

PLANNING BOARD  
FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, August 18, 2015

7:00 p.m.

in

Second Floor Meeting Room  
344 Broadway  
Cambridge, Massachusetts

H. Theodore Cohen, Chair  
Catherine Preston Connolly, Vice Chair  
Hugh Russell, Member  
Steven Cohen, Member  
Louis J. Bacci, Jr., Member  
Mary Flynn, Member  
Ahmed Nur, Member  
Thacher Tiffany, Associate Member

Iram Farooq, Acting Assistant City Manager

**Community Development Staff:**

Liza Paden  
Stuart Dash  
Suzannah Bigolin

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### Public Hearings

PB#301, 249 Third Street, Project Review Special Permit (Section 19.20) to construct a building with a total of 84 residential dwelling units and approximately 1,540 square feet of ground floor retail. The applicant also seeks a reduction of the required formula side yard setback to a minimum of ten (10) feet in the Industrial A-1 District. (Section 5.34.2-b). The application also seeks modifications to parking requirements that would allow pooled parking among the proposed building and two existing residential buildings in the area, which requires special permits for a reduction in required parking (Section 6.35.1) and provision of required residential parking off-site (Section 6.22.2) for the proposed 249 Third Street development and the other two sites, which would amend the provisions of previously granted Planning Board special permits for 303 Third Street (PB#189) and 195 Binney Street (PB#118). The proposed collective off-street parking ratio for the three buildings is 0.7 space per dwelling unit.

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

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H. THEODORE COHEN: Okay, good evening everyone. Welcome to the August 18th meeting of the Planning Board. We will start out as usual with the update from the Acting Assistant City Manager.

IRAM FAROOQ: Thank you, Mr. Chair.

So today's -- the main topic today is 249 Third Street which is the housing project right next -- across the street from the Rogers Street Park and next-door to the Foundry Building. So it's a really interesting location, because it has implications -- it has these very key adjacencies.

And then coming up on the City Council's agenda -- well, actually in process. Today was the Ordinance Committee

hearing at 5:30 on the Walden/Sherman Rezoning which is the Masse's area. And then August 20th is the hearing at the Ordinance Committee on the Stern Petition which is the Richards Ave. Petition that you also heard last week. The exciting news is that there are no more Planning Board meetings in August so the next time we meet is September 1st.

H. THEODORE COHEN: Starting right away.

IRAM FAROOQ: That's right. And that will be hearing on 1718 Mass. Ave. which is a parking reduction.

And then September 8th will be something that I think will be interesting to a lot of people, which is the MIT Special Permit for the Kendall Square project. It's in two pieces; the north of Main and south of Main sections. So you've done a lot of work

on that at the Zoning stage but now we get to see the next phase of it.

And September 29th we expect, I think this might still be tentative, but the Cambridge Redevelopment Authority which is sponsoring a rezoning for the MXD area, which is based on the K2 planning and kind of a nice complement to the Volpe Zoning which will need to be re-filed because it expires September 27th. And the City Council -- well, the Board has not made a recommendation, neither has the Ordinance Committee, and the City Council does not have -- will not have enough time to vote -- pass it to a second reading and vote on it before it expires. So the most likely scenario will be that it will be re-filed on September 21st and then there will be time for it to be reconsidered.

In the meantime, though, CDD staff have been going out into the community and having these drop-in sessions so people can come in and understand what the petition is about, offer their ideas about, you know, what's the vision for this site. So thinking one notch deeper than the K2 vision and try to think about what kind of spaces are people interested in seeing on the site, what kind of buildings and street position and so forth. And Suzannah has been leading that process.

So with that, I am going to just stop and we can move on to the next item.

Thank you.

H. THEODORE COHEN: Thank you.

Liza, are there any transcripts that are ready to be approved?

LIZA PADEN: There are no new

Planning Board transcripts, but I would like to say given the amount of materials for the MIT case, I have brought the cases down for you to take to home so you have plenty of time to look at it. And it is loaded on to the City's web page. It's quite substantial.

The other thing is there is a Board of Zoning Appeal case and I was asked the indulgence of the Board to listen to Anne Reynolds. She's brought back the 14 Arrow Street with some revisions. I've put some copies on the table and I e-mailed it out to people as well. So Anne has the revisions for 14 Arrow Street with new photo sims.

H. THEODORE COHEN: Okay, thank you. We have been dealing with BZA matters at the end of our meeting, however, because Ms. Reynolds has a sick family member, I thought it was appropriate to hear this first



thing and let her go.

ATTORNEY ANNE REYNOLDS: Thank you. I have extra copies, too, to the extent there aren't enough.

(Catherine Preston Connolly not Seated.)

ATTORNEY ANNE REYNOLDS: When we last spoke, as you may recall, the design of this -- the Board had asked the carrier to go back and try to make this design more symmetrical. And what they had agreed to do was to use a smaller antenna that would make the length of the proposed antenna similar into size to that which was already existing. I asked them to try to streamline every side so that both antennas and the boosters that go with them looked as similar as possible in light of the technology; the size, shape of it, etcetera. So what they've done here and

provided here is a new set of photo sims that show the three proposed additional antennas lined up directly to what's existing, similar in length. You'll note that the painting of it has the grout lines on it because -- the faux brick, I guess, painting, because that's what was existing there, but we can change that and have that be the solid color that I know the Board has preferred in the past. But they were trying to turn this around quickly and the gentleman who completed these, did not -- I think was trying to match up what was there. But that's obviously something that we can easily fix and are happy to agree to.

So, this new set of sims is what's proposed. I think it looks more streamlined and maybe more in line with what the Board was looking for. I'm happy to answer any

questions or comments, etcetera.

H. THEODORE COHEN: Thank you. I appreciate the way this has been turned around. My one question is is it possible to do anything else with those booster boxes?

ATTORNEY ANNE REYNOLDS: In terms of location?

H. THEODORE COHEN: Yes. I mean the antennas now look approximately equal size, it looks much better, but the booster boxes are still problematic. And is it at all possible to, say, perhaps put them on top of the chimney so that they wouldn't be hanging on the side?

ATTORNEY ANNE REYNOLDS: I'm not sure if they could go up there. I don't know how thick the top of that chimney is in terms of it resting up there. That may be the best they can do -- I mean, they're not exactly

similar in size and there's not much they can do about the size of them. We tried to disguise them and have them as close as possible. I can certainly ask about the top of the chimney, but my concern is that there would not be enough room, and I don't know if they would be able to be mounted that way for how the -- they may end up with cables running up there.

H. THEODORE COHEN: Right. I was hoping they could possibly be put down horizontally on the top so that you wouldn't see them at all. I don't know whether that's feasible or not.

ATTORNEY ANNE REYNOLDS: I don't know that that's feasible. And in particular, without knowing exactly what the chimney looks like, looking down that would be my concern as well.

H. THEODORE COHEN: Ahmed.

AHMED NUR: Thank you, Mr. Chair.

Yes, as I stated in my e-mail, there is an improvement, but also there's concerns, and I just wanted to give you enough feedback on these photos.

So I don't think that these pages have numbers, so I called it page 1, page 2, page 3, meaning the before and after on the pages.

ATTORNEY ANNE REYNOLDS: Okay.

AHMED NUR: Existing on 1 the only concern I have is the box for the electrical. Could it be the same size as opposed to one small box for the antenna and one big box right next to it?

ATTORNEY ANNE REYNOLDS: So those are actually boosters. So they're not just for the -- they're different sizes.

AHMED NUR: They're not a

conjunction box or anything of that sort?

Well, whatever it is can you match them --

HUGH RUSSELL: Are they antennas?

ATTORNEY ANNE REYNOLDS: I don't know if that's possible. I asked for that, and they did the best they could.

HUGH RUSSELL: Are they antennas or are they just wire connected boosters?

ATTORNEY ANNE REYNOLDS: They're boosters for the antennas, they run with the antennas which is why they need to be located next to the antennas, which they increase the coverage and the capacity of the antenna. So they're -- if you didn't have -- they're not painted, that's what -- they're little square boxes as they look. These are painted to match. But it's not as though -- there may be wires in the box, but it's just covers for wires.

AHMED NUR: I'm thinking maybe they could do a brick next to it or something. Just make it bigger so that the things -- I'm pretty sure they can come up with some kind of a box to paint so the booster boxes are the same shape, same dimension as opposed to one small and one big and just --

ATTORNEY ANNE REYNOLDS: Sort of have two big ones?

HUGH RUSSELL: Or they could make one frame around it.

AHMED NUR: Yes, or a box. Yes, we asked for things to be symmetrical. The antennas are symmetrical but the boxes aren't because they're different sizes. So if they could do the antenna -- remember the antennas were long and short and we made them the same size? So the same thing would have to happen here with the box. My suggestion.

And let's move on to the next one. So existing on 2, proposed on 2, same deal. It looks like the boxes are different.

Existing on 3, proposed on 3, same scenario. Here, again, it looks like there's a small box there on the right. And also those wires, I wondered why the wires couldn't be put in somewhere, maybe in the motor or maybe colored and not black.

ATTORNEY ANNE REYNOLDS: I could ask that. I don't think they could be put in the brick. I think it's on certain buildings.

AHMED NUR: Okay. Maybe so that way it's not sticking out like that.

Existing 4, really bad to start with and not much of an improvement at the end because you have that one that goes from the top of the roof and goes up, somewhat painted two different colors, but it looks like that



the painting on the dark side, darker on the existing brick paint. So maybe a better match there and see what you have in there. Because this is the opportunity for us now to correct the issue. I understand it's existing, but the proposed is no better than existing in this case.

Five, proposed is -- yes, huge improvement here except I wondered if the antenna, instead of horizontal, because when you put it in horizontal now, now it produces a shadow on the brick. It casts a shadow that the other ones don't. So I wonder if it could be vertical instead of horizontal. But they'll come up with some answer.

ATTORNEY ANNE REYNOLDS: Well, it's actually covering the cable. It's not an antenna. The cable is running. If you put it this way, you're going to see the wires go

up and down. I think that was an attempt to streamline.

AHMED NUR: The cable run on the other side where there's no view, come out the other side and get rid of this box? This is the facade that we care about, I'm assuming the arrow side.

ATTORNEY ANNE REYNOLDS: Can the -- I don't know without creating more bulk. So you'll see that that, the one -- the long strip that's on the side, the photograph 4.

AHMED NUR: Yes.

ATTORNEY ANNE REYNOLDS: That's the cable tray. So that's the cable's coming out from the equipment that's in the building and it's travelling up there and it goes up to those antennas and it has to travel to all of the sides. So....

AHMED NUR: Oh, I see. So in this

case you build a trace box for the cable whereas the other one was the cables were showing. I personally prefer the painted the cable and get rid of that box. It looks like an antenna itself. It's so big and horizontal that it doesn't look good. But those are my comments.

Thank you, Mr. Chairman.

H. THEODORE COHEN: Anyone else?

Lou?

LOUIS J. BACCI, JR.: Has there been any effort to conceal these at all? To put them inside of a containment?

ATTORNEY ANNE REYNOLDS: We had this discussion.

LOUIS J. BACCI, JR.: So it looks like coupling. Something better than this.

ATTORNEY ANNE REYNOLDS: We had this discussion in the last meeting. I met with

the Harvard Square Advisory Committee last night as well and talked about that and tried to assess whether that made sense. And because of -- this is a smokestack, to box them out may make it look it -- A, add bulk and B, make it look sort of --

LOUIS J. BACCI, JR.: If it added bulk, that was decorative, like cobbled brick or something like that nature. Some design there would make it look like the top of a smokestack there, but these would be not in the forefront, they would be behind the screening. I mean, there's -- there's very little you can do about the shadowing and all that stuff, and that's what makes them stick out. I mean, in profile, you're going to see them every time you look up because they stick out from the facade. I don't know, it would seem like something could be done to

build these into something that looks like top of a smokestack.

ATTORNEY ANNE REYNOLDS: I mean this is also a historic building which is some of --

LOUIS J. BACCI, JR.: How did they get up there in the first place then? If it's historic.

AHMED NUR: Historical allowed us to do it.

ATTORNEY ANNE REYNOLDS: Historical approved --

LOUIS J. BACCI, JR.: With some attention of keeping the look of this smokestack? I don't know. It seems like it went a long way around to not cover them and they protrude so they make shadows. And if you enclose them or something, it won't make shadows, you know, they won't show -- they

won't be as pronounced. I don't know.

ATTORNEY ANNE REYNOLDS: My concern in boxes wouldn't that make a bigger shadow?

LOUIS J. BACCI, JR.: No, the whole top of that chimney could be cobbled out to make it look like the top of a chimney. I don't know. I guess I'm not the designer, but there's a lot of stuff on the top of that chimney and it's never going to go away.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: Okay, here's the third view.

LOUIS J. BACCI, JR.: There you go.

HUGH RUSSELL: So what I would do is I would take the horizontal cable tray and I would carry it around all four sides. All right? Even if there's nothing in it, but there are some wires that are exposed on the sides that don't have it. And then I would

take -- get a shroud.

LOUIS J. BACCI, JR.: And meet it to them?

HUGH RUSSELL: To take the little booster box and the big booster box into the one box that is sitting in the middle of the chimney on the sides -- I think this happens on two sides?

ATTORNEY ANNE REYNOLDS: There's three sides with the box -- the boosters and one --

HUGH RUSSELL: Okay, so then put it on three sides so that way -- this is just another kind of uniformity.

LOUIS J. BACCI, JR.: Right.

HUGH RUSSELL: And it's easily achieved, both of these suggestions.

ATTORNEY ANNE REYNOLDS: So actually, can I show you, because this was --

we initially had that around there and the Board asked us to take it off. I've gotten multiple versions of this. So we have been working hard to try and come up with something, and I think everyone -- it's not an easy site because --

HUGH RUSSELL: By keeping us in different rooms that makes it impossible for you to do your job.

H. THEODORE COHEN: Hugh, while she's looking for that, I think there was a suggestion last week that it might be preferable instead of having these painted to match the brick that they be painted some contrary -- contrasting color.

LOUIS J. BACCI, JR.: You mean like a stripe?

H. THEODORE COHEN: What is the -- your feeling or anyone else's feeling about



that?

LOUIS J. BACCI, JR.: It goes along with the covering.

ATTORNEY ANNE REYNOLDS: I have only one copy so I can pass it around.

(Inaudible).

HUGH RUSSELL: Right.

So they don't like the bracelet. You have it on three sides.

Okay, well, does anyone else want to see the bracelet?

H. THEODORE COHEN: Yes.

THACHER TIFFANY: It's not quite executed the way you --

ATTORNEY ANNE REYNOLDS: It doesn't have the box out of the boxes as you suggested. But my concern is, though, it may have that same bulk effect that there's that and then it goes down. I mean, I can propose

it, but that would be my concern is that we'll end up back in that situation.

IRAM FAROOQ: Can I just have one comment?

H. THEODORE COHEN: Yes.

IRAM FAROOQ: I will admit that I'm -- I haven't looked carefully at the BZA case, but in general, I think the Historical Commission does not generally want additions that try to look like -- that try to replicate the historic sense. They tend to not like so favorably upon that because they want to hold the integrity of the structure and the design the way that it is. So hence, you see additions like at the library where the addition is a very much, much more contemporary modern structure that offsets and highlights the historic building rather than trying to replicate and add on to that.

So that has just, I just wanted to note that very general perspective from the Commission.

HUGH RUSSELL: So I -- Ted, I would respond to your question. I think we all agree at this Board that making a faux brick is a great idea.

H. THEODORE COHEN: Right.

HUGH RUSSELL: And then the question is is there a different color that would be -- have more integrity shall we say? I would think that it's a good idea to keep the light -- the darkness of the antennas the same as the brick, that will help make them blend more, but they could be purple, they could be green, they could be grey, they could be tan, they could be silver. There are all sorts of ways to do that and still have the same light to dark.

If you look at the church, they have a

weathered green copper roof which you can never get that appearance by paint. The richness of that is just there. So I'm inclined to think that the choices would either be black or brick color. If they're black, then the antennas blend more into the shadows.

LOUIS J. BACCI, JR.: Would you put a black stripe or would you just make the antennas in hardware?

HUGH RUSSELL: That's -- paint the brick and the antennas all black.

LOUIS J. BACCI, JR.: That's what I mean, yeah.

AHMED NUR: Historical won't go for that.

HUGH RUSSELL: No, but it's an interesting idea.

H. THEODORE COHEN: Can you tell us,

the lower half of the chimney painted brick or is that just a different color brick?

HUGH RUSSELL: I believe the upper portion of the chimney was repointed. And when it was repointed it was cleaned. So -- and now it's got gas coming out of it so it doesn't make the chimney dirty very quickly.

AHMED NUR: Mr. Chair, it could also be that the bottom half is an S&H brick, antique looking brick, an old brick and that the top half can be repointed.

HUGH RUSSELL: Yes.

STEVEN COHEN: The irony of painting it black is the shadow that we find objectionable. And were it not for the shadow, it wouldn't be as visible. Most days in Cambridge there probably is no shadow so I think painting it black may just emphasize that which we're not finding to be so

appealing to begin with.

The one thing I would strongly agree, by the way, with Ahmed about the boxes down below, either, you know, make them identical, equally large or pull them together and make it a single unit or somehow. I mean, there are a lot of different ways you can do it. And it's not what the boxes actually are which might be an engineering issue, it's what they appear to be which is an architectural issue.

ATTORNEY ANNE REYNOLDS: I can go back and see if I can sort of get those equal, equal in size if they were a side by side two boxes or --

LOUIS J. BACCI, JR.: Could they be enclosed in a trough around the --

STEVEN COHEN: That's the necklace solution, the bracelet solution.

LOUIS J. BACCI, JR.: Right.

H. THEODORE COHEN: It does seem preferable to me.

STEVEN COHEN: When you say historical objecting --

LOUIS J. BACCI, JR.: Where that enclosure it wraps --

STEVEN COHEN: -- with historical objecting, you had all that asymmetrical stuff up top. And maybe now that you've rationalized the top, you know, that they won't object to that necklace as much especially if it makes the boxes go away. Especially with our recommendation which they so respect.

ATTORNEY ANNE REYNOLDS: I can -- well, what I can do is I can put -- I can have that proposal and send it to Sarah before we go back to the BZA next week and

see if she has -- what she says to that, too.

AHMED NUR: Yes.

ATTORNEY ANNE REYNOLDS: And I -- so what I can do is see if they can give me a simulation of what it would look like to have a box all the way around or to have both boxes similar in size for comparison purposes if that works.

HUGH RUSSELL: I think we have to say to ourselves, well, we've made a contribution in terms that the antennas are the same size, that -- we responded is an important thing. Maybe we should say we've got some ideas. And she does some sims and takes it back to the Historic Commission. I do think we have to say well, if the Historic Commission has the jurisdiction of what it looks like, then we ought to give them our suggestions, but let them make the



recommendation to the Zoning Board.

H. THEODORE COHEN: I think that's -- seems appropriate in what we should do.

And, Liza, do you need more information? I mean, it's --

LIZA PADEN: I'm all set.

H. THEODORE COHEN: What I'm taking from this conversation is that the -- making the antennas equal in size was a big improvement.

AHMED NUR: Right.

H. THEODORE COHEN: That the boxes below them are still problematical and we suggest that they be made equal in size or encased in something just to make it cleaner and symmetrical.

AHMED NUR: Symmetrical, yes.

H. THEODORE COHEN: And the necklace

idea or the necklace whatever, perhaps should be looked at again by the Historical Commission because now that the antennas have become reduced in size and made equal, it is a different perspective on things and then let them respond and let ZBA act as they see fit.

STEVEN COHEN: Yes.

AHMED NUR: Yes, that's great.

Thank you.

I just wanted to bring one thing up really quickly. I know we beat this one to the ground. If you look at the steeple on the -- to the right of that smokestack, you see that little roof? Underneath that roof is all those, for lack of a better word, probably the support for the roof. They look like four-by-eights or something of that sort. Those could be antenna for all I care,

because they look just -- they fit under that roof. And so that would give them an idea. Just building a roof around it. I know Historical doesn't like it and building all those boxes around it, it looks like the support of the roof. Something that an architect can look at and say yes, this looks like it could blend in intent of this historical area of ours.

H. THEODORE COHEN: Okay. We're all set?

ATTORNEY ANNE REYNOLDS: Thank you very much. And thank you for taking me early, I appreciate it.

STEVEN COHEN: You want your bracelet sketch back?

ATTORNEY ANNE REYNOLDS: The older one? Yes, please.

H. THEODORE COHEN: Okay. We will

now proceed to the hearing in Planning Board No. 301, which is a request for a Special Permit, Project Review Special Permit and related Special Permits for project at 249 Third Street which also requires a Special Permit with regard to 194 Third Street (sic) and also the determination about whether there's Minor Amendment necessary for 303 Third Street.

(Catherine Preston Connolly Seated.)

LIZA PADEN: Give me a moment. I have to shut the system off and turn it back on.

H. THEODORE COHEN: Sure.

So while they're setting up, just to set the stage, there will be a presentation by the proponent that hopefully will be about 20 minutes. The Board may have some questions for the proponent or for staff and

then we will move on to public comment. And thereafter, assuming we get through with the public comment, we will determine whether the project is at a point where we can actually vote on it this evening. Or what is probably more likely is that we will have a series of questions and requests, and that the matter will be continued to some later date for further information and hopefully a vote then.

JOHANNA SCHNEIDER: Mr. Chairman, I have the low tech part of the presentation. Does it make sense to do that?

H. THEODORE COHEN: That would be fine.

ATTORNEY JOHANNA SCHNEIDER: Good evening, Mr. Chairman, Members of the Board. My name is Johanna Schneider.

JAMES WILLIAMSON: Is the mic on?

ATTORNEY JOHANNA SCHNEIDER: Do I have to push it the entire time I'm talking?

H. THEODORE COHEN: If you push it, the green light should go on.

ATTORNEY JOHANNA SCHNEIDER: It was on. My name is Johanna Schneider. I'm an attorney at the law firm of Rackemann, Sawyer and Brewster. I'm here on behalf of Equity Residential. From the Equity Residential team we have Paul Barrett and Richard Boales. We have David Stockless from ICON Architects and Brian Beisel from Howard/Stein Hudson who is the traffic consultant on this project.

Equity owns three properties within a few blocks of each other within Kendall Square. It owns a 79 space surface parking lot at 249 Third Street. An approximately 200-unit residential building with approximately 194 parking spaces at 195

Binney Street, which is known as The Lofts at Kendall Square. This building was converted from industrial use to multi-family residential use pursuant to permits granted to the prior owner in 1996.

Equity also owns the property at 285 and 303 Third Street which is a 527-unit residential development with 527 below grade spaces that's known as the Third Square Apartments. That project was developed pursuant to a 2004 PUD KS Special Permit, and that's been before the Planning Board several times for modifications most recently last summer. Equity is today here before you proposing to redevelop the surface parking lot at 249 Third Street with an 84-unit multi-family development.

I'll let Dave Stockless from ICON walk through specifics of the project momentarily,

but I just wanted to outline that in connection with the project we're seeking a Project Review Special Permit pursuant to Section 19.20 for the size and scope of the development.

We're seeking a Special Permit pursuant to Section 5.342b for a side yard setback just on one side of ten feet, and that's the only form of dimensional relief that we're looking for.

We're also seeking a Special Permit in the reduction of required number of parking spaces pursuant to Section 6.35.1 of the Ordinance and a Special Permit pursuant to 6.22.2 of the Ordinance to allow vehicles accessory to the new development to park across the street at 195 Binney.

I'm gonna use this as I jumping-off point to talk about the parking situation



here because I think it's a little bit unusual and I'll let Brian Beisel from Howard/Stein Hudson to get into the details, but I just wanted to provide just a broader overview of the parking scheme that we're proposing here.

So we're proposing to build no on-site parking in connection with the new residential development at 249 Third Street. Instead, all of the vehicles accessory to the new project would park at 195 Binney Street which is right across the street, right across Rogers Street. Under the current permits for 195 Binney 74 parking spaces accessory to that development are authorized to park at the surface lot that we're looking to redevelop at 249 Third. And basically, and again, Brian will go into the nitty-gritty on this, but when we looked at

the parking spaces available across Equity's portfolio in this neighborhood, we determined that there was ample capacity within the two existing parking garages, which it didn't make sense to build more parking associated with the new development. To make this work we're seeking the Board's approval for 0.7 parking ratio across the three properties, for each of the three parties.

We're also seeking permission for the vehicles from 249 Third to park in the existing garage at 195 Binney, which is approximately 30 feet away, and we're looking for any overflow parking from 195 Binney to be able to park across the street from that development at 285-303 Third Street. That's less than 300 feet away. To do this we need special permits for under 6.22.2 and 6.35.1 for 195 Binney. We also need a modification

to the PUD Special Permit and relief under 6.35.1 for 303 Third Street. I do want to note that it was just about a year ago the Board approved a Minor Amendment to the Special Permit for 303 Third Street authorizing what was at that time a short term reduction in the required number of parking spaces in that garage to enable the lease of 200 spaces to Alexandria Development, for excess capacity while completing their development at Binney. That was a short-term lease. It expires in 2017 after which time there will be no third party parking in that garage. All of those spaces will be available for Equity residents of these three projects. Based on what we're looking at in terms of a construction schedule, we don't anticipate there being a problem or a crunch with a limited number of

spaces.

I'm now going to let Brian talk about how we figured out how the parking is going to work and then I'll be back.

LIZA PADEN: One minute.

H. THEODORE COHEN: Before you start, could you turn the podium so that -- we appreciate you talking to us, but we'd like it more centered so you could be talking to the public, too.

BRIAN BEISEL: I have all the parking slides. The three sites here along the Third Street corridor, currently there are 720 spaces between the three sites. We did parking studies all throughout a weekday and also a Saturday back in the fall 2014 to find out how much parking was actually in use at any one time. That included Alexandria was using the site at the time. So during

the early morning we had a peak residential demand or what I'm calling a residential demand because there was only three Alexandria employees parked there. So there were 360 people parked at six in the morning, and mostly all residential. The peak parking demand actually happens midday. Under the Alexandria there's 395. Even in that situation, 720 spaces, 395 use -- it's only a parking ratio of 55 percent, and there were 325 spaces available at any one time.

Also during that study we got the parking demand of the existing residential uses of the two buildings, and for that, as I said, there was 360, there are 668 units. So that correlates to 0.55 spaces per unit. So much less than the Zoning.

For the new development which is 84 units, we assumed a ratio of 0.7. So almost

30 percent higher than what the existing buildings are, but we wanted the building to be a little conservative this way. There were extra spaces if necessary. The 84 units will have a demand of 59 spaces. And, again, at any one point right now in these two buildings or with the surface lot as well, there are 325 available spaces.

So, we will be losing 74 spaces. So there will be 250 without the 249 Third Street parking lot. We only need 60, so there will still be over 200 spaces available at any time between the two parking. So we really feel based on the existing demand and based on even the higher projection for the demand, the existing parking garages can accommodate the demand of the extra from these residential units.

ATTORNEY JOHANNA SCHNEIDER: Before

I turn things over to David Stockless from ICON to go through the details of the project there were just a couple of other things I wanted to highlight for the Board.

The first is the public review process. We began meeting with the city staff last summer, and we've had numerous meetings along the way. And I do just want to thank the CDD staff and the Traffic, Parking, and Transportation staff for all of their time and input. I think it really made the project much better.

We also had two meetings with the East Cambridge Planning Team; one in February and one in April. They had some great feedback for us in our initial meeting in February which included a revised design which we shown them in April. And they've submitted a letter giving their opinion about the project

that you should have.

I also wanted to flag some of the mitigation measures that we've agreed to incorporate in the project based on the feedback from the city agencies.

One is that we're extending the sidewalks along Rogers Street to provide a better connection from the Rogers Street Park to the Foundry Building. We're also providing new crosswalks across Rogers Street and across Third Street from the Rogers Street Park crosswalk will be a raised crosswalk.

We're extending the curb at the corners of Rogers Street and Third Street and realigning the curb in front of the project along Third Street.

We're upgrading water lines on Rogers Street and Third Street. And we've also



committed to, among other traffic mitigation measures for all three garages, we've committed to a TDM package for new development and subsidized transit packages and a Hubway gold membership.

Unless the Board has any questions of sort of these general points, we'll turn it over to David to talk about the new project.

H. THEODORE COHEN: No, I think that's fine. Why don't we proceed with the project.

ATTORNEY JOHANNA SCHNEIDER: Thank you.

DAVID STOCKLESS: Thank you.

What we'd like to talk about tonight is some of the design goals that we took into consideration as we proceeded in the City of Cambridge departments and getting their feedback and show you how we implemented

those design goals.

This is an image of the existing site now. It's a parking lot facing on to Third Street. So the neighborhood is in the echo district which is just north of Kendall Square and south of a highly dense residential zone adjacent to the Rogers Park and many industries throughout the neighborhood.

Again, just to illustrate the many industries throughout the neighborhood there's a large AT&T Verizon switching station to our west. We have a beautiful Rogers Street Park to the east and the neighborhood to the north.

It's a very friendly public transportation-oriented design, location within walking distance of both the Green and Red Line.

This slide will illustrate the Zoning of the echo line -- I'm sorry, the echo district which was developed to create this buffer between the residential and the commercial and residential of Kendall Square and to set up guidelines to allow the City to have input on how this transition area was to be developed as we move forward. And as you will see in our design, we feel we've met all of the East Cambridge Overlay design items listed in their guidelines.

So for a designing standpoint we're falling within all the allowable and acquired square footages and FARs. The one aspect, and one of the reasons we're here this evening, is the minimum side yard which is a ten foot with a Special Permit. We're 10.2 feet. The height is kind of unique for this particular site. We have a 55-foot high

height restriction on one half of the property and a 45-foot high height restriction on the other half, and you will see that we've taken that into the -- into account for our design.

There's some additional Zoning provisions. We're including 10 affordable units, 74 market rate. We do have bike parking for long and short term residents, and also for the commercial tenant in the building. The building will be designed to LEED Silver.

This illustration depicts, you know, the size of our bike room which is located to the north of our lobby, a residential lobby, and immediately adjacent to our rear courtyard for easy access out of the building.

This just gives you a general

understanding of the layout of the existing site.

And this is the height limits that I was talking about earlier. So literally right down the middle of our site we're able to go 55 on one side and 45 on the other.

And this is our proposed building footprint on that point, and we'll get into why the building is shaped this way moving forward in talking about the architectural design.

One of the strong design goals that we realized right away was the connection to Rogers Street Park and how the building would front on that park and how we could get the building to interact with the future development of what will happen along that park front.

Another series design goal was the

reclamation of -- the neighborhood to the north, right now it's light industrial and it kind of meanders to a very residential feel as you move north. And we feel that along this Bent Street elevation that this project could be a catalyst to maybe future development to bring back the neighborhood feel to the north side of Bent Street.

And connected to the Foundry was a very strong and thoughtful approach, and we worked with the City to provide a strong connection between Rogers Street Park and the Foundry. Currently now along Rogers Street there is no sidewalk along the parking lot that's currently there. We are pulling the building back into our site. We're gonna create a six-foot wide sidewalk. We're gonna -- we're proposing to do improvements at the intersections of Rogers Street and Third

Street to enhance curb cut access in that area, and we're also -- our design, while we want it to be a very friendly neighborhood to our streets and have very strong curb appeal, we also knew that whatever will happen in the Foundry in the future, we wanted to be a friendly neighbor and we wanted to provide as much sunlight to that back area as possible.

So this is the landscape plan. We are providing, as Johanna mentioned, some raised sidewalks along Rogers Street. We're also providing a raised sidewalk along Rogers Street heading to the Foundry so that will be traffic calming mechanism as people are entering and egressing this area.

One of the elements that has changed here -- a lot of Third Street currently at our main entrance, which is there, we have a traffic curb bumped out into Third Street

there. We're going to remove that. That crosswalk was never constructed, so we will remove that and provide the two crosswalks at the north and south of our site. Our lobby is centered primarily on the main facade of our building across from Rogers Park and we have a strong connection through the lobby to our rear courtyard and the bike storage area as you can see there.

As Johanna mentioned, there is no parking on the site but we are providing a handicapped parking space. And our loading and trash removal is all accessed through this paved area to the south of the site.

ATTORNEY JOHANNA SCHNEIDER: Dave, can you talk about the retail, too?

DAVID STOCKLESS: One of the aspects that we worked with the City on was creating this 1500 square foot retail area which will



interact well with the retail corner diagonally across the street at 270 Third Street which is currently finishing up construction. We've also tried to pull the building back in this corner again and create a little bit more sidewalk for potential outdoor seating or outdoor activity that will, again, enliven the sidewalk and hopefully, you know, interact with whatever is going on in the park or the Foundry building that would be sidewalk activity there.

Actually, could you go back? Sorry.

So one of the other design elements that we talked to with the City is having a very strong connection to the sidewalk with tenants and creating a neighborhood feel. And we have these stoops with these garden areas adjacent along Third Street and along

Bent, and, you know, we feel that, you know, activating that sidewalk with residents and they're not cordoned off by an apartment window, brings more activity to that street. Something that the City asked us to look into and to try to come up with an innovative way to engage the sidewalks to bring more activity to this area.

This is just a generic plan, the upper floors. It's a mix of one, two, and three-bedroom and studio apartment styles.

And on our roof, we do have a small roof deck which, again, we feel engages Rogers Street Park and we, you know, activities -- activities on the roof deck could somehow translate into activities going on in the park and just that connect -- that visual connection between outdoor activity and a lively area.

The other item, all of our mechanical equipment will be screened by a metal clad screening. There will be no HVAC equipment sticking high above the roof. All, you know, we're calling for four feet here, but if for some reason mechanical equipment gets a little bigger, these screens will be raised to cover those systems.

So an existing view of Rogers Park looking towards our site. And this is a rendition of the proposed building. We're using a warm brick with a very soft tone as well as a metal panel on our corners and on the top of the building to create the -- as the building comes up, it feels a little lighter, it gets up to that trellis on the roof deck. You can see how the building steps from the 55 feet to the 45 feet at that Zoning line. We also are engaging the

sidewalks as I spoke about with these stoops and creating vertical elements here to break up the facade and to create more of a residential feel as you're moving along this area of the neighborhood.

This is an existing view looking towards the Foundry from Third Street.

And so this rendition highlights our retail corner. Right now, again, we're showing, you know, lots of street activity there. We're hopeful that that would be the opportunity to present it to that retail corner.

Our main lobby, again, is kind of centered on our building.

This is the new sidewalk that we're putting in that will enhance your experience coming from Rogers Park back towards the Foundry Building. Again, you can see here a

little bit more detail in the materials. We have a contemporary -- we tried to do a contemporary corner at the retail to have more of a hip look to it, but with that traditional mill building brick to relate to the surrounding buildings to the south and to the north and to try to tie those two vocabularies together. We also have Juliet balconies along Third Street for many of the units. So, again, more interaction with the neighborhood. Having people out, you know, talking and interacting as people passing by.

Looking towards Bent and Third.

So here, again, we have a light corner with a metal shingle keeping in tone with the neighborhood feel of the masonry and tie -- we wanted to tie that back on both ends so we have these bookends of a strong masonry presence, and you begin to start to feel the

residential feel as we head down Bent Street trying to entice that vocabulary for future development.

That's looking at the Foundry from the north looking at Rogers Park.

And this rendering, again, illustrates the connection of trying to create this sidewalk activity for Bent Street and also illustrates our green space adjacent to the Foundry Building. So we've pulled the building back ten plus feet trying to create some greenscape to marry into what the Foundry Building will be doing with their 25 feet or so of green space.

These are just some enlarged renderings that the City had asked us to present.

Actually, I think it was the East Cambridge Neighborhood Association specifically wanted to see how this vocabulary would engage the

sidewalk. So what we're doing here is a very simple metal rail at the residence entry. A very simple metal awning to create color during weather. The vertical elements of the shingle and middle window all tied back together with the overall scale of the building with the masonry and trying to tie back into that history of the buildings.

The view of the entrance on Third Street. Again, we're trying to open that up as much as possible, have some visual access through the building to create a sense that this building is connected from Rogers Park through our courtyard to the Foundry.

This is the entrance of the Foundry looking east towards our site.

So, again, what we've tried to do here is create an open vista of the southern light to get into this rear area. We've stepped

the building back on the upper floor to work with the sun shadows to create as much natural light into this space as we can. You can see here, again, a good example of the five-story building and the four-story building and how that relates to the materials. So we wanted to create a liver feel to the top of the building to, again, getting a little bit taller in this elevation and bring the masonry scale down and tie it in closer to the Foundry Building.

These are just some contextual elevations showing how we relate to our neighbors. This is the Foundry Building on the west side. And this is Binney, 195 Binney and ourself. And you can see here that with the zoning heights, the building seems to fit in quite nicely as it relates to the Foundry. The Foundry is about 45 feet



tall as well at the peak, and as the building steps away, we create this nice opening here between buildings, a nice separation. We feel that really works well. And, again, the mechanical equipment will be screened on our roof with a metal panel.

So I'm going to leave you with this image, again, trying to create an active sidewalk, an active community here to relate to the future development of Rogers Street Park and the Foundry.

H. THEODORE COHEN: Is that everything?

ATTORNEY JOHANNA SCHNEIDER: That's everything.

H. THEODORE COHEN: Okay.

Do any of the board members have any questions right now?

HUGH RUSSELL: Did you bring any

material samples?

DAVID STOCKLESS: We did not.

H. THEODORE COHEN: Anyone else have any questions right now?

AHMED NUR: Not right now.

STEVEN COHEN: I just have one.

Which side is the relief sought on the 10-foot setback?

DAVID STOCKLESS: The west.

So the west side, that green -- right there.

So right now we're proposing -- there's currently a masonry, an iron fence surrounding the entire property. We're proposing to use that same design along our west boundary currently. That was kind of -- we talked to Jeff Roberts about that. He felt that was the appropriate approach at this point. We talked about maybe keeping it

open and letting what happens at the Foundry kind of influence what happens there, but he thought at least at this stage that we should proceed with a low fence, four-foot high open fence and as the Foundry is developed, I know there's a matter of queue out for that now, that could change as we move forward.

STEVEN COHEN: Thank you.

H. THEODORE COHEN: I have a couple of questions.

What would the sideline be under Zoning, the setback?

DAVID STOCKLESS: I'm not sure, sorry. I have to look that up.

H. THEODORE COHEN: I mean, I know it's a whole calculation. I was just wondering what that calculation would produce.

DAVID STOCKLESS: Zero in the front

yard.

H. THEODORE COHEN: No, right, I understand it's the side yard.

DAVID STOCKLESS: I want to say 15 or 25. Sorry, I don't have the exact number.

H. THEODORE COHEN: The stoops on the two side corner streets are very nice, but we have a question, do they comply with the ADA?

DAVID STOCKLESS: Yes. That is a grey area. We have dealt with this issue in many towns and with the MAAB directly. Our building is an elevated building. The units are accessible from the interior as well as the exterior. We will need to get a Variance from the MAA, Massachusetts Architectural Access Board. We have done that on two projects to date and have been successful. And the argument there is the urban design

and the creating a neighborhood and not trying to close this building off to the sidewalk.

H. THEODORE COHEN: And we had a situation where a builder thought it would get a Variance and couldn't and came back to us. So do you have a backup plan if you can't get the Variance?

DAVID STOCKLESS: Yes. These would become nice little garden areas for the tenants to -- we would elevate a certain portion and keep the green area low to the sidewalk as possible. They could get a small chair out there and have -- you know.

H. THEODORE COHEN: And there still would be a door there?

DAVID STOCKLESS: Yes.

H. THEODORE COHEN: But the main entrance would be --

DAVID STOCKLESS: The only entrance would be off the court --

HUGH RUSSELL: Kind of like a balcony. A ground level balcony.

DAVID STOCKLESS: Ground level balcony, terrace.

H. THEODORE COHEN: Right.

Now, courtyard area, there is some sort of transformer there?

DAVID STOCKLESS: Yes, unfortunately.

H. THEODORE COHEN: Is that existing now?

DAVID STOCKLESS: No, that would be a new transformer.

H. THEODORE COHEN: And how large would that be?

DAVID STOCKLESS: Right now it's eight foot by eight foot pad. So the

transformer would be four by six feet.

H. THEODORE COHEN: And what is it going to look like?

DAVID STOCKLESS: It would be a large green element that we'll put a fence around and put bollards for access from the park -- from the loading.

H. THEODORE COHEN: So it's not going to be encased or anything, you'll just have a fence around it?

DAVID STOCKLESS: Yeah, most likely a masonry or metal fence.

H. THEODORE COHEN: Is there anywhere else that the transformer could be located?

DAVID STOCKLESS: We can review that. It is a tight site as you can see. So, we thought this might be the best location since it's not visible from any

street and we could shield it from the Foundry Building as need be.

H. THEODORE COHEN: Okay.

LOUIS J. BACCI, JR.: Go ahead.

H. THEODORE COHEN: I'm sorry.

Can you put up the proposed view from Rogers Park?

All right, so if I'm in Rogers Park, is that exactly what I will see? Will I see the screening for the rooftop mechanicals?

DAVID STOCKLESS: Not in this view because they -- they're currently designed to be behind the rooftop and then head back down west of the roof on the roof.

BRIAN BEISEL: Sorry.

HUGH RUSSELL: If you go to the far end with binoculars, you might see the top of them.

H. THEODORE COHEN: Okay, but from



Rogers Park you're not going to be seeing them?

HUGH RUSSELL: Right, not in a significant way because of the (inaudible).

H. THEODORE COHEN: Okay.

Lou, you had questions?

LOUIS J. BACCI, JR.: Transformer, below grade? No?

DAVID STOCKLESS: We could consider that. Obviously they don't like -- NSTAR or Eversource --

LOUIS J. BACCI, JR.: That's where they put theirs.

DAVID STOCKLESS: I know. But they don't like that. It's usually if there's absolutely no other place for it to go, you know. A very urban setting where you're building right up to the sidewalk and --

LOUIS J. BACCI, JR.: Very few

exposed transformers.

DAVID STOCKLESS: Excuse me?

LOUIS J. BACCI, JR.: Very few transformers in courtyards anymore. And it's complicated by not being no parking below grade. No below grade place to put it. You know, no transformer vault in the basement or --

DAVID STOCKLESS: Right, it would be considered a sidewalk vault in our courtyard and that is an option that we can explore that.

H. THEODORE COHEN: Does anyone else have any questions right now?

(No Response.)

H. THEODORE COHEN: Okay, so then we will go to the public comment. Is there a sign-up sheet?

Thank you.

So anyone who wishes to speak, when I call your name, please come forward and state your name and address and please spell your name for the stenographer, and in general we limit it to three minutes.

Ronald Peeples.

RONALD PEEPLES: Good evening. I'm Ronald Peeples, P-e-e-p-l-e-s, and I live at 243 Bent Street.

First of all, I am very appreciative of improvement in the area, in my neighborhood. I am concerned, however, about the impact on street parking. I noticed in the photographs that you have of around the area, I don't see any vacant spaces. Your data shows that there are -- there was a -- you assume a 30 percent vacancy rate. And I defy anyone to find 30 percent vacancy in that neighborhood at any given time. Walking those streets on

a daily basis and driving around trying to find a space, that just isn't the case.

And there's an accumulative effect of not just this building, I'm not just trying to blame it on this, the Biogen and Alexandria buildings and so on, since it's unrestricted in that area, there's a combination of cabs that use it for a parking lot overnight, that's probably any given time, there's 20 of those around. People park there during the day. It states in here that they assume that it will be a six space impact from this building. What I find is that from those buildings around there, people who don't want to pay over \$200 a month to park in the underground garage use that, the unrestricted area. There are visitors who are there that don't want to pay the \$25 a night to park in the garage, and

then general contractors and other people who are trying to get around from using either meters in the area or having to have a Cambridge parking sticker. So that's my main concern. I know, I don't want to lay it all on Equity Apartments, it's a problem in that area due to the unrestricted nature of parking, but I'd appreciate it if something could be done to address that.

H. THEODORE COHEN: Thank you.

Sam Seidel.

SAM SEIDEL: Good evening, Mr. Chair and Board, Sam Seidel, 43 Harris Street. S-e-i-d-e-l. I'm interested to see this. I want to say a couple of comments, general comments, and then a very specific point.

General comments I support the lower parking ratio. I think we need to move in that direction. I think our obsession with

cars has lasted too long. We're in the 21st century, we need to move into the 21st century. I don't live in this neighborhood so I understand if you deal with it up close, it's a different issue, but I do want to add my voice to moving us in that general direction.

Also having thought about Third Street and Binney Street many years ago, it's interesting to see the continuation of residential along Third and kind of rotating along Binney. That is actually a relief for me because this was a big debate about ten years ago which direction we should go. And I'm glad to see more residential and of course other units.

And another specific point, all of the underground stuff on Rogers Street as I learned at the CRA meeting the other day, is

a private street, and I would urge you to urge the private developers to pay for and do as much of that stuff as they can. I understand they're doing a waterline or sewer line -- I didn't catch that, but that's potentially concern down the road.

The specific thing I want to focus on is actually the loading area. I -- the Foundry Building is going to happen over the next couple of years, and one of the likely things that's going to happen at the Foundry Building -- I say that only because that's my hope in some respects is that on the wing that faces towards these buildings, there are these big arch windows that are actually currently bricked in. But anybody with any sense, I'm going to make that comment, you take it for what it's worth, will actually take those bricks out of those windows and

open up that wing unless they decide to go in a completely different direction. If they do that, they have a little space of green space and then they will enter on to a loading zone. And I would say given that this is happening now and that's gonna happen four or five years from now, to really think about that interface. I would even go further, but I'm not gonna push this one, I appreciate that they've stepped the building back from the Foundry, that seems to me exactly the right thing to do. They might consider or you might consider looking at having them step down as well from the roof line so that you get enough sunlight back there.

I will say in all candor, I've talked to some people who have thought about food ideas in the Foundry and they're looking at the ground floor space and saying that's how



we bring people in, and anything from April to October is potential for outdoor seating. Now, who wants to sit on an outdoor seat when a truck is backing up to unload stuff into a building? This interface, I appreciate that they're activating the park, but really the connection, I mean it's a complicated thing, Third Street is one connection, but Rogers Street is another connection. And that interface between the Foundry Building and this building I think could use your wise input.

Thank you.

H. THEODORE COHEN: Thank you.

Sorry, I can't -- Ilan Levy.

ILAN LEVY: Good evening members of the board. My name is Ivan Levy. I live at 148 Spring Street.

Well, I'm kind of on the same page as

Sam in many respect. I would suggest also a sidewalk on the side of the entrance of the Rogers Street on the Foundry so that they can have pedestrian access if there's going to be traffic and limiting the traffic on Rogers Street on that part. And, again, I don't see the need for the four floors. I think also can be a reduction in the amount of housing, and I find it a little bit sad that there's going to be only street views in the bedroom and very, very little that's going to be much bigger than at least what's presented tonight, and it would be nice to have seen a little bit more, two or three-bedroom units than were presented. So that's -- that kind of the concern that I have. But I really am with Sam on this, really considered interface between what is going to be The Foundry and this project. I think it's essential to make

The Foundry the successful building that it's supposed to be.

Thank you.

H. THEODORE COHEN: Those are the only people who signed up. Is there anyone else who wishes to speak?

Mr. Williamson.

JAMES WILLIAMSON: Thank you. James Williamson, 1000 Jackson Place, Cambridge.

I was interested in this site when I went back and forth to the East End House summer block party the other night, and one of the things I noticed was what -- the transition going from Kendall walking up Third Street and noticing in a way that I hadn't before how there seemed to be these kinds of carve-outs at the corners of these otherwise really quite large buildings and that that seemed at least some measure of an

amenity for people walking along the sidewalk and for people to enjoy sitting at a restaurant. I like that corner of this building although I'm sharing Ilan's concern about the height I guess. What I don't understand is why there shouldn't be a little more space at the ground level where the, a restaurant may be imagined, and that would be consistent with what Ilan was suggesting, that a little more sidewalk, a little more of a cutout or whatever, however that might be achieved to create a little more of an amenity there, would be a good idea which certainly worth considering.

I -- Mr. Russell asked about the material. I didn't hear the answer, if there were examples of the material, the brick. I'm not sure about the brick. What it's really gonna look like, what the nature of

it, the material is going to be, and I think that would be a useful thing to explore in -- before approving this. I also like the stoop idea, but looking at this image, I don't see stoop. I see sort of a monumentalism, those three vertical elements in the middle there where I gather stoops are -- described as stoops. To me something more like a stoop there would be a better, you know, also worth exploring. I don't like these railings on this side, and I think, again, another kind of treatment of a stoop-like experience I think would be worth exploring.

And on the housing, recently, although I wasn't entirely happy with the proposal, we've seen 20 percent affordable in Central Square. I would like to ask the proponents and the Board, they're going to be saving a lot of money by not doing parking, the

estimate from MIT for underground parking is \$100,000 a parking space. Maybe I'm mistaken, maybe that's a little high. The amount of money saved from not doing parking could, and I believe should be plowed into some additional affordable units here.

So, thank you.

H. THEODORE COHEN: Thank you.

Heather, you wish to speak?

HEATHER HOFFMAN: Hello, Heather Hoffman, 213 Hurley Street.

First of all, I would like to say there's not a single thing that these people are going to do is what I would like. This is going to block The Foundry Building. And I totally disagree the CDD memo where it says that there was this anticipation of building there. No, there was an anticipation of being able to see The Foundry Building so

that it could become the tremendous community resource that we all expect it to be. So that being said, the one other thing that I would -- well, I would also point out that the park is in fact activated. People use it. So to suggest that it is a sterile spot is not true. And I get really tired of people coming in and talking about how their wonderful new giant building that blocks out the sky and everything else is going to activate stuff that already has people there.

And the last thing I would say is, you know, Mr. Seidel had kind of a throwaway line about affordable housing and Mr. Williamson talked about it a little more, by my calculations there should be 15 percent and there isn't. They're building, according to their own application, fewer units than they are allowed to build of right. And the

Ordinance is very clear, 15 percent of the units that you build up to the number of units as of right. So we're being cheated of three affordable units once again.

Thanks.

H. THEODORE COHEN: Thank you.

Anyone else wish to speak?

JULIA NUGENT: Hi, Julia Nugent, N-u-g-e-n-t, Four Broadway Terrace.

I appreciate what's going on here and I do and pro building up this area and making a transition between the high tech and industrial area with the residential. My point is somewhat minor, but I think if the reference is towards warehouse architecture, there's some attention to it that feels a little off to me. Very minor points like the precast headers where everything in the neighborhood has precast sills, not the



precast headers. So it's just sort of aesthetic miss there for me. And also just in the effort to sort of step back and have the alternate materials, you sort of lose the kind of presence and monumentality that the true warehouse building has. So I just feel in terms of vernacular if you're really trying to go for that, this is sort of a very watered down version to the extent that it doesn't feel quite of the neighborhood in a way that I think that proponents are sort of proposing. And I think this does wrap into a bit of the discussion about The Foundry and the context of that with the Binney Street building which we can see in the left hand here and the architecture of that. The architecture of The Foundry. This becomes a bit of a, in my mind, hodgepodge of sort of trying to get towards that residential scale

without actually achieving the presence that the warehouse architecture has. So I would propose maybe looking at the left-hand part of the building differently than the wing that's going back towards, on Bent Street and sort of thinking about the transition a little bit more weighted in that direction. That's my comment.

H. THEODORE COHEN: Thank you.

Is there anyone else? Yes, please.

JULIE CALLAHAN: Hi, good evening. My name is Julie Callahan, C-a-l-l-a-h-a-n and I live at 195 Binney Street.

And as someone talked about the parking, I too am concerned about parking in the neighborhood. Actually park in the parking lot where this is going to go so there goes my parking. And when they -- when you clearly discussed how many parking spaces

are and what percentages, I haven't checked it so I can't refute that. However, those parking spaces that are inside are more expensive than the parking spaces that are outside, and I'm not sure that anyone here knows that and I thought it would be important that we do know that.

And really from my heart, living in the neighborhood, I agree with keeping the flavor of the industrial space, but there is a wonderful connection between that park and The Foundry Building, and it's almost kind of sad to see the open space go away because all around there there's one building, another building. All of Binney Street -- there's no more open space there.

Thanks.

H. THEODORE COHEN: Thank you.

Anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, then we will proceed with any questions or comments or questions we have.

Hugh, why don't you start?

HUGH RUSSELL: Okay, I have a few things. So the -- I guess we don't know how -- whether The Foundry Building is going to use Bent Street as an access or Rogers Street or both in it's unnegotiable at this point in time. I would think that a five-foot sidewalk back on Rogers Street to a main entrance of The Foundry Building is not very good, but that maybe the people that were trying to redevelop The Foundry Building understand that, too.

I think there is an opportunity. I believe the parking on Rogers Street adjacent to 195 Binney, there is some surface parking

that serves the building. And if you've got 60 extra spaces, you might want to repurpose that parking next to the building to get a better pedestrian connection in. I think that's something that ought to be looked at.

Mr. Seidel was worried about the loading dock, and our Chairman is -- was worried about the transformer. And these are both because we don't -- because we can see that the footprint of The Foundry Building and the 25-foot space and wonder what's going to happen. I mean, where is The Foundry Building going to park? Is that going to be inside The Foundry Building? I don't think it's going to be in that side yard because it's not a very good dimension for parking.

So voting to have an apartment building of this size is a pretty infrequent episodic event, so I would not expect guests when they

move in and move out, they'll probably be -- if every apartment turns over once a year, which might on average be the case for East Cambridge, still that's, you know, a box truck comes in for a couple of hours every four days -- well, two box, one goes in to take the stuff away, one comes to bring it in. Yes, we do trash pick ups, but, again, that's, you know once or twice a week. They can be scheduled to be at a time that, you know, if there's a -- let's say there's a playground for some kind of childcare in The Foundry, you know, you could schedule it so it happens around the uses there.

And there is screening.

Dealing with the power companies is extraordinarily difficult these days because they're extremely complicated bureaucracy who are not service oriented. So trying to get

electric service and trying to design it and trying to do anything out of the ordinary or out of the box is extremely problematic.

Here I think, yes, you could ask what's in that strip along the back of the parking lot, should the transformer be all over at The Foundry? Should it be -- should there be a little more of a buffer? The power company is going to say at the parking lot because their truck has to be able to build the transformer off. It's crazy, right? This is an event that happens every 15 years, but they have a truck and they can do certain things and that's how you design your sites. It's -- and I'm frustrated by that, but to tell them to force the park on something they refuse to do is not productive.

I think screening can take care of the issues that -- of the adjacency.

Now I come to my real concern which is why does the building seem to be so dismal in the renderings? And it does, it is dismal. And there really, the three materials there that we see, three materials, maybe four. There's a dark metal trim that's on the edge of the facia. They are black windows, which is really I think a terrible idea. That's primarily why it looks so bad, is that the windows are so dark in the building.

And then there's the brick. And I was intrigued by the way you described the brick because you didn't mention color or texture or range. And so I'm left to think it looks, it will look like what the photo looks like which is the ugliest brick I've seen in my life. And these are buildings that were built in the fifties. It's sort of yellowish brown and there are dark things in it and



there are some light things in it and it looks awful. And I've done enough rendering on the computer with bricks to know that often computer programs do a tremendous disservice. This could be a wonderful brick but we don't know.

DAVID STOCKLESS: We do have a board.

HUGH RUSSELL: And then the metal. Some of the renderings of the metal is dark, dark grey. And others it's quite light and lively. And I would go for light and lively, but not knowing what the material is, I can't, I can't say what could be done. I think, again, all the renderings make the building look pretty dismal, and I don't think it has to be that way.

I think that the basic bones of the building are fine. You know, the -- somebody

commented about the sort of bay window kind of elements, the two-story metal surrounds around windows, that are trying to say this is a townhouse in the plan and, you know, they're sort of the reverse bays, the surround is taking up the windows, but it's an interesting idea. I think if the thing wasn't so completely black in the middle of that hole, that it would be quite interesting. I think more work needs to be done on the details of the design of the entries.

I really liked your answer about the accessibility because it shows that you really do understand what you have to try to do with the access board to make an urban design situation that is better. You can't be -- you can't be guaranteed a success, but you've had several successes. I've done a

few buildings in which we didn't dare ask for that, and I think the fact, the level entrances are not as nice. They really -- it makes it harder. We put the fences there and the rest, but it's the elevation. And also where it should be -- I mean, I would be astonished if Third Street is completely level from one end to the other along the frontage. And so by having the stoops and the steps, you can graciously deal with those natural variations that occur in the city. It looks to me there's a little more showing on the right end and the stoops are, you know, it's so common. It's the way it happens in cities, and so I would -- I believe you're taking the right approach, but I think there could be nicer, the railings could be nicer. Maybe they have little space at the top to be big enough to put a chair

in. They look like they're about four feet square and there's a door swing -- a swinging door that means you can't really put anything there to sit in. Sitting on stoops is one of the things that may or may not happen, but if it does, it brings life to the street.

I like the -- I particularly like the way you're dealing with the portion of the building that's a story higher. I think that, you know, materials, the cornice below, all of those, those tools you're using makes it look very convincing if I just knew what those materials were if I like them.

So I think there's some explanation to be done here. I don't know whether there's work to be done except maybe on the stoops.

H. THEODORE COHEN: Let me ask you a question, Hugh. Do people use Juliet balconies? Because I see a number of

buildings where they just look like they've been tacked on.

HUGH RUSSELL: Well, I mean a true Juliet balcony you can't walk out on because it's, you know, only --

LOUIS J. BACCI, JR.: Eight inches.

HUGH RUSSELL: -- eight inches thick or six inches thick. People seem to like them when they're renting apartments because it -- it gives a greater openness to the street and the neighborhood. But you actually have to sit inside.

STEVEN COHEN: Plus you can open both doors wide open.

THACHER TIFFANY: Like a slider for a window.

STEVEN COHEN: It's a slider to the exterior.

H. THEODORE COHEN: Right, I did

look at one building that was permitted a number of years ago, and the unit I saw had what the broker told me was that basically everybody put their couch in front of the long window -- the large window with the Juliet balcony because that was the best place to locate it and go to the room.

HUGH RUSSELL: Backing up to the --

H. THEODORE COHEN: Backing up to the window so that you could not, you know, realistically open it and use it. And I'm just curious as to whether, you know, sometimes they look good from the outside, sometimes I think they look like they're tacked on. And I just wondered in terms of the interior what it was -- open the windows.

HUGH RUSSELL: I've done a couple of projects, about hundreds of them. I suppose I ought to go back and try to figure out

what's going on behind them now.

ATTORNEY JOHANNA SCHNEIDER: If I could jump in a second, this might assist the Board in some further discussions. We do have some more boards that show a little bit more clearly, the treatment, the types of bricks, etcetera. I acknowledge that perhaps on the screen it's a little bit hard to see. And so if anybody wants to see sort of a better more detailed view, we do have boards. But I think they're a little more legible in terms of the design.

HUGH RUSSELL: Usually people bring the material, materials boards. The staff -- in any case in permits like this, we condition them that you have to really bring the actual materials to the urban design staff, but I'm just trying to understand why it didn't look as good as it ought to.

AHMED NUR: Mr. Chair, I actually wouldn't mind seeing a better -- on your behalf a better picture than that. Because sometimes I can understand it could be the coloring and I'm pretty much leaning towards Hugh's -- he's an architect and his views. If you wanted to show me more colorful brick off of that, you can go ahead and just show it to us.

HUGH RUSSELL: Why don't you just pass them around?

ATTORNEY JOHANNA SCHNEIDER: Or pass them around, sure. Thank you.

H. THEODORE COHEN: Before we proceed, since parking has been an issue, we have received a memo from Traffic and Parking and Adam's here and perhaps he could speak for a couple of minutes about what Traffic and Parking thinks about the parking issue



and the traffic issue and the proposed arrangement of no parking on this -- for this project but the shared parking arrangement.

MARY FLYNN: Mr. Chairman, before he does that, just one other thing related to the parking.

JOHN HAWKINSON: Is your mic on?

MARY FLYNN: It is. I have a very soft voice I guess. Sorry.

I know the application said 78 spaces on the site right now. And in reading the materials, I thought that all of those were at least by residents of one of the other buildings, but yet there was a person in the neighborhood who said that she has a space there. So I just would like a better understanding of who is parking there now and what the implication of that will be for additional street parking. And Adam probably

has a good sense of that, too.

ATTORNEY JOHANNA SCHNEIDER: Just to clarify. I think the resident who spoke is a resident of 195 Binney Street so that is the building that parks there. And, Adam, I don't mean to steal your spot.

MARY FLYNN: Okay. So that everybody who is in that lot is associated with 195?

ATTORNEY JOHANNA SCHNEIDER: That's right. That's exactly right.

MARY FLYNN: Thank you,  
Mr. Chairman.

H. THEODORE COHEN: Adam.

ADAM SHULMAN: So is this on -- can everyone hear me? Great.

Good evening. So my name Adam Shulman.  
I'm the transportation planner on the  
Cambridge Parking and Transportation

Department. As was mentioned, the Transportation Department submitted a comment letter dated August 13th to the Planning Board with some comments and some recommendations.

The project completed a traffic impact study which was certified by the Transportation Department in January of 2015 which is here, and also available on the City's website.

So, in general our letter is very supportive of this project with recommendations. And a lot of the recommendations that we make you've already heard actually regarding some infrastructure improvements, such as the new sidewalk and the elimination of curb cuts that aren't going to be needed anymore. A new raised crosswalk on Rogers Street. A new crosswalk

to Rogers Street Park and elimination of that mid-block bulb out which is not needed anymore also. And that will allow us to add a couple more parking spaces on the street. Probably about three or four new parking spaces by eliminating two curb cuts and the mid-block curb extension that was there, which was by the way, was there for sight distance so that people wouldn't park there and block views for vehicles out of the parking lot. It wasn't there for a crossing. So now that there's no cars coming out of that parking lot there, there's no need to have that curb extension there.

So in addition to those improvements to the project, the Transportation Department supports the parking ratio proposed to 0.7 spaces per unit. And I think you heard there's been -- there was a lot of

information, a lot of studies done that demonstrated that they -- that the equity in their two other existing buildings have much more parking than they use and that the data that they looked at showed that 0.7 ratio is even still a little bit more probably than they need, but they want to be a little more conservative and have a little cushion. So we agree with that and we support that.

We also support the notion of not building more parking spaces when there's already enough parking spaces available. So we support this project using the 195 Binney Street parking and simultaneously letting, if need be, people at 195 Binney Street Park at the 303, 285 Third Street parking which has several hundred unused parking spaces. At least they will when the Alexandria project is out of there.

So in addition, we talked about in our letter, transportation management measures as something that we recommend for almost all projects, and they've committed to do these things which reduces people from driving and instead encourages them to take transit, walk, bike. And so they're going to do those things.

And let's see.

CATHERINE PRESTON CONNOLLY: Adam, can you speak to the operation of Rogers Street and its status with unrestricted parking, how it all works so we have that part of the picture?

ADAM SHULMAN: Yes, so Rogers Street between Third Street and Fifth Street is currently a private way. So it's not -- the City doesn't regulate it. It's used pretty much by the property owners that own the

street or abut the street. So, for instance, the south side of Rogers Street, it was mentioned the people who are parking there generally are residents of the 195 Binney Street project. So it's, it will continue to be a private way it. And one thing we did recommend is that they put a couple of car share -- available a couple of the spaces on Rogers Street for car share vehicles which would be an amenity to the residents in the new building and the existing buildings or even to the general neighborhood to have access to another one or two car share, ZipCar type vehicles right there.

So let's see what else was asked?

H. THEODORE COHEN: Can I ask a question about that?

So the city now owns The Foundry Building. So does it own part of the private

way or what are its rights in the private way?

ADAM SHULMAN: So we had asked -- and I think -- it's either in the traffic study or maybe it's additional information there -- there's a lot of, there's multiple ownerships. The city has small pieces of Rogers Street, but not -- but like slices. And then the Equity has a majority of it. And then I think a building at the end, the telecom building at the end also has a large portion of it. So the City's portion is pretty minimal.

H. THEODORE COHEN: But access to The Foundry is that going to be on Rogers Street?

ADAM SHULMAN: Pedestrian access?

H. THEODORE COHEN: Well --

ADAM SHULMAN: Or vehicle.



H. THEODORE COHEN: Both.

ADAM SHULMAN: Well, that I mean --

IRAM FAROOQ: Can I --

ADAM SHULMAN: Yes.

IRAM FAROOQ: Yes, access is off of Rogers. And there was a question earlier about parking. So there is parking in The Foundry Building at the ground level, there's about 42 spaces underground.

H. THEODORE COHEN: And they're accessed down Rogers?

UNIDENTIFIED AUDIENCE MEMBER: It's in the basement. Halfway down.

IRAM FAROOQ: Yeah, in the basement.

H. THEODORE COHEN: Adam, in your memo -- so I understand the recommendations for transportation management have been agreed to?

ADAM SHULMAN: Yes.

H. THEODORE COHEN: The question I had, there is -- one of the requirements was for either some, you know, signage or other information relating to what modes of transportation were available or in real time?

ADAM SHULMAN: Right.

H. THEODORE COHEN: Is the idea that there would be one in each of the three buildings?

ADAM SHULMAN: Yes, correct. Yeah.

So that's a common recommendation that's made in most projects -- actually whether it's a residential project or an office project or any project is to have, to make available in a lobby or in a common area, maybe where the mailboxes are, to have information available for the people who are living there, working there, see information

on like bus schedules and train schedules and carpooling and bicycle facilities and things of that nature. Walking facilities. To sort of constantly remind them that there's a lot of options out there. You don't -- you know, other than driving, there's lots of other ways to get around. And so that information is put in lobbies and updated and maintained. And the more recent projects have been putting in those real time transit screens which provide sort of the monitors that show real time schedules for the busses, live feeds of when the busses are coming, when the trains are coming, even the Hubways. If there's a Hubway station around, it will tell you how many bikes are available at that Hubway station or how many docks are available, so the residents and people in the building have that information immediately

and it can help inform them when they might want to leave and things like that. We don't specify that they have to use the monitoring, but they have to do something of that type.

H. THEODORE COHEN: Thank you.

Questions --

AHMED NUR: I have one.

H. THEODORE COHEN: We'll start with Lou.

LOUIS J. BACCI, JR.: Adam, do we know how many parking permits are at these addresses?

ADAM SHULMAN: Good question. We do.

So we looked at -- we did look at that and I think it talked about it in the traffic study, too, because there was a lot of efforts to really try to understand the parking needs in all -- in the existing

buildings. And so what we found was about 0.13, 0.14 residential parking permit issued per unit. So I think it came out to like --

LOUIS J. BACCI, JR.: So 700 units or so?

ADAM SHULMAN: It came to 65 permits for all of 303 Third Street and maybe 25 or so permits for 195 Binney Street.

LOUIS J. BACCI, JR.: So you have 100 permits?

ADAM SHULMAN: Less than that.

BRIAN BEISEL: So that we have -- 195 has 25 Cambridge parking permits and 285/303 has 65 total. But of those there are only 18 at 285/303. So 18 out of the 65 are -- only 18 of them are only Cambridge resident parking stickers. So that meaning the majority 65, you know, 40 vehicles have Cambridge parking and Equity parking.

LOUIS J. BACCI, JR.: Right.

BRIAN BEISEL: So they're basically using the Equity parking. If someone comes to visit say, they let them use the garage and they park in the resident parking spot.

ADAM SHULMAN: Anybody who has a residential permit has a visitor's pass?

BRIAN BEISEL: I'm sorry. But so the majority of the homeowners -- first of all it's a very small majority that has a Cambridge resident sticker. It's under 20 percent. And then even that, it's about five percent that only has Cambridge, being that they don't have Equity. So the argument if you have to pay for parking I'll just get a Cambridge one which is cheaper --

LOUIS J. BACCI, JR.: Absolutely.

BRIAN BEISEL: -- but our data shows, they came from Adam not what we came

up with, showed that people are not solely relying on mostly Equity and then Cambridge. And the other reason to get a Cambridge parking permit, if you drive to another area of Cambridge, you can now park in a resident permit area.

LOUIS J. BACCI, JR.: Absolutely.

And can you tell me what you're parking rate is for your units? What's your -- what the cost is per month?

BRIAN BEISEL: I don't know.

ATTORNEY JOHANNA SCHNEIDER: It's 250 a month.

H. THEODORE COHEN: For indoor or outdoor?

UNIDENTIFIED AUDIENCE MEMBER:  
Outdoor is less at 195 Binney and I'm not sure what that rate is.

UNIDENTIFIED AUDIENCE MEMBER: It's

150.

HUGH RUSSELL: I have a question for Adam. When the automobile parking is being reduced, is it appropriate to increase the amount of bicycle parking in 195 and 303 since they were both permitted before the current numerical requirements? Should they convert some of those empty bicycle -- car spaces into bicycle spaces?

ADAM SHULMAN: So we didn't -- we -- so the new project is meeting the new zoning regulations, is the one -- more than one space, bike space per unit. We didn't go so far as to say that the 19 -- that the older building that had already been permitted has to go and update theirs. I mean, I think that is something that the Board might want to think about, you know, asking or having explored, you know. And I believe the bike



parking is pretty substantial in the 303 Third Street project because it's a newer project, but simultaneously I think if they, you know, I think at a minimum I would recommend that if they ever have a case when they have more bikes than bike parking, they should add more bike parking, you know.

UNIDENTIFIED AUDIENCE MEMBER: I would say that's the case at 195 Binney Street.

ADAM SHULMAN: There's not enough bike parking.

ATTORNEY JOHANNA SCHNEIDER: We have in recent years adding more bike parking and racks in the garages as we see a need arise or if we've heard from residents need adequate space. We're aware that our residents are bike friendly and we've been making those accommodations on an ongoing

basis.

LOUIS J. BACCI, JR.: Are those bike spaces rentals?

UNIDENTIFIED AUDIENCE MEMBER: 195 Binney is --

THE STENOGRAPHER: I'm sorry, could you please identify yourself?

LAURA BOULE: Laura Boule, B-o-u-l-e, and I'm Vice President of Investments for Equity.

So 195 Binney has much more space constrained, and I don't believe their -- the requirement is much more minimum. Like you said, 195 and 303 there's enormous bike area with tons of bike racks which we thought was too much to begin with, but it is Cambridge and there are a lot of bikers and we have added additional racks, probably 15 racks or more to that bike area to supplement. So as

needed since space allowed.

H. THEODORE COHEN: Ahmed.

AHMED NUR: I have a question for Adam. How comfortable are you for the reduction of parking ratio? And I'm also going there, but also come to value to take the excess as requested here of 195 to 285 and 303 claimed here, 290 feet away. And by the way, do we have any picture that we could show that route, how those cars are maneuvering to see first where they're going to go to 303 and if it's full go to 285? Just wondering if Adam's perspective as well on this.

ADAM SHULMAN: So just to help clarify also, because I know it could be -- it's a little confusing. So the proposed project is in the green. That's the existing surface parking lot. They will -- other than

the handicap space and the loading zone space on that parcel, they will park it in the orange building at 195 Binney similarly, people who are living at 195 Binney now, that some park at 195 Binney, but some park in the surface parking lot, they will park at 195 Binney or those residents would go and park, if need be, in the purple with the 303/285 -- 285/303 Third Street.

RONALD PEEPLES: The entrance is on the other side of that.

ADAM SHULMAN: The entrance being on the other side of Potter Street.

So that in total I think what helps Equity would have 750 units, I think 752 units, but they would have 648 parking spaces. So even though they're seeking the 0.7 ratio for each building, they're actually physically going to have closer to like 0.86

ratio. The -- we put 0.7 for zoning purposes because that could mean at least flexibility for maybe if there ever is another project, we suspect that there's still going to be more empty parking spaces probably likely in the 303 Third building that will be there so we don't want to lock it in to be empty spaces per zoning. So in any event, there is, there is more than enough parking to accommodate all the projects.

CATHERINE PRESTON CONNOLLY: Are the spaces assigned?

ATTORNEY JOHANNA SCHNEIDER: Yes. So it's not a question of someone will be driving around at 195. Some people will be assigned parking spaces at 285/303. Those residents at 195 Binney people know that their parking is there.

AHMED NUR: I appreciate the

clarification. So I just wanted to say that I heard there's excessive 200 spaces from the originally and out of the -- would that be sufficient for the excess for travelling around, that's what I wanted to know.

BRIAN BEISEL: I wanted to explain this graphic a little bit because the entrance on 285 on the southwest side. This graphic is just showing where people will park. If there are residents in the green, which is our project now, they will be parking at 195 which is the orange. 195 will have some spaces in their own building, but then the access will go down to 303 Third Street. So this is just showing where the people will park, not how they'll actually get there. And the reason why we can't just go from green to blue is because there's a 300-foot maximum when you do chance site

parking like this. We're just over that, we're at 325 between the green to the blue. So that's why we were calling it the waterfall, go from one building to the next.

ADAM SHULMAN: And I think maybe the question, too, to clarify that people are going to know where they're going to park. They're not going to like go to one building and find out they can't park there and go to another building. There is going to be parking there.

LOUIS J. BACCI, JR.: Wasn't that going to be excess parking or was that already taken into consideration? We heard excess parking will go to the purple, correct?

ATTORNEY JOHANNA SCHNEIDER: If there's more demand in the orange than there are spaces, those residents who still want

parking spaces will then be assigned parking spaces in the purple.

LOUIS J. BACCI, JR.: Okay, but if I was driving home to the orange spot and I would always have a parking spot.

ATTORNEY JOHANNA SCHNEIDER: You would always have orange unless when you leased your unit, there was no space available in orange and when you leased your unit you would be assigned a space in purple.

LOUIS J. BACCI, JR.: And if I was in the green and there is no space there.

JOHANNA SCHNEIDER: You always get orange.

LOUIS J. BACCI, JR.: I would always be in the purple?

CATHERINE PRESTON CONNOLLY: No, always in orange.

LOUIS J. BACCI, JR.: That's what I



want to see. So you would take someone out of the orange and put them in purple and I would go into the orange?

BRIAN BEISEL: Correct. Some existing people at 195 will be moved from their building.

LOUIS J. BACCI, JR.: That's what I want to be clear on.

H. THEODORE COHEN: And all three buildings are essentially Reynold buildings? I know there were a couple --

ATTORNEY JOHANNA SCHNEIDER: Yeah. There are a few condos.

H. THEODORE COHEN: -- in 303 but other than that, they are now and the vision will remain as rental units?

LAURA BOULE: The condos have been assigned deeded spots that have been put through for those specific condo owners, so

they have a specific deeded spot to them. There's also a rear residential entrance and exit right where that orange arrow is so people who park in 285/303 don't have to exit on Potter Street, they will come out of a stairwell on Monroe Street and it's a quicker walk for them.

H. THEODORE COHEN: Stuart?

STUART DASH: Back to Hugh's point about the bike parking. Given the effort here is to bring down the ratio of required to 0.7, but the actual remains is 0.86 on the site and that that might be used at some future time for excess parking then the concern would be excess parking for making new bike racks which they said they're doing just-in-time bike rack installation and we might do the usage sort of to look at how they're being used right now and how we

anticipate how they're being used for this project to a sense to the use point do we need more bike parking.

ADAM SHULMAN: I briefly mentioned that, but on that point, Stuart, one of the things that we're asking them to do, and they've committed to do, as reporting every year what their parking utilization is, how many cars there are, where are the people, who has cars, where they're parking. And also bikes, how much is the bike -- how much is the bike parking being used? And so the city, and of course them in their own transportation managers, will be able to see, we need more bike parking. And you're exactly right, there should be room if need be to make that happen.

HUGH RUSSELL: I should have realized that a firm as experienced and as

oriented to their customers as Equity would have already figured out this question, and it sounds like they have ad hoc way of solving it. Maybe we need to formalize that a bit, but it sounds like they're doing what they ought to be doing.

H. THEODORE COHEN: Why don't we continue with our general comments.

Ahmed, you want to go?

AHMED NUR: Yes, just going real fast -- Mary, did you want to go?

MARY FLYNN: No, go ahead.

AHMED NUR: Just maybe one or two on general. I'll start with the facade of the building, the brick.

Do you have -- I'm sorry, do you have just the -- I don't blame you for taking it off.

Thank you.

So I agree with Hugh that it's not a building that I would gravitate towards to live in because it's not very welcoming and warm, but pictures are a little better and more colorful. I found it very different and so it makes that much difference, though, I agree with him on the windows being black. Painted white windows would be a lot more welcoming as well as I'm not too crazy about the railing in the front or the roof. It just looks hardscape, somewhat steel, industrial. And I understand and respect -- I'm not an architect, that you're trying to fit in what's there. You know, the fabric of that neighborhood. And that's all I have to say with regards to design.

The next one that I have -- I can't remember so that's probably it.

Thank you. Whoever is next.

MARY FLYNN: I would like to comment a little bit on the stoops. I like the idea of them. I don't like the way they're configured. They feel very institutional to me, and I understand that you're trying to sort of keep it in context of blending the residential with the institutional, but I find that it just feels very hard to me. Maybe it's a change of railing. Maybe it's a change of orientation that I'm looking for. You know, instead of having the platform and going down, maybe the stairs come directly to the street. I don't know if you can accomplish that dimensionally using a room, but something that would be a little bit more welcoming is what I'd like to see there.

The -- also the main entrance, I'm surprised that it doesn't have more punch to it. It seems like just for having the

identity of the buildings stand out a little bit that you would want to have that make a stronger statement. So that's just something to consider.

I continue to be concerned about the existing parking on the surface lot. And I understand that there is room for them elsewhere, but there's also a big price differential between parking in that lot and parking in the garage, and I think most people would try to save \$100 a month and get a resident sticker and see if they could park on the street. Not all of them will, but there certainly is going to be more competition for those street spaces. I know that Traffic and Parking had asked for subsidies, for T passes, and I think for the ride sharing memberships, and I believe you said that you are agreeing to those. I'd

like, if you could, think also about some way of encouraging the people who are in the sort of -- on the surface parking to actually park in the garage rather than opt to go on the city, the neighborhood streets. I don't know what kind of incentive that is, exactly how much or for how long a period, but I think it's something worth looking at.

AHMED NUR: Mr. Chair, if I could -- I just remembered.

H. THEODORE COHEN: Yes.

AHMED NUR: My second comment was the, I think Sam Seidel, the Councillor had started to talk about The Foundry Building and I think the eastern facade of it has this wing that has these skylights and that will be all obviously cast shadow over this building. And so I -- while I respect land ownership and what you have as a variety, I



would appreciate a consideration for punching those windows that now are bricked up to give them space or light of a sort, you know? As this is, I would call it a house of the people of Cambridge. This is an artists' place and so on and so forth, and we talk about it a lot. A lot of people, kids and so on and so forth will be going there. And so much appreciated what you can do. I understand this is not the area that you're looking for relief and the side yard.

H. THEODORE COHEN: Catherine.

CATHERINE PRESTON CONNOLLY: So first on the parking, I'm supportive of the little ratio which it won't come to anyone on the Board as a surprise. I do think the data supports it. I do actually nonetheless like Mary's idea of some kind of transitional assistance for people who are already parking

in the surface lot. I think it might just apply to current residents who already have spaces there or something or that they might be provided that same rate so that they don't all end up on the street. I don't think such an accommodation needs to be made of people who are new to the building and have never had that lower rate but I think that makes a lot of sense.

That's really all I have to say on the parking. Otherwise I think Traffic and Parking has done a good job of thinking about this. I would like to see it -- you continue to work with them on the bike parking and making sure that all three buildings have bike parking where it's needed when it's needed.

On the design, I'm not an architect. I don't necessarily have architect words for

this. It doesn't read like a residential building to me and it doesn't read like an industrial building that's been converted to residential. It feels like kind of a very bland office building that you might -- that, you know, that would, you know, fits in really well with lots of other things in the Kendall Square area, but it doesn't -- I'm not sure what it -- what you could do differently. And I'm sorry to offer criticism without suggestion for a response, but that's -- my reaction to it is, you know, Hugh used the word dismal. It just doesn't feel residential to me. Even with the stoops, which I have to say at a distance you completely lose. And so maybe there's a better stoop treatment that makes that more prominent or something. I'm not sure, but I guess -- Mary, I think used the word cold.

The whole building kind of leaves me cold. It's not that it's a bad building, it's -- but it, it doesn't read as anybody's home, and I guess -- especially given its prominent place across from a big public park, I would like it to feel more like home. And I think the comments about the stoops, I'm not a big fan of stoops to begin with. I, you know, the Mass. Architectural Board may now be giving Variances for them it sounds like for urban design reasons. I think they're accessible, they send a message that we're not inviting people with mobility issues to live here. But if you're going to do stoops, they really ought to feel like they're part of the neighborhood and this does not achieve that to me. That's it.

H. THEODORE COHEN: Steve.

STEVEN COHEN: Skipped you,

Mr. Chair?

H. THEODORE COHEN: I'll do clean-up.

STEVEN COHEN: That's usually my position.

Well, that's one thing they make horse races for. I don't think the building is dismal. I think the renderings are more dismal perhaps. I like the building design, the texture of it, I like the bookends. I don't know what the materials are and I certainly agree with Hugh about that, and I'd be reluctant to approve any building without actually seeing samples of materials. That should be in one of our requirements. I think it should be up to applicants to figure that out. It should be clearly stated that materials should be brought to the hearing.

I'm wondering by the way, the dismal

black glass, what color is the glass?

DAVID STOCKLESS: It would be just a natural clear glass.

STEVEN COHEN: It's a clear glass, not tinted?

DAVID STOCKLESS: All glass is tinted for low E but it's just normal glass.

STEVEN COHEN: Well, you should talk to your renderer.

DAVID STOCKLESS: Yes.

STEVEN COHEN: I guess that would make a big difference I think in the renderings.

I beg to differ with Catherine. I'm a big stoop fan, more stoops the better. Although I do think here, well, this is really nitty-gritty detail, but I do think that the railing is not working here. And if anything, you know, I think a more modern, I

think maybe even, I don't know, horizontal cables or something that picked up on the, on the metals of the building. That does look institutional.

I'm trying to avoid the parking issue. My views are just as well known as Catherine's. I guess I can't avoid it. So I just do need to express it. You know, I know President Reagan used to rule on the basis of anecdotes. And I'm not there. I'm not that driven. But I, somehow or another, I'm just kind of skeptical about the data that is constantly generated on the parking because anecdotally everybody I know who is young in their thirties, you know, would go working in a high tech job, professional job. Every one of them has a car. And if there are two of them sharing an apartment, they technically have two cars. And, you know, when I hear

these ratios of 50 percent, you know, I just can't tell by expressing a little bit of skepticism. And if the only impact were that gee, the owner/developer, you know, cannot rent the units, well, you know, that's on the owner/developer. His risk, his consequence, no problem on our part. But I think that's not really the case. If we're wrong on these things, the impact and the consequence and the people who bear the cost of this mistake are the neighbors who are, you know, park on the street and don't have parking lots themselves. And, you know, it's difficult for me to believe that suddenly we do see all the parking available for these 700 units isn't going to result in greater demand for on street parking and that's going to impact the neighbors.

And it's, you know, I'm totally in



favor of reducing cars and reducing parking in the city. Those of us who have our own cars and parking places feel strongly about reducing the parking by other folks. And, you know, I support that as a matter of policy, you know. I just worry about how it actually plays out for the neighbors and abutters who live near these new developments.

And as a developer myself, I certainly don't begrudge the folks making a profitable project here, but I, you know, I am cognizant of the fact that relieving this site and building of the requirement of providing, you know, 84 parking spaces is even at the modest cost of 100,000 bucks a pop. It's eight and a half million dollars. I don't begrudge the profitability of the project, but certainly if there are any other amenities that the

Board feels that the City would benefit from here -- for instance, additional bicycle parking in the other two buildings is being diminished. You know, I would certainly favor, including as a condition of any approval here, the provision of parking -- I'm sorry, of bicycle parking spaces. And whether the number is exactly what the code requires for new construction or something else, I'm not sure, but I think it's an important point to just be left to the good will of the owners. Not that I question at all your good will.

Affordable units, I guess you're leaving to the building department to determine exactly what that number is here?

ATTORNEY JOHANNA SCHNEIDER: We've run through the numbers with CDD staff and they've confirmed that our calculations are

adequate and complies with the Zoning.

STEVEN COHEN: And what is that?

ATTORNEY JOHANNA SCHNEIDER: Ten affordable units.

STEVEN COHEN: And what exactly do you have for two and three bedrooms? Because we heard a comments on that.

DAVID STOCKLESS: We have two, three-bedroom units. Two. And 25 percent two's, and pretty much 72 percent ones. Studios, I'm sorry, 50 percent studios. Sorry, let me back up.

JOHN HAWKINSON: Can you speak in the microphone?

DAVID STOCKLESS: Yeah. I don't have a chart for that, but it's primarily -- there's two, three-bedrooms. So that's one percent.

I believe it's 25 percent two-bedrooms,

and then 40 percent ones, and like 35 percent studios.

STEVEN COHEN: So roughly speaking 20, 27, 28 percent.

You know, I guess we heard that there were virtually none, and 28 percent I think is not unreasonable portion or are you question --

HUGH RUSSELL: The other two buildings, and I would ask the question if the other two buildings have a -- what their unit mix is and you put them all together.

STEVEN COHEN: That's interesting.

HUGH RUSSELL: Because they're really thinking of it as one rental entity and they may be short studios because people built studios 50 years ago.

LOUIS J. BACCI, JR.: People --

ATTORNEY JOHANNA SCHNEIDER: We

don't have the exact numbers and we can provide them. There is a higher concentration of two and three-bedroom units in the existing buildings. This is a different product.

STEVEN COHEN: In the existing buildings.

How do you conceive of this product being different?

ATTORNEY JOHANNA SCHNEIDER: The units, it's a smaller project for starters, many fewer units. More studios and one bedrooms and the units in the other buildings were larger.

STEVEN COHEN: I thought you were implying a different target market.

ATTORNEY JOHANNA SCHNEIDER: No, it's just smaller.

DAVID STOCKLESS: More efficient

units, more efficient design.

STEVEN COHEN: But, again, you're saying 25 percent are two-bedroom?

DAVID STOCKLESS: No. There are 28 studios, 42, one-bedroom, 40 -- I'm sorry, four, one-bedroom with a loft. Eight, two-bedroom and two, three-bedroom.

STEVEN COHEN: Okay, so 10 out of 84.

DAVID STOCKLESS: Out of 84.

HUGH RUSSELL: That's 12 percent.

STEVEN COHEN: That's 11, 12 percent. Yeah.

So, I think I have no other comments. As I say, I think there are, you know, would like to see more about the design and some of these other details before we give a final approval. But I honestly I think the dismal word was a little bit unfair. I really do

think it's a relative of the rendering myself.

H. THEODORE COHEN: Lou?

LOUIS J. BACCI, JR.: Few things. I'd like to see a view from the back of the building that shows the parking area, the transformer.

DAVID STOCKLESS: That doesn't zero in here.

LOUIS J. BACCI, JR.: Yeah, I'd like to see one of those along with the materials.

My concern with the transformer is noise. It's using up a lot of your green space. I work for the power company quite extensively and I know what you can do with this transformer.

DAVID STOCKLESS: Yep.

LOUIS J. BACCI, JR.: Back to the building again. Yes, the windows are kind of

dark, but I think that's possibly just because of the glazing is showing as that. Or more window treatment would be nice. Maybe some sills, that will lighten up that if --

The silver work around the building that's being called a benefit to the city. This would all be required for your building permit, the new walks, new sidewalks, new --

DAVID STOCKLESS: Yeah, I mean I think what's the benefit to the City is the new sidewalk along Rogers Street which currently isn't there.

LOUIS J. BACCI, JR.: Okay.

DAVID STOCKLESS: And we're also extending a curb at the corner of Rogers and Third Street. So, green space is required by the City.

LOUIS J. BACCI, JR.: Right. I



understand.

I also agree that the entrance is a little cold. It need something to try to emphasize that this is residential.

DAVID STOCKLESS: So, we did have a much more robust entry at one point and we did get feedback from the East Cambridge Association and others that it was too --

LOUIS J. BACCI, JR.: They didn't want it to look more residential?

DAVID STOCKLESS: No, that wasn't the comment. They just didn't agree with the design. We can look at that.

LOUIS J. BACCI, JR.: It looks like an entrance to a 7-Eleven. It needs to be a little warmer. You know?

DAVID STOCKLESS: Sure.

LOUIS J. BACCI, JR.: The stoops, I like stoops, but I think you're in a bad

spot. You have small stoops because you divided them. Could you make it -- I mean, does open seating area work? You know? Some sort of a gathering spot I guess to -- there's a park across the road. Someplace with benches and so forth that didn't need to be an entrance into the residences but just an outside area that people can sit in and look at the park. You know? Maybe that works for you, maybe it doesn't. But the stoops -- they're so small, you can't really sit on them. If somebody wants to get in and out of the door, it's usually a problem.

DAVID STOCKLESS: Right, it's more for activity.

LOUIS J. BACCI, JR.: Right.

What else did I have on my list? I like the brick. I like to know what it really looks like.

Let me see if there was something else. I guess that will do enough for now. I kind of like the building. I don't know what it kind of looks like. The textures are a little funny with the renderings. We understand there's no samples. But I really would like to see the back of that and I'd like to see if at all possible do something, that little -- that green area that has the transformer in it, that could be a lot better for the residents and so forth, and the people on Second Street looking at it. They're noisy, the quieter you make them the more they cost, so I don't know what you can do, but it would be appreciated if you looked into that.

DAVID STOCKLESS: We will.

H. THEODORE COHEN: All right.

Thacher?

THACHER TIFFANY: Okay, I'll try to be quick. I know it's getting late. I, you know, I was pretty convinced by the parking data. That was a really good -- especially on the point regarding how many people have permits, just have permits.

On the design, I share some people's concerns, you know, I think there are some good elements. Maybe I'll point out one thing I actually liked when I picked up the renderings. One is the -- there's this kind of cornice thing that somehow let's light through along the front facade. Yeah, like that center section, the cornice is letting light through and creating the shadows. I think that's really cool. There's a nice rhythm to the windows with the trellis peeking above. I think that's a great element. And, you know, trying to

incorporate Hugh's comments. I was surprised at how thin the cornice lines were along the bookends. It looks like somebody flattened somebody's hat. And of course we need to see the materials, because the brick is just too hard to tell. Every rendering you look at, it looks different. Someone put this through an Instagram filter to make it look a little hipper.

And I like the stoops. So I'm not going to, you know, I think there's plenty of precedent for a sideways stoop like that. You know, it's not a porch, it's just a stoop. And if MAAB is okay with it, I can be okay.

H. THEODORE COHEN: Okay. Well, I'm convinced about the parking that, you know, we need to get cars off the street. We need to get people to take public transportation.

And if we can't do it in this location in such a close proximity to both the Red and the Green Lines, then I don't know that we'll ever be able to do it. And I think the numbers, I have no reason to doubt the data, and contrary to your anecdotes, the anecdotes of my kids and their friends who live in Cambridge don't have cars.

I rather like the building. I thought it was an interesting, you know, take on the warehouses in the area. I do, I don't know that I would say dismal, but I do appreciate the comments about that. And I like the stoops, too, but they are small and I think part of the problem is, you know, there's just the three of them on this side in that with the grey stone around it, and so it doesn't look like it's an entrance to a residential. I mean, I appreciate the

concept that it was supposed to, I think, look like an old warehouse commercial building that's been converted to residential but, you know, maybe it's moved too far in one direction and not enough in the residential. And the comments other people have made about it, you know, I think would probably improve everything.

I am -- I do agree that the entrance ought to be more monumental, bigger in some sense. I agree with Lou, I would like to see what it looks like from the back and what the courtyard is like, and especially the transformer which I think is just going to make it a dead space that nobody's going to use it because there's going to be this unattractive noisy transformer there. And to the extent that it could be moved underground, that would be great.

I think -- I'm not happy about the mix of the units. I really think we need more three bedrooms. We've been asking for that for years now, and we've been getting some movement on it. And I just think there needs to be more three bedrooms. I think there needs to be more two bedrooms, fewer studios. You know, combine some of them together. And I agree that, you know, while I agree we ought to do away with parking where we can, this clearly is a financial benefit to the owner. And I think the City ought to get something in return for that, and I certainly think there ought to be at least a real 15 percent affordable housing component. And I think it ought to be, you know, I leave it up to staff to determine exactly what the Ordinance requires in terms of how you calculate it, but once that determination is



made, I think it ought to be at least a real 15 percent, not the 11.2 percent that we've been getting otherwise.

I -- in liking the building, I like the fact that it is brick. That there is so much non-brick that's going up in Kendall Square now, that I think it's good to see the brick. And the mixed media is fine, but, you know, maybe the colors just need to be worked on. And maybe the -- some of the modifications of the building form.

I think that's where we are right now.

I do want to say, you know, and I would like some information, maybe it comes from staff or maybe it comes from you, exactly what the relationship between this building and The Foundry Building is going to be. I mean, I have to believe when the City acquired The Foundry Building, it knew it was

a parking lot there and that the parking lot was not going to remain and that something was going to be developed there. So I've got no problem with that. I think it does create an end to Rogers Park. I think that's good. I think it's much better than an open air parking lot. But I, you know, The Foundry is going to be a valuable commodity or entity for the City, and that I really would like to know how these buildings are going to coincide. I think -- unless anybody else has any further comments, the matter will be continued to.

LIZA PADEN: I can propose a date if you'd like. October 6th.

H. THEODORE COHEN: That's fine. Is that a date that you people can live with in terms of what you've heard today and what you want to think about?

LIZA PADEN: If it doesn't work out, then I can re-advertise it in the newspaper and it pushes it further into -- but October 1st is the first date we'd have available with given the hearing schedule.

H. THEODORE COHEN: Did you say the 1st or the 6th?

LIZA PADEN: October 6th. Yes.

H. THEODORE COHEN: Right. That sounds fine. So we will -- unless there's change in which case we re-notify, we will continue this to October 6th.

Thank you all for coming. I think it's clear next time you come you should bring samples of the proposed materials. Thank you all.

We will take a five minute break and then we will return. The next matters we have are General Business, they're not public

hearings, but the public is certainly welcome to stay and listen.

(A short recess was taken.)

H. THEODORE COHEN: All right, thank you. We are back. The next matter is design approval for 88 CambridgePark Drive, Planning Board case No. 292.

Iram, could you just tell us what we need to do for this matter?

IRAM FAROOQ: I'm going to let Liza tell you.

H. THEODORE COHEN: Liza.

LIZA PADEN: So in the course of the review for the Building Permit Certification for this proposal, the proponent came to staff and said that there were some changes that they were interested in making, and staff decided that they -- these changes that were being proposed were above and beyond

what we felt comfortable about doing without bringing the project back to the Planning Board to talk about specific items. And mostly it's because these changes have to do with things that the staff had discussions with the Planning Board members about during the public hearing process. So they'll point out which of those changes are.

H. THEODORE COHEN: And ultimately we need to say --

LIZA PADEN: So the Planning Board needs to accept any of the changes and we would like a motion and a vote for that to accept the design review.

H. THEODORE COHEN: Okay.

And are you going to make the presentation?

ATTORNEY KEVIN RENNA: I was going to do a very quick introduction. Good

evening, I'm Kevin Renna from Goulston and Storrs here on behalf of the owner of 88 Cambridge Drive and an affiliate of Equity Office Properties who have been before you before, and the proposed purchaser of the property is the Hanover Companies. So David Hall from Hanover is going to give a quick introduction and then turn it over to Arrowstreet to run through the design changes.

As Liza said, just looking at the design refinements here, there's no proposed, you know, significant changes or changes to the, you know, approved dimensional table. So with that.

DAVID HALL: Thank you, Kevin. For the record, David Hall from the Hanover Company. Mr. Chairman, members of the Board, nice to be before you again. Again, we're

here to talk about some relatively minor changes that came about as a part of the more -- the evolution of the design. This project was permitted by the current owner, Equity Office Properties. They're an office developer. They always have the intent of marketing the property for sale. We're the lucky buyer. I'll remind the Board that this is our third project along CambridgePark Drive. Hanover CambridgePark is almost fully leased. It has been a tremendous success. We're so pleased with how that project has gone. We are just about to get a Building Permit for 130 CambridgePark Drive. We were before you just a couple of months ago with some window changes. You might remember that. And here we go again our third effort.

So we'd just like to review our changes, have a dialogue about them. I'm

here with Rick Stinson from the Hanover Company. Rick is very involved with the nitty-gritty of our design. That might give an indication that I'm not terribly involved. So Rick is here to assist, and of course Arrowstreet our fine architects Jim Batchelor and Claes Andreasen. I'm going to turn it over to them without further adeu.

Thank you.

JAMES BATCHELOR: Thank you, David. My name is Jim Batchelor. Am I okay without the mic or would you like me to have the mic?

H. THEODORE COHEN: If you can use the mic, that would be helpful.

JAMES BATCHELOR: Great, thanks.

So I'm Jim Batchelor. With me is Claes Andreasen and I'm going to go through this presentation for much of it, he'll also do some of it. I'm attending some of these



meetings, but back in the office he's been generating a lot of design work. I think this will be a good presentation as I think you will get the sense as we go through this, we have tried very hard to keep the look and the feel and the architecture of this extremely close to what was there. There are some number of changes. We have tried to highlight them and I will go through them.

So we have a principal corner which I think people are pretty aware of. On the right just out of view is the principal corner of the 130 CambridgePark Drive project. And between those two principal corners is this plaza. And it's an important public space in the overall master plan. The changes here are quite modest. So this shows on the left the permitted set. And on the right the proposed set. It is actually quite

hard to see the exact differences. I'll try to enlarge this a little bit so that you can see an example of those two primary facades. We are doing certain things, which as Rick and others have laid out the interior units, making sure that the walls don't hit the windows as best we can. We're still at a preliminary level on this. There are slight adjustments there. But we've tried to keep the pattern, the heights of windows, the recess, depth around the windows to be essentially unchanged, just trying to make some practical adjustments, but keeping things really close. In your set we have put numbers and we have words that state what those changes are. They are minor adjustments, almost all of them, and in some cases it's hard to see the adjustments, but they are things that have been important

and we will go through them. I do feel in this particular view it's almost not possible to really tell what they are. We have, for example, in three and four, slightly changed the canopy configurations for the retail which is right on the corner at No. 4 and for the residential units which is at No. 3. It's a slight adjustment.

A little further to the right where those two trees are, and they largely block it out, some of you who are at the beginning of this may remember that at one point there was a primary entrance there facing the plaza that way. As the plans evolved, we put the retail on the corner. That is no longer the principal residential entry. The principal residential entry is over on the left where the No. 3 is. So that was a sort of planned change that we worked into this, and all that

I think is fairly subtle on a particularly, and this view which I think is a major and important arrival viewpoint.

This is a second view that is quite an important view. This is -- you turn left from the corner that we were just at and you are looking at the front of the parking garage. And on the left-hand side of this the -- what is the most visible corner of the residence approaching from this direction. And, again, the changes here are very minor. The parking garage, when we last presented this, there were three alternatives. I think even back then this one represented the one that we most preferred. This is the approach which we would like to proceed with. And the community space is on the first floor, there is no change to that. Hanover is building that as amenity space for community

association use. And the kinds of changes that we're talking about in here are quite detailed, but they are worth noting. So when we go to the next -- I'm going to try to enlarge this in a way so that you can see both. So that we have made some fairly subtle changes here. And those subtle changes have to do with the colors around the windows and the shapes of the columns at the corners. And so if you come in here, this is what was permitted. You can see a round shape column that looks like a steel column. This is an all wood building. Hanover's asked that we build it out of wood. The rest of the building is built out of wood. I think we can keep the spirit of this. So when you slide over, you can see that the round column has been replaced by a wood column that has trim on it. Again, that is

kind of a basic thing that is important to keeping this construction out of wood as we go forward.

We've also spent a little bit more time on the windows and checking the color of the windows with what's available from the companies. There are some basic choices and then some custom choices. The white is one of the standard choices. So we're using in this, one standard color and a custom color. The mullions on the windows and the grate on each side are actually darker than they were before. And we've done that because we feel that will help accentuate the architecture of it, that there is a zone that has the lighter set of colors which light set of windows and then the darker set of colors for the darker windows. I think it's all been reasonable and in a number of instances good for the

architecture.

So, again, we have a sheet which includes this statement. There are some minor adjustments in massing. Minor adjustments in layouts of windows and balconies but they are pretty minor. There is a note about the column. And the edges of the balcony are slightly thicker to accommodate, again, the wood framing as anticipated as we've gotten into this with more specificity.

This one is the next pair. It's the same corner viewed from a slightly different angle. So, again, you can see the difference between the round column and the square column. This is also a good view to take a look at an area which we think is important. So the area between the residential building and the garage.

So this is what is proposed.

This is what was there before.

And I think this is an area that where the improvement is good. There is at this time Hanover, in looking at it with greater specificity, has developed a plan for the use on that surface on the -- the second floor level. It's an outdoor space that was there. But they have more actively programmed it with a bocci court and connections from the residential building into the parking garage which I think will actually create greater activity overlooking it. And we have redone the wall below that level so that that's a green wall. We have changed the landscape planting around so that the planting beds are back against the wall, and the green wall and the seating's out the front more towards the street. So, again, I think these are



reasonable enhancements that in the spirit of this are good.

Looking at this and seeing if there are any other numbers that are worth talking about. I think we have talked about most of these items.

We're about halfway around the building and shifting our view. And I thought it would be nice to have a change of voice. So Claes will step up and relieve me for a minute.

CLAES ANDREASEN: Thanks. So Claes Andreasen, C-l-a-e-s A-n-d-r-e-a-s-e-n.

So like Jim said, a lot of these changes are very minor. When we start to look at this part of the building, this is again the eastern most building as part of the whole development. The big idea behind this part of the building is a lot of this we

worked through as part of the process with you in the beginning, was that these buildings were meant to work, have their own character and be sort of broken up in a way. And I think we very much tried to maintain that. If you look at the plans, the footprints have changed very minorly. A lot of the changes, you'll see in these renderings are similar from slide to slide. Also of note on this slide, I think there are some minor changes to the exact dimensions of the landscaping and paths around this area. But, again, they're very in keeping with the spirit of what we had originally done.

Here you can see, again, the comparison between the two slides. Like Jim pointed out earlier, there are some minor changes, locations of windows, exact sizes of balconies, the corner, post on the balconies,

these are little details that we've refined, again, because of the wood frame construction, but trying to again keep the spirit. You can see in this slide a little bit of difference between the yellow and dark areas. But, again, these facades are meant to be a series of to look like a series of buildings and very much trying to keep with that.

And also I should point out the ground floor uses, still a lot of glass and a lot of transparency. A lot of active uses down there.

Going into detail here, I think most of these comments are similar to the earlier slides.

Moving on to this slide, this is just a little farther back. This is a view from the proposed bike path that would lead eventually

to the MBTA station. Again, the change is very similar, moving around windows. Now that the units are starting to be laid out, putting the appropriate windows in -- the appropriate windows inside the units. Trying to keep the look of the building the same, the active uses at the ground floor.

Here's a comparison and, again, you can see minor changes to the windows and balconies but very much the same building.

And being a little more specific again, pretty much the same comments here.

And finally, the view from the parkway. This was recognized from very early on as an important view, an iconic view of the building from most of the public to see. The major changes here, again, very much trying to keep the building the same. An issue that has to do with constructibility is the way

that the garage is built. In our previous design we were showing an open garage. It turns out enclosing the garage and tempering it slightly is a much better way to go in this case. So here you'll see walls at the back of the garage, but still landscaped and have growing material on the back similar to what we've previously had.

Here you can also see a little bit more detail in the courtyard areas that Hanover is proposing. It may be a little harder to see on the screen, but if you look at your printouts it should be better. They have done a whole landscape and layout and plan for these courtyards, which is quite nice, including gazebos and a pool and different plantings and trees. So very well thought through. And, again, cohesive with the design and trying to keep the spirit of this

building the same.

I think one other change that is being proposed here is that if you look at the buildings in comparison to one another, in the earlier scheme the center leg, which is right here, actually came out a little farther than you actually -- it was recessed a little and you could circulate around it. Just in talking through the program with these folks, we decided that putting an interior hallway that connected all three courtyards, including the one that now has the bocci court on the end, is more desirable to give us a little more space back here and actually a little better privacy for the units that would actually be adjacent to that area. But, again, if you look at what we're proposing, the flavor of the building is very much the same.

So, going into little detail here, I think I mentioned everything. There are -- because of the way we managed to try to have a little square footage here and there, the sizes of the roof decks have changed, a little bit affecting the massing slightly, and you can see that in your comparison. And I think I've covered the rest of these items.

And finally we've had this slide here with the material systems. And we've included this, although it is essentially the same as what you were shown before, same with this guy. This is the west building.

And, Jim, can you pick up some of the plan changes?

JAMES BATCHELOR: I'm going to pick up some of the plan changes which are important in this. This is a drawing of the ground floor. And this is -- we brought a

drawing similar to this for all the floor plans. In this, the red line is the line of the edge of the building in the permanent plans. So we've done that so it's possible to keep track of just where the line has shifted. And it has shifted in some incremental places over here in the lower right-hand corner. Let me see if I can zoom in. In this utility room. This shift was requested by the structural engineer to better hold up the floor above. And when you look at it three-dimensionally, we thought this was a shift that was not adversely affecting the architecture. We have maintained the bricks in the exterior.

We have in this drawing, which has more specificity than we had at the time, we were working earlier about what actually works well from the point of view of the residents.



And this entry where the word lobby is based on Hanover's experience with successfully operating residential developments. And there's a flow to this, relationship with between leasing, media, lounge, and fitness which they've worked out and want to develop and continue. There is recognition that exterior doors are important and there is some shifting of the exterior doors here. Though we think that in the spirit of everything coming together so that it works well for the interior and it works well for the streetscape, that this is good. We recognize that this might be something that it makes sense to have some further discussion about, but I think the basics are respected here and you will see the word fitness/future retail and the word on the left amenity, future retail. There is

recognition that this building is being designed so that at a future time where there may be some demand for additional retail space, that the building is being configured and the owners of the building are obligated to work to try to accommodate that. So there is an understanding of that. There is not an immediate plan and it's not an immediate requirement, so this is being laid out essentially for spaces that work as amenity spaces to serve the current residents.

But we think the basics are there as requested and promised. There are -- an example of another adjustment is on this corner where it says bike lounge. This is a very important corner as you come down the street. And this is an entry -- and the bike lounge will be an active place. And so this is intended to be a good point of arrival and

will be designed as such. These plans are preliminary and we get the -- we will work together further with you.

HUGH RUSSELL: Jim, the X's on the elevators --

JAMES BATCHELOR: The X's that you're looking at are the elevators and they're not additional elevators, correct. David and Rick?

RICK STINSON: Yes.

JAMES BATCHELOR: Those are the elevators serving in this building.

This is a good drawing for seeing the difference that Claes was alluding to, this is the edge of the red actually being set back from the south edge of the southern line of the building. In the permanent plan, it was possible to walk from courtyard on the right to the courtyard on the left, but not

to the far courtyard all the way on the left-hand side. Now, instead of walking around to get from the first on the right, the big courtyard to the middle courtyard on the left, people can walk through the building. And what's nice about this is all the people who live on the end units on the middle, no longer have people walking by in front of their windows, which was an awkwardness. And I think it is a reasonable adjustment that is in the interest of the residential community that's there that the people in the southern most end of the middle bar be essentially able to have their blinds, whatever, open and to be looking out as opposed to feeling like people would be frequently crossing by. And it's also much nicer, although the earlier red line doesn't show it, they've actually connected through

two points to courtyard on the left. And we do have some drawings of what's going on in these courtyards, but I think this is definitely an improvement. I recognize that it's an improvement primarily as it affects the residents and their use as opposed to the public on the street. But this is -- I think again, part of understanding what adjustments have been made. This is similar, actually, to some adjustments that were made on 130 CambridgePark Drive where the permitted plans were revised by Hanover when they picked up the property and they have worked -- on the right-hand side you can see to increase the depth of the building. That's giving them some larger units which they're seeing the market desiring and helping them to see the economics of the project. Otherwise I think there's been a very high level of respect for

the balcony treatments. You can see, again, on the top edge that the red line which was the original, is extremely close to the current line that's proposed. And for the most part every balcony has been preserved. Some have shifted a little bit to the left or right or in depths based on the unit dimensions that Hanover is anticipating. And some of these lines even may continue to shift. But at this point there has been a first pass through the actual unit layouts.

Coming up, this is the top floor. And there is a difference which is to be pointed out. In this area here you can see that the red line came almost back to the middle of the building. And in fact, there was a roof courtyard that was up at that level. That roof courtyard is filled in with units in the scheme. Hanover has asked that this be

filled in. There are still some edge balconies. And the edge balconies that were part of the all around the outside perimeter on the right and the lower right side and elsewhere have been essentially maintained. But there is one courtyard that was on the sixth floor that is being asked to be permission to be filled in.

This is the set of drawings, similar drawings for the west building. Same principals, even less change in adjustment, but worth noting. And I think Hanover has done a nice job. This drawing on the right is the second floor and they have worked this out so there is an area that is public. There are special rules about how to -- how large a space can be with only one means of egress from that space, and that's been worked out with the code. So I think all of

this has been done with some care and should hold. And you can see in these upper drawings that, again, the differences are really de minimus.

So Claes reminded me to point out that this is the drawing in the corner that was labeled retail. That is the retail space that is right at the corner of plaza. Looking across the plaza to 130 CambridgePark Drive.

AHMED NUR: Is there a public bathroom in the retail?

JAMES BATCHELOR: The retail space has not been designed. There will be rules about public bathrooms that the retailers will have to observe. Some retail spaces need to have them, and some don't. That has not been identified.

H. THEODORE COHEN: And that's



intended to be an immediate retail space --

JAMES BATCHELOR: It is.

H. THEODORE COHEN: -- not one that is in the future?

JAMES BATCHELOR: That does not have the word future attached to it. It does have a future use, but it doesn't have an intervening use before the future use. Right.

I want to show this drawing. This is a landscape drawing. This is -- this reflects somewhat, I'll call subtleties that Hanover is requesting that changes some of the geometries. But all of the locations are essentially unchanged. So, for example, this playground is in the same place, this crosswalk is in the same place. There are sitting areas along this road in the same place. This sitting/planting area is the one

that I just mentioned that has been redesigned to have the planting primarily backing up against the wall where the bocci court is. The courtyard three has the bocci court on it. But I think that is an improvement and that won't change. And as we go around, there are de minimus changes in the landscape. There is some change in the geometry. Ours was a circle. This was a polygon reflected some property lines. So that's a difference which was one of geometry.

There is a very minor difference in the outdoor game area. This reflects one change. I think this is the outdoor grill that does not exist, right?

RICK STINSON: I think fire pit.

JAMES BATCHELOR: The fire pit was taken out. And in its place is another

outdoor activity. But it is essentially unchanged.

This is pretty close to exactly the same, but they have had a lot of experience with an approach to landscape amenities as well as interior amenities, and I think the outdoor landscaping is essentially following all of the locations and all of the types of uses, there will be some difference I think in the plant material. Again, this is a level of detail we could go over at a future time.

HUGH RUSSELL: So is the drawing on the next sheet what was approved?

JAMES BATCHELOR: So this one is the one that was at the permit. So, for example, this area here has the geometry that kind of follows more of a property line or some of the other potential future streets as opposed

to being a half round. Again, these are details which, you know, maybe makes sense to have further discussion about, but I just wanted to draw them to people's attention in a summary way.

There is the same connection for the potential pedestrian bicycle path that is essentially an MBTA easement, which my understanding is has not been officially signed off on by the MBTA, but is the intention of all parties.

There is also recognition that there are improvements of this area between the property line and the next residential building that has to be relandscaped. So it's more seamless unified landscape. So that commitment is there.

I think we're getting close to the end.

This is the earlier courtyard

configuration. No bocci court on the left. This is -- at this point that was all private outdoor space, a portion amongst units. It's much nicer now among the building and public access to it.

These are drawings, again, which show at a greater level of detail, their plans for the swimming pool, sitting areas, and landscaping and the largest of the courtyards.

This is the middle courtyard. Again, with the corridor connecting through the left and the right. And finishing with the bocci court which has two seating areas at each edge which I think will activate those edges in a nice and improved way. And there is, as shown in the upper left-hand corner plan for garage access at this level there.

And this is in the west building. The

common corridor goes to the seating area, the sun deck area to keep us in a situation where we're egress wise good. The far left-hand corner is actually set aside as a private patio for the last unit. And I think that's pretty well worked out.

And this was just a summary sheet of some of the points. And I think that ends the presentation.

H. THEODORE COHEN: Thank you.

Suzannah, you've had a chance to look at this in some detail, do you want to give us your comments, please?

SUZANNAH BIGOLIN: Thank you.

Many of the approved, the changes to sort of enhance the constructibility of the building and to respond to typical unit layouts. While they do appear minor in some instances, we do think there are some areas

where there has been a loss of some of the architectural details that the Planning Board really appreciated at the hearing last year, that was in October. Some of the window treatments and the details of the coordinates have changed and that kind of does affect the visual articulation of the building.

Also, just around the ground floor activation, the original plans had sort of a finer grain and more residential entries and lobbies along that first floor, and at the moment the proposal includes one main lobby that's sort of a funneling point, and that responds to the new drop off point rather than sort of the pedestrian crosswalks. So we'd like to see that kind of looked at further as well.

And then with the landscape plan, it seems to me the canopy trees have sort have

been reduced from the original landscape plan, so we wanted to look at that in more detail as well. And we might just need more sort of detail on what species are proposed in that landscape plan.

But the I think the sort of ground floor activation and the nodes of activities that sort of broke down the length of the building from the original proposal, that sort of could be better resolved in this one rather than in that one major entry lobby.

THACHER TIFFANY: Can you point that out on the plan the entry issue?

JAMES BATCHELOR: I can help you.

SUZANNAH BIGOLIN: Yeah, so....

THACHER TIFFANY: Hugh just explained it to me unless....

H. THEODORE COHEN: Well, could you explain it to all of us?



HUGH RUSSELL: Okay.

SUZANNAH BIGOLIN: So this is the original plan. There's kind of four entry nodes, and they were associated with more sort of active -- it was the back facility, the entry node, another entry point, another entry point, and one here as well. So this was part of robust entry point because CambridgePark Place will hopefully be extended one day. So this was quite important. And then that's the crossing there.

And the crossing here.

So with the changes.... This is kind of the major sort of residential lobby while the other entry has moved off into a future retail space so it doesn't have the associated residential lobby or lift core. So everyone will access the building through

this space. And we understand Hanover sort of sees that as a more successful residential approach, but that was some of the interestingly original proposal that was the residential entries.

THACHER TIFFANY: And were there more elevators in the building?

SUZANNAH BIGOLIN: There were. I think there are --

HUGH RUSSELL: Four elevators.

JAMES BATCHELOR: So we had a pair in the center and then we did show another over at this end.

SUZANNAH BIGOLIN: And also there -- yeah, so there was three sort of sets.

AHMED NUR: While we're talking about that, if I may, Mr. Chairman, this proposed amendment future retail, both sides, the ground work and future retail is not

really laid out well. Although it's an egress, you have a single coming into, for example, the amenity future on the ground level on -- so you have a double glass coming in. And then I'm not sure where that goes. I'm not sure it goes through the double doors through the dining room and the bike lounge. Where is your second egress if this was to be a retail?

JAMES BATCHELOR: So I think what I would say, and I feel this can be a discussion, and Rick or others should add in, but I feel in general having done a certain amount of retail work in a number of buildings along streets, it's really hard to guess exactly right where the retailer is going to want their door. And I think all of these spaces we should anticipate that there is an area which maybe should be highlighted

more specifically in this plan or whatever version plan, as an area which is set up with the anticipation of it being future retail space. But in fact at that future time, it may be slightly more or slightly less. So I do feel that this building can accommodate a future retail tenant coming in. And the exact shape of it can be designed to meet the needs of the tenant. And that there will need to be, at the same time, an adjustment to the area that is the building's amenity space. So in a simplistic way, do you have your wand?

HUGH RUSSELL: And there may be retail doors?

JAMES BATCHELOR: In other words, if this becomes a retail space, for sure there will be a retail door either here or here. And I think the architecture can probably

handle either location and it will be rebuilt at that time with an appropriate storefront. And the egress for that space would be that door.

AHMED NUR: I hear you and I understand that, but on the meanwhile we're here to approve the design changes or the design -- proposed design, and I tend to want to see not the exact location of where the retailer wants the door, but at least for this proposal to be built to the code in which it has an egress in and out if you were going to have any future retail proposal. And, you know, for example, I'm looking at your dining room here, I'm not sure -- are those -- on the dining room over there, where are the exits to this dining room? You go through the bike -- there's a line going through what might be a hallway? All I'm

saying is that it could be -- I'd ask for clearer drawings.

JAMES BATCHELOR: Okay. And I think we can provide a drawing that showed a proposed retail layout that would be compatible with the proposed your term layout. Is that helpful?

AHMED NUR: Yes.

JAMES BATCHELOR: I think that's a request that we can -- yes, absolutely.

AHMED NUR: My understanding, since I started this --

H. THEODORE COHEN: Sure.

AHMED NUR: -- I do like what you did with the change in the balconies at the corner from steel to what might be four by eight or eight by eight. It's also probably useful for people to hang flowers and things. But on one rendering it shows that you might,

you might have proposed a steel railing and then on this rendering the proposal is might have changed to wood. Did you change the balcony railing to wood, too, or is it just still some sort of a glass or steel?

JAMES BATCHELOR: I think --

AHMED NUR: You could go to page 10.

JAMES BATCHELOR: Okay.

CLAES ANDREASEN: All the balconies are proposed to be metal.

AHMED NUR: They're still metal?

CLAES ANDREASEN: In both scenarios.

AHMED NUR: Okay. Because they become one and then dark and woody on the other. Especially on that page 10.

HUGH RUSSELL: Are those cable rails?

AHMED NUR: They look like cable.

HUGH RUSSELL: As the frame?

JAMES BATCHELOR: Those are drawn with horizontals. And I think it's fair to say that they probably were not in the end the horizontals. By code, it is possible to have horizontals now. But we talked a little bit with Hanover about this, and because even if the code allows it, it might not be the best idea. So I think you would probably have a pattern either verticals or something that may have some in both direction or something. But I think the details of the railing are to be resolved and will probably not actually be horizontals.

HUGH RUSSELL: Okay.

AHMED NUR: Thank you.

DAVID HALL: The claiming --

JAMES BATCHELOR: Right, we don't want kids climbing up.

THACHER TIFFANY: I'll start off



with a question. Has the gross floor area changed?

JAMES BATCHELOR: Yes.

H. THEODORE COHEN: Yes.

JAMES BATCHELOR: The gross floor area has gone up. It has gone up by an amount that is less than what the dimensional form set as a max. And in general on these projects, it -- the limiting factor the -- primarily the number of units that you can get on that much acreage. And, again, we are in within -- both of those limits within the Zoning.

CLAES ANDRESEN: The number of units has not changed.

JAMES BATCHELOR: The number of units has not changed. The area per unit has gone up slightly. And it's based on prior rentals that people are taking larger places.

LOUIS J. BACCI, JR.: Do you have a number of how many square foot you gained?

JAMES BATCHELOR: Yes.

DAVID HALL: About 25,000.

LOUIS J. BACCI, JR.: Not minimal.

RICK STINSON: In rentable area, but some of that was already existing in the building that we captured by making the building more efficient.

LOUIS J. BACCI, JR.: Right. It was existing and you recaptured it?

RICK STINSON: Some of it was.

LOUIS J. BACCI, JR.: If it's existing it doesn't change, right?

RICK STINSON: The rentable area versus --

LOUIS J. BACCI, JR.: I'm talking about the whole thing.

JAMES BATCHELOR: Gross floor area

has gone up. But on a percentage basis, rentable has gone up slightly more which is good for what makes the projects float. So I think that what Rick was saying is that there is an increase that is from their point of view, they were trying particularly to increase the rentable. The increase in rentable is 25,000, but the actual increase in gross floor area was less than that. Some of that came by reducing corridors and, you know, footprint inside the walls.

LOUIS J. BACCI, JR.: Basically redesigning the exterior of the building?

JAMES BATCHELOR: Interior.

LOUIS J. BACCI, JR.: Exterior on my side. All your lines are inside, right?

You moved these -- right?

H. THEODORE COHEN: Larger.

LOUIS J. BACCI, JR.: You've

expanded the building exteriorly?

JAMES BATCHELOR: The exterior is expanded particularly to the south. In other words, we have tried -- our starting point was the street walls we would keep essentially unchanged and there was some increase. Those increases were achieved on the courtyard side. We have not expanded the footprint of the building on the street toward the north. In other words, this -- the area that's green -- shaded green is larger than the red outline, but it is not really any different on the north edge, right-hand side or on the left-hand side facing the public way.

LOUIS J. BACCI, JR.: I'll give you that. But the other is substantial.

THACHER TIFFANY: So maybe I'm just confused, but usually there would be like a

lawyer or somebody telling us that this is still within the Zoning. Okay.

LOUIS J. BACCI, JR.: Right.

H. THEODORE COHEN: Wrong lawyer.

ATTORNEY KEVIN RENNA: The bottom line is when we present these projects, you can't get to the exact gross floor area number that's got to be built on the schematic level, so there's always a little bit of guesswork. In this instance now they've refined the numbers, moved the building lines around a little bit and the gross floor area is still at or below what was approved back in October.

LOUIS J. BACCI, JR.: With an increase in square footage?

ATTORNEY KEVIN RENNA: Well, it's not an increase in square footage over what was approved as the square footage number.

HUGH RUSSELL: It was a contingency factor built into the proposal that came to us.

ATTORNEY KEVIN RENNA: Yeah. And I mean they were doing very -- and No. 1 --

LOUIS J. BACCI, JR.: But without any of the changes that did not have a bearing on this, right? The changes did make this happen, right?

HUGH RUSSELL: So, I mean I base this on my own practice. You have to try to imagine what's going to happen in the -- when you develop the design. And it's particularly difficult where you know the owner is asking for the permit is going to sell the project. And the new owners going to come in with their own thoughts. So what you do is you say well, here are the plans and it's not going to be any more than this

square footage, but in fact the plans you show are just a little bit less than the square footage you asked for on paper. And what they have done is, as I understand it, held to the number that we approved until it (inaudible) but it's -- there is actually --

LOUIS J. BACCI, JR.: An increase.

HUGH RUSSELL: -- if you look at the drawings, there's a little more floor area. And you can see basically where it is.

LOUIS J. BACCI, JR.: Right, on several floors, right.

HUGH RUSSELL: In that wing.

CLAES ANDREASEN: And again, the unit count is the same.

ATTORNEY KEVIN RENNA: Just to be clear, the gross floor area number isn't actually gross floor area. Cambridge has a one-page definition of what's in gross floor

area and what's out. Even if you said at some point if you're at the schematic phase to say, this is my gross floor area number, it would actually be impossible. So Hugh is totally right. We always try to be, you know, within some bounds if you're getting about right, but it's not like you didn't move the lines --

LOUIS J. BACCI, JR.: So where on that list of things did you put your gross floor area that you went, exceeded?

ATTORNEY KEVIN RENNA: I'm saying even in that circumstance if you didn't move a single building wall, your gross floor area would still move as you went to schematic to construction.

LOUIS J. BACCI, JR.: As a percentage what do you think?

ATTORNEY KEVIN RENNA: Percentage of



how much it moves?

LOUIS J. BACCI, JR.: Yes.

ATTORNEY KEVIN RENNA: I would say you're around like a five percent. I think you would have to be somewhere between --

LOUIS J. BACCI, JR.: Five.

ATTORNEY KEVIN RENNA: -- two percent less up to five percent more even if you weren't moving building walls.

LOUIS J. BACCI, JR.: Do we know how much percentage we've gained here?

HUGH RUSSELL: How many units are in the project?

ATTORNEY KEVIN RENNA: Well, the total gross area approved is almost 300,000. The number of units is 254. So, you know, five percent would be in the range of 15,000. I don't know how much the gross moves as opposed to rental.

AHMED NUR: Close enough.

DAVID HALL: It's around there. We did very much the same thing on Phase II.

JAMES BATCHELOR: 130 CambridgePark Drive.

DAVID HALL: The same kind of moves all within what's in the dimensional form, all oriented to the back of the building where there's less, you know, public visibility. And all within that factor.

STEVEN COHEN: I would just -- I'm not terribly troubled by the increase in size, but the fact is that while you've covered yourself legally by having the higher number initially, what we're seeing and reviewing and ultimately approving are the plans that we see.

DAVID HALL: Correct.

STEVEN COHEN: And so if those plans

get larger from our perspective, legalities aside for the moment, from our perspective that's a substantial change. And if some of us, you know, are concerned with that, you know, as I say, the fact that you're protected legally by building in the larger number upfront is sort of besides the point.

HUGH RUSSELL: But they're here --

STEVEN COHEN: Irrespective of our view.

HUGH RUSSELL: -- they're here to say we've made these changes, do you feel it's the same project?

STEVEN COHEN: No, exactly, and that's what we should be focused on.

LOUIS J. BACCI, JR.: I'm just trying to get all the information.

HUGH RUSSELL: Right.

H. THEODORE COHEN: So even though

you eliminated the roof garden --

JAMES BATCHELOR: Yes.

H. THEODORE COHEN: -- whatever it was. You haven't added any units?

JAMES BATCHELOR: Correct.

H. THEODORE COHEN: So you just enlarged some of the units?

JAMES BATCHELOR: Correct.

THACHER TIFFANY: I'll just finish my one.

STEVEN COHEN: That's a long discussion.

THACHER TIFFANY: We have to move through the subjects to get it out. I guess the requirements are still in the bounds, it's just a question of whether we think the design is still there. In my initial reaction is that I think we've lost some of the design quality. I want to leave time for

others to comment. I think there's a lot of ways that's happened. You know, all the subtle things have added up. I think I'll just leave it at that and see what other people add.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: So I guess what I think -- things that I think are changed more than minimally are that it's -- seems to be less convenient for the tenants. You know, in the New England climate if you were coming from the police station, it's about the same. You come, the front door's about as close to the T station as it could be. The elevators are relatively close to that door.

If you're coming from the car, you're being punished because you have to walk outdoors for an extra couple hundred feet. And then when the elevators are, I find, very

strangely located.

LOUIS J. BACCI, JR.: Yes.

HUGH RUSSELL: In terms of convenience to get to the apartments over in the wing, the experience of on the ground floor, I find, I can understand that it's a very compelling way in which things are strung together. So I would -- and, you know, if you're going to the bike room, if you're going to the bike room, you drop your bike, you walk 100 feet back to the door and then you walk 100 feet to the lobby. It's not as nice, particularly if the biking in the winter when you hope you're -- I do bike in the winter and a lot of people do. Is there a way to create an entry that's sort of on that side of the building that is -- provides a little more animation and provide a little more convenience? And I mean New

Englishers are happy to walk through, you know, weird spaces to save a little bit of time or get a little bit warm, so it doesn't have to be a lavish feature entry but I would like to see that myself.

I'm curious about how you're getting security for the pool. It appears that there is no fence around the pool; is that correct?

RICK STINSON: No, there will be a fence around the pool.

HUGH RUSSELL: There will be a fence?

RICK STINSON: We have to comply with the health codes regarding that.

HUGH RUSSELL: Because I don't see then where you would put the fence that wouldn't make it impossible to get to the courtyard. I'd like to see where the fence is and how that courtyard works, because

sometimes the hours of operation of the swimming pool are much more depending on whether you provide lifeguards and the like.

On the architectural changes, walking around the building, I would agree with Thatcher that it's not quite as edgy as it was. And some of that may be kind of a necessary change when you actually make it real as opposed to probably with schematics. And I think many of those changes, if they'd come to us originally, we would have said oh, yeah, that's fine.

But there are -- in fact, the only places that I worry about are actually facing the railroad track. And frankly, I'm not so interested in what a railroad -- what the view is from the trains. And I'm really not that interested in what the view is from the bridge. Because if you're driving, you



shouldn't be looking down at the architecture. And, you know, it's not a bad building, but the corner element, the one closest to the ridge is really very distinctive before. And it's become less distinctive. And I think that maybe that's something that could be worked on. It had sort of a vertical expression of like three openings across it.

STEVEN COHEN: Which rendering is that, Hugh?

HUGH RUSSELL: If you look at page 20. For a comparison, No. 2.

So the piece that's closest to the viewer on the right side is a little blander now than it was before. And that's in part because the width of that wing has gotten a lot wider to accommodate larger units. But there may be ways of dealing with color,

uniting the windows in color so as to make that, make that a little more edgy and sharper. I don't want to discourage them from putting in larger units because we feel that that kind of thing.

I like the informality of setting back the middle wing, but frankly it's pretty subtle when you're really riding in the train or going across the bridge. If you actually stand there and photograph it, yes, it looks a little more interesting, but it's not, it's a long ways away.

I think the enclosure of the garage in picking a light color for the in-fill, I think that's a -- I think the light color for the in-fill is a mistake because it just looks like there's this big concrete block wall that's 15 feet tall and 400 feet long. Whereas, the old one there was a kind of a

rhythm of columns and voids. And I think you can, again, thinking about the color that can be done, can be done better. I think it also might benefit -- I don't quite know how the garage is laid out, if there were, maybe some of those were actually windows so that you -- if you're in the garage, you get a sense that you're not buried totally in somewhere, nowhere, but at least have a connection to the outside.

The T has a maintenance facility there. We don't know what they're going to do with that. There might be more buildings there. It's not a prime view or anything, but for sort of orientation --

LOUIS J. BACCI, JR.: But isn't the North Point project going to go down into that? The buildings in the back of the park? No? Wrong place.

H. THEODORE COHEN: North Point?

LOUIS J. BACCI, JR.: Wrong place, sorry. Got confused where I was for a second.

H. THEODORE COHEN: But there might be a pedestrian bicycle bridge at some point.

HUGH RUSSELL: It's possible that the bridge would be up at the front end of this rendering, or it could be that it would be at the back end of the rendering. You can't at this point be in the middle very well without the T giving up a lot of land, and I've heard a lot of theories as to what the right place for the bridge is and then --

H. THEODORE COHEN: Right. And you've heard them for how many years?

HUGH RUSSELL: A long time. But this is, but this was thought about --

H. THEODORE COHEN: Right.

HUGH RUSSELL: -- in some detail when these projects along here were -- and so there is actually three locations. And you could have an argument for why each one of them is great, but you can't make an argument to put three bridges up which is perhaps what it needs.

So, you know, I think most of the other pictures, yeah, so in some of these darker windows give it an edgier quality. Of course, we're going to forget what we said in the previous case.

LOUIS J. BACCI, JR.: Right, but that was a darker window against a dark background. This is --

HUGH RUSSELL: Yes, right. And so I mean this is, you know, it's lost a little bit and I think some -- maybe with a little more work, you can get some of that back.

But it's going from, you know, 95, A-plus, maybe it's slipped to A-minus. It's still an attractive, interesting, you know, building with lots of character.

H. THEODORE COHEN: Mary, Ahmed.

AHMED NUR: I've already made my comments. I appreciate that Suzannah bringing the light into the lobby. It's nice when there's multiple entrances in the lobby and welcoming and many other aspects. I appreciate her recognizing that and support what Hugh and Thacher both are saying.

MARY FLYNN: Yes, I think I am in agreement with most of, about all of what has been said. I didn't review this project when it was permitted, so I'm new to it, but my feeling is very similar to Hugh's. And the one layout to the one lobby to make it, you know, just a real pain to live there. You

know, and I'm thinking about bringing groceries in and having to walk down these long corridors and not having an alternative way of getting there very easily. So I, you know, I don't know that you need four entrances, but it seems like one is, you know, hardship view. And I also am concerned about the number of elevators.

I do agree with Hugh on the back wall of the garage, that was one thing that lept out at me. It was something that was sort of interesting and had some character and some creativeness to it to really just looking at a wall. And, again, maybe as I said, it's really just a color issue and there are still ways of playing around with it, but I do think that that needs some attention as well. I agree that a lot of the changes, you know, are minimal from what I can see, but I think

that those are a couple of big ones that really need more study.

CATHERINE PRESTON CONNOLLY: So I generally concur with what my colleagues have said. I think the overall effect here is that the building looks and probably is cheaper. And it's unfortunate that it feels that way. I don't necessarily object to it being cheaper.

I agree with Mary about the entrances. One of the unfortunate things about the way it's oriented, and God knows I've been in tons of apartment buildings, mostly in the suburbs, are laid out exactly as you have it laid out here. It becomes a very much more auto-oriented building if you have the one elevator core, the one lobby, the leasing area, the mail. It's, you know, it is, you know, what was proposed originally,



acknowledged that there might be people coming from all different kinds of modes here and it made it equally convenient for all of them. The layout of the ground floor right now does not do that, and I think that's a very big loss.

I also agree that having one elevator core in one corner makes for a very inconvenient -- for the folks who are in especially the two arms that are off to the side.

I'm fine with the materials, the changes to the exterior cladding, but the ground floor changes I think are really problematic.

H. THEODORE COHEN: Well, I agree with everything that's been said. I do like the corners that were changed from the pole to the wooden column, but I think the

original permitted plan was very sleek and it's lost that and it's become much more generic and much more boxy looking. And I think part of the problem is the white window. I think before when they were dark, it just looked very suave, you know, the dark windows against the white and the brick or whatever it is. And I think also it got boxier because you've changed some of the fenestration presumably because of the larger units and so I'm not going to complain about that because we do like the larger units. But I think it has lost something.

I agree with Hugh that had -- it appeared this way in the original plans, we would have thought well, it looks fine. But I mean you're now in a situation where you're arguing against yourself because you had something that we thought looked great and

now you have something that's not as great from our point of view. That's all exterior.

I do agree a lot about the lobbies, and the concept of just the two elevators in that far off corner just seems to me a really unfortunate thing for anybody who lives other than right in that one stack.

And I think the concept of making it more pedestrian-friendly with entrances to people who are going to be taking the T, because it is very close, is unfortunate.

STEVEN COHEN: Well, clearly this has gone through a robust value engineering phase which for those folks not in the business, that's fancy talk for how to cut costs. And you got to do that in a project sometimes. And, you know, maybe you have to cut costs in order to support the purchase price here and, you know, or maybe had to cut

costs to, you know, make it sufficiently profitable. But frankly none of that is really our concern. Our concern is the architecture. And if in order to, you know, achieve the architectural standards that we have here, they have to be adjustments. And purchase prices or any other matters, I mean that's -- so be it, that's not our concern. And, you know, I don't know, maybe we would have approved this in the happy or not.

But, you know, I think we should have high standards. And I don't think we should approve buildings unless we think they're great. And I'm just reacting to some of the words that have been said. I'm not saying that this is or is not great yet, I'm just merely saying that, you know, we should maintain our high standards. You know, the business about the one entrance and the

stack, Hugh, you were concerned with how far people would have to walk in the exterior and that is initial. But, boy, I react to how far they have to walk on the interior.

There's nothing more deadly in the world than having to walk down long corridors. And whether that's our concern or not, I'm not sure. I think it should be your concern. I think that's a real marketability issue. I really think it compromises the marketability of a building if you've got to walk down long corridors like that.

But you know where I come out on this is I would be inclined to defer to staff review on these matters. You know, with a strong bias towards, you know, maintaining architectural quality and integrity. And certainly not opposed to making changes if staff believes warranted, but I think the

burden is on the applicant to persuade staff that a particular change is warranted. And there may be some changes which, you know, where the rationale is compelling and you go with it or the substance of the change is minor and you have no issues with it. But there will be other changes where you really think that there's a loss and a compromise in the quality and there's no rationale sufficiently compelling to persuade you to make that. And I think that there are a lot of details here, and I don't think that we can be going here each of those details. We've expressed some general reactions to this, but I think ultimately, you know, we have to give it back to Suzannah and staff to go through them individually. But I would urge them to do so with, you know, the strong bias in favor of the architectural quality

that we originally saw, that we originally approved, and I think we should be striving for in all of our projects.

CATHERINE PRESTON CONNOLLY: Just to clarify, how does -- in this case, staff has brought it back to us. They have been unable to --

STEVEN COHEN: Well, staff didn't feel that they -- you had the authority to make the judgments. I think you're hearing a general thing. But I mean what are we going to do go through each of these details?

H. THEODORE COHEN: No. But I don't think we can say -- you know, our choice is to say no, we don't approve of these changes or yes, we do approve of the changes. And I don't see how we can say one or the other and then say leave it up to staff to figure it all out.

STEVEN COHEN: I think that's exactly what staff should be doing.

HUGH RUSSELL: Let me try to give you the way I see it, which is --

H. THEODORE COHEN: Okay.

HUGH RUSSELL: -- I think if Steve is correct, that the work of detail design review belongs with the staff.

CATHERINE PRESTON CONNOLLY: Agreed.

H. THEODORE COHEN: Agreed.

HUGH RUSSELL: And so I'd take this presentation as meaning this is the best that Suzannah can get based on her negotiations. And in between the lines, it's not good enough for her and it's not good enough for us, and so it comes to us, we have to be the enforcers and say no, you really have to work -- you've got to work on these issues. And I think for that to be effective, they



also have to be the result back when they're done so we can say yes, you've succeeded. Because we're serious. I think -- we're not saying -- we're not telling you about anything that you haven't heard already I think from the staff.

IRAM FAROOQ: I think that's right, and the only thing is that we also -- staff felt that some of the changes are more significant than we have latitude to make, than just the fine tuning of design review. So that's part of why we have it before you and we wanted the Board to provide yes, no, and direction on that.

H. THEODORE COHEN: Right. And I think what you're getting is not a yes or a no, go back and work on it some more and then --

LOUIS J. BACCI, JR.: Right. Bring

it back.

H. THEODORE COHEN: -- and then when you're comfortable with it, bring it back to us. Or if there's some sticking point where you've said well, we've reached agreement on -- we're comfortable with all these things but this. You know, we're going to have to be the enforcer and make an ultimate decision.

STEVEN COHEN: But I think we're also, at least I would be for empowering the staff here, and, you know, I think we're going to be pretty differential to your judgment, and I think we would appreciate if you come back with some specifics about, you know, which ones you're okay with, which ones you're not. I mean, you know, and I think we want you to have high standards on the one hand, but be reasonable and flexible on the

other.

AHMED NUR: You know, I understand that it is getting late, but I really did read that from staff. I think that they told us what areas they were comfortable with and what areas they were not comfortable with. And we also expressed what areas we were comfortable with and what areas that we were not comfortable with. And it's time for it to go back and staff and the proponents to get together and make us all happy and make themselves happy.

H. THEODORE COHEN: But before we get that, Lou, let's hear your comments.

LOUIS J. BACCI, JR.: Was this building originally designed to be steel framed?

HUGH RUSSELL: In the earliest version it was three or four stories taller

and it was brought down much.

LOUIS J. BACCI, JR.: It seems a lot of the architectural changes and balconies and columns and so forth are all related to the wood framing.

DAVID HALL: Correct.

LOUIS J. BACCI, JR.: So, it wasn't just a design. It wasn't just an architectural change, it was design change in this building, right?

HUGH RUSSELL: Well, maybe that in the process of going from the tent card design to the six-story design, a lot of this steel ideas didn't get purged out.

DAVID HALL: Yeah, that's exactly what happened. That's exactly what happened.

LOUIS J. BACCI, JR.: I got you. I understand the reasoning. Going back to value engineering also again.

DAVID HALL: The project was designed by Arrowstreet but it was pushed by an office owner, an officer developer for sale. But two other projects from them, and this is the third, so we've been through it three times. We've, I think held a pretty high standard with the city and staff on the first two. Certainly the first one that you can go look at is beautiful, maybe there's things you'd do differently, but it's a high standard of quality and we care a great deal about that. But now we're into the evolution of design and trying to fix some of the things that are difficult to construct. Yes, some are more costly. I'm not hiding behind that. It's really important to make it economical. There were a lot of things agreed to in this project, big concessions, big mitigations that are tough to make work.

LOUIS J. BACCI, JR.: Big cut across from ten stories to sticks.

DAVID HALL: But we never -- we weren't here for that. But then the first two projects were both wood frame. This is a wood frame. So you are seeing some of the collision of --

LOUIS J. BACCI, JR.: The result.

DAVID HALL: -- former steel. As Hugh said, a much bigger building. You're seeing some of that.

LOUIS J. BACCI, JR.: Right. There's a lot of changes going on. Some are minor, some are going from four elevators to one. I agree with my colleagues, this is a long hike to get to an elevator from some of those corners.

HUGH RUSSELL: I wanted to comment on the venue engineering, because I think

when a new owner, especially someone who is -- owns housing, understands the market or has their own understanding, there's a lot of increased value that they're trying to put into the project. And, yes, they've got a budget that they've got to maintain. But I think the changes are more driven by the things that they're trying to work better from their point of view than the things they think oh, gee, we really have to spend our money on that.

LOUIS J. BACCI, JR.: But how can we make them have 400-foot walk to an elevator be a better change?

HUGH RUSSELL: Well, you don't necessarily make all the right decisions.

LOUIS J. BACCI, JR.: That's what I'm saying. There's a long stretch from those decisions.

DAVID HALL: I think I can make the Board, if I may, Mr. Chairman, more comfortable indicating where we're quite open minded -- not that we're not open minded by other things. But if it adds to constructibility in wood versus steel, it's going to be pretty important for us to find a way with staff or the Board to do it in wood. And we've shown you all of that. And we do our best to make it as exactly or as close as we can to the prior. When it comes to flow and resident convenience, you're speaking our language. And I sat there saying oh, I think we ought to look at that again. So you'll find us open minded to adding the entrances to the lobby, shortening walks. Elevators are expensive. We recognize that, Rick, perhaps there needs to be another one here. Not four, but another one here.



HUGH RUSSELL: Right.

DAVID HALL: So if I could characterize the constructibility and evolution of design-like unit sizes where mullions fall where windows used to be, there can't be anymore, that would be different use and we ask deference for that. We can work that out with staff.

If you hear me being open minded to some of the bigger issues, lobby flow, the more elevators maybe you'll feel comfortable for letting the staff work it out. If you want us to bring it back, we'll bring it back.

H. THEODORE COHEN: We are comfortable to have staff work it out with you but I think it would have to come back to us. And I think we're not opposed to some of the big issues that you've talked about that

you might see as non-negotiable. But I think staff raised the issues. We concur with them and added some more, and I think those are the ones you've got to work on.

STEVEN COHEN: And needless to say it would be a lot easier for us and for you when you come back, you can come back with staff recommending approval.

DAVID HALL: I don't think you'll see us before you see that being achieved.

H. THEODORE COHEN: All right. So we still have two other matters we have to address.

DAVID HALL: Thank you very much.

H. THEODORE COHEN: Thank you very much and we will look forward to seeing you soon.

LIZA PADEN: Well, here I am with the Board of Zoning Appeal cases at the end

of the meeting again.

So one of the cases that people wanted to see since we're on CambridgePark Drive is a sign proposal for 200 CambridgePark Drive. So a freestanding sign in Cambridge is allowed to be 30 feet tall -- I'm sorry, let me start again. 15 feet tall and 30 square feet. At the end of CambridgePark Drive No. 200 is the old Pfizer building, and they're proposing a monument sign they call it, a freestanding sign which would be 30 square feet.

CATHERINE PRESTON CONNOLLY: So it's substantial.

LIZA PADEN: Substantially larger. But, if you look at the sign in a -- on a lot which is very wide, it's the only thing that at the end of the cul-de-sac at CambridgePark Drive. If you just want to oppose signs,

freestanding signs that are larger, than this would be the case.

H. THEODORE COHEN: Now is it -- probably the definition of standard is correct. But as I understand it from the drawing, it's going to be on --

LIZA PADEN: A retaining wall.

H. THEODORE COHEN: -- a retaining wall?

LIZA PADEN: Yes. This is part of a retaining wall. It's a freestanding sign because it's not attached to the building or the structure.

H. THEODORE COHEN: Right. But if this sign of this size and dimension would be allowed if it were on the structure?

LIZA PADEN: Correct. And it could be internally illuminated.

AHMED NUR: But I see why they're

going big, because they're going from score cutting to the score cutting of the precast, but the letters are not even centered.

HUGH RUSSELL: I mean, the intent behind the application, I think, is most freestanding signs intended to be built, you know, on busy streets, businesses were set back, the signs were at the street, there was a parking lot in front, and, you know, group one is the example of, you know, you're going faster. We did an apartment building with a 40-foot tall sign to try to compete with the cheap dealer and the Mercedes dealer on either side of our access road. Here the geometry is totally different. The only people that are going to see it are the people who live in the Hanover building next to it and the people who are wondering is there a building way down there? So I think

the situational thing, the fact that it's -- it's a totally different thing and it seems to be a fairly small Variance. And I --

CATHERINE PRESTON CONNOLLY: Just so that we're not going on record recommending bigger signs, I'd say can we not send a recommendation if we're not going to oppose it.

H. THEODORE COHEN: Leave it to the BZA?

STEVEN COHEN: Yes.

AHMED NUR: I'm fine with that.

LIZA PADEN: So the consensus is --

CATHERINE PRESTON CONNOLLY: No recommendation.

THACHER TIFFANY: Deference.

LIZA PADEN: Indifference?

THACHER TIFFANY: Deference.

CATHERINE PRESTON CONNOLLY: That

sounds so much better.

LIZA PADEN: Well, okay.

STEVEN COHEN: Out of respect for the ZBA.

LIZA PADEN: So the next one that people expressed an interest in is 300 CambridgePark Drive. I have made --

CATHERINE PRESTON CONNOLLY: Fresh Pond Parkway?

LIZA PADEN: What did I say?

CATHERINE PRESTON CONNOLLY: You said CambridgePark Drive.

LIZA PADEN: I haven't left that yet. This is 307 Fresh Pond Parkway. There's three copies. So if you could pass one of the copies and then share them. There's three copies there. There are two pages there.

This is the Tokyo Restaurant site. The

proposal is for the repair, the garage repair owner to expand into the restaurant site by going through his building into the restaurant and converting the restaurant into more service bays. This also involves him adding some height to the building, though, the additional height will be less than the structured sign that's on the roof of the restaurant now. If you're trying to visualize how tall it's going to be, it would still be lower than the Tokyo Restaurant sign.

H. THEODORE COHEN: The sign's gone?

LIZA PADEN: Yes, the sign is gone because I complained a lot.

So, but I just wanted you to get something in your mind this is what it is.

H. THEODORE COHEN: Yes.

LIZA PADEN: The operator of the



garage, the service garage that received a Planning Board Special Permit, and we have had discussions with the operator on keeping the cars off of the parkway, maintaining the landscaping and on and on. So, his proposal for this increased service bays is to increase the landscaping and install landscaping along the restaurant parking lot. And the idea is that the only people operating cars in and out of the parking lot at the restaurant site will be his employees, because the cars will still be left off and people -- customers will still go through the service area which will be in the existing garage building.

CATHERINE PRESTON CONNOLLY: Have the enforcement issues with regard to his Planning Board Special Permit been worked out? Like, you know, is the landscaping in

place and well maintained and all those things?

LIZA PADEN: Well, well maintained is a matter of opinion, but there has been a decrease in the number of times that I have found cars parked in the parkway. His answer to me when I said this, would be a problem for him is that once he gets more space he won't have to park the cars all over the place. He'll be able to stage them properly either in the building or in the parking lot and not in the overlay. I don't know if that's an answer or not, but that's the answer he gave me.

CATHERINE PRESTON CONNOLLY: Okay.

HUGH RUSSELL: So, we're pressed with two dilemmas here.

One dilemma this is not really the kind of use we want here.

And secondly, we have somebody who we really feel, and this goes back to my service on the Zoning Board 35 years ago, that somebody who doesn't try -- doesn't fulfill the requirements that are placed on him. Requires heavy enforcement. You really cannot trust the person to actually do what he says he's going to do or what we force him to do. And so how do you deal with somebody who is like that? You know, and it's --

CATHERINE PRESTON CONNOLLY: Say no when they ask for additional permissions. I mean, that's really -- part of the reason I ask for the case is exactly what you said, it doesn't seem like in the Parkway Overlay District we want to be encouraging more of this particular type of use. But also I remember even going -- remember back to my days on city staff, having enforcement issues

with this particular use. And I have a real problem with the idea that we would reward that by giving them more space. You know? This is -- if it were someone with an impeccable history, I might feel differently about the use in the parkway Overlay District as a standalone issue. But given that the, you know, we have an owner here who routinely, you know, flouts the whole purpose of having that area be a parkway, it seems problematic to say -- the least to say sure, have more Variances and more Special Permits.

AHMED NUR: I second that as well.

In looking at his yard, it doesn't -- his roof doesn't look good. His parking lot -- nothing really looks good. It's almost like he's abandoning his property. I'm not going to encourage giving him anything.

STEVEN COHEN: Is this an existing

use or an existing non-conforming use?

LIZA PADEN: The existing garage?

STEVEN COHEN: Yes.

LIZA PADEN: The existing garage received a Special Permit to operate. In the Business A District it's a Special Permit. And they came to the Planning Board to waive the Parkway Overlay District requirements for some of the yard, and there were some setbacks in the way. He has the rear yard setback which is -- that he shares with the school lot and the -- yeah, the school lot.

H. THEODORE COHEN: Didn't we also give him some sort of permit when he resided the building? There was some issue with him about four or five years ago and he was not building it in compliance with the permit.

LIZA PADEN: Well, yes, there was some discussion about what the materials were

going to be and what the windows were going to be and he was moving the doorway around.

STEVEN COHEN: Well, you know, if he seeks a Special Permit for something and he meets the criteria, I don't think I was on the Board at that point, but, you know, maybe he was entitled to a Special Permit if he meets the criteria. But nobody's ever entitled to a Variance.

CATHERINE PRESTON CONNOLLY:

Exactly.

H. THEODORE COHEN: Right.

STEVEN COHEN: And, you know, if this is a use we want to discourage --

CATHERINE PRESTON CONNOLLY: Yeah.

STEVEN COHEN: -- I'm just picking up on Catherine's point. If this is a use we want to discourage and certainly not to encourage over there. It's not a Variance

and nobody is ever entitled to a Variance. I see no reason why we should take any step or make any recommendation that ZBA would find to be encouraging. I mean, if anything, I would be inclined to recommend against granting the Variance.

CATHERINE PRESTON CONNOLLY: Yes.

AHMED NUR: Okay. We're on the same page.

H. THEODORE COHEN: All right, I mean leaving his character aside --

STEVEN COHEN: Just based on use alone.

H. THEODORE COHEN: -- just based on use alone, you know, we'll point out that it's right next-door to an auto dealership and a gas station and there's another gas station on the other side.

STEVEN COHEN: Every journey starts

with one --

H. THEODORE COHEN: You're right.

HUGH RUSSELL: The gas station is in common ownership.

H. THEODORE COHEN: One of them I think.

HUGH RUSSELL: Yes.

H. THEODORE COHEN: You're right, every journey starts with a step. And there's no reason to promote this use in this location when we could hopefully have a different use. So I would think we ought to recommend that the Variance not be granted.

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: On the basis that we prefer a different use.

LIZA PADEN: Okay.

H. THEODORE COHEN: Okay?

LIZA PADEN: Got that.



And one last item. There is on the schedule a September 1st hearing for 1718 Massachusetts Avenue which is a residential development. The reason I'm asking this question specifically about the quorum is that the applicant has been meeting with a group of at the Agassiz Neighborhood residents, and the people who live immediately around this project, to discuss the project and they've been meeting over time. They have a September 1st hearing date, but there are some neighbors who don't live right next-door who want an opportunity to come to the public hearing, but they won't be in town because it's September 1st. So my first question is: Do I have a quorum? So as far as everybody knows, will they be here September 1st?

AHMED NUR: I won't be here.

STEVEN COHEN: I will be here.

LIZA PADEN: So Ahmed.

CATHERINE PRESTON CONNOLLY: And I won't be here.

LIZA PADEN: And Catherine won't be here. Okay.

So I probably have a quorum at this point. Okay, that's the first thing.

I'm going to talk to the applicant to see -- the 65 days for their public hearing they would have to be -- it's like October 6th. And I think that they could fit on the October 6th agenda, and I have to check with that and then find out if they want to ask for an extension on this and postpone the hearing or not, but I'll let you know.

STEVEN COHEN: You've got the earlier meeting from tonight on October 6th.

LIZA PADEN: Yes.

H. THEODORE COHEN: Which parcel is the 1718?

LIZA PADEN: 1718. So you know where the Cambridge Trust Company is on Mass. Avenue?

H. THEODORE COHEN: Right. You said the parking lot next to Changsho?

LIZA PADEN: Not the parking lot.

CATHERINE PRESTON CONNOLLY: The one next to Changsho's.

LIZA PADEN: I have to put that in the notice I think.

H. THEODORE COHEN: I looked at the plans on mine the other day. Is the proposal to go something right on Mass. Ave., or is it set back?

LIZA PADEN: No, it's right over the parking.

H. THEODORE COHEN: It's right over

the parking with -- on columns with --

LIZA PADEN: Yes.

H. THEODORE COHEN: Okay.

MARY FLYNN: That doesn't sound right.

LIZA PADEN: So anyway, I just wanted to check the quorum before we went.

Thank you.

H. THEODORE COHEN: All right.

Anybody else have any other business?

(No Response.)

H. THEODORE COHEN: If not, we're adjourned.

(Whereupon, at 11:30 p.m., the Planning Board Adjourned.)

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I have read the foregoing transcript of the Planning Board, and except for any corrections or changes noted above, I hereby subscribe to the transcript as an accurate record of the statement(s) made by me.

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BRISTOL, SS.**

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

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

**IN WITNESS WHEREOF**, I have hereunto set  
my hand this 23rd day of September, 2015.

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Catherine L. Zelinski  
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