

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, October 6, 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
Tom Sieniewicz, Member
Ahmed Nur, Member
Thacher Tiffany, Associate Member

Iram Farooq, Assistant City Manager

Community Development Staff:

Liza Paden
Stuart Dash
Jeff Roberts
Swaathi Joseph

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PB#141, Cambridge Research Park, 500 Kendall Street, request for a determination for a Fast Order Food Establishment pursuant to Section 13.42.5 9

Public Hearing

PB#301, 249 Third Street, Special Permit to construct 84 residential dwelling units and approximately 1,540 square feet of ground floor retail pursuant to Section 19.20 -- Project Review Special Permit and 5.34.2.b -- reduction of the required formula side yard setback to a minimum of 10 feet in the Industry A-1 District.

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).

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The proposed collective off-street parking ratio for the three buildings is 0.7 space per dwelling unit. The special permit applications for all three associated sites will be heard simultaneously.

Equity Residential is the applicant. 18

8:30 p.m. PB#304, 1718-1730 Massachusetts Avenue, Special Permit, POSTPONED. Request for extension will be the only business. 127

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P R O C E E D I N G S

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H. THEODORE COHEN: Welcome to the October 6th meeting of the Planning Board. We will start with the update from Community Development Department, and since she was not here last week, we would like to begin by congratulating Iram on her appointment as Assistant City Manager.

IRAM FAROOQ: Thank you so much. And my first action after returning is to kill the joy that these guys had created by saying that there was potentially a free Planning Board meeting where we could do a walking tour because that turns out not to be the case and that we actually have -- all the meetings have to be, be actual meetings in order to accommodate the set of public hearings that are before you. So

unfortunately no fun and games for the Planning Board.

Tonight's hearing is on 249 Third Street, that's the residential project. And there are a few other general business items. I'm sorry this is so tall today and I can't get it down because I never figured it out.

So the next few meetings: October 13th will be public hearing on the MXD District at the CRA. That hearing has already occurred at the Ordinance Committee.

October 20th will be a public hearing on the re-filed PUD KS which is the Volpe rezoning.

And then on the 27th we will have two Zoning petitions: Carsharing at seven o'clock and the Barrett Petition at eight o'clock. And then -- well, I'll stop there, but there's more to come in November.

The City Council's agenda is similarly full this month, and I'm just coming from a hearing at the Transportation and Public Utilities Committee about the transit strategic plan that our environmental and transportation group has been working on at CDD.

And then the -- on October 20th there will be a hearing on the bike network planning work that's been ongoing. So we will send the Planning Board the links to each of those documents, because it certainly is relevant to the work that you do.

And then October 26th will also be of interest because that is a City Council roundtable on the citywide process. As you know, we've selected a team led -- a multi-disciplinary company led by Utile which is a local firm in Boston and we're still in

the amidst of contracting negotiations but we hope to be done by then.

And then October 27th is actually a hearing at the Human Services and Veteran's Committee at the City Council, and the Department of Human Services programs had a couple of weeks ago put together a charrette on homelessness and they will be reporting out the recommendations from that multi-day charrette at the hearing on the 27th.

So I think all of those will be -- there's, there's a lot coming up in November, but I'm going to stop because that will be, that's a lot of meeting overload.

LOUIS J. BACCI, JR.: Council roundtable, are we required....

IRAM FAROOQ: Well, it's not necessarily required.

LOUIS J. BACCI, JR.: But we

understand....

IRAM FAROOQ: We'll definitely send you the invitation to that event and it's up to you. It's very early stage yet, so it's more about providing information about what the plan is likely to be, introduce people to the consultant team, and get a sense of what the strategy is overall, but it's not really a lot of substance at this stage so I would say it's your choice at this point. But we will, during the course of that process, be doing regular updates both at City Council and the Planning Board because it's going to be a multi- -- approximately three-year process. So we'll aim to do anywhere from two to four updates a year here and at City Council.

Thank you.

H. THEODORE COHEN: While Iram was

alluding to November, we'll point out that we are only meeting twice in November; the first Tuesday is the election when we can't hold a hearing, and heeding my pleas, they've agreed not to have a hearing on the meeting -- on the Tuesday before Thanksgiving.

STEVEN COHEN: Good idea.

H. THEODORE COHEN: That was part of the tradeoff for the October 27th. It happens.

Anyway, thank you.

Liza, are there any transcripts to be adopted?

LIZA PADEN: No.

H. THEODORE COHEN: Okay. And then the next matter is Cambridge Research Park, 500 Kendall Street, a request for a determination for a fast order food establishment. So it's pursuant to Section

13.42.5.

LIZA PADEN: So this is a process that the Planning Board has to make a finding or determination that a proposed use is in keeping with the original PUD when that use was not anticipated during the process, when this was granted back in 1999. So all fast order foods have come to the Planning Board for their approval. Sal is here from BioMed Realty with Ashley about any questions you have about the proposal and make a very short presentation.

SALVATORE ZINNO: Good evening. Sal and Ashley from BioMed. Here are some cards for the record.

So everybody is familiar with Cambridge Research Park, 500 Kendall. This space is right on the corner of Athenaeum and Kendall Street and lower half of the Genzyme

building. We're planning essentially a cafe. The existing space is a fish bowl, all glass, coffee meeting space, etcetera. One of the reasons that we're asking for the approval is primarily because we don't expect 80 percent of the food served there, purchased there to be on-site. So fairly typical what we've done a few times, and at 675 Kendall for Squeaky Beaker and for Mother Juice and (inaudible).

ASHLEY YEE: And Mexicali.

SALVATORE ZINNO: Yeah, and Mexicali.

So we have a couple of renderings of the project if you want to look at them or if you have any questions.

THACHER TIFFANY: Maybe you can stand over here.

SALVATORE ZINNO: This is the

existing site right on the corner of the Genzyme building ground floor. We have a few renderings. We're very early stages of the design, but the idea is that this is the space that everyone calls the potato space, it's wider on one side and narrow on the other and looks like a potato. This would represent one side, the coffee side, we'd have coffee, grab drinks, and on the other side we're just planning, just an abundance of seating. This whole atrium is glass and it looks out on to the north plaza and a place where people watch and open up your laptop.

ASHLEY YEE: That's where the skating rink is in the wintertime.

SALVATORE ZINNO: Yeah, that's it.

We typically come here with an operator or a signed lease. In this case we're

actually planning to not require someone to have a long-term lease. It's always been one of the problems with that space is making it a viable retail business. So we're trying to keep the flexibility, to have somebody in there not require a long-term commitment. Build out the space, get an operator, and get the space active.

H. THEODORE COHEN: Is it the intent that the cafe will be open to the public or just to employees?

SALVATORE ZINNO: Public.

ASHLEY YEE: Public.

SALVATORE ZINNO: Yeah, yeah, it's a retail space. Ground floor.

STEVEN COHEN: So you're building out the entire space?

SALVATORE ZINNO: Yeah.

STEVEN COHEN: Wow.

TOM SIENIEWICZ: Would it be open on the weekend for the skaters?

SALVATORE ZINNO: You know, I think we'll have to see whether there's a demand, but yeah, it could be. You know, yeah. On a later note, we've actually -- we have the stone pavilion at the north plaza, and we've been talking about ways to keep that active. We've tried a couple things in the past, but it seems to be hit or miss.

H. THEODORE COHEN: And the proposed hours?

SALVATORE ZINNO: We are -- I think we're on seven to --

ASHLEY YEE: Seven to three, Monday through Friday right now. But it would fluctuate depending, you know, on how often people are in there.

SALVATORE ZINNO: It has been, it's

been vacant for many years, so just trying to keep it, keep the arrangement as flexible as possible, not requiring a retail tenant to commit to a certain number of hours that, you know, aren't necessarily viable.

H. THEODORE COHEN: Anyone else have any other questions?

STEVEN COHEN: I have one pressing detail. The sky bowl, is that supposed to look like a hard drive?

SALVATORE ZINNO: Is that what it looks like? In the -- does it? Maybe it is. Yeah. That's a question for MVVA.

STEVEN COHEN: Okay.

SALVATORE ZINNO: Yeah, that's a good point.

ASHLEY YEE: There's a fountain in the middle so it doesn't really look like that up close.

LOUIS J. BACCI, JR.: Oh, yes, now I see. It kind of hides in there.

SALVATORE ZINNO: It's a place to contemplate the meaning of life.

LOUIS J. BACCI, JR.: Or whether to go left to your coffee shop or right to the other coffee shop.

Primarily coffee, lunch?

SALVATORE ZINNO: Yeah. I think we're gonna do grab and go type. So that's one of the issues is that it's all glass. It doesn't have any services, minimal ventilation. We're going to do grab and go, coffee, drinks, yeah, not much --

ASHLEY YEE: Salads, sandwiches.

SALVATORE ZINNO: Take away type foods.

AHMED NUR: If you decide to close at three o'clock, how do you suppose to leave

the room dark, do you have shades? I'm just thinking of the pedestrians walking by.

SALVATORE ZINNO: Visibility?

AHMED NUR: Let's say 3:30, 4:00 you go by there and it looks like somebody's not living there.

SALVATORE ZINNO: We can keep the lights on. Most of the buildings are lit up at night, the common areas of the buildings.

AHMED NUR: All right.

H. THEODORE COHEN: Okay.

Personally it seems to me that having more places like this in the area of Kendall Square to service the increased number of people who are working there and hopefully who will be living there. Does anyone wish to make a motion to find that this is an appropriate use under the existing PUD?

STEVEN COHEN: Sure. I so move.

LOUIS J. BACCI, JR.: Second.

H. THEODORE COHEN: Any further discussion?

(No Response.)

H. THEODORE COHEN: All those in favor?

(Raising hands.)

H. THEODORE COHEN: Good luck.

SALVATORE ZINNO: Thank you very much.

LOUIS J. BACCI, JR.: Try to be there whether there's skating.

SALVATORE ZINNO: We're going to build it really fast.

Thank you.

H. THEODORE COHEN: Okay, so we now have a hearing in Planning Board case No. 301, relating to 249 Third Street. A Special Permit to construct 84 residential dwelling

units and approximately 1540 square feet of ground floor retail.

Also seeks modification to the parking requirements that will allow pooled parking among the proposed buildings and to the existing buildings in the immediate area.

And parking for Special Permits for reduction in required parking and required residential parking off site at 249 Third Street.

ATTORNEY JOHANNA SCHNEIDER: Good evening, Mr. Chairman, Members of the Board. My name is Johanna Schneider, I'm the attorney for the project. We're here with the Equity Residential team, Paul Barrett, Dan Egan, Laura Boule. I'm also here with Dave Stockles from Icon, the project architect and Joe San Clemente from Howard/Stein-Hudson, the project

transportation consultants.

We were last before this Board on August 18th and we did present at that time the new proposed residential project at 249 Third Street, and also discussed some of the modifications that we're looking for for the existing permits at 303 Third Street and 195 Binney Street in order to allow the pooled parking arrangement.

The Board at that time gave us substantial feedback about the design of the project and also asked us to take a closer look at a few aspects of the project. We've taken the comments to heart. We've spent sometime with CDD staff. Thank you, Jeff, and also to Suzannah who is not here tonight. And we're back before you tonight to show you how we've addressed the comments and the questions that were raised in August.

We have submitted some supplemental information with an updated narrative and updated project drawings. Before I turn it over to Dave Stockles from Icon, this is really his show tonight, I do want to highlight a few of the changes and respond to some of the questions that were raised when we were here in August.

The first one I wanted to talk about was affordable housing. At the last hearing we heard from members of the board and the public that there was an interest in increased affordability at the project. This actually echoed a request that we've heard from the East Cambridge Planning Team, that we look into providing more middle income units within the project. Over the last several weeks, we've met with affordable housing staff to discuss how we might do that

and we're now proposing to include two middle income units in the project. These will be available to households at 80 to 120 percent of AMI. This is in addition to the 10 affordable units that we're providing pursuant to the Inclusionary Zoning Ordinance. So the total mix of the project now is going to be 72 market rate units, two middle income units, and 10 affordable units.

Another issue that was raised when we were here in August, is the fact that there are going to be some residents of 195 Binney who are currently parking in the surface parking lot at 249. After the project they'll be moved to indoor spaces at 195 Binney, and there is a differential in the rental rates between the outdoor spaces and the indoor spaces. We're very sensitive to this issue. We're therefore prepared to

guarantee that tenant of 195 Binney who currently park at 249 Third will continue to pay the same rate, which is \$150 a month, as they currently pay for the surface parking at 249 with periodic adjustments for inflation and due course as they would be normally be paying for the surface parking. And this arrangement will last for the duration of these people's tenancies at 195 Binney.

There were also some questions about the unit mix at Equities Properties across the Kendall Square portfolio, there are -- there are some pretty detailed information in the supplemental memo we submitted, but the highlights are that across the portfolio and that would include the new building at 249 Third Street; 11 percent studio, 38 percent one bedrooms, 46 percent two bedrooms, and four percent three bedrooms. So half the

units across the portfolio are two's and three's. And in fact, at 195 Binney Street just across the street from this -- from the proposed project, 82 percent of the units are two bedrooms.

So what this project really -- the new project is really is an effort to diversify the portfolio. They're smaller more streamlined units. It's a different product than what's currently on the ground.

Another issue that came up at the last hearing was bike parking. And so after the last hearing we did do an audit of bike parking facilities at 195 Binney and 303 Third Street. We took counts six times a day between the hours of five a.m. and eleven p.m. on weekdays, and between ten a.m. and six p.m. on weekends. So we've collected a lot of data about this. Again, there's a lot

more detail in the supplemental memo that we submitted, but the highlights are that the average occupancy at 303 Third is 63 percent, and at Binney the average bike parking occupancy is 84 percent.

So based on these numbers, it's our impression that there's ample bike parking at 303 Third Street to meet the current resident demand without the need for any additional parking at that property at this time.

Because 195 Binney does appear to be close to capacity, we're looking into solutions for adding more bike parking. For that property we've reached out to the two bike rack providers to advise the data, optimize the indoor parking space for residents at 195 Binney.

Going forward we're committing to undertaking periodic monitoring of the bike

storage capacity and demand at all three properties to insure that there's adequate parking for the residents who want it. We're also looking at making a series of improvements to the bike storage areas within the existing garages to make these areas more user friendly. These are going to be -- this might include upgrading the storage racks, build-it and fix-it stations for the residents to work on their bikes. And we have already been in touch with Adam Shulman about this. We will continue to work with CDD and transportation staff on the scope and the details of these improvements.

I'm happy to answer any questions about these details or we can turn it over to David Stockles to talk about the project refinements.

H. THEODORE COHEN: Does anyone have

any questions about these issues right now?

(No Response.)

H. THEODORE COHEN: Why don't we move forward with the rest of the presentation.

ATTORNEY JOHANNA SCHNEIDER: Okay.

DAVID STOCKLES: Good evening.

David Stockles, Icon Architecture.

So two months ago meeting one of the larger issues that was brought to the table was the building materials, the rendering quality, and not being able to read materials on the PowerPoint. We do have a materials board here that I can put up as well. But to start off with the high points of the certain comments that were discussed two months ago. In our rear courtyard we have an exposed transformer. We're now working with Eversource to relocate that transformer

underground. We've reached out to them two or three times and are working to procure that setup. As you know, the utilities can be a difficult avenue to break into and to get them to change their thinking on pieces of equipment that they own.

So in an event that putting it underground does not work, we are prepared to redesign this side yard to get it into a more obscure location; fenced, landscaped, or mixed opportunities that may not be on the table at this point. We have not been able to meet with them physically yet. We have had multiple phone calls with them, as well as my engineer has, but we are determined to get it underground and out of site at that courtyard, but we don't have a finality to that at this meeting.

The other issue was the stoop design

and how it related to the sidewalks. And what we've done is we've narrowed the width of the steps into the unit and create more of a private space for yourself or the tenant on a stoop and provided more green space in front of that to -- maybe that's the tenant, they could take care of it themselves or the operator could just add additional green space to that area. And it reduces the width of that stair and it feels a little more private for that resident. And we have renderings of that as well.

So in meeting with Suzannah and Liza from CDC (sic), we went over the architecture of the building and the coloration, the materials, and we felt to go into a more pink traditional brick is probably the right avenue for this site, and to go with lighter materials. So we worked with them and we

presented a number of options at that meeting, but we all felt that going with a lighter window, gave the building a lighter presence on the street and it just -- it seemed to take away that dark presence of the building that everyone seemed to be commenting on, as well as we lightened -- the panels on the ends, on both ends of the building. And instead of going with a dark CNP panel around the windows it's now an off-white. So everything has gotten brighter. And at the Bent and Rogers intersection we changed the scale from the retail at -- the previous rendering brought this metal all the way down. We've now introduced the brick coming around the corner.

Thank you. So it kind of brings that base of the building down and anchors it into

the corner and the retail corner which is a little bit more special from the other corner.

And in your packet, I'm sure you're aware, is what we've done is put the new rendering and the old rendering facing you so you can compare. I do have the renderings here if we need to look at them. So, again, in the view from the park, what we've done is, again, we've lightened the masonry, we've added some detailing to the masonry. We've added a soldier course at the base of the window to give it a little bit more depth around the window frames. And we've expanded on the roof trellis to make it a more wood feel whether it's wood or not, but it will have a wood feel to it and have a tan metal with a wood pattern on it depending on Building Code requirements and things like

that.

But, again, you can see the stoops become a little bit more residential. And what we've also done on the stoops is the canopy above as you enter, we've put a wood surface to make it feel a little bit more residential, homey, and comfortable for a tenant getting rid of some of the metal detailing.

We've also expanded the thickness of our cornice which created a little bit heavier cornice on the building. That was a comment that Suzannah felt was a strong improvement to the building.

In one of the discussions with Jeff's group we -- one of the comments was we'd love to see a rendering at dusk from the park to see what the building may look like. So, there it is. And, you know, I think the

building appears to be soft and it fits in well with the context. Again, softening the metal panel, lightening up the windows, creating more translucent Juliet balconies. They don't feel as heavy on the facade anymore. I think it all helps in making the building feel a little more lively.

At the rear in the foundry and how we're relating to the foundry, we have modified the rear elevation to add some balconies to overlook our courtyard and what will happen at the foundry to maybe activate that space a little bit more. And we've also reduced the metal panel on the south and west facade, again, to create more of a monolithic architecture in this portion of the building before the metal panel wrapped down on to the fourth floor.

So at the last meeting we talked about

the connection of the foundry use and the courtyard and how our building relates to the foundry. As we know, the foundry has a solid masonry wall currently that has the ability to be opened up in the future with built-in masonry openings now that are filled in with brick. And what we're doing is creating a, a nice garden space here for our project. And this area here obviously is undefined, but we think that it relates well with what could potentially happen at the foundry if it is opened up. The sunlight in this area, obviously east, is at the front of our building facing Rogers Park so this area would get great afternoon sunlight. With the foundry building the roof slopes towards the east and our building steps towards the east. So it opens up this courtyard to allow the sunlight in. And as you can see, again,

we're trying to get that transformer out of there.

This is just another image looking kind of from this area back into the courtyard, describing some of the activities that are being planned.

We have some grilling activities, but really just a relaxing space to do very low impact afternoon, evening, morning activities.

So two of the other elements that were brought up at our last hearing was the entrance and the stoop design. We talked about the stoop design a little bit. This rendering enhances what I mentioned before. We've reduced the width of the steps going up into the unit. We've created a lighter railing which gives the tenant more of a private space to put some personal items.

We've re-detailed the canopy to feel more residential with a wood soffit and we've created additional green space now in the front of the stoop.

And the other issue was the entrance. The entrance, there were comments that it just didn't feel good enough, it didn't feel residential, it felt very corporate or bio-techie, I think some of the comments were. So what we've done is we've taken the scale of the lobby beyond and the width of that mass and we've brought it to the facade and we've introduced the metal panel here in the light tone again. We've also thickened the canopy and created again a wood soffit so it would feel -- to make it feel more residential, and a softer toner paving system as our entry to transition into our building and we just feel that the width and the

height of this entry really relates well of the interior scale of the lobby and kind of projects out on to the sidewalk.

It was also asked of us to do a little research of what Icon at least has done in the last few years with stoops because we know it's an access board issue and whether a Variance would be required or not. So we're doing -- we've done a number of projects with stoops and we've done a number of projects that have required Variances and have not in the state of Massachusetts. And so we've had success with two Variances; one in Brockton and one in Cambridge and on a number of other properties in the South End, in Chelsea. Another one in Chelsea and this 240 Sidney in Cambridge. So far we've -- you know, these are all occupied. No variances. And 240 Sidney I don't believe they've been applied

for or requested to get a Variance yet.

So we've been successful with the Variances. We feel we have a very good story to tell when it comes to that Variance and why it's better for the community to have these architectural features, and we do provide full access from the interior of the building into the unit which, you know, for many of the tenants might be the primary entrance anyway because that's where your mail is. You might put your bike inside before you head to your unit, your car, whatever. So a lot of times these stoops are more ornamental than used. So that's our argument and we've been successful with it.

So, again, the materials. This is the metal aluminum shingle which is at the top portion of the building. The dark composite metal at the trellis along the top of the

fourth floor and the cornice of the building. The lighter CMP metal panel, which is at the two-story window surrounds. The composite metal panel of our entrances and canopies at our stoops. The window is now an off-white. And our entry panels are more of a light tan-grey texture. The trellis on the roof would have this type of finish on it, a wood, a deep wood finish.

And we're also working with -- so this, we have two bricks that we've submitted onto Suzannah and group. This brick here was our original, which we really like. This is the alternate, which is what's rendered now, and we're more than happy to use either one of these or something that we can work out in a mock-up later on.

HUGH RUSSELL: Is the alternate the autumn red color?

DAVID STOCKLES: Autumn rose it's called.

So I think I can open it up to questions at this point. I think I've gone over the changes that we've made.

H. THEODORE COHEN: Just a quick question. The trellis on the roof, now that's been expanded?

DAVID STOCKLES: It has.

H. THEODORE COHEN: And what is that covering? Is there a roof garden up there?

DAVID STOCKLES: Yeah, so it will be a -- not a roof garden as far as greenery, it would be more of a social space. There would be grills up there. There would be a sitting area, and just more of a community space for the tenants.

H. THEODORE COHEN: Okay.

Do we have any questions or comments we

want to make now or should we hear from the public first?

STEVEN COHEN: Please.

H. THEODORE COHEN: Only one person has signed up.

Heather, do you want to give us your comments? And if anyone else wishes to speak, we'll follow up with that.

HEATHER HOFFMAN: I believe the height has been cured on this. Heather Hoffman, 213 Hurley Street. It's not usual that I feel so tall outside of the kindergarten classroom. Anyway, I wanted to start out by taking extreme exception to a piece of alleged history that's in Suzannah Bigolin's memo. She says -- with respect to the swap of the two parking areas from one side of Third Street to the other, so that the park could be bigger, she says the

expectation at the time was that with the residential developer owning both lots, some future housing might be created at 239 Third Street to supplemental Alexandria's housing at Binney and Third and provide a residential frontage to the park. That is completely and utterly wrong. The expectation at the time was that this would stay open. That the foundry would still be visible from Third Street. That was my memory, and I checked it with someone who was actually on the working group that negotiated with Alexandria because that particular swap was part of the negotiation. So it's simply not true.

Now, I understand I'm not gonna derail this building, but I can assure you that everyone in the neighborhood expected that to remain not built on. And as I said last week, open space is not a building waiting to

happen.

So the other thing has to do with the affordable housing. I think it's -- that we should think back on Mass. and Main where we were offered, instead of the full complement required by the Zoning Ordinance of affordable housing, we were offered instead middle income units. And while middle income units are very welcome and needed and all of that, if you actually read the Zoning Ordinance, 13 units, not 10, are required here. So, I think that providing only 10 affordable and two middle income is still one short of the not market rate and three short of the affordable that, that we should be getting. And the fact is that the applicant is saying please let us not build 59 parking spaces because we have them elsewhere. And your return on that we'll short you on the

affordable housing, we'll block off the foundry so that people can't see it, and we'll throw you a bone, two middle income units. I don't think that that's a fair deal, not at all. And I hope that this Board will agree with me.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak? Please.

JULIE CALLAHAN: Good evening. My name is Julie Callahan. I live at 195 Binney, in the building next-door. And as I understood, the developer is asking for a Special Permit to not build parking; isn't that correct?

H. THEODORE COHEN: To reduce the amount of spaces, yes.

JULIE CALLAHAN: To reduce the

amount. Okay. So I wanted to make sure that we understood exactly what is being used at the moment.

We have about 100 spaces indoor. And indoor there's about 50 percent occupancy. And of that 50 percent from -- and those are people that live there and use it, but then from time to time also the staff that works in the building and the people that come to work on the building use that. There's a lot of work going on in the building. We appreciate that, but -- so the occupancy of that indoor space is at times used by others. So maybe there's 50 percent occupancy indoors.

Outdoor all of a sudden, now that it's September, we've got about almost 95 percent occupancy. And outdoor I think it was that we have about 70, 71 -- 78 spaces outdoor.

So we've got 100 spaces inside, 50 of them are being used. Not all of them are big enough for cars, for normal size cars, Smart Cars of course. But 50 percent occupancy inside. So there's space inside for about 60 more cars. Outside we've already got 70 cars parked. Fortunately the developer's offering those who are parking outside to park inside. Either they're gonna have to park at 195 or they're gonna have to go down the street to 303, which I don't think is so fair, but.... however, we still don't have enough spaces. We have 50 spaces left inside and there are 70 people outside, we still don't have enough spaces. Now, I suppose you folks saw that I came in with my bike helmet. Cambridge loves a person like me. I ride my bike every single day. I ride it to work. I ride it home to work. I pick up my daughter from

school on my bicycle. I'm the kind of resident that Cambridge loves because I ride my bike. But I have a car. And the reason I have a car is because my son goes to the Cambridge High School plays his soccer all the way over in Danahy Park. I need my car to get there at five o'clock at night so I can go watch him. And when I pick up my daughter, we ride home, we get in the car, we go to her activities. I need the car. So even though Cambridge wants less cars on the road, people are gonna have cars and we're gonna need to park them somewhere. So if we stop building -- if we build housing and we stop building parking, where are those cars gonna go? They're gonna go on your streets.

H. THEODORE COHEN: All right, could you wrap up your comments, please?

JULIE CALLAHAN: Yeah, I'll do that

in just a second. I'd like you to consider that. The parking is the issue. There's one issue.

The other issue I have to talk about is Kendall and what do we have at Kendall? We have all the buildings that make Kendall look like Anywhere U.S.A. Broadway, Third Street, 303 Third Street, it really does look like Anywhere U.S.A. But when you get to Third and Binney, you've got The Lofts. It looks great. When you get to Rogers Street, you've got the foundry. When you go up a little further up to towards -- further towards East Cambridge, you've got the building across the street where, I forget the name of it, but across the street abutting the park. And that begins to give character to East Cambridge and to Kendall. And then we move into East Cambridge, which historically has

been working class neighborhood, and you folks as a Planning Board could you please think about what are we -- if there's something that goes there where the parking lot is, what exactly do we want to put there? We're gonna put a three-bedroom house, a three-bedroom apartment.

H. THEODORE COHEN: Ms. Callahan, could you please wrap up? We usually stick to three minutes per speaker.

JULIE CALLAHAN: How many square feet? Seven, 800 square feet. Is that what it is?

H. THEODORE COHEN: Please don't address the individuals. You can speak to us, but if you would, we're talking about one particular building.

JULIE CALLAHAN: So I'm asking the Planning Board to look at this property if

you want to build something there, to keep in the character of, of what abuts Kendall which is really to me like Anywhere U.S.A. --

H. THEODORE COHEN: All right.

JULIE CALLAHAN: -- and what we have in East Cambridge.

H. THEODORE COHEN: All right, thank you.

JULIE CALLAHAN: Yep.

And oh, I'm sorry, I do have one other comment. The developer mentioned that they would be kind enough to let those of us who park outside and get a little bit better lower rate to park outside, that we would enjoy that rate until our rent, leases were up. Those go year to year. I've got about three more months left on my lease.

H. THEODORE COHEN: And I assume they were speaking about your tenancy in the

building and not your automobile lease.

JULIE CALLAHAN: Well, I do hope so. But I would like that importantly clear.

H. THEODORE COHEN: They're nodding their head yes, so I think that would be a condition.

So, thank you.

JULIE CALLAHAN: Thank you.

H. THEODORE COHEN: Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, then why don't we address -- but first, Jeff, do you or -- I mean Suzannah's not here, do we want to speak about the changes?

JEFF ROBERTS: Unfortunately Suzannah couldn't make it. I'll just try to briefly say without repeating what the applicant said about the programmatic changes,

staff finds those to be amenable. And the memo includes some suggestions about how those would be incorporated of commitments into the Special Permit so the Board can reference those. As for the design changes, Suzannah did send me some comments. We feel that the architects responded to the Planning Board's comments and resulted in an improved project.

The materials and colors have been further considered with regard to creating more warth and liveliness and a more meaningful application. I'm sorry I'm not doing this in Suzannah's accent.

The additions of balconies and horizontal railings, as well as changes the stoops has created a stronger residential character.

The main entrance has been given more

emphasis to the materials that reflect the internal lobby space and greater warmth with the wood-lined canopy soffit.

The relocation of the transformer from the courtyard is also a significant improvement, which creates more amenable open space, the buffer, the foundry, as well as on-site amenities for residents. And I guess that's qualified by, you know, with the hope that they could -- they're successful in talking to Eversource about getting that moved.

Continuing review of exterior materials, including an on-site mock-up wall panel would help to ensure that the materials and color selection meets the Planning Board goals. I'll just give an aside on that, that that's something that we don't always routinely do that as part of continuing

design review, sometimes for larger projects they're already -- they're putting up a wall because they need to test the construction methods and that's an opportunity for staff to go out and look at the materials on-site or in some sort of context. We, I think Suzannah in particular would love to have the opportunity on new buildings like this to go on-site and look at some materials and mocked up in some way that gives a sense of how those, those materials and the selection of finishes and colors will look in context. So we'll -- if that's something that the Board would want to include as part of the continuing design review, we would work out a way to make that happen in a way that makes sense given the timing of the project.

And then a final note was to note continuing review of landscape details and

public realm improvements, that's something that staff would want to do both from the, I think, both from our end on CDD, also from Public Works and Transportation when it comes to sidewalk improvements.

So those are the comments coming from Suzannah, and I think that's all pretty well reflected in the memo as well.

H. THEODORE COHEN: Okay, thank you.

Hugh, according to my notes you had a lot of questions and comments about the original designs and perhaps you can start?

HUGH RUSSELL: Well, I think there have been a lot of responses to my comments. I think the building is much more cheerful, and as a result more residential. There's one piece that I would still like to see some more work on which is the bay windows that are in the units that have the stoops.

There's sort of an awkward juxtaposition of metal shingle surround and the flat sort of slightly beigey panel in-fill. I just don't like the shingles in that location on this building, and I think I would be happier if they would look at maybe using the grey metal panels like they're using at the entry for that element. That's really it.

I also would vote for the red brick as opposed to the muddy brick. I think, you know, this is -- they've really been very responsive and the building is really quite a fine building now.

AHMED NUR: Mr. Chairman, if you don't mind. What are the bay windows?

H. THEODORE COHEN: Yes. Could you --

AHMED NUR: Okay. Windows that are projected out of the facade like this one

here and that one and that one? There's three of them.

HUGH RUSSELL: Right. They're evoking bay windows even with windows on the side because they don't have enough room for them.

H. THEODORE COHEN: Right. And what is the material that you would prefer changed?

HUGH RUSSELL: So the frame around the outside of the metal shingles, and I like that material up on the top but it seems like it's more of a walled kind of a material, that a frame kind of a material. So I think maybe the color is found on the new entry panels. It's on the board somewhere in the middle there.

DAVID STOCKLES: By the way, I totally agree with you.

Those shingles appeared on those bays when we were meeting with the East Cambridge association and trying to get a more warm feel to the entrance of the building.

So this is the material that's being discussed. I think we'd prefer that it be this material here.

H. THEODORE COHEN: Which material on the board is --

DAVID STOCKLES: This here.

H. THEODORE COHEN: That?

DAVID STOCKLES: Yes.

H. THEODORE COHEN: And you would prefer --

DAVID STOCKLES: Yeah. It's the scale of the material that's probably the problem and the ability to detail it and make it look homogeneous to this element. If we went with the metal panel here, it would look

much more of a -- it would be a stronger element on the facade.

H. THEODORE COHEN: Is there a reason why that couldn't be changed?

DAVID STOCKLES: Oh, it absolutely can be.

LOUIS J. BACCI, JR.: It seems like we're shooting towards a granite color?

HUGH RUSSELL: Kind of, yeah.

AHMED NUR: Yeah. That's the idea. Why not have a real --

LOUIS J. BACCI, JR.: Why not have granite? I know we're pushing your buttons a little bit. But, yeah, that color -- and I mean some of the colors are pretty close.

DAVID STOCKLES: Metal panel's more expensive than granite. It's not a cost issue.

STEVEN COHEN: So we'll save some

money for you.

LOUIS J. BACCI, JR.: Well, I kind of like the masonry look.

DAVID STOCKLES: Yeah, we could go with large format granite in the air.

LOUIS J. BACCI, JR.: I mean, you're kind of making those surrounds and they look like they would be old bays and they would have a granite trim to them.

DAVID STOCKLES: Yeah.

AHMED NUR: I can see that the projection is what, four inches, something like that?

DAVID STOCKLES: No, it's more like a foot and a half.

AHMED NUR: The foot and a half. Granite might work. If it's too small you can't really cut granite unless you design them before you cut them.

DAVID STOCKLES: Yeah, I mean it would be veneer granite on a backup wall.

LOUIS J. BACCI, JR.: Right. But it would look --

DAVID STOCKLES: Yeah, and again, you're --

LOUIS J. BACCI, JR.: You're in that color, that's why.

DAVID STOCKLES: I favor the metal panel only because it ties into the rest of the building. If you're introducing a new material, it might not look homogeneous.

LOUIS J. BACCI, JR.: Brick and granite have been done for a long time.

DAVID STOCKLES: Metal panel here and metal panel above. I'm not arguing. I'm just --

LOUIS J. BACCI, JR.: Also the stoops, you see where the stoops are wide to

the left of the door, and they all seem to have planters on them. What kind of a -- what size are we talking there? Are we talking three-by-three, four-by-four?

DAVID STOCKLES: No, these are five-by-eight.

LOUIS J. BACCI, JR.: So five wide?

DAVID STOCKLES: Five deep and eight wide.

LOUIS J. BACCI, JR.: Okay. So someone can actually sit there?

DAVID STOCKLES: Yeah.

LOUIS J. BACCI, JR.: It looked like it was getting a little smaller. You know, it's across the street from a park, it would be nice to stick a chair there and sit.

DAVID STOCKLES: That was the idea of doing -- of creating --

LOUIS J. BACCI, JR.: No, yes, I was

checking to see that they were wide enough.

AHMED NUR: Mr. Chair, I'm also very supportive of the project. I really do like the way it looks now. It's a lot warmer, it looks definitely like it fits in the neighborhood. And one of the questions I have is these cantilever projections over the doorways? Yeah. How far are they coming out roughly?

DAVID STOCKLES: Well, the building steps back there, so the total projection is probably about six feet, but it's probably about two-and-a-half feet off of this bay element, and then the building --

AHMED NUR: Is that a wood material or concrete?

DAVID STOCKLES: This would be a -- well, it's a wood frame and then this is a metal wrap of the wood soffit.

AHMED NUR: Okay.

So is that a gutter that I'm looking at? How do you suppose between snow and water --

DAVID STOCKLES: It would be internally drained back into the building.

AHMED NUR: So pitched back into the center and then internally drained back --

DAVID STOCKLES: Yes.

AHMED NUR: Okay. I was thinking of snow drips and --

DAVID STOCKLES: No gutters or anything like that.

AHMED NUR: Okay.

LOUIS J. BACCI, JR.: Can I see the brick samples again?

DAVID STOCKLES: Sure.

LOUIS J. BACCI, JR.: It's funny your original brick sample looks like your

new brick sample in the renderings.

DAVID STOCKLES: Yeah.

HUGH RUSSELL: We're under compact lights here so the reds don't come out very well.

LOUIS J. BACCI, JR.: They flopped.

STEVEN COHEN: It looks like more of a variety.

LOUIS J. BACCI, JR.: It looks like an old brick almost.

DAVID STOCKLES: Yeah.

LOUIS J. BACCI, JR.: But that's what I was looking at the color. I --

DAVID STOCKLES: You have to look at the actual brick, the renderings.

LOUIS J. BACCI, JR.: Mock-up walls I guess.

DAVID STOCKLES: Well, we do it in Boston all the time. You all set?

LOUIS J. BACCI, JR.: I was concerned because darker brick, lighter brick, and --

STEVEN COHEN: They want to see them.

LOUIS J. BACCI, JR.: And they look like they went right to left, left to right.

HUGH RUSSELL: I think this is a lot better on this building.

AHMED NUR: That just looks fake on the right.

DAVID STOCKLES: You like this one?

LOUIS J. BACCI, JR.: That's his original.

DAVID STOCKLES: That's my original.

LOUIS J. BACCI, JR.: But it doesn't look like the rendering. The rendering looks more like a textured brick.

HUGH RUSSELL: And I think what we

have to do as a Board is try to express our feelings and go with the actual final approval for Suzannah.

H. THEODORE COHEN: And if they do a mockup and we want to see it, I'm sure that can be arranged if you want to render your own opinion.

Lou, since you're talking, do you have any other comments?

LOUIS J. BACCI, JR.: I think I'm good for now.

H. THEODORE COHEN: Steve.

STEVEN COHEN: Just a few. I like all the changes that were made. And in some respects the changes go in a more conventional direction with conventional colors and detailing and ordinarily, you know, we don't go for conventional, but in this instance, I think it's a more handsome

building, and I agree that it works better and it is certainly lighter and more residential.

I had only one design comment, and I wonder whether anybody would feel the same way and that's actually on the, on the entry. You know, I hear the reasoning and I remember our criticism last time, but frankly to me it now looks like a much more mundane conventional entry. In the original design it looked like you were trying to do something more interesting, more contemporary looking. And the signage as well. The original signage that you had was, you know, a strong, appealing graphic, I think, which had texture and presence above and now it's, you know, it's more de minimus. I don't know, does --

AHMED NUR: What are you referring

to when you say signage?

STEVEN COHEN: I'm sorry, the building identification.

CATHERINE PRESTON CONNOLLY: That's what it was in the last one.

STEVEN COHEN: The number and the street. And so, personally I actually like the original or maybe take the original concept and lengthen it. You look like you're about to disagree, Hugh.

HUGH RUSSELL: Well, no, I just had an idea about that when I was looking at the drawings. I think we all like the perforated cornice up on the top. And I'm wondering if part of the cornice of this entry element could also be perforated and that would give you some more light and more liveliness to it. I don't think you want to perforate it when people are actually walking in out of

the rain, but it just doesn't -- it might be something to be considered. And, you know, maybe the lettering colors something that could be a little punchier to respond to your comment. So I think I'm basically agreeing with you, that a little more thought might make it a little more --

LOUIS J. BACCI, JR.: Dress it up a little.

DAVID STOCKLES: We can open up this side of it from here over to create the light coming through.

STEVEN COHEN: That makes sense. Nobody's standing there.

DAVID STOCKLES: And punch this element a little bit adjacent to the door.

HUGH RUSSELL: And would you like that or not?

DAVID STOCKLES: I would. I like

the original as well. We went through two or three alternatives here and worked with the City and the owner, and I do like this a lot. I think this is -- it's subtle, but it has a lot of meaning architecturally to me because it reflects the inside as reflected outside. I enjoy that type of architecture. You know, I'm open to going back to more of a trellis here. You know, obviously you want it solid there.

STEVEN COHEN: I think we were just saying it's your call, and obviously it has to be functional. It has to do what you want it to do.

DAVID STOCKLES: Yeah.

STEVEN COHEN: If you can make it stronger and just a more contemporary expression --

DAVID STOCKLES: Sure.

STEVEN COHEN: -- and I think what Hugh suggested might work to add some interest to it.

I just had a couple of other comments and then actually not design comments. I just have this sense that when the public makes comments, there ought to be some acknowledgement of it. So I just want to make a few.

First of all, Heather, on the number of affordable units. I mean, we've discussed this a number of times. It isn't 15 percent of the final number of units?

HEATHER HOFFMAN: That's correct.

STEVEN COHEN: So when you do the calculation under the Zoning, it works out to like eleven and a half percent or something, and so they have -- I know we've disagreed on this, but, you know --

HUGH RUSSELL: It's an interesting point --

HEATHER HOFFMAN: No. It's where you start.

HUGH RUSSELL: Right.

HEATHER HOFFMAN: -- with the number of units that you can build as of right. They've reduced that number to less than the number of units you can build as of right so that they could provide fewer affordable units. That's what they did. They monkeyed with the calculation. It's 15 percent of the number of units you can build as of right. If you look in the application, you'll find it.

AHMED NUR: And you were saying?

H. THEODORE COHEN: Well, rather than our debating this now, I think that staff will confirm with Law Department, if

necessary, what is the correct interpretation of the Ordinance and how the number has to be calculated here.

STEVEN COHEN: I agree, we shouldn't. But I just do think Heather has brought this up a number of times, and I think that somebody once should just respond and put the issue to bed and out of respect for the issue that she raises --

HUGH RUSSELL: And I think we're also looking at a, you know, rethinking this particular subject. And so this point which I agree with Heather is, isn't explicitly covered in the Ordinance. What do you do when you're not taking advantage of opponents? I think that ought to be thought through and incorporated and, you know, I don't know what the answer is. The City has, you know, the City won't make an answer. Is

that the best answer for public policy?

That's what I'm not sure of.

AHMED NUR: My understanding on this is that the law itself is flexible. It says if -- I know you're shaking your head. It says if you get this height and this many units, you got to do that. So proponents usually looking out to the best of their interest, and they say what if I did this, then you get that. So they know exactly where the line is and that's what's bothering Heather. And I think that's the issue. If the law says, look, if you're in this area, the Zone says that you build this and you can't back off it to save on affordability, and that's another thing. But I think that the flexibility comes from the language of the Zoning.

Did you want to respond to that?

STEVEN COHEN: Ahmed, I don't know one way or the other, but I will say this. There should not be ambiguity in such a fundamental provision.

LOUIS J. BACCI, JR.: It comes up every time.

STEVEN COHEN: And exactly. I mean, if there is ambiguity, and I don't know that there is. I'm hearing that there may well be. If there is ambiguity, and then with staff's advice we should take the initiative to remove any ambiguity from the Zoning Code.

AHMED NUR: Right.

H. THEODORE COHEN: Jeff, do you or Iram want to speak to this point now?

JEFF ROBERTS: I'll just try to say one thing briefly because this could get into a very long sort of mathematical lecture, but the inclusionary housing provisions have been

applied to many projects over 17 years, and the way the provisions have been applied has been consistent. Over that period of time there have been questions about the language and the interpretation of the language. Those questions have come up in the past. They'll probably continue to come up, but the application of it has been some -- at least as far as I've been working on it, has been very consistent. I think that if there is a desire to do something different, then that will come through a change in the Ordinance. But I don't think the interpretation is going to change in order to, in order to serve a policy objective. I think if there's a policy objective to be served, it will be served through revisiting the Ordinance itself and making whatever clarifications and stipulations that are needed.

H. THEODORE COHEN: And is the affordable housing trust at the moment looking into this question or is someone else in the City looking into the question? Because I know we've talked about going -- the possibility of changing the number of affordable units.

JEFF ROBERTS: I'm sorry, the trust has looked at this before. They, there was a Zoning Petition, I don't remember how many years ago. I think it might have been five or six years ago looking at the questions very similar to this through a Zoning petition. The affordable housing trust came out in support of the current Ordinance. And the way it's currently already applied, it's created a lot of affordable units for the city.

And currently the City is undertaking a

study through a consultant of the City's inclusionary housing programs that sort of come, sort of following the Incentive Zoning study that was -- what then resulted in the City Council adopting changes to the Ordinance, and the -- and so the inclusionary piece will certainly be a topic of discussion at both the Planning Board and the City Council when that consultant work is completed.

STEVEN COHEN: Could I just --

H. THEODORE COHEN: Yes.

STEVEN COHEN: So one thing, Jeff, just to be clear and fellow members, I'm not even addressing policy now. I'm purely addressing the words, the drafting. And even if there's been consistent, you know, interpretation by the City in the past, if in fact, and I'm sorry I'm at a loss, I don't

have the words in front of me, but if in fact there's ambiguity in the words as drafted, that ambiguity should be resolved. And I think that this doesn't require some big cross-city political movement. It could be just a drafting correction which we should take the initiative to remedy. This is policy aside. Anyway, you know, enough said on the subject I think.

H. THEODORE COHEN: No, I think that, you know, if we expect something coming out of the study in the very near future, that we can wait for that. If it's going to be a longer term study and report, then I'd suggest that at some point we do schedule a discussion about it at the Planning Board and see if we feel that at least as an interim measure some changes should be proposed.

STEVEN COHEN: It's come up.

Two other quick things just responding to comments.

Heather, again, raises this business that this was slated for open space and somehow it went awry. I have no idea what Heather is talking about. And it's irrelevant I guess because, you know, the Zoning before us is the zoning before us, but, you know, it just seems to me that when a neighbor raises a point like that, that somebody, you know, with more institutional memory than I have, you know, you should be in the position to respond. If she's off base, then, you know, she should be rebutted.

And then last comment to Ms. Callahan who talked about those of us who bike, bike, bike and have a car, I have a raised that point a number of times here. I agree with the concern that she expressed. Though I

also point out that it's -- those of us who have families and children who may be more inclined to have a car in addition to our bikes, but there are a lot of singles here, and my understanding from the studies in the city is that, you know, many of the singles really don't have cars. So I'm attentive and a little concerned about the issue that you raise, but I guess that train has kind of left the station.

JULIE CALLAHAN: I would tend to just disagree with you.

H. THEODORE COHEN: Please.

JULIE CALLAHAN: About singles not having cars.

STEVEN COHEN: Yes.

H. THEODORE COHEN: Anything else?

STEVEN COHEN: I think that's enough.

H. THEODORE COHEN: Okay.

Catherine.

CATHERINE PRESTON CONNOLLY: On what almost sounded like an endorsement from Steve on that, on the parking issue, I'm almost hesitant to talk about it. I would just like to say on the math and just to confirm my understanding, the issue was raised that, you know, essentially there's more parking demand than there are spaces. My understanding, if that ends up being true, that essentially there's a cascade; is that correct? So that people are -- never move more than one building away from the closest -- from the parking under their building; is that correct?

ATTORNEY JOHANNA SCHNEIDER: That's absolutely correct. And we've got our transportation consultant here. And if

anybody wants us to run back through the exact numbers and what the occupancy is and how much capacity particularly in the 303 Third Street garage, we're happy to provide those numbers.

CATHERINE PRESTON CONNOLLY: That's what I recall was that there was ample space in the 303 Third building, so that if all 50 of those spaces need to be moved over to the 303 Third building, they could be making room for the -- making space for folks from 195 to use the underground space.

ATTORNEY JOHANNA SCHNEIDER: And there will be excess capacity in the garage after that.

CATHERINE PRESTON CONNOLLY: I just wanted to get that on the record.

So with that said, that was my -- the only thing that I wanted to clarify was from

the comments that we got from the public that was my understanding. And you did already confirmed that the at grade rate will apply to people for the length of their tenancy, which is not the same as their lease.

ATTORNEY JOHANNA SCHNEIDER:

Correct.

CATHERINE PRESTON CONNOLLY: I don't have any comments about the design. I, I don't -- I do think in general it looks a lot better and more residential and I'm happier with it and not -- I don't have the same wonderful vocabulary my architect colleagues do to express why I like it better, but I do. And I trust that as the design continues to evolve with staff involvement, it will continue to be improved. So I'll just finish up on the parking issue to say that I totally agree with Steve that the data and the City

bears out and as does your experience with 303 Third that the combined pooled parking for the buildings should be more than adequate to serve all the populations, both the families who are multimodal and have cars and the singles and couples who don't have cars and the families that don't have cars, because there are even a handful of them, but it's, I'm encouraged by it and very supportive of it.

H. THEODORE COHEN: Just before we go on, I just have a question about the parking. Do people who have parking leases, do they have assigned spots?

DAN EGAN: They did not have assigned spots.

LAURA BOULE: What building are you referring to?

H. THEODORE COHEN: When it's

constructed --

LAURA BOULE: No.

H. THEODORE COHEN: So people will be parking in 195?

LAURA BOULE: Correct.

H. THEODORE COHEN: They won't have assigned spots and they'll just come in and whatever spots are available?

LAURA BOULE: Correct.

H. THEODORE COHEN: And that's true for the people who will be in 303?

LAURA BOULE: In the time frame within this would happen in, we turn 50 percent of our units over a year which is average for apartment buildings in the City of Cambridge. So we'll have a large adjustment period knowing when that lot will come down and being able to work new leases coming into the building that are living at

Lofts who are living at 303 before they move in the garage so we have ample movement for people coming into the parking lot into the garage at 249 Third Street or Lofts at Kendall. Sorry.

H. THEODORE COHEN: Okay. Thank you.

Tom?

TOM SIENIEWICZ: Well, I've been challenged to try to use good vocabulary. I don't know, I'm also painfully aware that I'm jumping into the middle of a conversation and I do not want -- since I wasn't at the initial hearing here and I do not want the applicant or the City to feel whipsawed by my particular comments. So I want to be very, very careful about how I talk about what I'm seeing before me tonight. But just a couple of issues just very, very briefly comparing

the two sets of renderings. So obviously I can see the evolution and the conversation that informed that. There's one question I had and it relates to the issue of character of East Cambridge or the character which I think is something that would be the basis on which one could rationally enter into a design review where one would argue that the architecture is affecting the quality of the public realm. If we take the premise that yes, we want a building that addresses the character of East Cambridge and then by extension potentially the character of its use which is a residential character, I turn my attention to the modification of the windows. Somebody shaking their head?

HUGH RUSSELL: He's offering me a piece of candy.

TOM SIENIEWICZ: I thought you were

disagreeing with me.

HUGH RUSSELL: No, sorry.

CATHERINE PRESTON CONNOLLY: Not yet.

TOM SIENIEWICZ: Not yet.

AHMED NUR: It's honey candy.

TOM SIENIEWICZ: With that editorial warm up, it actually relates to the change in the windows and not the color, but the proportion of the openings. In the original design, then, the proportion of the openings to my eye anyway, is more akin to East Cambridge. More akin to a residential building by comparison to the new asymmetrical disposition of the window volumes which upon larger sheets of glass are proportions that are not familiar in the vernacular of East Cambridge. So to the extent that those are goals that we're trying

to match the character potentially or not mimic it, but match the spirit of the character of the proportion of those kinds of openings, I find particularly important to communicate the sense of the building.

So I have only one other point. I think the evolution of the building has been very, very positive.

My other point really actually relates to the trees. The renderings point out the importance of the presence of the street trees. I know that the, in reviewing the application materials, that there has been a tree survey. There will be demolition of the trees on the site. It's part of the redevelopment. But the street trees are noted to be protected and remain, and I was wondering just about the details of that or just to encourage staff to get on that. I

know the tree committee here in Cambridge is working very, very hard to come up with standards that will increase the survivability of street trees in light of the fact that they're really important in this environment as every rendering focuses on them. I really hope that the staff can focus in on that. So question for the architect relative to the window volume.

DAVID STOCKLES: So, again, I somewhat agree with your comment. We did receive some feedback at our last hearing that the windows seemed dark. So obviously we lightened them.

And then the scale, we got a comment something to the fact that the building didn't have much variety. So I believe in response to that we still have the -- what I would call the more traditional window

mullion arrangement on 85 percent of the building. And we just took those two corners as an opportunity to do something a little different and provide a little bit more variety there.

TOM SIENIEWICZ: Well, to my eye the variety has cost the character of the building, it looks less residential in my opinion.

And one last comment on the brick, it's impossible to determine what the correct brick is in this light, but something that I agree, the light's terrible to evaluate something like that, but there is a --

H. THEODORE COHEN: Excuse me.

TOM SIENIEWICZ: There is an important difference between the two brick samples, right? Which is in the proportion of the units, right? The one that you prefer

is a 12-inch unit.

DAVID STOCKLES: They would both be normal.

TOM SIENIEWICZ: I see, okay. So you weren't proposing that you would --

DAVID STOCKLES: This is just an off-the-shelf board we got from the masonry rep. This was something that I prepared with the grout and the precast and the actual brick well before.

So this came out about a week and a half ago, and this had been prepared. It would be the same scale brick, the norm.

H. THEODORE COHEN: Which scale?

DAVID STOCKLES: This scale.

H. THEODORE COHEN: That scale?

DAVID STOCKLES: Yes. This is a normal brick, this is a 12-inch.

TOM SIENIEWICZ: So, okay. I'm

confused. So the brick, no matter what color it is, will be in the 12-inch unit rather than the conventional eight-inch unit?

DAVID STOCKLES: Yes.

TOM SIENIEWICZ: Okay. So that's a little bit unusual for -- I mean, that's, again, not within the vernacular. I don't know if I have an opinion about that, but it may be something that a properly design review should focus on proportion of bricks. I don't know if staff understood that, that those would be elongated like that.

Okay. Thank you and thank you for being so cooperative in making adjustments per my colleagues' comments.

Thank you.

H. THEODORE COHEN: Ahmed.

AHMED NUR: I already support this project. I just wanted to ask one more

question with regarding to the roof racks. Usually when you have the screening it's horizontal to height rooftop units. This time it looks like it's a rack. And are you planning on putting on top of it, by looking at this rendering, a rooftop unit? These guys here.

DAVID STOCKLES: Those are not trellises, those are rooftop space.

AHMED NUR: For planting or something?

DAVID STOCKLES: Not planting but a shade element that they could potentially put fabric shade up there in times during the summer and spring.

AHMED NUR: Okay.

Thank you, Mr. Chairman.

H. THEODORE COHEN: Hugh, anything else?

HUGH RUSSELL: Just a follow-up question to Tom's question. Would you be using half bonding or third bonding?

DAVID STOCKLES: Third.

HUGH RUSSELL: Third bonding.

H. THEODORE COHEN: For those of us who don't have a vernacular, could you tell us what that means?

HUGH RUSSELL: So, we have a 12-inch long brick. You can, you can see on the sample there.

DAVID STOCKLES: This is third bonding.

HUGH RUSSELL: They overlap instead of the stripes come down in the middle at the brick below, and at the third point and that makes it a lot easier to go around corners. And it also gives you an appearance. It's slightly different.

LOUIS J. BACCI, JR.: Long stretches.

HUGH RUSSELL: I think we can just put that on Suzannah's plate as another aspect.

AHMED NUR: They have a pre-made cornice that they can --

DAVID STOCKLES: No. They'll just lay the brick on the corner going up.

HUGH RUSSELL: Right, I mean --

AHMED NUR: Like a joint.

HUGH RUSSELL: I have strong personal opinions here but I'm not sure they're public policy opinions. When I use 12-inch brick, I always half bond it, but it's also, I also use very large bricks so that they, they're like four-by-twelves.

LOUIS J. BACCI, JR.: Jumbos?

HUGH RUSSELL: So they look like

bricks but the same proportions. So, that's one reason I do it that way and it means that you have to have 10-inch bricks as starters and -- in order to have that work out. But anyway....

H. THEODORE COHEN: In all my years I don't recall a discussion of this length about the bricks that were being used or not being used.

TOM SIENIEWICZ: And no, I mean --

H. THEODORE COHEN: I'm not saying it's not a good idea.

TOM SIENIEWICZ: In Hugh's defense, I think there might be a public interest here. You did say personal preference, but I always -- when I think about the context of design review, I think well, what's the public interest here? You know, never mind our opinion. A lot of people -- reasonable

people can disagree on aesthetics and disagree on architecture, goodness knows. And so now we say we really need to be disciplined about the input that we're giving here. In what way does it make the public realm better, right?

The question about proportion and bonding, I believe you could say, well, that if we're starting the premise that we're trying to match the character of East Cambridge, or we're trying to abstract the character to something else beyond East Cambridge, then that informs that decision quite rationally about the way in which you might bond that brick. And so I think there is a public interest here if we are in fact trying to make a building that fits into East Cambridge. I think we probably want to see the conventional size brick as the architect

has promised he would use.

STEVEN COHEN: No, he's the opposite.

TOM SIENIEWICZ: He's the opposite?

LOUIS J. BACCI, JR.: He wants to use eight-inch brick with half bond.

TOM SIENIEWICZ: I object so.... the 12-inch brick, third bond or half bond per? So if it's 12-inch brick --

DAVID STOCKLES: Traditionally we do it third bond on many of the projects in the past three or four years. Again, this is probably an item of discussion once the brick, we mock it up and we can look. I mean, I have no problem going to a normal brick. I'm just saying this is where, this is where we were at. We've worked with staff to get here. So....

HUGH RUSSELL: I mean part of our

problem --

LOUIS J. BACCI, JR.: No samples.

HUGH RUSSELL: -- here is the, is sort of the intellectual concept that the building is trying to relate somehow to the factory buildings in East Cambridge and yet be different and be residential. And so as a visual person, you could go down that road and come up with something that you might not like just because it was intellectually pure. Now, you know, I think if you sort of set that aside and ask the designer to say what is it you think is going to look the best here and listen to that and, you know, see, see where you go from there. You know? And I -- this building is not a factory building. It never was a factory building. It's -- the idea is that it should live comfortably with some of the factory buildings that are

around. But does it have to be a sibling?
Can it be a cousin?

LOUIS J. BACCI, JR.: But, yeah, I was happy it had brick.

H. THEODORE COHEN: But I mean an interesting point, because actually as much as I do like this, I actually preferred the darker rendition of the original presentation because it looked to me more like a factory building that had been repurposed into a residential building rather than a new residential building that looked more generic and was just being plumped down into this particular location. But be that as it may, I mean, you know, I think it's been the consensus of this Board and staff that, you know, the lighter pallet was preferable. And so, you know, that's where we are. And I think, you know, it will be up to the

architect to be working closely with staff, and that I think there should be some mockups. And I think maybe if staff can tell us when and where the mockups are so people can go and look at it and feel strongly one way or another, they can let that be known to staff.

Now since I cut off Thacher, do you have any comments?

THACHER TIFFANY: A couple of brief things and I guess my microphone isn't working so it's okay.

Oh, thanks.

So one comment on something that's been talked about, I agree with Tom. I like the rhythm of the windows broken into thirds that we lost on this rendition. There might be practical reasons for that but if they're purely aesthetic, I vote for the more broken

window.

A new topic. On the entryways for the townhouse layouts, the steps, I think the stoops are greatly improved. And I noticed that you switched from what looked like a metal door to a glass door. And I just wondered, you know, from a practical perspective, it seems like that's difficult. If I lived there, I would want to cover it and then I'd have, like, a banging shade every time I open the door. How do you think about that?

DAVID STOCKLES: Well, the shades can be affixed to the door if that's what you prefer if you were a tenant.

THACHER TIFFANY: Okay.

DAVID STOCKLES: We've done that on a number of high rise buildings where you have the patios out and it's all curtain

wall. We just thought it was, again, it opened up, it created more of a friendly approach to the stoop than a solid wood door.

THACHER TIFFANY: Yes.

I mean, I'm curious what other people think, but my feeling about that sort of treatment is you get something that's supposed to be transparent that has a blind on it so it's like the opposite of that. But I'm not going to make an issue of it.

H. THEODORE COHEN: Anything else?

HUGH RUSSELL: I would just comment as an owner of a house that has a glass front door with blinds on it that do bang in the wind. What happens is that during the day you can have the blind open and the existence of the blind gives you a lot of privacy. So you can feel connected to the outside. At night you have to close it if you want to

feel protected. I don't think you want people, you know, walking down the street and looking in so much, but the notion of the glass says you can sort of could and that it's much friendlier. Also you have to be careful about cats, they can bend the slats.

STEVEN COHEN: Can you deal with that issue, cats.

DAVID STOCKLES: Dogs.

H. THEODORE COHEN: Thatcher, did you have any further comments?

THACHER TIFFANY: No.

H. THEODORE COHEN: All right, well I'll wrap up --

LOUIS J. BACCI, JR.: I don't know if you're going to be wrapping up.

H. THEODORE COHEN: Okay, okay.

Well, first I'd like to thank you for your renderings where you showed the previous

one and then the proposed.

LOUIS J. BACCI, JR.: Yes.

H. THEODORE COHEN: That was very helpful.

DAVID STOCKLES: Suzannah's recommendation to assist you and make your life easy.

LOUIS J. BACCI, JR.: Yes.

H. THEODORE COHEN: That was very helpful and really appreciate it. So we didn't have to go back between sets. It was really helpful to have that.

And I, you know, I think I talked all I want to talk about the exterior design except to say that I do really like all the balconies in the rear.

LOUIS J. BACCI, JR.: Yes.

H. THEODORE COHEN: And I think that really leads very well with the foundry

building and whatever ends up there. And that if you can get the transformer underground, that would be great. If it doesn't happen, it's just relocated, I still think it's better.

Will we see any mechanicals when this is done?

DAVID STOCKLES: No, no. We have a full screen wall.

H. THEODORE COHEN: So what we're seeing now in these renditions --

DAVID STOCKLES: Yes.

H. THEODORE COHEN: -- we ultimately won't see --

DAVID STOCKLES: They're located racks. This is a floor plan of the first floor. The mechanical equipment are over the corridor, and they have five or six high walls on the side on the roof. There's no

way to see -- mechanical equipment, these are little air handler -- not air handlers, condensers on the roof that are maybe three feet high. And then we have a large wall at the back of our roof deck that hides all of the large rooftop units to serve the corridors.

H. THEODORE COHEN: So in the rendering you have of the view at dusk --

DAVID STOCKLES: Yeah.

H. THEODORE COHEN: -- it doesn't matter, that one or the one in the daytime. That's what someone standing in Rogers Park will see?

DAVID STOCKLES: Yes, absolutely.

H. THEODORE COHEN: They won't see any mechanicals?

DAVID STOCKLES: No. No.

H. THEODORE COHEN: Great.

I think everybody's spoken about everything else that I had.

Lou, you --

LOUIS J. BACCI, JR.: I was just going to have the traffic person do a quick run through of how this parking arrangement came up just to get everybody on the same page. Please.

H. THEODORE COHEN: If you can do that quickly?

JOE SAN CLEMENTE: Sure.

Name's Joe San Clemente, transportation engineer, Howard/Stein-Hudson. As part of the traffic study, we did include a very detailed parking analysis that was in close consultation with the City's Traffic, Parking, and Transportation Department. What we took a look at, what the existing demand is at 195 Binney and 285-303 Third Street.

In general these two buildings are -- the demand per unit is only about 0.58 to 0.68 vehicles per unit that we're seeing parked in the garage. This is consistent with what we're seeing for U.S. Census for the large area which is 0.78 vehicles per household in this area of the city.

Overall throughout Equity's portfolio there's about 721 parking spaces, including the 74 spaces at the site that's being redeveloped. These spaces are fairly well utilized during the day and on the weekends. However, the parking garage at 195 Binney with 106 spaces and the 527 space garage at 285-303 Third Street is only about 40 to 50 percent occupied throughout the day and throughout a typical Saturday. So we are seeing that there are several hundred parking spaces that are potentially available. So

the thought is that the proposed building, since it's gonna displace those 74 parking spaces, they would in the future park at 195 Binney, as well the new residences. If we do feel that 195 Binney can't accommodate everyone that's parking at 195 Binney today, as well as the new project, there will be that cascade effect where the portion of the residents at 195 Binney will be transferred to 285-303 Third Street which is within the 300-foot distance. So just a couple blocks away where we do see there's easily two to three hundred parking spaces throughout the day.

LOUIS J. BACCI, JR.: Just because it was brought up, how do you handle your contractors and so forth coming to work at these buildings?

LAURA BOULE: I can address that.

If it's something where they have to have access to the garage, we do have one or two spots we would let them in. But, again, during the day most of the cars that -- for people who are driving, if they are taking a car to work, there is that availability because they are out of the garage, but we would typically have them park on Rogers Street or we would have them park over on the 303 garage. Like myself when I visit the site, I park in the 303 garage typically and walk over to that site or walk along Rogers Street.

LOUIS J. BACCI, JR.: So you would have them use the garage spaces?

LAURA BOULE: Yes.

LOUIS J. BACCI, JR.: And you don't feel like there will be any overflow on to the public street?

LAURA BOULE: No.

H. THEODORE COHEN: Do you have any other questions?

LOUIS J. BACCI, JR.: No.

H. THEODORE COHEN: Anyone else have any other questions?

(No Response.)

H. THEODORE COHEN: Are we ready to proceed with this?

(All members nodding affirmatively).

H. THEODORE COHEN: Okay, staff's memo. So there's the -- why don't we take them in reverse order first.

So there's a Special Permit for 249 Third Street, 195 Binney Street, and 303 Third Street to have the reduction in the required parking. It's under Section 6.35.1 and findings would be that there is a lesser amount of parking will not cause excessive

congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood. Or will provide positive environmental or other benefits for the users of the lot in the neighborhood, including in assisting in the provision of affordable housing units.

People comfortable with making such a finding?

STEVEN COHEN: Yes.

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: And then there's a request for approval for off-site accessory parking under Section 6.22.2 which requires finding that there's convenient and safe access for parking facility for the use being served as provided.

That no off-site accessory parking will

be located on the lot which has a more restrictive zoning classification.

And off-site parking is located within 400 feet of the lot being served for residential uses.

People comfortable with making that?

AHMED NUR: Just a quick correction, the section is 6.22.2.

H. THEODORE COHEN: Yes.

AHMED NUR: Okay.

H. THEODORE COHEN: Okay?

And so then the Special Permit for 249 Third Street is basically a project -- well, there's a reduction in side yard to ten feet for new residential buildings in Industrial A-1, it's Section 5.34 footnote b. And we would have to find that the yard is suitably landscaped to effectively buffer building walls from abutting lots. We have not talked

about that this evening, but we did discuss that in the hearing a couple of weeks ago.

CATHERINE PRESTON CONNOLLY: A previous hearing.

HUGH RUSSELL: It shows on the plans.

H. THEODORE COHEN: It shows on the plans.

Are we comfortable with that finding?

(All members agree.)

H. THEODORE COHEN: And there's the project review Special Permit under Section 19.20. The project will have no substantial adverse impact on city traffic within the study area. Upon review of the traffic impact indicators and transportation impact study and mitigation efforts proposed. Which we received a report from Traffic and Parking and we've heard from the traffic engineer

here and we've heard from the public.

CATHERINE PRESTON CONNOLLY: Right.

HUGH RUSSELL: And there's a list of conditions in the report.

H. THEODORE COHEN: And there are a list of conditions from Traffic and Parking that we'll get to.

And then ultimately the project is consistent with the open design objectives of the City as set forth in Section 19.30 which are set forth also in staff's memo.

And are we comfortable with making such a finding based upon the urban design?

AHMED NUR: Yes, we are.

H. THEODORE COHEN: Conditions in the Ordinance and in the memo.

And so then we have a report from transportation --

CATHERINE PRESTON CONNOLLY: One

other thing. We also have to do the Minor Amendment, right?

H. THEODORE COHEN: Right, yes.

CATHERINE PRESTON CONNOLLY: I'm sorry.

H. THEODORE COHEN: That's separately, but that's okay.

CATHERINE PRESTON CONNOLLY: I thought you were doing everything together there. Sorry about that.

H. THEODORE COHEN: And then we also determine that it's a Minor Amendment for 303 Third Street in Planning Board case No. 189. That the change with regard to the parking is a Minor Amendment under Section 12.37.2.

That it does not alter the concept of the PUD in terms of density, etcetera.

And Minor Amendments shall include, but not be limited to, the small changes in the

location of buildings, open space or parking or realignment of minor streets.

CATHERINE PRESTON CONNOLLY: Right.

H. THEODORE COHEN: So are we comfortable with concluding that it is a Minor Amendment?

HUGH RUSSELL: Yes.

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: So those are all the findings that we need to make. But then, you know, if we were to vote to approve this project, there were conditions that were raised in staff's memo that I think we wish to adopt, including certainly ongoing design consultation and review, and I think we would strongly recommend that there be a mockup of the brick done, and that staff advise the Board when that mockup is available to be reviewed. And that other ongoing design

issues that have been discussed tonight and that Suzannah raised and Jeff reported on in the memo also be included.

And also that there was a memorandum from Traffic and Parking.

AHMED NUR: Anyone from Public Works?

H. THEODORE COHEN: And that the conditions set forth in the Traffic and Parking memo dated August 13th be incorporated into the decision.

And that the conditions that were in Public Works' memo dated August 5, 2015, also be incorporated in the decision or that all be a requirement of their meeting with Public Works in getting their approval for everything that's been done.

Were there any other conditions?

STEVEN COHEN: Yes. Also the

inclusion of two moderate income units.

80 --

H. THEODORE COHEN: Thank you.

STEVEN COHEN: -- 120 percent of the 80, and I think also that the reasonable efforts be expanded to, you know, provide for depression of the --

JOE SAN CLEMENTE: Transformer.

STEVEN COHEN: -- transformer. And if that's not achievable, that the location of the transformer be adjusted as shown in the presentation to the --

LOUIS J. BACCI, JR.: Rear of the building.

STEVEN COHEN: -- to the side -- rear rather than shown in the original drawings.

H. THEODORE COHEN: And, Jeff, are you clear on all the conditions?

JEFF ROBERTS: Yes, I think I'm clear on the conditions as long as the Board is comfortable incorporating everything that was suggested in the staff memos.

Just to be clear that there is no determination or vote. The final decision being taken on the color of the brick and that the joins and all the details that I will try my best to report the conversation back to Suzannah on, but that we'll, that final selection will be left to the discretion of staff in review of the materials mockup and any other materials that are provided?

H. THEODORE COHEN: Yes.

JEFF ROBERTS: Okay.

H. THEODORE COHEN: Okay, would somebody like to make a motion?

CATHERINE PRESTON CONNOLLY: I move

that we approve the Special Permits and Minor Amendment as you have outlined and according to the findings we have all indicated that we agree with.

STEVEN COHEN: And subject to the conditions.

CATHERINE PRESTON CONNOLLY:
Subject -- yes, subject to the conditions discussed.

AHMED NUR: So moved.

H. THEODORE COHEN: Is there a second?

STEVEN COHEN: Second.

H. THEODORE COHEN: Liza, who can vote on this? Or who cannot vote on it?

LIZA PADEN: So it's you Ted, Catherine, Thacher, Ahmed, Hugh, Louis, and Steve.

H. THEODORE COHEN: So all those in

favor of the motion?

(Raising hands.)

H. THEODORE COHEN: Everyone who is entitled to vote, it's unanimous.

Thank you very much.

STEVEN COHEN: Thank you.

ATTORNEY JOHANNA SCHNEIDER: Thank you.

H. THEODORE COHEN: Good luck. We look forward to seeing the brick.

We will take a five minute break and then come back and talk about CambridgePark.

(A short recess was taken.)

H. THEODORE COHEN: All right, now we're in Planning Board case No. 304, regarding 1718-1730 Massachusetts Avenue. There has been a request to extend the hearing.

So, Liza, do you want to --

LIZA PADEN: So we received a letter from the applicant's attorney, Jim Rafferty requesting a postponement of the hearing scheduled for this evening to a date in the future. No certain date was asked for, and so anything that does get scheduled will be re-advertised both in the newspaper and posting on the site. And he has also extended the 90 days for final consideration until December 20th. So if the Board would make a motion to accept that extension, I can file it with the Clerk's office.

H. THEODORE COHEN: And my understanding is the extension is because they're still discussing things with neighbors and working on the design; is that correct?

LIZA PADEN: I believe so.

H. THEODORE COHEN: Okay.

Any questions?

All those in favor of agreeing to an extension?

(Raising hands.)

H. THEODORE COHEN: Unanimous.

AHMED NUR: Do we have a date?

H. THEODORE COHEN: No.

STEVEN COHEN: Should we hold on to these materials?

H. THEODORE COHEN: That's not it.

STEVEN COHEN: Oh.

LIZA PADEN: So the next item under General Business is a design review for 88 CambridgePark Drive which is Planning Board Special Permit 292. And there are some revisions that the applicant would like to have approved by the Planning Board.

Suzannah and I both felt that they were both over and above what we could do over a

general review of the building permit set. We've asked the developer to come in with the changes that they're proposing and an explanation of them. And if the Board then decides they would become part of the final document for the Building Permit certification.

DAVID HALL: Good evening, Mr. Chairman, members of the board, David Hall from the Hanover Company. We were here before you I think it was August 18th to discuss some design revisions. The Board will remember that the Hanover Company is a prospective purchaser of the property. We were not part of the original permitting. It was done by Blackstone BRCTD.

I think to summarize the Board's feelings briefly, some of the changes we proposed in mid-August last -- we took some

of the zip out of the building, and you'd like to see us reconsider that. And so we certainly have. And we think -- we hope we put that all back.

The other comment, I think there were some flow issues in the lobby, club, the location of elevators, and that kind of thing. And we concur, we think we've rerouted those things and really fully redesigned our amenity spaces. And we've been back and forth with staff a couple times on all of these things, and I think we have some consensus. But staff asked us to more fully explain the changes and the revisions tonight. So to do that, we have Claes Andreasen from Arrowstreet, Rick Stinson from the Hanover Company. We'll all collectively try to answer your questions. And Claes has a presentation. Despite the thickness of the

package, we do think these are relatively short in number and fairly simple to explain so we're happy to accelerate through given it's the late hour, but spend as much time as the Board would like on any one issue.

CLAES ANDREASEN: Claes Andreasen C-l-a-e-s A-n-d-r-e-a-s-e-n from Arrowstreet. Can everybody hear me now?

So like David said, we prepared a packet. We've been back and forth with staff a couple of times. We had a meeting with them the beginning of September, talked about some of the things that we proposed at the August 18th meeting, and what we can do to get like David said, the zip back in the building.

As recently as last week Suzannah had asked us to prepare a comprehensive packet that included all of the changes that we've

included. We had sort of created incremental steps along the way of exhibits. So what you have in front of you is a pretty comprehensive set here with 45 pages. It has everything that we are proposing, and it tries to answer all of the questions that we heard at the last meeting.

So, without further adeu, I'm gonna run through this quick. And like David said, if you have questions, please stop me.

All right, so this is the original plan from last September that was permitted by you. It's included three buildings, garage in the middle, a smaller building on the left side, and a larger building on the east side for a total of 258 units. 254 units. The number of units has stayed the same.

This was a plan we had brought in August. You had asked us, made some comments

and staff had asked us to take a closer look at certain things regarding the plan. More specifically, the ground floor conditions along the outside edges and how they connect to the landscape and spaces outside and how we were really activating the building along the -- along its edge.

This is the plan as it is today in its new form. There were some questions last time, and staff had also asked questions about the public, retail, and future retail spaces. In this exhibit we try to show that we are keeping those spaces exactly as they were permitted. The only change is that we're flipping the size of two of them on the right side there, but essentially the total square footage of public amenity and retail and community space is the same. I'll get into a little more detail of the edge

conditions of the ground floor in some later slides.

Here you can see we've updated the landscape plan to better represent size of trees that we're proposing.

These are renderings. Each of these renderings, as you'll see, have three slides. One the first slide like this one shows what we are proposing today.

The next slide shows the comparison. In this one very little has changed. As a matter of fact, nothing's changed. So this one's somewhat moot.

And, again, no change on this one since last time, but I will just run through the general changes that we mentioned at the August 18th meeting.

The minor changes to the plan, and this goes for the whole project, just to get the

units and circulation spaces and things to work ideally for Hanover's layout of the units. There were some small changes to the retail and residential canopies indicated by No. 3 on this view. And that's generally all in this view that's changed from the original.

This next view illustrates a vantage point standing next to the garage heading east. And on the right you have the garage which has not changed. And in the background you have the east building. There were some comments about the colors of windows when -- at the last board meeting. As you'll see in this slide and it's probably, you can see it better in your packet, that there were some negative comments about the white windows inside the yellow areas, so we have changed those back to a darker grey color, and I

think they really do pop again like they do in the original. Again, there were some minor plan changes, window placement changes on the elevation, but I think nothing that has any sort of impact on the look of the building.

This next view, which is a very important view of that corner building illustrates the same changes that I just mentioned. The window colors. One note on this drawing that there was some talk about the railings last time at the last meeting, and we did mention that those would likely not be horizontals for safety reasons. They're still illustrated in this model as horizontal, but they will likely not be that in the future. They either be a panel or a vertical picket to make it safer.

Again, colors of windows important in

this view. And, again, the grey windows in the yellow areas.

H. THEODORE COHEN: Excuse me, when you say a panel, does that mean that it's going to be filled in and will not be --

CLAES ANDREASEN: It will not be opaque. It will be a lattice-type panel or a two-way mesh, but it will not be opaque. You will be able to see through it.

This view looking east back at the 130 project in red, again, illustrates that we've sort of moved back to the original color scheme for the windows. Dark grey in the yellow areas, dark grey, and dark green and grey areas. We are using white window and light grey areas and we're using a grey, a warm grey at the brick areas. And, again, on your sheets you can see the comparison closely. Some of these things I realize are

very hard to see and that's why we've called them out on the final page.

The -- this next view very similar. Again, the new window colors we think brings us back to really where we were in the original permitted renderings.

So there was a lot of talk about this elevation at the last meeting, and also we had some conversations with Suzannah and Stuart subsequent to that. There was a couple of items here, the large, if we go to the original and then we go to the -- what we had on the 18th, the -- it was noted that the proportion of that important view from the bridge, that end piece had gotten more horizontal and it was less desirable, so what we actually did is we -- sorry, we sort of -- a corner condition in there. We put a green band so we sort of went back to the

proportion of the lighter grey that had a more horizontal feel and really tried to replicate what was happening in the original, as you can see side by side there. As opposed to the bottom left, which was in August.

H. THEODORE COHEN: So has the -- has the unit changed in size?

CLAES ANDREASEN: The building has not changed in size. No.

H. THEODORE COHEN: Well, I mean as I look at the drawings on the lower left, there's a setback. And now on the right-hand side it looks like it's no longer set back.

LOUIS J. BACCI, JR.: The whole building's changed.

HUGH RUSSELL: Well, the whole buildings changed in August.

H. THEODORE COHEN: Right,

between --

HUGH RUSSELL: And now you're saying the plan --

CLAES ANDREASEN: We left the plan changes intact, but we used color and panel on that inside corner to give the building the more vertical feel that you had asked us.

H. THEODORE COHEN: Yes, but I'm still confused. If you look in the lower left --

CLAES ANDREASEN: Yes. It's wider, right, than the one above it which was the original.

H. THEODORE COHEN: Yes. That I know about that change.

CLAES ANDREASEN: Okay.

H. THEODORE COHEN: But it looks like the building on the right-hand side sets back at its left edge. And now on the newest

drawing what is now in dark grey doesn't look to me like it's set back. It was just --

CLAES ANDREASEN: So are you talking about this area, this smaller area in here? I think this is the better view. This piece right here?

H. THEODORE COHEN: Yes.

CLAES ANDREASEN: So that is actually a step in the building.

H. THEODORE COHEN: And can you enlarge the new?

CLAES ANDREASEN: And the new one has a very, it's the very same step.

CATHERINE PRESTON CONNOLLY: But that's one that showed up in August?

CLAES ANDREASEN: And now it's on the other side of the green stripe.

H. THEODORE COHEN: So that's set back the same amount?

CLAES ANDREASEN: Correct, it is.

H. THEODORE COHEN: Okay. In the drawings it looked to me like it had moved forward.

CLAES ANDREASEN: I think that's just a visual.

H. THEODORE COHEN: All right.

AHMED NUR: Shadow.

CLAES ANDREASEN: One item that Suzannah had brought up to us is that in the original, this center wing had an area of brick and had sort of a strong shadow line above the brick, and she mentioned to us that she thought it was better like that than our proposal in August. So, again, we went back and we added a second story of brick and shadow line similar to what was originally proposed.

Another item that was talked about a

bit was that on the original proposal it was an open garage. Whereas now because of the want or temper of the garage, that back wall will be solid. You had asked us what we could do to fix that on the -- in the August, it was just sort of a white blank wall. So now what we've done is we've gone back and we've in-filled the wall in a dark color and added windows along that wall.

And if you go to the next page -- sorry, there's actually a detail of that in the lower left of how we're proposing to do that. There will be some gas meters which we're sort of stuck with, but we're doing everything we can to make that nice, active edge especially as it pertains to the potential for a walking path or a bridge along that side.

And I think the similar comment about

the material, the window colors, of course, apply here as well.

HUGH RUSSELL: So right now it's functioning as a fire lane?

CLAES ANDREASEN: Yes.

HUGH RUSSELL: And that it can be used for somebody who wants to walk a circuit or something and likes railroads?

CLAES ANDREASEN: I should also mention that we did meet with staff on, and tried to get a better understanding of what was coming as far as the bike bridge, and I think we're in a good place for that.

So, again, just to make this package comprehensive, we sort of added a lot of the exhibits that were originally part of the set, even back to last year. This is the material pallet. This has not changed. Again, some of the window colors have

changed, but the materials themselves have not changed. Similar for the west building and similar for the garage.

I think Suzannah was interested in us sort of creating a record of everything that was going on.

So if we go into a little more detail about the ground floor and especially at the east building, although we'll show you the west building also, there was a lot of talk about the original plan and how it had these four very distinct entries, how they were connected to the landscape outside of it, and how the uses along the edge were very active. And this was the plan that we presented in August and we got comments from you that many of those items had somehow been lost in this version. So we did a lot of work. And, again, met with Stuart and Suzannah. And

what we've tried to do here is come up with a plan that really addresses those big, those big moves, and the want for a really active connected ground floor. So I should also note that this, this is a plan of the initial build out. And the next slide will be a plan that illustrates what will happen in a future retail scenario. Because we are, as part of this permit, there was -- you wanted a scenario that showed what would happen if somehow in the future retail became a viable option here and how we would do that. So that's going to be the next slide.

But, again, the big point here is these four major entries that are connected to the site and landscaping.

So on the left side we have an entry that faces down that street to the west, to you know, passed the garage and down to that

square between 130 CambridgePark Drive and the new 88 West building.

On this west side we're proposing putting a bike lounge, which has its own sort of distinct bike lobby type area which would have, you know, bike storage but also bike fixing equipment as well as seating areas, so it's sort of like an informal bike lounge. And this has been done at 160 CambridgePark Drive.

And, again, in this initial build out phase, just to the east of that would be a residential amenity space, most likely a fitness center. So what we're trying to do there is tie this sort of more active bike use to the fitness area and try to keep those in sort of the area.

We are maintaining an internal connection like we did in the original, and

that was something that was lost in the last plan, but we put it back. An internal connection through the building that connects all four of these entries. The major or one of two major entries to the building at the center connects to a raised crosswalk and the playgrounds on the other side. That's all still the same.

Our leasing area and some back-of-house functions are there, but those circulation spaces at the exterior of the building are imagined as not only circulations but also informal lounge areas that are up against the windows. So really trying to activate that edge along the outside of the building.

The main lobby to the building is sort of on center with the cul-de-sac and the other crosswalk, that would be the main entry point to the building. There's a media room

there.

Again, moving farther to the east,
another lounge up against the window.

And going down to the southeast,
another residential amenity space, something
that Hanover calls The Club, but making sure
to maintain that connection to the outdoor
game area and a major entry at that point as
well.

DAVID HALL: Mention the elevators.

CLAES ANDREASEN: One other thing
that you had mentioned last time we had
banked the elevators in this area right here.
We had banked both of them there before and
there was some talk about how that would be
uncomfortable for the residents potentially
because they would have to walk all the way
outside or through the building or something.
So we moved one of the elevators adjacent to

the bike lobby. So now the two elevators are distributed on each side of that building and each are associated with their own lobbies.

So this slide shows the proposal for the future retail scenario. This was kind of tricky because in the near term what we want to do is we want to combine the circulation and lounge spaces into one and push them to the outside of the building, but in the future when that becomes retail, the circulation and the retail obviously have to be divided. So what we want to do in the future is move the retail to the outside and the circulation to the inside. So rather than try to make one space work for both, we just decided that we would designate an area that is exactly where it wants to be for retail in the future and that's where it will be when the retail scenario happens. We made

sure in this that all four of those entries remain as they are, their connections to the outside remain as they are, and the internal connection within the building remains as it is or slightly modified from what it is, but it's still there.

The retail spaces are the same size as permitted and there was a lot of talk about the one on the right, you know, where would you put the door and that kind of thing? It's an aluminum storefront system. The door could go anywhere along that edge. That would be sort of the retailer's choice. It would likely be right at the corner, but this was the proposal for that future scenario.

We had been asked to just update the upper floor plans which is this. The major thing to note here is that the elevators have been split up on each end of the building and

the three -- still are maintaining the ten, three-bedroom units in the project.

So these are just the plans. They're pretty much the same as what they were the last time.

This is the west building. This is a ground floor plan. It will just take a second to look at this. This plan, obviously very similar to what was originally proposed, the retail is in the same location, and it's of the same size. We've shuffled around some of the internal lobby and bicycle functions on the east side of that building, but essentially the important corner retail space is staying where it is and it's the same size.

Again, these are the upper floor plans. Not much has changed here. Nothing's changed here.

And, again, just for clarification, there was a community space in the garage. Community space has not changed. Same square footage, same location inside the garage.

We did talk a little bit at the last meeting about landscape and I can just run you through this quickly. This comparison, the first slide shows the second floor of the east building. This was the proposal. And, again, I think Hanover prides itself on its landscape design for a courtyard. So you can see here this is significantly better, including swimming pool and a bocce court. And you'll notice here we've keyed out in red the fence enclosure, which was brought up last time.

So these are just details of the courtyards. This one on the west side has a bocce ball court.

HUGH RUSSELL: Excuse me, I couldn't follow a fence on my copy. Go back one more slide.

CLAES ANDREASEN: This one.

THACHER TIFFANY: The fence.

HUGH RUSSELL: So the pool fence is encompassing the entire area?

CLAES ANDREASEN: Yes.

Is that it?

And this is again the west building courtyard that was the original proposal and again a much nicer solution now.

And there's a final page in your packet there that talked about the trees, and there are some detail on the tree plantings for the project on that very last page.

That's the summary of that.

Questions?

AHMED NUR: Mr. Chair, can I ask a

question?

H. THEODORE COHEN: Sure.

AHMED NUR: When you moved the elevator to accommodate the distance for the tenants, how far is the stair now from the elevator? I think if there was a fire alarm going off, people running across and taking the stairs down from whatever floor they're in.

CLAES ANDREASEN: So, the stairs similar to the elevator in this plan are highlighted in pink, and they are generally -- they try to be along the outside edges of the building. They're obviously open to tenant use, and there's one that is adjacent to the lobby.

AHMED NUR: So the one that -- the elevator that you moved towards the bike, there's a stair right next to it. I can't

see.

CLAES ANDREASEN: No, I'm sorry.

The elevators and the stairs are not necessarily next to each other.

AHMED NUR: Okay.

CLAES ANDREASEN: The elevators tend to be more centralized and the stairs tend to be more at the ends.

AHMED NUR: At the ends. Okay.

H. THEODORE COHEN: Stuart, did you or -- Liza still there?

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: Liza, did you have any review or comments that you wanted to make about since Suzannah is not here?

STUART DASH: Sure. Well, Suzannah sort of walked through, as they were mentioning, walked through the design and the comments that the Planning Board made the

last time, and keeping in mind also some of the qualities of the design that were -- so we've reviewed the design as was mentioned and work to sort of the both Planning Board comments and comments that we also heard throughout the process from the public and what was important, and I think as was mentioned, I think many of the things were improved from the Planning Board what the Planning Board saw in August and especially we looked at the circulation and the access to elevators. I'd have to say there's probably, when you look at it with the retail now, there's still some questions I'd have about how it's actually going to operate and feel in there, sort of it bears some more looking at I think in terms of walking through exactly how that would work. Because I think from the Planning Board's comments

and our interest is the notion is to have more than one entrance feel like it's a viable entrance and a realistic entrance. And I think that's what we're looking for and I think that's what they were attempting to do. And I think, without the retail in there I think it's reasonable to imagine that. With the retail starts to become, see exactly how the retail's handling this space, whether they feel it's a back of retail with garbage or it's actually, you know, a glass wall looking at people eating at tables. It could be two different approaches for there.

H. THEODORE COHEN: This is the walk line --

STUART DASH: That's correct.

H. THEODORE COHEN: -- behind the retail that's in the center?

STUART DASH: That's correct, right.

And that's -- yeah.

Right, so I --

CATHERINE PRESTON CONNOLLY: But
it's the other one?

H. THEODORE COHEN: The other one I
think.

STUART DASH: Both of them have sort
of -- they opened up the --

H. THEODORE COHEN: Behind.

STUART DASH: Yes.

And this pathway here functions
already. It's going through the bike room so
we already had some question about it going
through the bike room and how that was going
to operate. And, again, it's sort of how it
actually operates and some of the details of
the actual design that whether it can feel
like oh, this is fun and nice or this is
weird and I'm behind the scenes where I

shouldn't be. You know, you can imagine both outcomes for how that comes in the outcome.

H. THEODORE COHEN: Well, while you're there and for both of you, the question I had, before it's retail, when it's residential amenity and you suggested that it would -- might be like a fitness room.

CLAES ANDREASEN: Yep.

H. THEODORE COHEN: So will people have to walk through that fitness area to get to the elevator to come in the center and go into that side?

CLAES ANDREASEN: That, you know, we haven't gotten to that level of detail whether there's some sort of corridor or whether either actually walking through some fitness area. I don't -- I wouldn't envision it as like walking through a gym. You know, much like I talked about the bike room where

there's sort of like, it's -- it has a multifunction where, you know, a lounge area and you have -- so that it's sort of a more integrated type of program. I would imagine that the fitness room would be the same way so that it's not -- you know, it's not a bunch of machines that you're walking through a bunch of sweaty people. There is some design involved that would --

H. THEODORE COHEN: Right. Well, I hope so, because I think that's going to be a major access point and that people who live on the west side of the building are going to head towards that elevator --

CLAES ANDREASEN: Absolutely.

H. THEODORE COHEN: -- and they shouldn't feel like they're walking through, you know --

CLAES ANDREASEN: Absolutely.

H. THEODORE COHEN: -- some space that is being used for some other people or doing other things, and certainly not going through, you know, sweaty people on Lifecycles or something.

STUART DASH: And in a similar way I think we talked, and they've made some changes to the lobby along this side on this side along the bike area because we commented that in the first iteration effort at that it seems somewhat hidden entry to that elevator. And, again, it's depending on how the detailing of that bike room is handled. If it's all glassy and transparent, you might feel oh, this is all very safe and comfortable. If it feels less so, you may feel like I don't want to go to that elevator. It feels a little too hidden to me. So they widened it up since we first saw

it a number of weeks ago, but it still, again, depends somewhat on that design outcome.

CLAES ANDREASEN: And we've tried to show, you know, furniture and fixtures and stuff like that to illustrate that it has this multifunction.

HUGH RUSSELL: Do you envision the bicycles are, have -- are separated by a screen --

CLAES ANDREASEN: No.

HUGH RUSSELL: -- in the area?

CLAES ANDREASEN: No. I very much think that, you know, the bikes and this was done in 160 as well, it's part of the landscape of that space. It's sort of helps to create that space, and we sort of take advantage of that.

LOUIS J. BACCI, JR.: In the

original design, if I'm not correct, there were four elevators? And we reduced those to two, correct?

CLAES ANDREASEN: Yes.

LOUIS J. BACCI, JR.: So we haven't had any capacity after going back to two? We just split them, correct?

CLAES ANDREASEN: Correct, we just did split them, yes.

LOUIS J. BACCI, JR.: I thought one of the issues it could be a long wait for an elevator in this place on some mornings. How many units are in this building?

CLAES ANDREASEN: There are 190 in this building, I think.

RICK STINSON: And we manage --

THE STENOGRAPHER: And I'm sorry, you are?

RICK STINSON: I'm Rick Stinson with

the Hanover Company. And we manage thousands of units across the United States. We don't just construct them and develop them. We also manage them. And I can tell you that on a project of this size we would generally -- 200 units on this side, less than 200 units and about 60 units on the other side, we generally would not put more than two elevators.

LOUIS J. BACCI, JR.: Why were there four elevators in the original design?

RICK STINSON: You have to ask the office building developers that guided the design --

LOUIS J. BACCI, JR.: Yes, somebody thought it was necessary.

RICK STINSON: -- guided.

LOUIS J. BACCI, JR.: Somebody thought it was necessary.

RICK STINSON: And actually they had four on this side and I think two on the other side. They had six where we would normally probably would have --

LOUIS J. BACCI, JR.: You would you mean, personally, your company.

RICK STINSON: My company, yes.

LOUIS J. BACCI, JR.: Right.

RICK STINSON: And I've also lived in three of our projects and I presently have a residence in our projects. I hear our other residents, you know, if they have complaints and I hear them personally not just through our management company. So I think it's -- what we've done is reasonable.

STUART DASH: And my sense, Lou, is probably was a response to the neighborhood request for about the character of the building rather than the caring capacity of

the elevators, because they pushed very hard on the multiple entries.

LOUIS J. BACCI, JR.: I understand. I don't understand why they can't have multiple elevators.

Another question I have, the permitted size of the building and the proposed size of the building, it seems to have changed. Can anybody address how many square feet you've added to the building or lost?

DAVID HALL: Again, David Hall. It's about 21,000 square feet.

LOUIS J. BACCI, JR.: You've added?

DAVID HALL: Added. But it's within the realm of the FAR that's allowed under what you permitted. So there was some --

LOUIS J. BACCI, JR.: And that's a total over the whole project?

DAVID HALL: Total over the whole

project, yes.

And the footprint has not changed at all since what we showed you in August. But it's about 21,000 square feet from the prior.

HUGH RUSSELL: I just wanted to comment on the elevator question. There's been a significant improvement in the elevator technology in the last oh, half dozen years with basically, you know, there are no longer hydraulic elevators.

LOUIS J. BACCI, JR.: Crawlers.

HUGH RUSSELL: These are eco space elevators that are fast and so they have greater capacity than elevators would have and they have a higher speed. It used to be that apartments had relatively slow elevators in them, but now there's not much premium for getting better speeds, and that helps a lot with the service. And I'm assuming that's

part of your equation --

DAVID HALL: That's true.

HUGH RUSSELL: -- in working this out.

AHMED NUR: I agree. Yeah, ISD in Boston has two elevators to serve all those people on five floors. But I have a question --

LOUIS J. BACCI, JR.: And what class are the elevators?

AHMED NUR: Excuse me?

LOUIS J. BACCI, JR.: What size are the elevators? Do you want me to go there?

AHMED NUR: I don't know.

LOUIS J. BACCI, JR.: That's what I want to find out.

HUGH RUSSELL: These have to be 3500 pound elevators --

RICK STINSON: Yeah, they're either

3500 or 4,000.

AHMED NUR: I'm sorry, Lou, do you want to continue?

LOUIS J. BACCI, JR.: No. Go right ahead. I'll jump in along the way.

AHMED NUR: I was going to say, I haven't seen the scenarios here. I think the proponent here wants to figure out what's going on with the retail and that's why we have two different scenarios. And I'm fine with that. I don't really want to concentrate in the floor break out, you know, where the drywall and the (inaudible) is going to be here if this happens. And I'm fine with it and move on to the next thing.

H. THEODORE COHEN: Before we do that while we're still talking about elevators, so in the west building there had been two and now there's one?

CLAES ANDREASEN: Correct.

H. THEODORE COHEN: And that's the same rationale that --

CLAES ANDREASEN: It's 60 units. 58 units in that building, so yeah. Actually, we would hope that most people use the stairs.

H. THEODORE COHEN: Does that portion of the building connect to the other?

CLAES ANDREASEN: No.

H. THEODORE COHEN: So if that elevator's down, there's no elevator.

LOUIS J. BACCI, JR.: Right.

CLAES ANDREASEN: There's one elevator in that building.

H. THEODORE COHEN: The answer is if the elevator's down, there is no elevator service.

RICK STINSON: Well, if the elevator

was down, you could use the elevator from the parking garage to get to the second floor but there's -- it doesn't serve all the floors.

H. THEODORE COHEN: Catherine, did you have anything?

CATHERINE PRESTON CONNOLLY: Oh, I was going to comment on the "We would hope people use the stairs comment." The stairs look like right now they're designed as emergency access and egress. If you're hoping people are going to use them, I would hope that they would be designed so that you would attract people and they wouldn't be like fire stairwells. I mean, like the ones we have in this building as, you know, as stairwells are serviceable, people use them, but they're not anything that says, "Hey, I'm inviting you to use me." They say, "If you have to, use me." It's -- I mean, the layout

of those stairways do not say we expect people to use these except in the case of a fire.

CLAES ANDREASEN: I guess my response to that would be that there are certain rules that you have to follow when you're doing egress stairs. But that being said, and knowing a couple of Hanover's projects, they do a really nice job making those stairs look as unfire stair egress stair as they can. They're very nice.

CATHERINE PRESTON CONNOLLY: Okay. But I mean --

STUART DASH: Are there windows in those?

CATHERINE PRESTON CONNOLLY: Yes, what says to someone coming into that space, "Hey, here's a stair for me to use."? Is there anything?

RICK STINSON: I think it's generally -- I mean yes, we do put carpet on landings and we put a glass door at the bottom of the stairs to let some light in. I think generally it is, if I'm living on the second floor or I live on the third floor, it's convenient for me to run down the stair if I'm in the building.

CATHERINE PRESTON CONNOLLY: If you run down the stairs?

RICK STINSON: Or go back up. I mean, if I -- I work in --

CATHERINE PRESTON CONNOLLY: Okay. I'm just looking at the location and they are way -- the stairs are at the opposite ends of the residential corridors from all of your entrances to the building.

RICK STINSON: I think on the one on the east end is the one that would get used

for that --

CATHERINE PRESTON CONNOLLY: For those residences.

RICK STINSON: For both. Both for the exterior function that it faces and to get into the lobby. And then on the west building the stair comes down into the lobby space.

CATHERINE PRESTON CONNOLLY: Okay.

CLAES ANDREASEN: I also think, you have to understand that those stairs need to be in a certain location so that people --

CATHERINE PRESTON CONNOLLY: I'm not disagreeing to that. What I'm objecting to is the argument that these are stairs we expect people to use. And if stairs are -- people use the stairs out here in the front of the building because they're in the front of the building and they say use me. And the

elevator is off to the side. They don't use the stairs -- the public doesn't use the stairs on either side of the building because those are not inviting. And the stairs that you have laid out here are like the stairs on the sides of this building, not like the stair up the main entrance. So, I'm not disagreeing with the choice to make only two elevators instead of four. I think Hugh's explanation of technology is good. I am objecting to the, you know, frankly laughable notion that fire stairs are inviting to people to use as their primary ingress and egress to their units.

HUGH RUSSELL: So I guess I have a question that, and maybe it's a question that we can answer here on the Board, which is what's the mode split of people coming to the building; coming on foot from the T, coming

in cars, and they're coming on bicycles and you end up in different places? So, for example, if you were driving, those stairs down next to the railroad track would make those spaces, if you were on that end of the wing, you might try to get a parking space down there.

CATHERINE PRESTON CONNOLLY: Can you enter the building from the garage?

HUGH RUSSELL: Yes.

And now it's true the mailboxes are up near the front door, but, you know, in how many more years are we going to have snail mail? Like, where's the package, you know?

STEVEN COHEN: We get our tax bills.

H. THEODORE COHEN: That's probably where the transportation boards and information about the T and other driving conditions may be.

HUGH RUSSELL: Right.

So people are coming from different directions and different modes, and some of the entrances will prove -- I mean, it's like if you're in the left side of the building and you're on a bicycle, fabulous. You go right in the door, you'll leave your bike and the elevator's right there.

LOUIS J. BACCI, JR.: And wait in line.

TOM SIENIEWICZ: Bring your bike up the stairs.

LOUIS J. BACCI, JR.: Here's what I see. I see after work, before work a big queue at these elevators waiting to get up or down in this building. There's no -- I mean, everybody works approximately the same time. You know?

HUGH RUSSELL: Well, when you start

running the numbers, I mean this is something that --

LOUIS J. BACCI, JR.: Well, how many people do these elevators hold, eight?

HUGH RUSSELL: Right. But let's say that they are there are 90 apartments connected to one elevator, and if the automobile diversity says the peak hour's two hours long, that means that 45 apartments worth of people have to move in one hour. And so maybe that's 60 people, one person a minute, with the elevator because there are more than one person in the apartment.

LOUIS J. BACCI, JR.: Eight people every five minutes, right?

HUGH RUSSELL: Well --

LOUIS J. BACCI, JR.: Maybe.

HUGH RUSSELL: Right, and of course they don't come beautifully --

LOUIS J. BACCI, JR.: No, of course not.

HUGH RUSSELL: But still --

LOUIS J. BACCI, JR.: There would be a lot of....

HUGH RUSSELL: The total cycle time for the elevator is probably less than two minutes in a typical --

LOUIS J. BACCI, JR.: Unless it stops at another floor?

HUGH RUSSELL: Well, no, stops at several floors in that --

LOUIS J. BACCI, JR.: Right, but have no capacity. That's what I'm trying to say.

HUGH RUSSELL: Right.

LOUIS J. BACCI, JR.: There's a lot of people trying to get in and out at the same time.

HUGH RUSSELL: But when you start -- when you actually look at the numbers, I mean there are computer programs that can do this all for you. Because if people have to wait five minutes for the elevator, they're going to move.

DAVID HALL: We have a problem.

LOUIS J. BACCI, JR.: But I'm getting at this, the original person that designed this building thought it was required because they put them in the original scheme of this thing. So what was the program that they used that showed they needed double the capacity?

AHMED NUR: Not necessarily.

HUGH RUSSELL: They were just trying to get the capacity.

LOUIS J. BACCI, JR.: They didn't? But they put it in the drawing --

AHMED NUR: People put it in the drawing it's in the budget and it's an accommodation to the tenants so they don't have to wait as long.

LOUIS J. BACCI, JR.: They didn't simply think it was the capacity was required there?

THACHER TIFFANY: Is this really within our purview? Does this impact the public in any way?

LOUIS J. BACCI, JR.: I think it affect the public in all ways.

THACHER TIFFANY: I think we need to focus on the public realm. It's really --

LOUIS J. BACCI, JR.: Isn't that the public? Their access to and egress to the --

THACHER TIFFANY: That's their residence this they're going to rents units to.

TOM SIENIEWICZ: Try to rents units to.

THACHER TIFFANY: I really need that as a question. We need to draw our line somewhere. If people think this is our purview, then we can talk about it.

LOUIS J. BACCI, JR.: Is the entrance in the bike enclosure that it's okay then? I mean, this is what I mean, you know.

H. THEODORE COHEN: Right, it's a --

LOUIS J. BACCI, JR.: It's legitimate.

H. THEODORE COHEN: It's a question of where you draw the line because we're talking about --

LOUIS J. BACCI, JR.: Right, no, I understand.

THE STENOGRAPHER: I'm sorry, if you can remember to speak one at a time?

H. THEODORE COHEN: I mean we are talking about the egresses and the access through the lobby and through the bike and through the retail. So, you know, I think the elevator is a valid question to talk about. I personally don't feel I have, you know, any background or basis for deciding one way or the other and, you know, so it does become some part that they say this is what we can do and we have --

LOUIS J. BACCI, JR.: Well, I guess it's required to have so many elevators that's the capacity of the elevators, I mean I understand that.

STUART DASH: And if I could add, my sense is that the effort on the design was to animate the front of the building -- as much of the front of the building as possible with realistic entries. And I think the effort in

the first permit was to put in elevators because to make them realistic entries, so to the extent that we feel that these are all realistic entries that are being shown that people might use under different conditions, I think it's animating the front of the building. And then there's, you know, you can decide whether or not they'll rent it because how convenient it is. But I think the effort and the public interest was and as expressed from, I think, public concerns was to not have a building where it was 80 percent of the frontage was dead and, you know, only a few percent in the front entry was animated.

THACHER TIFFANY: Yes, absolutely.

CATHERINE PRESTON CONNOLLY: Right.

And that's a good point that brings us back to kind of the focus of the layout on the

first portion, that I really do appreciate the efforts of the proponent to, as they say, bring some zip back into the building. But I really -- you know, my concerns over having just the one main entrance and having everything else seem ancillary and not at all activated have been greatly alleviated, I do think it's going to require some serious attention to the design to make all of those corridors work especially when the retail goes in. But I think it can work and I -- moreover I think that it's in their interest to make it work. So I have great hopes that it -- that we will see retail there eventually. And in the meantime I'm really pleased to see that we have gone back to a much more active ground floor, that it does face the public, that it does create a much more welcoming pedestrian and bicycle

environment.

HUGH RUSSELL: I've been thinking a little bit about the retail and I'm thinking now are they going to just like wall this off and put like a liquor store in or a pet store or something? Or a beauty parlor? And I'm thinking, it seems to me the likely scenario is that they will put in something that will try to be an amenity to attract tenants and provide more options.

H. THEODORE COHEN: 7-Eleven.

CATHERINE PRESTON CONNOLLY: A dry cleaner.

HUGH RUSSELL: It might be a little dry cleaner or it might be like a cafe.

CATHERINE PRESTON CONNOLLY: Yes.

STEVEN COHEN: Marijuana dispensary.

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

HUGH RUSSELL: And in five years

that's going to be legal. But it's -- and many of those uses might well be open. If you think about the way Harvard was thinking about the retail in their new welcome center, the -- there weren't walls or partitions, there were simply, you know, commercial counters that you could buy things in and places you could sit. So I think that's customary is more likely --

H. THEODORE COHEN: But is that really realistic -- I mean, I can see Harvard doing it because they can lock off the whole building, but you've got people who are going to be coming and going all the time. And I mean if your retail closes five o'clock, six o'clock, seven o'clock, eight o'clock, they're going to have to lock up and prevent people from getting in.

CATHERINE PRESTON CONNOLLY: It

depends on whether it's a store or a cafe. Because you can lock up the window and leave the seating.

LOUIS J. BACCI, JR.: Shopping carts.

STEVEN COHEN: But they're not proposing retail -- and they're not requiring that they it's still retail later. I feel like we're going off the reservation here a little bit.

H. THEODORE COHEN: All right.

Well, I guess the question is for Stuart and Jeff and Liza, is what do you need from us at this point?

JEFF ROBERTS: I'm not sure if -- this may be repetitive, but I like to do my little spiel of what this kind of process is all about. So this is a project that has been approved. It has a Special Permit from

the Planning Board. It's gone through quite a lot of scrutiny and public hearings and the Planning Board made a decision to approve it subject to a number of conditions. One of the conditions is that the plans be in substantial conformance with the documents that were presented at that time. That was back in September of last year. And there's another condition that talks about the details, since there are often details of the design that are evolving and need to be finalized before the project starts getting built, that those evolving design details be subject to continuing review by staff. So that's two ways to look at it.

One is that it has to be in substantial conformance, and that's -- and if it's not, then they would have to come back and amend the Special Permit. But that, but that the

staff really has the responsibility for the continuing review at that point. But we do leave the option open of coming back to the Planning Board to get the Board's sense of first, whether it's in substantial conformance or not in the Board's opinion. And also just to give us some advice and direction on where the project is heading.

So there's no -- you know, this is somewhat of an informal process. If the Board wanted to make or vote a formal determination as to whether this is or is not in substantial conformance, that could be done. But the Board could also give us some advice on how to direct the continuing design review from here.

I will point out just as a supplement to that, that there were several items that are called out in the Special Permit that the

staff is supposed to pay careful attention to:

One of them is the ground floor spaces intended for future retail to ensure the best efforts are being made to accommodate viable local retailers.

STEVEN COHEN: There you go.

JEFF ROBERTS: And that's something that I think we've seen the designs, it's evolved. I think, as Stuart noted, there's still probably a lot of questions and a lot more work that we would need to do to figure out exactly what that means.

We want to consult with our economic development staff and get their opinion, is this something according to the scheme that they proposed with a lobby space that might be cordoned off in some ways in retail spaces, is that something we really see

working? And if so, how would it work? So that you know would be some continuing discussion.

Suzannah and I have talked about this, and I think that she agrees that many of the materials, the facade treatment, design details, and the like that have -- which are also called out in the Special Permit, so that's what I'm looking at now. That I think we, we continue to feel comfortable that we can handle that level of -- or detailed review, and we think a lot of progress has been made since it was, since it was at the Board in August. But I think that we're also kind of narrowing in on that ground floor space and how it functions as the key outstanding issue that we believe needs more attention and we're happy to get the Board's opinion and advice on where we might go with

that. But to say, again, there's really no action required of the Board on this, this isn't a new application, it's just part of the discussion of the evolving design review of the project.

H. THEODORE COHEN: Right, but, you know, when this came back in August, I think it was because staff had questions whether it was in substantial compliance and wanted us to look at it, and I don't know whether to take a formal vote on it, but to say that we were comfortable enough that it was in substantial compliance and go forward with all the other issues. And we raised a lot of questions. And now they've come back with, you know, some changes from that and so I guess it's, you know, my question still is where do we go from here?

CATHERINE PRESTON CONNOLLY:

Mr. Chair, the plans as presented by the proponent tonight indicate that they are moving in the correct direction to achieve substantial conformance and that their efforts to work with the staff to reflect our concerns in their final design have been fruitful but should be ongoing to ensure that the retail ground floor spaces end up functioning as they should.

TOM SIENIEWICZ: And I'm, heartened Mr. Chair, by the complete transparency that they're having exposing everything that they've been working through.

I agree, I think the ground floor -- there's a point here, you know, that if the plan had not been colored blue all the way to the demising wall to the garage, maybe we wouldn't have been such fuss buckets tonight, but it definitely is revealing that something

that needs to be resolved. And I'm fully confident that this team and the staff is going to be able to figure that out. And Jeff is right, let's get some advice from economic development.

H. THEODORE COHEN: And do we want it to come back to us?

TOM SIENIEWICZ: I'm comfortable sending it on its way.

H. THEODORE COHEN: Send it on its way.

TOM SIENIEWICZ: This board member.

CATHERINE PRESTON CONNOLLY: Unless the staff feels it needs further clarification.

AHMED NUR: I agree with all that's been said.

H. THEODORE COHEN: Hugh?

HUGH RUSSELL: So I think that there

are things about the ground floor plan that are better than they were a year ago. I think there is -- there are some things that don't look quite as well as they did a year ago. You know, overall I think the idea of substantial compliance, you know, rings true to me.

AHMED NUR: I'm in agreement.

HUGH RUSSELL: And I think we can as the same as my, look at the exterior of the building, you know, they, with the recent changes they've, I think brought it in to the same level of quality and it's obvious that the landscape, in particularly on the upper decks, is a tremendous. So the big picture this is a slightly better project than it was a year ago. And it was a very good project a year ago.

TOM SIENIEWICZ: Yes.

H. THEODORE COHEN: So is everyone comfortable with that?

LOUIS J. BACCI, JR.: So no design review after this? It's all done?

H. THEODORE COHEN: I think it's all done as far as we're concerned unless staff feels that there is one or more questions that they cannot resolve with the proponent and feel that they need us to review it again.

STEVEN COHEN: Would it be fair to say, though, that we would encourage the staff to take a close look at location and number of entrances and location and number of elevators?

AHMED NUR: Well, he's writing it down, I mean everything we said. He knows what our concern is.

H. THEODORE COHEN: I think that has

been their concern to date.

STEVEN COHEN: I just thought --

H. THEODORE COHEN: To continue
to --

STEVEN COHEN: Suzannah sometimes
doesn't know really what we're asking her to
look at or whether she thinks she's done. So
I wanted to -- if that's the sense of the
Board, just to state it explicitly, among
other items those are two that we encourage
staff to look at.

STUART DASH: Steve, if I could
suggest that the language would be for staff
to review, and we have a notion that each of
the entries remain viable and useful entries.
Are they behind solid walls and unpleasant
and dangerous entries or do they feel like
you wouldn't use that as an entry? And then
it's part of -- I guess farther is there an

elevator when you get to the end of the hall or is there a stair? Out of performance sort of criteria, each of those entries remains something that people would use as entries and feel, you know, happy and comfortable using those entries.

HUGH RUSSELL: A number of entries is the same. The location is only slightly different. You know, putting an amenity space in between the main pedestrian entry compared to a bike room, that's a big plus. You know, that's an example of someone who runs a building and knowing that's what you have to do. So, you know, I think it's, I think we can say yes, they've achieved the entrance thing, and now there's some of those connections between the elevators and the stairs, and the entrances can be looked at, but it's very close.

DAVID HALL: Mr. Chairman, if I might just kind of a point of order. We have a financing step ahead of us to close on the land and get a lender to come to the table and they know we're going through this process with you all. So I was asked to hopefully come out of here with a piece of paper that says we've passed go. It doesn't need to be a vote on substantial conformance. It doesn't need to be we love you and it's so fantastic we can't believe it. But it would be nice if the Board could deputize staff to draft something that indicates this has been reviewed, it's acceptable subject to further review. I won't put words in anyone's mouth, but it's important that I come out of here with a -- I hope you don't mind me asking, but it's critical for a huge closure.

H. THEODORE COHEN: And, Jeff, have

you ever given some similar document?

JEFF ROBERTS: I'm not sure exactly what that works in this area. So I'm not sure what the appropriate piece of paper is for this piece of function. Certainly if the Board takes -- makes a -- takes a vote to make a written determination of some sort, we'll write that up and have it recorded. That's, if that's what, if that's what they need. Then it sounds like that's what they're asking.

DAVID HALL: We did it on 130 CambridgePark Drive, too.

And, Liza, I can send it to you, but it was a paragraph.

H. THEODORE COHEN: So you've done that before, Liza?

STEVEN COHEN: What did the paragraph say?

TOM SIENIEWICZ: Substantial conformance.

DAVID HALL: It's basically substantial conformance, but it always says subject to as you go through the Building Permit process, you're still bound by the Building Permit and staff review.

STEVEN COHEN: I assume the critical thing for you for financing or for your pro forma is really the 21,000 feet.

DAVID HALL: That is critical, yes. That's important. That's important.

STEVEN COHEN: And colors and detailers, your banker doesn't give a hoot.

DAVID HALL: They don't. But they care about cost. Going from, you know, two to 12 elevators would be a problem.

STEVEN COHEN: It's a couple hundred thousand feet, you know, it's a rounding area

here. I think --

CATHERINE PRESTON CONNOLLY: One at a time, guys.

H. THEODORE COHEN: We all can't talk at once. So, Steve, why don't you finish.

STEVEN COHEN: I was just persuading them of the virtues of spending a couple hundred thousands dollars for two elevators, but yeah, go ahead.

H. THEODORE COHEN: And Lou, your comments were?

LOUIS J. BACCI, JR.: The 21,000 square feet came up again. That's 21 units. I know it's not all contiguous and all this stuff. Is there any change in affordable or any of this?

DAVID HALL: No, no. It didn't change the units either, sir.

LOUIS J. BACCI, JR.: I know you didn't change the number of units. You just increased the size. You increased the size of the building.

DAVID HALL: And the FAR is not increased.

H. THEODORE COHEN: Well, Liza, do you feel that you need something more from us in order to give them this paragraph that will make them comfortable?

LIZA PADEN: I'm fine. I have what I need.

H. THEODORE COHEN: Okay.

So, I think we're concluded with this matter.

Thank you very much.

DAVID HALL: Thank you.

H. THEODORE COHEN: And keep working with staff and we're here if you need

something. But I think you know.

DAVID HALL: Thank you,
Mr. Chairman. Thank you, all.

H. THEODORE COHEN: Your general
building and your proposal has been approved
initially and we're comfortable with it, but
we want to make sure that it's the best
building that it can be in keeping with the
discussions.

DAVID HALL: Thank you.

H. THEODORE COHEN: All right.

Is there anything else to come before
us?

Liza, you're all set?

I think we are adjourned.

Thank you, all.

(Whereupon, at 10:10 p.m., the
Planning Board Adjourned.)

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