

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, January 5, 2016

7:10 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

H. Theodore Cohen, Chair

Catherine Preston Connolly, Vice Chair

Hugh Russell, Member

Mary Flynn, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Louis J. Bacci, Jr., Member

Iram Farooq, Assistant City Manager

Community Development Staff:

Liza Paden

Jeff Roberts

Suzannah Bigolin

Stuart Dash

Swaathi Joseph

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Public Hearings

PB#303, South of Main Street (SoMa), Special Permit for Planned Unit Development (PUD) located at 84 Wadsworth Street, 36 Memorial Drive, 226-254 Main Street, 65 Wadsworth Street, 16 Hayward Street, 8, 26, 28,34, 42, and 46 Carleton Street, 310, 322, and 336 Main Street, 65 Carleton Street, 5 and 21 Deacon Street, and 40 Ames Street. The Applicant, Massachusetts Institute of Technology, is proposing new buildings at these addresses pursuant to Section 13.80 Planned Unit Development 5 in Kendall Square and Section 19.20 Project Review Special Permit. This proposal is for two below grade parking garages with a total of 809 net new parking spaces, and five new buildings. The new buildings will be for graduate student housing, retail, and office and/or research and development and total approximately 1,443,600 square feet of new development. This is the second public hearing required for approval of a PUD.

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8:30 p.m. PB#302, North of Main Street (NoMa)
 Located at One Broadway, Special Permit to
 construct a new building pursuant to Section 13.80
 Planned Unit Development 5 in Kendall Square,
 Section 19.20 Project Review Special Permit and
 Section 20.70 Flood Plain Overlay District. The
 Applicant, MIT One Broadway Fee Owner, LLC, is
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P R O C E E D I N G S

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H. THEODORE COHEN: Good evening, everyone. Welcome to the January 5th meeting of the Planning Board. This is our first meeting in January 2016 after a few weeks off. I hope everybody had happy holidays. We have quite a lengthy agenda for this evening, so let's start it off with the usual update from the Community Development Department.

IRAM FAROOQ: Good evening. Happy New Year. It's going to be a good 2016. So tonight's agenda is -- we have two public hearings on the MIT PUD in Kendall Square and then of course BZA cases.

Our next meeting will be January 12th, and we have, again, two public hearings:

Project on Nine Donnell Street and then

zoning petition for Milford Medicinals which is a modification to the medical marijuana district which in our informal conversations with the petitioner they have indicated that they expect they will be modifying the petition but they would like to utilize the public hearing to, to have a public conversation and hear from the Board and hear from the community so that they can then do appropriate modifications.

On January 19th we have a petition -- we have a public hearing on the Stern petition which you heard some weeks back. This is rezoning at the corner of Mass. Ave. and Richard Ave.

And then January 26th we have the second public hearing on the Kroon petition as well as the discussion of Planning Board rules and regulations.

February 2nd will be Town Gown.

So welcome back. There will be four meetings in January.

In terms of other items of interest, the City Council inauguration was yesterday. So the new City Councillors are now in place. It was a very smooth selection process for Mayor and Vice Mayor, so the new Mayor is Councillor Simmons and Councillor McGovern has been appointed the new Vice Mayor.

Committee Chair assignments have not been made yet to the best of my knowledge, but that should be coming soon so things like zoning proposals can continue to advance through the process.

So that's all I have for general update.
Thank you.

H. THEODORE COHEN: Thank you.

Liza.

LIZA PADEN: So we have two transcripts, one for November 17th and one for December 12th which were certified.

H. THEODORE COHEN: Do we have a motion to approve those transcripts?

CATHERINE PRESTON CONNOLLY: So moved.

H. THEODORE COHEN: And all those in favor?

LIZA PADEN: I would just like to make one more statement. The contract for the stenographer services was rebid and Cathy will be staying with us.

H. THEODORE COHEN: Wonderful.

LOUIS J. BACCI, JR.: Congratulations.

H. THEODORE COHEN: I guess that's good news and bad news for you. But good news for us.

Okay, well, the hour of seven o'clock having arrived, we're going to have our first

hearing on Planning Board No. 303, south of Main Street, a Special Permit for a planned unit development.

Let me explain there are two proposed PUDs:

One is for buildings property south of Main Street which is frequently referred to as SoMa and one for north of Main Street which is referred to as NoMa. What I think we will be doing is we will handle them as separate hearings. We will start with the south of Main Street hearing, hear the presentation. After the presentation there will be -- open it up to the public to speak and the Board may have some individual questions then or the Board may hold off the questions.

We will then have the hearing on north of Main Street. And following that, there will

again be public testimony. And then I think while there are still separate hearings, we will have questions that relate to both projects that will be put forward to staff and to the proponents.

It's an awful lot of material we have and that you've seen or not seen and I think we envision that the hearing will be continued after this evening to a later date to allow the proponent and staff to continue to work on many of the issues that have been raised.

One other issue is that this Board at this time will not be approving the design of individual buildings, that will come at a later date when there will be project review, individual building review, when the proponent is seeking to build a particular building. That's the process that has happened in other PUDs.

It's happened at North Point. It happened at other locations. So while we will be talking about the buildings that have been proposed, basically their shape and massing and other issues, we are not going to be talking, except in very general terms, about the architectural design, about individual issues with regard to the buildings that will come before some future Planning Board at some future time. And that's how I think things are going to go this evening.

And so if MIT wishes to commence -- yes.

IRAM FAROOQ: I'll just start, Mr. Chair, with a very brief setting of the stage just to kind of remind everyone where we started and where we are right now. So just to say that MIT started talking about this project around 2010 and they came to the Council and Planning Board with an initial rezoning proposal, at which time

the City Council suggested -- the Council at the time suggested that it would be useful to do a broader look than just the MIT PUD and understand better all of what was coming up in Kendall Square because also Ames Street housing was coming up around that same time. And so we initiated the K2-C2 planning study at the time which ended in 2013 and incorporated recommendations for not only this PUD, but three others in the area, the Volpe block, the MXD block, MXD blocks which that rezoning was just adopted by City Council at their final meeting in 2015, and also in the Cambridge Research Park area. So some of that has been adopted in the MXD and the MIT areas, and then some more remains to be worked upon, some of which is before you at this time.

So through that planning process some of

the elements that came up as strong priorities for the City, and this process was guided by a committee that included not just the development community but also residents, local business businesses, and community representation.

The key themes that emerged is that it's really important to keep vibrant and sustain the knowledge community in Kendall Square, but make sure that it transforms from what a decade ago used to be fairly sterile area to -- and continue the trajectory that it's on to create a much more vibrant neighborhood with mix of uses, bring in more residents who are here 24/7, or at least 18/7 so there's activity, and make sure that the area feels alive and active. So there was a lot of emphasis on public spaces and on active ground floors and retail as well as making sure that all of this remained sustainable from environmental,

economic as well as social perspective; make sure there was that -- the diversity that we value in Cambridge was retained in this area.

The first hearing on the project, the PUD project itself was in September, and the Board granted preliminary approval to which essentially meant that this is thematically consistent with those goals that were articulated in the zoning, in the plan, and then substantiated in the zoning. Some of the issues that we have been investigating with MIT, based on the discussion of the Board at that time, are things like the phasing, the transportation mitigation, the urban design of the -- the buildings as well as the public realm, as well as retail and ground floor activation, the public spaces. And I feel like we've made a lot of very good progress, so you'll hear from the MIT team today.

Things have been fleshed out a lot more, but there's a lot more work for us to continue to do, because as you'll see from, as you must have seen from the memo, there are still outstanding questions that we will continue to work with MIT on. And so we look forward to the guidance from the Board and the public today.

Thank you.

H. THEODORE COHEN: Thank you. If -- Steve, you're going to start us?

STEVE MARSH: Thank you, Mr. Chairman. For the record, my name is Steve Marsh. I'm the managing director of real estate at MIT's investment company and I'm delighted to be accompanied by a number of my colleagues from MIT today. Provost Marty Schmidt, Associate Provost Karen Gleason, our Dean of the School of Architecture and Planning Hashim Sarkis. And we

will have -- we have our architect teams with us today and our consultants. We also have Sarah Gallop on Michael Owu who you are very familiar with. And also have Anthony Galluccio and Darren Barrett helping us with permitting and as legal counsel.

I think Iram was being pretty honest about the time we've spent together. I think there was a joke about somebody is going to charge us rent for the amount of time we spend in the building. I do want to thank the staff. The city staff has been working with us relentlessly and dedicated. CDD, the Traffic, Parking, Transportation group, the Historic Commission staff, and the DPW, really over the last nine months have been very in-depth reviews of all the material. And we appreciate the Community Development Department's memo that's outlined a

number of the characteristics of the project that have been beneficial to the community and also some of the issues that we will, you know, address a number of those in our presentation tonight and we'll reference them throughout our discussions as we go on.

We recognize clearly there's, there are many more details as we said earlier. I think the Chairman alluded to the next phase of this which is the details and the design review phase for each of the buildings. We know there will be much more work around building designs and the public realm and the programming as we go through this.

Just from a process perspective, I just want to bring -- bring up a sense of where we've been a little bit. We've gone through, as you may recall, very robust multi-year zoning process

where we've been very productively engaged in the community, the Council, the Planning Board, stakeholders, abutters, and people in the industry and other residents in Kendall Square. And during that time we've negotiated a new set of rights in the zoning in Kendall Square to effect this PUD, including things like floor plate, you know, height limitations and setbacks. And the zoning reflected the careful study that was done through the K2 planning process that had a lot of community input, and also after that had a very in-depth Council review and input and finalization.

You know, at the end of the day the project is, it's a very complicated project, it is a very expensive project, but we're also very proud of the common vision that it, that it represents as we've all worked together so hard

on this. You know, some of the benefits that have been brought forward through this is, you know, a \$12 million for zoning-related contributions to the City.

\$12.3 million in commercial linkage.

Possibly of 53 units of permanently subsidized housing representing 20 to 30 million dollars of value to that effort.

And a variety of other commitments that are supporting innovation and workforce development and small business and contributions of space to the City for uses, open space or housing.

As I go through the slide, we've also had a number of helpful meetings prior to our filing. Many of you attended those meetings. We also had a walk through Kendall Square. And we thank you, a number of you attended that as well as well as

members of the public. And I think those meetings were helpful.

As Iram had mentioned, that we filed in July, in July and we had our first hearing in September 8th to present the PUD plans and the alignment with the zoning that we had negotiated collectively.

Tonight's presentation what we're really looking to do is to discuss issues in the Community Development Department memo, to answer the questions that you've posed at our last meeting and also in the preliminary determination, and to frankly continue the dialogue as we know that this is a step along the way in this process.

You know, from moving forward this slide here attempts to highlight a little bit of the hearing processes as we're thinking of it. You

know, since our first hearing we have continued the dialogue with city staff, with Traffic, Parking, transportation, Historic Commission, CDD, and DPW. The first hearing that we had with you folks was very helpful, you asked a number of key questions. We've also gone, again, the questions from the preliminary determination and we've done the best we can to organize them in a fashion that we can respond in our presentation tonight.

The next hearing, hearing 3, we would expect to focus more on the public realm. The open space and retail, you asked questions about that, and we figured that is a very robust topic and we dedicated some serious time to that. We expected to spend time on traffic and parking at that meeting and answer any questions that may result out of today's discussion.

So we look forward, you know, after that third meeting to, you know, obviously an extensive design review process that will address each one of these buildings as we move forward in Article 19.

I, you know, we tried to organize the presentation tonight along the lines of key categories and themes that have been expressed with the Community Department, Community Development Department memo and the preliminary determination. You know, as we've outlined here, you know, historic-related, housing-related issues, transit improvements, open space, retail and active uses which, again, is a major theme. The building concept is design, site planning, and traffic and parking.

And we're excited tonight, you know, I will address a number of these and we'll have --

we'll introduce our design times as we go along tonight. We're excited to have them today. They will be presenting vision, design principles of specific building plans at least at a high enough level to get you to understand sort of the thought process behind the approach of each one of these buildings.

As the Chair has already identified, you know, NoMa for us is north of Main Street. SoMa is south. We've done that, as we've said, mostly because we have a piece of this on the campus and a piece of this off the campus and we will be starting with the south as we go through this today.

So I would like to at this point in time introduce our provost from MIT Marty Schmidt, who will give a brief overview of our East Campus planning. And then Karen Gleason will -- our

associate provost will address a piece of the first category regarding housing.

So I'll hand it over to Provost Schmidt.

MARTIN SCHMIDT: Thank you.

I want to thank the Planning Board for the opportunity to speak this evening. As Steve mentioned, my name is I'm Marty Schmidt. I have the privilege of serving as Provost at MIT. And I think as Steve also mentioned, the planning that we're going to show to you tonight is really a result of a two-year process to envision the South of Main area.

Our goals throughout this process has really been the same, which is to first to activate the East Campus, to create public space and retail space that enlivens the area.

Second, to create new opportunities for the campus community to really translate their

ideas to impact by connecting to a really vibrant Kendall Square ecosystem that brings together the academic community, the entrepreneurs, the community, and all to help us move our ideas out of the campus. We also see it as a tremendous opportunity to both refresh and expand our academic, residential community on the East Campus and Karen will talk about how that will play out.

We've worked hard to balance the research and development activities, the public spaces, the retail spaces in a way that we think meets all of those goals. And we hope that in doing this, we're creating not just the gateway to MIT, but a crossroads that links Kendall Square, MIT, and the Cambridge community. This.

Has been a very extensive process. There have been lots of stakeholders involved here.

You're going to hear from the architects and planners that worked really hard to create this plan. I'm particularly pleased that our own school of architecture and planning has been deeply engaged throughout this, and in particular are recently -- well, I guess it's a year now, Dean of Architecture Harshi Sarkis, who we were successful in recruiting from a prestigious institute in this neighborhood. He becomes the Dean of Architecture, but the school has really rolled up their sleeves and I think helped imprint a very important element of the design in this.

You know, I was reflecting on this and this spring MIT's going to celebrate 100 years in Cambridge and you're all invited to the celebration.

And when you reflect on the history of

MIT, when we were 50-years-old, we moved from a number of buildings in Copley Square to a fairly bold and audacious plan which was to move in a million feet of space. We think that that move was a transformative move that put MIT on a trajectory that we think has put us where we are today, and we hope has added, and we believe has added value to the Cambridge community. So we hope that you're happy that we moved from Copley to Cambridge.

I don't -- I wouldn't be so bold as to suggest that this change in that we're proposing tonight is as bold a move as 100 years ago. But we do believe it has those elements. It has those elements to transform our campus community to greatly link ourselves to the Cambridge community, and so we're all in a way of saying that we're really excited, really excited about

this project. And we hope that we convey that excitement to you and a sense of community that it creates. And we talked about a two-year planning process. This has actually been -- the roots of this go back to activities back in 2008, and I think our goals have always been the same, but the plan that we're showing tonight I think has benefitted tremendously from vigorous debate and discussion in refining our thinking about what's really needed to create the residential needs, the retail needs, the academic needs and the commercial needs.

So with that I just want to thank you. Hopefully convey the sense of enthusiasm that we feel for this project. And at this point I want to introduce Karen Gleason, my faculty colleague who serves as our Associate Provost and Karen's going to talk about the housing component to this

this plan.

KAREN GLEASON: Thank you very much and thank you for this opportunity to talk about graduate housing.

Graduate students are sort of the engine of MIT. They're really what drive the research and also much of entrepreneurship at MIT, so it's critical that they're in this innovation ecosystem that we're creating at Kendall.

So all of the graduate housing in the SoMa plan is in so-called Site 4 which is just east of the Kendall Square T-stop. And site 4 encompasses -- let's see if we can show you a picture here. The historical buildings along Main Street which will be retained, as well as some new construction. And all of the graduate residents will be in the new construction. And really, we think about this in two ways, one is

that we have current graduate housing that really needs to be updated and refreshed and this location allows us to do that with -- in a location which is just ideal for the graduate students. They're close to the innovation entrepreneurship center which is in the white building, the white historical building here, and close to campus, so they can get to their labs. And as you may know, graduate students don't work nine to five, so a lot of them will be coming back later in the evening. And so I think they will enliven the environment there.

And in addition to really refreshing roughly 200 units of family housing we're adding 250 net new graduate student beds in this structure here. So we have a total of 450 beds all right at the heart of Kendall Square.

The plan to do this really was a lot --

developed at MIT with a lot of stakeholder input and analysis of what the demands are for the graduate student lottery. This study was run by Professor Phil Clay who was formerly Chancellor of our institution, along with community input. And so this was really a large part of addressing additional graduate student needs that we had, and, you know, we really want to serve our diverse graduate student population.

And so, you know, I hope these comments help you to understand, you know, who will live there and what impact that they will have in creating an ecosystem that I believe will be second to none in terms of innovation.

I believe this housing will be very attractive to graduate students because of its location and because of the vitality of the area. And in addition, our graduate student housing on

average is about 25 percent lower in costs than current market rates in Cambridge and this is very attractive for graduate students because their stipends are not very high.

So we're very excited about this project. We have a lot of stakeholders for this. Our division of student life, our innovation and entrepreneurship center, our admissions office, are all part of the mix here as well as the activating retail that you'll hear more from about from Steve Marsh.

Thank you.

STEVE MARSH: Thanks, Karen.

I would like to -- so the transportation-related issues that were expressed in the community. Susan Sloan-Rossiter from VHB is here today and she will -- we'll ask her to talk, provide an overview of some of the studies

and mitigation that are included later in the presentation.

I want to just respond at this point in time to some of the high level questions around transportation. You know, first I would say we're very pleased to advance the understanding of some of the Red Line operations issues in our comprehensive transit studies that we've delivered to the City. And as the Community Development Department memo indicated, we've made a number of commitments along this line. And I would say we're very proud of the commitments that we've made, and I think we'll ask Susan, again, to outline some of the commitments later in the presentation.

We were asked by this Board and by others along the way, you know, MIT has some expertise and would we be willing to support some

additional studies on transit. And I think we've indicated the willingness to continue to support some studies on the Red Line. As well as people have expressed, as we have interest in making sure that -- studying that commuters may be served better by shuttles from both Orange and Green lines as well.

I think it's important to mention that we continue to work with the MBTA on an exciting new Kendall Square headhouse.

We have conducted extensive technical feasibility and design analysis for a new headhouse on the inbound side of the Red Line.

We're considering a very open and transparent design that we hope will act as a design feature in the plaza area between the sites of four and five.

And naturally the final design will be in

collaboration with the City and the state, and the MBTA must approve, you know, what we design as the headhouse and the location. We've begun those discussions. I think we feel very good about them. And they're very receptive for where we are today.

You know, the investment here which we think will address a lot of the deferred maintenance and hopefully allow the T to make investments elsewhere along the line as we believe over \$11 million, it's a substantial investment here. In addition, I think Ted may have asked whether or not we would consider other improvements for the headhouses. I think, you know, MIT is certainly willing to discuss looking at cosmetic upgrades to the other headhouses in front of 238 Main Street, that historic headhouse.

In addition, we've -- I want to remind people we've made a contribution of over half a million dollars to the Cambridge Redevelopment Authority to build the bike and pedestrian pathway between Binney and Main which is actually under construction as we speak. So we're delighted that some of those improvements are happening already. You know, I think as we've stated, we've made significant financial contributions to the City and transit-related matters as we go through this. And we are happy to continue to work with the City's transportation staff on a variety of these issues.

I know in the last meeting we had substantial interest in the retail and the open space, and we'll touch upon it a little bit more of that as we go through this today. But I think

people had asked a little bit about programming. Mary may have asked about the programming and how we're thinking about the open space and the retail and how they play together. How they may cater to a diverse group of visitors in the neighborhood. And I think we've tried to give this a lot of thought. It's been really one of the driving forces here. In the SoMa plan itself, right here there is -- we're adding over 75,000 square feet on the SoMa side. There's substantial increase to what's there. We've spent a lot of time thinking about this. I mentioned it to some of the Planning Board members earlier in the evening that, you know, we've actually done things like tried to put underground loading here to free up some of the loading space so that we can create more retail and create better public space. So that

interaction between the retail and the active spaces in the public realm we're trying to, you know, dedicate a fair amount of effort to -- we're very passionate to try to figure out how to make that spill over. In fact, we've heard that from the Planning Board. It became very evident in the K2 process about how to activate these spaces. And I think we're thinking about how to activate them in a variety of ways. We're also thinking about how we're going to leverage the MIT museum by putting that in the location and having that be a strong participant in that regard.

I may have stated in the last meeting, I can't remember if we made progress that point in time, but we had made a commitment to hire two professionals to help us in that regard:

One, to focusing on open space,

programming and activation.

The second to head up our retail efforts.

So we expect to make a fair amount of progress in those improvements in a short time. We recognize this is a challenge and it's a big challenge and people have expressed a lot of interest and we've taken it very seriously. But we believe these two positions will make a difference to put in increased effort on how we work the details to get through the planning process here.

We've also, I want to recall, we've made a commitment to maintain a retail and open space advisory committee. This was important to City Council. We got a lot of input from the neighborhood along the way in the initial things, and it was very helpful to hear about priorities and the types of uses. A lot of the activity

that came, I think like NoMa in terms of like Broad Canal Way and things that came along in terms of, you know, pharmacy and grocers and things like that were very important to the neighborhood and we have spent an enormous amount of time trying to figure out how to get those type of activities into our program here.

We know that the operations and programming in play is going to be guided by the City, the advisory committee, our retail consultant Jesse Barekahn from Graffito which Jesse has been involved deeply in Kendall Square and some of the surrounding retail spaces and very many of the successes that are in our area of town. And we know that, you know, with our new people added to this group, we feel like we have a robust task force to be able to help us work through the details. So we think we have

the strategy right through the high level. As we work through, I think we have the depth and the team to be able to execute this.

You know, CDD has asked for in their memo more detail around the open space and retail plan, and we recognize that first of all in our next meeting we expect more of these details will unfold in that meeting and also in the design review meetings as we get down to the nitty-gritty in terms of some the design and we'll get into more of the particulars regarding the open space and the public realm. So I look forward to more conversations on those.

I would now like to introduce our Dean of School of Architecture and Planning Hashim Sarkis to speak a little about the architectural character of the development.

HASHIM SARKIS: Good evening.

During our visit to Cambridge last the Secretary of Commerce Penny Pritzker compared Kendall Square to Silicon Valley. We believe Kendall Square has several advantages over Silicon Valley, the weather not included. For one it is located in Cambridge. As Marty said, this is what MIT came here for 100 years ago and this is why we are here today to renew our commitment to Cambridge and to Kendall Square.

This place builds on a rich architectural history of the industrial age, and we are working with you to preserve it and to enhance it and we want to thank Charlie Sullivan and his team for all the help and input during this process.

Thirdly, we are working with you to come up with an urban harmonious ensemble of buildings that reflect collectively and individually the future of Cambridge. And what is best about the

digital age. And here we do want to thank Suzannah and her team for working with us during the several presentations both individually and collectively and for all the input that you've given us so far.

In my comments I will focus on the shared urban and architectural strategies that the architects of the individual projects have developed by working in groups, sometimes in pairs, especially when it comes to spaces between their buildings, and individually in a very organic way, and I feel that this is one aspect of the project that we are very proud of, that the overall collective strategy has worked both ways from a collective vision to the individual buildings, but also from the individual buildings testing these ideas and feeding back into the larger process as well.

The individual presentations of the different architects you'll hear them in a second. I just want to highlight five main common strategies:

Firstly, the architects have worked together to create buildings that all have clearly defined bases, middles, and tops. The bases are creating a continuous space along Main Street. They are working with the historic buildings to create and to highlight these historic buildings, but also create bases that align with them and demarcate very strongly Main Street as the main street that becomes the Kendall Square area. So in a way the project seeks to enhance the historic spine of this area along Main Street.

Secondly, we -- the middles that have been created and articulated here, you'll see

them here in this model, work in such a way they do not overwhelm the corresponding Main Street and their massing. They allow for a few corridors both to the river and back to the city, and they also allow for the sun so that it doesn't create too much shade on Main Street. And that they work together among them as clusters and with the surrounding buildings to create gateways, functionality along the street, and gateways to the river and MIT. We did this test just to show you what it would be like had we not rotated some of these buildings and played with the massing in order to allow for these view corridors. This one shows buildings 4 and 3 aligning strongly with Main Street and the mass oriented along Main Street.

And this one, which is how the model reflects it and how the master plan came back,

where some of these historic buildings are fore-grounded by the buildings pulling away by particularly 3 and 4, to put less mass along Main Street, to create more variety of the masses, but also to create this visual velocity towards the river which creates clear passages towards the river from Cambridge and to allow for more sun coming in from the south along the Main Street. And these have been worked out, as I mentioned, both collectively but also every building testing how far back it moves, how sideways it moves, and you'll see that in the individual presentations that you'll see.

The second common strategy has been to preserve and highlight the existing historic buildings as a group along Main Street, not just as individual buildings, but also to enhance their individual presence by carefully framing

their views and highlighting their specific character.

The third main strategy is to differentiate the masses and to break it down further with kind of second level articulation for architectural means with horizontal and vertical breaks and transitions. You'll also see that in the presentations.

The fourth main strategy is to create a variety of facade types and treatments which reflect the individual building programs. You can tell the differences between uses through the facades, but also through different approaches to sustainability. So while we work together to create harmonious ensemble, each buildings takes its curtain wall approach very differently by using very different strategies of composition but also highlighting different approaches to

sustainability. And, again, we will see that in the individual presentations.

And finally the main strategy I would like to highlight is how these projects have worked to create a variety of outdoor spaces around the buildings out of very carefully orchestrated setbacks, canopies that help facilitate the pedestrian flow through the site and also to provide for front doors, semi-defined outdoor spaces that enhance the public realm of Kendall Square and create a kind of gradation between Main Street and the main space to the south, and the landscape architects will be talking about that.

I just want to go through a series of use of the buildings together, not individually, from different vantage points in Cambridge to illustrate some of these shared strategies.

This is a view approaching the site from the bridge and you'll see the different buildings together. Here you see how the massing of building 4 by being set inwards does not create too much of a continuous surface this way, but creates a backdrop for the clock tower.

And building 1 is hardly visible as you approach. So kind of enhancement of that corner.

This is the view down from Third Street, and here just to point out the amount of sky that comes in between the buildings as a result of the rotations and how the clock tower, again, is enhanced as the focal point of this axis.

This is a view that you had asked for all the way back east from the Lafayette Square just to see how these buildings are positioned in relationship to the overall ensemble. And you can see building 4 tucked in, building 1 also

tucks in.

And this is the view from across the river. And just to illustrate the variety of building tops which has been very important as a strategy, different heights, but still the heights create some connection massing-wise with the surrounding buildings. For example, building 5 height-wise is very well coordinated with the Marriott Hotel to create the panning there and to lock it with the existing skylight.

Buildings 4 and 1 both in the massing here in the orientation and into their heights and profile kind of bookends to the space. And then buildings, you can see them here, 2 and 3, also lock in with One Broadway over here to create the kind of cluster arrival point around the clock tower at the convergence point in Kendall Square.

So they add to the variety of the skyline, but they also lock into it in very strategic manner.

Now I'll pass it on to David Manfredi to continue the presentation.

DAVID MANFREDI: Thank you.

Good evening. I will start with site 2, building 2, which I think you all know where it is. It's bounded by Main Street and Wadsworth. It is bounded on the south and east by the Sloan School and is occupied today by Eastgate Housing Tower which this building would replace.

Site 2 will illustrate many of the design principles that Dean Sarkis just described.

These common elements that create this family of related buildings, while allowing for individual definition between the buildings, simple, strong volumes, a defined podium, a plan that has

historic street, wall, cantilevered volumes, the visual connection, and Dean Sarkis just made this point, of building 2 to building 3, and to One Broadway, the existing One Broadway, all as office/lab buildings of very similar proportions. Again, a cluster of office/lab buildings based on similar height. An important passageway, enhanced passageway to the river and really the creation of important new outdoor spaces.

The footprint of building 2 is actually quite small. It's 25,000 square feet. It's set back from the street wall at 238 Main Street, the clock tower building, by a dimension of 30 feet horizontally from street wall, from building face to new building face. And that obviously is the views that you saw looking over the Longfellow Bridge. Enhances the view corridor into Kendall Square.

I point out as we talk about the building footprint and we talk about how the building is sited, that MIT proposes actually to reconstruct Wadsworth Street, to enhance the pedestrian connection, and obviously these are one of the major tenants that Hasam just pointed out. This is a major infrastructure. And the goal is to increase the pedestrian connection basically from Third all the way to the river. So what is being proposed is to increase the width of the sidewalk on the west side of the street to nine feet, that will allow obviously better pedestrian connection, but also a row of trees. And then increase the dimension or create a dimension from this curb to face a building of about 28 feet. So a nine-foot sidewalk and then seven -- 18 feet of increased dimension, additional dimension for retail, restaurant to spill out of that northwest

corner of the building. This will provide a double row of trees and really an important pedestrian connection that doesn't exist today where sidewalks on both sides of that street are really pretty tight.

Everything you see in the floor plan that is pink represents retail or restaurant. More than 75 percent of the building perimeter is retail.

You asked when we were here last very specifically about building, loading, and parking. We are proposing after looking at a number of alternatives, we're proposing that both loading and access to below grade parking is on Wadsworth. And it does cross at 26-foot wide pedestrian way. And the reason for that is really to keep traffic, service traffic and vehicular traffic out of the center of the block,

and really take advantage of that space which, you know, today is surface parking. Some of it is the big ellipses, of course, park space, but much of this is surface parking space. The intent is really to create an important new space. And you have to really look at this in the context of the connectivity all the way up to the Cambridge neighborhood, the plaza down between the new building 1 and the Red Cross building, a new crosswalk, and a connection that will bring you all the way to the neighborhood to the Charles River.

In section -- you can see that new section. This is the existing 238 Main Street. The nine-foot sidewalk that replaces a sidewalk today that is about six-foot, six-inches with no trees.

The drive lanes, and then this very wide

public space, publicly accessible space, double row of trees, and the proposed building 2.

And so really we're, if you know Wadsworth Street today, you know how tight those sidewalks are on both sides of the street.

Floors 2 through 4 are similar. They're 25,000 square foot floor plates. They're quite regular. You can see where those dashed lines is and are, and you can see where I'm going, that floor 5 acts as a transition or a hinge between lower floors and the upper floors, and then the upper floors are rotated setting a volume 50 feet now from the face of 238 Main Street to this building facade. 50 feet from 238 which creates a quite dramatic, 78-foot tall cantilever from ground plane to the underside of those upper floors.

This is a 12-story building. It's 200

feet to the roof. It's 240 feet -- there's a mechanical floor and then a penthouse screen and so it's 240 feet to the very top of that penthouse screen.

You had questions when we were here last about the use of cantilevers. And Hashim talked a little bit about the cantilevers, the importance of them in the overall connection between buildings. The cantilevers obviously can be very dramatic, but more importantly they open up important view corridors and they can create some important exterior spaces below them.

This view is looking west on Main Street. It shows the cantilever 78 feet undergrade to underside of building, and I think that dimension creates any sense of this being a dark shaded covered space. In fact, it creates a different kind of covered outdoor space that's tall enough

that can allow the landscape plan that Kirk will describe in a few minutes, to actually kind of flow through and under the building. You can see the stair, which is the egress stair from the floors above, is also part of the structure of the building, but we see that as an opportunity or a place for an art installation not yet designed but clearly a kind of opening visual statement for all of Kendall Square.

And the design objective is really very simple: It is to use these two rotated, relatively small floor plates to create a quite dramatic entrance into Kendall Square.

The cantilever as a tool offers extraordinary opportunities, again, to create dramatic form, but actually to really -- to create some interesting public realm spaces. And from the ICA, which we all know well to buildings

around the world, I think what's most important about all of these images is, one, obviously the opportunity to create some special architecture.

But, two, really the opportunity to take a ground plane and bring it under the building, to open up view corridors, that would not be there. And really on this site, to open up a very big piece of public realm space and connection from the neighborhood to Wadsworth Street and to the river.

You had asked specifically last time we were together about wind. All of these models have been in the wind tunnel, and we've looked at them in the total ensemble. We've looked at them in relationship to each other, and I can report that relative to all street level conditions, all of the public realm, is acceptable and that's a term used by RWDI who is the wind consultant that

almost everybody uses, comfortable in terms of standing, walking, strolling in and around this building.

You also had questions about glass facades. The building facades on building 2 are really very simple, but they're also diverse. And what I mean by that is while there's a very regular system of proportions, they -- each facade is different and each facade relates to its solar orientation. So on this north elevation facing Main Street, it's really a very taut facade. But those proportions as you move around the building, we pull the framing of that unitized curtain wall out to create shading on the exterior glass.

And so I'll show you just one more elevation, the south elevation, to demonstrate how these facades evolve as you move around the

building to provide solar shading custom to each individual solar orientation. And you can see on the south facade how it provides both horizontal and vertical shading.

All of the buildings that you're going to see tonight are designed to create a district that really represents MIT's commitment to leadership and sustainability. You're gonna see that in high performance building envelopes and minimizing water consumption and maximizing storm water capture, efficient mechanical systems, reduced lighting. All of this, and if you remember back to our zoning process, a commitment to a LEED version 4 Gold Certification. And it's important especially to recognize the version 4 because what it means is that we've come a long way. We've come a long way in terms of we continue to as a nation, we continue to raise the

standards, version 4 being significantly harder to achieve than version 2 and version 3, but also the tools we have to use in terms of systems, in terms of building envelopes so that when we think about where we've been and we think about probably the building that we have all used as a benchmark, the Genzyme building in East Cambridge as a benchmark of sustainability. We expect that these buildings will all outperform the Genzyme building in terms of energy consumption per square foot. That's a reflection of one, a change in standards, a significant increase in standards, version 4. But also the tools that we all have to work with in terms of systems, building envelopes, and in terms of looking at these buildings as a complete ensemble.

And finally the Main Street streetscape whereas I pointed out 75 percent of the total

building perimeter is retail, restaurant space.

We have an opportunity to have 18-foot tall storefronts.

We have an opportunity to create organic storefronts, meaning that while there's a very regular proportional pattern of the building, of the floors above, the streetscape, in fact, those storefronts can really take on a definition of the tenants. They can be openable and operable. They can spill out onto sidewalks, and they can really extend Main Street. That's the real opportunity here, and a full range to the Longfellow Bridge and you'll see in a few more moments, building 1 to create a double loaded kind of pedestrian corridor between both the south side and the north side of Main Street.

Thank you, and Robert.

ROBERT BROWN: Good evening. My name is

Robert Brown. I'm the managing director of Perkins + Will and with my partner Ralph Jones in Chicago. We are developing building 3. Building 3 sits adjacent to building 2. It really forms the beginning of the restoration, renovation of the historic buildings that sit on Main Street and really become an exciting part of how we bring that industrial nature of Main Street and this new technological direction that we're taking in an exciting way.

So, it's a 250,000 square foot lab building. It sits just behind E-48 which is 238 Main Street, and it too, is an ensemble player with David's building as it also takes its mass, rotates it, and forms a real portal as an extension of the infinite corridor as we go towards Sloan. It's a dynamic of being an individual building of itself and then being part

of a larger framework. You'll see that in all of our buildings as we go forward with how it works.

With Main Street at the very top, Wadsworth here, Hayward here. Now, the building has its entry through 238 Main Street. It also has the ability to connect through and through to the open space beyond activating that space and making it a cut through and also a connection towards Wadsworth. There's a lot of penetrability. There's a lot of retail in building 2, is here. And though it shows a large portion, the retail plan is to really create small, independent and individual retail and active spaces for this area.

If we take a look at a section through the building, and Main Street is here. Here's 238 Main. There's that clock tower. You can see we are set quite far back, and to the very back

side of the building is our building. There is an atrium that sits between about six stories in height. So it takes almost sort of an unattractive back side of the facade, and really makes it internal, an exciting dynamic space.

That entry connects through towards Muckley. And you can see at the fifth floor, we set back, rotate the mass, and the mass is cantilevered 30 feet on either side, six stories of additional space, and then a two-story penthouse. And because we are a lab, there is an awful lot of equipment that's there. And because we are a lab, there is an extensive amount of exhaust required and that exhaust has to be above the screen. So we can't totally screen it, but we will show you in later photos of how -- from near term and particularly within the district this mechanical system is screened.

Some of the photographs as we're looking, this is looking down Main Street, Dean Sarkis shown a similar photograph before. Current condition, future condition, and just as a repeat, that facade is sitting back almost 100 feet from the front of the building. And then there's the gap between the -- building 4 and building 3. Looking towards the east -- and so we're almost on Wadsworth here, looking back toward -- excuse me, Hayward. Looking back, there's 238. That same building. In this case we're really seeing it as a portal. So there are numbers of the portals as you go along the infinite corridor of buildings that you are penetrating through, large overhangs that you're going under against sculptural elements and we're seeing that as a part of scenario. It creates an opportunity for tenant roof space. It also

allows for the massing of the lower portion of the building to tie into 238 Main, the MIT Press building, the other historic properties that are there, and then shift. And what we'll show you in a moment is some of the exterior ideas. And then what happens when it starts becoming dusk and turns into night, as the glass building it sort of turns into itself and you can see internally the activities and then the treatment of where the, actually the penthouse itself becomes a special top to the building.

If we look in the opposite direction, so off to the right you can see Eastgate, and now we're on Wadsworth looking back towards that west. The building takes that same rotation. Here you can see Muckley on the left side and the massing datum that exists between those buildings 238, the new tower, and the Muckley building

really sort of align and lock it in that ground plane position.

Now we have to start thinking about materiality, and you hear about that from each of the architects as you asked that question from the last review. Staff has been very interested and we've been working with them.

In our case we are really going to be working on a lab module. The lab module is eleven feet. 2.9 is a component of that. And so there are fins -- we're working with the depth of those fins, we're looking at the materiality of those fins, whether there's color, texture, how much reflectivity there is. And as David was describing, each of the facades will have a slightly different variation so it responds to the north, south, east, and west configuration. We tried to bring a couple of photographs sort of

depth of a fin. And so to take a look at this building, this is the day and then this is at night. And so at night you can see sort of two very different things:

One is when you're able to look directly in and see the building, the fins become a very narrow profile. And then to the side all of a sudden it becomes much more metallic and much more reflective kind of material as we go forward.

Similarly the fins could have a variety of spacing and we're working on how that might also articulate that space and it's really that architectural expression that we're working on next.

The portal or cantilever that we have two examples, David mentioned the ICA. Another one that's quite similar to ours is an Atlantic wharf

where there's a six-story atrium and there's the tower that sits on top of that. And so we're seeing that there are many examples that are actually great exterior space shaping places.

Now, the underside of these overhangs can be decorated and developed in a variety of ways, different materials, opportunities for art, and we really want to take advantage of the innovative quality at MIT to do something that's unique and special to this environment.

And just some other areas. And as David was saying, the ability to see through the building and beyond it.

One of the key things was how high is this? It's 92 feet in the air. It extends 30 feet out, so there's a very high proportion. It's not a large piece. It's 52 feet at its closest to Muckley and 158 feet because Muckley

is at a 45-degree angle.

And then the other thing of note, showed in the section, how far is setting back from the tower so how do you have that tower as a strong element?

We are equally concerned about that retail, and so the retail shows the red arrows identify almost 10 to 15 different opportunities from retail active uses or the public possibilities within the space. And we'll get into loading and parking in a second, but I just want to identify, David was identifying loading and parking here. There is an auto entry here. And a loading entry that we will be talking about and building for. There are discrete little elements that are happening along the streetscape as long as that retail is.

If we look at E238, we're very much

interested in preserving that facade, preserving that building. At the same time this is the new entry to the entire complex so it's an important part of the piece as well as at retail. The sensibility and awnings and individual window treatments. And then we get on to the opposite side, the ability to become much more dynamic and glassy and transformative in a way on to the open space.

And then just a couple of perspective sketches identifying both. This is looking at the corner. There's the tower. Almost down Third Street. The activity of restaurants happening there. And then as we look down Wadsworth, the spilling out of the larger sidewalk that's happening on the No. 2 building side, and then the ability for passage running down on our side.

Now, there was a question, I think, came from the Chairman about the visibility of these mechanical systems, and identified, some of the pieces do have to be above screen. But we looked at a couple of areas, coming down Third Street, looking across, back from Muckley, and then what happens when we are up in the air. And so these two slides show, here's that Third Street element within our models, and we're really behind all of the mechanical screens. If we're looking back from Muckley across, you can start seeing there's a singular tower coming out.

And then obviously if we're up above, there's that same Third Street except now we're almost 200 feet in the air. There is a cluster of exhaust systems. And similarly if we're looking across from the back side, that cluster, but they are centered as much as we possibly can

within the building envelope.

We were very mindful of the K2 requirements, and so the dimensionality of the facade, the heights, the break, the datum lines, will be identified. I don't think we talked very much about building 5. And the setbacks are all within the K2 requirements as well as the basic premise that Dean Sarkis was talking about of really creating a retail base, a base of a building, a middle, and then a decorative top onto that area.

And then we were -- equally important that separation between buildings 136 feet from building 4 and 74 feet from building 2, wider than any of the streetscapes here at 60 -- 59 feet and probably 30 feet in the existing context.

Now one thing we didn't identify last

time was the parking. I think you had asked us about parking. And frankly, it is an interesting piece. The garage, as David was saying, there is a garage that's separate from -- in building No. 2 but we are working with Cambridge to make a contiguous garage under building 3, 4, and 5. So we can reduce the number of loading locations and reduce the number of auto locations.

So in this one there are really two auto locations coming off Wadsworth here, and then off of Amherst coming in this direction. So you really have a nice disbursement of cars coming in and coming out on this side of the street and really keeping Main Street much more of a pass-through vehicular area.

After many studies, thousands of dollars that a singular entry into the site for loading. And so this loading comes in and drops down, and

you'll see in a second, it provides loading for the three buildings. And you also should notice that we are, the garages are really under the buildings, under the open space, but are really not really underneath the street to allow utilities to be contiguous in those areas.

If we go down one level, there's Wadsworth, the entry off of Amherst, the entry that's coming off of Hayward for loading. And so all that blue area are loading zones, 1, 2, 3 different locations. The red are elevators that get us up to grade. This is a headhouse that's in the open space. This is also accessible for all of the bike parking that is there. This is into the back of building 3. Into the corner of building 4, the graduate student housing, and into the core of building 5. And then the plates tip down from there.

So, again, it's completely separating loading and vehicular traffic. So we don't have any crossovers, and we've done an extensive amount of turn radius to determine so that we can come down, turn around, and get back out of that area. So I can make it much more complicated. It can go into hours of conversation, but essentially from this we go down five floors down for our parking and that's building No. 3.

Nadir.

NADIR TYRANI: Thank you. My name is Nadir Tyrani, (phonetic) principal of Nadi and I'm presenting on behalf of my team as well as Perkins + Will in collaboration with Robert and his teammates.

Karen Gleason gave a good introduction to the programmatic core of this site No. 4 and much of it has to do with the introduction of housing

on to the site replacement for Eastgate as well as some other vets. But it's also a very complex site composed of what's called E38 and E39, there is really the Suffolk Press buildings as well as the Hammock building, and these are great buildings, part of a cluster, a kind of historic buildings that make up Main Street and how to re-animate them, reactivate them, make them part of this complex.

Equally importantly is the threshold that connects Cambridge to the campus and beyond to the river via Carlton and Hayward. These two corridors become quite important because they frame the site. The T headhouse is right there as well as the open space on the southern side which happens to anchor the opposite corner of, you know, the main pedestrian through-fare, the infinite corridor connecting Mass. Ave. to

Kendall Square. So these, this project really happens at that nexus.

Programatically then it's quite important that this project will reenforce retail on the north site towards Main Street, but also extend the public activity on both sides coming towards the south. As an extension of this retail, there is a forum space, and the forum space is auditorium, but it's a flexible space with flat floor also which serves the admissions, a portion of the program here, but also the museum which happens on the next site. Vice Manfredi (sic) will present that discussion at least, as well as the stage for the City of Cambridge, this space is a space for all.

Much needed for the MIT community is a childcare center, which will for many reasons, security being one of them, happening on the

second floor of this complex with a garden terrace that is secured for them on that top as well as common residential areas in adjacent to that. The core other to that is innovation and entrepreneurship center which is really a kind of core identity of MIT, what it gives back to Cambridge, what its graduate students get revitalized from, and a thing that is seen from the street and is really the main program of E38, the Suffolk building.

So to go into the plans, really giving the majority of the retail to Main Street, currently these two floors are slightly raised off of the ground. We'll show you how we bring those floor plates back to the sidewalk level. As you come into the site, we can't -- the floor plans open to -- open up towards the south. There's an entry there that goes, crosses the

site completely but also connects up towards the INE center as well as admissions and some of the other programs above, but also the forum space, literally that opens up looking out on to the museum, but also opening out towards the south, literally these doors open up and so that events may be held between the indoors and outdoors for public activities.

The lobby areas for the housing are located here with other service areas in the grey, but this corner's actually an important public corner. Again, the public access from parking coming up.

Now, we've worked very carefully with Charlie Sullivan and the CHC to understand better what are the opportunities for developing a kind of language and a treatment for not only 238 Main Street, but the Hammock building and the Suffolk

building. The idea being to activate as much as possible, the street front, bringing the floors down to the ground so that there's a continuity between the inside and the out. Recognize that the skyline of these buildings are actually not the same, so how to interact with them with a new building that actually floats above them with public spaces in between, recognizing that they have their own features. The clock tower is one thing, but the skylights which don't function as much today could be re-animated and reactivated. And then grab a little bit more light towards the center of those two buildings.

So restoration of these buildings is of some importance.

How that works also was part of a great discussion amongst us all, trying to get the north/south oriented building, pushing it back

ever so subtly so that by raising it and pushing it back, we get a little bit of a public terrace for the residential units looking out onto Main Street, pushing the current floor that is about four feet up down to the ground, gaining direct access and then the historic street front of these two buildings being resuscitated on Main Street.

The admissions offices are on the second floor on one side and then the childcare center opens up onto this terrace. Again, this is a secured area. The kids have all sorts of requirements of their own and that terrace essentially sits as a green garden that is nestled above there with the forum space and its refracting doors that completely open up the inside to the outside.

As you go up, some of the common spaces

of the residential units on one side as well as the INE center on the other, again, one floor up, more common spaces for the residential units with a deck that overlooks Main Street as well as taking advantage of some of the outdoor spaces towards the south.

And then finally, the residential units composed of, again, two bedrooms, one bedrooms, and efficiencies. But more importantly looking at the profile of the plan, how to attenuate the plans the north and south southern tip, putting the course and all of the mechanical equipment in the center to bring the maximum amount of light and air, the least shadow towards Main Street.

Again, a diagram that connects us to the parking that Robert just mentioned below with its elevator connecting there. Maximizing the retail and public areas on the ground floor, the

intermediary programs in between, visible to the street, but not directly accessible. The kind of reveal space of public areas for the residential. And then finally the residential that's shifted slightly south. Again, also recognizing that the nighttime life of this building will be quite animated. And so the illumination of the INE center is going to be quite important. The variety of retail that happens at the base and even the lighting of the soffit of those public areas may become quite important.

I won't go into too much details, there's a lot of images. But to suffice it to say we recognize the variety of historic features on Main and trying not only to respect a general datum but to recognize the differences between those datums and to spill out this building to maximize the light on Main Street. This was

about 136 and about 190 to the other side that respects the character and light on Main Street, again, from the south side. The profile of this building shows the Marriott in the background.

This leaves the east and the west facades to gain a slightly different character than the other buildings. This is the only residential building that's being proposed here and introducing a kind of intermediary square through a series of cornice lines that as you ascend the building while letting the individuality of the buildings and the programs at the base play themselves out on the east and western side.

Now, of all of the different proposals, we're lagging behind on the material development. So this is just ideas that we've been presenting to each other. That a residential tower may acquire for warms in color and woods and bronzes,

ample amounts of greenery, but really a warmer pallet. And I think in several weeks or a month or so we'll be able to have other discussions about the material character of that. But just to go into a little bit more detail about the retail space that we flush out with a 20-foot sidewalk on Main Street, really recognizing also that these buildings are not just facades that they have a wealth of heritage elements within the fenestration and the patterning of these are equally important. So the new layouts of the buildings respect those mullions and the access to the loading on the eastern edge while wrapping the retail around to the side, the access to the garage on the south, and effectively the threshold that brings you from Main Street into the main open space with the forum space here that opens out onto the museum.

Again, that, excuse me, the direction here towards the Vice Manfredi building, the building No. 4 that they will present in a few minutes.

The forum space is an important one. Not only is it an interior, but it actively engages the space on the outside. These doors slide back and actively go towards the green areas. And we tried to extend essentially the active areas all the way around with pedestrian access not only formally on this side but also on the south also with the residential access here.

It is important also that this has been part of a larger series of studies. These are only six of some 20, 30 that we've shown. But it's important to recognize that before we got to this organization here, we did a series, as Hashim showed, that affectively gained a lot of

good sunlight for the units here but cast a very deep shadow onto Main Street or to run east/west. We tried other versions by lowering somehow, by creating an L that was even worse and did not respect the Suffolk building. Some diagonal schemes that did a lot of acrobatics and affectively ruined the historic character and the course that run down into the building, as well as several north/south running schemes not always over E39 in this case over E38.

I'll just end by some matrix to reassure Hashim's comments of creating a base and middle and top, historic features, characteristics of these two important buildings. Maximizing the space between us and our neighbors' buildings, and recognizing that the fold in the building also breaks down the mass of the housing and that the fenestration will become part of a next

discussion that we are eager to share with you.

So I'll pass the stage off to Vice
Manfredi.

MICHAEL MANFREDI: It's a Michael
Manfredi.

MARIAN WEISS: I'm Marian Weiss.

MICHAEL MANFREDI: We'll be talking about
building 5. The structure of the presentation
from micro to macro with certainly emphasis to
touch on some of the concerns and some of the
comments that you've made and some of the
comments you've made with staff as we've evolved
this design.

To put it in context, let me just back up
for a quick second. You'll notice that building
5 is south of Main Street, it is west of the
Kendall headhouse and next to the Suffolk
building and the Kendall Hotel. So it's an

incredibly strategic location, and so far it's a gateway to what is an incredibly vibrant -- or will become an incredibly vibrant open space.

So we've been very interested in this kind of alignment on Main Street that Dean Sarkis talked about. And what we have been looking at is -- on building 5 is establishing this kind of building in a way that it might offer transition in a way of the Suffolk building and the Kendall Hotel. It's important horizontal line, it starts to mitigate or enter into a conversation with these two important historic buildings.

Similarly it just so happens fortunately that we're coincident with the height across the street at the Marriott Hotel at the Cambridge center. So there's a kind of compatibility at about the 54 or the 64-foot elevation. Similarly the height is almost identical to the Marriott

Hotel and also similar to building 54. So we're, I think at multiple levels trying to strike a kind of -- a kind of a conversation as Dean Sarkis mentioned in the whole ensemble.

In terms of vertical alignments, the building has been folded in and that helps differentiate the edges but also creates a kind of module that works on the vertical. So you see how it plays off with its companions. We'll talk a little bit about the massing in its crudest form, but there's a very strong base, but you can see by folding the facades in, can you start to get acute corners which tend to make the building a little more sharply attenuated and a little more slender. So in a way it's like cutting a diamond. Instead of one long facade, it's two facades alongside that capture the light differently. I think a minor and very important

point we've elected to set back on the side adjacent to the Kendall Hotel and on the south side ten-and-a-half feet to give a little more breathing room. This is an elective decision we made which we thought would be providing a continuous sidewalk along this building.

And you will start to see in this relationship to the corner, it is very much a corner building, and because it's very close to the headhouse, we thought it very important to allow ample room for people to gather, people to exit, enter the headhouse and more importantly access the public open space.

Building heights at 250. There's a question about the penthouse and how is this completely concealed by a 20-foot high screen wall of glass and metal. So that the mechanical systems in our case can be fully masked.

We'll talk a little bit about the some of the subtle but very important articulations to the facade in a little more detail, and particularly as we get to the ground level views which we think are absolutely crucial in terms of understanding this building.

In terms of the ground level orientation and planning, we've tried to maximize the retail frontage. So you'll see on this slide that retail occupies three very important and very strategic corners almost four or five years old on the building and critical components are tucked into what we call kind of a back side here. But very important to recognize, this corner's visible with ample breathing room between the Kendall Hotel and active retail. This corner very visible from both the Marriott and the headhouse across Main Street, the T

headhouse here, and also from the open space, this corner becomes very, very active. And that corner, in fact, is probably going to be occupied by the museum, the MIT museum. So we're very excited about the idea of another kind of cultural or pedagogical use in this area and in this building, and this -- we'll talk a little bit about how this plays out.

Another component to recognize is that we've pushed the edge of the building back to make a more ample street frontage. Again, I think our collective goal on both the north side and the west side, our collective goal as a group is to animate the street. This allows for a more comfortable frontage, more comfortable seating. Sidewalks are tight right now so we're doing everything we can right now to increase that width and make it a little more comfortable.

One other point that's very subtle, but if you've been there, this kind of bend allows you to look into and becomes a slightly more gracious way of entering the open space that also aligns with this very important edge which is the T stop on the other side of the street. So there's a kind of recognition that this building operates not only with its adjacent neighbors but also with the Marriott across the street as part of the conversation or an ensemble.

MARIAN WEISS: And I think what Michael's described here as an ensemble thinking, Dean Sarkis spoke to that as well, the idea of all these collaborating with each other. Prior to our prior response to the Planning Board's interest in being able to see some dramatic life to the buildings and the facade, can you start to see now that we've introduced some interesting

elements here? And I'll talk further about them to add some chromatic warmth here, this bronze or terra-cotta color which you can see in the base panels and the fins in the upper part of the building.

This is a view here that's looking from the open space to the south and you can start to see this is what we had shared earlier and now you can understand the kind of influence that the chromatic expression, the addition of the fins in the upper part of the building, and the folded metal plates which at the base, which frame the museum, that give a scale that collaborates with the lower level here and a full transparency where the museum, the T headhouse and the Marriott beyond.

HUGH RUSSELL: Could you step up to the microphone? Thank you.

MARIAN WEISS: I hope the pictures have been able to speak for themselves.

If we look at the view from Main Street, this is what we've said earlier, and you can see from Main Street the chromatic collaboration with the historic buildings like the Kendall Hotel. The folded plates and museum level and the complete transparency. And as Michael mentioned, the slight nod back here to create more transparency in the entry of the space.

The view before from the Marriott Hotel and, again, you can start to see what we have been interested in which is instead of a box, actually, these tapered edges as you can start to see to give some reflection and slenderized portions of the building.

Michael, I think we can....

MICHAEL MANFREDI: I think we talked a

little bit about the plans, but I just want to bring your attention to I think the lobby as marked in this kind of mustard yellow color. The rest of the ground floor on three sides is retail and our program is a kind of high tech typical tenant would be a high tech tenant for office space. So it's very, very crucial to think about that in the context, but also what, what I think we're all trying to develop is a very strong base. And I mentioned one of the important components, one important tenant in this building is the museum. The museum will occupy ground floor retail. And museum level 2 and an entrance to the museum on the ground floor. As part of establishing this very important datum that Dean Sarkis talked about at level 4 -- whoops -- at level 4, there's a setback, a significant setback, and a terrace which starts to break down

the scale of the building, but also helps, and this is a very important point by mitigating wind by pushing and pulling the facade forward and back we can keep that wind sheer down to a minimum.

And then the typical floors on the upper levels are catering to tenants who want as simple and as generous a floor plate as possible so we try to minimize the columns, we try to push them to the perimeter. I think otherwise would typically be a box. We try to push and inflect these depending on the opaque orientation, you might see one or two sides. And this is an important point that Marian will follow up on on street level views.

On the upper level there is a terrace. This terrace will be very visible on the skyline. Again, Dean Sarkis identified a kind of profile

from the river.

And this kind of characterizes the disposition of the building, this kind of organizational matrix. Ground floor, completely retail driven. Two floors of the museum. A significant setback, and then the upper levels are tenants for high tech innovative companies.

MARIAN WEISS: I'll finish with a few views here.

This is looking south, and we're actually looking at the T headhouse, and you can start to see the retail as it fills out in the corner and the museum and the headhouse. We're looking now in this direction, we're coming and we're looking north and you can start to see there's the Marriott in the distance and a very transparent expression of the T house which we're excited about. And MIT is able to use the open space

here and create more connections there and, again, the retail as we see it here.

Important to note and Michael touched on it in his section, the kind of setback here is offering space here for a sheltered seating area outside the retail area. And in fact, this datum right here is commiserate with the Cambridge building across the way. And that setback there, 36 feet, keeps the upper levels further away from Main Street to create a more expression at the base. There's a seating area that we can see and the inflection that gives you easier views in the T and open space.

And if we look here at Main Street, we can see it see the folded metal giving an expression, a collaborative language with the Kendall Hotel. And, again, the idea of these kind of sheltered spaces and cantilevers which

come up in sections are kind of exciting, and the sheltered seating area, if you've been to New York, is effective, still protected.

The language I've spoken about here, and Michael has with the kind of folded metal with the anodized bronze and terra-cotta color. The metal tints, oblique, and gives something no longer a glassy building and quoting and high performance but also a stack to give tactility to it. Again, it would soffit here. We're thinking about the transparent storefront. These are the material precedents, but the whole idea is we're starting to think about this, and I think Dean Sarkis talked about this urban ensemble. And it's an ensemble, and we hope you can see the last slide collaboration of new collections and historic buildings as well to complement that.

I'll turn it now over to Mini Wong.

MINI WONG: Good evening. I'm Mini Wong of architects and we're designing building 6 which is the western most site of the SoMa development. We are located in between the Kendall Hotel and the Ford building otherwise known as E19. It is currently an active facility for loading and delivery for MIT which is very busy and so, therefore, our simple goals for the project is to greatly enhance the street experience on our site by continuing the retail of the hotel westward along our site and by focusing on -- by supporting the K2 study of activating Main Street with active uses and retail.

This is the site plan of our existing site, and you can see the Ford building or E19 to the west, the loading dock with the four bays, which we have to maintain their operation to the

south, and the Kendall Hotel to the east.

In the main entrance to the Kendall and their outdoor seating area.

This is a fenced-in area for their mechanical equipment, and then their blank party wall.

So in terms of the site plan, we oriented the building in order to maximize the view of retail and active use from the eastward approach as well as from the west approach. We're also locating and pushing all of the back of house and support functions to the south of the building in order to really maximize the depth of retail views and we have about 40 feet on average of a very simple open retail space.

And then getting into a little bit more detail of the plan, our building is really constrained by the minimum size of access

required for the trucks, their turning radius, and also by our desire to create a small open space that would extend the outdoor seating area of the Kendall Hotel. And then you can also see on this plan that this is the smaller, lower portion of the hotel, the original firehouse. And so the overall size of our building is trying to relate to that.

Building 6 does not have a side yard setback, but we are creating one that varies from three feet on the rear to 13 feet from the hotel property line. And then we're also pulling the glazing on that east side 20 feet back to really activate that side space.

Lastly, we're angling the facade on Main Street in order to break down the scale of our building and thereby creating a five-foot setback along Main Street, but really it's to create

possibly multiple entries for a possible two tenants with entries off of Main and off of the side open space.

In terms of the building massing, we've really taken into careful consideration all the different and multiple heights of the Kendall Hotel and E19 and we've been trying to create a continuous street wall that has its low point near the hotel. It rises towards the higher volume of E19, and then it rises again towards the rear as it meets the higher volume of the rear of the hotel. This enables us to create a visually screened sunken mechanical courtyard for our building equipment.

I should mention that our building is the smallest of the SoMa sites. It's two stories, and so it has no wind or shadow issues.

Next picture we are showing that we are

trying to pick up of the language of the punched windows of the hotel and of E19 adjacent. And what you also see is a continuation of the awnings and retail along Main Street, but also that in angling that facade in, we're trying to create two facets of Main Street that picks up on the scale of the Kendall Hotel.

And then what we're trying to show a little bit more specifically in this elevation is how the low point of our building matches the cornice line, the lower cornice line of the hotel and how we're keeping the high point lower than the apex of the lower portion of the Kendall roof. And how we are looking very closely at the exact sizes of the windows, five foot, six, seven feet of the Kendall Hotel. The eight-foot of E19 and incorporating that into our (inaudible which is the simple gradient of multiple height windows

that picks up on the rich and diverse context that we're in.

This is, again, the existing view of the northeast corner of our site, and then the proposed view of our building where you can see that open space, the east facing open space in between our building and the Kendall Hotel which we imagine will be paved and have planting. The 20-foot of glazing, and how we're creating these multiple facets possibly with three entries and three awnings to really activate the street front.

And then finally this is a zoomed in view, same angle with that open space in the foreground and showing that side entry and possibly into retail, and also to show you our initial thoughts about materials.

What you see in this rendering is an

outer main screen of perforated corrugated aluminum that would have a luster to it, that is wrapping an inner liner that would be a warm color that would evoke the orange/red color of the brick surrounding it. It's a simple idea of the new wrapping the old. And we look forward to continuing these material discussions with you.

We are also in discussion with the hotel and we've been very sensitive to incorporate several aspects of the hotel from the datums, the cornice, the exact sizes of windows, the scale of the building mass, and we are incorporating it into our building, not anything that historic style but in a new contemporary aesthetic and we will continue to coordinate as our design progresses.

And with that, I will turn it over to Kirt Rieder.

KIRT RIEDER: Good evening. My name is Kirt Rieder, principal landscape architect at Hargreaves Associates. And let me assure you that this -- let me assure you that this is existing conditions and not our proposal. But I do want to take a moment to step back from the architecture as this is a great opportunity for us to integrate a sizable public space adjacent to Main Street. And for us this is quite exciting as we will be moving the needle from asphalt toward a far more sustainable landscape which is part of a bigger system anchored on Main Street. We believe we've achieved the right balance of paved versus planned available for future programming. The big move of landscape is a transformation of all this surface parking into a premiere pedestrian destination inviting all and welcoming to all.

The Board has asked that we clarify the long view of the project along the south face of the buildings. And to do that I'll start with a series of the before and after images of which this is the first, and then I will begin to touch on many of the topics noted in the CDD memo as well as some of the Board questions that were provided previously.

So our aim is we're looking for an adaptable urban public realm for MIT and for the broader Cambridge communities, programmed with public events and diverse activities such as book fairs and science and technology festivals. As a team, we've advocated for and struck a balance, we believe, between architecture and open space. And we have spent a lot of time jointly working on the positioning of trees to provide appropriate shade and agreeable wind levels.

And we look forward to continued planning and thinking about the activation on each of these outdoor spaces.

So to orient people to the site a little bit better, Main Street runs along here, Carlton here, Hayward Street here, the Suffolk building here, and the clock tower building here. So there will be select buildings that will be removed. Certainly the surface parking will be removed, and it will be depressed deep enough into the surface below grade so that we may have an urban forest of diverse tree canopies over a pedestrian plaza that is engaging each of the buildings with a -- on their south facade. So the plaza effectively becomes the exterior continuation of the infinite corridor that pops out at E23 and continues eastward toward the Sloan School, across Main Street, and ultimately

to the Broad Canal.

So today the densely parked cars that pedestrians currently pick their way through begins to be replaced with shaded seating, which will encourage lingering, socializing, hanging out, and curated events beneath the tree canopies in a much richly planted garden balancing both perennials and lawn.

So through select demolition and removal of parking this area will begin to be reconfigured with flexible and movable seating, pedestrian scaled lighting, contrasting unit pavers, and vegetated bands of shrubs and perennials that form the streetscape that does not exist in this landscape today. This will shift the emphasis dramatically from vehicles to pedestrians.

So in terms of bike and circulation,

pedestrian and bike circulation will be improved by upgrading the streetscape for non-vehicular users, and adjusting the current vehicle facilities that will provide a more balanced environment for pedestrians and cyclists.

So the project sits between the Main Street transit corridor and the Charles Riverfront and the city street grid of Amherst, Wadsworth, and Ames overlay that and that's primarily where pedestrian circulation occurs today. What we aim to do is to improve the mid-block condition so that pedestrians can move from the infinite corridor through the mid-block condition over to Sloan across Main Street and on into the north of Main Street area to the Broad Canal.

So the Board has asked us to clarify who exactly owns these different right of ways?

Certainly the state, the Commonwealth owns the riverfront here. The City of Cambridge owns the right of ways of Wadsworth Street, Amherst, Ames, Main Street, as well as a very small discontinued parcel at the T station here and the Kendall hotel owns Dock Street and Charlotte's Way here, and the City of Cambridge also owns Carlton Street and Hayward Street. However, both are discontinued ways and MIT has a permanent easement and control over both of these streets.

Similarly the Board has asked that we describe the physical changes proposed to each of the streets, and David has done a fantastic job describing a lot of the changes to Wadsworth Street suffice it to say to recap briefly, widening the streets, adding trees that don't exist there today. And I'll spend more time detailing changes to Hayward Street. But, again,

the goal here is wider sidewalks, more street trees, and in this case, no through traffic except for fire and logistics for MIT. The mid-block becomes a shared street area. If you think of Winthrop Street in Harvard Square where it's built for vehicles but it's primarily a pedestrian space.

So widening sidewalks and adding street trees, this is something we're very proud of having worked with a city staff on to make this a much more pedestrian environment and simply not about wider and wider street pavements.

On Carlton it will remain two ways from Amherst up to the ambulance drop off and back out. And then one way from Charlotte's Way down this way, and then raised pavements, like raised crosswalks from Charlotte's Way from this location as well as a raised crosswalk down at

Amherst Street as well.

So further along Amherst Street there are at-grade entrances to an interim parking lot here and then at grade entrance down into the underground parking entrance that Robert described before.

On another Board question you've asked how we plan to connect to -- you asked how do we connect from south of Main Street to north of Main Street. As I described before, the infinite corridor over here, all that surface parking is moved so it's pedestrian focussed landscape that crosses Wadsworth Street. It moves into a zone now that is primarily surface parking lot for the Sloan School. That gets pulled back, it becomes reconfigured as a pedestrian-first landscape that continues through this area, currently surface parking lot over to the reconfigured city

crosswalk over to north of Main Street. You also made a very specific comment that we need to, and we believe we have responded to, by easing the corner between the existing landscape and the existing vent towers at this location. So that easier for individuals to find their way around that corner to that new crosswalk.

And then the follow-up comment to your question how does Point Park factor into our changes to the public realm? And our response to that is we are building upon the great momentum of the new streetscape that's going in along Main Street by widening and improving the streetscapes on Hayward and Wadsworth Streets to make them more desirable for individuals moving through the Third Street corridor toward the river by utilizing these new corridors in addition to making it easier to make that bend over around

building 2 toward the Sloan School as well as facilitating and encouraging more pedestrian foot traffic along Main Street toward Boston. So, slightly more detail for Hayward Street.

Now I should point out, this is Hayward Street but it's a diagram broken into two pieces. This is a northern edge, Main Street here, Amherst Street here, and they fit together here. Raised crosswalk at Main and Everest.

The purple refers to -- diagrammatically as pedestrian pavements, whereas, the blue color highlights vehicular pavements heavy truck turning and loading into the various buildings at Muckley and into the building here.

The key part of this diagram is the middle spot behind the south facades of the proposed buildings. This is where we take the pedestrian paving up to the level at the top of

curve so that it's pedestrian first, movement of foot traffic east to west across the site. And that vehicles, public vehicles are restricted from using the space. So, yes, we can have fire trucks and delivery trucks go through this, but it's not open to day-to-day public vehicles.

So looking at the slightly different and sectional form, we have wider sidewalks with street trees that do not exist today by pulling the curbs in a little closer and you have vehicular pavement there.

And moving further south toward Amherst Street in the middle or closer to the middle of the quadrangle to the open space we have no -- we have curbs but they're at the same elevation of the pavement so people can wheelchair across, can walk across without barriers.

And moving slightly westerly from Hayward

over to Carlton Street at this location at the T station, our goal is to make this a vehicular free zone where pedestrian pavement goes from building phase to building phase, and we are looking to maximize our ability to work in street trees where possible, recognizing that there's quite a bit of complexity for underground utilities and tunnels in that location.

So finally one other question that the Board asked us to be directed to is the interconnectedness of the open space and how individuals will move from those underground parking structures into the landscape and from building to building as well as to the wider Main Street area. So I'll briefly point out the elevator cores, 1, 2, 3, 4, 5, two of these are freestanding headhouses, three of them are embedded into the new building structures

themselves. All of them share the ability to bring pedestrians and cyclists out at the ground level elevation into the landscape essentially encouraging individuals to move through and across the landscape as opposed to being completely inside structures.

And then lastly, to summarize we see this as very much a transformative space. It's a multifunctional space. And it's key to reinvigorating this part of pedestrian square, for pedestrians in an outside public environment. And at the next meeting we will speak with you more about integrating more fully programming for the open space and the buildings.

And at that point I will invite Susan Sloan-Rossiter to speak about transportation.

SUSAN SLOAN-ROSSITER: Thank you.

Hi, I'm Susan Sloan-Rossiter from VHB,

and I thought I'd start off with two good pieces of news. The first being that I'm the final consultant to speak before I turn it back to Steve Marsh. And second, that I'm not gonna talk a lot of numbers tonight. As Steve mentioned, that can be the topic of our next meeting. Okay? So there's a lot of content here that you've been listening to.

But transportation has been a fundamental focus of the planning that's gone on over the last years. As you can see, the architects have integrated the pedestrian environment, how people access the garages, and the bicycle accommodations all within -- they were thinking about their buildings. The -- what I am going to talk about tonight is just to give you a brief overview of what we did study and what we'll talk more about next time if you desire, and also

really our ongoing conversations with the staff, which had been extensive and very, very helpful.

So we've done a lot of thinking about and we've done a lot of studying about pedestrian environment, significant bicycle accommodations, major reconstruction of the MBTA headhouse. MIT has been a founding member of the Charles River TMA. It continues its support and will continue its support. Currently it supports the EZ Ride shuttle approximately \$350,000 a year in support which is really important because it really expands the opportunity for transit services to the area by connecting with the Green Line, Orange Line, and Red Line, and commuter rail.

I'm going to talk a little bit more about complete streets, not only the pedestrian accommodations, but the bicycle accommodations which we've had a lot of good meetings with the

city staff on. We've talked about loading, always very important from a transportation standpoint, and of course parking ratios and the parking being underground.

We did do an extensive TIS. We were certified in July. We studied 28 different intersections. Their vehicular levels, vehicular style of service, the impact of each of the intersections as well as a bicycle impacts and pedestrian impacts. And we've worked very closely with Joe and Adam and had several meetings to discuss the various intersection impacts.

As part of our scoping, we were asked to answer a number of kind of real life questions about the Red Line and the services, and so we had a fairly unique study responding to questions from Traffic and Parking about what really is

going on with the Red Line capacity and looking at the service from a user's perspective. And we were asked to do observations of service, which we did for two different days during the peak hours and really got a sense of at least on those days how the Red Line was operating, how it was able to perform during those peak periods, and how it impacted passenger wait times, how it affected how passengers ended up loading on to the various cars and how that affected them as riders. And what we were able to observe on those days was that there was some overcapacity but it definitely seemed that it was due to the service not being able to be maintained being reliable. There had been a signal problem at that point. So the conclusion had been that in terms of at the MBTA running a sufficient number of cars during the peak hours, they did have a

sufficient number of cars available to operate. If they had been able to operate them on time, there should have been sufficient capacity for the existing riders as well as our future riders of the system.

As I said, we've been meeting with the city staff and we talked about the number of bicycle and -- short-term and long-term bicycle parking spaces will be providing which is over a thousand. At the SoMa garage we'll be providing around 800 new parking spaces. That's net new. And we've been talking very seriously with the staff around how much replacement parking should go back in, that's the existing parking that's there now, and working to come to an agreement on a number.

Although we're focusing on NoMa, on the SoMa side we will be having a reduction of about

114 surface parking spaces that won't be replaced, and the retail parking is going to be handled in the existing One Broadway garage.

When we think of parking, we do think of it holistically for the area. So indulge me a little bit that I went into the NoMa but it's an important part when we're looking at the overall supply.

MIT, because of the garage under SoMa being a mix of uses, parkers, some retail parkers as well, MIT is looking very closely at the use of technology to be able to provide some innovative methods for operating and really maintaining and coordinating the allocation of the parking in the SoMa garage and we've been talking with the city staff about that quite a bit as well as car share spaces and the ride share spaces.

We had mentioned the reconstruction of the MBTA headhouse and that's been mentioned twice and you saw some good graphics of what that will look like to encourage people to use the T and use the system.

You've seen Wadsworth has been explained in terms of making that not only a pedestrian but also a bicycle, added bicycle accommodations through shared lanes, and Hayward Street making that also complete street and that's very important that we have shared streets on both of those that people will be able to really make the connections into the open space but also down to the river by using Wadsworth.

On Ames Street we're looking at continuing the two-way cycle track that's been looked at and is being designed by the developers of 88 at Ames Street, and they're working now

with the city staff. But we've looked at the best way to integrate that into the portion of Ames Street that's between Main and Main Drive. And there will be a continuation of the cycle track to accommodate people all the way up to Broadway and actually it would extend up to Binney Street because that's the extension of the neighborhood with the multiuse path that exists with that if you're familiar with that. So it's really an important connection and MIT's working hard with the city staff to try to create that kind of connectivity for the bicycle accommodation.

In addition to adding three different Hubways as part of the improvement package that we're looking at on the transportation side. We're working closely on our PTDM draft. We're working on the final draft of that. It's really

going to reinforce the various TDM elements that have found -- that the city has found effective, and MIT through their own TDM program has found effective with the students and the academic side.

We're looking at employee subsidies and the attendance providing subsidies for clients. And also being member of TMA and participant in the EZ Ride will be a requirement as well as having a strong monitoring program which is always a key element of the PTDM plan.

At this point I will turn it over back to Steve.

STEVE MARSH: Thanks, Susan.

Thank you, and now we're at the point where we can get into a lot of the details and what -- I'm just kidding.

I want to say there's a lot of details in

this. And I think in all honesty I think we try to be respectful and to really share some insights and try to respond to a lot of your questions and discuss the changes we made in response to all the stuff we've heard from you the Planning Board and the staff. So, it did take a little longer in terms of getting into that, but I hope it gave you a color for thinking along the way.

I would say, you know, overall this is a portion of what we're talking about tonight. But we're very excited about the prospect of what we're doing. We've worked very hard on this. We've taken many years to work with the community and the city staff and leadership of the city to really transform six surface parking lots in Kendall Square into a place where we believe MIT meets the community. And this -- it's really

important to MIT as Provost Marty Schmidt has described, and we've made a commitment obviously by the amount of time we've spent on this, we're taking this quite seriously.

I would bring back some thoughts to when we had earlier Planning Board meetings on this, we were going through you it. You know, we were asked to engage the street at one time. Hugh, you may remember when we were talking about even at Wadsworth Street. We had a thing there at the time where it was a question asked by the Planning Board, can we do something on Wadsworth and Main and try to even do something on a temporary basis to extend the activity on Wadsworth Street. We've done some major changes. Things like at Eastgate which has a retaining wall that turns its back on Kendall Square. We're now proposing to move that, add new

graduate housing, and to try to embrace the street and extend that active street front all the way down to the Sloan School from E19.

I think as we've done this, we've worked very hard with the K2 process. There was some very stringent requirements on retail. We think we have met and exceeded those in every one of these buildings. We were trying to get 75 percent on main streets, we basically tried to wrap every one of these buildings to maximize the retail and tie into the public realm.

So we spent a lot of time on that. We had a lot of support from a lot of people in terms of great ideas. And we've tried to incorporate as many of those ideas as we got along the way into this package.

I think at the end of the day, you know, we believe we're achieving some important goals

here. We made a serious commitment to new open space and retail. We created the capacity for research and science which we're very proud of what we're doing in Kendall, and what we do in Cambridge in general in terms of doing things that are helping humankind.

We infused this area with residential. When I look back to our meetings with the neighbors, the plan that we have today is actually the plan that the neighbors have put together when they say we'd like a tower of housing at One Broadway and we'd like another tower at the T stop, and we've responded in that. I actually had the plan that was out on my desk the other day. And I think we've achieved some balance here. We struck a balance in research and development and housing. The public gathering spaces are so important for so many

reasons that we want to contribute to collaboration in the social fabric that we're trying to create, because we think the best ideas are shared, work as a team, and we make a great society to do that.

And we've made a lot of effort in the retail public realm. You know, today we feel that this has really created a compelling gathering spot that serves basically the living room for Kendall Square and we hope that, you know, the proposal is something that we can gain your support for.

I'd like at this point in time, I know we have some other conversations that are going on, so with respect to time I'd like to hand it back to the Chair and appreciate your attention and patience.

H. THEODORE COHEN: Well, thank you.

I'd suggest we take a five-minute break right now. We've been sitting for over two years. Let's really try to keep it to five minutes and then if the Board has any urgent questions or comments, we take them, but I think then we go right into the public.

Thank you.

(A short recess was taken.)

H. THEODORE COHEN: All right, everybody if you can take your seats.

Do any of the Board Members have any questions right now? Not now.

All right, I will go to public comment. Do we have a sign-up sheet somewhere?

When your name is called, please come up to the podium and give your name and address to the stenographer and spell your name if it is anything other than John Doe. And, please, we

ask that you speak for no more than three minutes. It's been a long night, it's going to be longer, and there will be further hearings and people will have further opportunity to speak so this should be just addressing the SoMa portion of the project.

So Debbie Galef.

DEBBIE GALEF: Hi. My name is Debbie Galef, G-A-L-E-F. I live at 93 Hammond Street. And I am the Chair of the Pedestrian Committee and so I'm here on that behalf. Cambridge Pedestrian Committee. We have submitted written comments to you, I think we did it in October. I would like to reiterate and focus on a few of them and I'll only focus on the SoMa ones right now.

We do appreciate the focus on -- or the attention to the pedestrian connections. Those

were very good, but we have some issues. And the cantilevering on Main Street of the large buildings, I understand it allows more light, but we also felt that all these buildings lined up loomed over Main Street and it just did not provide a wonderful streetscape for pedestrians. It may be better that they're cantilevered, maybe not, I don't really know. It's nice that there's light, but it's just that they towered and they loomed and we didn't feel that comfortable.

The focus on retail is good. We do appreciate that.

We also thought that with all the buildings, they -- there wasn't that much cohesion architecturally to them so that didn't help, but I gather you're going to hear more about the architecture next time.

The headhouse we were pleased with. That

sounds great, the reconstruction of it.

In terms of the interior plaza that ended with, we didn't feel that it worked all that well as shared space. I know it's supposed to be shared, it's good that it's supposed to be shared, but we thought -- we weren't quite sure where pedestrians and cyclists were going to get through it just seemed cluttered. And so we thought maybe if it passed around the outside or obvious paths, people thought of a comparison with the Science center at Harvard where there's a big plaza now and people who -- cyclists ride through even though they shouldn't be there. Maybe they ride through too fast but in any case it's hard to have everybody share it. If it were defined, it would be better and it does seem quite cluttered.

In terms of Amherst, we thought having

cycle tracks was a great idea. And, you know, Amherst/Ames Street with the cycle tracks, we thought having a crossing of Memorial Drive as an extension of that, in other words, connecting to the paths along the river would be great as part of this project, and way finding signs in the area would also be helpful. I don't think it was mentioned, maybe it was thought about, but just making clear how you get from one place to another. And I think that's, that's it.

Thank you.

H. THEODORE COHEN: Thank you.

Fred Salvucci.

FREDERICK SALVUCCI: My name is Fred Salvucci. I live at 6 Leicester Street in Brighton. I work at MIT as a guest lecturer and researcher in civil engineering and my background is in transportation. It's late and I won't

tempt to go through everything in this letter,
but let me say a couple of things:

One, I'm here in opposition, but I think this plan has come a long, long way. I was particularly pleased to see the conductivity along Wadsworth along the river which I think is a huge improvement.

I was particularly pleased to see the enthusiasm as the associate team for affordable graduate student housing, which I think is a desperate need on the campus. And it's important for our students, but I think it's very important to leave the outrageous real estate price pressure on the Cambridge community. I think it's directionally correct to add 450 units, but dimensionally no way near adequate. The Clay report identified at least 4,000 grad students and that's a whole data. There's probably more

than that number out in the market driving -- hurting themselves and hurting the market. And another thousand post-docs, that's a big slug of traffic. Let's me describe it as a transportation problem. I think some use bicycles in good weather. During bad weather that's 5,000 people on bad weather. Kendall handles almost 15,000 today. That's a big chunk of people who would be much better work walking to class or laboratory that are forced by the circumstance to live as far away as Quincy and Watertown and they don't have that kind of time and it's bad for the general housing market. So I think a lot more of that is needed. I'm glad to see the enthusiasm of which the associate provost spoke of it.

A third positive term about it is the embracing of the history and the historic

buildings along Main Street, that think the attitude a few years ago was take a picture put it in the archive and tear it down which is really refreshing to see the enthusiasm for the historic fabric.

Let me go to the worst news, and this is not the fault of MIT or the City but there are some things that can be done about it. Almost three years ago when this plan was approved by the City Council, there was reason for optimism, that the state was finally going to get serious about getting the transit system where it needs to be. They were moving to purchase new Red Line vehicles and Orange Line vehicles. One could hope those could be accompanied by a brand new signal system. People talk about the mistake of the driver in the case of the runaway train, the real problem is that the signal system breaks

down about once a week. It's antiquated. And a modern signal system wouldn't require the driver to have his foot on the pedal. This is outrageous. The time to replace that signal system is now and they're getting new Red Line cars. If we miss that opportunity we've totally blown it. And, again, there's dimension. They're directionally correct, they are buying new vehicles. And without the signal system, they're blowing it.

In London when we worked with transport for London, the Victoria Line gets 34 trains per hour each way. It's -- and actually not as nice as the Red Line in terms of its cross section. If you've been there, it's a little bit tight. But the frequency is incredible and they're not satisfied with 34, they're moving up. That's because they've got a modern signal system. The

new trains have to talk to the signal system. If the new trains come to talk to the old signal system, then people will be afraid to change signal systems and this will be a rock on the capacity of the Kendall area to grow. It's not just Kendall. It's Kendall and downtown and the innovation district in Boston. It's essentially an issue. There was reason for optimism two and almost three years ago when the Council voted. Right now the state's not making any activity about getting serious about that signal system.

CATHERINE PRESTON CONNOLLY: Sir, can you wrap up your remarks?

FREDERICK SALVUCCI: Okay, sorry.

The grand junction rail use service was in the five-year plan then, it's not today. And the Blue to Red connector was supposed to be headed into final engineering under port

agreement and that's been suspended now. The Blue to Red connector would give access for workers from East Boston, Revere, etcetera to Kendall Market and make a big difference in connectivity.

You have generated a lot of economic activity here that is generating a lot of tax revenue, income taxes, and sales taxes to the state. The state's got an obligation to back it up with transit. It's very nice that MIT says that they're going to contribute money to the T. Every dollar the developers contribute to the T is a dollar you don't have for affordable housing. The state's supposed to be doing this. It's their obligation. It was agreed to several times and all the permits on the Big Dig, it's a disgrace that it's not happening. I would urge Cambridge to be much more aggressive in demanding

it. But in the meanwhile, you can't make the Red Line happen other than advocating much more forceful which I urge you to do, what you can do is control the amount of parking. And I think this plan includes way too much parking. MIT has --

CATHERINE PRESTON CONNOLLY: Sir, you're more than double your time at this point.

FREDERICK SALVUCCI: Okay, sorry. Parking was the other point. Thank you.

H. THEODORE COHEN: Right, we have your written testimony and we'll review it.

Thank you.

Shawn McDonnell.

SEAN McDONNELL: Yeah. My name is Sean McDonnell. I live 12 Old Dee Road, Cambridge. I'm on the Cambridge Bike Committee. I was going to offer comments about that. We've written

testimony, and I think I'll leave it at the testimony on that and just speak as a private citizen. I'm thrilled at the project. Thank you very much. The parking lots that are derelict, this is a fantastic, significant project by MIT. I want to say that out loud, okay?

I want to share -- I also found it a little confusing and I wanted to share a joke that I heard recently. You may also have heard it. I think I offered it up about some blind blonde firefighters playing golf. They were slowing up the threesome, a policeman, excuse me, a priest, a doctor, and an engineer. And the priest said -- at first they tried to find out why these guys were playing golf. These are firefighters, they put out a fire. They were offered up the golf course any time they wanted to play. The priest said he'd say a prayer for

them and the doctor said he'd look for some remedy to look for the blindness. And the engineer said why can't think play at night?

Engineers solve problems. I'm an alum at MIT and I found part of what was being offered tonight a compelling story and I don't quite get it yet. And I want to say out loud I don't think I ever heard of a group of people who invested money on behalf of the university whose job it is to generate a return to support the school to make a direct investment like this on their campus of this kind. Now, not dormitories, not classrooms, but lab space. And you said that -- and the provost said that he thought the university -- the institute, not the universities, the institute was trying to make a transformative change. And I just want to mark it that I think MIT isn't different than any

other institution or college and choosing to do and has continued to do so over a long period of time which is to directly invest in how they connect to the world. And I think it's remarkable. And I think it's worth saying out loud that they're putting their money where their mouth is in an incredible way, and I hope they intend to stay as long term owners. I didn't hear that said out loud, but I'm making that assumption. That they're not going to flip this. This is their commitment to an ongoing commitment to the city and to the United States and to the world. It's about innovation, it's about energy, it's about entrepreneurship. So I thank you for that.

Thank you very much. This is great.

H. THEODORE COHEN: Thank you.

Heather Hoffman.

HEATHER HOFFMAN: Hi, Heather Hoffman, 213 Hurley Street, and I wanted to start out by saying that I'm so excited to see a two-story building and I hope it won't feel really overshadowed by all of the other things. And there was one thing that I noticed that is not as big as my complaint about moving the Green Line should that actually happen, but it appeared to me that the T station was moved farther from the East Cambridge neighborhood and I think that's kind of rude. You know, the Boston Properties made it harder for people from East Cambridge to get to the T station easily by moving the doors in the Marriott because they're required to allow us to walk through there. And now MIT wants to move the T headhouse farther away. And, you know, there's nasty weather a lot of the year, and I hope that they will reconsider that and

make it so that it is not more of a pain in the neck to get there.

The -- and then I also, was kind of confused by building 4. The first thing I thought of when I saw it on the screen was One Western Ave. turned 90 degrees. And I thought well, I don't hate One Western Ave. And I thought thousands and maybe hundreds of people do hate it. And so I understand this isn't design review, but I would just put that in people's minds.

And finally, the housing that's going to be there, now I saw this glow cube. And if we have any night veil fans out here, I will say all hail the glow cube. That I don't know that that is going to make a residential building nearby a pleasant place to be. I know that someone who lives in River Court has said that he does not

need to turn on his lights because the sign from the Sonesta gives him enough light at night to read by. And this is, I believe closer and it looked a whole lot brighter. So, you know, a glowing thing may be really nice conceptually but then you have to live with it.

And also for the mechanicals that can't be screened, well, I hope that I'm not gonna be hearing them because -- and that the people who are trying to sleep aren't going to be hearing them. You know, people at Eastgate regularly vandalized the musical sculpture that was in the median of Main Street heading over the bridge because the sound bothered them. And I dare say that that sound was a lot more pleasant than all of the HVAC of all of these labs. So if we want this to be a good place for people to live, we ought to think about the environment that they're

living in and the fact that even grad students sleep on occasion and certainly their children do.

Thanks.

H. THEODORE COHEN: Thank you.

John Hawkinson.

JOHN HAWKINSON: Good evening, Mr. Chair.

John Hawkinson, 84 Massachusetts Avenue.

I just wanted to reinforce my memo to you from last week, which was to request a condition which is, if you require further review of these individual buildings, as you've stated your intent to do so, that you require that review take place in a public hearing and not simply as a matter of general business where the public is not entitled to speak, and that is because I think a lot of members of the community would very much like to address the specifics of

building when that comes to the floor.

Thank you very much.

H. THEODORE COHEN: Thank you.

Is there anyone else who would like to speak? Please.

STEVE KAISER: My name is Steve Kaiser. I live at 191 Hamilton Street. My first comment is on the landscaping, and it comes from David Manfredi's presentation of building 2. I was looking at the plan view, and I said what are all these parallel lines in the lots around the building? What is that for? And I realized when you got to the landscaping that this was lines of trees but was all rectangular linear. All straight line work.

And all of the paving that was proposed is all straight line blocks. And landscape architects have the ability to put curves in.

There's a lot of freedom in the lines that they have. And Olmstead certainly used that as a great advantage. So I would suggest that the landscape architects who otherwise has done a fairly good job, particularly on pedestrian connections, to really go back and think how can you soften this thing with curves and make it much more interesting.

I was fascinated by building 6 because not only do I think it's the most improved building but it's the best of the lot. It's small, it's got a nice scale, and you can worry about the details of it. The first time we saw it, it was a small building, but it was drab and unimaginative. And I think they've made some very good improvements on working on the design of that.

On the opposite end of the scale, which

is the one that's always bothered me which is building 3 and housing. I can't give you a technical description of my concern, but I would use the word horrified and I have always been by that. Architecture's controversial and people have different takes on these sorts of things, and looking at MIT architecture, I go back to a time when the green building was built in 1964 by I.M. Pei, and that was a controversial and difficult building. I won't go into the details because I could be here for another three minutes.

I was happy to see tonight there was no talk of traffic and congestion because there are no easy solutions in that area. And I think the statement by the Planning Board on November 30th on Volpe was excellent. It understood that point and said transit is the issue and that's what

we've got to talk about. And I hope the next meeting we have, next hearing, we'll be able to talk a lot more in detail about transit.

MIT should be careful about connecting busses to the Green and the Orange Line for the same reason that the Red Line has a problem, they're both overloaded. So you can get people to the station by bus but you can't get them on the Green Line and the Orange Line in peak hours. So please be aware of that.

I haven't been able to find the train count that MIT did in the current submission. I don't know where it is. I haven't had enough time to dig it out, but it has been modified and corrected and expanded more usefully. So I hope by the time of the next hearing that we can get that and have more discussion on it.

So, I think this pretty much covers it.

Am I close to my three minutes? I trust. Yes.

And so I don't know when the next -- I can't remember when the next hearing will be, but I trust we'll have a good discussion on transit at that time and I hope we can.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Councillor Carlone.

COUNCILLOR DENNIS CARLONE: Thank you.

Dennis Carlone, 9 Washington Avenue. I thought it was a very interesting presentation. I thought it's a good group of architects, but I'd like to make a few urban design comments:

One is, and in the order it was presented, the Dean outlined five sort of overall strategies for the site plan, including No. 1, base, middle, and top. I saw no tops with the

exception of maybe one building. And it's a base and a middle that sort of is cut off at the top and I had to point that out.

Building No. 2, I don't understand the cantilever. It's world's fair architecture. It's -- most people do not like to be under -- no, almost all people do not like to be under large overhangs. If it's intimate as was shown in one of the other presentations where a cafe could be under, I mean it's a 20-foot overhang, that's one thing. That's like a porch. But when it's 80 feet in the air and it's meant to be I think a meeting place, it seems awkward and arbitrary and look at me, and I don't understand it whatsoever. Now maybe the Sloan School wants a visual corridor from Third Street, but this is not how you make a city. In fact, I can't think of pleasant space that's overhung like that.

Even the pictures that were shown, the ICA isn't that high, and frankly, I found it unimpressive to experience there except when it rained.

The glass facades, we seem to be, and I've said this when I saw the first presentation, not here, elsewhere. There is a pension for glass, I get it. Yes, it will be new and it will be different, but glass and metal tend to be cold and are almost always cold. We have sort of a glassy building not far away that everybody was going to rave about, I still think it looks cold. The glass is kind of smoked and treated, but....

When I did a research and development building, the client wanted counters, labs along the window edge. And all these drawings, all the presentations that we saw I -- it appeared there were no counters along the edge and the glass went down to the floor. Now maybe the strategy

on labs have changed, but you do see through glass. And I have to say that the best views of the first two buildings were night views. And, you know, I get it, cities look better at night because they're ugly during the day. And I know these buildings will be better than that, but that means nothing to me. It's what you see during the day when most people experience buildings.

The residential building I have to say was much more interesting and responsive than I expected, and I hope the forum, the space for all as it was said is truly that and that it can be a public space that neighborhood residents could use for meetings and even the City could use for meetings at times.

Building No. 5 is the one that impressed me the most and I didn't expect that. And it's

because they did something -- well, the little building No. 6 began to do it as well, but building No. 5 did something that none of the other buildings did. The residential building might be going in that direction, it wasn't clear to me, and that was the use of warmer -- granted it's metal -- but warmer metal colors. The terra-cotta color relating to the brick of historic Cambridge or even 1980s Cambridge. And I felt that made that building far superior. And when I first understood that there's these subtle prismatic plans I thought "Oh, boy." But I have to say that building has convinced me that it's truly trying to be modern and yet fit in, to Cambridge, to MIT, to Kendall Square, that perhaps the other buildings do not. I think that's really important, and one could say that we're emphasizing the historic buildings by

building very modern buildings.

Building No. 2 in particular just relates to nothing but itself as far as I'm concerned.

And I know the architect is a quality architect.

Building 6 seems like a temporary building, but that's fine, because it's trying to do a number of urban design things.

The landscape -- I'm almost done. The landscape, the common and interim parking lot. It should be an interim parking lot, but what for would the questions I would ask the Board to ask. You've probably done that already.

And the signal problem that Fred Salvucci mentioned, is a billion dollar problem. And it is going to affect Volpe, CRA, MIT, and, you know, we can kid ourselves, but that is it.

And as far as design review of the buildings, I -- hopefully I'm wrong, but what you

see is what you're gonna get. Maybe it's only 85 percent of what you get, but the studies are going in a certain direction and unless you redirect it, the train's left the station.

Little details might change but the basic will not. So I think you should talk about that and perhaps not tonight but very soon.

Now, you know that the Council raised the affordable housing in the CRA Lance from 15 percent to 25 percent. So 25 percent will be affordable. Volpe will likely be the same. I realize that MIT Zoning is done, although I have to tell you a number of people have asked us to bring it forward again. I don't think that will happen. But it's been said. But 4,000 apartments for grad students and 1,000 for post-docs. The Council, which I was not a part of, should have incorporated that into the plan

and other plans. And I think there was promise as I alluded to in the few buildings, but I think there's glass boxes elsewhere that -- I don't think there's much redeeming value to it from an urbanistic point of view.

Thank you.

H. THEODORE COHEN: Thank you.

Yes.

CAROLINE JAFFE: Hi. My name is Caroline Jaffe. My address is 18 Amory Street. And so I wanted to speak about this. I'm a member of the Cambridge Bicycle Committee, and I wanted to reiterate some of the comments that were made by Debbie on the Pedestrian Committee and Sean earlier on the bike committee. I also wanted to note on a personal note, I'm a graduate student at MIT and I work in this East Campus area. So this is really exciting for me to hear. I walk

through this parking lot everyday and it's a terrible experience. So hearing about the possibility there is really exciting.

So just a couple of points to bring up:

On the note of Hubway stations, we appreciated the note about adding a Hubway stations and just want to ask if this was in addition to what had been in the earlier plan or what was already in the earlier plan? And encourage increased density and station space. This is an area where there are often lack of spaces to park a Hubway in the mornings and no Hubways available when you're leaving in the evening. And that's a recurring big problem.

We also wanted to commend the plan on their idea of adding -- continuing the separated cycle track on Ames Street. That is a hugely important route to connect the Kendall Square

area to the river and to the MIT campus. And we wanted to encourage the plan to look at adding a safer connection across Memorial Drive. We realize this might not be within the jurisdiction of the plan, but having a -- this really dangerous, fast moving traffic is very inconvenient for both pedestrians and cyclists trying to cross Memorial Drive to try to get to the Dudley White bike path.

We also wanted to comment on Amherst Street. Again, this might be slightly outside of the planned area, but since there will likely be construction ongoing here due to other construction in the area, we wanted to encourage the plan to consider adding separated bike facilities here. This is sort of the standard for biking in Cambridge. And since there's already ongoing construction, we think that would

be great.

Finally, we wanted to reiterate Debbie's comments about way finding and demarcation for cyclists and pedestrians especially in this interior plaza area. It seems like a great idea, but if this space is to sort of hang out and stay are not separated from the places to pass through, it could get very messy.

And just in conclusion, this is a really exciting opportunity and we want to urge the MIT consultants and planners to really take the opportunity to carefully think about the way that cyclists and pedestrians will connect to this new development to the rest of the surrounding area and to set a high standard for these facilities in Cambridge.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

COUNCILLOR JAN DEVEREUX: Good evening, Jan Devereux, 255 Lakeview Avenue. It's a lot of detail to absorb tonight. But the one image that really sticks in my mind is the one, the landscape plan with all the trees. And I'm feeling like as I start my term on the Council, that I'm gonna hear only about trees. That seems to be all the e-mails and calls I get is What's happening with the trees?

So on the one hand it was really great to see so many trees in that plaza, and on the other hand I felt like the aerial view, I felt like I was looking at the orchard. They were all lined up and they were in different colors, and I couldn't figure out if you were gonna try to walk across the lines of trees, how the heck you get through the trees, you know. And it looked like

a lot of tree wells and paved surfaces and underneath them is a giant parking garage and I know we were assured that there would be adequate soil, but I know that's always an issue. So I hate to be on the side of arguing for fewer trees, but that just seemed like kind of like let's just put in a lot of trees and I don't know how anyone would cross through that. So that's all I have to say because it's too overwhelming.

Thanks.

H. THEODORE COHEN: Thank you.

Anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, then, Board Members, any particular comments right now with the understanding that we will be coming back at another time and we have another portion of this matter to continue with.

HUGH RUSSELL: We will have an opportunity at the end of the second portion.

H. THEODORE COHEN: All right, fine. We'll continue this and pick it up at the end of the NoMa hearing.

So then we will move on to the hearing in Planning Board case No. 302, north of Main Street, located at One Broadway. Again, it's a Special Permit to construct a new building pursuant to Section 13.80 planned unit development in Kendall Square. And this also has a Section 19.20 project review Special Permit and a Section 20.70 Flood Plain Overlay District approval.

Mr. Marsh.

STEVE MARSH: Thank you. For the record, my name is Steve Marsh. I'll be joined by David Manfredi to talk about this. This is one

building. We're going to try to make this
briefer as we go through this.

H. THEODORE COHEN: Better be.

STEVE MARSH: Yeah. We're following
basically the same themes along here we're going
to try to respond to these questions and share
some of the thinking here.

Let me get right into talking about some
of the retail and open space, because I think
this particular piece of the project is one of
the most exciting pieces that was illuminated to
us by the Planning Board and the neighborhood in
terms of some of the opportunities here.

No. 1, this proposal represents the
opportunity to have almost 37,000 square feet of
retail in and around this site. And today
there's ten there, but we're going to completely
reposition that and activate a whole bunch of

this space around the building.

The K2 has very stringent requirements on Main Street. Broad Canal Way was considered a main street. So there was Third Street, there was Main Street. We ended up deciding to activate the fourth street -- I mean the fourth area where we're trying to connect to the Broad Canal Way. This was hard. Sometimes the building meets the back door. We had some challenges trying to work this all in, but we think we're there and we worked really hard to comply. And it turns out to be very exciting. We're capable here of creating new edges in this building that will be active, you know, and I think we have a great opportunity to create double door retail down Broad Canal Way with a water feature at the end.

So for us, you know, we've worked really

hard on this. I think this is an exciting opportunity. We know that we'll work on the programming and the other elements as we've mentioned. We're bringing in our retail experts that we're hiring and our the open space people that will help on this. So we will be working with our open space and retail committee and the staff of the City and our own folks to make this work, and I'm quite confident that this will be a success.

But I do want to point out this particular area here, this is, this is the new building proposed, that is the apartment building. This is the existing garage. And I'm just going to go forward for a second because that's what it looks like today. And this is the area right here where we believe we can reconfigure existing retail. It was not in our

original thinking. But one of the things we heard over and over again was the notion of a grocery store. Their urban grocer in here. And it turns out that this is a place that we can reconfigure tenants, move them out, box the people out, move them around. And this is a place where we think we can make a really vibrant space happen right on Main Street. We have an opportunity. And David will describe some of the opportunity in more detail. So I'm excited about that, and we'll continue to work with the staff on a variety of plans here.

As I go on, I want to just say that one of the -- you asked a little bit about the makeup of the residential building, including the middle income housing opportunity. You know, the K2 study came through here, and I think many of you have known, and I have learned along the way,

that the Kendall needs more housing and more balance, and I think we have spent a lot of time on this and we're very proud of the changes we've made. When we started this, you know, this was about science when we started, and I think we've moved from where we started this initially from 60 units to 240 in the zoning. We've gone from 240 in the zoning to 290 on this site and add the graduate housing, we're well over 500 units of housing as we're changing in this direction in direct response to the community's request and the City's urging about trying to make this a mixed use neighborhood.

So it's grown significantly. We're looking at this as a housing right here in Kendall.

This next slide is not the design slide, but, you know, we made a strong commitment here

to 18 percent affordable units. That is the highest percentage requirement on the affordable side in the City today. This slide here just demonstrates what 18 percent might look like interdispersed amongst the building. So it gives you some sense of the type of diversity that we're creating here. This is equivalent to approximately 53 units available to households with, you know, incomes 55,000 for a single individual and almost up to 80,000 for a four person demonstrating the working incomes available to be disbursed in this building.

You know, the goal of the City's affordable housing is to, you know, provide housing assistance for those who don't qualify for public housing, but struggle yet to afford the market rent. So we're confident that what we're doing we've complied to the zoning that we

negotiated and to address some of the diversity of unit size, including 13, three-bedrooms here that we're going to create a strong diversity in this site.

I would say that similar to other new housing in Kendall Square, you know, the 290 units here would be attracted to employees that will be working at companies located in Kendall Square. It's clear the building's proximity here to the robust employment center that we have here. The, you know, chore of transit, bike network, and pedestrian network that's existing in Kendall and it is furthered by our proposal here, we think will appeal to a lot of employees in these companies who will prefer alternative means of getting to work. So we're encouraging that in many regards as far as we can here. And we think this housing development certainly

helps. You know, lastly we've chosen not to take advantage of the middle income housing incentive. We believe that the 18 percent affordable will provide the diversity that we're seeking here. It's choice of a thousand of the design considerations, cost and feasibility giving the many competing desires on this site.

I do just want to say that David Manfredi will join me, and David will respond to the number of elements about the connections and the design issues of the public realm and a number of other topics here. I'll pass it on to David and try to respect the schedule here.

DAVID MANFREDI: Good evening again. My name is David Manfredi from Elkus Manfredi Architects. I think we're all familiar with this site. And some of you may remember that the original master plan included a second office

building on the east side of the site which was a replica of One Broadway which was obviously never built. It has been a surface parking lot and Mr. Russell has the model photograph in his hands.

HUGH RUSSELL: Thanks to Steve Marsh who took it out of the basement.

DAVID MANFREDI: Site 1 is really pivotal to the overall public realm of Kendall Square in ways that may not be immediately obvious because it is not in the heart of Kendall Square. But it is surrounded on all four sides by important pedestrian and vehicular connections. In fact, the network of public realm connections really shaped this plan in many ways. And so let me point these out.

There are two important north/south connections. Two important east/west.

North/south, the opportunity to make that connection I referred to this with building 2, to make the connection from East Cambridge through North Plaza all the way down into Broad Canal and then this new passageway between building site 1 and the Red Cross building, a new crosswalk, and into the Sloan School green space along the edge of building 2 and on Wadsworth, the Charles River.

The second of course is Third Street itself. And Third Street, as everybody knows, has been totally reinvented over the past dozen of years in terms of a major double loaded street with restaurants that really has been activated. And we have an opportunity and we're going to talk about things tonight that we did not show you originally that really adds to the opportunities on Third especially on the corners

to make much better connection today is actually probably dead along this edge.

And then the two east/west connections. Obviously the Main Street/Broadway connectivity stretching the length of Main Street further east, the same comment that I made about building site 2, really to have the opportunity to extend Main Street. And of course Broad Canal Way and Steve mentioned that. That Broad Canal Way today is really a single loaded street with the restaurants at Watermark, the opportunity obviously is to give that much more definition, narrow the right of way and really make it a double loaded street which it is not today.

You asked last time specifically about the distinction between public and private streets. You asked this on a number of the sites. It's important to understand building 1.

That Broad Canal Way as it extends from Third all the way back to the Broadway, is in fact a private way. It is not controlled by MIT. It is actually controlled by the abutter which explains the strategy for access both for parking and for loading off of Broadway.

This pedestrian way that I just referenced from Broad Canal Way and from North Plaza, is part of MIT's real estate. The property line is actually along the Red Cross building. So that will be a publicly accessible pedestrian way. We'll make that connection through to the new crosswalk and over to the Sloan School.

The new elements that we didn't have last time, I think are really important. And really we've taken a much more comprehensive view of the entire block, and you know the footprint of the

building, it's being proposed as building 1. But we've also come back and you talked about the line on Broad Canal Way, but what we're showing you is in this most recent submission is really the important changes existing One Broadway. And that is the reconfiguration of the lobby, actually, moving the lobby east in order to make the corner available to retail restaurant kind of use. So they're both the northwest corner with this new lighter and the south/west corner, this pink space really transforms the fourth side of this entire block.

And then as Steve mentioned, existing building today at the edge of that existing building is along this dashed line. These are freestanding columns that create this kind of strange arcade. I say strange because the dimension between the column and the building

really faces really not enough dimension to walk in. And the proposal is to extend the retail out to the property line along this edge and then come back and then align with the new building.

This creates a footprint, as Steve mentioned, that both in its configuration and its size can accommodate an urban grocer, can accommodate a bigger tenant. So as Steve mentioned, there's approximately 37,000 square feet of retail now in this single block, but it is unfortunate that the total square footage is the diversity of size and shape. Meaning we have an opportunity to -- for a bigger footprint for a different kind of tenant as well as the opportunity for some smaller spaces activating some of these edges, thinking about retail in some different ways. And specifically what I mean by that is here at the front door, literally

the idea is the front door on Broadway that actually, the front door to the residential actually to go through retail. To think of this as kind of a coffee shop, food and beverage where there's the opportunity -- you actually walk through it to get to the front door, there's actually a second entrance off of this passageway which will also helps make that passageway secure and active.

And then a third entrance for bikers is you come to this entrance, you could go to this elevator, the elevator takes you to the second floor, and our more than 317 indoor bike spaces are up on that second floor. You can come back down, get to the core on the ground floor or you can make that connection on the second floor.

So obviously there's more than 75 percent of the total perimeter of that block now is

retail with what today is retail about 140 feet and we've increased that four or five times with the proposal. But I think the most important thing is really these corners and these edges and obviously the opportunity that when Volpe does get redeveloped, to really fulfill Third Street manifest destiny making that connection all the way down to Main Street.

And we talked -- I forgot this was here. The comparison between what's existing today and the possibility of having this aerial photograph and putting it adjacent to the proposal. You can see that there's a lot of inactive edge today and even the active edge is (inaudible).

We talked last time about parking, and there there was a very specific question about is there any way to buffer align that parking? And we didn't, we didn't show you parking plans and I

want to show you that tonight. What I think -- what's important to understand is that the entire buildable site from the edge of the existing building to the 20-foot setback from the Red Cross building is about 120 feet wide. It's actually a little bit less than 120 feet wide. The only way you can make parking work is a double loaded magazine of parking and a second double loaded magazine of parking in order to get multi-levels of parking. If you line this, and trust me, we looked at that. If you line this with other uses, you can't make circulation work within a parking structure.

And I want to point out one other thing, and that is the fact that there are three levels of parking above grade. It's about 175 spaces, which is almost exactly 0.5 parking to residential units.

We looked at possibilities of bringing residential down to the second floor, and I want to point two factors:

One is the urban design issue of the street wall and the continuity of the street wall. And I'm going to show you a perspective in a minute.

And the second one is that the footprint of residential is 67 feet wide. This is the edge of the adjacent building. This is the property line at the end of the Red Cross building. You would be dropping the first three floors of residential kind of on to a whole. Meaning that about 30 feet from that edge is the existing edge of the parking garage and about 30 feet from this edge is the blank wall of the Red Cross building. So the idea is that to lift that residential up to the point in which you get above the adjacent

Red Cross building.

You can see that the residential footprints are slender. They're 67 feet wide. You can see the -- and that's what, this demonstrates the point about the urban design goal of taking that Red Cross building, again, very similar to the comments around description around buildings 3 and 4 on south of Main, really embracing the historic building, understanding that datum and that historic content and reflecting it in our podium or flint and allowing the residential to spring from that point.

I also want to make the point, I'm going to show you in a few minutes, about the building envelope around the parking structure. We think it's every bit as important as the building envelope above, in fact, it may be a little bit more intricate and complex with the idea that it

is an important part of the building. And it has important environmental impacts as well.

Oh, one other point I wanted to make here before I went on is that we've had a little bit of conversation in our previous presentation about the massing of the building itself. And you'll notice that there are several folds in the building, what we're calling them folds, where we take the massing, literally take it here and fold it on the west sided building. In order to articulate that facade, in order to catch the light in different ways, and actually to mitigate the massing and length of the building facade itself. And there was also a comment from the Planning Board last time we were here about how do you make these glass buildings sustainable?

Well, in this building it is a residential building. It is all glass above the,

above the parking levels, but only 60 percent of that glass is vision glass and, you know, we're looking at a whole series of different options. I'll show you in a minute about what those other things are. But they're all the non-vision glass. They all give us the opportunity to create the insulation value that allows us to make the (inaudible). Steve really talked about reinventing this connect piece and it starts with pulling that retail out at the ground. I'll note that even pulling it out to the property line, well, there is a reduction in the sidewalk even at its very tightest point. I believe it's only 16 feet wide and that's only at one point. I think it actually gives that sidewalk better definition and more usefulness as a liveable outdoor space. So we would remove the precast panels from the existing garage, re-clad that in

a kind of metal screen not dissimilar to what we're proposing in the new building, and basically recast that whole connecting piece so that there would be retail at the base, the existing parking levels, and that existing office above all participating in that, in a similar datum along that edge.

While this is not a design review, you did ask specifically about building envelopes. And very, very quickly we have several different types, because we are really talking about the entire lot and parking lot multiple uses.

So starting at the base with retail, and I should have pointed out, and I will on the previous slides, continuous transparency on the base, the opportunity if you have groceries, to spill out onto that sidewalk and be openable and operable. To create a kind of new vertical datum

that not only gives us the opportunity of signage and maybe it could be multiple tenants and multiple signs but also to create a more tangible tactile retail feel. We're proposing that this is one and you're going to see that as we go around on Broad Canal Way.

And then, you know, so that's the wood. In the middle is the metal and the idea is that on these parking levels that we take this idea of the massing idea of folding the massing and reinterpret that into a material basis in a building envelope basis, create these folded panels of perforated metal that will mirror in proportions the building above. But also, most importantly, give us a shield from light from cars and light from parking which is more offensive lighting than the cars.

And then the residential building itself.

And we're looking at, as I mentioned, several different options that combines vision glass and different ways to deal with the opaque parts of the building and literally looking at four or five different options. When you give that building envelope depth, at the same time reduce the overall transparency to about 60 percent as I mentioned.

This is a view along Broad Canal Way. And again, now you see that attitude towards the retail of -- on Main Street reappear on this corner. It may be that at the end of the day this is the most valuable retail corner we actually create, and certainly on this block because of the pedestrian traffic that's on Third Street. But what's really important from an urban design point of view is to take that retail, stretch it around that corner, and pull

the base out, really redefine this whole right of way to something that's more manageable, more pedestrian in scale, and that retail really becomes continuous along that way under the new building as well.

We talked a little bit before on some of the south of Main buildings about wind.

Obviously this building has been in the wind tunnel as well. And there are several issues specifically in the northwest corner and the northeast corner. You don't -- but we have been in the wind tunnel now three times with this building, because I think we found good solutions to mitigate those wind issues. This corner, with vertical screens and the entrance to the condition, again, that will make the -- both walking, strolling, sitting along those edges, bring those to a more comfortable level.

And then looking, looking west you're right on the edge of the canal obviously with all the kayaks. And, again, I think you can see the importance of the continuity of that retail space. The parking levels above that mirror some of the massing manipulation above. And you can see the articulation, you can see that mix of 60 to 40 of true transparency and that opaque part of the building that we're looking at in several different ways.

And Broad Canal Way itself, again, I think one of the most important impacts of this building is we talked on site 2, on building 2 about the connectivity from First Street down Wadsworth to the water. This is connectivity from Third Street rather to Broad Canal Way, and really making Broad Canal Way a complete street with a landscape zone, a walking zone, and then a

zone that can accommodate the spill out from restaurants and retail and really encourage more interaction with the canal itself.

And then finally, and this is a view that you saw a few minutes ago so I won't dwell on it, so there's a specific request for that Longfellow Bridge view. And you can see that if you look really, really hard from where we're standing, of course only half of the bridge is open. Where we can stand and take a picture you can barely see the building but you do see buildings 2 and 4 beyond.

Thank you.

H. THEODORE COHEN: Thank you.

Why don't we -- sorry.

STEVE MARSH: Thanks, David.

I think it's really important to know that you think why this is compelling and why

we're excited. I'm going to say thank you and give it back to the Chair.

H. THEODORE COHEN: Thank you.

Why don't we go to public comment.

Is there anyone who wishes to speak with regard to the portion of this project? This is a public hearing.

Yes, Heather.

I'd ask anyone who speaks not to simply reiterate what they might have said with regard to the southern. We've heard those comments and we'll take them into the comment.

HEATHER HOFFMAN: Heather Hoffman, 213 Hurley Street. And my comments will be nothing like I said on the other side of Main Street.

I looked at this, at the renderings of this building and I was horrified. God, it's ugly. And maybe it is just my inability to

imagine what it's going to look like and in the real world it's going to be beautiful, but I'm not seeing that.

And the other thing, and you've heard this over and over with respect to this building, but I want to make sure that it remains at the front of your minds, the neighborhood worked really hard to get nice open space on the north side of the Broad Canal and it would be a huge shame if this were to shadow it. I understand it's skinny, but I, you know, the sun does move across the sky. So I would just like everyone to be certain that this is not going to make the area that people are actually using on the other side of the canal less attractive.

And the one other thing that I would say about the sidewalk, you know what, I actually walk on that sidewalk, I fit between those

columns and the bidding and I walk there and currently there are planters, you know, like green stuff with benches around them. And on a nice evening people like me actually sit there. So, you know, I have seen over and over in Kendall Square that we have planters, big planters, so green in the middle of a lot of concrete and -- with places for people to sit, and those are dismissed without any acknowledgement that they ever existed and they're now buildings. And, you know, at some point, you know, you say a word in favor of the green growing things. We need more of them. There's an awful lot of concretes. So while -- and just as to the grocery store. And one of the things I was looking through of the pile of materials that was available, there was something about -- I may have misread it, I thought I saw

the adjective upscale. And it was saying the one thing we don't need is an upscale grocery store. I understand the Market Basket wouldn't fit, but that is really more what we need. Grad students are not rolling in the dough and lots of other people are spending an awful lot of their money on rent and could actually use a stop where you can afford to buy it. You want upscale, they cross the bridge, and there's a Whole Foods right there.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Mr. Kaiser.

STEVE KAISER: Steve Kaiser, 191 Hamilton Street. This will be new.

I was intrigued by the references to the presenters being excited by the project. It's a fairly common term, and I was wondering here

exactly what that that would be. And there's a reference here also to vibrant space. And I wondered whether that might explain it. And I think vibrant space is pretty much restricted to the first floor. It use be to be dead space. I used to blame it on the architects, and the architects have come along and solved it. They did an excellent job of elevating the first floor levels of Kendall Square. And that's where the animation and the excitement is at Kendall Square and in these plans. The trouble is you get above the second floor, it's nothing to be excited about. These buildings are drab, repetitious, boring, every one of them except for building 6. Very interesting.

So what's the solution to this? Oh, there's another reference to organic storefronts that implies that the upper floors are inorganic,

doesn't it? Okay.

So this suggests that what we might want to start off with is just cutting all the buildings off at say about the sixth floor and challenging the architects for coming up with a good reason as to why it should be taller.

Because we good one little piece out of the Volpe zoning which I thought was nice. It was an effort to define what excellent means in architecture, and I would love to see that definition coming out of the Planning Board, and I would like to see how David Manfredi would respond. It would be very interesting and informative and we might end up with a much more interesting and positive project.

Quick thought on the economics. 800 parking spaces. Too much. You cut it down to 100 spaces, even that may be too much given the

traffic congestion. That's something between the savings of 50 to 70 million dollars. So you could take some height out of these buildings, if you did, it would be a good parking plan.

Thank you.

H. THEODORE COHEN: Thank you.

Anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: None appearing.

Board members will have their opportunity to speak now. Who would like to start?

Tom, you wanted to start for a change?

TOM SIENIEWICZ: We'll start in the corner rather than at the end. Well, first of all I'll say, I'll make a few observations. It's been a lengthy hearing and there's enormous amount of documents, and the City making it complex, it's very complex, and I appreciate the

amount of attention that MIT and the community and the Planning Board and staff have put into all of this, but it's what we've got to do because of the complexity of the problem.

Mr. Tyrani talked about a space for all and he talked about a forum that opens up in the back of his building, and I think that's what I focus on here in the Planning Board, and I think that's what all of us in the Planning Board focus on, is the spaces for all. And so I guess that's where I start my thoughts about this. I was wondering as I was looking at all of these plans and all of the conditions around those buildings which were very thoughtful. If I stop the presentation and said okay, can somebody put the laser pointer on where Kendall Square is, what kind of answer would I get? And is there a Kendall Square there and what does all of this add up to in terms of

an opportunity to make a place? Where's the civic and what happens there? And I think there's a lot of probably good answers and good speculation about that, but for some reason I thought maybe the presentation would have started at that point rather than it being a series of descriptions around the buildings.

So MIT is about the people and it's about the work, and the people there work together and their work's extraordinary and I think they put up with the black snow and the cold weather because of that. But those people have a keen sense of the truth and the authentic, right? That's why they're there. And so we've got to get this right, and it's got to be true and it's got to be authentic. And so that's hard because cities aren't made with one stroke and the scale. So the careful consideration that we're going

through tonight and have gone through is really, really, really important. So, I would say relative to the issues of truth and authenticity and the plans that we have in front of us, so that a broad question about can we frame what an urban vision is for the reason itself? What is Kendall Square? What are the primary civic spaces and what goes on there and what's the program there? There's a comment that relates to the authenticity. There is a degree architectural coherence here which is understandable because you're at the beginning of the evolution of the details of the architecture, but to me that is something that we need to be really mindful of. A city should have a structure that's recognizable, but too much architectural coherence could lead to a kind of deadening of a district. I think Boston's

experiencing that in the seaport right now. So it's an urgency as we go to the next level of scrutiny to try to be really mindful of that, that the differentiation and the character that's beginning to emerge in the buildings has to be encouraged.

And then I guess this will be a familiar song for people who know me. You are MIT so on some level you need to lead us. You need to show us the way. You need to show the world the way especially on issues where science can affect our environment. And so seeing, you know, not so much ambition relative to on-site renewables and district energy and a drive to NetZero, those are, those are areas of the built environment that MIT could clearly show leadership on. So I believe what Steve Marsh said, that working as a team we can make a great society. It's wonderful

to hear him say that. And I'm on the Planning Board, I think all of us are on the Planning Board and in this room because we believe that, and I think that that is possible here. We're not quite there yet, but I think that it's possible here. So, and I somehow imagine that he in this civic space there will be some program elements that are so uniquely MIT, I think of it cartoonishly as the equivalent of the piano drop. Of course every year at MIT there is this tradition where they throw a piano off the top of the building. I was wondering where the piano drop is going to happen in this plan? But that's the kind of detail, kind of ritual, or unique, authentic thing. I don't literally mean the piano drop, but something like that that should be measured and understood to be here.

H. THEODORE COHEN: Mary.

MARY FLYNN: Well, first of all, I would like to thank everybody for all of the hard work that they've done, and as Tom said, this is just a massive amount of information that we have to review and certainly just, you know, endless hours of -- it's just obvious endless hours of putting into getting this far so I commend everybody who has worked on it.

I don't really have detailed comments at this point other than, you know, I think we are headed in the right direction. I am, I am comfortable with the ground floor uses and the way that's being handled. And in general I still have a problem with the cantilevered building, particularly building 2. I just don't have any sense of what that space is going to feel like. The other cantilevered building that the overhang is not so drastic, that I think for building No.

2 it would be helpful if we did -- I mean, I know you don't exactly know what the building is going to be, but if you can give us a couple of visions of how that space might actually be laid out and what's it going to go feel like that from ground two to whatever that height was again. I forget, 70-some odd feet or whatever. I think personally I just feel like I need to be able to feel it and I'm not there yet.

The open space, I think the pedestrian connections are terrific. I, again, with the open space, I don't really have a sense yet that it has a real identity. It has all of these different pieces to it, but -- and I know you're trying to accommodate a lot of users, but for some reason it's not gelling yet in my head. It feels like it needs a bit more of an identity. And I'm curious as to what the future of the open

space, the parking at grade level, what the future plans might be for that and what impact that could potentially have on the public space as it's developed.

I think that's it for now.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: Is this working?

JOHN HAWKINSON: Marginally.

HUGH RUSSELL: It's a challenge to understand and put your head around so much information. There are twice as many pages. We saw like 200 slides. There are twice as many. I wrote up a more detailed memorandum which I've given to Jeff and to Suzannah, and I'm not going to distribute it or I'm going to try to extract the larger points.

I spent a lot of time looking at the wind study. And the good news is that 11 current

unacceptable wind conditions have been improved by this plan. Like, you can see one of them right where three bad things along the left side of Broad Canal Way which are no longer bad because of the construction of the buildings.

The bad news is that there are say new places that are bad, and the particularly bad news is that more than half of them are in critical pedestrian connections.

So going down the pathway between this building and the Red Cross, there are two or three bad points. Going down Carlton Street where the T station is, there are 2 or 3 bad points, including one point that was deemed dangerous in the report. At the end of Hayward Street just before the open space there are a couple of bad points, and there are a couple of dangerous points there. So there's work yet to

be done. I think, you know, dangerous is not a standard what we want to see implemented. And so I'm curious to know if Broad Canal Way is open to the access of private cars, because almost everybody's going to get to the garage in this building is going to have to go down Broad Canal Way unless they happen to be coming across the Longfellow Bridge. But if you're coming from the west or the north, that whole back thing, you've got to come in, (inaudible) turn around the corner, and that's a consequence of the front of the parcel that this one building --

LOUIS J. BACCI, JR.: And it's not a public road.

HUGH RUSSELL: It's a private road but is it open to public travel? Because if it's not, it's a huge problem.

I'm also curious to know just as a

footnote how you're going to clear the snow from the fourth floor of the garage that's open to the sky?

I'm getting a better understanding of the skins of the buildings. This one is particularly foggy, and you notice all the renderings are kind of foggy of this building. And I'm very encouraged by each of the architects who talked about how they were approaching their buildings, and I think this problem is that these skins will be more interesting and more vital. And in particular a building No. 5, I think is going a little farther than some of the others, and is creating with the colors and the bands and strips a liveliness to that facade that is not garish but is rich. Like Councillor Carlone mentioned some of that.

The garage facade here is really totally

lifeless in depth. And I understand the architectural problem that you don't want to go down, put parking in, particularly when you're so close to the water and there are other substantial structures nearby and that you don't really want to put apartments on a lot of that frontage, but I think garages tend to be very dead and you really sense it.

I would ask you to look at green facades. There are some that have come before us in which they're actually living with plants. You know, boring ivy may be better than interesting folding steel. It may be very difficult to accomplish given the wind conditions and given the northern exposure, but maybe there's something to be thought about there.

I mentioned building 5 being interesting but the actual first floor is pretty deadly dull.

In fact, I mean it says there's an entry to the MIT museum there, but there's no architectural response to that entrance yet. It's certainly a tremendous opportunity to do something that's biometric. Also that's where the wind condition is, because you have to do something that's more of a canopy or a lot of buffering. Maybe that facade has to be set back enough so there's a full arcade there that protects me from the wind. I'm just throwing ideas out.

I don't like building 6. It looks to me like it's a Quonset hut that somehow got stuck here. If the skin is delightful and the building is fine, but if it's not delightful, it's going to be I think pretty sad. And I take to heart the comments by the hotel owner who says, no, you're not doing a service to my building in doing something that's quite as cutting edge. So

I'd like to see different studies of this facade at the point that we come. I think the massing, the explanation of the massing, made a lot of sense and just does a great service to continue the frontage.

I'm also coming to think that we can add a district to the city that has 200-foot tall buildings. I think it's -- you can see here that the height of the buildings, maxing out the height, gives you more open space and allows you to get open space not only in the big space in the back for the setbacks along Main Street, building 2. I think the cantilevers in building 2 actually give you more open space. And if you have a ceiling that's up 80 feet up off the ground, you know, it's above your super-orbital you're not even going to see that building. So I'm, this is like a future schematic, I grew up

in the 50s and there were pictures in magazines of the city of 2000, and it looked kind of like this and big cubes and glassy stuff. And so I tend to think this is a -- why did this happen? You know, like the four architects get together in a pub, you know, after let's do it. Is it the institute that says we want to do something that's cutting edge and isn't it the same kind of stuff that we see happening in the rest of the city that has enough intent, some coherence? I tend to think that there's some of that here, and so if the skins can be interesting, the folds, you know, do seem to be working somewhat, I think it's worth supporting this massing scheme. And I've had a lot of trouble trying to understand the big open space, and, you know, it is an orchard of sorts except only one line of trees out of four apparently, yeah, a tree that

actually might put out some crabapples or something.

The idea that MIT is creating a forest in the middle of the campus and then making the forest floor suitable for a variety of activities. I mean think about how boring the courtyard behind the Koch building is. This is not going to be boring. And trees in some sense are much more essential for the planet, much more fun to be in than just, you know, feel the grass. This is a pretty radical idea, but I think it's grounded in looking at how it would be used. So I'm quite supportive of this approach because if it fails, at least you'll have all the trees. And I don't think -- if it fails, it fails because there aren't enough people and that's the, and so I guess those are my comments.

I think -- I was also, I looked at the

criteria for granting a PUD permit, and I think all the issues that are -- have been addressed, have been addressed by this proposal. Some of them need some more work, but I think, you know, this is what we asked to be done and it's been done in a way that's surprising us. Well, we may have to just step up to the plate and be surprised.

H. THEODORE COHEN: Thacher.

THACHER TIFFANY: I think I'll just focus my comments on the landscape area. I think others really covered some of the key issues on the buildings. Maybe before that I will say that I think the definition of a street on Main Street in the plans is really great. I think the development on Main Street over the last ten years has really created this exciting corridor. And as I, you know, what, what's there in

Kendall, is part of it is the Main Street Kendall and the feeling of being in the room without people hearing what's going on. The landscape space, I share some of our commenters' concerns that it feels a bit hap hazardous and does not clearly make it clear like where you should be going. I think, you know, we don't really have enough detail to tell, but I like the idea of it as an extension of Infinite Corridor. I think that's a very compelling sort of concept of that, but I don't see a corridor happening. But some would like it a curb linear, that's not a curb for me. I really like to be, you know, when I come out of building E23 I want to feel like I knew where to go and I want to keep going down the corridor.

That's it.

H. THEODORE COHEN: Catherine.

CATHERINE PRESTON CONNOLLY: So a number of my comments are going to be kind of questions and queueing things up for the more detailed discussion that we'll have next time. But let's see, I'll start with housing. There was a comment made that the graduate student housing is expected to be priced at 25 percent lower than market rate. I'd like to have a better sense of how we're keeping them market rate. 25 percent lower than luxury condos or apartments in high rises might get us down to close to the price that graduate students are paying in triple deckers. I'm not sure it gets us below it. And if the idea is to get folks out of the market, the rest of the market and into the graduate student housing, we need to understand what market rate is that this is going to be below.

With regard to the MBTA headhouse

rebuilding, I totally agree with Heather Hoffman.

I really was distressed to see how far back from Main Street that is being pulled. That really feels like it's being made to be MIT's headhouse and is pulling it away from the rest of the community, and I'd like to see that right back up by Main Street and -- or understand why it can't be. Right now what it looks like to me is it can't be up by Main Street because that would disrupt connections between two MIT buildings. That is not a good reason in my opinion to move the headhouse further and deeper into MIT and the MIT campus.

Other things I would like to discuss. I think Thacher's comment about clear pathways within that, within the plaza space, and this was brought up by some commenters as well. I heard between the various consultants and MIT folks

that both the plaza is someplace to linger and as an extension of the Infinite Corridor. And for anyone who's ever been on the Infinite Corridor when classes changes, lingering is not part of what goes on there. I mean, it is a superhighway of student activity, and I think the comments from the pedestrian and bike committee about, you know, the conflicts that we have at the science center plaza, are particularly asked when thinking about this as an extension of the Infinite Corridor is, you know, if you have people moving at speed across there, it had better be clear where they're allowed to move and where you're allowed to linger. And I'm all for spaces to linger, but those two concepts are very much in conflict in my view. And so some clear delineation of what activity goes where would be helpful. I don't necessarily mind that the trees

are in a straight line. I do question whether or not the number of trees that are currently suggested are really sustainable on top of a parking garage, but the linearity of them didn't particularly bother me.

I will go back to within my own history more than a decade now and talk about a project I worked on when I was at CDD, we had the opportunity then to work with a consultant and look at the possibility of developing a bike station in Cambridge. And after -- and a bike station for those of you who are not familiar with the term, is a really super duper, top of the line commuter bike facility, with not only long-term bike parking but usually a bicycle repair shop, showers and lockers for people who might not have access to them in their office buildings, a place where you can get information

on transit services and other transportation facilities in the area. There are dozens of these, mostly in the western U.S. but we looked at -- and this has got to be 2002 or so. We looked at it for Cambridge, and in particular for Kendall Square, which even then had such bike volumes coming into Kendall for people destined for that area. It was clearly the highest demand location for this. And we talked to MIT at the time about what is now the psych high in this project. And MIT said well, you know, it's a parking lot, we're using it as a parking lot now, we can't give up the parking, and who knows what it will be someday. And the plan sat on the shelf for the last 13 years. And I would like to say that now is the time, this is the opportunity we could have a really state-of-the-art bicycle commuting facility if that on-site 5, because I

guess that maybe, you know, Hugh's comment having a dramatic entrance there, it would be a perfectly good size facility for site 6, just a few houses down. And I would really -- I want to have a conversation about that when we get to the transportation mitigation, because frankly, you know, the idea that moving the -- rebuilding the headhouse is a significant contributor to the transportation mitigation here. I'm not buying it. Right now that really feels like it's serving MIT more than it's serving the community. I get that, you know, nobody wants to throw money down a hole at the MBTA with no guarantees that we're going to get improvements in Red Line service, although I think we need to tackle that, too. I do think that something like a bike station which contributes to the very high number of bike commuters to MIT's both graduate students

and faculty and staff and to the surrounding area, could make a significant difference in the traffic impact of this area and would represent the kind of level of commitment that this size of development really should have, and frankly in the location it should be.

And in terms of other things, I have just a couple more.

Whether or not going to site 1, that becomes a grocery store. I actually like the idea of pulling the building out closer to the sidewalk. When I walk in that space right now, I find that barren and sterile and I do think that more activity along that edge and closing some of it up, would feel better as a pedestrian. But I take to heart the point that, you know, green space is hard to find so I think there's some challenge there in figuring out how to create

that street wall, create that comfortable pedestrian environment without losing the green planters, or if not those green planters, some kind of green along that edge.

I also want to commend the request for way finding signs for bicycles and pedestrians and for looking at the impact of lighting on the residents both in the graduate student housing and in building 1. I, you know, as much as we love the idea of 24/7 activity, nobody loves the idea of 24/7 light in their own windows. So how that's going to be addressed is that we don't have spillover light into residential bedrooms. I think it's an important question that needs to be addressed.

And the really my last thing is I want to -- I want us to look at the shadows. There's a lot of talk about spilling out onto sidewalks

and all kinds of places. When I found out, I was particularly skeptical that was on Wadsworth Street which was already very dark and shadowed the idea of the fact that eventually would be a place that was pleasant to sit out for a restaurant. I don't see yet, but it could be. It could be convinced of with the right discussion. I'll leave it there.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: Where to start? I've always had kind of had an issue with the loading on-site 1.

UNIDENTIFIED AUDIENCE MEMBER:

Microphone?

LOUIS J. BACCI, JR.: I've kind of always had an issue with the loading on-site 1, kind of besides the idea that you had about having everyone to circumvent the building to get in.

Having trucks and deliveries cross Broadway right there continually seems like a bad spot, and I don't know if it ever was a thought to include the parking and loading from this building into the existing building. Especially now that we have this -- we may get a grocer on the ground floor. The above-ground parking there, if you add another floor or two, would that cover your parking? Is it possible to have the loading all contained in that building? I don't know if it helps the situation, but I think you're going to have a lot of traffic issues in that area besides the pedestrian encounters with these vehicles everyday. So that was one.

I'll have to go back to Councillor Carlone's comment about these buildings have no tops. All they have is mechanical enclosures.

Another question, it kind of goes to

shading. The -- on the SoMa site behind the open space, that existing parking that will remain. When that gets developed, what's going to be keep that from shading that's now a brand new open space?

I also agree that we have to separate the bikes and the motorized traffic from the pedestrians in that area. It's going to be a big rumble everyday.

Also the headhouses that appear in those areas don't appear on the drawings except for in plan. I'd like to see them.

I guess the question, another question is the museum. Do you expect to get a lot of school-age children, grammar schools, and so forth? What do we do with the busses? Some kind of an area for -- I don't know if these busses drop off and leave, where do they park? And also

if there are going to be many young people in the area, maybe someplace that's kind of tailored for them to take breaks from this museum and work better in that area also.

I also think the T station, I think moving the headhouse down that alley, that does put it -- in that location, it's down an alley. I don't know why it needs to move.

I guess I'll leave it there for now.

Thank you.

H. THEODORE COHEN: Steve.

STEVEN COHEN: I've heard a number of specifics from my colleagues. I'm going to make a few general comments.

I just want to say that I think the development of these six vacant lots of parking in general is incredibly exciting and ambitious and is really, that this proposal together with

the other development that you've seen over the past number of years in this area, together with the upcoming Volpe is going to be creating what may be one of the most incredible concentrations of science and technology and innovation perhaps anywhere. So that's pretty exciting, great contribution to MIT, to the city, to the region, to the country, you know, arguably to the world. So that's pretty cool.

Going to the specifics of the plan, you know, as a general proposal for a PUD, I think we're just about there as to the specifics of the individual buildings. I mean you've heard a number of comments. Frankly, there's so much before us, but I'm not typically zeroing in on too many comments, but I think, you know, as you come before us with proposals for the individual buildings, there's a lot of room for comment and

discussion and evolution and revision. And so I hope the architects do understand that when the PUD gets approved, as it will be, that that's not an approval of your design in great detail. Your design will be the subject of great interesting conversation when MIT is finally ready to actually go forward with one of these buildings.

The last thing I want to say, and I've raised this before and I guess I feel compelled to raise it with some regularity, and that is the Kendall Square area, this whole development that we're doing, and I have issues with transportation and housing. There are a lot of people that are going to be working in these buildings here, and I don't think that they can afford the market housing that is going to be built here. And I think if they're making too much money to qualify for the subsidized housing

and affordable housing that we're providing here. So they need to get here by mass transit somehow. There are a lot of grad students at MIT. I don't think MIT provides enough housing for those grad students. It's getting more hazardous here. It's not enough. So they need to live elsewhere, they need to get here by mass transit and that gets us to that question of adequacy of mass transit in the years to come.

I see that Secretary Salvucci has already left. It's a great advantage, privilege to have Secretary Salvucci's input into this thing. I would like to hear more from him. And apparently he's a critic. He characterizes himself as an opponent. I'm not necessarily jumping on board in opposition to this development, but I would like to hear further from a guy like him with incredible experience, with incredible expertise,

and if he's coming at it from a critical perspective, I'd like to hear the basis of his criticism and his recommendations about how to address the situations here, and I agree with him entirely in that somebody really needs to be an advocate and the subject. The City needs to be an advocate. MIT needs to be an advocate. I think we all talk about it, but I'm not sure that I am aware of any great advocacy on the part of the City or MIT when it comes to the MBTA and the transportation and state transportation department in general. So I'd really like to hear more from the City, from CDD, from MIT on the long-term housing and transportation issues here. Frankly, I don't believe that any of the development in Kendall Square or this proposal in particular should be held hostage to that -- at this point. And can't wait for everything to be

in place. And by all means, I would like to see this go forward, but I really like to be seeing those other fundamental long-term planning and transportation issues addressed seriously and aggressively in parallel, in tandem with the development that we are contemplating here.

Thanks.

H. THEODORE COHEN: Okay. I'll try not to duplicate what people have said.

I agree with most everything that's been said tonight by my colleagues. I do think this is an exciting proposal and we're getting very close to what we need it approve the PUD. I will remind the proponents, MIT, to, you know, to continue to address the issues that have been raised by CDD in the memorandum, the issues you've heard this evening.

I, some of my individual comments. I

would like to know more about the floodplain district issue. For people who don't know, there's a question whether building 1, because of proximity to the Broad Canal, needs to have a permit or whether it's going to be exempt from it. So I'd like to hear more about that.

With regard to some of the individual buildings, building 1, my big concern about building 1 is the parking garage and the facade of the parking garage. It would be wonderful if parking could be underground. The proposal now reminds me a lot of the lower floors of the new World Trade Center in New York which seems to be universally -- just like the base, universally disliked by everyone. That base was mandated sensibly for security reasons. We don't have security reasons here. We do have a garage, and I think perhaps a green facade as you suggested

that they're doing out on Route 2, and other areas of the city makes more sense. I think that needs to be rethought.

I also agree that bringing the building on bringing the facade out and further into the sidewalk makes a lot of sense. I walk that area a lot. It's not the most pleasant walk now even with some green and some benches. You're coming off the bridge, and, you know, with the Broad Canal being there, with this open space that will be there, I think there will be lots of areas people can sit in.

Building 2 I'm kind of liking the cantilever. I'm not sure about it. I'm not sure what it will look like or how it will feel. Somebody earlier this evening said it might be great, it might be horrible. I just don't know. I kind of liked the idea of the dramatic

building, the first thing you see when you come off the bridge, and it certainly will be dramatic. I think the building looks a little too short and squat. Whether, you know, you can get the same square footage by reducing the size of the cantilever but going up higher, I think might make it a more appealing building.

I did my comments about the other buildings basically have been referred to.

I do agree that building 6, I think is questionable. Whether it could be turned into a bike area is something I had not certainly thought of or heard of before, but it seems like a wonderful use for that small space. If it does remain retail, I think the Kendall Hotel's comments are fairly persuasive; that it is not the place for, you know, some wonderful glass or metal facade, but it is sandwiched between two

brick and concrete buildings and maybe that's a building that shouldn't be at the more traditional view to get in with those buildings knowing that the rest of the buildings coming forward, you know, are more space age.

Other things. I understand that the exhaust pipes on building 2 probably have to be exposed and some of the renderings do show them. I would like to make sure that all the renderings about building 2 do show the exhaust pipes so everybody knows exactly what's going to be there.

One other issue. I know the zoning only requires 18 percent affordable housing, however, that was passed a couple of years ago and in the interim it seems clear that City Council is moving to 20 percent, if not 25 percent affordable housing, and I think it would be nice, appropriate, if MIT is a leading institution in

the city, jumped on the band wagon and voluntarily, you know, upped its affordable housing commitment to either the 20 or the 25 percent. I think it's going to be mandated for everybody in the near future. And while 18 percent seemed a good number a couple of years ago, I think it should be higher.

I have no further questions or comments.

LOUIS J. BACCI, JR.: I would like to make one.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: I have one question, the atrium in the rear of building 3. It's under the overhang partially, correct? I'd like to see what that might maybe looks like. That overhang covers that atrium halfway if not more. I'd like to see what that looks like. Okay?

CATHERINE PRESTON CONNOLLY: And if we're adding our comments, one other question I think we need to address is the expected phasing, and is the housing going to be the last thing that we get? Is it going to be the first thing? What about the mitigation? What about the open space? I think we really need to understand the order in which we expect these buildings to come.

H. THEODORE COHEN: If that's it, we will continue -- yes, Hugh?

HUGH RUSSELL: So I'm going to make another suggestion for location for the bike station which might be to enlarge the headhouse at the entrance of the massive underground bike garage. That might be another place. And that reminds me that I assume if I'm coming to that garage entry, I'm going to come down Hayward Street very likely and, therefore, you're going

to be crossing the plaza and the bicycles that frequently crosses the Harvard overpass -- I mean, this is a lot better. The Harvard overpass has a problem. The bicyclists are running parallel to a wall that has no visibility. And that's one of the huge conflicts. Somebody can come barreling out of the gate, looking at their cellphone, most of them are looking at their cellphones -- I mean, I figured out if I go straddle down on two gears on my gearshift, I could deal with it, but not everybody does that. Here I think we've given an opportunity to recognize that point as a point where many bicycles and to just make sure there -- that the conflicts are resolved somehow.

H. THEODORE COHEN: Okay.

Are there any other comments? If not, we will be continuing both hearings. I don't think

we have a date. I think it will depend upon staff and MIT working together to reach a point where they feel they're ready to come back to us. So I assume everything will be re-advertised. And that -- so the hearings will be continued.

Thank you all for coming. It's been a very interesting evening.

I would ask if people could leave as quickly as possible because this Board still has other work to accomplish this evening.

Thank you.

(A short recess was taken.)

H. THEODORE COHEN: All right, we're back in session. There were a number of cases before this ZBA that some people asked to look into.

And, Liza, do you want to start?

LIZA PADEN: Sure.

So the first case on the agenda is for

No. 2 Arrow Street and for Mr. Russell was one of the board members who was here when the Planning Board granted the Special Permit for the theatre building that's currently on that location. And the ground floor of that building has a rather tall floor to ceiling height and large windows. And it was originally programmed as office space, but it's never been used as office space. I personally only remember it as having coat racks in it.

As part of the Harvard University Smith Center renovation, one of the long-time Cambridge institutions Looks is looking for a new location. And so the -- it's a proposed site would be at 2 Arrow Street.

Harvard University's representative from the planning office is here to answer any questions that people have.

STEVEN COHEN: I'm sorry, what's being proposed to be there?

LIZA PADEN: Looks. It's a woman's clothing store.

STEVEN COHEN: Oh.

LIZA PADEN: It went to the Harvard Square Advisory Committee last night, and it was rousinglly endorsed.

HUGH RUSSELL: I think we ought to do the same.

TOM SIENIEWICZ: I agree.

CATHERINE PRESTON CONNOLLY: Yes.

STEVEN COHEN: We rousinglly --

LOUIS J. BACCI, JR.: We need more woman's clothing stores from 1975.

H. THEODORE COHEN: I think rousinglly endorsed as being used for retail purposes. I went by it again today and, you know, you've got

retail coming down Arrow Street and further down
Mass. Ave.

CATHERINE PRESTON CONNOLLY: It seems
appropriate.

LIZA PADEN: Okay.

Thank you, Diane.

H. THEODORE COHEN: Okay.

(Catherine Connolly Preston not present.)

LIZA PADEN: The next case where we have
a person here actually for the case is the
T-Mobile location at 678 Mass. Ave. This is the
building at the corner of Mass. Ave. and River
Street, also known as the Tax Man building. It
has a number of installations on it now. It has
a number of installations on it now. If you have
any questions, we have somebody here that can
answer them.

ATTORNEY DANIEL GLISSMAN: Good evening,

Members of the Board. My name is Daniel Glissman, attorney at Prince, Lobel, Tye who represent T-Mobile in this upgrade here. This is the L-700 project. We're adding four new antennas. This is a sort of unique T-Mobile installation where we have four sectors. So currently there are eight antennas up there and there will be 12.

TOM SIENIEWICZ: On the penthouse?

ATTORNEY DANIEL GLISSMAN: There's three on the penthouse, there's three that are mounted on sleds on the roof, and then there are three that are, that will be six that will be facade mounted, but they're on the back facade and the side facade. So both the brick facades, not the ornamental sides on the front.

LOUIS J. BACCI, JR.: The sled mounts stick above the parapet, they're visible?

ATTORNEY DANIEL GLISSMAN: They do, the building is so tall. I'm sure you're familiar with it.

LOUIS J. BACCI, JR.: Here we go again.

H. THEODORE COHEN: Do you have any drawings?

ATTORNEY DANIEL GLISSMAN: Absolutely.

H. THEODORE COHEN: I mean, the building has one of the ugliest installations on the roof.

LOUIS J. BACCI, JR.: And they're making it worse.

H. THEODORE COHEN: It's a hodge-podge of antennas. And I mean the thought of adding even more to them.... I think we had lengthy discussion six months or a year ago and required them to put a fake chimney to create things. It's --

HUGH RUSSELL: What's curious is that

even though when you look at these existing, it's really gross. Somehow when you actually look at the building, you don't see them.

MARY FLYNN: You don't see them, yeah.

HUGH RUSSELL: It's odd.

LOUIS J. BACCI, JR.: But what's funny all that fancy stonework and then --

H. THEODORE COHEN: Right. I was wondering if at some point the owner of the building couldn't simply put some sort of --

LOUIS J. BACCI, JR.: It looks like they could have built them --

H. THEODORE COHEN: -- you know, mesh or whatever parapet around it so that it wouldn't interfere with the functions of the antennas, but which would somehow mask them all.

LOUIS J. BACCI, JR.: Almost build them into the parapet, you know?

STEVEN COHEN: Absolutely.

HUGH RUSSELL: It reminds me of a project I attempted to do 10 or 15 years ago to a 14-story subsidized apartment tower that was four blocks from Yale and it had, I don't know, a dozen or 20 antennas on it and tried to work them through the architecture, a great scheme, it was impossible to afford it. And there was a tremendous cash cow that supported the -- subsidized the apartment building. Here I guess you could build a fiberglass screen and put the stuff behind it, but then I think you'd wipe out the way all of the present accumulations are seen against the sky.

MARY FLYNN: Yes.

ATTORNEY DANIEL GLISSMAN: Each antenna needs to have a certain amount of separation between them when they're all serving the same

sector as these three are that you can see on the sleds.

LOUIS J. BACCI, JR.: There's one on the roof?

MARY FLYNN: Could you move more towards the center of the building? I just don't know what you need for coverage. You can move them further back or whatever so maybe they're not quite as visible. Or even grouping the new one with the existing ones.

LOUIS J. BACCI, JR.: It would seem like you would be able to make them into something.

MARY FLYNN: Something, yeah. The ones on the building I don't mind so much.

H. THEODORE COHEN: They're dark.

MARY FLYNN: They're dark and it's fine.

STEVEN COHEN: The ones on the top.

LOUIS J. BACCI, JR.: Photo location 4

they look like they're on a battleship or something.

ATTORNEY DANIEL GLISSMAN: The penthouse mounted?

LOUIS J. BACCI, JR.: Yes, they're ugly. I mean, try to make them the right color.

TOM SIENIEWICZ: I've looked at hundreds of photo sims. You're doing yourself a disservice by zooming in. This building is -- if I go by it once a day, it's very tall. And I think it would be easier to measure the actual effect, that way I mean the telephoto is helpful because it -- but it's not really the way you see it. And so it's hard for me to assess how much of a visual impact this actually has. It looks like a mess.

STEVEN COHEN: And I've gone by it thousands of times and I never noticed it.

LOUIS J. BACCI, JR.: It might be from Starbucks on the corner.

H. THEODORE COHEN: And then you can't unsee it once you see it.

ATTORNEY DANIEL GLISSMAN: The intention of the photo sims is to give the Board an idea of what it actually looks like up close and personal.

LOUIS J. BACCI, JR.: I wish we had a taller, longer view of that building, at least the front of it.

ATTORNEY DANIEL GLISSMAN: I'm sure that they have other renderings that would be further out, you know, and if you flip to the very first page, it shows where the photos were taken from. So I'm sure they felt that giving you the full shot from that far away just didn't do it justice in terms of giving you an idea of what the actual

installation was.

STEVEN COHEN: Could we ask Suzannah to work with the applicant to make this better?

SUZANNAH BIGOLIN: Sure.

I agree with Tom's comment, because I think you can't really see the top of this -- you can only just see the top of this existing one from the street. So this is making it look more prominent.

MARY FLYNN: Yes.

TOM SIENIEWICZ: It's the best building.

H. THEODORE COHEN: Right, it is the best building. I mean, you may not be able to see it when you're walking up the street but you see it driving up Mass. Ave.

STEVEN COHEN: And every time now we'll be looking at it.

H. THEODORE COHEN: If you're bicycling

up Mass. Ave. instead of looking at your iPhone, you would see them.

All right, can we --

LOUIS J. BACCI, JR.: What are you going to do it to it now?

H. THEODORE COHEN: All right. Suzannah, you'll work with them to see if you can come up with something better?

LOUIS J. BACCI, JR.: Sky blue.

H. THEODORE COHEN: Hugh, if they were to put something around the --

HUGH RUSSELL: Sled mounts.

H. THEODORE COHEN: Yes, the ones in photo sim 4 around that.

ATTORNEY DANIEL GLISSMAN: The sled mounts?

H. THEODORE COHEN: No.

ATTORNEY DANIEL GLISSMAN: Or the

penthouse?

H. THEODORE COHEN: The penthouse.

Somehow if there were something around the penthouse, would that help you with -- I understand you're saying that putting something all around the perimeter would interfere with the --

STEVEN COHEN: It would be more visible.

Can't you just pull it back from --

ATTORNEY DANIEL GLISSMAN: They have to have a certain clearance over the parapet, so they have to be -- what they try and make -- to set them back just far enough so that they still get the right clearance and make them not as visible. And there's a structural component.

STEVEN COHEN: So what you need is precisely what we object to?

ATTORNEY DANIEL GLISSMAN: Sliding it

back further --

STEVEN COHEN: I just want to be clear.

ATTORNEY DANIEL GLISSMAN: We could go closer to the edge.

TOM SIENIEWICZ: Cut to the chase.

LOUIS J. BACCI, JR.: Mold it into stones.

H. THEODORE COHEN: Okay. So, Suzannah, you'll work with them to see what you can come up?

SUZANNAH BIGOLIN: Yes.

ATTORNEY DANIEL GLISSMAN: This installation is also subject to the Section 6409 of the Middle Class Tax Relief Act because it's co-location on an existing base station so it does -- we're on a bit of a tighter window here. We have a 60-daytime frame for approval by the City.

STEVEN COHEN: So are these like
affordable antennas?

ATTORNEY DANIEL GLISSMAN: No.
Unfortunately not.

H. THEODORE COHEN: So this is scheduled
to meet before the ZBA on --

LOUIS J. BACCI, JR.: How much do they
get for affordable antennas?

JOHN HAWKINSON: 7th.

MARY FLYNN: Two days.

H. THEODORE COHEN: Well, I personally
couldn't vote to approve these the way they are
now. But other members of the Board can say what
they think.

LOUIS J. BACCI, JR.: These are to be
relocated on the parapet?

H. THEODORE COHEN: No, they're just
adding.

ATTORNEY DANIEL GLISSMAN: They're switching the position of a couple of them.

LOUIS J. BACCI, JR.: They're going to move them.

ATTORNEY DANIEL GLISSMAN: They're in the same general location. Just swapping out the positions. Putting the newer, more robust antenna in the more ideal spot to provide the best coverage.

STEVEN COHEN: I would delegate to Suzannah.

JEFF ROBERTS: Mr. Chair, to help out procedurally on these BZA cases for telecommunications antennas, at least the sense that I've gotten is that the BZA likes to have some comment from the Planning Board. It says that it's a core part of the basis for making their ultimate decision, it's the BZA's

responsibility to make a decision on this. If the Board has any comments, given the time frame and having been changes in the legal standards for how these decisions have to get made, it may be beneficial to just communicate those comments and allow the BZA to be used in making its decision.

LOUIS J. BACCI, JR.: The comment would be how do you get this?

H. THEODORE COHEN: Well --

STEVEN COHEN: I'm already on the premise that if Suzannah works with the applicant, then they can come up with something better. Is that --

HUGH RUSSELL: Not by Thursday.

H. THEODORE COHEN: The ZBA is hearing it on Thursday.

STEVEN COHEN: This Thursday?

H. THEODORE COHEN: Yes.

STEVEN COHEN: Oh. It's like a three time loser in every respect.

LOUIS J. BACCI, JR.: Send a comment to them how did they allow this in the first place?

MARY FLYNN: Yes.

HUGH RUSSELL: So I would -- I think we can communicate that we're not happy about this installation. We'd recommend that the proponent take views that aren't telephoto from the same locations, but share the wider view, the normal view, and that way the BZA could determine what it is in telephoto looks awful, may actually not be as objectionable when you, when you see everything that's around them.

LOUIS J. BACCI, JR.: But we would still like them shielded?

STEVEN COHEN: Not clear.

HUGH RUSSELL: You know, it's like --

LOUIS J. BACCI, JR.: Which ones?

HUGH RUSSELL: If the --

LOUIS J. BACCI, JR.: If they're not visible.

MARY FLYNN: There's two on the roof. If there's one more.

HUGH RUSSELL: Right. If you're actually on the street you don't actually see very much of those. So, I think the real question I have now, then, are the ones on the penthouse more visible because those could be screened relatively straightforwardly, might not be cheap or easy but you can put up fiberglass screens that will not change the building much and would reduce the clutter.

LOUIS J. BACCI, JR.: Might make that whole thing look better.

HUGH RUSSELL: But, again, if you go to, you know, point 4 and you're not using a telephoto, maybe it's just not worth doing.

STEVEN COHEN: If you can't see it, we're not purists about this. We try to be practical.

H. THEODORE COHEN: I dispute that you can't see it.

STEVEN COHEN: I don't know.

H. THEODORE COHEN: If you're just going by, fine. But if you look at the roof, you see it.

LOUIS J. BACCI, JR.: Yeah, yeah. My foot doctor's in this building.

HUGH RUSSELL: If you show the other photo at the BZA hearing, then they can make a decision.

MARY FLYNN: Makes sense.

H. THEODORE COHEN: Okay.

And if, Suzannah, in the interim wants to go up and take a look at it again.

SUZANNAH BIGOLIN: I haven't noticed the penthouse.

ATTORNEY DANIEL GLISSMAN: I don't believe the penthouse is visible. Although I'd certainly want to confirm.

H. THEODORE COHEN: All right. And I guess we don't object to the ones that are on the dark bricks side of the building?

MARY FLYNN: No.

LOUIS J. BACCI, JR.: No, they hide well.

TOM SIENIEWICZ: I can see them from my house.

MARY FLYNN: Well, there you go.

H. THEODORE COHEN: You can see Russia from your house, too?

TOM SIENIEWICZ: No.

MARY FLYNN: The folks who are moving in the senior housing can probably see all of them.

H. THEODORE COHEN: Okay?

STEVEN COHEN: Okay.

H. THEODORE COHEN: Thank you.

ATTORNEY DANIEL GLISSMAN: Thank you.

LIZA PADEN: Do you want to collect up the photo sims so you can use them again?

ATTORNEY DANIEL GLISSMAN: Sure.

LIZA PADEN: The next two cases are both for 201 Brookline Street, unit 6 and unit 5. So the Planning Board granted a Special Permit for the conversion of an existing single-story masonry material building into residential units, and at the time of the discussion about these units it was anticipated during the public hearing process that there was probably some opportunity for expansion, but any expansion

would be going outside the footprint of the building and the envelope of the building would require a Board of Zoning Appeal dimensional variance. Mr. Russell sat in on this case as well, so he may -- do you remember this one from 2005?

HUGH RUSSELL: Somewhat, yes. We were I think more concerned about the -- there's a parking lot comes off of Brookline Street and there's an entrance on Erie Street and there's a passageway that connects them.

LIZA PADEN: Right.

HUGH RUSSELL: And I think we were more focussed on how that passageway, which was really the front door of the apartments, looked out and they did some work on it.

LIZA PADEN: Yes.

So, what's happened is some of the

units -- two of the units out of the six have requested that they be able to add on to the roof of the building, it's adding more gross floor area. And I have four plans of what they're proposing to do. They don't increase the unit count of the development or anything like that. They just increase the gross floor area.

HUGH RUSSELL: I studied the plans and I could not figure out the relationship to Brookline Street.

(Catherine Preston Connolly Seated.)

HUGH RUSSELL: One of them was very close to Brookline Street near the setback, maybe eight or ten feet, but that's very difficult for me to figure out where they were.

LOUIS J. BACCI, JR.: Where they're located.

H. THEODORE COHEN: Isn't this one we

should leave to the BZA?

TOM SIENIEWICZ: I would think so.

MARY FLYNN: Yes, I would agree.

HUGH RUSSELL: I don't think there's enough -- I looked at it and said it could be really gross or it could be not important. I can't tell from this material, and they should have, you know, some photo sim from Brookline Street that shows, you know, really what it's looks like.

LIZA PADEN: So this is the photo sim you think should be improved?

HUGH RUSSELL: I look at that and I think that looks --

TOM SIENIEWICZ: Gross.

HUGH RUSSELL: Exactly. If you're not so quite close to the edge and not -- I mean, it looks like a roof structure rather than a --

TOM SIENIEWICZ: It's okay, but bring it right out to the edge. That's strange. That's the Brookline.

LIZA PADEN: Yes, so both additions are to the roof on Brookline Street. The configuration of unit 6, it goes across the front of unit 6 fronting on Brookline Street. But on unit 5 it's set back from Brookline Street, and it's the depth of the living area that fronts on Brookline Street. What I'm trying to explain is it -- this is Brookline Street here and this is unit 6. It goes to this edge here, but for this unit it starts setback there.

MARY FLYNN: Yes, so you --

THACHER TIFFANY: They don't have as much space.

LIZA PADEN: Right.

HUGH RUSSELL: Why they need seven

bedrooms in that unit?

MARY FLYNN: Yeah, I did think -- yeah, they did have a lot of bedrooms.

H. THEODORE COHEN: Yes, I went by and looked at the building today. I've driven by it a million times, but never really noticed that it was a residential property. And I mean everything else other than the vacant lot across the street is two- and three-family houses, and this is a one-story thing, but it is an interesting, you know, one-story building. And I agree, it's hard to tell what this would look like with something on top of it.

TOM SIENIEWICZ: Well, I wonder what the hardship would be.

MARY FLYNN: Well, I think the hardship they argued was that just, you know, he's a long-term Cambridge resident. He's got two kids.

He's lived here. He would like to stay here.

Can't afford to move within Cambridge and so
would like to expand.

STEVEN COHEN: That's not legal hardship
anyway.

MARY FLYNN: No, I know. I know. But
that's pretty much what he said.

STEVEN COHEN: For me this is the sort of
issue I'm happy to dodge and let the BZA handle
it in their infinite wisdom.

MARY FLYNN: I guess my sense was the
condo association backed them up. You know, if
anybody was going to object, it would be their
fellow condo --

TOM SIENIEWICZ: There's precedent being
set.

MARY FLYNN: Well, I suppose, maybe
they'll all want to do it. It will be

interesting to see if any of the neighbors --

STEVEN COHEN: I mean, they don't legal hardship. I don't know how the BZA handles stuff like that. You must know, Tom. But I don't feel the need to opine whether they have hardship or not.

HUGH RUSSELL: I don't mind if they do this, but I think it should be more sensitive to the building and maybe we say, go in and talk to Charlie Sullivan and see what he thinks might be appropriate architectural treatment.

TOM SIENIEWICZ: If the Variance is granted --

H. THEODORE COHEN: If you were to look around --

LOUIS J. BACCI, JR.: Sounds good.

H. THEODORE COHEN: Liza, is that good enough for you?

LIZA PADEN: It's good enough for me.

H. THEODORE COHEN: Very good. We have one more matter.

All right, according to our rules and regulations we're supposed to elect a Chairman and Vice Chairman at the first meeting in January which is this evening.

HUGH RUSSELL: So I guess my question is are the current Chair and Vice Chair willing to continue to serve?

H. THEODORE COHEN: I am indeed willing to serve and would like to serve for another year because I think there's a learning curve.

CATHERINE PRESTON CONNOLLY: I'm also willing.

STEVEN COHEN: So moved.

MARY FLYNN: Seconded.

STEVE COHEN: All approved. Yay.

LOUIS J. BACCI, JR.: You're in.

H. THEODORE COHEN: All right. Unless
somebody has something else, we're all --

LIZA PADEN: No, but we have lovely
parting gifts.

(Whereupon, at 12:00 a.m., the
Planning Board Adjourned.)

* * * * *

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I have read the foregoing transcript of the Planning Board, and except for any corrections or changes noted above, I hereby subscribe to the transcript as an accurate record of the statement(s) made by me.

C E R T I F I C A T E**COMMONWEALTH OF MASSACHUSETTS
BRISTOL, SS.**

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of February, 2016.

Catherine L. Zelinski
Notary Public
Certified Shorthand Reporter
License No. 147703

My Commission Expires:
April 29, 2022

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