

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, May 17, 2016

7:00 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

H. Theodore Cohen, Chair

Catherine Preston Connolly, Vice Chair

Hugh Russell, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Louis J. Bacci, Jr., Member

Mary Flynn, Member

Thacher Tiffany, Associate Member

Iram Farooq, Assistant City Manager

Community Development Staff:

Jeff Roberts

Stuart Dash

Suzannah Bigolin

Swaathi Joseph

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GENERAL BUSINESS

Update from the Community
Development Department 5

Adoption of the Meeting Transcript(s)

Public Hearings

7:00 p.m. (continued) 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 Unit 5 in Kendall Square, Section 19.20 Project Review Special Permit and Section 20.70 Floor Plain Overlay District. The applicant, MIT One Broadway Fee Owner, LLC, is proposing approximately 416,000 square feet of mixed use building with 300 residential units and ground floor retail, parking and potential office space. This is the continued second public hearing required for approval of a PUD opened on January 5, 2016. 10

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Public Hearings

7:30 p.m. (continued) PB#303, South of Main Street (SoMa), Special Permit for a 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 continued second public hearing required for approval of a PUD opened on January 5, 2016.

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PROCEEDINGS

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H. THEODORE COHEN: All right, good evening everyone. Welcome to the May 17th meeting of the Planning Board. Tonight we have basically one agenda item which is a continued public hearing with regard to MIT's PUD for North of Main Street, NoMa and South of Main Street, SoMa. Don't think there are any extra seats here. Certainly people are welcome to stand, but we also now have video out in the hallway and I don't know if there are any chairs out there either if you want to be out there. If you get tired of standing here, you can walk outside and at least lean against the railing.

As always, we'll start with the update from the Community Development Department.

IRAM FAROOQ: Thank you, Mr. Chair.

So as you mentioned, today MIT is the main agenda item. And the last time MIT was here was in January and I think at that time they heard the Board's comments of their preliminary hearing and I think they were hoping to be back in about three weeks, but here we are now.

And I did want to take a moment to say that during -- in the intervening months we have been working very closely with the MIT team, they've been working with the various city departments, not just CDD staff, but Traffic, Parking Transportation and Department of Public Works to define the plan. And from our perspective we're feeling that it's at a very good place now. We have -- you'll obviously see things related to -- responding to all of your, to your comments. We think that there have been strong public realm improvements on the physical

form of the buildings. They have developed design guidelines that are more granular than they were before, which we think will be helpful as the Board considers, goes through design review as the buildings come forward to you. But also I wanted to point out that on the sustainability side we feel that we have made a lot of progress where MIT has, you know, is thinking more about things at a district level but also relating to some of our long range planning such as the NetZero plan and how buildings may, as they evolve over time, how they can be ready to respond to NetZero criteria as they evolve.

Similarly they have -- on the transportation side I think we've made a lot of progress and we're feeling very good about where they are. They also, at the risk of stealing all

their thunder, they also have hired a retail expert and they're looking to hire a programming expert which we think all are really good responses and represent a commitment to the kinds of things that the City Council emphasized during the zoning, the Planning Board has emphasized during the discussion so far, but you'll be hearing much more on that.

Just in terms of additional things coming up at the Board. Your next meeting is May 24th, which will be two public hearings on the Riverside zoning petition and on the zoning petition related to flat roofs, rainwater, and greening the roofs. And this is a reincarnation of a petition that you heard about a year or so ago.

And then in June the meetings are the 7th and the 21st and possibly the 28th. And on the

7th you will have a Major Amendment for North Point and a hearing on 95 Fawcett Street which is a residential project. And on June 21st a public hearing on the north -- I mean, on the Mass. Ave. Harvard Porter, the MOPOCO petition, which has been -- this is essentially a refinement based on the Planning Board's recommendations and it's coming before you again for consideration.

A couple of non-Planning Board things I wanted to mention is that we -- in terms of the inclusionary housing discussions, there are two housing committee meetings coming up; one is tomorrow, May 18th at 6:30. And that, the intention of that is to hear from the community and hear questions particularly related to the study because it's a pretty complex analysis and we want to gather the -- the Council wants to gather all of the questions so that on May 31st,

which is the follow-up hearing when the consultant will be here, she can respond to the questions that folks have. So I'd say if Board members are interested, the 31st would be a good meeting to attend.

The Board, if you have any questions as you're looking at the report, please send us your questions, because we'd love to be able to respond to those as well. We have not been able to schedule a meeting between now and then to give the Board a briefing because you recall that we had to move that agenda item, so we can discuss it more in June with you, but we'd love to hear your questions and make sure that we can have responses to those.

There's also a -- there's an Ordinance Committee hearing on the 25th of May on the Riverside rezoning petition which you'll hear at

your next meeting.

And then on May 24th there is a Transportation and Public Utilities Committee meeting on the Green Line, related to the Green Line Extension. Some of you may have read last week that the City Manager and the Mayor of Somerville essentially made a commitment to speak to their various Boards. I should say the City Council in our case, to try to get approval for funding from each of the cities to support the Green Line Extension. And so that hearing will be on the 24th at three o'clock.

So those are I think all of the items of interest coming up and so I will stop there.

Thank you.

H. THEODORE COHEN: Thank you.

So, just to explain how I think we will be handling tonight's meeting. We will start

with the brief update from Jeff Roberts as to where we are and what is to be accomplished at this continued hearing. Then I think we will have some comments from Suzannah about some of the design guidelines and then we will go to the hearing with regard to the North of Mass. Ave. proposal and --

HUGH RUSSELL: North of Main Street.

H. THEODORE COHEN: North of Main Street. I'm sorry. North of Main Street. And we'll have a presentation from the proponents. Then we will take comments from the public with regard just to North of Main Street. We will then continue our discussion about that to a later point in the evening and take up the South of Main Street presentation and hear that and solicit comments from the public about that. Then we will have our discussion, which I think will be a

collective discussion about both projects since it makes sense to talk about them together.

Where we go after that will depend upon where we are and what the timing is.

So, Jeff, if you would start, please.

JEFF ROBERTS: Thank you, Mr. Chair.

Just wanted to bring us up to speed on where we are. This is a -- it's a hearing on -- it's actually two hearings on two Special Permits by MIT for planned unit development PUD Special Permits. Also, along with those, are project review Special Permits for planned unit development. It's a two-hearing process and the first hearings were held back in September. Back in January was the opening of the second hearing. And so tonight is a continuation of the second hearing on both of those.

At the last meeting in January MIT

presented what's referred to in the zoning as the final development plans describing the project and staff provided material at that time which contained an overall discussion of how that development plan fit within the zoning requirements and the planning objectives that are contained in the Zoning Ordinance, the zoning for that district, and the most recent Kendall Square study. So we didn't repeat that information for this, but following up from that, our previous discussion included some, I think, just some brief discussion in summary of what tends to be included in a planned unit development or a PUD Special Permit case. They're somewhat different from other Special Permit cases that the Planning Board tends to review because as opposed to permitting just a building that's part of this or just in one phase of development, a PUD is a

master plan for a development over multiple sites that plays out over a period of time. So the character of that, of the review and the characteristics of the resulting Special Permit are somewhat different. And in our most recent material we go into that in a little bit more detail than we did before.

In terms of the PUD approval, it's really approving -- much of what it's approving is a process by which the different elements of the development plan will be designed and built over time.

So going back to the last meeting in January, at that meeting the Planning Board raised a number of issues and discussed some issues that were raised in the staff comment at that time. We've listed those in the memo, the materials that we more recently sent to the

Board, and those issues cover many design elements as well as issues related to transportation, environmental impacts, active ground floors, and so on.

And then in the intervening time, as Iram mentioned, we had a number of meetings between representatives of MIT and representatives of various different departments, including Traffic, Parking, and Transportation and our department, our economic development staff. And the purpose of those was to discuss not just the comments that were made at the last meeting, but to discuss and come to an agreement on a program for the ongoing review and monitoring and litigation requirements that would be built into an eventual Special Permit decision if the Board decides to grant the Special Permit. So many of the issues that were raised at the last meeting while

they'll be discussed by the applicant and they're covered in the materials that staff provided will continue to be issues that will be addressed as the project moves into more of an ongoing design review phase.

So just to briefly cover the key documents that we've provided to the Planning Board, in our memo we provided -- and this is something that we don't usually do for a Special Permit, but given it's a PUD project and it tends to be a little bit more complex, we worked with the applicant to develop what the conditions of the Special Permit would look like, and some of them are highly technical in describing the approvals while other elements are probably more significant to the Planning Board including the requirements and the procedures for continuing design review whereby different elements of the

project would come back before the Planning Board prior to receiving any building permit to review building design, open space design, and some of the sustainable elements of the site and building design prior to that building and site receiving Building Permit.

Also included in the materials, in the memo from Traffic, Parking and Transportation is a structured set of transportation mitigation and monitoring requirements. Those are a key part of any project review Special Permit. And, again, with PUDs, it takes on a little bit more complexity because the requirements get phased in over time as the development proceeds.

One of the other elements that was provided that was worked on collaboratively between MIT's staff and our staff was a set of urban design guidelines which hope to refine

the -- what's in the Kendall Square design guidelines developed by the city in 2013, and put a little bit more site specific focus on that. The purpose of that document is that it would come back and be reviewed along with the submissions that come to the Planning Board for individual buildings and sites. And then sort of a somewhat new element is included in the sustainability guidelines, which again were worked out collaboratively between MIT's staff and our staff which helped to inform ways that the Board might look at how different sites and different projects are responding to the City's goals in terms of getting to a NetZero future and adapting and finding ways to be resilient to climate change impacts.

So that was the material that we provided. We welcome any questions, comments

from the Board. We can certainly -- if the Board has suggestions, we can certainly make additions if they're agreeable to the applicant. And ultimately our hope is that if the Board feels ready to reach a decision, then in making that decision, the Board would have a prepared set of conditions that would be attached to that decision. And we'll -- I think at this point we let -- I would want to turn it over to the applicant, but we'll be available and Suzannah and Traffic and Parking staff and myself and others are available to answer any questions as we go along.

H. THEODORE COHEN: Thank you. I just wanted to make clear that the Ordinance requires that the proponent in a PUD has to agree to the conditions and the terms of the PUD? So that's why there has been this ongoing discussion

between CDD and MIT. So it's not that the Board can simply impose conditions and say this is what we want, they ultimately have to be agreed to.

Suzannah, do you want to speak now about some of the design guidelines?

SUZANNAH BIGOLIN: Yes, sure.

As Jeff mentioned, we've been working collaboratively with MIT to prepare the design guidelines, and their purpose is really to help us of the detail design range and the public realm so that would be open space that comes before the Planning Board.

The design principles really rely on the work that MIT has prepared as part of its PUD planning and design, and they also address the K2 design guidelines, so it's a similar kind of set, set arrangement of objectives and strategies. The content includes design issues relating to

site planning and open space, ground floor design and uses, siting, scale, and massing of buildings, architectural character, environmental quality, parking and loading, and then we move into building specific design guidelines. And importantly I wanted to mention that we've tried to capture many of the comments the Planning Board has made in the prior discussions. And so for instance, we've tried to look at the mitigating wind impacts and massing in the number of intersections, considering particularly those issues along the K-pedestrian connections. Also looking at more of the detailed kind of granular design and focusing on the ground floors and building podiums, but trying to emphasize the need for more scaling and elements and rich architectural detail and texture. And then also we've tried to address the comments that were

made about architectural coherence and how we can encourage different identities and characters to kind of evolve out of the detailed design stage, so we've included a range of architectural approaches that we hope to sort of develop as we move into design review for each building.

But we would welcome the Planning Board's feedback and comments to help improve the guidelines.

H. THEODORE COHEN: Thank you.

Are there any questions for Suzannah?

(No Response.)

H. THEODORE COHEN: No?

Okay, I just wanted to reiterate that while we will obviously be talking about the appearance of some of these buildings, we are not doing design review this evening, and so there will be future hearings on one or more buildings

as this project as approved progresses and at that time there will be the lengthy discussions about the design and how they proceed.

Why don't we proceed now with MIT and the NoMa process. And then I failed to mention, but after I think after that we will probably then hear from Traffic and Parking and their discussion I think on both NoMa and SoMa and lead both into the subsequent discussion and then south of Main Street.

STEVEN MARSH: Great, thank you, Mr. Chairman. Good evening, everyone. My name is Steve Marsh from MIT. We're really pleased to be here tonight. As you know, this is our third set of hearings related to our PUD development plan and the Special Permits and the PUD 5 District, both NoMa and SoMa. I want to recognize some of my colleagues and team members

that are here tonight. From MIT we're happy to be joined by Israel Ruiz, our Executive Vice President and Treasurer; professor Marty Schmidt, Provost; and Sarah Gallop, our director of community relations who you will hear from tonight. And we're also pleased to be joined by Hashim Sarkis, our Dean of the Architecture and Planning. I did see professor Meejin Yoon from head of Department of Architecture, and Associate Provost Karen Gleason. And also from my staff. Michael Owu is here tonight who has managed this project on a daily basis and has done an enormous amount of work with the city departments over the past several months. He's joined with another member of our staff Maureen McCaffrey who has been deeply involved in those discussions. And lastly our legal team Darren Barrett and Anthony Galluccio, they're here as well.

That's why we have staff. Beautiful.

This is the agenda for tonight and really tonight's focus, the meat of this, is to focus on responding of issues raised in the last hearing and frankly to go into greater depth in the public realm and the ground plain plans that we promised to you at the last meeting.

We're delighted to have landscape architects Kirt Rieder and Michael Blier and Jesse Baerkahn and a number of our architects here including David Manfredi who you will hear later on on NoMa.

I want to thank the members of the city staff, particularly Iram and Jeff, as well as Stuart Dash, Suzannah Bigolin, Susan Rasmussen, Joe Barr, Adam Shulman, along with many other city staff who we have spent literally the last four months with in deep discussions. So as both

Iram and Jeff discussed, there have been a number of work products that have become created over the last several months related to this application and they've been the result of numerous meetings that resulted in a much improved application. And we appreciate the city staff commitment in helping our application evolve.

As Jeff mentioned, there are a variety of complicated discussions design guidelines, traffic and parking, sustainability, economic development. All of these are meant to provide frameworks of the process to go smoother that we have an understanding along the way.

As you know, the last hearing tonight relate to our outlining, our PUD development plan. And that's basically how our proposal aligns with zoning, and also really frankly

provide the big picture for our future plans as we move along. Naturally we're eager to move into -- proceed into the design review for each building, and we recognize that will require significant work and we're looking forward to working with Planning Board and the staff to make sure that each building is designed with careful attention. And we know that's particularly true of our -- how our buildings meet the ground plain and how the retail works and the open spaces, and we've spent a fair amount of time on that and we know we'll continue to do that going forward.

We've already heard comments on design through some of these hearings, and we know that we will be talking about design review in future meetings so we'll cover those comments forward with us and be prepared to address any of those issues in our next stage here.

Tonight we're going to try to focus on completing the major elements of the final development plan. And as you all know, our zoning compels us and MIT is strongly committed to working with all of the stakeholders through the process, not only through this part and as we go forward and subsequent sessions with our Planning Board.

I just wanted to start with this slide because I -- it's been a long time as we've gone through this, but it is a reminder of where we started. And it was really our desire to take six surface parking lots in the middle of Kendall Square and transform this into a mixed use vision, and we know that the City has embraced this vision as well and we've worked together for a long period of time. So it sets the groundwork for what we're gonna do going forward. But right

now I would like to turn it over to Sarah Gallop for a moment to talk a little bit about the community engagement.

SARAH GALLOP: Thanks, Steve.

You'll be glad to know that I'm only going to use two slides to reflect on the eight years that we've spent together thinking about how MIT can help to bring new vibrancy to Kendall Square. Those eight years include two years of exploratory conversations and six years of public process. Of course the first part of the public process related primarily to the rezoning effort. Thank you, Michael. As soon as he starts to come, you know you're doing something wrong.

And that process was anchored by ongoing meetings with all stakeholders, public officials, city staff, neighbors, members of the MIT community, and many other interested parties.

And it included open houses and MIT task force and MIT working group, community-wide public meetings, a side excursion into a year and a half long K2 study process, and multiple ordinance City Council, Historical Commission, and Planning Board hearings. Together we worked through principles, themes, concepts, details, and even nuances all towards the goal of creating a balanced and responsive zoning framework.

Then we moved on to the PUD and the Special Permit process for both NoMa and SoMa, and in a similar fashion we engaged with stakeholders both internally and externally. We've received tremendous guidance from the Leadership and MIT's School of Architecture and Planning, from city staff, from the Planning Board, and from residents as we worked to sharpen our understanding of how best to create a true

live/work/play district in the middle of an innovation ecosystem.

We again relied on community-wide public meetings as well as another working group. A walking tour with the Planning Board and follow-up discussion with the East Cambridge Planning Team.

We filed our preliminary development plan last July, our final development plan last November, and tonight is our third and we hope final hearing on the final plan.

It seems rather inadequate to simply say thank you for working with us over all of these years, but we do thank you for collaborating with us, for teaching us, and for pushing us. We all believe that we're on the brink of doing something quite spectacular together.

Thank you.

STEVEN MARSH: Thank you, Sarah.

I want to just put up a slide again highlighting this hearing process. The staff has worked with us to make sure that we're focussed on responding to all of the items raised at each one of those hearings. I think we've done the best we can to go through that. As you know, we've started previewing our application with the community a year ago, and it's actually been an approximately nine months that we've been in the hearing process. And you'll see tonight that this has brought us to a critical level of detail, not just in the PUD development plan, but also in the work products in the work with the city departments that Jeff spoke about earlier.

Recently we were happy to go back to the East Cambridge Planning Team. There was no leadership there, we've had an opportunity to go

back and reintroduce ourselves to new members and introduce ourselves formally to the new leadership. We had a very constructive meeting where we continued to have helpful conversations with them that then was the major shaper of our plan. And we'll continue to talk about open space, retail in the public realm with the folks over there in the East Cambridge Planning Team and our other neighbors.

One of the questions that came up was the community benefits. It was one of the first questions again, and we forget because it's been three years since we did the zoning. It was actually a fair question. You know, this is a quick slide of high level overview. It does not describe the focus benefits that came out of our commitment letter, but it does give you high level financial commitment that MIT has made

here. And I do want to point out we've been asked to fast track some of these financial commitments in the process. We have already made payments totalling over 7.5 million to the City and the infrastructure. We do think this is precedent setting. We've so much financial contribution prior to permits being issued, and threes payments have been made to the city community fund, the community base organization fund, and for some of the infrastructure. I also want to remind people that we made a commitment that 18 percent of the market rate housing will be affordable, and that our project will comply with the newest incentive zoning payment formula which could represent 12 million payments to the City that would go to the Affordable Housing Trust.

I also want to highlight that we have

already made \$500,000 contribution to complete the community path between Binney and Main which is already in play. And we also stand ready to transfer our Cherry Street lot to the City's director for the community purpose.

We're not going to go into the detail of the commitment letter, but again, we want to give you some sense of the stuff that we've worked on and we're very proud through the both the commitment letter and the zoning process.

As Jeff mentioned, we did provide a memo responding to the major questions in second hearing. We thought it would be helpful to overview those responses now for clarity so I'll go through those. The memo responds to issues both NoMa and SoMa. You know, for the sake of efficiency I'll provide an overview of the memo in this presentation that we've submitted for the

record. And we'll give more detail on some of these items during the presentations as well and naturally happy to answer any questions.

First item I want to talk about is wind. You'll remember that Hugh Russell was very helpful in raising additional questions on wind at our last hearing. And since our additional hearing in November, we've continued to refine design and mitigation to improve conditions throughout the PUD in Kendall Square. We submitted the most recent wind study and a summary to you prior to the hearing, and we hope you've had a chance to review as it shows continued improvement since November. The wind studies have been comprehensive, so we want to give you a quick sense of that tonight. First of all, the map that you see here shows a sense of our coverage. We studied approximately 170

Locations both at grade at the podium level throughout the PUD and outside the PUD. Our wind specialist is RWDI, an international engineering firm that specialize in wind studies testing, and they've done a significant amount of work in the Metropolitan area so they're familiar with the work here. And their analysis has been very helpful to us and to you. As many of you know, the existing wind conditions in Kendall Square and throughout the area, given our northeast location, if you particularly look at the last weekend we had here, and two days in particular, if you have allergies, you're feeling it for certain. The bottom line is we've gone through here, is that we've been able to improve many locations and eliminate the severe conditions including the existing today that Hugh referenced at the last hearing. So we're delighted with

that progress.

There are a few remaining less significant conditions that we continue to be focussed on. These are identified by yellow dots on the diagram. However, these are consistent with existing conditions elsewhere in Kendall Square and do not impede public realm, retail, or programming goals that you'll hear about tonight. For your information, these areas are similar in character to public spaces used regularly by everyone in Kendall Square, including me, in such areas as Point Park where people commonly sit for breakfast or lunch and sit out. Kendall Clock Tower building and Au Bon Pain where people are having coffee in the morning and lunch in the afternoon and gathering around. And Cambridge Center where people sit outside Chipotle. And also at East Gate at the children's playground.

So we've looked at those. These are identified in areas of blue. So these areas kind of have the same basic conditions. And as we all know, wind cannot be completely mitigated, but we hope to make some minor refinements through the design process. In the end we strongly believe that the improvements we're making in Kendall Square will be of great benefit to the users and that the areas where there may be wind conditions at times does not change our ability to create this wonderful public realm.

On the retail front, we asked about retail programming. We've worked very hard with the city to make sure that our zoning aligned with the K2 study. The K2 study recommendations as you'll recall set new precedents for retail. Specifically our zoning followed the K2 recommendations at 75 percent of the major street

frontages would be retail as opposed to accessory space. That was particularly challenging for us because we were trying to activate four corners of buildings. So it wasn't just the main streets that became a challenge.

It also required 50 percent of our retail to be local and independent. And in the end our combined SoMa and NoMa plans would provide approximately 95,000 square feet of net, new, and repositioned retail space which we think will have a dramatic impact on Kendall Square.

As Zoning requires us, at the suggestion of City Council, to create an advisory board to help provide input on the retail and the open space. And we're committed to this collaborative approach as a sounding board. We've had many conversations and learned much about what the desires are in the Kendall Square area, and so

we're delighted to continue to do that on a regular basis.

Our investment in the retail is significant. You should know that we're estimated this could reach almost \$100 million investment in Kendall Square which is a significant investment in the public realm, and it's not something that brings a short term return to us, but we believe it will be transformational to Kendall Square. It would be beneficial to MIT community, to our innovation partners who occupy spaces in and around Kendall Square, and to our neighboring communities.

The memo also outlined general questions on bike and pedestrian connections. We spent a lot of time on these issues working with city staff, and currently, as you all know, these parking lots represent barriers, and I mean real

barriers. There's chain link fences and dumpsters and you can't get through it. There's an opportunity here to create a plan to open up connectivity to open up the sites to a great number of many users is very encouraging. We know that students and neighbors and Kendall Square users will traverse from east to west and vice versa on our new Infinite Corridor that goes through the space, and will invite folks into the public space and they'll proceed into this activity area with a purpose to relax and read in the fresh air, have a takeout lunch, to listen to a concert, or meet some friends. Our open space will create a destination in Kendall Square.

Between SoMa and NoMa the project also includes over 1,030 bike spaces; 208 short term spaces and 826 long term spaces. It's also important to note that the SoMa proposal was

carefully designed so that loading and trash will not impact the bike and pedestrian pathways.

These connections are an important part of the public realm planning, and our investment to accomplish below grade loading and trash represents almost \$25 million of investment.

At the last hearing Catherine asked us to follow up on a bike station. We wanted to make our PUD area very bike friendly and we shared that vision with Catherine. In response we've agreed to include a bike station as described in the memo and developing the best location of the station so that it captures the users not only from the MBTA Red Line station but also from the recreational use along the Broad Canal and Charles River is very important to us. We have committed to approximately 1,000 square feet at grade which will include a number of amenities

and we're also committing to finalizing the details of the station prior to applying for design review for building No. 1.

There were a number of specific questions raised on the NoMa District that our memo responds to as well. I want to touch on this briefly and then I'll let David Manfredi to go into more detail as he goes through the issues of building 1.

In short, we made a massing change to building 1. We submitted the graphic. In your package it shows the alteration to the massing to the podium and the tower. We believe this improves the design, ground plane, and the pedestrian experience.

We have also worked on a variety of options to further address the parking wrap, but we think this is more appropriate for exploration

during the design review phase, there are a great number of details here.

The memo also outlines a response to a question regarding flood plain. The short answer is we are not within any flood plain review requirement on this project.

There was an additional question around the ownership of the Broad Canal Way. And the Broad Canal Way is owned by an abutter that will continue to be accessible. There are members of our -- we have our neighbors right here tonight, and we will continue to work with our abutters to make sure the plan reaches its maximum potential in the Broad Canal area.

There were a few questions related specifically to SoMa that I would like to highlight. The first was on moving the T headhouse. Our renderings in the past may have

given the impression that the move is more significant than it is. Fundamentally we are proposing to move the T headhouse only 20 yards back. That's basically from the chair to the atrium in the hallway. And we believe that this small amount of frontage that we'll create here will create a significant activation in the station. It will create a place. It will also allow for a continuous operations during any construction. We believe the improvements in moving that station will be a catalyst to set a central gateway and critical to the transformation of the spaces we're trying to create here.

You also asked about activation of cantilevered spaces that we used to break up in massing. Our hope is to give you more confidence tonight in how our team is committed to making

these spaces come alive for extended hours everyday throughout the entire year. We have a number of ideas and we'll be sharing a number of those as we go on. These spaces will support a variety of activities from food to programmed events to public art to potential seasonal features. Again, our presentation will outline more of this.

Lastly, we heard multiple comments on the appearance of building from No. 6. We continue to work with our neighbor and the owner of the Kendall Hotel. We have a number of ideas that we've shared with them and are working with them on a number of these and we've also heard your concerns. However, we feel it is appropriate to respond to comments during the design review process as these are related to much of the detail around that building.

So this concludes the memo summary, and you'll hear more about some of these issues in the presentations. But before I introduce David Manfredi, I did want to touch on housing as a central theme of our proposal.

When we began the process back in 2008, we did have very little housing in this plan. Ultimately the Planning Board, the community, City Council, made it clear that housing was a critical piece of the mixed use vision for Kendall Square. And during that zoning process we responded, making lower Third Street portion of our plan predominantly housing, with significant new retail wrapping around One Broadway at the request of the neighborhood and the Planning Board. During this process of the rezoning, the East Cambridge Planning Team and members of the Planning Board asked about housing

along Main Street. The East Cambridge Planning Team had actually come up with a plan showing a second housing tower on the T stop up on Main Street.

At the time this was very hard for us to figure out. There were a lot of technical details and big commitments with that. We went forward with the zoning, without that requirement, and as you now know, after the zoning was passed we were able to create a brand new housing site on Main Street, infuse new life at the T stop into the central gateway area of our proposal completely consistent with the request that we had from the neighborhood and the Planning Board.

We had Associate Provost Karen Gleason come and talk about our graduate housing, the importance of this major increase in capacity,

and the steps we take to make sure the graduate housing is both diverse and affordable to our population. We are very pleased to increase the graduate housing in Kendall and this is something that we've heard as highly desirable from across the community and it does come from a major commitment.

I would now like to introduce David Manfredi for further discussion about site 1.

DAVID MANFREDI: Good evening. Thank you, Steve.

As Steve mentioned, when we were last here at the Planning Board, there were several issues that were raised around building 1 and NoMa, and I want to just list those issues very quickly.

No. 1, you asked for more detail and a better sense of pedestrian and bike connections

in and around the site.

No. 2, as Steve mentioned, there was concern about the building envelope around the parking levels above grades 2, 3, and 4.

And then specific questions about retail programming and public realm connectivity. I'm gonna run through the first two of those items and then ask Michael Blier from Landworks and Jesse Baerkahn from Graffito talk more about retail.

Just a very quick overview, I know you now know it all very well, on the connection of the NoMa site to the SoMa site, and more importantly to broad -- the broader Kendall Square area. Site 1 I think everyone recognizes is pivotal in this sense of connectivity in that there are important pedestrian connections on all four sides, and they provide connection between

community, Kendall Square, MIT, and the Charles River. So first -- and I'll just go through these very quickly, because I think we all know them. I'm going to have to do this over my shoulder. The north/south connections on Third Street, and we've seen tremendous improvement on the pedestrian activity, on the activation of Third, on uses that engaged pedestrians all along Third. What has evolved in the development of building 1 is the opportunity to create two more corners of retail/restaurant kind of activity that will not only transform this block, but will set some very good standards for what will happen eventually across the street on Third.

The other north/south connection, which sort of exists today, but exists through a parking lot and that's the opportunity to really connect the neighborhood through North Plaza all

the way down along a new path that will be created between building 1 and the Red Cross building and then the new crosswalk, the Sloan School to Wadsworth, and on to the river. This may be through all of its crooked connections the single greatest path to get from this part of the neighborhood to the Charles River.

The east/west connections, everybody knows Broad Canal Way today. I think from the very beginning of our conversations with the Planning Board, we talked about how Broad Canal Way is too wide, it's a single loaded street. The south side of the street has a bunch of building utilities, and the opportunity is to build out but create a more pedestrian scale to double load that street with retail and with other uses that can engage pedestrians and make access to Broad Canal Way better and make Broad

Canal Way feel closer to Third Street.

And then lastly is Main Street itself.

And we talked not only about the main building, building 1, and also the opportunity to reinvent that whole facade, that precast facade that's the space between existing One Broadway and building 1. And then this block has evolved or as our design concepts about the block have evolved. I think we've been able to break it down into parts. There is One Broadway. There is the space between and then there's building 1. And hopefully we've been able to take what is a very large lot and really create more of a scale among those three parts, the two high rise parts, and the piece in between.

We talked last time when we were here, and Dean Sarkis particularly cited urban design guidelines that would help connect all of these

buildings that you're gonna think about and look at tonight, create a kind of common framework that assured a certain harmony and cohesiveness among these buildings, and at the same time still allow design flexibility for each of the buildings by its use and by its individual architect. One of those design guidelines was the relationship of the base or the podium to the floors above, and you can see on the slide, on the left where we were when we saw you last in January and on the right what we're proposing tonight. We continued to study the massing. And we continue to study it in light of that urban design guideline that Dean Sarkis talked about, but also in light of wind. And what we're proposing to you tonight is actually a separation. That is a distinct podium that includes the retail and three levels of parking

above, a kind of interstitial space that's set back and then the residential floors. It will be more consistent with the other buildings that are part of SoMa. It will significantly benefit wind conditions on Main Street. We think this is a significant improvement. To the overall urban design, we'll come back later as you've heard from Steve to talk specifically about the specific issues around design and building envelope. One of those is the envelope of the parking structure. And as Steve mentioned, Hugh Russell really put a point on this one that with parking above grade as low as level 2, that the parking becomes part of public realm. And so there really is a requirement that we do something very special with that building envelope. And we're not gonna present that tonight. We're gonna present that as part of

design review. We've got some -- a number of ideas that we do want to share with you, but we do want to recognize that this is a part of public realm as much as it is a part of building design. And it's already been mentioned, Suzannah Bigolin has already mentioned the collaboration on design guidelines around very specific planning and design strategies which will also be reviewed in detail later.

So with that I'd like to introduce Michael Blier from Landworks to discuss public realm especially around building 1.

MICHAEL BLIER: Thank you, David. Good evening.

The design of the open space public realm of NoMa has emerged from the very same core principles and objectives that have been guiding.

JAMES WILLIAMSON: Could you speak up or

get closer to the mic, please? Thank you.

MICHAEL BLIER: The design of the open -- that's better, right? Okay.

The design of the open public space, public realm NoMa has emerged from the very same core principles that have been guiding the entire east campus. Accordingly our design goals have following objectives:

One, to achieve a seamless neighborhood, public realm feel. A dichotomy weave of effective programs.

Two, to achieve meaningful urban connections via the articulation enhancement of the pedestrian experience as part and parcel of a larger urban experience.

And three, to achieve the MIT imperative to innovate. That is to establish progressive, memorable, and resilient place making.

As David has described, the site we are discussing tonight is defined by the new building to the east and modified One Broadway building and retail building along the northern edge of the site.

From an urban public realm and open space point of view or from the point of view of landscape, the site is defined slightly differently. In terms of the landscape, the perceived public realm expands outward from the face of the buildings -- from the face of the building to the face of the curb along both the south and west boundaries of the block particularly along Third Street, Broad, and Main.

In terms of urban continuity one would also argue of course that the connection of south of Main as well which is, which is actually guiding the work to the north.

And then of course to the north along Broad Canal Way and to the east/west connection to the Broad Canal itself is a vital link and moving in this direction here.

And then of course to the east the proposed building and existing Red Cross building are narrow yet critical open space sliver will play a pivotal role establishing larger pedestrian connections through the urban fabric. That location is here to which David referred a few moments ago.

In this case the corridor has been conceptualized as a linear park and this will provide an active and safe public passage. This new passage will tie together into larger cohesive pedestrian system that threshold at Main Street, the highly popular kayak landing, an open green and a public spaces further to the north

and ultimately to the East Cambridge neighborhoods. So linking together this series of experiences north and south.

This linear park will also contribute of course to the anticipated active grounds floor program being planned along this edge of the building. This is a very critical aspect of the project.

Broad Canal Way. The design approach for this area of the project is predicated on establishing Four Broad Canal Way, a full and robust double loaded urban street experience. Accordingly to us the context of Broad Canal Way extends all the way from the face of the retail along the northern edge of this drawing. So really from here to here as one, one urban space.

The team's designed proposal for the street has taken into account and utilizes both

tree species and tree spacing already defining the northern side of Broad Canal Way. In this way a more stabled and urban experience corridor and urban character clarified.

Interestingly, because this edge, our edge of NoMa along the NoMa edge of Broad Canal Way is more narrow than that to the north, much attention has been placed upon creating spacial and programatic between Third and canal -- the canal itself. A series of three mini urban spaces strategically placed along the pedestrian way to provide interest and variation, here, here, and here. The intersection of Third and Broad Canal Way is defined by an outdoor dining area which will bring activity and interest to this important corner. For example, when one is standing at the corner of Broadway and Third, the view to this active, this newly activated corner,

now doubly loaded, will introduce threshold to this new area.

The open space at the mid-block here has been conceived of as a mini pocket park. Think Paley Park in New York, a simple respite shaded by canopy trees and activated by retail and spill out. The designated open space along the eastern edge of the site provides an interface between the building entry, the adjacent green, the kayak landing, and of course through site connections to the north and ultimately to the south. We see this as a key spatial and social nexus for the entire project. That's here. Excuse my reach.

So it's also very important that the NoMa edge of Broad Canal create a meaningful public connection between Third Street and the canal. This associated with the kayak landing establishes the aesthetic for this pedestrian

way. A linear cadence of wood benches and decks sets the rhythm for street -- sets the rhythm for the street side and that linear system you can see it here moving through the project. And this alternating rhythm of benches and decks have been woven bike racks, light fixtures, canopy trees, and storm water collection gardens as a means of fresh cohesive contemporary sidewalk urbanism.

This view is taken from the corner of Third Street and Broad Canal Way. We're looking directly toward the kayak landing and Charles River beyond. Here we have the public frame on the left by that active zone that we looked at in the previous slide, a clearly defined public realm in reinforced by an engagement of a more transitional paving system along the building's edge. The idea here is to create a seamless exchange of program and material layer and the

face of the building and the edge of Broadway Canal itself.

Thank you. And now I'll turn it over to Jesse for retail overview.

JESSE BAERKAHN: Thank you, Michael.
Good evening.

For those of you who know me, it will come as no surprise that I am very excited to add some color to the NoMa retail plan and later this evening also touch on SoMa. First let me say this area of Kendall Square already has a vital environment, particularly along the northern edge of Broad Canal Way where my team has leased the entirety of the retail in the Watermark buildings to seven different local businesses across two floors and 35,000 square feet. The new retail being delivered as part of NoMa presents the opportunity to build upon this momentum and make

some significant improvements to the entire ground floor perimeter of the overall One Broadway site.

Now we've talked about the Broad Canal side of the building which Michael just touched on the improvements to the Broadway side of the building are as important to what you're looking at on this slide. On this screen we see a rendering of the space that we hope to locate a grocery store in. And by doing such, finally satisfy those in the community who so desperately want this specific use in this specific part of Cambridge.

Further, before moving on, I'd like to remind this Board that the existing zoning for NoMa does a good job codifying the retail, some of which Steve touched on in his opening remarks.

First, 50 percent of the retail has to be

local and independent. And candidly my gut is that we will greatly exceed this number.

Second, we are required to collaborate and coordinate with an advisory board on both retail and open space programming.

And third, no more than 25 percent of building frontage on the ground floor throughout the project can be occupied by lobby or mechanical spaces which was a suggestion taken directly from K2.

So as we turn our attention again to Broad Canal Way, I want to be very clear that from a placed perspective, and as you heard from both David and Michael, the opportunity to create a double loaded corridor from Third Street to the canal is a tremendous opportunity. It's an opportunity that my team has spoken about at length East Cambridge community, including those

small businesses currently located along Broad Canal Way. The addition of this second edge of retail will not only add vibrancy from a public realm perspective, but it will be a major boost to the existing small business community, who like East Cambridge residents, are very much seeking a more complete street in this location.

As this slide demonstrates, this portion of the project takes a fence -- looking toward here the existing condition, takes a fence, loading, and trash area and replace it is an active edge. No doubt an active win for the neighborhood.

So what we're looking at in this image, this is the existing condition of the retail in the One Broadway site which is -- here we go, exclusively clustered around the Broadway edge. And in this next slide you are seeing the

proposed plan which features a greatly enhanced edge along Third Street with a creation of premo retail spacing, premo being a technical retail term, at the corner of Broadway and Third Street.

Further, as has been discussed at prior presentations and as shown in my first slide, the Broadway edge will be significantly enhanced by bringing the storefront to a new location closer to the sidewalk, thus adding additional square footage and making for a formal, connected, visible and viable retail area.

So let me end by emphasizing that we're thinking about the NoMa retail on a neighborhood scale. It's about far more than just this building of One Broadway. I believe we have the opportunity to create one of the best streets in the entire City of Cambridge. And I also believe that in concert with the retail program we will

execute on Main Street, we have the opportunity to create one of the most exciting and active neighborhoods in the region. As we dive into the SoMa retail in the next hour, I'll be able to elaborate further on some of the specific retail goals and guidelines an outline of which was submitted to this Board previously in October of 2015.

So in sum, we are very much looking forward to that conversation and we thank you for your continued collaboration and encouragement on this exciting project. And I think with that we'll turn it over for public comment.

H. THEODORE COHEN: You all set?

Do board members have any questions now or should we go to public comment?

MARY FLYNN: Public comment.

H. THEODORE COHEN: Okay. So is there a

sign-up sheet?

CATHERINE PRESTON CONNOLLY: And do we have a timer?

H. THEODORE COHEN: So anyone who wishes to speak will have the opportunity to speak whether you've signed up or not. We ask that you come to the podium and state your name and if there's anything other than Jane Doe, please spell it for the stenographer and state your address. And we ask that you limit your comments to three minutes. And also please try to limit your comments to only the NoMa proposal right now. There will be further opportunity to speak at SoMa later this evening.

And if all works, when you go up there, you will have a green light which will last for the three minutes. At some point it will switch to yellow indicating that you have 30 seconds

left, and then when that time expires, it will be a red light.

John Hawkinson.

JOHN HAWKINSON: I'll defer to round two.

H. THEODORE COHEN: Okay.

Allen Taylor.

MEMBER OF THE AUDIENCE: I'll do the same.

H. THEODORE COHEN: Nancy Ryan.

NANCY RYAN: Likewise.

H. THEODORE COHEN: Heather Hoffman.

HEATHER HOFFMAN: No, I'm taking both shots.

H. THEODORE COHEN: Okay. We invited you all, too.

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

One of the things that struck me when I

saw the pocket parks on the north side of this building and knowing that there's a south plaza and the canoe -- see if you don't turn it on then I get lots --

H. THEODORE COHEN: Right.

HEATHER HOFFMAN: And the canoe and kayak launch is that one thing that I would really love to see in this area is a public bathroom. Alexandria is going to have one, but that probably will not be visible from here. The restaurants have them, but they are only for the members of the public who choose to patronize the restaurant. Education First has one that is usable by people, for example, in North Point Park. That is an incredibly valuable amenity in Massachusetts, and I would strongly encourage that that be considered.

The grocery store mentioned before, we

are having grocery store promise wars. Someone perhaps is going to be the person who actually delivers a grocery store, and that will be an exciting thing and we should probably, you know, have a toast for that.

With respect to the south plaza, I've said this before, I want to be sure that an open space that is finally designed being used and all of that does not get shaded out. Now, there were lots and lots of trees shown on the landscaping plan. While trees are wonderful things and very valuable, sun is as well. You know, there's an awful lot of the year, here we are into the middle of May, and we are still wearing or jackets. The sun is a really valuable thing that we shouldn't forget is something that people seek in open spaces in addition to shade on those days when we will be sweltering.

And then one other thing that I will mention briefly and then will probably expound on more when we're talking about more buildings, you I believe got a communication from Carol O'Hare about signs and lighting. Please, please, please one of the huge failings of pretty much every development in this area has been failure to plan for zoning compliant signage. So I'll say more about that when I get up here again.

H. THEODORE COHEN: Thank you.

James Williamson.

JAMES WILLIAMSON: Thank you. I just want to say in general there are -- what I take to be some improvements in Kendall Square in the way that it's evolved, particularly like the feel of portions of Ames Street, but I am mindful that this is not about design review. I'm not gonna go into details about some of the design

dimensions other than to say that there has been a proliferation of new benches on sidewalks and I tested them, they're not terribly uncomfortable, but they're not very appealing in the way that they look. They're black metal. So maybe you'll give that thought later on.

I'm going to focus on the transportation issues and I guess to talk about the north of Main Street piece of this. I don't know when this was posted on-line. I didn't have a chance to look at it until tonight, and I've read through the whole thing pretty carefully once just now while trying to also to listen to presentations. I don't understand what's going on here. The relationship between the NoMa piece of this in terms of the vehicle trip, vehicle and transit trip generation -- the way this is structured is there are baselines of vehicle and

transit trips, and then there are exceedances that are determined, and I can't tell how those numbers were derived. And I'm not even clear which are which in some cases, but I would be, I think, important to understand where those numbers come from that are the basis for triggering further mitigation measures on the part of MIT. So if it's, you know, I mean the monitoring will come up with I think probably reasonable numbers with however some exceptions based on the footnote which I'll come to on the SoMa piece of this which seems to exempt a number of categories from trip generation counts. So then there's the what's going on in terms of the parking? This is the north of Main Street is a residential building with retail. I like what I hear and what I see in terms of the retail. What I don't understand is how many parking spaces per

units are we talking about here and is this comparable to what's being done in the rest of the city where we're talking about reducing parking right next to an important public transportation hub. Is that what's going on here? Is there a sufficient reduction in the parking that's gonna be provided here given that it is right next to the Kendall Square T Station? But then of course we have to ask: Does the capacity actually allow for this kind of additional density? Which is the big sort of elephant in the room about all of the development I think in Kendall Square.

So, thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Please come forward.

MARILYN WELLENS: Thank you, Mr. Chair.

My name is Marilyn Wellens. I live at 651 Green Street. I'm paying attention these days to noise, light, and the urban heat island. So I just comment that Kendall Square now is very noisy. That the City's noise ordinance does not regulate tone, which is what you get from HVAC systems from lab buildings. It only measures DBA, and the standards there are inadequate. And if you walk around Kendall Square, I think you'll notice very unpleasant noise. So that when you're talking about open space and sitting around, if you're, if you're sitting there for 15 minutes and you hear this stuff, it's not as soothing an experience as you might otherwise think. And I'd like to point out about light and not only Carol O'Hare's concerns about signs, but the light, both the internal and the external lighting of these very large buildings is a

major, major consideration of I don't think the City is addressing either. There should be mandatory blackout shades in these towers.

We came upon this problem with a presentation for the courthouse. There are people living in the proposed residential tower and the families with children, affordable housing, interrupted sleep is very bad for development of children and their learning ability as well as for other people who are grown up who also need adequate sleep, and adequate sleep has been tied to things as diverse as Alzheimer's and Parkinson's disease. So there are those things that I believe the City needs to address and the Lighting Ordinance Task Force to date has not given a great deal of optimism for the will that the City has to address these.

And on the urban heat island I've been

paying quite a bit of attention to that recently. And Heather and I can arm wrestle about trees after all this is over. But I'd like to point out is what I see is a lot of paving. And if you look at the projections of urban heat island for Cambridge, Massachusetts, to 2030 to 2050 and you're talking about major developments that will certainly last for that long, you'll find that the temperature really, really gets hot. And so I look at the way architects and designers render trees and, you know, if you look at the existing retail, for example, a double loaded retail on Broad Canal, the existing as I saw, had quite a few trees. What was proposed did away with them, introduced a lot of paving, and then there were the appropriately filmy green trees that architects and designers like to introduce to give a sense that it's all very green and nice.

But in fact what you've got is the, is the destruction of existing assets and inadequate replacement and we're heading for, for the future.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: None appearing. I think we will hold the Board's comments to collective discussion. I think this might be an appropriate time for Traffic and Parking to speak about the parking situation here and how that's going to interact with the south of Main Street proposal and then we will segue, too, to that.

JOSEPH BARR: Our presentation includes both, I want to make sure --

H. THEODORE COHEN: That's correct. I

think you'll be a bridge between the two.

JOSEPH BARR: So Joseph Barr, Director of Traffic, Parking and Transportation. So I just wanted to -- usually we do this a little more informally, but I wanted to provide the Board with a brief presentation just because I feel like the complexity of the issues here, and particularly the monitoring that Mr. Williamson mentioned, kind of merit a little bit more pro-active approach I would say.

So, just to remind everyone, you know, as MIT has said, this has been a longest road, but much longer for them than for me personally, but you know, these are the key dates in terms of the different memos and different interactions that we've had. The important point as has been the referenced since the initial, I guess, first hearing back last year and now we've been having

ongoing discussions with their transportation folks, with their development team. I think they've been very productive. There's been a lot of back and forth, you know, I think mostly in a positive way. There have been moments along the way that have been tough on both sides and we've come to a good place as a result of those discussions and that's what's reflected in the memo that was sent out. So the parking is complex. It's a -- took Adam and me a while to wrap our heads around exactly what's going on here, and I won't try to describe every little piece of it. But functionally there are four main pieces to the parking. I don't know which one of these to use.

But you've got at NoMa garage that's been referenced up here. You've got a garage under building 2 on the SoMa side that's here. And a

very large garage and loading facility underneath this set of buildings in the sort of heart of the SoMa area, and then a surface lot which is a temporary use which I think in the future will be an academic building for MIT with a relatively amount of parking. And this is consolidating a lot of the existing parking, including parking that's located elsewhere on campus and both academic parking for the residential, parking for the commercial, as well as limited amount of parking for retail and other miscellaneous uses. Obviously as with references right on top of the MBTA station, we feel like bringing the parking down here is important.

We've had a lot of discussions about parking, how it's going to operate, how much parking we've provided. This kind of summarizes quickly for you the different aspects of the

parking on both sides of Main Street.

To answer Mr. Williamson's questions, the parking on the north side is 0.6 spaces per unit which is in line with K2 recommendations, and 175 spaces -- 179, we brought that down slightly, but basically it's that 0.6 spaces per dwelling unit.

On the south side the parking ratio depends on the use and, but again is all in line with what we have -- were recommending out of the K2 study. But still it's a large project so you wind up with a very significant garage. Like I said, it's consolidating other parking facilities that already exist, existing parking and that's detailed in the memo as well as in MIT's submissions. You can see the numbers for each of those three garages, the SoMa garage which is the large one, it's underneath multiple buildings, the building 2 garage, and that surface lot.

It results in about 800 new net spaces, although there is also 200 spaces that are currently located elsewhere on the campus that are being moved into the SoMa garage. We have had some pretty good discussions with MIT about the size of this parking and how it's managed to make sure that it's appropriately used by the different user groups and not overused by any of them. We brought down the number a little bit. I think the important point is we've looked at the existing occupancy of the existing facilities and basically been able to take out of service parking that wasn't currently being used on those existing lots. It's not a big number but it is an important number to understand because it is, you know, any parking space we can take out sort of like that is a benefit both to the building and to the community at large.

Loading and deliveries which I know is important to many members of the Board, as was referenced by MIT's presentation, there will be no on-street loading, we hope. Obviously the Fed-Exs and the UPSs of the world may feel different but it's my department's job to work with them to figure that piece out. There is a good amount of loading sort of spread around the site, and as mentioned, a good deal of underground loading in the SoMa garage which should be beneficial for urban design and traffic operations and other things.

We have asked MIT to submit a sort of more detailed loading dock and traffic management plan for those kinds of things later on in the process because obviously it's a little hard to anticipate exactly how those will work at this point, but it is a really important issue that we

hope we can kind of get developed further as time goes by.

So just to speak a little bit about mitigation and monitoring on the two different sides. So this is obviously the NoMa site that you just heard about. This is a residential site. So the TDM measures that we put in place tend to be a little bit less intense. It's a different animal from what you do in commercial buildings. Basically this represents kind of the state-of-the-art in terms of what we've been doing with residential TDM. It's the same type of package that you've seen with the project that's under construction. It was aimed at a few other locations around the city. That's kind of those bullets at the bottom.

In addition, they have committed to installing a Hubway station and importantly and

this is something that we've been asking developers for. And this came up in 399 Binney Street, not just pay for the installation of it and pay for the ongoing operating cost which is -- makes the program much more sustainable financially for us and for the community. And also to look at the feasibility of the cycle track on Main Street all the way from the Longfellow Bridge down to Third Street which is something that they've been committed to installing a short stretch of that close to the building but we want them to conceptually look beyond that.

In terms of monitoring, again, because this is a residential building, the monitoring program here is less intense, it's kind of a standard package of, you know, monitoring travel modes, understanding driveway counts as well as

where people might be parking their cars not in the building or although we would expect in a location like this where there's relatively on-street residential parking in the area where most people not either having a car or parking inside of the building. This is a pretty standard package of monitoring.

So before I move on to SoMa maybe I'll quickly pause and see if there are any burning questions on the NoMa mitigation monitoring side of things.

H. THEODORE COHEN: Well, the question I had is if indeed they end up with a grocery store in the north of Main Street, where are the patrons going to be parking?

JOSEPH BARR: So, there is a limited amount of park -- retail parking in the building, so that would be part of it. I expect -- I don't

remember the exact number off the top of my head.

Do you remember, Adam?

ADAM SHULMAN: The One Broadway building has commercial parking.

JOSEPH BARR: That's correct.

ADAM SHULMAN: That would probably be the primary.

JOSEPH BARR: Yes, so everybody has true commercial parking where people can pull in and pay. There is, you know, meters on the street both on Broadway and on Third, and also I would expect that hopefully, you know, a lot of the users would be walking and biking to the site or stopping on their way home as they go to and from the Red Line. So, you know, so I wouldn't expect it to be a huge trip generator. And I would think that that type of urban grocery store would also tend to cater less to, you know, I'm going

to do my car-based weekly shopping there and more I'm going to do a couple days of shopping and pick stuff up on my way home for dinner that type of model. Not that I'm an urban grocery expert just to be clear.

LOUIS J. BACCI, JR.: I have one for you. With all the retail in the NoMa site and the expected grocer, how are we going to handle loading?

JOSEPH BARR: So I think they have loading dock facilities designed into the building. And like I said, I think the, you know, we'll need to work with them kind of as the -- as they go through design review in more detail as they sort of figure out the exact details of the building to make sure that that loading dock is adequate and also not just the design works but also how it's going to operate.

I think that's what we've seen probably bigger issues with, is that you may have a loading dock but if you don't operate it well, then you wind up with trucks sort of scattered around. It would be a -- given the kind of recreational uses on one side and the fairly decently heavy traffic on the, you know, the Third and Broadway side of Main Street side, I would not -- I would hope that it was a plan which would not have a significant impact on those, those areas because either one would be detrimental to traffic and urban design.

LOUIS J. BACCI, JR.: I believe the grocers sited in the One Broadway building and the lower section, correct? Is that what we think that's going to go there? The grocer is going to be on the lower?

JOSEPH BARR: You mean the ground floor?

The retail is only on the ground floor of that building, correct.

LOUIS J. BACCI, JR.: The grocer, particularly, would they be using the existing loading in One Broadway?

JOSEPH BARR: I think the new building has its own loading dock separate from what's in One Broadway.

LOUIS J. BACCI, JR.: Right, but aren't they separate buildings? Are they separated internally?

JOSEPH BARR: You mean, oh, because the grocer would be part of -- correct. I don't know if that's. That's a detail you worked out yet?

STEVEN MARSH: I would just say that we have the opportunity on -- to particularly the grocery and that retail of the front to do it from either one of those things. So we'll work

with tenants and we understand the program and the scale and the size and operation. So a little premature to answer those questions. We try to address the flexibility we can address in either one of them.

JOSEPH BARR: Okay? I will keep going then.

So SoMa which we have not talked about yet, but you're familiar with from the materials in the previous hearing. So this is obviously a much bigger site and includes a much larger mix of uses as you'll hear about in a minute. So I think this is a, the residential side is not subject to the City's parking and transportation management ordinance. So all of the TDM mitigations included in the proposed conditions for the Special Permit, in this case on SoMa, there's separate parking and transportation

management plan which has been reviewed and approved by Community Development, and so that includes a whole variety of TDM measures which we haven't listed out in our communication, but things like T pass subsidies and participation in EZ Ride shuttle and TMA and the things you saw in that sub-bullet list for NoMa those are not spelled out here but they are included in the PTDM plan. So that's kind of the first element.

In terms of infrastructure, there are a number of improvements that MIT is proposing to implement on Ames Street. Right now we are -- well, Ames Street will soon or relatively in the future have a two-way cycle track. So they would extend that to the river or the Memorial Drive in the same locations basing it continuous to a cycle track and from Broadway, the Sixth Street Connector to Binney all the way down to the

Memorial Drive. So it's a very significant improvement for cyclist and would make it a lot easier to get to this site on bikes.

They would be upgrading the signals of Ames Street and Main Street partly to make sure that the bikes are accommodated properly. And then we and they will work with the Department of Conservation and Recreation to attempt at least to improve the crossing of Memorial Drive at Ames Street. We sort of -- we hope we can come up with a good solution and we hope DCR will be amenable to that situation, but I can't speak to how that's going to play out but we will work hard with them. And MIT has committed to a significant investment in whatever improvements we're able to make there.

Similarly on Wadsworth Street, kind of on the other side of everything, they're proposing a

significant reconstruction of Wadsworth Street. Hopefully we haven't, the details of all of this isn't really too worked out, but we're looking at some potential at least partial shared street design which would help with the extension of the Infinite Corridor across Wadsworth Street and turn it into more of a pedestrian zone which doesn't feel like it's much more for traffic and accommodate cyclists better, and similarly we will be working DCR on the improvements of the crossing at Wadsworth Street. So that would sort of bookend either end of the site with a much better bicycle and pedestrian connections which we think again are important to mitigate the impacts of the project.

They've agreed to some significant commitments in terms of transit funding and they're sort of staged in as the project

develops. So 200,000 square feet they would make a \$175,000 contribution towards studies and we talked about what those might consist of, but that would be up for discussion. When they get to 600,000 square feet, they would contribute \$250,000 to actually pay for a portion of the investment or the ideas that come out of those studies. And then for the on the south side they've agreed to pay for the installation and ongoing maintenance of two Hubway stations. And the Hubway demand in this area is pretty high already so we think this is a really important piece of the bicycle network but also of the transit network.

And then some additional improvements, some additional funding to help advance the grand junction and multiuse path along the railroad right of way. Improvements at Main Street and

Vassar and Galileo partly to help the improvement of facilities on Vassar and some improvements for reconstruction but improvements to Amherst Street, which if you look at a map, and I'll show one at the end, basically between the projects that MIT is proposing and the existing reconstruction on Main Street that the City is doing you basically have a new network of infrastructure on all sides of the project site.

So the monitoring, and this is where it gets a little complicated, and this is sort of the -- I want to spend a little bit of time on this and so you understand and Mr. Williamson's question. It starts again with the standard monitoring, multiple surveys, driveway counts, and a submission every two years kind of really detailing exactly what's happening. And the genesis of this really goes back to a comment

that was made on one of the previous hearings echoing what Mr. Williamson said about, you know, what happened with the transit network? We've seen what can happen, you know, this winter was obviously a lot better, but what could happen if the Red Line sort of had problems and we know that on a day-to-day basis is not 100 percent reliable and that leads to delays and a lot more crowding, then you might expect. MIT and their consultants did a very thorough analysis of Red Line operations and capacity and really gave us as well as everybody else, a much better understanding of kind of how that's working and or not working and that kind of forms the basis of our attempt to kind of anticipate the question, like I said, the Board raised in a previous hearing about, you know, how do we make sure that this doesn't overload the transit

network and then we're sort of out of options.

So we have in the past had examples of where we've put on not just monitoring but actual thresholds that would trigger additional mitigation measures and the two that sort of we have never gotten there because in the case of North Point we're nowhere near built out, and you know, assumptions about trip generation we're wildly much higher than the actual trip generation that would never come close to exceeding these, but we do have the concept built in for some prior permit on the vehicular traffic side. And traditionally we treated the transit system as sort of the unlimited sync, and if we could get people to use it, they would go there and they wouldn't be creating traffic impacts. What we've learned is that we are reaching capacity at least as we know it today on some of

these services and so we need a little more nuance about how we approach it. And we need to make sure that the conditions we include, I think, you know, are related to the permit. So the approach that we came up with in coordination with MIT was to look at sort of the worst period, which based on their numbers and our analysis, is the PM peak hour and say not set a threshold for vehicle trips but set a threshold for transit trips based on what we say today we're comfortable with. So assuming that this permit moves forward or this project moves forward, we're saying that these numbers, which are in the PIS are acceptable. And I feel comfortable saying that what we know about the Red Line today, what we know about the rest of the transit network, what we know about our roadway network, we can accommodate, not necessarily perfectly,

but we can accommodate this type of transit trip, generation and vehicle trip generation and the numbers that you see on that graph and that's based on what they stated in their TIX. If we start to go beyond that and there haven't been commensurate improvements in the capacity which would be on the transit side, that's where we would expect, you know, who knows exactly where but that's where we would expect to start to see problems. So that's kind of conceptually the idea is, you know, if you approve this project, you're sort of saying collectively that we're okay with this impact. This impact is manageable. If we go beyond that, there's a problem so that's the trigger. So it feels kind of, you know, predictable I hope for MIT but also gives you the understanding of what you're getting yourselves and the City into, you know,

if and when you approve this project moving forward.

So basically the system we've set up is that you would start with biennial monitoring, which I think means every two years. I can never keep that one straight. And then if you do that, we will review it and it will be almost, you know, it would be a much -- probably a more in-depth review than we might normally do with monitoring reports, because we need to make sure it's confident and the right way because we're not just saying okay, this is what's happening. We're saying, okay, actions will occur based on this. So we need to make sure we're on top of that and that's really on us. If you don't exceed the threshold, then, fine another two years all is good. If one of the two thresholds is it exceeded, then we say okay, looks like

there's a problem, but, you know, one year of data traffic counts vary a lot despite how much faith we put in this them. Let's not lose our minds right away. Let's go another year and do an annual monitoring at that point. And then if you continue to exceed the threshold, then we move into the mitigation try to determine if it was just a blip or maybe independently from any pressure from the City, MIT decides to do some things to try to improve that or reduce that trip generation and it's not exceeded, then you go back into the biennial monitoring. But if it's exceeded again, then additional mitigation kicks in as detailed in the memo and then we go into the annual monitoring process as we've gotten that trip generation down below the level of the threshold. And so the way it's structured is if the transit trip threshold is exceeded and we

don't see increases in capacity of the transit network. So, you know, if MIT or somebody else, the state of -- the Commonwealth of Massachusetts who knows, invests in the transit system, then and we see the increase in capacity that we feel are real, you know, and that's, you know, meaningful amount then we feel like okay, it's okay to be above that, but if that does not occur and there's exceedance of the threshold, then there's various measures spelled out in here which I haven't laid out, there's a commitment to contribute up to \$500,000 to some sort of transit fund to improve transit and try to shift trips really at that point to walking or cycling. We don't want to say well, okay, it's exceeding the threshold but not the vehicle trip threshold, it's okay to put more people in cars but we have to figure out the exact details in that. And

then there's some language in there about additional measures, you know, as determining and cooperation between the City and MIT. So, you know, this basically lays out a framework to what we do if it's exceeded vehicle trip threshold is a little bit more straightforward. The TDM, try to get people out of their cars, again, but sort of proactively think about well, let's not be -- you know, see where we are in transit trip generation so we don't have unintended consequence on a transit network. I would say that this is, you know, this is our first attempt to layout something that deals both with transit and vehicular traffic. Hopefully it's a reasonable structure. I'm not going to pretend that it's necessarily perfect or addresses every single eventuality. As I've mentioned, certain trip types projects we think have de minimis

impact not legally de minimis. Not legally. We've taken out just to make the monitoring simpler. This is already complicated enough. We're trying to keep it at that level. So there are some things like I said, we've exempted from this that we're not including. We're not including NoMa both because it is a separate project and also residential trip generation both tends to be lower, but also is going to result in kind of reverse commute so you won't be overloading the peak direction of the Red Line, you'll be going in the other direction so you didn't think it was totally appropriate to include that as well.

So, like I said, this is our first try at this so I'm open to thoughts from the Board. We're trying to get to a structure that made, you know, both you and the community staff feel

comfortable that we were keeping an eye on things while being manageable with MIT and some predictability going forward, because this is a, you know, this is forever. This is something we would expect them to do on an ongoing basis throughout the life of the project which who knows what that will be. They've been around for a while and they'll hopefully be around for, you know, another 100 years.

So anyway, that's sort of our presentation. This is kind of a summary visually of the mitigation that the proposing, like I said, they kind of surrounded the area with infrastructure improvements other than on Main Street which the, you know, the City has already working on and making progress on that project.

So happy to answer any questions now or, you know, later on in the discussion.

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

(No Response.)

H. THEODORE COHEN: The only question I have is building 4 is going to be primarily residential I believe?

JOSEPH BARR: Correct.

H. THEODORE COHEN: And so parking for that take into account the large parking structure under that building?

JOSEPH BARR: Yes. Although it's very limited parking for the grad student housing. I don't remember the number. That's not a significant proponent.

H. THEODORE COHEN: Presumably they're not going to have many cars?

JOSEPH BARR: Yeah, I mean some of it is it's married student housing I believe. I could

say from personal experience could lead to a spouse that's not familiar with MIT, but, you know, we generally expect that it would be limited trip generation affiliated parking demand from that use.

H. THEODORE COHEN: Great.

JOSEPH BARR: Okay.

LOUIS J. BACCI, JR.: I have one.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: Going back to the trip generation threshold. The paragraph below all the subtracted groups, can you give us any idea on the numbers, people, trips? There's no way to compare what we're subtracting these from.

JOSEPH BARR: So you mean the --

LOUIS J. BACCI, JR.: The subtracted estimated museum employees, visitor trips, and so on.

JOSEPH BARR: Yeah, I don't know the numbers off the top of my head. But particularly the museum employee and visitor trips, certainly the vehicular trip generation is to be very low. There will be transit trips to the museum for visitors, although we also expect a decent number of school visits, that kind of thing. But in the context of this very large project, it's a really minimal number. So I mean it wouldn't -- I don't think it would -- if we were to include them, it wouldn't shift the number very much. I don't, I can't say I'll stop my head exactly what that number is.

LOUIS J. BACCI, JR.: It seems, I mean it seems to include a relatively sizable group of activities. So the academic trips, graduate housing, day care trips.

JOSEPH BARR: Yeah. I think the -- it's

the -- most of those trips already exist on the network because you already have the graduate, some of the graduate housing, you have the day care, you have the academic parking and uses already there. So, again, in the interest of sort of trying to isolate the impacts of this, you know, development project as opposed to the specific parking, because like I said at the outset, you know, there is a decent amount of parking that's existing on campus somewhere that's being relocated here. And, you know, as per the institutional parking arrangement, I'm forgetting the official name for it, there, you know, MIT has the right to sort of manage that as a pool. So, you know, all that it -- it will change a little bit in terms of impacts. It moves from one place of campus to the other that's sort of built into how they're allowed to

manage their parking at the outset. Again, it didn't seem appropriate to include this in this monitoring aesthetically although it is included in the TIS.

LOUIS J. BACCI, JR.: I guess my question is when we subtracted this amount from the trip generation threshold, there must have been a number somewhere?

JOSEPH BARR: Yes, yeah.

LOUIS J. BACCI, JR.: It would be nice to see it.

ADAM SHULMAN: The numbers on the TIS are the numbers, but it's like, it's less than 20 trips. You know. And I think a lot of it is exactly what Joe said, a lot of them are existing trips going from graduate housing to some -- there's new graduate housing, but it's very low number of expected trips. You know, they're

right out of the TIS subtracting out of that, so like less than 20 trips. And I think similarly with the transit trips, also, it's not, it's not a big number. So thinking about taking those out, because a lot what Joe said, a lot about just really more ease of monitoring, you know. And straight routes and how the cars are going to go in and out of the garage and monitor who is going in and out of the garages based on their user type, you know, are they employees or are they office or are they R&D or graduate students or retail? You know, we try to make it simple, manageable by taking out some of those, some of those smaller numbers. But we have, you know, it's all documented TIS, and we can certainly -- as we monitor it, we'll look at -- we can look at the whole thing, we can look at the user groups. We're not going to ignore them but we can look.

In terms of the threshold this felt like a reasonable way to manage it.

JOSEPH BARR: And had we included those user groups, these numbers would be larger. In a sense it's all proportional and we don't expect like the museum to be generating so many trips that it's kind of creating this huge problem while everything else is fine and that's what's driving a larger issue. So I think this kind of gives us a diagnostic tool to identify when the problem is likely to be occurring and then we can, you know, take the necessary steps based on that.

LOUIS J. BACCI, JR.: I guess I'm more concerned with the unknown. It's nice to say that it's a small amount and so forth, but somewhere there was a calculation that we haven't seen or -- just the information, the trips, the

visitor trips to the museum, small?

JOSEPH BARR: I mean it's --

ADAM SHULMAN: In the PM peak hour.

LOUIS J. BACCI, JR.: I got you.

ADAM SHULMAN: We can provide those numbers in the calculations.

LOUIS J. BACCI, JR.: Please.

H. THEODORE COHEN: Okay, well thank you very much.

JOSEPH BARR: Thank you.

H. THEODORE COHEN: Why don't we take a very brief, no more than five minute break right now and then we will come back for the SoMa presentation.

(A short recess was taken.)

H. THEODORE COHEN: If people could sit down, please. Now we're having the hearing with regard to Planning Board case No. 303, planned

unit development for south Main Street, SoMa.

Steve, if you could start, please.

STEVEN MARSH: Thank you, Mr. Chairman.

We now would like to provide a presentation of the SoMa presentation for you. I'll just put up the agenda. Again, we'll be focusing on the public realm as well as the retail tonight. I've spoken a lot tonight so I'm happy to be joined by MIT's Executive Vice President and Treasurer Israel Ruiz and Professor Marty Schmidt Associate Provost. These two, along with Professor Hashim Sarkis other us and Professor Yoon have spent an enormous time for the east campus planning.

So after Israel will speak about relationship in the public realm, you'll hear from Kirt Rieder on the public realm and Jesse Baerkahn on retail and I'll help close the presentation. So we look forward to your

questions on this. But before Israel speaks to the public realm, we'd like to ask Provost Marty Schmidt to highlight a little bit about MIT's collaborative process.

Marty.

MARTY SCHMIDT: Thank you, Steve. I'll be very brief because I know we have a lot to cover tonight. But I just want to say I think at one point Sarah mentioned this is something we've been doing since about 2008. That's exactly when I stepped into the administration of MIT as associate provost, which I was able to convince Karen Gleason to take on that role when I became provost. This has been a journey for me as well. And I think it's really a story of collaboration with complex organizations. When we started this process on campus, we were facing a lot of questions about what was this? How was it going

to benefit the academic enterprise? What did it mean to MIT and the community it surrounds? And I think through a very long, lengthy process of community meetings, committees, working groups, the deep engagement with the experts in our own faculty and architecture and urban planning to help get their thoughts and inputs in this process. And also to engage with the occupant of the buildings that we're about to create, the MIT museum, the admissions office, and the form that I'm going to create to the gateway of the campus, the innovation and entrepreneurship center and maker space linked to the all the spaces on campus. The MIT press, the graduate housing, and child care facilities. What I can say from my perspective quite confidently is through all of those engagements this has been effectively shaped, I think, in a way that I can honestly say

that our community is extremely excited about this. I also feel very happy with the fact that we've engaged very carefully with the neighbors, with the City Councillors, with this Board, and with the city staff, and I also feel that through that collaboration we've come up with a solution which I believe really meets many stakeholder's needs and hopes. The images you see behind you are basically from our party. Our 100 years in Cambridge celebration. And we want to be here for another 100 years. And we came here 100 years ago with a bold vision created by the establishment of the main group and the main, the million square foot of space that really enabled MIT to grow, and I think really reach what the role it has today. And I think these plans are going to position us for the next 100 years of growth in the new ways in which we interact with

our stakeholders. And so we're tremendously excited about that. We greatly appreciate the engagement of the City, of this Board in shaping this process and look forward to the next 100 years. And I think actually Steve told me I needed to show a quote from our Mayor who was kind enough to join us. I think -- yeah, in that picture where we handed out the prizes for the most innovative ways to cross the Charles River from Boston to Cambridge and the Mayor was kind enough to join us and offer those kind words. With that, I'll turn it over to Israel Ruiz.

ISRAEL RUIZ: Thank you, Marty. I'm delighted to be back here before you tonight and I also want to thank you for all of our substantive interaction, and I know we appreciate your thoughts and comments as well as all the community, both our community and the

neighborhood community, in making this plan as good as it is today and moving it forward beyond this.

Tonight we decide to focus at SoMa for the public realm and the possibilities that it offers. I know there have been many questions in the passed and just to kind of restate what Steve said, it started with a vision of creating six parking lots into a really exciting true destination around Kendall Square with a new, creating a new gateway, compelling gateway to the campus, a diverse programming open space, opportunities for artistic expression, the critical impression of active and street level, and the critical presence that our community and the neighborhood communities and visitors will create an enlivened open space, and it's my hope in the next few slides I'll show you some

indications what we're imagining for that area.

We believe in this open space as the confluence of the MIT Kendall, the innovative partners, the community of Cambridge, as well as the visitor create a special magic at the new heart of the east campus of MIT. And in the next few slides I want to give you some sense of these.

So let me start with the gateway itself. Zooming into this building 4 and building 5 and the opening space with the wind with the T stop at the center this is the beginning of realizing a vision of these various set of experiences. As you know, we are relocating the MIT museum from Massachusetts Avenue, its current location, to right at the gateway. We expect the museum activities, as it's very well known today, will spill over into this area and invite people from

the community, families from around, as well as our MIT community to really be within the spill in the MIT location but also the outdoors.

We're also adding down here, the MIT forum and MIT welcome center which are critical elements together with relocating the MIT admissions office right here. This is one of the areas in which we want to put the MIT presence and the MITness for visitors, for incoming, students of MIT, parents, families, and others to really see these as one of the gateways, not only 77 Mass. Ave., but creating what we've called a second front door of MIT.

Together with this ensemble you see the MIT press bookstore. Also on the corner today MIT press bookstore is located right here. And that will create the certain area of this gateway with the MIT flavor on that left side. It's not

reflected in this ground floor view, but the top floors of building 4 will also be the house not only of the graduate student center and the community of the -- sorry, the graduate student tower by the innovation of entrepreneurship center and that will create at confluence of residents' activities and retail and excitement that will spill over into this area in a very significant way.

If you allow me to show a way of depicting this from the north side of Main Street, looking into the MIT campus what you see here is the beginning of what we imagining a concept for a new MBTA station may look like, looking for a creation of an iconic and contemporary presence right in that middle. As Steve told you before, we are moving back the station 60 feet which we think it accomplishes

two main things:

One, is the creation of a space that can be activated right before it.

And the second one, and importantly is that it can maintain its actual open and activity during the construction period of this area. You can see to the right of the picture, the MIT museum and the MIT press bookstore creating a corner in which MIT folds around that building and opens through this cafe into the spilled over amenities and confluence of the City and the area of the City. And if I move now to the left and I zoom into that corner with a green canopy, what you see there is the food and market hall also spilling over into the area and a little bit foreign to that with the MIT letters, that's where the MIT welcome center, the MIT forum, the beginning of this tours of the MIT campus, the

MIT admissions office will be located. So we fully expect in these areas a creation of a very active, diverse but with MIT identity, the MITness we've been talking to you about right at the gateway.

Connected with this thinking about what composes the gateway is the actual circulation. We have thought hard about how the pedestrian experience would look like and the red arrows in this image as well as at pointed triangles indicate what we expect to be the most transitive paths from pedestrians. We shall see how that goes, but the reality of what it offers and the building designs by inviting pedestrians in and out to really enjoy the activities inside the buildings and outside the buildings. What we expect that to accomplish is not only the traffic flow, but invite people to stop to check out the

place, to think about innovations at the MIT museum, maybe featuring on a Wednesday afternoon to think about what the activities are in the MIT forum that could look interesting and exploratory.

Certainly we think this is the confluence of these active conversations with the MIT'ers, community members, visitors, innovative partners around the area.

Again, to put some imaging around that, this is state from -- if you're standing on Carlton Street looking to the north side. So Main Street would be kind of right there. This is the Kendall T station. To the left would be the museum building on the ground floor, the MIT forum, and the grad tower right there. You can start depicting some of the activities that in a nice day with the Carlton Street closed at this

element, people are enjoying families with children, MIT students could be out there creating projects or inventing the new startup that they will think about doing after school. You may think about having some certain competitions open to the neighborhood, to visitors. You can see featured what we expect MIT to be in the open house activities somewhere around here all the time.

Our commitment to the public programming is very strong as we've been indicating, and this picture depicts some of the existing activities that we have experienced all the way from the celebration of the centennial, the century in Cambridge to the feature of the Cambridge science festival, the Hackathon, the awarding of the Lemels Prize, the MIT maker fair. Some of the activities that happen, the celebration on

Killian Courtyard last weekend. We are committed to the four seasons of public programming, and we certainly want to make sure that the MIT museum on the forum become the cornerstone of some of these activities spilling into the enjoyment for Cambridge citizens and beyond.

We're envisioning and imagining a space that's flexible enough to accommodate a whole host and range of these activities, that open up like you can think of a ping-pong table, you can think of an ice cream cart, you can think about playing chess tournaments, you can think about all sorts of activities with movable furniture and fixtures that will allow this space to be reconfigured. To be reconfigured in ways that our hope is to present a range not only of various activities that can be played as a unit of one, a unit of two, as a unit of a family, but

really like open houses like this one in which we hope things like this can solve the Kendall Square day, the Cambridge science festival really meets now a new destination, a new destination that it's active on a daily basis, that's active and really propels the image that MIT has. And I hope you had the opportunity to walk by the open house on May 23rd. What you saw that day and what many in the community saw that day, we hope to be able to really project that on a daily basis in this space, in the open space in Kendall Square.

Another big feature of this planned program is art. MIT's commitment to public art is expressed in mostly around the campus through our council for the arts at MIT, through the list and visual arts program, and through many of the programs that today are occupying the art within

our buildings, the sculptures in our campus, covering a wide range of very well known sculptures or artists or authors. We are committed in the same way, in this project to bring art and bring light to the kind of open space programming as well as enjoyment that you saw in Kendall Square.

The Board had specific questions about building 2. This is the image from essentially the site 1 from the north side of Main Street. A little bit to the right of the crossing, the newly envisioned crossing to the MIT campus. To the left of the image, that's the Sloan Library. What you see here is just an illustration of what the cantilevered space with lighting, of course, sustainable lighting, could do and could create a pretty dramatic space underneath for the enjoyment. You can see some of the retail

spilling underneath over and underneath the cantilevered space. Such a place could be an iconic displacing from the Longfellow Bridge. It could be a bright, exciting area. It could make sure that that's also a much safer area during the night, and we're kind of thinking about those elements as we design these buildings. It will definitely help to connect the NoMa district and the SoMa district through the pedestrian as well as the Third Street crossing.

And finally from my side, our commitment to the active uses couldn't be stronger. We've been saying throughout this process that this is a different kind of character. The way we envisioned this as a destination, the destination in which we project MIT images to invite the public, the citizens from Cambridge, the visitors into the area and really show the best of it.

We're committing in a way that we will be hiring a director of open space programming to be responsible for these four season programming of activities, that we'll work collaboratively with the open space, retail, and open space advisory committee that was designed in the Zoning Ordinance.

With that, I would like now to introduce Kirt Rieder.

KIRT RIEDER: Thank you, Israel. Good evening. I will be responding to questions regarding connectivity, both bike and pedestrian, and I will also speak to the major public realm areas connects NoMa and SoMa across Main Street. The new pedestrian spaces and connections will enhance access for all Kendall Square communities including students, visitors, work certificates, and neighbors by significantly expanding the

pedestrian access across what are now largely surface parking lots. This diagram illustrates main pedestrian and transit corridors and it identifies the enhancement of the corridor behind Main Street to the Broad Canal improving connectivity. So from E25 over toward the Broad Canal.

When we think about what will best make this a true live/work/play environment, we have therefore focussed our effort on continuity of retail and open space, and what I'd like to do is show you a few examples of what we mean by that.

For instance, a day in the life of the neighbors. This first slide illustrates how our neighbors might access and enjoy the new open space. We are building a space for everyone. And that includes the various Cambridge communities. For instance, a family from

Cambridge will be drawn to and welcomed by the new open space and retail. And in a hypothetical weekend a family might walk down Main or Third Street, or swing by the Broad Canal to see the kayakers. They stroll across Main Street to building No. 2, taking in the new architecture, artwork, and open space that Israel just described. The family heads to the MIT museum for a new exhibit and a scheduled kid's activity, and afterwards the kids can run in the open space while the parents linger under the shade of the canopy, catch a local casual restaurant, and they head back toward Main Street, swing by the new urban grocer that we heard about earlier at One Broadway for a list of items before heading home after a full afternoon.

So the key point is that this space is infinitely adaptable to all users and that it

balances a few large event spaces with many more intimate scaled spaces for socializing.

A day in the life of the students. At MIT we think a lot about our students and their needs. This diagram begins to illustrate how a student might come from the infinite corridor, headed towards Sloan for a morning class, and he or she may head back to the food hall to grab a quick serve lunch and if it's a nice day, he or she can find a table beneath the trees and study before heading into the symposium at the forum. This is followed by dinner with friends at one of the new restaurants by the Broad Canal.

Visitors, tourists, and perspective MIT families might arrive by the T, arriving at the new gateway bracketed on both sides one by the MIT museum and the other by the welcome center. They browse at the MIT bookstore, stop by the

cafe, then they head into the museum for a bit before a scheduled tour to learn more about the school and life at MIT. Post-tour they return to the square for lunch in a recently featured restaurant. They window shop for a bit before heading down to the river for views of Boston and continuing on with their day.

The following diagrams that I will walk through will help clarify the broad spectrum of activities and openness that we have built into this space. There are different areas and spatial dimensions appropriate for the different types of activities within a single unified open space. Our objective is to provide simplicity of design with the flexibility of varied program, in effect the something for everyone. Our goal is to bring everybody together; community, academia, research, all in a common space. And we have two

primary activity areas behind building 4 and adjacent to building No. 2 that connect to Main and Wadsworth by creating gateways and promenades. And what happens in these spaces directly supports a goal of an active public streetscape. Retail and open space programming will be elaborated on soon and I'll set the stage for describing these different activity areas.

Activity area No. 1, ringed in yellow, as one emerges from the gateway into the space, the space is about the size of a soccer field, a grand open space populated with canopy trees. The space is configured to maximize daily socializing and interaction and the space integrates a MIT feature element, public art, and ample bike parking with multiple routes for pedestrians and cycles -- bicycling to move through the space. It integrates adequate flex

space for tents and stages to transform this space into an adaptable event space.

A little bit further to the east the promenade, this is Muckley on the right, building No. 3 on the left and that continues on towards Sloan along the promenade effectively extending the infinite corridor and connecting the two primary activity areas along buildings 2 and 3. This continues the built vocabulary from the west of trees, benches, and lighting and paving and possibly a fire pit extending this identity eastward along the south facing retail.

That activity area No. 3 adjacent to Sloan, the existing Sloan ellipse is joined with a new pedestrian plaza removing the surface parking in favor of an expanded activity area a little bit shorter than that of a football field. This space adapts the landscape vocabulary,

continuing the addition of more trees, a pedestrian paving with a twist embracing the Sloan ellipse. This activity area integrates the space for community events, vehicle access, and most importantly a greatly improved pedestrian connection to the river upgrading the experience of moving from north of Main Street across to south over to Wadsworth and down toward the river.

So this slide pairs existing and proposed conditions, contrasting the current barriers to crossing Main Street. It also speaks to the positive future of working with the City of Cambridge for this very important mid-block crosswalk connecting SoMa and NoMa. And our objective here is to continue to work closely with the City of Cambridge to physically strengthen this connection for both pedestrians

and improving the safety of cyclists.

This diagram illustrates the relationship of the surface paving of the open space in the underground parking roof below. So it's important to point out that we have 48 inches clear of vertical depth of planting medium so that the trees are able to thrive. In some cases we have much more than 48 inches. The paving -- the surface paving is a mix of concrete uni-pavers and porous paving allowing surface water to flow through the pavers and others to flow directly into planted beds of lawns, perennials, shrubs infiltrating directly into the root zone for the benefit of the trees and shrubs, with a balance of this cross-section that is not planting soil will be a porous engineered structural substrate that allows for significant storm water storage. This will be a campus space

different from others at MIT and we're committed to coordinating a sustainable strategy that will involve the building and the below grade parking and the landscape above.

This diagram zooms in on the open space behind buildings 3 and 4, peeling back the overhead tree canopy to clarify the pedestrian circulation corridor, effectively a continuation of the infinite corridor. And the distribution of seating areas, these anima-shaped seating areas off to the side. These functions effectively as seating anima, if you think of a stream with slower movement of water within the larger stream, these are pedestrian destinations to allow people to move out of the faster moving foot traffic and cycles. These are encouraging people to stop, to watch people pass by. To occupy the space, to use the space. Vehicle

traffic remains on Carlton Street to a limited extent, and more heavily on Wadsworth Street with Hayward effectively given over to MIT logistics and public safety and fire vehicles only. So the connection across is primarily pedestrian and cyclists. And that keeps the east/west corridor heavily pedestrian focussed.

Lastly, I want to speak about bicycle circulation and the primary circulation through routes largely followed the existing vehicular pavements with convenient access to below grade long-term parking and at grade short-term racks. We see this open space as a destination recognizing that many people will be crossing the space from east to west, north to south, along a whole variety of different routes that Israel began to point out before. They will both move through the space en route to somewhere else,

come here with a purpose, to linger, to socialize, to people watch, to attend an event and to eat. We have worked hard to minimize the impact of parking and surface docks on this open space and pedestrian circulation. As Steve began to describe, loading happens primarily below grade. That's important to maximize the life and activity of this open space.

Provost Schmidt has also noted the importance of collaboration or from a technical perspective this has been of necessity ensuring the proper coordination of engineering, architecture, landscape, programming, and retail presence so it all works as an integrative whole. We've been working closely with Jesse Baerkahn to make sure that these open spaces are tightly open space -- areas are tightly related to the retail plan. And with that, I will turn it over to

Jesse.

JESSE BAERKAHN: As Israel discussed and my colleagues have pointed out, successful and diverse retail and place making is crucial and is a crucial and central component of this plan.

MIT is committed as much as any other landlord I've worked with to make an active ground floor that will serve the public needs and make place.

And we have the team to do it. I'm excited to be working both Kirt and Ted Kirsch (phonetic) who is here from Peterson Redevelopment Venture (phonetic) probably out in the lobby somewhere.

Ted has an impressive track record of activating public spaces in places like Bryant Park, South Station, and Faneuil Hall. As we embark upon the retail planning for SoMa and for NoMa, we've already expressed our commitment to certain threshold principles and values including the

following:

First, in keeping with our commitments concerning local retailers, MIT shall actively recruit and prioritize deals with small, local owner/operated businesses.

Second, we will gradually pursue retail tenants for the project to offer services and uses that have been identified as missing from the neighborhood by both community and CDD studies of the past decade and half decade.

Examples include pharmacy, grocery store, additional affordable restaurants, entertainment, and certain soft goods.

And thirdly, we will deliver rentable premises within the project of varying shapes and sizes in an effort to posture texture on the ground floor and maximum flexibility in that recruitment.

So in this slide please note the retail which is in pink, like our slides for NoMa. All the edges of the buildings in SoMa will have active uses on four sides. As you know, particularly attention has been paid to the gateway between buildings 4 and building 5. We will activate the entire frontage with a unique and diverse mix of retail, academic, and cultural uses.

One of the things my team has learned through projects such as the redevelopment of Broad Canal Way, is that public realm activation and thoughtful landscape architecture can bring value and viability to retail spaces that aren't on main vehicular corridors. We've seen this with Commonwealth, a restaurant you may be familiar with, candidly I do not think it would be nearly as successful if not for the activated

public space along the canal. In a similar approach the activated sections of the southern edge of SoMa as Kirt so carefully walked us through will bring value to the adjacent commercial spaces in this area. This is where I'm talking about here.

On these next two slides I'll spend a few moments walking through two specific buildings on Main Street where our approach is illustrative of larger goals. Here you see 238 Main Street, which is a critical piece for the ground floor plan for both SoMa and Kendall Square generally. You see this building from all the way down Third Street and the historic nature of the building will be maintained with many storefronts and a mix of uses not too dissimilar from what it is today. Currently there are six storefronts which adds nice texture to Main Street and the next

generation we planned is more vibrancy along this edge.

And here, as you know, is building 4.

Building 4 is a combination of 290 Main Street and the building some of you know as the Suffolk Engraving Building. Improvements here are significant.

First, like with building 3, the historic character of these buildings will be maintained and we believe these retail spaces will be extremely attractive, boasting open floor plans and high ceilings. Specifically the major improvement here is bringing all the retail to grade. Something that immediately improves the way this building intersects with the sidewalk and the public realm.

And lastly, while not shown here, but as you've seen in several other prior slides,

building 5 will be similarly activated and we've been exploring and planning for a very unique mixes of here includes the MIT museum, the MIT press, and a local restaurant.

This is my favorite slide. As related to the built environment in addition to all the improvements I've already touched on, our team is committed to certain color development guidelines that facilitate vibrancy and activity, such as and first, dedicating maximum frontage along core pedestrian corridors for retail uses, thus eliminating oversized building lobbies and locating low interest functions egress off Main Street.

Two, designing building facades in a way that creates visual queues that separate the ground floor from the rest of the building. Examples include canopies, lighting, signage,

color, and material variation.

And thirdly, encouraging and planning for outdoor retail seating whenever and wherever possible. MIT's ability to execute this project is further bolstered by the hiring of Christian Keefe who is here this evening and recently joined the MITIMCo team. Christian will direct all retail related activities for SoMa and NoMa taking ownership of matters that go well beyond leasing transactions and including the management of designers, brokers, builders, and all their contractors that will be needed to make this place truly world class.

In closing I would like to sincerely stress something we've been discussing for close to a decade with this Board, with CDD staff, and with my friends and colleagues in the East Cambridge community, developing a continuous and

contiguous retail corner of Main Street will allow Kendall Square to reach its full potential as an interesting and valuable urban space. So I strongly urge you all to move to support this petition and to continue to take extremely seriously the matters our team has presented and Steve will walk you through in the final pieces of this presentation.

STEVEN MARSH: Thanks, Jesse.

As you've seen tonight we have an amazing team of people with a lot of expertise with retail and public realm and programming and, you know, this integration is really how we're approaching activation in the Kendall Square area.

Tom, I think you challenged us at the last meeting with the MITness and how we're going to handle the open space and that. We recognize

what that standard implies. And little bit of this is us thinking about open house, our moving day, and we come to realize that it's not just physical, it is cultural, it's behavioral. You know, we are here to try to open up MIT. We want to share the story. There are so many people that are doing really exciting things at MIT and we want that to come out, and I think we recognize that's a space we can do that in. But it's not only a space that's going to tell our story, we want people to share their story as well in this place. We want to invite the neighbors in. So we recognize that this programming potential is infinite. Israel has talked about hiring a program manager. Well, that person will be a gatekeeper, frankly, in trying to get people to ration the space from MIT's perspective as they want to share their

stories with all of these wonderful things going on.

We recognize that, again, ideas from campus but from our advisory board, the neighborhood groups, Planning Board, members of the audience, we'll hear it, and I hear it everyday, all kinds of exciting things as we go around. And we recognize it will evolve naturally, you know, as the retail connects to the space, the public spaces here, this will come in phased over time. We'll learn more about it, we'll understand the potential of these spaces. And, frankly, I believe this will be really the fun and exciting part of this transaction. We've gone through a lot of activity in here. Studying traffic and other things this is all important. This is actually quite fun and will be incredibly impactful. At the end of the day we have a

strong belief that we will help transform the Kendall Square of the office from the 80s which has had made major steps over this time to the real science and innovation capital of the world, supported housing retail, innovation spaces, and diverse and exciting Cambridge neighborhoods. So at the end of this, we just wanted to, find you know, a fun way to demonstrate, you know, what we're trying to accomplish and the possibilities that exist here. So we have a short video. We hope it brings some color to what is possible and I just want to walk you through this. The video this will start at site 2 in the open space here and we'll walk along the promenade behind 2 and 3 and open space at 3 and 4 and end up at the gateway and hopefully Jennifer I do this right.

(Video playing along with music playing, "She Blinded Me with Science" by Thomas Dolby.)

STEVEN MARSH: I found a use for some of my 80s music.

Seriously, this concludes our SoMa presentation and the team is ready and available for Q&A and we look forward to hearing from the Board.

So thank you so much for your attention.

H. THEODORE COHEN: Thank you. Do any board members have any questions right now?

(No Response.)

H. THEODORE COHEN: If not, we will go to public comment. And while we we're getting the new sign-up sheet, we'll start with the people who passed before. So, John Hawkinson.

JOHN HAWKINSON: Good evening, Mr. Chair, members of the Board. Would you mind? There's one for you and them as well.

John Hawkinson, 84 Mass. Ave. So I just

wanted to reprise my comment to you guys from December and the first meeting, since some of you asked for a reminder, which is staff's memo from May 11th doesn't allow for public comment at the design review stage for individual buildings, and I think that's a big mistake, because I think there's a lot of interest despite the fact that almost everyone in the room is from MIT. Be that as it may, I think the buildings have a huge role to play in the public realm of Kendall Square and especially as we see changes from Volpe and MXD coming in, it's going to be important to allow the public to give you good feedback and that really necessitates taking oral comment. So I would just suggest you add one sentence to the first paragraph of section 3 that's on page 26 to 29 in the memo and I've written it out for you there. But I suggest something like, the

Planning Board shall take oral comment from the public at such a meeting. And thank you very much.

Oh, and there's, there's the timer. I'm going to put it here so the speaker can see it.

H. THEODORE COHEN: You don't have a video for us to watch?

JOHN HAWKINSON: I do not. Sorry.

H. THEODORE COHEN: Thank you.

Alex Taylor.

ALEX TAYLOR: Alex Taylor, 33 Parker Street. I'd like to speak on behalf of the Cambridge Transit Advisory Committee tonight to highlight a memo that we recently submitted regarding the proposed development. Just by way of introduction, the Transit Advisory Committee consists of 24 city residents, representatives of Cambridge institutions, businesses and advocacy

groups and it was formed to help the guide the City on transit-related issues. The main priority of the committee are to increase usability and reliability and accessibility of transit, expand transit service, and increase funding and support for transit improvements.

First of all, we are very pleased to find that MIT took very seriously transit mitigation issues and we also wanted to acknowledge that there's only so much that any one development can do to try to alleviate or improve upon some of the systemic issues that play transit. That said, initially we were concerned that sort of the main transit related in kind payment proposed as we understood it, was reconstruction of the Kendall Square headhouse which was a very nice aesthetic improvement, but we did not feel the usability of the service. So in response we

proposed some other actions including one improving way finding in Kendall Square both above ground and below ground.

Two, subsidizing transit options for NoMa, SoMa residents and workers.

And three, requiring that tenants charged for parking on a monthly or even daily market rate.

Four, installing and maintaining highly visible real time transit information displays.

And five, subsidizing operating costing of potential new bus project such as One Sullivan Square and Yawkey Way through Kendall Square.

We're pleased that since we submitted our memo a lot of the mitigation measures that we suggested were covered by the Department of Traffic, Parking and Transportation. And so while some measures that they outline are

different in certain specifics than the ones that we recommended, we do feel like that the substantial in kind payments, past subsidies, and the infrastructure that they request are within the spirit of our memo.

So in summary, the Transit Advisory Committee wants to support the mitigation measures recommended by the Parking, Traffic and Transportation Department and express interest in working with both the City as well as MIT going forward to follow up upon the mitigation measures as they're rolled out for the development.

Thank you.

H. THEODORE COHEN: Thank you.

Nancy Ryan.

NANCY RYAN: Good evening. My name is Nancy Ryan of Four Ashburton Place in Central Square in Cambridge, and I'm representing the

Cambridge Residents' Alliance tonight. Sorry we didn't get our letter to you before, but I gave Suzannah Bigolin copies when I came in so you'll have it.

Our first concern is the graduate and post-doctoral student housing. Part of shortage of affordable housing in Cambridge is due to the housing pressure from the thousands of MIT graduate students who need to find off-campus housing near enough to their labs and projects and that means that in my neighborhood of the Port, for instance, right across my driveway I have a building with MIT post-docs in it. MIT's 6,000 graduate students, of those fewer than 2500 are housed on campus. More than 2,000 of these grad apartments in Cambridge to be a responsible member of the Cambridge community and to attend to the needs of their own graduate students, MIT

should be building campus housing providing a minimum of a thousand beds. New beds. The east campus SoMa area is the natural setting for this housing. In fact, the MIT proposal involves tearing down the existing Eastgate graduate housing and the new graduate housing proposed is not even close to the numbers recommended by MIT's own clay committee which was 600 net new housing units for grad students plus 400 swing units to prevent renovation of existing units. And assumed that the continuation of the Eastgate housing.

We recommend that granting of the Special Permit should be contingent on conversion of some of the planned commercial construction to affordable graduate units to yield a minimum of a thousand beds. We're concerned that -- we are concerned over MIT's failure to ensure that the

family units that are being demolished in Eastgate are not being replaced in the SoMa proposal. These units will be in addition to the thousand new requested above. We also note that more on campus housing would reduce MIT's greenhouse gas emissions and help MIT meet its five year action on climate change. And in general we're just concerned that this enormous project is facing the development potentially of the courthouse nearby and the Volpe site across the street, and we'd really like to see much more coordination of those, of those projects. And the congestion on the Red Line, as indicated by the presentation tonight, it can't necessarily be predicted or mitigated unless we're finding more ways to keep some of the people on the -- who use the MIT campus on the housing. On the campus. So we have the setbacks and the development and

the expansion of the Green Line and the constant problems of the Red Line facing us.

And the one other thing I want to mention which Heather mentioned before is the signage.

There's an awful lot of commercial development proposed here. And we agree with Carol O'Hare who has written a very substantial memo that MIT be required to plan for, require, and deliver zoning compliant signs and to require the same of all corporate tenants. The lighting and signage issues in Cambridge have just really bloomed over the last number of years and are really creating for us basically a corporate city, not a community. So we really hope that all of the signage will be compliant.

So thank you so much. I didn't bring a video.

H. THEODORE COHEN: Thank you.

Heather, do you want to speak again?

HEATHER HOFFMAN: Yes. And I am as close to a video as I am going to be. Heather Hoffman, 213 Hurley Street. Where I'm going to see some of this stuff.

So, with respect to moving the T station, that troubles me a whole lot. Now I noticed that the distance it's being moved was expressed two different ways. Steve Marsh said 20 yards. In real estate we do feet, we don't think yards.

Yards are for football fields. And then later it was 60 feet. 60 feet doesn't sound like a whole ton, but really what this is doing is making the T station, which is for all of us, this proprietary thing of MIT. I'm remembering the proposals for removing Lechmere Station when the North Point developers were still going to be building the station. They even wanted to change

the name to North Point. They wanted it to be theirs, not ours. And I don't want you to let MIT make this T station theirs and not ours and sticking it in the middle of all this MITness is making it theirs.

And then with respect to the all of housing, whatever is going to be there and whatever we might hope to be there, Marilyn Wellens mentioned noise. Noise is really important. I've told you the story of the sculpture that the Eastgate students vandalized every single night because it was, it made music. People need time to sleep. All of this activation is great. I'm far enough away that it will not bother me and I can come and enjoy it when I'm awake and want to be awake, but the people who are going to live there, and this is happening all over the city, we are not taking

account of the fact that the City wants housing everywhere. And so we are pretending that we still have industrial areas and we have residential areas, and it's not true. And so your industrial area is making my home unlivable. If we want people to come here and stay here and not be people who say, my God, I got to get out of here after the lease runs out in six months, we need to make it a place where you can actually live. And while a grocery store and other things will be ducky, being able to sleep will be as well. And then I will get to lights.

Now, I hope that in addition to the zoning compliant signage and, and that kind of thing, we will also have no rooftop lighting, no cute lighting, no fancy lighting. No, no light shows. No zinc. We do not need this. This should be a total non-starter in every single

part of this city. This is not the Las Vegas us strip. This is a small community where we want people to live and we want Donald Trump to be unhappy.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Jim.

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

I don't know if I, I meant to say earlier when I was talking about how I had liked portions of Ames Street, that I still have concerns about the overall scale of this proposal. It's massive, it's huge, it's gonna be much bigger than I think we can appreciate by looking at this model, and I worry about that. If it's gonna be this big, then I do think we have a right to more

consideration for housing MIT's graduate students in a project of this size, and as I think has been recognized by members of the Planning Board already, moving in that direction has the merit of addressing some of the intractable transportation issues that are bound up with this proposal in that graduate students. There was this comment about how will students circulate through the area? How will visitors circulate? Well, what's missing from the student piece of it is that some of those people will have to get on the T or get on their bikes and go to Brighton or somewhere elsewhere or maybe in Cambridge where they're forced to live because MIT aren't doing what they could do to house graduate students. So there's a missing piece in that story. And it would help address the transportation conundrum that's embedded in this massive proposal.

I want to make a quick very few observations from my own experience. The E, the back -- the recently renovated E-52 building here has a new lighting display over the entrance which I personally think is atrocious. And I worry that in the description of a lighting feature underneath this cantilevered portion of this building that's something that might be replicated and I hope you'll be vigilant about that.

Also E-51, for anybody who has ever been in this area, the mechanicals, the rooftop mechanicals, when all of that equipment turns on it's like jet engines, incredibly loud, incredibly disruptive noise. I hope you'll give adequate attention to noise issues from the mechanicals in all of this development. And there's another, it's nice to hear about inviting

the neighbors in, but if you want to go to a public event at MIT at night now, you can't get through the MITschell sciences building after six o'clock because all those doors are locked automatically. This has been a problem for years. So that's something that could be done and doesn't require a lot of expense and a lot of construction.

There are issues about the transportation issues, the combination of NoMa and SoMa I think is, is a relevant consideration, time is running out. I think the threshold should probably be lower. I think the contributions from MIT should probably be higher. I don't think any of us have any real confidence in the state legislature and the MBTA and the DOT to do really what's necessary here. There's a danger of going forward with a massive plan without the

transportation infrastructure that's going to be so important. And I'll end with a comment about the gateway. I hope you'll give consideration to the balance which I think Heather talked about in terms of how much of it do we want to be an MIT gateway and an MITness and how much do we want it to be welcoming because it is still a mix in the way Harvard Square works as both Harvard, but also a mix that isn't exclusively Harvard. I don't know the answer to that. I think the idea of an gateway, MIT gateway certainly has appeal but a balance there I think is worth considering. So, thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: No, none appearing.

Then are we ready to have a discussion amongst

ourselves?

STEVEN COHEN: Can you say procedurally what we can discuss?

H. THEODORE COHEN: Surely. Procedurally we can discuss what we've heard and see if we have questions or want changes to the proposal and ask MIT to come back at another time with responses. Or we could determine that we have enough information right now that we could proceed to see if the proposals for NoMa and SoMa make -- comply with the terms of the Ordinance and whether we could make findings that they do. And then if we were to make findings that they do comply, to determine whether there are conditions that we wish to impose upon the Special Permits. So there's quite a bit we could do this evening which is now ten o'clock and/or we could determine that -- and we received a very lengthy,

really excellent memo from CDD reviewing all of the, the Ordinance requirements and having many, many pages of suggested conditions that could be imposed. Those conditions as I understand have already been agreed to by MIT. As we stated earlier, they do have to sign off on the conditions.

I don't know whether the board members have had enough of an opportunity to go through those conditions or whether you feel that you need further explanation of these conditions and discussion that could come from staff, whether there are other conditions that we may wish to impose, suggest being imposed, which will then, unless MIT was to agree on the spot to them, because it will take sometime for them to consider them and respond.

So that's where we are now. It's ten

o'clock, it's been a long night. I know one board member I believe has a six a.m. flight.

CATHERINE PRESTON CONNOLLY: Don't let that influence anyone.

H. THEODORE COHEN: But you got your bag packed and ready to go.

CATHERINE PRESTON CONNOLLY: I'm just saying.

H. THEODORE COHEN: So that's where we are right now. So what are other members' pleasure?

Hugh.

HUGH RUSSELL: My pleasure is to vote the approval of these permits. And so my comment is that this process that has been gone through represents a kind of an advance in the way in which we treat PUDs, and part of it is because of the MITness of it all and -- which is that

they've been working on this for a number of years, as they've said, they came up, they worked on the open space, they came to a conclusion that the open space should be the structuring element and a connection which to me made a great deal of sense. It made a great deal of sense of where the open space got located. It looks obvious when you look at it. You looked at the other things that they studied, they didn't look so obvious. And then what the MITness is that they just didn't stop by drawing some pretty pictures, they really dug into it and so they analyzed in great detail, you know, where it could be the retail, why would you want to put retail there? They analyzed exactly what the open space should be doing and what the general characteristics should be. This is like a very, very serious study that if you remember, say, University Park

which perhaps none of us here were on the Board at that time, but, you know, things were a lot more loosey-goosey. There were streets and they were saying well, there's going to be open space there and we'll figure it out. And, you know, we're going to have buildings here and certain -- this is a lot, a lot more details going into the planning and the substance of the proposal.

H. THEODORE COHEN: Hugh, I don't want to cut you off and I really want to hear all of your comments, but I like to know if we have a sense of the Board just procedurally what we want to do right now, whether we want to have this discussion and proceed or if we want to continue to another evening or if you have any other ideas.

HUGH RUSSELL: So I would like to make -- in response to that, the other thing that I

wanted to say is that the process has involved the staff coming up with very detailed findings, very detailed conditions that were in response to the comments that we made on the original proposal which has not changed enormously. It has gotten more detailed and refined, things have been worked out. So that's why we could proceed tonight if we felt that this process had served us properly.

H. THEODORE COHEN: Okay.

Do other board members have any comments about what we want to do procedurally right now?

TOM SIENIEWICZ: Well, I'm comfortable moving forward with a discussion and voting the permits tonight. And I'm concluding that by a detailed review of the conditions that staff prepared for us, but also, you know, a firm understanding of where we are in this process,

right, that we will see each of these buildings in each of these open spaces again, and get a chance to take a swing at them. And they're not perfect, but I agree with Hugh, this is an extraordinary amount of analysis that has gone into this, and I hope it all comes true and we're going to work very hard to help them get there.

H. THEODORE COHEN: Okay. Are all the board members comfortable with that?

STEVEN COHEN: One thing, I frankly I don't even feel the need to go through each of those conditions in detail proposed by staff, agreed and accepted by MIT. I would take as a given and defer to that sort of process and expertise that those conditions are satisfactory. I think it's an open question whether there are any other conditions that members would like to propose. I have no additional conditions that I

would impose. You know, for me there are, you know, certain open issues, certainly the Red Line operations and capacity, every time we address these subjects of development in Kendall Square, I bring it up again. And to me it's -- the Red Line is a black hole. I heard, you know, tonight that MIT has in fact done a study of operations and capacity in the years to come, and I'd really like to see that to review it as part of our future considerations.

I like that notion that Joe raised of exceeding thresholds and that if we hit one of those thresholds, I guess we stop and pause and you think twice before we proceed and then approve the next building. So that's a little bit of a failsafe mechanism, but I just do wish that whole issue of mass transit were a greater part of our conversation. And as I've said, I

wish we could somehow or another encourage, entice the City to take a leading role with the MBTA and with the state and the legislature to provide the funding and the investment and equipment and the necessary engineering analysis to help address these issues rather than waiting for the crisis to hit the way we usually do in democracies and then begin to address them.

Certainly it's not MIT's responsibility to fix mass transit in the Boston Metropolitan area.

But MIT by virtue of their MITness might certainly take a leading role in dealing with the state and providing the necessary engineering and proposed solutions. And also again just something, what concerns me and we're not going to address tonight, is the -- it was brought up by a few people tonight is the question of housing MIT grad students. I mean, we're

constantly talking about the housing crisis in Cambridge, and once again MIT is not solely responsible for the housing shortage or crisis. There are many factors involved there, but yes, MIT grad students certainly contribute, you know, their fair share, maybe more than their fair share of responsibility for that. And, yeah, I do think and wish that MIT would provide more housing for the grad students.

There are other issues. I mean, this is big stuff that we're talking about here and the development and the City in general, Kendall Square and in particular and MIT and the life of and evolution of the city all needs to be addressed. Having said all of that, this is a master plan that we're talking about today and tonight, not to find grains of design of any building or academic policy or growth policies in

terms of the master plan that's been presented to us tonight. It seems to me we have a great master plan process that has gone into it as great integrity and deserves great respect and a degree of deference on our part. So I agree with my colleagues that I for one would be prepared to bless that master plan. I just don't want to lose track or focus on or interest in these other issues of transportation and housing by blessing this plan. I would like to continue the evaluation and assessment of these other critical issues.

H. THEODORE COHEN: Do other board members have other comments they want to make right now?

MARY FLYNN: I think we can vote on the permit conditions tonight, too. I think the staff did do a great job in concert with MIT in

providing a lot of detail. The one thing I didn't have a lot of time to do was to review the design guidelines before tonight's meeting. I think given the comments about lighting and signage, things like that, maybe, Suzannah, you can tell me is there enough in the design guidelines and in the conditions to accomplish and minimize the impacts of lighting that people are concerned about.

SUZANNAH BIGOLIN: We have heard about -- don't have a lot of about lighting or signage in the design guidelines so that's an area that we can possibly expand upon.

MARY FLYNN: Yeah, it's one area that I think could use some attention.

H. THEODORE COHEN: I agree. And I in looking at the conditions there is reference to under section 3 what will go into design review.

It talks about during design review the Board shall consider and mentions architectural design of facades, placement of rooftop mechanicals, external features, design of pedestrian, bicycle, and vehicular modes, design open space, design of the public realm, and design of highly sustainable design development, and it seemed to me that either there or in section G where it talks about city department review, there could be reference to the desire that with regard to signage that when they come in for design review, they have at least a preliminary design plan to present with an understanding that they may not be able to do final signage until they know exactly who their tenants may be, but that getting some sort of preliminary point of view of what it would be. And similarly some sort of idea of what the lighting would look like that as

a minimum it would comply with the City's lighting ordinance. And I do agree that, you know, they show a cantilevered area lit up and it looks quite interesting, but, you know, how bright is it going to be? That's not an area where there's -- there will be people in NoMa that will be across the street from that, that, you know, there would be, you know, required that they give us some sort of idea of what the lighting is going to be and that be part of the design review. So I think they could react to the conditions.

IRAM FAROOQ: Mr. Chair, if I could just add one little insight from another ongoing process because we're just about to wrap up work with a -- or we're just wrapping up work with a lighting advisory committee that is proposing a lighting ordinance, but also in conjunction with

the lighting ordinance because that's really -- it has a set of constraints, but we're also talking about introducing language very similar to what you've just talked about into the Special Permit criteria in Article 19 more generally. So adding it here would actually be completely consistent with what is being proposed for lighting, so I think that's a really, really good idea.

H. THEODORE COHEN: Okay, great. And the other, one other thing that I would not mind having added, is indeed there is reference in the permit and the conditions that the design review would be done in a regular meeting. Well, we don't necessarily take public comment at a regular meeting, I think it has been our practice, this Board's practice to take public comment with regard to these large buildings in

the PUDs and, you know, while I would feel fairly comfortable that future Boards that are going to hear the or participate in the design review would do the same, I have no objection to making explicit in these Special Permits that the design review would take public comment.

LOUIS J. BACCI, JR.: Considering size of this project.

H. THEODORE COHEN: Right, considering the size of this project and the number of the buildings and that we're only doing conceptual at this point in time, that it's -- it seems appropriate to make sure that the public has an opportunity to comment on things.

CATHERINE PRESTON CONNOLLY: One thing I think it's important to clarify, Steve's comments made me want to make sure everyone was clear on the ongoing traffic and transit monitoring. And,

Joe, Adam, correct me if I'm wrong on this, but the monitoring doesn't give us the ability to later say no or put pause on an additional MIT building. It gives us the ability to trigger additional monitoring. And so we -- you know, which I'm personally comfortable with, but the way, Steve, you phrased your comment made it sound like if the monitoring's adjusted that, you know, we were three buildings in and it wasn't compliant, that we could say no. And that is not what this does.

IRAM FAROOQ: Mitigation.

JOSEPH BARR: Additional mitigation.

CATHERINE PRESTON CONNOLLY: Additional mitigation. Excuse me. But not to say no to additional building.

JOSEPH BARR: Right. I'm not the expert but I believe that's not -- allowed.

CATHERINE PRESTON CONNOLLY: It would be outside our -- agreed. So I just want to make sure, you know, if other people are fine with not going through the conditions one by one, I'm -- I would prefer to do that, but if we're not going to, I at least want to make sure we're all on the same page as to what the conditions we have talked about mean.

STEVEN COHEN: Catherine, good point. The reason I said it that way is because I misunderstood and I wish it were the way I had understood it. And not because I want to say no to any MIT proposals, but because somehow or another I'd like to light a fire under whomever it is that's carrying the firewood around here to address this issue. I mean, how many years are we going to talk about it and talk about it and wonder who's doing what about it? You know,

sitting up here I'm not aware of anybody doing anything other than, you know, sitting, you know, being frustrated and saying gee, I wish somebody would address the transit issue.

So, you know, Joe, if maybe this isn't the time or maybe it is, but really, you know, maybe we should even schedule a meeting one evening just to address it to get a better understanding of what you and the City actually are doing about it, what the options are out there with the T, and what the state, what MIT or other private property owners can do to contribute and how we're going to be dealing with these millions, many millions of additional square feet in Kendall Square in the years to come without substantial expansions of transit capacity.

JOSEPH BARR: Sure, I'm happy to provide

a very quick response to that question and it's probably -- it is a long topic so it may be worth a separate discussion, but I could give the sum analogy --

H. THEODORE COHEN: I think it would make sense to have that as a separate discussion. I mean, if you're not prepared to go forward tonight I mean --

STEVEN COHEN: No, no, I've told you I'm prepared, but again, you know, I just feel the need to mention these things as speed bumps along the way.

H. THEODORE COHEN: Right.

STEVEN COHEN: And I would ask you, Iram, if we can schedule a meeting to just address mass transit.

H. THEODORE COHEN: And am I correct that Cambridge and Somerville pledged \$75 million?

IRAM FAROOQ: Yes, to the Green Line Extension.

H. THEODORE COHEN: It's just the Green Line Extension?

IRAM FAROOQ: Just the Green Line Extension.

CATHERINE PRESTON CONNOLLY: So, again, and I don't want to, I didn't want to derail things, and I just wanted to, you know, frankly in the interest of having a defensible decision, I want to make sure we're all on record to understanding the conditions that we're imposing.

I had a couple of other I guess tweaks that I was interested in. I continue to share Heather's concern about the headhouse moving and the impression that it becomes more and more MIT's headhouse and less and less Cambridge's headhouse. And I will say the designs that were

presented show a much more open entrance to the campus than exists now, so it's, it may be visually possible to achieve a very statement welcoming public headhouse in that location, but -- and I do support the idea of keeping the headhouse open through construction which is a big thing. But I'm not convinced by what I've seen. And as we go forward, I will want to see that's less of a condition and more of a comment. As a condition, I was of course delighted to see MIT's commitment to the bike station. I would like to actually see that in an allowed uses. It's -- right now, it's not called out as an allowed use. It's not clear to me if that's commercial use, if that's an active use, if it is envisioned as one of, you know, there's a whole section on the Hubway stations. I'm concerned that the bike station could get conflated with

that at some later point. So to just stick in a sentence that for whichever use is appropriate which shall include a thousand feet of space devoted to a bike station, that would be -- help clarify that issue for everyone I think down the road.

I do agree with the comments about the lighting and that the both the Article 19, the future Article 19 criteria and the recommendations of the committee should be adhered to.

And Ted's comments about the cantilevered space I agree with entirely. It's interesting but it also could be very visually jarring, and we have had, as was mentioned by a number of people, a lot of very interesting and very visually jarring lighting issues recently. So I'd like to see the lighting included more

explicitly.

And the final thing has to do with the cycling routes through the open space which if you look at the various renderings of this style design of each of open spaces, the only place, only one of the three where there are any cyclists shown, they're walking their bikes. And when you showed the cyclist paths through the area, it very clearly shows them not riding through that space. So through the activity area and through the promenade. And so -- and the -- we've got comments from the Bike Committee that they want, are concerned about conflicts and wanted clear demarcation of where they are allowed to ride and where they are not. And so I don't think necessarily precludes you from saying just as is in the case of parts of the Harvard campus you must dismount your bike in this

section. But I think being clear about where those areas are is important for all of this space to work, and I would like to see clear demarcation of that included as a condition for everyone's safety and enjoyment of the area.

That's all I have.

HUGH RUSSELL: I wonder if I could just comment on the headhouse question.

Virtually there are four headhouses and for us to move the one that serves the trains that come from the west and there are four people in the back. So it means a Harvard student who might be considering going to MIT for graduate work would be a little closer to the destination by 60 feet. If you're actually coming from the east, from the south, you get off at the headhouse across the street, in which case the, you know, the plan to make that much more

welcoming is probably a plus. And I can understand the notion that you have to leave the present headhouse in place and build behind it if you're going to do anything, otherwise it's, it's a very cramped kind of condition. How do you rebuild it? So I don't, I don't agree with Heather that MIT is appropriating the T. Maybe if they could manage the T, things might change for the better.

And then in terms of the bicycle, so Harvard rebuilt the overpass space a couple of years ago and was -- it's not entirely clear what the rights of bicyclists who are trying to avoid going through the underpass, which I can testify is a little scary, the bike lane is extraordinarily wide there now, but it's scary to be traced by busses and trucks through that. And there's no particular guidance. The bicycles to

the right of the path, there are three terrible blind intersections for pedestrians, and I feel as a bicyclist, eventually someone is going to say you can't ride there, which I think if there had been better planning about how to mitigate the conflicts, that might not happen. So I think in context of the bicycles that are going north/south through the east/west pedestrian pathway, it would be useful to try to mitigate that. I understand that my approach has been on the Harvard one is to slow down. If you could -- if I slow down like two gears on my bicycle, then I could stop instantly. And now can you get -- and most -- many people ride faster than that, which, you know, worries me, but so it just may be like signage. And maybe something a little different that's happening in the paving as the pedestrians can expect something. It's new

ground, but, you know, MIT's not afraid of new ground. And I don't think we have to at this point change our decision, but I think we can mark it as an issue that when the space comes for design review, that we will be wanting to see the best thought that can be brought forward on that; bicyclists and speed.

CATHERINE PRESTON CONNOLLY: Yes, I mean I think it should be -- the idea that the space needs to be designed in a way that works for both pedestrians and bicycles should be conditioned, but I agree that we don't need to determine how that's going to happen tonight and that can be a subject of design area. And I suspect that will be a subject that they will work closely with city staff on. But I do think that the idea that as it's been presented now, it doesn't work for them both, it almost explicitly excludes bikes

from that space. If we wanted it to include bikes, we need to say so in our decision and say that how that will work needs to be worked out in design review.

H. THEODORE COHEN: People have other comments or other conditions?

TOM SIENIEWICZ: I have one last comment maybe changing the scale of the discussion. So MIT hosted a great party this past weekend and I had the opportunity to get the invitation from Sarah Gallop to spend an evening, Saturday evening in Killian Court. And I also had a brief exchange before we started the hearing tonight and the proposal that we have in front of us is actually more square footage being constructed by MIT than was constructed when they moved their entire facility from Boston to Cambridge. So there is an even greater opportunity. So I'm

sitting in Killian Court and I'm saying what an audacious thing to do, they moved to Cambridge to construct a new campus and they actually, the centerpiece of it doesn't have any construction in it at all. It's an empty space. It doesn't have food trucks, it doesn't have paving, it doesn't have bicycles, it doesn't have lighting, a whole lot of lighting. It doesn't have any retail at all that I'm aware of, and yet it's full. That space is completely full. And I understood that profoundly on Saturday night. It's full and it's a connector to the universe, right? Literally to the sky, to the sheet of the Charles River. To the universe and the sky as demonstrated by the firework display. And so the ideas at MIT circulate in there and they maintain oh, sure once a year it maintains enough space to have everybody sit down for commencement and its

program within an inch of its life, but there's a way in which there's the space there that is grand and bombastic and audacious. And so I look at this development which has the equivalent amount of square footage and more square footage that was built in the original campus, and the architecture is definitely bombastic and bold and audacious. And so I was wondering where's the civic equivalent? Where is the public space equivalent to that bombast? To that emptiness at Killian Court? So I began to think, okay, well it's got to be here somewhere. And the comment about the infinite corridor ending somewhere last time, I really appreciate the way that you've answered the way in which all of this is programmed and worked. But it does end in the space underneath the giant cantilevered described as the gateway. And it's getting to all that

lighting that's looking huge, looking empty, looking profound, but it does, I would challenge as the next iteration if I get to see this again, to look at that space to say you know what, this is worthy of this moment in history when we're expanding MIT at this scale, and this is a space that contains the grandest ambition civically humanistically, and the grandest ambitions of it coming together of this community and this institution and I just don't see it right now that infinite corridor seems to end in a whimper rather than the big bang that it should. And when I say a big bang, I don't mean razzle-dazzle. I mean a big bang in terms of its fundi, that's I guess the challenge I would throw out. So, anyway.

H. THEODORE COHEN: And does that go to a condition?

All right, any other comments?

(No Response.)

H. THEODORE COHEN: All right, well then I would suggest that we make the findings required by the -- well, first let me ask, Jeff, are you clear on conditions we would like to see?

JEFF ROBERTS: So, Mr. Chair, the ones that I have underlined from the Board's discussion include a desire to have some kind of signage plan incorporated into the design review process, and similarly incorporation of lighting plan at the design review process.

That the Board would want to add a comment as was suggested that or add to the conditions that the Planning Board would take public comment during the design review sessions for a building or a site. And comments about being more explicit about the bicycle station,

bicycle repair center being among the allowed uses. I believe that's for the NoMa Special Permit.

And then the -- there was a final comment which was -- sort of sounded more like a question to the Board as to whether there would need to be some statement about bicycle use within the open space or whether that was -- whether that's something that should be made more -- whether the intention would be made more explicit in the conditions or whether that would be something that would be as it stands, would really be left to eventual Planning Board review to determine whether it's achieving what it's meant to achieve.

H. THEODORE COHEN: Well, Catherine can correct me if I'm wrong, but I think the desire was that it would actually be part of the

conditions that the design of the pedestrian thoroughfares and cycling thoroughfares and determination of how the two would interact would be further developed with staff and would be subject to the Planning Board's review at the time of design review.

CATHERINE PRESTON CONNOLLY: That's correct, yes.

And on the bike station, Jeff, you said you think that's NoMa? I saw that it was the timing of it was expected before building 1 was submitted for design review. Is it -- I did not understand and maybe MIT can comment on this, is it expected to be in building 1?

STEVEN MARSH: Catherine, we thought that it would be in building No. 1.

CATHERINE PRESTON CONNOLLY: Oh, okay. All right. So, yes, if it's going to be in

building 1, then yes, let's include it in the NoMa petition. And timing wise that -- you're expecting that's basically ready to go; is that correct? NoMa is --

STEVEN MARSH: I frankly think they're all ready to go.

CATHERINE PRESTON CONNOLLY: Oh, well there you go. Okay.

STEVEN MARSH: I can't actually tell you which one is going on any particular day these days.

CATHERINE PRESTON CONNOLLY: Okay.

H. THEODORE COHEN: I have one further question, actually, for Traffic and Parking. As I understood your memo and the mitigation requirements, there was a requirement for real time information in the NoMa site but there is not -- either in the NoMa site or in the center

someplace, but there was not similar requirement in the SoMa. Was that intentional?

JOSEPH BARR: It's in the PTDM plan, so as I was talking about in the presentation, there's a whole other set of mitigation measures of transportation and management measures that are in the approved parking transportation management plan, and so I don't remember all of them off the top of my head, but that particular item is a pretty standard one these days and I would expect that it's in there.

H. THEODORE COHEN: Well, it was in your main memo, that's what brought up the question is that it was explicit in the memo that you wanted that in NoMa but I didn't see any similar requirement in SoMa.

JOSEPH BARR: Yeah. So NoMa does not have a PTDM plan because it's residential. So

this is our, the -- this permit becomes the one opportunity for us to require TDM. Whereas, there's already other requirements in place as part of the PTDM plan for some and I won't pretend that's not a little confusing but it's the way the process works.

H. THEODORE COHEN: All right, I'm sorry, maybe I misunderstood something or misread something.

CATHERINE PRESTON CONNOLLY: So, I think what's confusing about this is that there's a list of a lot of TDM measures such as transit pass subsidies and the real time information for the residential building at NoMa that do not necessarily appear in any list of mitigation measures for SoMa, but it is because they -- they have incorporated by reference another city permit that has those things, and it may be

useful to either attach that plan or summarize it in some way that so that it is explicit in the conditions that all of these things are included.

H. THEODORE COHEN: Okay, thank you.

JOSEPH BARR: I think the only caveat to that is the process, the reason we don't explicitly don't say mirror the conditions because you could wind up with one getting changed through one process and not getting changed through another process.

CATHERINE PRESTON CONNOLLY: Okay, so then you need to include in the condition language a language that says it can be amended. Because right now it specifies the plan and it says the date it was approved.

JOSEPH BARR: Right, fair enough.

H. THEODORE COHEN: Okay.

So, Jeff, you've got our conditions?

So, and the other conditions are in CDD's memo of May 11th and which lists all the conditions and it lists the other materials that will be attached to the Special Permits including all the material from Traffic and Parking and the design -- new design guidelines and the sustainability provisions and those other lists of materials there.

So given all of that information are we ready to make findings which we need to do twice, separately? The requirements for approval of the PUD final development plan under Section 25.35.3 is that, why don't we do it first for NoMa.

That the development plan conforms with general PUD development controls and district development controls.

Informs with adopted policy plans with development guidelines for that portion of the

City.

Provide benefits to the City which outweigh its adverse affects considering quality site design, traffic flow, and safety adequacy of utilities and other public works, impact on existing public facilities, potential fiscal impact, and contains revisions to the development proposal in response to the preliminary determination.

Do we feel that we can make all of those findings with regard to NoMa?

(All Board Members Agree.)

H. THEODORE COHEN: Do we feel that we can make all of those determinations with regard to SoMa?

(All Board Members Agree.)

H. THEODORE COHEN: Okay.

Now we also have to approve the project

review Special Permit under Section 19.20 as the project will have substantial adverse impact within the study area.

Upon review of the traffic impact indicators analyzed in the traffic, transportation study and mitigation efforts proposed, the project is consistent with the urban design objectives of the city as set forth in Section 19.30.

So we've heard from Traffic and Parking. Do we feel we can make those determinations that finding with regard to NoMa?

(All Board Members Agree.)

STEVEN COHEN: If that's what we have to do to move forward, then yeah.

H. THEODORE COHEN: We feel we can make those findings with regard to SoMa?

(All Board Members Agree.)

H. THEODORE COHEN: Okay.

Now, with regard to NoMa only my understanding is that technically a portion of the site is in the Floodplain Overlay District although none of the construction is going to take place within the Floodplain Overlay District, but I think that we still need to make a determination under Section 20.70, no filling or other encroachment in Zone a areas which would impair the ability to carry and discharge flood waters except where offset by stream improvements.

That displacement of water retention capacity shall be replaced in equal volume.

That flood water retention systems are suitably designed and located so as to not cause any nuisance, hazard, or detriment.

And certifications with documentation by

Massachusetts registered professional engineer demonstrating the decent flood levels of related to the 100 year flood.

Are we prepared to make those determinations that don't really apply but because it is technically within the floodplain district we need --

HUGH RUSSELL: Well, as I understand the argument, there's a map that shows the contour which is not substantiated by the actual physical contours on the site and, therefore, we're saying we have to do this because the map shows it, but the actual physical elevations on the site shows that it's above the flood elevation that the map is purportedly showing. So, therefore, if the water retention capacity is currently zero, and it will not change, there's no filling in the zone because there's no filling.

There are no flood water retention systems, but they're suitably designed because of the need not to have any. And because of those facts, the certification and augmentation of the registered isn't really required.

H. THEODORE COHEN: Not required. Okay.

JEFF ROBERTS: But it would be notable that we did receive communications from the project engineer and from the city engineer confirming that this is the case.

H. THEODORE COHEN: Yes.

Well, could we then have a motion with regard to Planning Board No. 302, NoMa, that the Board makes the findings for approval of a PUD final development plan under Section 12.35.3 for a project review Special Permit under Section 19.20 and for Floodplain Overlay District under Section 20.70 subject to the conditions set forth

in the CDD's memo, May 11th, as modified and added to at the hearing this evening?

CATHERINE PRESTON CONNOLLY: So moved.

STEVEN COHEN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: It's unanimous.

And now we have a motion under the Planning Board case No. 303, SoMa, that we approve PUD file development plan pursuant to Section 12.35.3, and under the project Special Permit project Section 19.20 subject to the conditions set forth in the same CDD memo of May 11, 2016, as modified by our discussion this evening.

STEVEN COHEN: So moved.

MARY FLYNN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: It's unanimous.

Thank you, everyone: Thank you, all, for coming and for providing your input and we look forward to seeing you in design review.

(Whereupon, at 10:50 p.m., the
Planning Board Adjourned.)

* * * * *

ERRATA SHEET AND SIGNATURE INSTRUCTIONS

The original transcript and Errata Sheet has been delivered to Community Development Department electronically.

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

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BRISTOL, SS.**

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 17th day of June, 2016.

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

My Commission Expires:
April 29, 2022

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