issues that we have when it's either wet or snow and it functioned much like -- I wouldn't call it truncated domes, but it creates that void that allows that water to run off and erase the slipping issues that you think of when you think of decking. And, therefore, you really create this higher level of material that is at the storefront. We're still dealing with the air intake issues, and these panels of decking if necessary could be removed to still allow access to that service that's required in the long run.

David did mention that we have these challenges with the grades, and obviously the retail is level. It has one step, but -- and the sidewalk slope. So what you see is that at the high end where it's 34, you actually

have to step down into the space slightly at this condition which is one of the reasons why we wanted to widen this so this didn't feel like a tight pocket. It's probably our most challenging location. But as you move down the sidewalk, the steps begin to diminish and now you have full access at this point. And as you get to the other end, now you're at the perch where you're actually stepping down steps from the deck of the retail to the street level.

We talked quite a bit about the Spring Street condition. You're seeing the before and after. And the sections of those show you the sunken condition here and this terracing or stepping that we were discussing in trying to make a much more inviting environment.

And as I mentioned the, the transition

of actual steps from the main lobby down. We've separated those to again diminish the perceived height that that transition, making it two smaller sections of stairs as you approach.

At the corner of Second -- this is Second and Thorndike, we have that same condition where the air intake existed today and the large planter wall. That is being removed and we're transitioning from what is about seven feet of sidewalk to about 23 feet of perceived sidewalk or actual sidewalk that is again another pocket space for outdoor seating and use. You can also see bike racks, some of the bike racks are in-filled into this zone.

Once we started to use the wood material, we wanted to try to incorporate that throughout the site so we could have a

continuous theme. So as we transition from the public street into these private zones, we transition with some of that wood in-fill as well.

And then lastly, probably the -- I would call it the easiest street to contend with is Thorndike because we're really not making any significant changes and the grades fall pretty well from end to end. The street exists today with Norway maples that are about eight to ten inches in caliper. It's -- technically it's considered an invasive today. But we talked with the arborist and they are providing quality shade and they're actually doing quite well. So he would like to keep those, and we're working to keep those in the design and incorporate new paving and sidewalk around them. I think as those trees age in place, we had an earlier

vision to have that be actually a rain guard treeway where we could incorporate between the tree and the next tree a bridging of a wood crossing so that you could cross this treeway of rain garden. That's something that I think would have to transition over time as the existing trees age out and new trees come in and we could possibly look at transforming that space. But in the current design it would be the existing trees.

Materiality, we do have -- started thinking about plant material. One of the things that's beneficial from a standpoint of the City of Cambridge is that we have to replace the caliper inch that we remove on the site. And there are some large trees in these planters. So we are replacing quite a bit of caliper inch in tree. Which means that our new trees will be fairly mature at

install, looking at six- and eight-inch caliper trees throughout the site. So we'll have a very mature landscape from the start. It's a mix of flowering trees that we're proposing. Some deciduous trees trying to provide a specimen sort of accents throughout the site. We also are looking at more cessant trees like oak, Pin oak, Pin oaks and English oaks in areas where we want to deal with some of the that wind mitigation because they will have an affect on the wind by holding their leaves throughout a longer period of the season. And also evergreen shrubs, perennials and grasses that we'll incorporate into the plant beds and a little look of that lawn, that stepping lawn condition that I mentioned at Spring Street.

From a standpoint of site materials, I mentioned the wood decking. The use of

pavers, specialty pavers, maybe larger units that carry from the lobby on out through towards Lopez and up towards Bullfinch Square. The idea of granite steps and walls that support the transition and grade. And this idea of incorporating the wood and possibly wood seating and lighting and then these -- and as well as sedum trays on the green roof sections.

With that I will hand it over for traffic. Thank you.

GILES HAM: Good evening. For the record, Giles Ham with Vanesse and Associates. I apologize that the traffic graphics are not as exciting as the landscaper or architecture.

The traffic study was certified in November 21st of last year by your staff. We looked at 20 intersections throughout the

area, including 14 signalized intersections. And in this orientation you've got O'Brien Highway here, Land Boulevard Broadway here. The site is located here, and then the First Street garage at that location.

As was indicated, there's 92 parking spaces on-site. If I can zoom in a little bit -- with access off Second Street. As Mr. Rafferty indicated, the majority of parking 420 spaces is off of Spring Street ingress and Thorndike Street egress and that really puts the majority of traffic onto First Street where we want them to be. And that's really important in terms of mitigating the project impact.

In the future First Street will be punched through approximately 2007 to O'Brien Highway and that will further emphasize and allow access through First Street and

minimize impact to the neighborhood.

We have -- let me go back here a minute. We have the Lechmere Station to the north. We have Kendall Square Station to the south. We have shuttle service in the area. There's many bike lanes in the area. There's an bike lane on First Street for bicycle access to the site. You have sidewalks everywhere in the area. So what you really have is really an excellent transportation system here, a multimodal system. Looking at transit, vehicular access, bicycles and pedestrians. And what we see here is less than 50 percent auto usage here which really minimizes the impact of this project.

In terms of your Planning Board Special Permit criteria, we look at five areas trip generation, levels of service, traffic on residential street, lane queue, and

pedestrian facilities. And within that criteria, there are kind of 431 tests or indicators that we look at with regard to this project. We exceed 19 indicators of the 431 indicators. Of three of those indicators all you have to do the vehicle trip generation. We've assumed the site as basically vacant. So if the site was occupied and you were looking at redevelopment, you really wouldn't trigger those indicators at all. But we did in terms of the analysis with the uses that you have there today.

In terms of the pedestrian indicators, we exceed -- four of those indicators really relate to traffic or pedestrians walking from the First Street garage to the site. So we increase pedestrian flow and there's a little increase in delay, but really it's from

people parking and walking to the site.

The other 12 of those indicators are really existing condition levels of service for pedestrian levels of service.

We worked with city staff in terms of project mitigation. We've read their letter. We concur with their findings. But just essentially in terms of mitigation travel management, we talked about the 512 parking spaces on 92 on-site and 420 off site, it's enough parking for the project, but it's not an exorbitant amount and it keeps it pushing people to use non-auto travel to the site. We'll charge market rate for the parking. Carpool spaces, charging spaces on-site as well as a car share, a Zipcar space on-site. You've heard in terms of bicycles, we have a Hubway Station, I believe it's off Second Street. 216 bicycle spaces, 166 are enclosed

within the building, and 15 are outside for short-term spaces.

We have on-site showers and lockers, and also we'll have air pumps and fix-it stands within the project to support those services.

The Charles River TMA run the shuttle service in the area so we'll be a member of that as well as using the shuttle service. We provide MBTA pass subsidies, promote alternative as well as have a centralized location for schedules and what have you within the site at a location.

The City's asked us to put benches at the EZ Ride stop at First and Otis Street which are not there presently.

In terms of off site, really the kind of four corners of the area, the intersections with Thorndike and Spring

Street, we've been asked to upgrade the pavement markings out near the crosswalk and also make sure the handicap ramps are ADA accessible and are appropriate in terms of their design. As I alluded to earlier we were also asked by the City to look at the safety evaluation of Spring and Third Street. And I think that the edge of the building cut back will help with sight lines. We've been asked to look at accident records and make an evaluation of what can be done there, if anything, to improve safety conditions.

That's really a brief summary. We're going to continue to work with city staff. We think we have a comprehensive mitigation package in working with the city.

Thank you. I'm going to turn it back over to Rob.

ROBERT DICKY: David actually.

So I'll just do a brief -- so, this last piece is really, I just want to preface by saying this is very preliminary, and we've shared this idea with the neighborhood and actually this idea to some extent was borne with the neighborhood in our discussions early on in this project where many residents in the area expressed an interest in a neighborhood grocer. And it was clear to us that we would have a very difficult time incorporating that into the base of our project, but there was an opportunity on First Street in the vacant city controlled retail. So David's going to discuss, he's actually going to review plans that we've reviewed with the City Manager with Community Development, and with, and with the neighborhood at a recent East Cambridge Planning Team meeting. With that I'll just

preface that it's a preliminary concept and will need further discussion.

DAVID CHILINSKI: David Chilinski with Prellwitz Chilinski Associates.

One of the things that is true and Jesse has been sort of working hard with this group is to identify how to make the district come alive, you know, from a retail standpoint. And this opportunity in the garage basically is a support, if you will, for some of the new residential that is proposed here, but also really is an asset to the neighborhood. This has been a tooth missing along the First Street corridor for sometime. It was part of the master plan to have ground floor retail, you know, when the East Cambridge area was redeveloped but it's actually never been successful. One of the things that's interesting about it, though,

from an infrastructure standpoint is a contiguous 12,000 square feet. It's actually got great frontage along First. It has a receiving area. And I would suggest that most significantly it actually has accessible parking that brings you through Spring and Thorndike Street. Currently this is not accessible by the public because it's used by Public Works. And if I can just get you to think a little bit about a location that's actually not far from here, which is the Broadway Market, which is just a few convenience kinds of spaces, this is actually personally someplace that I use and shop on my way home. I think for residents having these very quick stopped spaces, that would allow them, if they work outside the area, if they're coming home in a car, to actually come in, stop, shop, get back in their car

and actually, you know, end up in the neighborhood. It's, it's really a strong opportunity let's say to make this market work. This is just a little, honestly, slight of hand maybe to undo some of the original architecture where we've -- I think you can see with adding a canopy that embraces that column that's out there today, adding some storefront, that in fact, you know, this could actually be, you know, legitimate facade that actually looks believable and we're hoping a merchant thinks so, too.

So these are just very quickly some of the sort of prototype images that we've looked around the city here and in Boston. These are the scale of the merchants that we're talking about. And, you know, one of the interesting things about them is that,

and here's the Broadway market that I was mentioning. I mean, while they may have a much smaller variety on the grosser side, they exist because they have prepared foods and things that, you know, give you somewhere between, you know, the convenience of a convenience store, which is really not what we're looking to do here, and a full fledged market. And I think you can see around the city where Whole Foods has come in with some small format stores that you can really do amazing things in 10,000 square feet or 15,000 square feet. So that's the idea here.

ROB DICKY: So that concludes our presentation. Just a couple of other items I wanted to cover. One is to make sure that the Board has had a copy of Roger Boothe and Brian Murphy's letter and has had a chance to review that. The City Community Development

and staff have been very helpful to our process and our design planning programming. And I would also add that I spoke today with Stephanie Groll, the PTDM officer, and we had submitted a PTDM plan. She has now responded with a draft decision of that, on that plan and we will be concluding that process with a final draft and an agreement with the City on the PTDM side we hope in the next couple of weeks.

HUGH RUSSELL: Thank you.

Before we go to public testimony I wonder if Roger would like to present the memo, and after that if Sue Clippinger has anything she wants to say.

ROGER BOOTHE: Yes. Roger Boothe, Community Development Department. I'll be very brief because I think the presentation really touched on the points that I was

trying to make here, but particularly the big idea of transforming what has been such a blighting influence for my entire 35 years, and I know many of the neighbors have really been wanting to see something better here. And it seems to me there's been quite a process going on here with the state sponsors and the neighborhood really pursued to try to see what could be the best outcome on this site. And I think at the broadest urban design scale when you see this building now from way far away, it's bleak. And so to have an elegant glassy tower of the kind that we hope that we're looking at here, I think it would be a total transformation from afar. And up close all of the talk about the fortress is not an exaggeration. And I think what they're talking about doing is the best you could do to bring this down to the

ground. You can see an extraordinary series of steps of trying to transform the grades and make for real ground floor retail and being able to circulate through the building, I think, is really exactly the right set of things to do.

Clearly there's still a little bit at an early stage in terms of the actual materials and so forth, and I think a lot of refinement is possible, but I'm feeling extremely positively about this set of transformations.

HUGH RUSSELL: Okay.

Sue, do you want to say anything?

SUSAN CLIPPINGER: I just want to say two brief things about pieces of the memo that you have. We have identified the issue of Spring Street and Third Street as a safety issue and that's something that we've

actually done a fair amount of work on already in terms of pulling accident reports, and see this as an opportunity to work collaboratively with the courthouse development to try to make sure that we've identified ways in which we can make that intersection safer than it is today. And so I think that's, you know, something that's already partially in progress and is, you know, hopefully will be a positive outcome.

And the other thing that hasn't really been talked about, but I think this project has done a lot of work to make the pedestrian realm very much more pedestrian-friendly and much more walkable environment. And one of the things that we had identified in our letter is the opportunity to also to do work in the small notch in the garage that's on the opposite side of Second Street from this

project which I think helps to further enhance the walkability of the area which is something they've agreed to work on. I just wanted to bring that up because it hadn't been talked about in the presentation.

HUGH RUSSELL: Thank you.

Should we go to public testimony now?

STEVEN WINTER: Sure.

HUGH RUSSELL: So I have a sign-up sheet. After we go through the sign-up sheet I'll ask if anyone else wants to speak.

First one on the sheet is Barbara Broussard.

And after Barbara will be Jay Wasserman.

BARBARA BROUSSARD: Barbara Broussard. I'll speak as President of the East Cambridge Planning Team. We have seen similar iterations over time. This was not

the very first or the one that the community would have selected. They would have chosen to have a few stories taken off the building, however, we would need time to look at it close up, look at the model before we really took a vote on how we feel about it.

Personally I have serious questions about the traffic because I live at Third and Spring and I haven't seen a bike path on Third Street, Second Street, or First Street so I don't know whoever did the traffic study found them. They're not there. I have other serious issues about traffic and they're charging garage rates for the people in the office building. And anyone living in Cambridge and working in your building will be parking in the neighborhood I can guarantee it because it happens with every development. We have serious issues about

parking. I'll let the others speak, and we will have a meeting with them tomorrow evening and people will get a chance to look up close and personal and how it affects their home.

Thank you.

HUGH RUSSELL: Thank you.

Jay Wasserman. And after Jay, Tom Stoleman (phonetic).

JAY WASSERMAN: Hi, good evening. This is Jay Wasserman man of 34 Second Street. I'm also on the board member of the East Cambridge Planning Team. And as Barbara said, we haven't voted on it. And I'm speaking for myself. I have a few comments, mostly commentary about stuff.

First I wanted to make a point, and it kind of goes with Barbara's comment about parking that Jim Rafferty said that the

garage is only for snow emergency. It actually is access for the residents all year round. And I think we need to balance this, and I don't have the right answer which is why I think the Board should probably approve the 400-unit parking that they want because I know Traffic and Parking wants to actually reduce that. And I would consider that if a few years they should readdress it after the building has been occupied for two years. Because I have a lot of different things I'd say because I don't know what's gonna happen and neither do we. I know parking when One First Street came on became horrible. And then it became great when this building emptied had out. And it's -- things are changing constantly. The recession has an affect. So I think it's really critical that whatever's decided, you should put something

in that it should be reviewed a few years after like 70 percent occupancy to try to address any issues that come up.

Okay, the yard. I like the yard idea. I just want to make sure it really is as inviting as the pictures are. I'm a little nervous because I've seen some of the things like the monstrosity and the CRA building in front of the Marriott which looks great, but I don't think it's inviting at all. There's also another thing on Second Street that looks beautiful, but really pushes you out. It's that new building a few blocks up. And I see no reason why anyone would go into that open space even though it's supposed to be kind of a public sitting area. So I'm hoping that what is there you really do hook into the retail and do keep people moving through it. And I think it will add to your building

a lot.

Another thing about trucks and the loading dock and I'm nervous about this. I'm really nervous about Second Street becoming a trucking zone. We've actually kind of got the streets already set up to come up Spring Street and go back down Thorndike as one way, but we need to make sure that they do that into the loading zone. And I think you probably need to revisit those corners because you want to force the trucks to do that from First Street and you want to make sure that the trucks can make those corners, because there's going to be a lot of deliveries into these buildings.

And I think the one other thing that -- it's nice to finally start seeing pictures of the tower, but I'd like to see more drawings how the glassiness and, you know, there's got

to be some issues about light glare and things like that. Again, I've been looking forever. Unfortunately all the early pictures we saw were that bottom right and showed the tower. And we need to -- the tower is a big deal. It really is an imposing thing, and how the glassy structure looks at from all directions will make a big factor how the tower plays in our neighborhood. So, you know, again we're hoping to continue working with them and hopefully we come to some good things.

Thank you.

HUGH RUSSELL: Thank you.

Tom Stoleman.

TOM STOLEMAN: Hi. I'm Tom Stoleman, 19 Channing Street. A couple of comments. I always, I always think it's very important that as much information is given

to the public before a meeting as possible, and you have a lot of information up on your website, but I couldn't find the staff recommendation letter which might in fact address some people's concerns about things. So whatever you can put up there is really appreciated. And I do appreciate what you have up.

I live in West Cambridge not East Cambridge, so I do want to put a pitch in that you should really be listening and I hope you get the comments and recommendations from the East Cambridge Planning Team before you make any decision. Mr. Rafferty will tell you that they are a very effective neighborhood group, and I do hope you listen to them. Their comments are actually much more important than mine. However, I'd like to point out some good things and things that

I liked.

The human scale that is being proposed on the streets is really wonderful. I think you've done a great job of that. You're returning, you're returning that edge to people and that's a positive thing.

I think a little more emphasis could be made, the connection between Lopez and Courthouse Square, you're really sort of lined up in the middle. And the fact is Courthouse Square's entry is a little off to the edge. So it's small changes, but I think there could be improvements there.

I think the coordination that you're doing with the City is something that's very positive. This market could be something I think quite wonderful for the neighborhood and for the people who visit the neighborhood.

And I think that this building, I would like to see it lowered, too. I realize probably tomorrow night you're going to be answering questions regarding that. However, a reflective curtain wall is going to on nice days reflect a beautiful blue sky and clouds and that's going to be positive rather than having a grey cloud there all the time which is the way it is now. So that's a, that's a potentially -- that's making good lemonade out of a lemon.

And finally, in the previous scheme that I saw at the East Cambridge Planning Team meeting, there was a lot more effort I think made on the tall portion of this building to introduce what I call a tall building open space. These are those little things, and you've still put it there, these are those little things that introduce

elements of green and actually might -- as I remember that scheme you presented a few months ago, you seem to be proposing something that would allow the public to actually get up high and get some greenery, and the views are pretty spectacular. I know, because I've been in the building, not as a tenant but as a juror. And so I'm a little disappointed that that level of open space that's up high has been lessened in this and I hope some of it can return.

Thank you.

HUGH RUSSELL: Thank you. Roberta Goto.

ROBERTA GOTO: Hi. My name is Roberta Goto and I live on 13 Lopez Avenue, actually one house in from the courthouse. Our families lived across from the courthouse for at least four generations now. I've

lived across from the courthouse since it was the old courthouse, and I remember the wrecking ball going to knock out the former jail. And as a kid, we used to climb up on the structural beams and dump eggs on the air intake valve.

ATTORNEY JAMES RAFFERTY: That might explain some of these problems.

ROBERTA GOTO: Wood decking helps. I have some practical considerations considering that I lived through the first construction and some of the other constructions in the area. And I know that when you issue your Special Permit, you can introduce conditions that are beneficial to the welfare of the surrounding community. And my concerns have to do with the construction period and post-construction. And in terms of the construction period, I

would like -- and you don't have to write this down because I'll give it to Liza and she can pass this all to you. To have construction times limited to seven a.m. through six p.m. on Monday through Thursday, nine a.m. to six p.m. on Saturday and no construction on Sundays and holidays. The building is surrounded primarily by residential neighborhoods. There are a lot of homes, there are a lot of young children in the area. We would like to sleep. And based upon the construction that's going on at North Point and Binney Street construction time starts anywhere from 5:30 on up and it goes seven days a week if they're allowed. I'd like to rest.

Also with respect to trucks and construction workers' motor vehicles and parking, I suggest that we don't have

deliveries during non-construction time and care be taken that the heavier equipment and materials not be dumped so that they vibrate throughout the neighborhood. Which happens now whenever there's pick up and delivery at the courthouse.

The trucks and motor vehicles not be allowed to idle.

And that off street parking be provided for all the construction workers. And that there be no loss of residential parking spaces on Second or Spring Street during construction. Or if there is to be a loss, then that needs to be mitigated somehow. Discussions with Traffic and Parking, but something needs to be addressed. There's numerous numbers of parking spaces on both those streets. And that there be no street closures for periods greater than 24 hours

and 72 hours prior written notice to all of the abutting neighbors. Because if you go down Second Street now, the Binney Street project has closed off a significant portion of Second Street for a while and you can't travel. And these are residential areas. I'd like to be able to get home easily.

My other concern was with dust and debris, and weather permitting that there be daily sweeping and watering down. I don't know about the asbestos mitigation. I'm hoping that it will comply with applicable laws so we don't have a problem there.

The other issue is noise. We would prefer that noise not be generated from the construction site in violation of the noise ordinances. And that generators not be allowed to run during non-construction hours. And I believe you were speaking about Veolia.

If you look at Veolia's track record, they break down quite frequently and they use emergency generators and they don't use the latest equipment. So you can hear the generators for about a four block radius. It's really noisy.

H. THEODORE COHEN: If you could wrap up your comments.

ROBERTA GOTO: Okay.

I'd also like to suggest that there be a developer or a contractor representative that would be available 24/7 during the construction period to address neighborhood concerns. And then afterwards, another comment would be the lights. Right now as they said, the courthouse is a fortress. The only lights that shine at night is on the second floor pavilion. We'd prefer that when the final plans get approved, that they're

not shining into the bedrooms of the abutting neighbors.

And the last comment will be can we please have the falcons return after you're done with construction? The falcons are very good in getting rid of pigeons, squirrels, and rats. And I'll give this to Liza so that you can have my comments.

HUGH RUSSELL: Okay, thank you.

Okay, Rhoda Fantasia.

RHODA FANTASIA: I'm Rhoda Fantasia and I live at 93 Third Street and I sent the Planning Board a letter so I won't go into great detail, but I would like to just highlight two of my major concerns which center on my resistance to the building being converted from a public use building for over 200 years into a private use building where the city and the state will lose basically

control of the land and the building. While the conversion is doubtless legal, it seems to me that it's morally irresponsible of the Commonwealth and the Division of Capital Asset Management and Maintenance.

And my second concern, of course, is the height of the building. And neither the state nor Leggat McCall has addressed reduction of the height of the building. And the building when it was built in 1973, was a huge building. The present design means that it is still a huge building, and I would like that to be considered by the Planning Board because I do think that there might be a possibility to work with the developer and do some reduction there.

Neighborhood concerns about the height, the density, and we've spoken about the parking, are still very much open and

hopefully will be discussed and resolved. But I think before any developer permits could be granted, there should be a fair amount of homework and study.

Thank you.

HUGH RUSSELL: Thank you.

Carol Ballou.

CAROL BALLOU: Carol Ballou, 257 Charles Street, another member of the East Cambridge Planning Team Board. I have to say that this has been our worst negotiation with any developer we've had so far. I respect developers, but we've had a very tough time with this one. And it has not been a give and take. It has been one that, you know, with DCAM coming to the table, we had a couple of other developers who would have taken off the top four floors. But DCAM and Leggat, there were two rounds of their making

bids and I still haven't found out the answer as to why that happened, but Leggat pulled it off and really has not been cooperating with the neighborhood in any real way. They haven't changed anything, and our real delight would have been to lower the building. I mean, we're still going to have a ton of stuff on the top of the building now that I'm looking at it, being on the rooftop mechanical committee, you know, I'm concerned about that noise, too. So we're sad to say that we don't have a neighborhood that's very happy with what's happening, and that's pretty much what I have to say.

I think that we should be looking at some startup space also in the building. We have run out of startup space and I've talked to Leggat McCall about this, and one of the reasons why major startups have left

Cambridge is because there is no more space in Kendall Square. So they've put in some housing, but they haven't promised us any startup space yet and that's something I would really like to see.

Thanks.

HUGH RUSSELL: Thank you.

Heather Hoffman.

HEATHER HOFFMAN: Hi, my name is Heather Hoffman. I live at 213 Hurley Street which is two blocks from this building. I've lived in the shadow of it since August of 1984 when I moved to East Cambridge and one of the continuing things that the introduction of HDTV finally cured was that I always had ghosts and snow and everything on my TV because everything bounced off this building. So I have a hated it for lots of reasons for lots of years.

The other thing that I want to talk about and that I hope that you will take really, really seriously, is wind. Now, I actually read the application, and the part that I really read was the wind report. And the wind report pretty much said, you know, what they're proposing isn't going to do much of anything to help the wind. Now, if this were flat, the wind would still be a problem but it would not be the same kind of hazard to life and limb that it is now. With that kind of slope, when you have an ice storm, what you have is no way to stop. I have been blown off my feet, completely off my feet, you know, onto, onto my butt because of icy sidewalks there more than once. It's dangerous. And if they don't address the wind, it's gonna continue to be dangerous. And what person is gonna want to live in a

building where you can't walk outside without taking your life in your hands. So that is something that's got to be addressed. And it brings the wind to the whole area, not just right next to the building. Across Third Street is also bad. Now for more than 20 years I have had to walk passed this building to go to work because I live southwest of it and I work north of it at the Registry of Deeds. So if I go home for lunch, that means I walk by it four times a day. And I agree that what they're proposing will make it look better at the ground level, but looking better is not the only thing they need to do.

And as to the traffic, you know, the City has told us that the traffic has pretty much disappeared from Kendall Square. Now, considering that I live next to Third Street, I would dispute that because the traffic

still stretches blocks down Third Street. And I can tell you that the people I work with at the Registry of Deeds who have the opportunity to take the train, take the T, a lot of them do it for a while and then they abandon it and they start driving again because the T isn't reliable and getting from the train -- even, even though the EZ Ride is a very pleasant thing, it doesn't run all that often and it will take you from North Station and it might be the most pleasant part of the trip, but still you have to wait. It's multimodal and so it discourages people. So you may have people taking the T to start, but at some point they'll just get disgusted and they'll just start driving again.

H. THEODORE COHEN: If you could wrap up your comments.

HEATHER HOFFMAN: Sure, I will.

And I will tell you the one thing that I told Mr. Dicky at the East Cambridge Planning Team meeting, which was if he'll take down that stinking chain link fence that they put up during the DNC because they were certain that we were going to be overrun by terrorists and we had Guantanamo on the Charles and little Guantanamo down in that pit, then I will say a really nice things but I'm saving it.

Bye.

HUGH RUSSELL: Does anyone else wish to speak? Yes, sir.

JOE KIRYLO: Good evening. My name is Joe Kirylo. I live at 59 Thorndike Street less than 100 yards from the building. I understand that this building's going to be built, there's no question about it. I have some concerns that I for one think it's

should be a little lower. When you look at the building from ground level, I think that architects had the right idea here because you don't look up top. But I think that this is the opportunity to match the historical Bullfinch building that's right next-door to it, and I think the same type of brick should be used, the same color should be used.

Maybe less modern windows and windows that would be more historically accurate would be far better. Going above, like I say, during the day, to me the building really doesn't exist. You don't walk around looking at the building. With the glass and all that in the day, I don't see any problem. But at night I wonder about two things: One, how much light is going to be given off? How late will these people work in the offices, nine o'clock, ten o'clock, midnight. There should

be a limit on that. And will there be any testing done in regards to the light?

Because I know the light bounces off of windows or skylights, it melts vinyl siding in the area and everything else. So I don't know if there's going to be any type of testing to determine whether there's going to be a problem in regards to how the light will affect the neighborhood. And when the construction gets underway, I don't know if they have any plans for rodents. And if the building's going to shake in the area, if there's any plans to monitor the buildings in the area. But I do think something's going to have to be done with the building. I do think now is the opportunity and the only opportunity to make this look more historic instead of just making it an average building. We've got Kendall Square. The top

one's in Kendall Square, but the bottom certainly doesn't and it doesn't blend in with the Bullfinch so something needs to be done.

Thank you very much.

HUGH RUSSELL: Thank you.

Anyone else wish to speak?

LOGAN NASH: Good evening, my name is Logan Nash and I represent the New England Chapter of the Congress for the New Urbanism and we're a non-profit organization that supports smart growth in New England and great walkable neighborhoods like East Cambridge and also advocates for and represents architects that are interested in good urban design, that respects the historic character of the neighborhoods like East Cambridge. And we've been very impressed with the attention to detail in this project

as it seems now in particular as we saw in the presentation with interactions between the -- at the podium level and really taking this asset in the same very problematic asset and turning it into something that really enhances and respects the fabric of the particular interactions between the street, the building, between the public, the new public space, and the lobby and the sort of the fostering that connecting to the neighborhood. We're very interested to see how this project grows and want to express our support and we are optimistic with the final product in a way that enhances East Cambridge.

Thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: Okay, I don't see any hands.

I'd ask my colleagues do we want to continue on with our comments or take a break and come back to do that? We've been listening for an hour and a half.

H. THEODORE COHEN: Take a break for five minutes.

HUGH RUSSELL: So let's take a break for five minutes and we'll be back.

(A short recess was taken.)

HUGH RUSSELL: All right, we'll be back in session five minutes having elapsed several times. So I think the -- what we should be doing tonight is asking questions, highlighting questions. We might want to get some answers or get some perspective tonight. I think given the scheduling of meetings with the East Cambridge Planning Team, we don't

want to rush to judgment without hearing more from them. And I want to start off with a question related to one of the points of testimony towards staff. We don't usually do construction mitigation. I believe that's part of the Building Permit process. But I thought the points raised by Ms. Goto were, you know, all the kinds of points that needed to be very carefully covered. And so I want to make sure that that process -- I don't know, have you started thinking about construction mitigation plan?

ROBERT DICKY: We have.

HUGH RUSSELL: Okay, well, maybe that's -- I think that might be something that might be very appropriate to be discussed with the East Cambridge Planning Team because they're the people who are primarily affected by these things. And if

you're -- and I can say to the residents if there's problems that you need us to intervene with our weight, then we can do that.

I have other -- I guess as long as I'm starting, I'll keep going.

I'm curious to know more about the nature of the glass on the tower in terms of its reflectivity, whether it's a very -- whether it's gritted or clear, that kind of thing. I'm not so interested in knowing that tonight, but when you come back to discuss that, because although you've got flat sides and don't have the curves that are cause problematic and melting cars and things like that in London. And I guess the other issue that really about light that came up to me was the nighttime lantern possibility for the building. Since I live 40 feet from a public

school, and, you know, you could -- it's very obvious in my house that any classroom light is left on. This is an office building where I assume people will be working particularly given that it's apt to be high tech kinds of businesses where people are going to be stretching their daytimes to the limits of their creativity and endurance. So some discussion about that. And maybe it's something that the glass can help with. I don't know. You know, I mean, you also got sustainability issues that you're looking at.

I wondered in looking at the plans, and I'll duck so I don't get hit by bricks from the neighborhood, but why you didn't use more of the Third Street end of the building for housing? There's a little section, as I look on this model, I think it's three or four windows on this side and then some on the

other, that connect to the housing corridor. I was curious how you decided how much housing you were going to do. And I think that's something we would like to address now if you have an answer to that.

ROBERT DICKY: So we, we actually looked at this project from the very beginning as an all housing project when we were first presented with the RFP and the opportunity. So one of the -- so just dimensionally, and I know, Chairman Russell, you know a lot about housing so I won't educate you on that, but I will educate you on the building. And that is the tower itself is 100 feet wide and the podium is like 147 feet or between 140 and 150 feet. So the depths of the building make it a bit of a challenge to do the units and get the exterior windows for appropriate bedrooms and

layout.

The other challenge with housing is that the building has, particularly as you deal with the podium below the tower, you have a column grid that you can't really change because it's a significant structure of holding up the tower and to modify that column for every change is very difficult. So housing is inefficient for those two reasons.

I think we tried to -- I think one of the other goals we had with housing was to make sure that -- I think mixed use projects are successful, but mostly and I would say arguably, kind of only when the uses are really segregated. In other words, you can't -- you can't mix the uses and create common lobbies, that doesn't work. So we started with the premise that if we were

going to add housing at the base, we thought Third Street was the correct place to do it. And there was input from residents to that effect. And once we started to try to wrap the housing, the depth of the podium became a challenge for us in terms of what we got left with as a core. So that's essentially, you know, we were dealing with the second, third and fourth floor on the Third Street side, one depth of units with a separate entrance on Third. David, I don't know if you have anything to add to that.

DAVID MANFREDI: That's right.

HUGH RUSSELL: All right.

Do other people have comments?

Questions? Yes, Steve.

STEVEN WINTER: Thank you, Mr. Chair. The first thing I want to do is actually make an apology to Mr. Rafferty when

you made your joke earlier in the presentation about there still being convicts incarcerated, I actually thought it was a joke and I thought, you know, that's not as funny as most of his jokes are. And then I realized, well, there really are convicts still there. So just to let you know that -- you haven't diminished your sheen with me at all.

ATTORNEY JAMES RAFFERTY: Thank you.

STEVEN WINTER: I think we've got a terrific effort going on here. I think the team is great. I like what we've seen so far. In fact, I would say that it's almost unbelievable what has been done to the building, what is proposed to be done to the building. I do think there's some rough patches, and I think the big square pieces on either side of the building are one of them.

I think that, I think the design could help that. And if they have to be here, be there, I get it, but I still think that something could be done to make them more pleasing to the people who are going to be looking at it from afar. And I look forward to hearing from the East Cambridge Planning Team of their comments on this. And I would ask if just -- if we could consider are 15 short-term bike spaces enough?

I want to also comment that the ground floor permeability is terrific as well as the landscaping, and this will be an amenity for the community, an urban amenity.

I also concur with my colleagues that we need to better understand what the glass tower will look like, and we need to better understand what it will look like if it's lit up at midnight. I think that Roberta Goto

had all terrific points, and I do think that we need to document these points about the staging area, that needs to be off site and the construction of -- the vehicles of the workers need to be somewhere else. And all that thing needs to be taken care of. And I think they're all very good points.

With regard to the falcons, you know, I don't know if some accommodation is pre-made in buildings or if falcons just go wherever they want to go. If in fact there are things that we can do to encourage the falcons to nest there, now's the time to do it. So I would just ask you to look into it and see if that can be done.

You know, we've got some that live on the science center as well over at Harvard Square, Hugh.

ATTORNEY JAMES RAFFERTY: I always

thought she was referring to the high school football team.

STEVEN WINTER: No, no, no. Well, that joke may have done it actually.

HUGH RUSSELL: Steve, I can assure you that those of us on the architectural team at the science center didn't consider falcons.

STEVEN WINTER: All right. I also -- the gentleman's comments about rodent control which is construction mitigation, that's very important. And I -- those are my comments. And I think we're on track, on the right track here.

ROBERT DICKY: One clarification.

HUGH RUSSELL: Sure.

ROBERT DICKY: So I think Giles may have been misunderstood on the short-term parking spaces. So that there are 50

short-term spaces on the site. And in addition to that, there is a plan Hubway which I think is 18 bikes. They would be -- at this moment is located along Spring Street. And so that's in addition to the 50 that are there. So it's actually in total 68.

STEVEN WINTER: So I had it wrong.

ROBERT DICKY: I think Giles may have actually misspoke.

STEVEN WINTER: Okay, thank you.

H. THEODORE COHEN: As someone who spent a lot of times in the courthouse in the floors below the detention center, I'm surprised your presentation didn't include any comments about how unpleasant the building was on the inside. And, you know, I guess we're not passing on what you're doing on the inside very much, but it was not a

pleasant courthouse to be in or to do anything in.

This was a situation where, you know, your presentation was very helpful to me and your model was very helpful. Judging from the plans, I extremely disliked what was proposed primarily because it appeared to me that you had an alien spaceship that had come down and landed on top of the three- or four-story East Cambridge building. I now understand, you know, what you're doing, what you're intending to do, and I understand what's happening with the tower.

I still think the tower is the most problematical part of everything for a number of reasons: The glass, the light, the reflections, perhaps the wind. I don't know enough about that. And I think what was missing in the plans was a lot of contextual

drawings and images. You had a lot of images of the platform, but very few images from a distance of what the entire building was proposed to look like, and I think we still need to see that. We still need to see it from a lot of different vantage points what the whole building is going to look like. You know, I understand about the glass and, you know, maybe that is indeed the best way to go. It still seems to me, I would like, you know, either you're thinking on why you chose to do that or why you chose not to do what seems to me might be some color on the tower picking up the terra-cotta or the brick colors, you know, in some of the details on the tower to make it look like the tower actually fits with the podium. That it's not just something that fell on top of it. You know, I realize you're working with a

building that's already there, and I -- and the podium area seems to work very well, but I'm concerned that, you know, it still looks to me like two separate things that just happened to come together. And I was wondering if there's some way to make it look more like a unified whole.

You know, the other comments about, you know, traffic is -- Traffic and Parking, I think, you know, we've heard about that and listened to further comments. But really those are my comments right now.

HUGH RUSSELL: Okay. I guess I'm curious to hear what David might want to say about how he approached this question of the architecture of two different things.

DAVID MANFREDI: Sure.

Well, I'll start by saying I appreciate your comments. You know, we don't have a lot

of podium buildings around here. If you think of our tall buildings, our tall buildings are generally buildings that come to the ground. And our best tall buildings are built -- I think, in my opinion, are buildings that come to the ground. I think the -- New York has lots of podium buildings. And it's largely because there's a -- if you think about Fifth Avenue, for instance, there's lots of podium buildings. And it's because those building bases had a different, had a different use, whether they were banking halls, whether they were automobile showrooms or whatever they were, and the office towers sprang out of it. I think that -- and so in some ways as a kind of archa type, it's a little bit foreign to us here. Clearly on one level what we're trying to do is make better connection between the base

and the surrounding context. This is largely our -- but for one side largely residential. We're trying to find a pattern and scale that meets the residential, and then at the same time develop an office building for a tenant base that is clearly forward looking. I mean, the tenants in this building are not likely to be law firms. They're more likely to be something to do with the world of technology. And so you want to do a building that fits that tenant. But that's really on a -- that's almost on a -- that's almost too simplistic. I think that if you think about where buildings, we were involved in 100 Cambridge Street in which there was a high rise building wrapped with a residential base. We're not trying to pretend that there's a historic base here. And that will get me into a little bit of trouble with one

of the neighbor's comments. But I don't think that's the right thing to do, to pretend that it's a historic base. I do think that it's, that it's legitimate to recognize this as -- if I diagram this, I would diagram base and I would diagram tower and I would split the two and I'd say the base belonging to the street and to the streetscape and the tower -- I don't want to sound too -- I don't want to go too far, but you know belongs to the sky. It belongs to -- and it's clearly, there is a datum here. We're not -- we can't say the building's not tall. We can't say the building's not out of scale with the neighborhood. There is a datum here. And I think that you can wrap the tower, you can wrap the base in terra-cotta and a material that is of a very personal scale. And then that part of the

building that is beyond that residential datum is of a much more machine kind of quality. At least that's, I'm -- has been our approach.

But I do believe, by the way, that it's important that the tower come to the ground. And part of the reason we carved away was to make scale, but also to give the -- that glass tower a way of coming to the ground so that it doesn't completely float above that base.

TOM SIENIEWICZ: Well, I had a few three sections of questions. I wanted to start with sustainability since Rob started us all off by saying this is going to be a very green building. And I did notice in the sustainable site section that light pollution, the light pollution credit wasn't checked. And I would encourage you to go

back and look over at what those criteria are. I am sympathetic to the neighborhood's comments and my fellow board members' comments for the possibility of that having this affect on the neighborhood, especially in a glass tower. I think those constraints are pretty strong but they might inspire some questions.

I just had had questions also about the car sharing in light of the traffic issues. There's a commitment, not even a firm commitment, to one Zipcar space. I wonder if that reflects the current way in which that car sharing culture is now spreading pretty rapidly around Cambridge. So I would encourage you to have a look at that more carefully.

The landscape, I think the base, what you guys have done to the base is really

extraordinary. I think it is believable and I think it is sympathetic in terms of the way it deals with all the various edges. I would like some more discussion about how inviting the 15,000 square foot park is in front. I know that that's what was inspiring it, but as I was diagramming just over the plan, what was potentially devoted to private retail use in that space, I began to wonder whether this is going to feel more like a plaza whether it feels more like it belongs to the tenants rather than the city. It's difficult given the grade changes you have to deal with, and I know it's something you're struggling with. So I think we should have more discussion about how public that feels or how it can be used publicly. I think the detailed description of, you know, all the way down to the way in which the flooring is going to

work on the grading, shows just an extraordinary amount of care, but for the public realm, which is rightfully what this Board should be focussed on.

And I guess lastly some comments about the architecture and the tower in particular. I don't want to say what fellow board members have already said. I agree in large part with it, but Attorney Rafferty started his presentation by talking about long and storied history at this site. And indeed it does have a long, historic history of justice, of tragedy of an imposition on a neighborhood, some amazing stories and I'm sure some tragic stories. As I was looking at this, I was wondering well, where, what part of this building apart from its gross massing reflects that storied history in any way? And I don't want to go too far with

this notion of nostalgia, but when somebody said well, maybe there should be some color in the tower. I'm going to tell you there is something that I'm going to miss about the building as it exists today, is this red color today. And as I commute by public transportation, I look over at that skyline and that's the Tedesco jail and look, it's got the red in it. It's the one joyous thing about the whole thing, at least from a distance there's that expression. I'm not by any means suggesting that my vote is contingent on painting it red, but there's a way in which that middle scale, David, that scale, that urban scale gesture something that marks it on the horizon. You know, I'll miss it when that's erased. So maybe there's a strategy there somehow to bring that kind of sparkle back into the tower. And as you

look at those glare, the criteria for light pollution, I noticed that RWDI had done your wind study. They also have helped us in doing analysis on the big buildings that we've done in terms of the effect of reflective light off the tower. So I would encourage you to fill us in on that data there. I'm sure you're sensitive to that condition.

The falcons? There's a part of me that is proud of sometimes how peculiar our community is, but it is the mascot of not only Cambridge Youth Hockey which I've been associated with for 20 years, but also our high school. If for some way you can make a case for how we're going to reestablish or keep the falcons there, that would hit the front page of the New York Times and I think it's worthy. I don't know if we can make

that a condition of the Planning Board.

Thank you.

STEVEN COHEN: Yes, I'll try to be brief. I don't want to repeat what everyone else has said. My main concern was how the building related to the ground and the streetscape. I concur with the others, I think you've done a phenomenal job. It's a tough task to work with. So I'm real good with that.

Something I wanted to touch on, you know, I'm sure that again, if as in when this is approved, it will be subject, of course, to ongoing dialogue with the staff as to design, as to materials, and details and so forth. In this particular instance, you know, the building it's such an important and prominent figure in this neighborhood. I wonder if the Board might play more of an

ongoing role in reviewing the development of some of those details as they unfold in the months to come. Because as several people have pointed out, that's important and it's not just the material, it's some of the -- it's really the design and stylistic decisions that I think will be made as we go down the path here.

One other item that I mention is somebody brought up the issue of construction mitigation. And of course Cambridge has certain regulations as to hours and noise and so forth. But I'm thinking back when I worked with the city in the hospital project and the library project where there were big non-residential projects right in the middle of a residential neighborhood which is something that doesn't ordinarily happen. And this one does. And it's a tight site

needles to stay; staging areas and all of that. This one is going to be a bear. And those projects we started out -- or I should say the city started out with meeting with neighborhood groups. Actually putting together a sort of memo of understanding on how the process was going to unfold in the months to come. The city maintained a website for people who had questions about what's going on in the schedule and so forth. If I remember correctly, there were even regular monthly meetings with the project manager. He would meet with any members of the communities that had any issues or concerns or questions about, you know, whatever noise or dirt or impositions on the residential lives. And, again, just because of the size, the magnitude of this project in the middle of a residential neighborhood, it

seemed to me that that sort of process might, might be appropriate and might do a good job for you folks to head off the sort of issues and concerns that might arise with neighbors.

Other than that I'd only mention Barbara Broussard expressed the concern about users parking on the street. And I can tell you 30 years ago when I used to occasionally would practice law in these courts, there was never a moment of hesitation, you know, I would park in the streets if I could. Yeah, I think we're doing all sorts of good stuff for traffic mitigation here, but, you know, some things you just can't be readily addressed. I think that's going to happen occasionally. To pretend that it's not is just unrealistic. But I think we've done what we can to mitigate. So just to comment along the way.

Overall, you know, I think it's a great job. You know, if you had come in with this design today in a vacant site, we'd say, yeah, nice design but it's, like, too tall. Can you take off two stories, four stories, maybe 10 stories? But, you know, that's, that's not the scenario that we're presented with. So, you know, I think we do have to, you know, do the best that we can with this sow's ear and I think that's what you've done. So I think you for your efforts on that.

HUGH RUSSELL: Catherine.

CATHERINE PRESTON CONNOLLY: Yes, I guess I would echo that thought and say to me that the best thing about this design is the disappearing act that the tower pulls. And what I really like about the fact that there is no color and there are no lights. And is

that as much as humanly possible, it makes that tower disappear. And I, my design concerns are mostly around making sure it disappears as completely as possible, and I think that does address, that, you know, that is the issue with light pollution and making sure that that doesn't intrude on the neighbors as well as the wind issues and things like that. Just, you know, it's there, it's going to be there, that's fine. And we all get that. But as much as possible for it to not be, you know, imposing its hugeness on the neighborhood. So it's what I'd like to see. And I think you've done a very good job at that so far. And I personally don't want to see color added to it because I don't want it to be prominent. I think that the more it can reflect the sky and blend in, is the better.

For the lower levels, I do appreciate that it is at more of a scale that matches the neighborhood. I guess I at this point don't feel like I have a great sense of what those materials look like. I know the architects in the group, you know, you say the word terra-cotta to them and they get what that actually looks like and feels like, and to me it still feels a little cartoony so I guess when you come back with additional information and materials, maybe for those of us who don't speak architect, that would be helpful to understand a little better what that texture is like and how it would relate to the ground. And I do want to get a better handle on the open space and how much of that really feels like publicly accessible open space, and is and doesn't feel like private space. And whether or not it is truly public

open space. And I think oh, one of the commenters from the public raised the question of whether or not any of the -- if there was any publicly available open space at the upper levels. I'd also be interested in clarifying, because I don't think the model shows it particularly well, and I couldn't find it in the plans going through while you were talking, you know, there's a green roof. Is that actually accessible by residents? Is it accessible by office tenants? I can see there's little bits of green poking out in the former courtroom areas. You know, where is the open space and who can use it and when? And just getting a better sense of how that all works. But in general I think it's going in the right direction for making the building the best neighbor it can be to the surrounding

neighborhood.

HUGH RUSSELL: Okay. I guess I want to weigh in on the architectural -- architecture of the tower. I share your view that the glassy approach is -- leaves me to be the best thing to do and to make the building as you -- as David said, being part of the sky. But I've been staring at these plants planted on the top floor courtroom and, you know, I was thinking, boy, wouldn't it be terrific if that was, you know, eight floors of plants, you know, or four courtrooms or whatever it is worth of plants. If each floor at those points came out. It might be more successful on the south than on the north from a point of view of growing things, but that would -- that's a way of introducing something besides the glass that is, you know, different.

And also looking at the top of the building as it is right now, quite cardboard forms. I kind of like the idea that it's broken up and I think that's fine. Maybe there should be something that goes on with different shades of light grey or light or something that makes it even maybe emphasizes what's going on. Maybe that won't look great, I don't know. This is something I'd like Roger to think about.

So is there anything more anyone else wants to say?

(No Response.)

HUGH RUSSELL: Okay, I think we will then take this under advisement. Put you on our agenda for the future.

BRIAN MURPHY: Mr. Chair, if I could suggest that maybe we put it on the agenda for February 18th, that way we have a date

certain?

HUGH RUSSELL: Sure.

And before I adjourn this meeting Roger wants to say something to the Board and maybe it's better for you to say it now before all the confusion of people clearing out.

ROGER BOOTHE: Okay.

I wanted to say what a privilege it's been to be serving this Board for 35 years, and I'm about to retire at the end of February. So I just wanted you to know that you won't be seeing that much of me for that much longer. And I'm hoping to have a little retrospective talk prepared for you and we're thinking we might do it at the Cambridge Public Library at some point, but we'll be in touch about dates. But thank you so much for having me.

HUGH RUSSELL: Well, thank you.

And one of the other things is by-laws, call for an election at the first meeting of January for officers of the Board. Since it wasn't noticed, we'll do that at a subsequent meeting.

Okay, and now we're adjourned.

(Whereupon, at 9:45 p.m., the  
Planning Board Adjourned.)

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