

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, June 7, 2016

7:05 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

H. Theodore Cohen, Chair

Catherine Preston Connolly, Vice Chair

Hugh Russell, Member

Steven Cohen, Member

Mary Flynn, Member

Louis J. Bacci, Jr., Member

Iram Farooq, Assistant City Manager

Community Development Staff:

Liza Paden

Jeff Roberts

Stuart Dash

Suzannah Bigolin

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Public Hearings

7:00 p.m. Major Amendment to Special Permit PB#179 by DW NP Property, LLC, to amend the existing special permit for the area known as North Point in the North Point District generally located at East Street and NorthPoint Boulevard and also on First Street. The major amendments requested are to re-parcel and realign the streets and open spaces resulting in shifts of the locations of uses as shown on Exhibit A: Review Master Plan and Appendix I in Section 3.0. No changes to Total Gross Floor Area, Minimum Residential GFA, Maximum Commercial GFA, Maximum Retail GFA, Traffic Generation, Number of Parking Spaces, total open space area height zones or number of 220' tall buildings are proposed in this major amendment. This will be the first of two public hearings required for the PUD.

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Public Hearings (Continued)

9:00 p.m. PB#309, 95 Fawcett Street, Special Permit 95 Fawcett St., LLC, to demolish the existing building and construct a new 44 unit residential building with 44 parking spaces totaling approximately 52,852 square feet of gross floor area pursuant to Section 20.90 Modifications in the Alewife Overlay Districts, 20.97.3 Waiver of Gross Floor Area Provisions for Parking Facilities, Section 20.73 Flood Plain, and 4.26.2, Multifamily Special Permit. A Board of Zoning Appeal dimensional variance will be required for front, side, and rear yard setback relief.

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General Business

Board of Zoning Appeal Case

BZA-010198-2016 -- 305 Webster Avenue, dimensional variance to construct a mixed use residential building with 35 dwelling units and 1,545 SF of ground floor retail that was approved by the Planning Board, PB#295

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PROCEEDINGS

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H. THEODORE COHEN: Good evening, everyone. Welcome to the June 7th meeting of the Planning Board. We'll start with our update from Assistant City Manager and Community Development.

IRAM FAROOQ: Good evening. Thank you, Mr. Chair. I have actually a fair number of updates, but I'll try to whisk through them fast. So I won't go through today's agenda, but coming up at your next meeting, which is on the 21st, there will be a public hearing on the Mass. Ave. Porter to -- Harvard to Porter rezoning petition which you saw earlier, and this has been fleshed out and more in zoning language. So that will be before you again. That will be at the Ordinance Committee on the very next day on the 22nd.

And then on your following meeting, which

is June 28th, there will be a public hearing -- oh, I apologize, on the 21st there will also be design review for Discovery Park.

And then on the 28th you'll have a public hearing on Elmwood Street which you've seen before, and so this is the continued hearing.

And the -- we will also have a pre-application review, a preview of the MXD development in Kendall Square. So this is the area that was rezoned with the CRA and Boston Properties. And you've seen an early version of this plan before the rezoning occurred. They've made some modifications. We think it's actually better, and that will be -- they'll be coming to provide an update to the Board about that.

And then we had to reschedule a housing -- inclusionary housing update which we had planned very late in the evening one night, and

so that we are tentatively planning for July 12th. It is a little bit further out, so hopefully that will happen unless a lot of other things come in.

Other things of interest are that there are a whole series of meetings related to Envision Cambridge that are coming up. That process began last month, and the public piece of it began a little over a month ago and there was a series of committee meetings. The next set of committee meetings is -- started today actually. So there was the engagement group that met today and then the Alewife working group will meet on the 14th at the Water Department. But there are broader visioning workshops at the King School on June 15th.

There will be a panel discussion which I think the Board might be interested in on June

30th. That will be at the public library. It will be talking about the changes in Cambridge and then the opportunities that the consulting team sees as they have looked at all of the work to date. There will then be an Alewife envisioning workshop on July, on the 21st at the Tobin School.

The group, the envision team will also be at Hoops and Health on June 18th and on Fresh Pond Day which is coming up this Saturday on the 11th.

So that is that.

Related to the Board's work at the state level, the zoning reform bill is making its way in its most current form and it actually seems like there's a -- it has a stronger chance of passage this time around. So if folks feel strongly, this is a good time to support it. We

think it's a strong and positive bill because it actually cleans up some of the -- some of the issues and modernizes the zoning framework. It allows things to happen that we have been doing in Cambridge for a while. Things like inclusionary zoning and site plan review would become much more accessible and easy for other communities to institute. And also it has a strong emphasis on housing production which as you know is important, not just in Cambridge but regionally. So we certainly are supportive and we'll be sending positive -- well, supporting letter for it, but we -- if the Board is so inclined, that's also an option.

And then my final item in the update is on the City Manager search, there are a series of -- the City has hired a search firm. They're called GovHR and they are going to be holding a

series of focus groups to hear from various constituencies. The Board is one of those groups. Many of the focus groups are particular boards and commissions, but there are also focus groups where neighborhood groups and business groups will be invited. There are -- for those who are not on any of those committees or non-profits that are invited to specific focus groups, there are a couple -- there are several citywide sessions. So on Saturday the 11th there is a citywide session from eleven-thirty to one-thirty at the senior center. And then on Monday there will be another citywide session. This is Monday, the 13th, from seven to nine, again at the senior center. And there are two drop-in sessions for residents and city employees. And the first of those is Wednesday, the 15th during the day which is -- well,

actually they're both during the day, eleven to twelve-thirty p.m. in the Sophie Room in City Hall. And another drop-in session at -- from nine to ten-thirty also in the Sophie Room, that is on Thursday the 16th.

So that concludes my updates. Thank you very much.

H. THEODORE COHEN: Iram, am I correct that the session on I think it's the 13th is one where they're going to be talking about planning and ZBA and other land use matters?

IRAM FAROOQ: The one that the Board is invited to?

H. THEODORE COHEN: Yes.

IRAM FAROOQ: There are actually four on the 13th. There's one that is specifically for Planning Board and BZA members, which is the one that you were invited to so you should have

received the specifics of that.

H. THEODORE COHEN: Yes.

IRAM FAROOQ: So, actually it's related to this sort of related to this project, but is that there is also an I-Cubed hearing on the 14th in the evening at the senior center at six o'clock. That is a North Point area. That is a state program that we have been the developers have been working in conjunction with the City for an application that supports the state issuing bond to support some of the infrastructure your work and there will be a hearing related to that next week.

Thank you.

H. THEODORE COHEN: Liza, are there any transcripts?

LIZA PADEN: We have the April 26th transcript that was certified.

H. THEODORE COHEN: April 26th?

LIZA PADEN: Yes.

H. THEODORE COHEN: Do we have a motion to accept that?

HUGH RUSSELL: So moved.

STEVEN COHEN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Thank you.

All right, we now have a public hearing on a Major Amendment to Special Permit No. 179 by DW NP Properties, LLC to amend the existing Special Permit for the area known as North Point in the North Point District. Basically the Major Amendment requested or to re-parcel and realign streets and open spaces resulting in shifts of the location of uses as shown on various plans that will be shown to us. There are no changes

to total gross floor area. Minimum residential GFA, maximum commercial GFA, maximum retail GFA, traffic generation number of parking spaces, total open space area height zone number of 220 foot tall buildings are proposed.

This is a first hearing of the PUD Special Permit. It requires two hearings. This first one is considered a preliminary one at which the Board hears the proposal, hears from the public, and then makes comments and then determines whether or if it is satisfied with the matter and feels that it should go forward, in which case there will be a subsequent public hearing with regard to a proposed final plan.

That being said, as -- proponents, as you can see, we are six members. Are you willing to go forward with a Board of six?

THOMAS SULLIVAN: Yes.

H. THEODORE COHEN: Thank you.

If you want to start your presentation, please do.

THOMAS SULLIVAN: Okay.

Good evening, Honorable Chairman Cohen, Honorable Members of the Board. My name is Tom Sullivan. I'm the president of the development group at Divco West. We are the owners of North Point. It just occurred to me that I may be somewhat in your way. And would it be helpful if I moved in any way relative to the screen or is this good?

H. THEODORE COHEN: I think you're okay.

THOMAS SULLIVAN: Okay. So you, I'm guessing are probably at least somewhat familiar with Divco was for the current owners of the One Kendall property in Cambridge. We've owned other properties in Cambridge previously. We currently

own properties in Boston and have been an active investor in the Boston and Cambridge area for quite a number of years. It's one of our small hand court core market.

I am new to Cambridge myself. I live here now. I live here full time now. I lived permanently full time in northern California which is where Divco is based. I came out here to run the North Point project because I always thought I liked Boston and always thought Cambridge is an interesting place and a really interesting market from a real estate standpoint. And when the, when Stu Shiff of Divco asked me to come out and take a look at North Point, I thought it was a really interesting site. You know.

JOHN HAWKINSON: Pardon me, Mr. Chair, can you ask the speaker to use the mic? Is it

on?

H. THEODORE COHEN: Sure. There's a green light.

THOMAS SULLIVAN: The green light is not on. Now it's on. Is that better? Sorry about that. I assumed it was on.

So anyway, took a look at it, thought it looked like a really interesting opportunity to be what I think could be a great place, and so chose to come out here and spend my time building a team to work on it. So it's been great so far.

We've owned North Point for just a little over nine months now in a partnership with our investors who are public employee pension funds.

We have a long-term focus on the project.

Obviously it's a big project. It will take sometime to build it out. We understand that and we're focused on the long term a high quality

investment.

Since we've closed which is right around December 1st, we've been working very hard to execute the City's vision for a mixed use community at North Point and we think we've made a great deal of progress in a significant amount of time, and we're confident to make North Point a reality and we think and hope a place that Cambridge will really be proud of.

This view, this map is just for a quick orientation. I think you all know where North Point is. A largest part of it is in Cambridge, of course, but parts are in Somerville and Boston. One of the things, again, attracting us to it, you know, is the remarkably central in-fill location as well as the transit access.

This is our agenda for this evening. I'd like to give you an overview of the work we've

done with community and with the staff and touch upon the community benefits that the North Point plan will deliver. I'll then step you through each of the changes that we're requesting in the Special Permit, and then although after we do that, although it's a little preliminary still at this point, what I'd like to do is to show you a little something of our plans, something of what we've been working on because we've been working as rapidly as we can on this as the first slide said toward the start of construction our objective is to begin to building North Point as quickly as possible. Our thought is that it will be helpful for you to see a little of the vision that we have for North Point, and in particular the public realm area and the open space and retail because that's really the heart of the project.

Before I get started I'd like to introduce the key members of our team many here with us tonight. Mark Roopenian is right there. The guy who looks like Jay Leno in the middle of the room. Mark was previously with the Normandy Real Estate firm. Mark joined Divco last fall shortly after we bought the project and is responsible for all leasing, marketing, and branding efforts.

Mark Johnson is right in the front row. Mark joined Divco at the same time essentially. Prior to that he was at Harvard for twelve years running development activities at the university.

I'm pretty sure you're all familiar with Tom O'Brien of HYM right here. Tom has been involved with North Point since 2010 and remains a key part of our development team.

Anthony Galluccio right here is the legal

counsel of the project and continues to remain a key member of our team.

Debra Horwitz of Goulston Storrs is right there in the front row, also part of our legal team.

CBT which is represented tonight by Kishore Varanasi and Viren Kallianpur. And Viren Kallianpur is our master plan architect. And CBT's involvement with the project goes back to the very beginning, so they continue with the project through all the iterations.

Our landscape architecture firm is Michael van Valkenburgh based here in Cambridge. Part of the team is Chris Matthews who lives in East Cambridge, is virtually a neighbor to the project.

Our retail team consists of GSP Graffito, Jesse Baerkahn and David Chilinski. David

Chilinski' firm I think you're familiar with some of the work they've done in Kendall and elsewhere in Cambridge and nearby. So this whole group has been working together very closely now ever since September and working hard to do something pretty special here.

This was my team slide. I'm behind already.

So almost six months ago now and long before we filed the application, we met with the Community Development staff to review our plans. We wanted to have the benefit of staff's input before we filed. We knew they could inform our thinking about design of the project, the City's priorities, and design and development issues generally. As you can see from this slide, we've also spent a fair amount of time with our neighbors. The site is still mostly undeveloped

of course but we do have quite a few residential neighbors. There are three buildings on the original North Point master plan that have been built. There are also several buildings adjacent to the site, and then neighbors throughout East Cambridge.

The presentations we've done have been thorough and very well attended. The neighbors have been supportive and we've heard a lot of support in particular for the retail part of the project which I think is fair to say everybody is anxious to see.

We've had a ongoing and continuing dialogue and relationship with ECPT and the CDA. Both groups have given us positive constructive feedback as we've taken into account as we've refined our plans. We were pleased to receive a letter of support from ECPT promptly. We saw

them in late January. They gave us a letter right away. They've helped shape our plan over the years and the months and we're very aware of the extent of their stewardship of North Point and how long they've been involved.

Our meetings with abutters know the interest groups in the area have been positive and we're not aware of any objections to the amendment that we're requesting tonight.

We would like to make a special point and acknowledge staff because their feedback and guidance has improved our plan. We began working with them right after the new year, right at January 1st. We've had a number of meetings Traffic and Parking. That work has resulted in the letter you have in your packets. I like to thank Joe Barr and Adam Shulman for the time they've spent with us in helping us improve the

project.

I'd also like to thank Iram and Jeff Roberts for their guidance early in the process regarding design and plan issues as well as the Planning Board process.

And then a particular thanks to Suzannah Bigolin and Stuart Dash for their input on design guidelines and public realm design which we found to be very constructive.

We didn't list MBTA here, but we've also been spending a lot of time at the MBTA who is not only our neighbor but kind of our partner on the Green Line Extension, but who also provides Orange Line service which is almost nearly adjacent to North Point and bus service to Lechmere. We're really very appreciative I should say of the efforts of the staff and MassDOT staff to work very, very hard to

resuscitate the Green Line at this point. We're very optimistic that they've been successful and we think it will be a good outcome for the Green Line.

North Point has a long history of community benefits and commitments to the community. Some go back to the original permit, many do like North Point Common, the large central park which at this point has developed into a beautiful place. The commitment to affordable housing which has been incorporated into the plan at the beginning. Other community benefits have evolved over the years like the increase of open space that came with the 2012 amendment and the commitment to accommodate the public market on the existing Lechmere Station. And then just very recently, as you probably know, we've made a commitment to join with the

City in supporting the Green Line.

For this evening we've broken these benefits into these three categories and I'd like to spend just a minute or two on each because I think it's worth noting.

This slide outlines the extent of infrastructure construction that's required to bring North Point to life. Unlike other parts of Cambridge, North Point is starting from scratch, requires all new infrastructure, the vast majority of which has yet to be built. Our plan is to build all of the remaining on-site restructure. All the street utilities remaining on site in a single phase just over a mile of street, that remains to be built which doesn't count any of the off-site work we'll also be doing.

When we're done I think North Point will

certainly be one of the most bicycle friendly places in Cambridge. The path going through the site is one of the most extensive bike lanes on all the streets. The cycle tracks on Monsignor O'Brien in both directions, bike lanes on the Gilmore Bridge, and two Hubway stations.

Monsignor O'Brien will be completely rebuilt from Third Street which is beyond the western boundary of our site to Museum Way, which is the eastern boundary at the cost of several tens of millions of dollars just for that piece right there.

Install a new water main for the city underneath Monsignor O'Brien while we're doing that.

The Green Line issues, the timing of the Green Line project, which was different from what it s -- was going to have been which means this work will have to be done in two phases. First the end and then the middle which will add, will

further to the cost of logistical complications.

You know well that inflow and infiltration mitigation is required for any new required infrastructure project. In our case in order to meet the requirements we will be doing work in several areas in East Cambridge with a pretty significant beneficial impact on the million storm water and reduction and infiltration and sanitary services 1.2 million gallons, that's a lot of water, at least it does to us. We'll also of course be reducing phosphorous runoff and installing a whole new sanitary sewer line to the sewer capacity for the project.

The Brian P. Murphy staircase we think has been a great success. We've done pedestrians counts. Pedestrians coming from the other side now take the Brian P. Murphy staircase down into

North Point. And incidentally we still, although the building that was built on is adjacent to is owned by somebody else. We don't own any of the three buildings on North Point. We do own the stairway and are responsible for maintaining it.

At build out North Point will create about 365 units of affordable housing in total. I think that's the largest such supply in the city. 79 of those have already been built and are serving low income households today that build out the tax revenues from the project will be significant. Of course, we'll be getting started on generating that very soon we hope. And then assuming we're successful in attracting lab office to the site, which is one of our major objectives, we'll generate a significant amount of incentive zoning payments as well.

Some people may not have been around long

enough. I haven't been around long, but I've been around North Point enough to know how pivotal it was in making the Green Line Extension possible. It was the plan of the T, but without this gentleman right here, Tom O'Brien negotiating for the acquisition of the right of way through Somerville, it never could have been built. The T was in no position, they didn't have the right of way on their own. Tom was able to negotiate from the railroad, so we think the project's contributions to the Green Line historically have been very significant.

Just recently now of course with the budget problems we've committed a capital contribution to the extension along with the City in spite of the fact that the land and construction has not been helpful to our plans, but we very much want to see it get built.

So now I'd like to step you through the changes that we're requesting to the Special Permit with a preface to just start with the things that we're not changing. This was mentioned at the outset, but just to kind of go down the list.

We're not trying to change any of the major development parameters of the project. Essentially the City has always envisioned here but when we required and began our process of designing things we really wanted to build, we concluded pretty quickly that we needed to make adjustments or make it the best project it could be, but we're not changing anything about total square footage, the minimal square footage, the maximum commercial or maximum retail, that's all the same. Traffic volumes are exactly the same. Mitigation measures are exactly the same. The

height zones are unchanged. The number of two, 220-foot buildings is the same. Our commitment to do a public market on the side of the Lechmere Station is the same, and the total quantity of open space is the same. And just as a reminder, as a result of the 2012 amendment that Tom and HYM did we exceed the zoning requirements, the standard zoning requirements for open space by about 22 percent.

So the things we are asking to change, then, is this list of things and I'll go down, I'll go through these one at a time with some slides. Most or all of these individually would be Minor Amendments, but collectively we agreed with staff that taken as a whole, they should be handled as a Major Amendment. So we're here today on that basis.

So first a couple of tweaks to the

streets. Our plan will straighten First Street when it enters North Point. It's the backbone of the retail corridor within our plan as you'll see, and the primary gateway from the site into the site from the Kendall Square area of East Cambridge. We think it will be more successful in both of these ways if it's straightened out. Certainly it's critical for its functionality as a retail street.

Secondly, we will redirect North Point Boulevard from the intersection at East Street which is the extent of what has been built so far. So right here is what's built today and everything to the west of that is not yet built. So we would like to redirect North Point Boulevard so that it goes directly to West Boulevard right there, which eliminates those two offset intersections on Water Street which is an

improvement from both the traffic and the safety standpoint, we think especially from the pedestrian and bicycle and safety standpoint.

There's additional change to the streets which isn't highlighted on this line and that's the elimination of Baldwin Street which is this pair right here, this pair of streets. And the reason that we did that is because it's not necessary from a traffic standpoint and we think the traffic will be improved by eliminating it because it let's us create a better open space there and it would be better adjacent provisions for the two buildings that border on it. That open space of course doesn't -- designed upon a preliminary stage at this point but it will be designed to passage design and bicycles.

So then this is the modified street network very similar to today but different in

those two respects. And here is the open space that I was just talking about where Baldwin will meet.

Key new open space elements. The total amount of open space in our plan remains 11 acres, but we've aggregated more of it into one place creating a new park at the center of the project on Water Street. We think this is in our opinion a really significant element of the revised plan. We think the new park will make the North Point open space more usable to the community and will really strengthen the open plan, and as you'll see later it serves as an anchor to our retail plan. So this is one of the things that we asked our team to try to do as soon as we got started, because we thought if we create another meaningful open space that was designed to really encourage activity, that would

be of a great benefit at this time to the plan and we think we've done that in a very, very effective way.

For the rest of the open space, the balance of the 11 acres we've retained the concept from the current plan of green fingers between buildings, but we've aligned them with interior spaces -- interior open spaces to create the longest view corridors from the center of the project from the edge and beyond.

We've been giving a lot of thought to the accessibility and attractiveness of the East Cambridge neighborhood because the people who live there as a key constituency not because they have opinions about the project, because we like them to be visitors to the project on an everyday basis central to our plans to activate the site. To the new plan every path to the site leads to

open space, and then we've paid particular attention to the path of travel from water because that's the primary pedestrian entrance to the project from the East Cambridge neighborhood and has always been the focus of the CPT. That's one of the main reasons we felt that park belonged there.

Since the 2012 Major Amendment, the North Point plan has contemplated a retail zone concentrating around First Street and the Green Line Station. This slide is actually from one of the 2012 presentations. This is First Street extending into the site here, the Green Line stations right here, the new and existing one is right here.

So we agree that this is the right place for the retail and the changes we're requesting build upon this concept.

The retail district is as important as any other aspect to the plan to us. It's really critically important. If we're successful with it, it will do two things that are essential and our opinion is a successful project it will draw in the community to visit North Point and it will support and attract commercial tenants. I'm talking about large scale office and life science tenants and improve the quality of life for existing and future residents of the residential buildings. North Point has been actively marketed to the commercial tenants for quite a few years now. No success obviously. None of them are out there, probably the primary reason is the lack of amenities on site. There are none and that clearly has to change. So this is a very critical issue for us because we'll be successful of this project when two million feet

of commercial out of these buildings. We're asking to modify the retail zone in a way that will allow us to create a public realm.

Professional storefronts as is shown here and then it's essential to concentrate energy to accomplish that. In addition to the larger buildings that have always been contemplated as part of the North Point plan we've added a sprinkling of some small one and two-story buildings to the retail zone which are indicated here. These buildings, these buildings, and this building. These do several things for us which all of which is essentially to creating a place, one, architectural variety and interest. Without them North Point is big buildings and I'm sure you will, too, but we think the feel of the place will be much more comfortable, much more interesting, and some smaller structures with

smaller variety and different architectural types, it will create a more human scale.

Public realm as a whole with some of the buildings being the size of a shop or two, the kind of size you see in a neighborhood retail district. It will allow interaction with the open space as in a way that we just don't think is possible to do with larger buildings alone so these interfaces between here and here and here and here of the open spaces is critical to our thinking about the public realm here.

It also allows us to build some retail spaces independently of the large buildings and this is a huge deal, because absent the little buildings, the only way we can deliver retail space is in the ground floor of big buildings like here and here and here and here. And that's not sufficient critical mass to be successful.

It's essential that we're able to create enough critical mass initially with this next phase of the project so that we can actually attract retailers and present large commercial retailers and amenities that will be successful. And the little buildings do all of those things for us, they allow us to create a place that's a compelling proposition to the large commercial tenants and the actual retailers that we need to lease space in these small buildings at the same time. So all of this is a very big deal to us. We think we've arrived at a great plan and we hope you agree and we're happy to talk about it as much as you like obviously.

So, the plan would then create a couple of new parcels that we call W and Q1 to accommodate some of these smaller buildings. The Q1 parcel in addition to being a small building

at the site is part of the property that we own today as opposed to the MBTA. So another reason to make it a separate parcel is because it will allow us to develop it sooner than may be possible given the MBTA's timeline for the Green Line Extension. So the MBTA property is shown by this line right here. So all of this is the existing parking lot and we own the outboard side out here.

There are some adjustments to the parcel boundaries then when we move the streets and cause the shapes of the adjacent parcels to change. So that's I, Q, R, and JK change when we move that street and that street, so those parcels modified somewhat, very similar but different from the existing plan. And then along the back row of the project along Dawes we broke up these long blocks in the existing plan into

smaller sized parcels with more view corridors through them to create more visual permeability and additional open spaces between the buildings. Parcels L and M, these right here, have not changed in any way. They're exactly the same as they were.

Our arrangement of uses on the site is very similar to the existing plan. We're asking to designate C and D which you can see in brown here, right there, as mixed use parcels so that we have flexibility with respect to whether they go office or residential, but other than that the use map is very similar.

Phasing is also a very similar to the existing plan. Phases 1A and 1B to the east Phase II to the west at a glance if you look at these, it looks like they're more Phase II buildings. The yellow one, one is an existing

plan but that's partially because B in the existing plan, right there, is mostly an above grade parking garage because North Point has an commitment to, an obligation under the MEFA certificate to replace the existing spaces on there. Lechmere lot that exists today, that would be an above grade structure on that site. We're still required to provide the spaces, of course, but our plan eliminates the exposed structure and we'll put the replacement spaces either under C or D. There or there.

We've moved two of the eight, 220-foot towers from one parcel to another. Therefore, again, a change technically. Although the one is essentially on the identical spot on the ground relative to where it is now to the current plan, and the other is very close. The first is tower No. 1, right here which has moved from parcel A

to parcel B. But relative to where it is on the ground compared to, for example, the bend in the street, it's essentially in the identical place but it's changed because of the parcel designation. And then parcel tower No. 8 has moved from JK, right there, as designated from parcel J, we've moved it to parcel I because First Street has shifted in the easterly direction, it actually hasn't moved very much. It only has moved a small amount. But from an urban design it's important that that tower be on I. It's central to the project. We think it needs a prominent building.

The height zones as I said at the beginning remain the same. So they all remain within the existing height zones and the shadows go underneath the rail yards which is essentially to the north.

So those are the changes we're requesting. Now, I'd like to tell you about what we're working on in our plans for North Point.

Our fundamental objective is to get started as quickly as we can. As I said, we've been working toward that as rapidly as possible ever since we bought the site. Market conditions are favorable. We want to take advantage of that and we want to get as much done as quickly as possible. Our objective here is to see the mixed use vision that the City has had from the beginning in the North Point zoning. It's a visionary plan. It's dense, it's urban in-fill, it's mixed use, it's transit-oriented, it's all of the things we like. It's a huge part of what attracted us to this site, and it's a great attribute to the site. Unlike Kendall Square North Point has had the mixed uses designed into

it from the very beginning, so we like the plan a lot. And our commitment to ourselves and to our investors and to you is to do this in not just an adequate way but in a way that really makes this an exceptionally good place and a place that the people of Cambridge and the area really value and visit and enjoy as often as possible we hope.

There have been lots of iterations to the plan for North Point over the years. Of course, the reality is that most of it is not yet built. This is a view from the 2020 building that Tom built looking to the west after we did a bunch of grading on the site this winter. North Point has some great attributes, many of which we've already touched upon. One of the strongest is that it's in Cambridge which is a very desirable address in both the residential and the commercial side. It does have some challenges as

well, which is why it hasn't gotten further at this point. The investment and infrastructure is you know, it's Monsignor O'Brien. It's separated from the neighborhood. It's not very friendly as I'm sure you're all familiar with. On the other side we have an active rail yard, and now on top of this, and all of these, all those things we expected when we bought it, we knew about all of that. We didn't expect the Green Line being delayed. That happened immediately after we bought it and now the Green Line work and the extension of First Street which was to have been completed before we completed our first buildings is now probably at best two years after we complete our initial buildings. So that's added to the challenge of the project.

And another quick thing that I thought was worth pointing out because this is, again,

the backdrop against which and within which property. You'll hear a lot of enthusiasm from us about what we can accomplish in retail and the public realm at North Point, and we think we can and we think we have a great team to do that.

This is a challenging retail location. We're separated from many of our customers by Monsignor O'Brien. You have to really want to go across that street to do the T. The other half what would be half of our trade area is walled off completely by the commuter rail corridor. And we have the river on one side as well. Instead of 360 degree trade area, the retailer will always present them with -- we have a 75 degree trade area. So this won't be an easy thing to pull off, and the returns on the retail part of the project will not make any sense by themselves at all. They're an investment in making the rest of

it happen. They're an essential investment, but they add to the level of investment in addition to the infrastructure that's necessary to make this thing really work.

So, on to our vision a little bit. I'll try to be as succinct as possible. This is where we're concentrating our initial development plan. So what you'll see from us first are the plans for parcel LN, JK, W, and I. Again, W being the small one at the end of the North Point Common. We think it's important to complete the circumference of the park so that the heart of the project looks more like a finished place. And as we've said, it's essential that we get that minimum critical mass of retail built so that we have functioning amenities there which the office and life science will demand. The initial piece of retail will be the buildings on

W, the retail on JK, and then as soon as we can do it, the building on Q1 and we'll follow with the buildings on I as rapidly as we are able.

This illustrated site plan shows what, with a little more articulation what our strategy for North Point is all about. It's about a great public realm, that's been the constant mantra that our team hears in our design meetings all the time. We need to create a great place for people to be that's what will get them there. It's about local independent serving merchants and activation. Talking about activation all the time because our success with this project will be directly proportional to the number of people we're able to get on the site both from the neighborhood and residential. From a design standpoint the key elements to this plan are a tightly retail cord we touched on concentrated

retail energy. First Street is the portal to East Cambridge and primary retail spine into the project. Right here retail on both sides.

Connect the center and the project on Cambridge Street with the Kendall Square area. We're gonna design the retail to connect the open spaces which will create a second access anchored in an open space on either end running that 90 degree angle to the First Street corridor, and then we'll integrate the designs of the buildings with the open space plan so the retail and the open spaces really become integral to each other and together they create the kinds of places that people want to be in and each will contribute to the activation success of the other. That's how we address physically by creating buildings and places that are attractive, pleasant, comfortable, useful, and inviting. The other

half of the equation has to do with who you put into those spaces. In our opinion is that the ultimate sense of place and the feel and success of the place as a function of the merchants and the businesses who are in there at least as much as the physical characteristics of the place may be a little bit more. So we want to populate the retail spaces with local merchants, restauranteurs, the kind of establishments that will serve our constituency on the site and the neighborhood and encourage residents and visitors to spend time in North Point, enjoy the company hopefully of their neighbors, take in the larger open space network, and hopefully the North Point is connected beyond the site. So our goal is to create a place that is not like other places, that's different from other places, has a mix of unique local merchants that give it an identity

all its own. Because we have this great access to network out to the green space network up and down the Charles River and beyond and the Boston area, we think we can use that connection in creative ways to make our public realm a real exceptional place. And I think it's fair to say our team is pretty energized to the challenge to do this.

As a final note I think it's a lot more work to do this way, and a non-formulaic way rather than going to the established corporate retailers, but you wind up with a much more interesting place we think and a place that we think Cambridge will look a lot better.

I'll go as quickly as I can, I've taken a lot of time already. This is the section where I'm going to show you some pictures that I hope are meaningful and conveying to you that these

plans will then translate into. So the previous slide which is on our board over there, tries to capture the essence of our plan. These graphics we hope will bring into life a little bit.

One caveat on the renderings, please understand this is all still in a preliminary stage. We've been working very hard, very rapidly, but it's a lot of work. We put a lot of care and effort in trying to get our designs, great not just good, so it takes time and these things will continue to evolve and by the time they come to you, they will look a little different than this certainly. But this gives you a good idea of our thinking at this stage with the project.

This is Monsignor O'Brien looking east from the intersection of Third Street down

towards the large Avalon building right there.

This is the glass factory is right here and North Point of course is off to the left. So you can see the familiarcy (sic) of brake lights and I can't quite promise we can do anything about that, but what we can do is make Monsignor O'Brien a much safer and more pleasant and better pedestrian crosswalk than it is today.

This shows, this is from that same vantage point. This is the Third Street intersection. We'll rebuild all the pedestrian crosswalk up and down the entire section of Monsignor O'Brien, including Water Street and which is the key location for the East Cambridge neighborhood there is no crosswalk there today but there will be when we're done with our rebuild.

This is the terminus First Street today

with the barricade of the Green Line at the end of it. North Point's on the other side, although you wouldn't know it by looking at this. We've come to find out since we've owned it that a lot of people do not know that it's on the other side of this. Remarkable number of people don't know where North Point is, but this too will change.

And look much more like this. This is the extension of First Street into North Point after the station has been relocated. The site on the immediate left is what we call parcel V, that's where the Lechmere Station is today.

That's depicting the public market that is part of our plan on net parcel looking ahead beneath the new elevated Green Line track with a sleek new Green Line train. Crossing it as we speak, is the First Street corridor leading into the project, the primary retail corridor of the

project.

Monsignor O'Brien is of course right here. We're standing right at the curb on Cambridge Street.

Moving into the project, then, this is a shot looking back down First Street the other direction. So this is going all the way into the site to the terminus of First Street at Dawes and then looking back toward the new T station in East Cambridge. Here's the same train right there. Took this rendering at the same moment in time apparently.

The building on the left is JK, right here, and this is parcel I right there.

So this view shows the new open space at Water Street and the foreground with one of the small retail buildings ahead right here. So this is all parcel I. This is a larger building on

parcel I, residential building. This is a smaller retail building. This is the connection through to parcel W and then North Point Common beyond. And this is the open space in the park at Water Street.

The space that is shown here that's depicted in this rendering right here, in the end of the large building is the idea of that is a flexible space that could be used for various things, including perhaps performances that are depicted there. That is something that we do want to design in that building and is part of our plans at that point. And with the caveat that everything is preliminary right now, we think that is something that will be a great element of this whole part of the project and in particular of this open space.

So now moving east through the project

from that point we go, we went through this corridor right here between the large building and the small building on I and now we're standing on W looking back west towards the place where the last view was taken from. So here we're looking out from beneath a structure on parcel W and you can see here that has been conceived as a structure that would house one and two-story retail spaces but would also have some open space for a community plaza that's shown in the middle where these people are standing that could potentially host a wide range of activities.

And now moving, continuing to move further to the east, this spot, this shot is looking back at parcel W here. So this shows much more of that structure that we saw a glimpse of in the previous rendering. It shows enclosed

retail space in each end of that structure. So here and over here kind of behind the trees would be enclosed retail spaces, cafes, restaurants, particularly on this site. Food and beverage would be the leading candidate for use. But in the middle that's showing a large open bay, what we call a community plaza right there that we think would be full of tables and chairs spilling off of the restaurants and could be used for lots of things. It's a generously sized space and looking at the public realm, is that there needs to be an active component where we're bringing various kinds of interesting things as part of the spaces as part of the mixes of reasons why people want to visit North Point.

This then finally is our last shot, and this is looking out from that same structure. So now we're into it but we're looking in the

opposite direction to what we were before. Now we're looking out east onto North Point Common and I think with this one we could see pretty effectively how we can use the retail spaces in the community plaza to bring a much higher level to use and activity in North Point Common that exists today and a much more integration and linkage of the built form on the site and the open spaces on the site which we think would all be a great thing for the neighborhood as well as the tenants and residents of North Point.

So, that is our presentation and our prepared material for tonight. I'd be happy to answer any questions. I'll do my best to answer any questions you might have.

H. THEODORE COHEN: Thank you.

Do board members have any questions right now?

(No Response.)

H. THEODORE COHEN: No? Then why don't we hear from the public.

Actually, I have a question for you, Mr. Sullivan. In the last couple of sketches, you show a water feature and I know this is all very, very preliminary, but is that shown anywhere on that plan that you have up on the screen right now?

THOMAS SULLIVAN: Yes. So this -- yeah. That is here. It's existing. That actually is there today. So that's a retention basin within North Point Common. It is, that particular part of it, we've been doing lots of things in trying to cover a lot of front since we've been here. One of them is upgrading the maintenance in North Point Common. That water feature is nice. It's not as beautiful as it used to be at one time.

It hasn't been maintained as diligently as it should have been. We're working on it now to what we think was its former glory. That actually does exist today.

H. THEODORE COHEN: Great, thank you.

You all set?

CATHERINE PRESTON CONNOLLY: I'm all set.

H. THEODORE COHEN: Great.

When I call your name, would you please come forward to the podium and state your name and address and spell your name if it's anything other than Jane Doe. And we ask that you speak only for three minutes.

There is a lighting system that will indicate when you have about 30 seconds left, it will turn yellow. When we start, it will be green. It will turn yellow. And then when your time is up it will turn red. If anyone who has

not signed the sheet, will have an opportunity to speak so don't worry about that.

Steven Kaiser.

STEVE KAISER: Yes, I'm Steven Kaiser. I live at 191 Hamilton Street and as many of you know, North Point has a long history of confusion over landownership and title. And the North Point parcel itself has variously been described as 42 acres, 45 acres, or 48 acres. And some of the land may be owned by the MBTA, exactly which one, which parcels, we're not quite sure. North Point is on filled tidelands formerly owned in part by a railroad. The title examiner's note that the combination of railroads and tidelands is a toxic stimulus for legal doubt and confusion. The current application cites the purchase of the land by Divco West from the previous claimed owners Canyon Johnson. And I

believe Canyon Johnson must have had the land sold to them by the Boston and Maine Railroad.

The original PUD application that was filed by B&M Railroad was described in a half page listing, the book and a page numbers of this entire parcel. And there it is right there.

That is the description of the ownership. Go look up the book, go look up the page. And I did that and found that they justified only 30 percent of the property is actually being purchased in any kind of clear manner. But that's par for the railroad I am afraid.

The listing made no reference to the decision of the Middlesex Appeals Court by Justice Geraldine Hynes on January 2005 that the site includes 13 acres of Commonwealth tidelands. The listing made no reference to obtaining the fee title from the Commonwealth from the railroad

or any other entity. The railroad, when challenged on this point, responded that they had never claimed to own any land that they did not claim to own. They never claimed that they owned the Commonwealth tidelands, 13 acres. The evidence of the public record in the appeals court decision demonstrates that the acres of North Point is publicly owned Commonwealth tidelands. And that the railroads did not possess title to these lands and thus would not have legally conveyed them to Canyon Johnson, Divco West, or anyone else. Now, we have in the report itself, in the application, a form called ownership certificate, and it is signed by Mark Boyle, who is the head of real estate for the MBTA. He's a very nice guy, very competent and conscientious. He should not be criticized for signing this document. What is the MBTA doing

saying they're the landowner here?

And if you put MBTA in there is the only landowner worthy of being included in the ownership certificate. What about the most notable missing one here, Divco West? It's a very strange filing to say the least.

I'd like to present very quickly a solution in this problem. It's been around for at least a dozen years. I've been on top of it. And that is that the MBTA would step in and be the savior in this situation. They would use their eminent domain powers to take the entire site, and in doing so they would clear the title. The legislation would also get rid of any tidelands' interest inherent in the land.

CATHERINE PRESTON CONNOLLY: Steve, you're over your time.

STEVE KAISER: Okay, let me just finish

right up. I'm trying to give a positive solution to our problem.

And having done so, they would then turn around and sell the property back to Divco West with a cleared title and the price would be increased. It would include the 13 acres of Commonwealth tidelands which they need to buy. It would include a service fee for the T to clear the title, but it would give us a firm clear owner of North Point, and I think that's very valuable. And I think we also need to define where the city boundary is through this site because it's never been surveyed. Nobody knows where it is. So that's, that's the nature of our problem and our challenge.

Thank you.

H. THEODORE COHEN: Thank you.

Heather Hoffman.

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

The first thing I want to talk about is the proposed T station. The existing one that, for all we know, is going to continue to be the T station for quite sometime, and the one that has varied over the years. Initially we were going to get a beautiful T station, and then all of a sudden the MBTA made a different deal, and because no one wrote getting the T station into the permits for this, even though everybody knew that that was part of the deal, all of a sudden we were getting a shack again. So the T station is something that I think this Board really needs to care about, and I recognize that the developer is helping with the Green Line and I thank them and I don't criticize them for the stuff that went on with the T station before they got there,

but I note it because once again we're back to the shack. And I'm not sure that the shack is really what they want.

Another thing, and Tom O'Brien's heard me talk about this, and that's the bus circulation here. I commented and a lot of other people commented on the environmental impact report about a better way to do the bus circulation, and that would involve bringing back the busses that the T has taken away from East Cambridge. We don't get the busses in front of the Registry of Deeds and Probate anymore. So that they're farther away from the CambridgeSide Galleria and from all of the courthouses on the south side of Cambridge Street. But I have suggested, and I hope that the developer will think about this, that the busses go back to the way they used to go, which is coming down Third Street to

Cambridge Street, turning left on Cambridge Street, and then they can make a left on First Street, go across. Instead of having to make a left into this site off of O'Brien Highway Boulevard or whatever the heck you want to call it, and then come around the other way. If you take a look, you'll see that they have much better turns if they do that.

Next thing is noise. If you're gonna be putting in noisy buildings and they're tall, I really don't want to hear them. And our noise ordinance is not up to the task. So please, that's really important for this Board to consider. And finally your neighbor at ZINC, do not do what they did. Please. Those lights are an embarrassment. The for rent signs totally illegal. I trust that you will be better neighbors. But at the very least this Board

should make sure that nothing like that happens on this site because I really want this to be part of the neighborhood and a good neighbor.

Thanks.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: No one appearing, then, Board Members, why don't we talk about the matter and there are various people from staff here if we have any questions for them.

And perhaps -- I saw Joe.

JOSEPH BARR: Me?

H. THEODORE COHEN: Yes, you. You want to talk about whether the realignment of the streets has any significant impact upon traffic studies that have been up to date and plans that your department has for traffic?

JOSEPH BARR: Sure. Joseph Barr,
Director of Parking, Traffic, Transportation. So
I'll try to be brief and answer any questions
that you may have.

I guess I would say just to answer your
question, Mr. Chair, first that, yeah, I think
the -- we've been through a couple of rounds of
sort of really, maybe picky comments the
developer might argue about the street grid
changes. And I think particularly seeing what --
what's up on the screen and up on that board,
which I believe is a little bit of an evolution
from what was submitted in the application is
very responsive to so many of the issues that we
raised. And I think, you know, in general the
realignment of North Point Boulevard and the
avoidance of that skewed intersection which is
something that we've discovered, we should have

known but discovered many other locations, is not a positive addition to the street network.

That's a very positive change. And I think the other changes, you know, have we, we had some concerns about urban design and parcel sizing and I think the layout of the open space and the sort of the finger parks takes care of those from like, I said, an urban design pedestrian circulation not having super blocks perspective. And, you know, the vehicular circulation we think will work, you know, as well as it was expected to work before, you know, as was noted the trip generation and other sort of key foundational elements that will change, so those aren't of any greater concern. So I think it's more about the circulation. Obviously as mentioned, the extension of First Street and into the site and the reconstruction of O'Brien Highway are very

significant improvements to both the site access and also to the general street network in the area. So we're, you know, anxious to see those happen in line with the Green Line Extension and I think we've had, you know, on those topics as well, we've had some very productive discussions with HYM on that. From our perspective there's always these little details to work out, but we feel in general this is a very positive set of changes. You know, it was a good plan before, I think this made it even better.

H. THEODORE COHEN: Thank you. Anybody, any questions for Traffic and Parking right now?

(No Response.)

H. THEODORE COHEN: No? Thank you.

JOSEPH BARR: I'll stick around if anything comes up.

H. THEODORE COHEN: Thank you very much.

Stuart or Suzannah, do you have any comments about the changes in the layout and organization of the building?

SUZANNAH BIGOLIN: Thank you.

As we set out in our CDD memo, we've identified a series of comments and questions relating to the overall master plan and some of the street changes which I think have been addressed in the sort of modified plan up there. We also talked about the changes to the nature and character of open space, so that would be sort of the visual and physical connections to North Point Common and from the new T station and down First Street. And also the character of the, I've called them courtyard spaces, but the finger parks on the north side of Dawes Street. So that was another area that we had raised concerns about and wanted to sort of see more

about that as the project develops.

We've also listed sort of building siting and massing as another area where we would like to see more sort of visualizations, and we've seen some tonight which was good to see. But we'd like to have a closer look in that detail as well, and particularly some of the new interfaces and edges. So previously open space was separated by a street from a building and now it will be a sort of direct impact interface, so we want to see how we can make sure that is a positive outcome.

We've also started to look at the urban design guidelines for North Point. So they were prepared in 2003 as part of the original PUD and they built upon the East Cambridge planning study and the East Cambridge design guidelines. So we've started to work with the applicant team to

identify which areas of those guidelines need to be updated and where we need to sort of include additional information. So some of the key additions we're considering, and this will also be informed by the Board's comments tonight.

Some of the additions include wind, the multiuse path, the new retail square. That's a new sort of building concept so we'd like to see more information about how that will be sort of a positive outcome, how it interfaces with the Lechmere Station, and the transitions between the open space on North Point Common and the plaza and how that all sort of works. We need to include in design guidelines.

We're also looking at some of the changes to the street layout created different view corridors compared to the original plans. So we wanted to identify that in the guidelines as sort

of a special area of concern what will happen at the sort of offset angles in terms of the built form and open space.

We'll also be looking at the design guidelines, have those parcel by parcel building design guidance. I assume we'll be updating all of those to address the changes in building footprint and massing as well. And that summarizes the urban design comments.

H. THEODORE COHEN: Thank you.

Anybody have any questions for Suzannah?

(No Response.)

H. THEODORE COHEN: No? Thank you very much.

STEVE KAISER: I just wanted to give this to you.

H. THEODORE COHEN: Fine, thank you.

Iram, would you mind giving us a very

brief update on the status of the Green Line and the Lechmere Station to the extent that anybody knows what the status is at the moment.

IRAM FAROOQ: Joe might have more to add if -- so, Joe, let me know if I say it incorrectly. But so as you may have read, the City of Cambridge and the City of Somerville along with folks from Divco worked very closely over the last several months with the MassDOT and MBTA to, through the Secretary of Transportation's office to figure out how to essentially keep the Green Line Extension project alive, and all three parties have agreed to collectively support the project with a financial contribution of 75,000 -- 75 --

UNIDENTIFIED MEMBER OF THE AUDIENCE:

Sounds good.

IRAM FAROOQ: \$75 million. And so that

will be, the discussion about that will be forthcoming. The City, these proposals are from the City Manager of Cambridge and from the Mayor of Somerville, and so they will need to get support from, you know, the Council and the Alderman and obviously get support from their Board for the contributions. And that process at least in Cambridge has begun.

So MBTA has been -- and MassDOT have been working on how to bring the Green Line Extension project to, to have less of a deficit from what they had originally planned and they have hired a consultant to look at the entire corridor and figure out where efficiencies can be had. And that has essentially, is resulting in a very bare bones version of the project to reduce the price as much as possible. So it will impact all of the station designs and also some of the non,

what is seen as the non-essential, the non-real railroad pieces of the project.

In terms of what is the timing on it? I think the state will -- well, Joe do you know exactly when they're --

JOSEPH BARR: It's a little hard to say, but I would say that they're in the process of -- they're finishing the redesign. The intent is to procure the project, we believe, assuming it moves forward, through a design/build process which I think they would hope to have construction on that restart in I want to say -- well, they said about 18 months about a month ago. So let's say 17 months. So it's not a short process to get through that. At that point, though, it will be a single contract not multiple contracts they've been having to date, and the idea to move through construction fairly

expeditiously for a rail project and take somewhere in the order of four to five years to complete. So hopefully with design/build process they would be able to control both costs and schedule more effectively than they have to date.

H. THEODORE COHEN: Okay, thank you.

So, Board Members, comments about this?

Again, we're looking at it as a preliminary basis, whether it satisfies the terms of the Ordinance for preliminary approval.

Hugh, do you want to start?

HUGH RUSSELL: Sure. Sure, I think we should give it our preliminary approval tonight, and the reason for that is that it is an adjustment of something. There are many new features which seem to strengthen the retail, and in many ways strengthen the open space. The guts of the project and land use, the uses and density

of the uses, all of that is unchanged. However, I think we should note a few things that have not improved and so I'm going to -- when this project started out, the vision for the street was for a Green connection from the station and neighborhood through the total width of the project and I think that's been weakened substantially. I remember a discussion, probably it was in 2003, about the parcel that has the T station on the left side of it and saying that well, there wasn't room to get really substantial open space there, but we're going to allocate enough space to get a double line of trees and wide sidewalk so that you could get a different character, a sort of a strolling boulevard character. And now it appears the sidewalks are only ten feet wide for the whole length. Part of that could be handled by design guidelines

requiring building setbacks to create the usable pedestrian areas. And something -- I think that's a loss. I think we need to restore that.

And, you know, this made the plan we're being asked to approve we've seen that for an hour. I have to get out my magnifying glass to try to see it. It's really bad form. That should have been in our hands so we could have studied it. It's distressing. It seems to be an improvement from the diagram that was sent to us.

Another thing that I think we need to think about is the, what we're calling site W which is the hardscape open space connection to the Common and then across the -- what's happening across the street is really a dramatic extension of the open space network, and it seems like -- but I think if you're standing on First Street at roughly the T station, you have no idea

that there's any open space down there. And so you've got to kind of a tension to kind of creating a good retail street and also trying to, you know, make it a -- something special in terms of green space and open space. Obviously if you have a 50-foot, say, parkway between the street and the buildings, it will be nice and green and it won't work as a retail space. If you have what was shown in the rendering, which is one side of the street with even no trees on it, that was the view looking backwards, that's, that's not right. So I -- my sense is the green, the -- apparently there's a covered structure, a covered open space, hardscape has a lot of interesting advantages, but it's got to be more visible from the street in particularly from the station. I mean, once you walk a block, then it's very important, but it's then more blocks to the

buildings.

I missed the, the sort of general finger park topology that was started, which there was sort of a Louis Brigg Square design, the open space that traveled ways, that's -- there's one built down on Child Street and also another one between Sierra and Tango.

By the way, your diagram of open space ought to show an arrow that goes through that open space and connects to the Avalon project because we worked very hard to get Avalon to make that work. That's another connection.

I think the advantage of the hardscape on the edge of the spaces is that it signals I think a green space means public. We, over the years we received a lot of criticism of the Common in University Park because it doesn't have a hardscape pathway along the buildings and it's

got Sidney Street on one side and then the buildings for the other, and the perception for the public frequently is expressed here in past years was that the buildings claimed that open space and that that open space wasn't very successful as a result even though it's generous and well built.

So I'd like to think about that.

There's sort of a finger part between E, F, and G, but when you look at the street plan, it's basically a street. Now that's important thing, and I believe I've decoded what the little black dots are on that plan. I think they are parking in the service entrances, and one concern I have is, the big concern for Dawes Street for a long time is that it's going to be a back service street. And so, what you see on that map is that all the buildings on the north side of the street

are served from the spaces between the buildings to the street frontage can remain more friendly. I think that's good. And the other side of the street, I think they're like six black dots, like, you know, one every double block or, you know, two of them every double block. And if you look at those double blocks, you say well, you wouldn't -- it's probably the best place for those service entrances as long as they're pretty modest. It's unclear to me if the north side of Dawes Street has a more generous pedestrian circulation. I mean, that's the sunny side of the street. The south side is shaded by the tall buildings. Should the design guidelines for those parcels try to indicate that, you know, maybe that should be the primary pedestrian side of the street? If it's the place where people are working in those buildings are heading either

towards the Murphy steps or towards the retail area, it's the place that they're going to have to walk because they're in front of the building rather than cross the street to continue on it, so I think it makes a certain amount of sense.

And then I've gotten to a point where we like models and nothing can illustrate eight, 220-foot buildings better than a model, and I think we should request an illustrative model that would illustrate what the bulk of the buildings are. Now, I understand none of those buildings are designed and we can't condition this approval by bringing particular massing that shows on a block, but I think it would be illustrative to us and the public to see what the character of Dawes Street is, for example, because of the height and density of buildings on both sides, and evaluate for ourselves whether

the scale of the finger parks and open spaces made sense. When I saw eight, 220-foot -- basically every block having 220-foot building, it gave me some pause to think that it was going to be fairly daunting. We had just gone through an approved apparent daunting MIT proposal and I think I would not like to see North Point be done the same way -- with the same intensity and scale as is happening on that site. They're different sites. I think, you know, I supported the MIT proposal because of the various open space that resulted from that extra height. But I'd like to see what it means on this site.

And that may not sound like a ringing endorsement, but I think, you know, it's -- when you see a lot of good work, you try to make it better.

H. THEODORE COHEN: Well, thank you.

Let me ask you, you started out saying you thought we could do a preliminary approval this evening and then you ran through your list of concerns. Would you like to see the responses to that list of concerns before the preliminary approval or would you be comfortable waiting for the definitive plan?

HUGH RUSSELL: Well, the nature of the two-step approval is that tonight's the night we put out the agenda for any changes and then when the final plan comes in, we see the reaction to that. So that's fine with me.

H. THEODORE COHEN: Okay.

HUGH RUSSELL: There is one thing I would like -- I would like a response from the proponent to Mr. Kaiser's remarks. I like them to say yes, we do own the land and we understand the issues that Mr. Kaiser has brought before us

more than once. I think the record would be deficient if there was not a response to that, to comment on his remarks.

H. THEODORE COHEN: Would one of the lawyers like to respond to that right now?

CATHERINE PRESTON CONNOLLY: Could that wait for the definitive?

H. THEODORE COHEN: Well, I think if they -- I actually thought there was some state legislation that has resolved some of the issues with regard to the common tidelands.

HUGH RUSSELL: Right, I mean they could think about that in the next 20 minutes while other people are speaking.

CATHERINE PRESTON CONNOLLY: That's fine.

ATTORNEY DEBBIE HORWITZ: Debbie Horwitz with the Goulston and Storrs. The short answer is, yes, we're aware of all of the matters that

Mr. Kaiser raised and we're confident that we own the parcels that we showed. And at that time MBTA shows the parcels that Tom outlined during his presentation.

H. THEODORE COHEN: Okay.

Perhaps when you submit the definitive plan, you could add some information about the tidal issues and the basis for stating what you just said that you're confident that you own it and that the MBTA owns the parcels that they believe they own.

Mary, your comments?

MARY FLYNN: I don't have much to add. I think that in -- I do support the idea of giving a preliminary approval tonight. I'd like the changes in the locations and the width of some of the buildings and the open space network is improved greatly. But I do agree with Hugh that

it would be helpful to get more details on some of the finger connections. I think they serve both as open space and as visual connections, and I think the visual piece of it is really important that we need to remember that.

I think it's hard, we're asking those little finger parks to sort of multi-purposes, you know, being open space and loading which I think is the right place for it. I think, Hugh, getting it off of Dawes Street makes sense. But anyway, I think some more detail on that would be very, very helpful.

I also like what you've done with the little turnaround at the end of the parcels on the -- that level section is kind of troublesome because it seems like a little bit of a no-man's land or whatever. So I think that could still use a little bit more study. I don't know that I

particularly -- I think lot A is residential. I don't know that I'd feel all that comfortable living in that building down at the end. It just seems like an island all by itself. So perhaps more thought of what happens just to the west of it rather than just a turnaround. Is there some sort of way to make that space, to make it a little bit more active. I know it's far off.

I do have one question about thinking about Heather's comment about the T station, and that is with the generous contribution being made by the developer and the City, hopefully if it gets approved, will the City and the builder have any opportunity to steer that contribution in a particular way? So that, for example, if we wanted the Lechmere Station to be improved, can we make it a condition that that's where that money goes?

IRAM FAROOQ: To answer that, in the discussions with the Secretary, it was very clear that the funding from the City's land developer would go to offset the shortfall in the very reduced version of the Green Line Extension because it's not extra money to do good things, it's just to do the baseline project. What we have talked about is to make sure that the design is such that if at a future date there is the possibility or funding to make improvements, that that not be foreclosed.

MARY FLYNN: Okay. Thank you, appreciate that.

And I also thought that Suzannah's comments in the CDD staff memo were very, very good and those should be incorporated into the preliminary approval this evening.

That's all I have.

H. THEODORE COHEN: Catherine.

CATHERINE PRESTON CONNOLLY: So, I want to echo what Hugh said about the streets around the pocket parks. I think it makes a huge difference in terms of whether those are perceived as public spaces or private. I also think it facilitates loading and other uses of that space. I understand it includes some of the things like I see something that looks like a soccer field between lot EF and lot G that may not be dimensionally possible if we have streets in there.

I personally think it's important to signal that all of those pocket parks are really public spaces. And, you know, the one that's now between lot JK and lot L could very easily, without streets, start looking like a private garden. And that keeping those spaces public is

really an important function of this Board.

HUGH RUSSELL: Can I just ask?

CATHERINE PRESTON CONNOLLY: Yeah.

HUGH RUSSELL: Does a street have to -- can we have a street that serves that purpose that it doesn't allow cars or is it a shared street?

CATHERINE PRESTON CONNOLLY: It could do -- it doesn't necessarily have to allow cars all of the time or all of the -- in all the ways that a street does. I mean, you could think about Palmer Street in Harvard Square which is a street, allows traffic, allows loading, but is very heavily dedicated to pedestrians being allowed to roam about the street, it has seating in it, there are lots of ways to do it, but it still feels like a public street. It doesn't have to be a traditional street, but there should

be a street.

Thank you, because that's a good point to clarify.

H. THEODORE COHEN: I'm sorry, can I just ask you --

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: So looking at the area between EF and G which does show, looks like a soccer field or something of that nature.

CATHERINE PRESTON CONNOLLY: Yeah.

H. THEODORE COHEN: I mean, do you think all the pocket parks need to have streets around them?

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: And for what purpose?

CATHERINE PRESTON CONNOLLY: Both for loading and for signalling that they are public, and that they are not the private domain of the

residents of those buildings.

H. THEODORE COHEN: All right. And if they're not needed for loading, I don't know if they are or not but --

CATHERINE PRESTON CONNOLLY: Currently that one's not shown for it, yeah.

H. THEODORE COHEN: All right. And so then you think still having the street is a benefit rather than having a --

CATHERINE PRESTON CONNOLLY: Yes. Well, I think -- I don't think, I guess I don't see that as the tradeoff. And I fear that is the false dichotomy that we're being put into here. You know, by -- they have made the pocket park -- at least one pocket park slightly larger, but the amount of overall green space has stayed the same. So we're losing it someplace else. I also think that those small side streets serve

important functions for residents and people making, you know, dropping off groceries, dropping off elderly relatives, getting out of the flow of traffic, and, you know, without having a clear picture of how that would work well on Dawes Street I think those continue to be important functions for those side streets. So I guess could I be convinced that one or more of these really adds such value and is such a public wonderful space that it's worth it? Maybe. I don't see anything in as I would agree with Hugh this teeny little plan that tells me that, that we're -- what we're gaining is worth what we're losing on that.

H. THEODORE COHEN: Okay, thank you.

CATHERINE PRESTON CONNOLLY: So, yeah.

So I think that needs to be addressed.

I noted in the application and then again

in your presentation you mentioned that you're applying for I-Cubed money. I would like some discussion of what happens if you don't get that. I think especially, you know, it feels a little like we're playing a money game -- a shell game with the state here where, you know, you're giving money on the one hand for the infrastructure for the T but asking for money at the other end for I-Cubed. I'm not sure how the State House looks at that, but it feels to me like it's -- I don't know, I don't see it as a done deal and I -- given the wording in the application, I'd like some reassurance that if the I-Cubed grant doesn't come through, that we're still going to get the infrastructure we need to make this place work.

And finally I guess I'm starting to have mild but hesitations about the concentration of

retail, and this is a really -- I know retail is really hard. And I get that. And getting it so that it works as hard. However, when we were doing the trip analysis for this project way back in the day, we very specifically limited the size of the retail to make it non-destination because retail can be such a trip generator. And as we concentrated more and more, it begins to feel, even if the individual spaces are still quite small, it's beginning to feel like it is a destination retail area which is not what this was -- you know, what the calculations are based on. It's not what it was supposed to be, and, you know, it was envisioned as ancillary retail to serve the residents and the business people. And I appreciate that you have to have it working there before you get the businesses to come in. So, it's -- I'm not saying that this is an easy

problem. And like I said, it's with some trepidation that I even bring it up. But I guess I would like there to be some discussion next time about why this is starting to look like destination retail. Because this is starting to look like hey, this is someplace where we can go and spend the afternoon and why don't we drive over to North Point and do that? And, you know, that may be great from some cases, but it does call into question the assumptions that have been made in the trip generation numbers if that's the kind of place we're creating now.

But overall, I think, you know, the tweaks -- most of what you're talking about are tweaks and they're tweaks to a good plan. And most of them, I agree with Hugh, that most of them are making a good plan better, and my comments really are not big, they're not big

criticisms that make me doubt -- I want to see this project move forward. I absolutely do. I want to see you guys get under construction and be successful. I just want to help this be the best project it can be for the city.

H. THEODORE COHEN: Thank you.

Lou.

LOUIS J. BACCI, JR.: Again, I don't have -- I agree with Hugh and Catherine. Catherine especially. First Street seems to be becoming a retail corridor, and I agree you lose the sight line to the parks.

I also have another concern with the roads at the north side of the site. They're all turnarounds? U-turns at the end, no exits? So someone driving down the road will have to make a u-turn at the end to return, correct?

THOMAS SULLIVAN: Talking about the

access drives between the buildings?

LOUIS J. BACCI, JR.: Yeah.

THOMAS SULLIVAN: So those are for access to the parking within the buildings and the loading. So typically what you would do is not be a u-turn down there. You would be going into the building.

LOUIS J. BACCI, JR.: What do you do with the general traffic?

THOMAS SULLIVAN: Well, there's no place to go other than into the parking. So we've -- if someone erroneously goes back there is that what you're thinking of?

LOUIS J. BACCI, JR.: You're going to be attracting a lot of vehicular traffic, and for a while it's going to be unknown, you know, maybe there's more retail down there. Signage, you know, these building won't be here for a while.

THOMAS SULLIVAN: We're not -- you know, we're only beginning designing buildings so we're not there yet. I think it would be readily apparent that there's nothing down there. As a result of the design, it would be readily apparent that there's nothing down there other than a parking entrance.

LOUIS J. BACCI, JR.: So when the buildings are there, you don't see people dropping off there?

THOMAS SULLIVAN: No, no, not on those sites. No, drop offs will be on Dawes Street.

LOUIS J. BACCI, JR.: How do you prevent it?

THOMAS SULLIVAN: Well, I suppose that if somebody wanted to badly enough, they could, but I think the path of least resistance is on Dawes --

LOUIS J. BACCI, JR.: If there's
resistance --

THOMAS SULLIVAN: -- that's where the
front door will be, too.

LOUIS J. BACCI, JR.: No, I understand.
People kind of seek out the easiest way to stop
when the road is congested at a certain time.

THOMAS SULLIVAN: Yeah, there will be
parking lanes here. There won't be drop off
zones within those parking lanes. You will be
able to pull off out of the parking lane to drop
off.

LOUIS J. BACCI, JR.: Just a lot of dead
ends. It creates a lot of congestion if they're
used.

I would also like to see a model and
maybe some larger drawings to look at. I also
had my magnifying glass out.

So, now it appears that you're adding retail. Are you adding retail or just relocating retail?

THOMAS SULLIVAN: We're relocating. We're actually doing significantly less which is allowed on the existing plan.

LOUIS J. BACCI, JR.: So you're relocating out of the buildings and put it in this plaza?

THOMAS SULLIVAN: Right. In the existing plan it really isn't located. There isn't a drawing that actually shows the amount of retail that's showed, and it's an amount of retail and it will be far. This is not destination retail. We don't want that. It's not a destination retail location. It wouldn't work for destination retail. This is neighborhood retail.

LOUIS J. BACCI, JR.: With all the lower

buildings and on a major street through the section, it looks like destination retail. I don't know how you change it up, make it a little more spread out, I don't know. When you cluster it like that, it makes a destination.

THOMAS SULLIVAN: Well, we think it makes for a successful retail place.

LOUIS J. BACCI, JR.: Right, which is both.

THOMAS SULLIVAN: Well, destination retail is the function of the kinds of things that the merchants are selling. And, you know, we're not going to have people selling soft goods and electronics here, it's not that kind of place.

LOUIS J. BACCI, JR.: I guess that's it for now.

H. THEODORE COHEN: Steve.

STEVEN COHEN: You look like you wanted to say something. No? Okay.

First, I want to agree without qualification, with enthusiasm that we should pass this on to the next stage of the PUD review. I want to thank the others and Hugh's usual, especially Hugh for the depth and the detail, time, and attention that you brought to what is somewhat intimidating and embarrassing.

HUGH RUSSELL: It's the 40 years.

STEVEN COHEN: For the staying power.

I mean and I must admit that at this stage in the PUD review, while I'm impressed and intimidated by that level of detail, I'm always also a little bit confused about what level of detail we need to be getting into at this first stage of a PUD design. Certainly by all means it's good for the owners and applicants to be

hearing as many thoughts and reactions as we have, but by the same token my view and approach and attitude has always been that notwithstanding what we see in these early stages of a PUD design as we get into the specifics of building proposals and applications, that all issues are open. And something which we might not have commented on at this stage is open for comment and critique and revision as we get into the more fine tuned thought out details of a specific building review.

As a technical matter, I think the specific revisions being made here are relatively minor, and while I agree that to my eye they are all improvements, in any event, they are relatively minor and make it relatively easy for us I believe to approve them. So I've been looking at the picture for the most part from the

big picture perspective and less from the detail, and certainly from the big picture perspective it looks great and I want to compliment you, Mr. Sullivan, for your presentation. And I think you brought a sense of vision and professionalism, mastery which is great. I want to compliment you from moving here from northern California. For the most part traffic moves in the opposite direction, and good to see someone from northern California recognize the virtues of Boston and Cambridge. We'll see what happens when the project is done if you're still alive.

THOMAS SULLIVAN: You were kind enough to arrange a mild winter and I appreciate it very much.

H. THEODORE COHEN: You should have been here last year.

STEVEN COHEN: The only details that I

personally would comment on, acknowledging again that this is early on. Retail. I like the way the retail works there. I like some of that low scale retail. I agree with Mr. Sullivan's comments that this is not going to be a destination. But in any event, there isn't going to be parking available for somebody who would care to drive here. And to the extent that it is destination, I would imagine, I would hope that it would be a destination for pedestrians, for people on bikes, and of course foremost for folks who live here and work here. Whether it qualifies as destination or not, I think it's going to be a pretty cool location for retail and in that sense I think it would be massive for the community generally and for East Cambridge in particular, and I think that in conjunction with the open spaces will make it a very attractive

asset for the city. It also makes great sense from a marketing perspective to get that retail in first because people nowadays are looking for lifestyle not just a place to plop down their laptop or their bed. And more and more modern lifestyle retail is a big part of what people expect and demand. So recognizing that and committing to do that early on makes a lot of sense and increases my confidence that this latest beautiful vision might actually come to pass. I love the renderings that you have. And, of course, those of us with building experience knows a well crafted rendering could make it a hell of a lovely pedestrian environment.

Nevertheless, I think, you know, the spaces that are shown there that we haven't seen your actual proposal, the architecture, the design, the ambience, the feeling of the space that you seem

to be envisioning at this early stage, I personally find and will be able to contribute to the possibility or likelihood of success in the project. So I think that's great. I certainly want to reinforce the notion of open spaces.

It's absolutely essential that they be designed in a way to be perceived and utilized as open spaces. I understand what Catherine is saying, and I don't necessarily agree that you actually need to have a roadway on either side to help define it as publicly accessible. I think there are lots of ways that you can do it. I don't feel the need to tell you how to do it. I certainly feel the need to reinforce the sentiment, however, that it's essentially that it be perceived clearly by the public utilized as open space. And it's up to you to -- as Catherine pointed out, to persuade us that

whatever design elements you decide to incorporate do in fact achieve that goal.

And I guess the last comment, and I think it's an important one, is that while I preface my view by acknowledging that this is preliminary and we're going to get more detail later, and I anyway have not prepared to get into the level of detail as some of my colleagues are. On the other hand, I agree entirely with Hugh's suggestion of a model. Not because we need to see the materials and the colors and the design of the buildings, but just to get a better sense of that big picture even at this early stage of the PUD. I've actually -- what is the sort of rhythm and texture and massing of this amazing project and how do the buildings relate to the open spaces? And what plans are good? And you have some great plans and renderings.

Unfortunately even this modern age is nothing better or effective than conveying that information then with a good model. The good news is it's easier to make a model these days than the old days.

So I think that's all I have to say. So far what I've seen and my professional reaction is wow. I hope it comes to pass as envisioned and, again, technically I certainly, you know, favor moving this along to the next step.

THOMAS SULLIVAN: Just one comment if I may on the model. We do think those are excellent observations, and we're working on one already. So we will be putting together a model to help depict what this looks like in three dimensions.

H. THEODORE COHEN: Okay.

Well, I think everything with one

exception has been said and I -- my comments, you know, I do think these are minor tweaks to a plan, and I have no problem with the preliminary approval of it that incorporates all the comments from CDD and their memo and Traffic and Parking and all of Hugh's comments and all those made by everyone else here.

And I, you know, I actually do agree with Steve that I'd like the concept of grouping the retail in one place. I don't go back on this Board long enough to have a recollection of a First Street green thoroughfare. It seems like it morphed beyond that by the time I came on to the Board, and it -- from my point of view it looks like grouping the retail together does make sense rather than having a, you know, a grocery store we can talk about forever and forever and did. And then a Minor Amendment some years ago

to allow a larger grocery store that I do know I -- and the neighborhood hope it happens.

And I also am not convinced that we need roadways around all of the open space, but I'm -- would like to hear the discussion about that.

And certainly concur that the open space has to appear to be public whether it has roadways around it or not, but something has to be done to make it look public.

I have to ask the \$75 million question. What happens if the T does not get extended? I assume in that case the station stays where it is on the other side of Monsignor O'Brien Highway and then what happens to this open space where the station would have been moved to and what happens to this glorious plan for connection across First Street? And if you have an answer, brief answer now, great. But I think that has to

be addressed in a different --

THOMAS SULLIVAN: Well, we only know what we read in the paper about the T station obviously. So we don't know anymore than anybody else. Our -- all our planning is around the T going forward. If it doesn't go forward, then, you know, one would presume it stays the way it is. But we have no idea if there are plans for anything else.

H. THEODORE COHEN: Okay. Well, I suggest perhaps you discuss with CDD, you know, what some worst case scenarios may be if the T does not go forward. And I realize this has been over a number of years and things have changed over a number of years and everybody assumed it is going to happen, all I know is what I see in the paper, too, and that doesn't give me 100 percent feeling that it's going to happen in my

lifetime.

Anyway, if we're ready, the requirements that we have to do this evening is to make preliminary findings that a proposed amendment to the PUD conforms with the general PUD development controls and district development controls, conforms with the adopted policy plans and open guidelines plans with that portion of the City which we understand from Suzannah are undergoing some revisions right now. And that comments we've made this evening will hopefully go into those guidelines.

That it provides benefits to the City which outweigh its adverse effects considering the quality of design, traffic flow and safety, adequacy of utilities, and other public works, impacted existing public facilities, and potential fiscal impact.

We also have to, so I have no difficulty making any of those findings.

Does anyone have any questions about that?

STEVEN COHEN: No.

H. THEODORE COHEN: I think we can make those findings.

We also have to make findings, actually, with project review Special Permit. The proposed amendment will not have substantial adverse impact on traffic.

CATHERINE PRESTON CONNOLLY: We don't make those until the second hearing, right?

H. THEODORE COHEN: We don't really have to do that until the second hearing, but I think preliminarily we've heard from Traffic and Parking, that they will continue to monitor that along with Community Development and that the

amendments -- consistency with the urban design objectives, the design objectives are still being --

CATHERINE PRESTON CONNOLLY: Referenced.

H. THEODORE COHEN: -- being referenced and modified as necessary.

So with all of that, Jeff, are you clear where we are? Do you have any questions?

JEFF ROBERTS: I don't. It's my understanding from what you've said before that the -- along with the preliminary approval goes any request for additional information and modifications to be incorporated into the final development plan. And I think I heard you say that that -- that the Board would refer to the CDD and the TPT memos.

The CDD memo I didn't have a chance to mention, it did include some information about

retail programming which was -- our economic development division helped us with that and we have discussed that with the applicant and they'll have a retail consultant do some work on that as well. So those memos, which were easy enough to attach, and then we'll also incorporate the comments that were made by Planning Board members in that preliminary determination, and then that will be filed and the applicant will return with a final development plan.

H. THEODORE COHEN: Okay.

Before we take the final vote, I just want to make one further comment to the developer that the Board does have new guidelines with regard to community involvement which it seems to me you have been doing quite a bit of, but it also has guidelines with regard to models and plans and things we are intending to see. And so

if you would please go over them with CDD, the staff, because they will give you guidance as to the extent of the model and the materials we want to see for the next stage.

Do I have a motion to give preliminary approval to this Major Amendment?

MARY FLYNN: So moved.

H. THEODORE COHEN: Is there a second?

STEVEN COHEN: Second.

H. THEODORE COHEN: And that incorporates all of the comments that we made and staff made earlier?

MARY FLYNN: Yes.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Anyone opposed?

(No Response.)

H. THEODORE COHEN: It's unanimous.

Thank you very much. We look forward to seeing this.

Why don't we take a five minute break and then we will come back and have another public hearing with regard to Fawcett Street property. You're all welcome to say and participate but you're not required to.

(A short recess was taken.)

H. THEODORE COHEN: All right, we are back and now this is a continuation of a hearing in Planning Board No. 309 relating to 95 Fawcett Street, a request for Special Permit to demolish the existing building and construct a new 44-unit residential building with 44 parking spaces totalling approximately 53,000 square feet of gross floor area pursuant to Section 20.90 modifications in the Alewife Overlay Districts, 20.97.3 waiver of gross floor area provisions for

parking facilities, Sections 20.73 Floodplain and 4.26.2 multi-family Special Permit.

As I understand it, the ZBA dimensional variance will still be required for front, side, and rear yard setback relief.

Ready to go forward?

ATTORNEY JOSEPH HANLEY: Good evening, Mr. Chairman, Members of the Board. Attorney Joe Hanley, McDermott, Quilty, and Miller. Thank you for having us back here. For the record, I would like to reintroduce the development team. Ed Doherty who is the developer to my left. David O'Sullivan from O'Sullivan Architects. Donnie Garrity from O'Sullivan Architects. Blair Hines from Blair Hines Designs who is our landscape architect, and Steve Sawyer who is the engineer.

Just briefly as was read into the record, we were here on March 15th to present plans for

this revitalization of this site in the quadrangle for 44 units of residential housing. Just to remind you this is a home ownership condominium development that is being composed by Mr. Doherty who has extensive experience as a builder and developer of very high quality developments, the likes of which we are hoping to end up with here.

Since our last hearing we have worked with the community development department who we thank for all their time and input and submitted to you, which I'm sure you've read, a memorandum of all of the responsive measures which we've made in consideration of the input that we received at the March 15th hearing. We're also here with materials that we were asked to provide, notably a model that David and his staff have put together as well as additional plans

that I'll ask David to go through. And the newly advertised Special Permit request for the above grade parking facility. Just some basic highlights here. We are pleased that we're able to respond to what I think was a principal concern or issue of input which was the on-site parking facility. We've also come back with a decrease in the amount of parking which was suggested to us from CDD and some of the members here as well as some materials to show you why we think that this front yard setback is appropriate for your recommendation to the Zoning Board for a variance that is compliant with the variance standards at this irregularly shaped lot, and considering the minimal nature and how the grant of that variance will allow us to meet the need for housing and also provide on-site affordability of which this is a component.

Finally, I'd just like to suggest, you have in the record a letter from March 15th from the Fresh Pond Residents Association. I'd like to thank Doug Brown who is the Chair of that group and Councillor Devereux. We've had very productive extensive outreach with them. That letter, just to reiterate, has 13 areas of benefits that they've identified. We've also worked very well with our closest abutter who is here from Global Organics at 68 Alston Street. They're in back of us. And we're very sensitive as to how this development will work for the neighborhood and how it interacts with our closest abutter who we're committed to continue to work with.

So with that, I'd like to ask David O'Sullivan to take you through some of the changes that we've been up to since we were last

here.

DAVID O'SULLIVAN: Thank you. David O'Sullivan from O'Sullivan Architects. Just to kind of update you, the white buildings are the Atmark buildings, the yellow circle -- it's a lime green circle actually, is our project site. Moving in a little bit there is a triangular site. There's a warehouse that covers almost 100 percent of the site. This is a computer generated site model very similar to the one in front of you. You see the Atmark buildings here, Canyon Forge Ford buildings is there, Longleaf in the background, and our building. This is the Global Organics building with the parking lot that kind of goes behind us. Kind of from the other side of the quadrangle, the Longleaf Lumber in the background.

Kind of the other angle here. You can

see it's kind of tucked. I think we say it tucks very well into that.

So, and kind of taking that and looking at the model might be helpful to kind of see. And so on the model here, this is the small building at Atmark. This is kind of partial Atmark building. Our building here done in white. The Global Organics, Longleaf Lumber. So you can see that scale-wise, height-wise we're kind of compatible with the newer buildings here and, you know, help to kind of, and canyon streetscape and as Joe was saying, we do bring the building forward and we cut back in for that public courtyard and come back out. You can see the views. On this side of the buildings we have some balconies and that's to respect the future, potential drive roadways through boulevard.

So to address probably the number one

concern was a question we have, basically two levels of parking, the lower level to get access through a lift. There was a lot of discussion about maneuverability and how it works. We've since then -- we had the lift in the back corner. We've since -- this is a lower level garage, we put the lift in the middle so that anybody that is coming to a space, the lift essentially functions like pulling into another space. So on the lower level here by putting it in a central location, you can get to any of these. And our drive lane is still two car wide, so even if you're waiting for somebody, you can still back in and around without interfering if somebody else is waiting for you.

Moving up to the next floor, you can see you will come in the garage, you come here, we still have a lot of queueing space if needed, can

pull into that, and then when you get down below, you can pull back in and go whichever way you want. And if somebody decides to pull down below and they pull in and then you would basically come in here and back out, plenty of backing space and you would go down there. And as they come up to the elevator, they can see if anybody is waiting here.

The whole operation of the elevator, there's various speeds that you can use. The one that's recommended by manufacturers results in a less than 60 second on ramp, down, and back off. So it's not a long wait and we -- and actually as we mentioned before, this helps a lot because we don't have a ramp down that can cause flooding. And this allows protection for the lower level garage.

We were also asked about how we got

protection with this stair in the corner here.

And so we do show now basically the stair comes in here, it goes up to a landing that's above flood and then from there it goes on down the stairs. So we've provided the protection in the event of flood that wouldn't -- if the flood ever came in, it's not gonna get down into the garage. And we provided that level.

And we kind of reoriented some of the things here. Our trash room still remains here. So residents can put the trash in, it can be rolled out here, and picked up at the curb.

We provided the transformer that's on-site is right here, electrical, and we put the electrical room right here for that.

Those were questions that we kind of further articulated. And the landscape architect can go into this, but courtyard here we're

working out.

Visitor bike parking would be access for residents from the street up and into the bike parking room, and we have additional outside bike parking there for visitors in the event that this becomes much, a much more used entry if the boulevard goes through.

Upper floors really haven't changed. They're basically the same. We still have the same 44 units, same unit mix. Nothing has changed on the typical two to four, and then the top floor remains as it was with our community room and a roof deck. It's hard to articulate a little more. The units that are there for mechanical, elevator in the center, the two stairwells, and then the roof plan. We basically have areas of green roof. This is the lower roof on this corner out to Fawcett Street and kind of

banks of compressors for the units and the main make-up air unit for the building that's kind of tucked into the elevator so it's not visible from the ground. So we thought through the mechanicals. There are parapet walls here that screen the mechanicals for most areas, and then we put screening up here and over here where the parapet is not as high so that it from the ground you're not going to see the mechanicals that are up on the roof.

Other requests. The at grade -- the at grade first floor garage is 8580 square feet which amounts to 0.42 FAR. So that's the Special Permit for above grade parking involves essentially granting us the ability to build that other 85, 8600 square feet. So you asked for the exact dimensions for that so we articulate that.

Material-wise, we worked with the

planning staff and had a couple of design review meetings with them. We've done some masonry along the bottom. We did go into this panel, most of it. And what I have here the colors don't always come out well on these. I don't know whether you want to pass them out or look at it as I explain it to you: The base of the building is this masonry -- kind of the area that you see there and along the bottom there. And then the darker is an Equitone fiber cement, which is this material. This clapboard siding and the trims are done in the blue and the beige, and the windows would be a black windows. So we've kind of upgraded our materials, worked out more details with the planning department on it. So these are the blue party plank panels, the siding. The masonry as you said down the bottom, and then the end piece there, kind of -- go to

the next elevation I think.

This piece that's at the -- this is the Fawcett Street facade. So we worked into this panel here, tied that as it wrapped around the corner. And then the piece that we have over the front entry here, we've got the front entrance canopy that kind of carries that material, carries it up and carries it over. There was also concern that this facade had storefront office looking plate glass. We've done, we have worked a lot of windows to bring a more residential character where we've got kind of a more scaled to residential with the transoms, you know the tying of the transoms over here and the large panels. And this is all living rooms, so we wanted to have that last -- there was a question of why articulating that. But I think that articulates the main facade here and wraps

around the side towards the boulevard.

In the courtyard, the back wall of the courtyard where there's a parking garage, we have the green wall here that's ivy growing planted along the wall so it gives the feel of green. You can see our pergola up here for our roof deck, tying the blue from the bays into the blue of the piece there that's that part of the building.

Some question about inside the courtyard. This is a little view here. You can see the entrance canopy, but then it turns into the glass front for the lobby. And as I say, this panel that we have on the front wraps around to the side.

Putting it all together, if you were standing at the corner at Atmark, between Atmark's two buildings, this is the masonry, the

Equitone panels, recesses done in the blue, blue color which kind of tie that piece into the pieces over here. Front facade, the stone in the base. This panel which kind of now picks up what's happening around the side of lap siding there and lap siding there, but Equitone panels here and here. Underneath all of our balconies we're using a wood, wood-look product to kind of warm it up and that's also under the canopy in the front.

Our neighbors at Global Organics, this is their parking lot back here. So we tried to simplify some of the detailing back here. Not quite so many materials and changes to kind of -- but using the balconies to kind of break up the facade.

So this is Fawcett Street. This is our courtyard. We're trying to make something that

has seating areas and very inviting for people to come into, and I'm kind of pulling back a little of the industrial with the posts that kind of walk down there to kind of bring people into the building.

A view here, this kind of shows you the kind of walk up with a couple of steps and then the landing and the ceiling. We tried to warm it up a little bit with the wood ceiling. And you can see that detail reflected over here with the balconies as well. So we tried to tie the details kind of wrapped all the way around the building. Really, so this is, again, a view from the courtyard. This is the green wall that we talked about, planted wall, and the canopy.

We did work with Adam Shulman and the transportation. He was concerned -- we had originally had had our bike -- short-term bike

here. We moved it at his request and kind of worked with him on what the style of the bike racks would be. We put some here and adjacent to the wall, to the side entry over here, and they both pretty much connect to the bike room so people can use short-term outdoors if they don't want to bring their bike in.

I'll turn this over to Blair now for the landscaping recap and he's done some refinement to the courtyard in response to comments.

BLAIR HINES: Thank you. Blair Hines landscape architect for the record, here with the landscape plan.

It's really very simple. It's really to provide a pleasing streetscape with a semi-public pocket park at the front entrance. And the idea is to provide an entry garden for the residents where they can, you know, if they're waiting for

somebody or they just wanted to enjoy themselves on a lazy day, there's some seating, there's a bunch of different types of plant material. I think you can see we've spent a lot of time of how to compose that with different materials to create a very interesting space and that this little pocket park also functions for pedestrians who would be walking down and be, you know, they would be welcome to sit to enjoy the space, and we think this really represents one of the major amenities for both the residents and for the public in large in this area as you would be walking further from the street.

The rest of the landscape really consists of providing some very narrow growing trees along the abutting property line. Right now that's all just a large paved parking area. There's not a lot there, but we wanted to get something just to

add some green up against the building.

And then similarly we're trying to respond to the potential of that road coming through here by providing a strong planted edge of hydrangea and, again, the connection to the bike storage area.

The second major component of outdoor space for the residents is really this rooftop garden. And that was really, as you can see off, as David mentioned, it's off kind of a public, a residential kind of amenity space off of here. And we wanted to create spaces both for a larger gathering as well as smaller, several smaller like living room spaces where a group of people could get together and enjoy their own company. And then it all divided up with a series of above ground planters. We haven't determined if they're on a wooden system or a concrete pedestal

system. But the idea is to develop a rich landscape for the residents to enjoy.

Lastly, the lighting. The major element for lighting of the building would really be these recessed lighting that works better within the canopy, but we wanted to make sure that this little garden space felt welcoming. And in this way we thought of a modern way of bollard light that would be very much in keeping with this kind of modern clean look of the building. And so there's a series of those along the pathway. And I should note that as David said, there's a couple of small steps to take into the lobby. And then this is just a five percent walk. So there's ADA access, but we wanted to have a ramp system and have something that's just kind of a pleasing walk through the garden or roll if you're in a wheelchair to get up in there.

Thank you.

This just shows the specific plantings.

I don't know if anyone has any questions, but we have gone through it in some detail here.

DAVID O'SULLIVAN: One other thing I forgot to mention, we've been working with our neighbors at 68 Molton and along our back property line we'll be putting some kind of fence. It will be see through, but we'll kind of define the property line between the two properties so we're looking at something like a five-foot black iron fence or something that's there and show a little bit -- it shows a little bit in some of the renderings but not really clear. But that was something when meeting with the abutter, they wanted to just define the end of their parking lot so it was clear where the property's delineated.

So this, we are asking for a variance for the front. Ten feet is what is depicted in this rendering and has been depicted on all the other plans you've seen. The planning department asked us to put this little exercise together. This is what we're proposed. If we were only -- if we weren't going for a variance, we basically just showed what a 15-foot does here and there. So it's basically 15 feet. These total fronts are about 80 or 180 foot frontage. So the building is actually at ten feet less than half the front of the building, of the lot. So it does a lot for our parking layout. It allows these parking spaces and it does a lot inside for the units as we've discussed. So this rendering up here is at 10 feet. This rendering here is 15. It's fairly subtle. You can see if you look where the sidewalk is related to posts, you can see it's

set back a little bit. There's a little more room for landscaping. But the perception isn't real obvious. You can also take the modeling and show you. So looking at it here, this is the 15 feet right now and if I pull this off and push it back. That's, that's 15. So as best as we can tell in the Atmark application, theirs is 15 feet off. They do have some balconies and things closer to the 15 feet. This building here is a little bit more than 15 we believe. We just had it run by the Assessor's and kind of guessing out in the field. This is about 16 or 17 presently, the one-story piece. Atmark on their site plan application's 15. So kind of the perception between that and pulling it in I think that it's not as perceptible because we don't have a long, continuous couple hundred foot wall like you do across the street. It's really a couple of small

elements that's on the thing at the closer setback.

And if anyone else has any questions or wants us to go back to anything let us know and thank you very much.

STEVEN COHEN: Yes, actually, Mr. Chair, could I?

H. THEODORE COHEN: Yes.

STEVEN COHEN: I don't think we're the ones that have to make technical legal judgments on these things. I'm just curious, when you go to the BZA, you have to show hardship to obtain relief for a variance and I'm just curious what your argument will be as to hardship.

DAVID O'SULLIVAN: Well, I mean the major, it's basically unit layout, building layout, because we have such an odd triangular shape site. Parking-wise we barely arrived at

the 10-foot because we were working across the site with getting our 44 parking spaces. And that kind of basically -- if you go back to this -- so basically it starts with this kind of geometry of this parking corner to the back and these spaces here. And then working, if you kind of look at the model, you can see we're right -- we're at a reasonable but we wouldn't want to be much closer to our back property line. So a lot of it was driven by the geometries of the parking and then upstairs just geometries to get enough window area. That five feet does mean a lot to the front corner here and the front corner here on the upper floors for just getting enough window area to get things. So we'd lose some bedrooms because I think we'd end up with some large one bedrooms in some cases instead of twos. And I know often the planning -- the Zoning Board

using somewhat of how the impact is and whether it has a negative impact or not. We feel that the -- it's a real de minimus impact on the overall things.

ATTORNEY JOSEPH HANLEY: Again, attorney Joe Hanley with McDermott, Quilty, and Miller. The impact is financial to the extent that the effect on the unit layouts and going from three and two bedrooms to smaller one bedrooms, combined with -- we're seeking a density bonus for the affordable housing program as well, makes it very difficult to work. And the other thing I would suggest is of the -- there are of course three factors for the granting of the variance. The hardship pertains to specifically the land conditions, which are unique, and the topography which we -- I would suggest with this shape of the lot are consistent with, and also that the

variance requested is the minimal that is necessary to achieve that purpose which is what we're trying to do. So as David presented, I think the slide shows pretty well, this is a fairly de minimus variance.

H. THEODORE COHEN: Do board members have any other questions, comments at this time?

STEVEN COHEN: Can I ask one more and maybe I missed it or I don't remember when I reviewed this. The FAR variance, what exactly is the FAR and the height issues? They're variances in both instances?

ATTORNEY JOSEPH HANLEY: No, the height is a Special Permit.

DAVID O'SULLIVAN: Well, right. It's within the --

H. THEODORE COHEN: Jeff, is it possible you could run through the various requests?

JEFF ROBERTS: Why don't I jump in on that. Thanks, Mr. Chair.

And this was reviewed in our memo, I think, on the second page of it as well. The underlying zoning here is just zoning was created following the Concord Alewife plan in rezoning, and it does something similar to what we do in PUD districts where it sets a two-tiered zoning regime where there's a certain FAR and height and density allowed by-right and then a higher density and height allowed by Special Permit. And so the Planning Board is -- so part of this Planning Board review is to review and approve the upper tier FAR and height and density in order to -- and to do that by determining that the plan is consistent within response of the objectives of the Concord Alewife plan and we provided some material in the package as well.

Some of the other things that are included in the Special Permit review include the floodplain Special Permit which is required for development of Floodplain Overlay District, multi-family, housing special permit which applies in the base zoning district. And then the portion that was added to -- in this resubmitted version of the application is a request to waive the FAR limitations on above grade parking in a floodplain zone. So this is something that's been in the zoning for a while, and in recognition of the fact that there are difficulties presented developing parking in a floodplain, the Planning Board upon making findings, can approve a waiver of FAR. Under normal circumstances in other places throughout the city that are not in the floodplain any above grade parking would count as part of the FAR of

the building.

STEVEN COHEN: Thanks.

ATTORNEY JOSEPH HANLEY: And my apologies, if we didn't detail that as part of this, it was part of the initial hearing presentation on the 15th and you'll see we provided written narratives in support of your perspective findings under the Special Permits. You also see the dimensional form in the updated revised submission that was made by us that has the specific details of the dimensions for the inclusionary housing bonus. 2.6 is allowed with the housing components we're complying with. And we're slightly below that. We're allowed 53,357, we're at 52,852. And for the waiver of the relief for the gross floor area for the above grade parking we also submitted a new narrative as part of that packet as well.

H. THEODORE COHEN: Any other questions right now?

(No Response.)

H. THEODORE COHEN: All right, then we will go to public comment.

Again, when we call your name, please come forward and state your name and spell it for the stenographer and state your address. We ask that you speak for only three minutes. There are lights. When it's green, the time is running. When you have 30 seconds left, the light will turn yellow. And when your time is up, it will turn red.

Kathy Watkins.

KATHY WATKINS: Hi. My name is Kathy Watkins. I live at 90 Fawcett street in Cambridge. Okay, now I'm nervous, but --

H. THEODORE COHEN: Just relax.

KATH WATKINS: With all due respect, and I think these people are really probably great people, but why buy property in a flood zone that's a strange shape and then ask for all of these hardships? So the building I live in is the Atmark building, and I probably wouldn't live there except I have a below market apartment so I really can't move, but it's gonna be like a canyon I think. In that corner that you have to go -- that is a crazy corner. Coming out of -- I took some pictures of the so-called boulevard, but there's over 400 garage spaces that are, I don't know could I -- that empty out into that boulevard and plus the dumpsters and the garbage trucks and the Uber cars and the mail trucks and everything that you need to service all these apartments. So I'm concerned about the traffic. I mean, I talked to the people a little and I

mean I think -- I don't know, I just think it's gonna be really difficult. And let me look at my notes, sorry.

So, I'm just concerned about that it is in a flood zone and that they're building housing here, and that I think that they're already going to have to come rescue my neighbors and me in a few years when there's a major flood, in their boats or something. And it seems this is more people to rescue. So I just, I don't know, I just don't -- I think it's going to be difficult and I don't see, it's a very strange shape. It's a very -- it's a blind corner. It's really hard to come out of -- I call it a driveway that goes to the garages and maybe it's gonna be a through street at some point, but it's really hard to see either way, because of the way the street is configured and the cars. And also there's very

little permit parking for visitors. Only, I'd say maybe about like 15 spaces in that whole, all on Fawcett Street. And then there's a Social Security building on the other end and those are metered spaces. And I'm wondering -- and it's pretty far from the T. Especially in the winter where you have to walk over that bridge which is really unpleasant. So, you know, I think -- I just -- I'm concerned about the project that's all.

Thank you.

H. THEODORE COHEN: Thank you.

Peggy Barnes Leonard.

PEGGY BARNES LEONARD: Hi. I live at 115 Fayerweather Street. This is on, right? Hi.

Briefly I, the letter from FPRA was submitted a bit late I think to the last Planning Board meeting. It was the day of the meeting,

and we do support the project's publicly accessible open space. We think that it's something that the area plan actually has been encouraging and few projects have done that. And that it is going to be owner-occupied units rather than rental. That's something to add to the area.

Briefly, I'm just wondering about the hardship and the -- if I was understanding correctly, the five-foot difference between the 10-foot and the 15-foot setback that is, was minimized.

Is there a shadow study? This looks like, it doesn't know what time of year it is, what time of day. Will that impact make more of a canyon effect at the corner? And that was one thing.

And I don't know about wind effect. The

other is just to say again that this area is the first in the envision study master plan study that has begun, and as well as it is a flood-prone area and there is a resiliency planning part two going on now. And I'm just concerned as to how the infrastructure that is important to have in this area, how that is actually going to be realized. And I think I did mention it is referring back to the 2005 design plan guidelines and some of the suggestions that were there were very sketchy, but they did talk about connecting open spaces, having storm water feature, and connecting roads. And this is a not a huge project. I would just like to see how, how the planning, the master planning, the urban planning could get off ground before more projects are now being brought in front of you and being evaluated on an old study that doesn't

talk about what's come forward about protection climate resiliency and to create a neighborhood in a sustainable area.

H. THEODORE COHEN: Excuse me, I have a question for you. Did you say there was a letter submitted?

PEGGY BARNES LEONARD: Yes.

H. THEODORE COHEN: And when was that?

PEGGY BARNES LEONARD: That is was March 15th.

H. THEODORE COHEN: It's not a new letter in response to --

PEGGY BARNES LEONARD: No. I know it was submitted too late to be read before that last meeting. So that's my plea to the City actually --

H. THEODORE COHEN: Okay.

PEGGY BARNES LEONARD: -- support an

integrated plan before we start building out this area as we did in the triangle.

Thank you.

H. THEODORE COHEN: Thank you.

Steve Kaiser.

STEVEN KAISER: Again, my name is Steve Kaiser, 191 Hamilton Street. About a month ago a friend of mine who lives out in Alewife called me up and told me about a traffic meeting in Alewife where a bunch of the commuters were coming out in the triangle and were furious because of the backups. They said it was taking an hour to get out of that whole area, to get out of Alewife just because the traffic was backed up. And Joe Barr I guess was at the meeting and had to go through a rather tough time because of that, but managed to survive. So I thought for a moment, well, maybe I ought to go down and take a look

myself. So I went down two weeks ago in the afternoon and traffic at Alewife was much worse than I had ever seen and I've been watching it for 40 years. Afternoon it was backed up in both directions, not just one heading outbound. And the notable one coming in the inbound direction in the afternoon was it was triggered by a pedestrian light between the two rotaries and that would backup just occasionally into the Alewife rotary. And then that would backup all the way, go over the bridge and come back and block out both Rindge Avenue and the exit from CambridgePark Drive. That was the extent of the traffic congestion lot if you call it. It wasn't a bottleneck. It wasn't a piece in a location. And in my opinion, having watched the traffic there, is it gone over the edge. That the rotary had broken down. And I was always worried when

that Concord rotary was gone would level of service F and it would backup and we have reached that critical point. So my opinion on this project quite frankly is the traffic engineer is no. No, to every request for a variance. No for this project. Don't do anything to build a parking lot. Don't add any traffic to this mess. It has gotten so bad I defy any member of this Board to go out there and take a look at the parkway in the peak hour. And the work that the state highway did to try to fix up Route 2 hasn't helped at all. In some ways it's made it more difficult because now the traffic is backing up into that intersection, blocking it out, and the traffic can't move. So please do not approve any project in the quadrangle or the triangle because the traffic problems.

They did a traffic study, 387 pages of

computer printout. Useless. Three intersections. They didn't get at the problems at all. And I'm very upset about this one because earlier hearing North Point, that project has potential, it has two traffic -- two transit lines coming in. People are arguing about how to make it a better project. Alewife is hopeless. Planning has been so screwed up here. Just stop. Just stop.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

No one appearing.

Then, Board Members, questions?

Comments?

Suzannah, do you want to comment on the changes that are being proposed and whether you

still have -- you or other members of CDD have comments, questions, suggestions that we ought to be addressing.

SUZANNAH BIGOLIN: Thank you.

So the memo is very brief. Most of the changes I guess were focussed on the parking and that layout. With the ground floor the elevations have improved with the windows in the garage openings and there's a nicer sort of garage door as well that seemed glaze which was important. And doing the elevation refined in there and a lot clearer and crisp so you can see the detail a bit better. We were happy with the change to the Equitone, the stone-like panel, because it's a more robust material compared to the stock hold. It did look darker in the drawing, but I think if you look at the samples, it's a lot lighter than what we originally saw.

Some of the changes in materials in the fenestration patterns still are a little arbitrary to us and we would like to see continuing review in a lot of those details in terms of whether the siding's applied and sort of how it relates to both sides of the building and the changes in the windows that have vertically across the elevations as well, so that's probably an area where we'd like to see continuing review. That summarizes our comment.

CATHERINE PRESTON CONNOLLY: Suzannah, do you have an opinion as to the impact on the public way as to the difference between the 10 and 15 feet?

SUZANNAH BIGOLIN: I think the sort of larger setback would allow us potentially a wider sidewalk. The sidewalk is quite narrow, and from my sort of study of the Concord/Alewife plan,

that was one of the issues in the quadrangle is that there wasn't any definition is sort of the roadways and the pedestrian realm, so maybe that additional kind of image helps provide that. And it is a kind of narrow street with the Atmark as well. But the, I think the perspective doesn't kind of show much difference between the two from this angle.

CATHERINE PRESTON CONNOLLY: Okay.

STEVEN COHEN: Suzannah, your thoughts on the blue?

SUZANNAH BIGOLIN: On the blue? I need to look at the blue. Oh, yeah. No, I -- I guess I thought it was purple originally so I guess the blue is an improvement.

DAVID O'SULLIVAN: It's black and purple.

SUZANNAH BIGOLIN: The grey I guess, I don't know which grey.

DAVID O'SULLIVAN: These are all the same grey. So the grey is the panels you see on that piece. The blue is the accent on the bays and in the recesses of the balconies. And then the beige is the hardy plank siding that you see.

H. THEODORE COHEN: What looks brown? Is that just shadows?

DAVID O'SULLIVAN: On the underside?

H. THEODORE COHEN: Yes.

DAVID O'SULLIVAN: The underside of the balconies is natural wood covering.

H. THEODORE COHEN: Around the windows in the balcony area?

LOUIS J. BACCI, JR.: That's the cream color.

STEVEN COHEN: What color or actual --

DAVID O'SULLIVAN: So this up underneath here we're gonna use a product that mimics wood.

H. THEODORE COHEN: Right, and what's below that around the windows?

DAVID O'SULLIVAN: There's trim around the windows. There's a blue, the blue that ties into this blue is in the recess.

LOUIS J. BACCI, JR.: No, the windows themselves.

SUZANNAH BIGOLIN: The window trim is that --

DAVID O'SULLIVAN: The window trim is that.

H. THEODORE COHEN: And what I'm seeing is the sides of the alcove, is that blue?

CATHERINE PRESTON CONNOLLY: That's just shadow.

DAVID O'SULLIVAN: This, up in there?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:
That's the blue.

H. THEODORE COHEN: And on the front facade around the windows.

DAVID O'SULLIVAN: One of the other renderings.

UNIDENTIFIED MEMBER OF THE AUDIENCE: The trim would be the same around. So like on the panel, the blue panel or the lab, it's the same.

H. THEODORE COHEN: Your living room windows.

DAVID O'SULLIVAN: They're black windows. The black windows are in the grey Equitone and then the siding panels are the white windows.

H. THEODORE COHEN: Okay, thank you.

Any other questions for Suzannah?

(No Response.)

SUZANNAH BIGOLIN: Thank you.

H. THEODORE COHEN: Thank you.

CATHERINE PRESTON CONNOLLY: Can we get

Traffic and Parking to talk about --

H. THEODORE COHEN: Yes.

DAVID O'SULLIVAN: I was just going to make two comments on some of the comments. David O'Sullivan again. I was going to say we had talked with Traffic and Parking, and on the visibility on that corner so to make sure that we are coming out and we do have adequate visibility. The traffic engineer confirmed that. Just to talk to the person about resiliency and we have addressed resiliency, and we do have that built into the building. I'm not sure who was here the last time and who wasn't.

H. THEODORE COHEN: Thank you.

Joe or Adam, do you want to talk to us about traffic?

JOSEPH BARR: Sure. Joe Barr, Director of Traffic and Parking and Transportation.

So I guess just to speak for a moment for what was in our memo, I guess I should just point out a few changes that were made. For the positive and just generally positive and then I guess our one concern specific to the site itself.

You know, the -- as the number of units came down to 44, initially the number of parking spaces did not and we were able to, I think, part of the garage reconfiguration brought the number of parking spaces down to 44, so it's one space per unit, which we feel is appropriate in a location like this. So that was I think a minor change, but I think it sort of creates a consistency with a lot of other projects in the area. You know, there were some changes to the bicycle parking, I think the proponent alluded to which we think are positive and we are also

expecting contributions both towards Hubway facilities, not enough to pay for a complete Hubway station, but that's not, you know, given the size of the building, we don't think that's appropriate to make it a full Hubway station but it should help to defray the major costs. And then also towards the ongoing work to plan and design a pedestrian bridge from the quadrangle to the triangle site. So I think you know the basic parameters of the site. You know, from a transportation perspective, I think mostly makes sense. There's also a sort of laundry list of TDM measures that kind of reflect as of to talk about with other projects are sort of state of the art thinking in terms of what we should do for residential TDM which is what we would do for a commercial building, but it's that same list that we've been using for several projects. So I

guess the only concern that we have which I don't view as one that, you know, is fatal to just concerning, is the operation of the garage elevator and the fact that there's only a single elevator and kind of what happens when that elevator breaks which inevitably elevators break, and I guess also I learned for reasons I won't go into a lot more about the process of getting elevators inspected and repaired. And then even though the repair maker does not mean the elevator is ready to open quickly and the inspection in the Commonwealth is not the world's most efficient. We'll leave it at that.

So there are concerns about what happens. People have their cars stuck in the lower level and can't get to it and what's accommodations for them. And probably more importantly what happens when people can't get back into the lower level

and then they will inevitably expect that our parking department will be somehow accommodating them on the street until that's fixed. I don't know -- I don't think it's something that I would say is a fatal flaw or something that we would say don't move the project forward based on, but we would like more details prior to the Building Permit on the operation of the elevator, contingency plans, maintenance plans. Somebody suggested that they should reserve a unit for elevator repair person. It doesn't seem appropriate. Something that speaks to the process of how that elevator gets repaired. Because we own several elevators and I can say from experience, they break and they don't get repaired and if you only have one of them, that causes problems and so just a concern you may want to discuss some more.

I'm happy to answer questions, and if the proponent has thoughts on that, we certainly would be happy to hear them, but again, I think it's more something that we want to work with them as they move from, you know, reasonably to whatever happens tonight in the Building Permit phase assuming the project does move forward.

H. THEODORE COHEN: Does a building like this with just one vehicle elevator unique to the city or are there other buildings similar to it?

JOSEPH BARR: We have one project that is moving forward with an elevator, a single elevator, but it's not built yet. It's not in operation yet. Right?

ADAM SHULMAN: I think you're thinking of Mass. and Copeland. I think it's a different project, different system. That is actually like double decker elevator kind of thing.

JOSEPH BARR: Oh, that's right.

ADAM SHULMAN: And a couple of different garages, and each garage has -- you can put two cars in one elevator. There is a low pit so if there's a car on the top that goes, you can get that car out while the lower car I guess is underground and then vice versa. And that's, that's a different system.

JOSEPH BARR: It's more of a lifting system than a full elevator.

ADAM SHULMAN: Yeah.

JOSEPH BARR: This is somewhat -- it's really unique in Cambridge. I don't know about elsewhere in the region. I mean the place I'm most familiar with parking garage elevators is in New York City. Typically there are two elevators. I can't say for certain there is no single parking elevator building elsewhere in the

region, in the country, in the world. We haven't investigated that. And I certainly would be open to, you know, any information we could get from the proponent about, you know, similar experience and what's happened, etcetera, etcetera. So I don't think we have a problem with the parking garage elevator per se, it's more what happens when it breaks.

H. THEODORE COHEN: On that drawing the cars that are parked, they're not connected to this building, they're the abutter? And that's true on both sides of the building?

DAVID O'SULLIVAN: Yes, behind it.

H. THEODORE COHEN: And in this set of plans there are two cars parked --

LOUIS J. BACCI, JR.: All around the building.

H. THEODORE COHEN: -- all around the

building, which in the earlier set you just saw grasslands. But those are all vehicles that are connected with other buildings?

DAVID O'SULLIVAN: Other projects, correct.

H. THEODORE COHEN: Not this building.

Catherine, do you have other questions for Joe?

CATHERINE PRESTON CONNOLLY: Do you want to address the contribution this has on the bottleneck at Alewife?

JOSEPH BARR: So I guess a couple of thoughts on that and certainly appreciating everything that Mr. Kaiser said about the level of congestion in the area, and we did have an extremely fun meeting with the -- sorry, the tenants and workers on CambridgePark Drive. I would say that is a unique -- well, unique.

That's a different situation. There are both qualitative and quantitative differences between the quadrangle and triangle in terms of accessibility, in terms of directions. Although obviously the transit accessibility here is not as good and so we would certainly, you know, we were very anxious to try to move forward with a pedestrian -- a better pedestrian connection.

Because it was pointed out, you know, the current connection across the bridge, the existing bridge is not perfect for people coming from a location like this. There are things we can do to mitigate that, they could take time, and they're not necessarily going to be in places before this opens. In terms of the contribution of this project we're looking at 10 or 12 peak hour trips, although the congestion is intense, the -- you know, over 80 percent of the vehicles passing

through the area are major materials don't have an origin or destination in Cambridge. I guess although yes, the traffic is difficult out there and it also varies very much from day-to-day, so there are days when it's not so bad and there are days when it's terrible, and I'm not sure everybody really understands the rhyme or reason around that. I don't think that -- my personal or my professional opinion in this case, I don't think the City or this Board should hold itself, you know, hostage to the decisions that, you know, people are making that have nothing to do with the actions of the City of Cambridge. We, I think we're trying to do our best to when it comes to progressive development and sustainable trepidation and TDM, and I think this is a good contribution to those efforts. It's also a contribution to creating a more balanced

commercial versus residential neighborhood in this area with, you know, more mixed use and more real neighborhoods which in the fullness of time should lead to more walking trips and more biking trips and the type of trips that won't have impact on the roadway network. So I don't think that holding up a project, particularly of this size, sort of subject to everything else that's going on on Alewife Brook Parkway and the, you know, planning decisions that have been made by the City of Boston and the City of Somerville and the City of Cambridge and every other municipality within a 20 mile radius that's causing the traffic congestion, is not necessarily appropriate. It's not anything that Steve said is wrong necessarily, it's jus that I don't think this project should be particularly caught up in all of that because both because of

its contribution is minimal and the ability to make the situation better or worse by approving or not approving this project is also very limited. So I think -- I would -- to be concerned, it's a concern through Envision Cambridge. It's a concern we're trying to address with some actions that we can take working with the state, but I don't see this as I said adding particularly to the problem and in some ways in the long run it should actually, I hope, help to alleviate these problems creating the sort of neighborhoods and travel opportunities and living opportunities that we need in this part of the world.

CATHERINE PRESTON CONNOLLY: Okay. One last thing, much easier. Your memo said that you suggested the applicant continue to consider a power operated door for the bike room. Is there

a reason that's a consider instead of just do it?

JOSEPH BARR: I think we feel like it would be amenity for the users. I don't think we feel like it's a fatal flaw so we said just consider, you know, I think that's just something that the Board should weigh in on. I'll leave it at that.

CATHERINE PRESTON CONNOLLY: Okay.

H. THEODORE COHEN: All right, Joe, your other conditions in your memo, have they all been agreed to?

JOSEPH BARR: I believe so. I think we still -- I mean, the question, like I said, the questions about the elevator is more of an ongoing discussion.

H. THEODORE COHEN: Right.

CATHERINE PRESTON CONNOLLY: You've got the TDM.

H. THEODORE COHEN: The TDM and the dollar contributions --

JOSEPH BARR: Right, those are all --

ED DOHERTY: Ed Doherty. I'm the developer. I was pretty sure in the conversation that I did have that we were agreeable to doing the power door as well, yeah.

CATHERINE PRESTON CONNOLLY: Okay, great.

H. THEODORE COHEN: Any other questions for Joe?

(No Response.)

H. THEODORE COHEN: No? Thank you.

DAVID O'SULLIVAN: David O'Sullivan, architect, just to kind of talk -- we have had some discussions with Adam and Joe about the elevator. I don't believe there's any in the City of Cambridge. There are some that are -- there are a couple in operation in Boston. There

are several in other cities around. We've been talking to two or three different manufacturers of this trying to get some more information and get some real life information on things like: Do they break down? How often do they break down? Etcetera. The other things we do have -- we are, we have agreed and talked about putting it on a generator with a building where we have a generator so when there are power failures, we can get to it. It was addressed that way. I don't have an answer if it breaks down and somebody is stuck on the bottom. We can work with the management company in the building because there is substantial travel lanes on the first floor garage, so that if somebody were stuck you could probably block in another car and make arrangements with the management company to kind of do a temporary valet if you couldn't get

cars downstairs, you know, much as you have to be, you know, in a building, you have to walk upstairs if you don't have it. I mean, there's several buildings that have, you know, one elevator per resident. Most buildings, as a matter of fact, this size or whatever. This building, so I think that there's ability to deal with cars that may come back to the building and not be able to get down. I don't have a good answer and I'll try to talk to the elevator people about what their experience has been on the issue of somebody trapped downstairs and the elevator breaks.

H. THEODORE COHEN: Thank you.

Hugh, do you want to kick things off?

HUGH RUSSELL: Sure, I think this project is ready for approval with conditions for what were suggested by the City and perhaps a few more

that that Board might add for design review.

So I have a series of somewhat disconnected notes. There were at one time two parking garages in Harvard Square that had single elevator access to upper floors. One was the True Street Garage in which they didn't park cars in the upper floors of the last 30 or 40 years of operation in the building. Fred Stone has the reprographics up there. So, and there's a building which I just noticed today. It's the building to the right of 99 Mount Auburn Street. It's one building in from J.F.K. Street and it's got TIAA Cref and Verizon in it. And the TIAA Cref was actually an elevator that you could drive a vehicle in from the street and they lift you up to the second floor, I think, and down to the basement and that was in operation 50 years ago when I first came to Harvard Square.

Charrette (phonetic) moved into the building, they used it as their loading dock and they could take supplies in and lift them up three feet to the first floor, more feet to the second floor. It was sort of like an office that moved.

I do have experience with broken elevators. My building was sold last year for an outrageous amount of money to Reeds, my office building, and so they weren't able to fix the elevator for a week. The local management generally got the elevator fixed within a few hours. It was -- let's see, the elevator machine is now 97-years-old -- 96-years-old, and the motor's still working fine. And the controls are about 60 or 65-years-old. That's where the problem is, and it gets harder and harder to get parts. So, with reasonable management and

planning and with good equipment, I think this is going to be a relatively small problem. I think we can all go down and suggest that the inspection that Joe and the way the elevator gets fixed and inspected, most elevator repairs are not inspected once they're back in service. And if it was a concern about that, I think the elevator mechanic could actually run the elevator and bring the cars up from the basement trapped under his supervision. So there are strategies.

The actual layout is very convincing. Moving the elevator, you can just see that it's going to work without any particular difficulty.

I don't think we should reject the building because it has an elevator in it. You know, some persons who are buying other units may feel that's a problem. It's a statement. They'll find enough people to buy them.

But we haven't talked much about the pedestrian bridge across the railroad track. And Joe mentioned they're making a contribution. This building is very close to the site of several different sites, and it's relatively close to the station once that bridge is built. And I believe that bridge will be built probably in my lifetime, hopefully in a five to ten year time frame. It's very important. And so that means that, you know, if you're trapped in the basement, well, you just take the T that day. Or, you know, use a ZipCar.

Jeff talked about the -- why are there so many Special Permits? That's because that's the way we created the zoning. The zoning uses the Special Permit process to get people to do projects that are consistent with the plans with Alewife. And so it's not like you need a whole

bunch of special things to build this building, it's that if you do -- if you're in congruence with the plans and we decide if you are with the Special Permit process, that you should be allowed to proceed.

What -- the thing I like least about this building is the windows and the hardy siding which is the light grey siding. It kind of looks like a three decker is being swallowed up by the modern building. And I think it's a very -- it's a design question. I think the windows should probably be somewhat larger so they're a certain size than the other windows, and I would take the vertical mullion bar out of the top to make -- because that's a 19th century adaptation on a 21st century building, and I think it's just -- you know, it's grates.

The benches that they're proposing look

like the most uncomfortable benches I've ever seen in my life. If actually you want people to hang out, I think you should put in benches that have backs that probably are made out of wood and face each other so that people can hold a conversation.

H. THEODORE COHEN: Those benches look remarkably what they put in on Main Street in front of One Kendall and in front of the Harvard Coop. They're putting in banks of them, which they do look uncomfortable.

HUGH RUSSELL: Right. I mean a bench you're going to sit on for five or ten minutes in a square is one thing.

And then I thought about the ten-foot setback. And, again, I, I don't think it makes very much difference to the street. And I think the reason it doesn't is that is the courtyard.

Because the average setback is probably close to 20 feet in this proposal. I think it would be useful to do that calculation through the Zoning Board. The zoning doesn't allow you to use the average in this case. Other zones, other districts can use the average, but I think it's what makes it work, is the fact that there are two, you know, that half the building is set back more and so it doesn't create a canyon, it creates, if you will, a gateway. But it's, it's the building that's across the street that's the problem. Not this problem. If there's a problem. You go out on Fawcett Street it doesn't look like there's a problem.

I thought we might want to follow up on Suzannah's comment about the narrowness of the sidewalk, and if the sidewalk should be a couple of feet wider around the private property. I

think that ought to be pursued so that there is proper width to the sidewalk. And I think that's, you know, something that could be discussed. Yes, it would cut the depth of the landscaping down, but I think, you know, there's a very skillful landscape architect here and I think he can make it work.

So, again, I think we can approve it.

(Inaudible).

DAVID O'SULLIVAN: Mr. Chair, that dimension you're looking for it's on the plans here. (Inaudible) is ten inches is the average setback.

HUGH RUSSELL: Excellent.

H. THEODORE COHEN: Mary.

MARY FLYNN: Well, as usual I think my colleague has summed everything up quite well.

H. THEODORE COHEN: That's why we start

with him.

MARY FLYNN: I know. He does a great job. And I think I agree with him on all points. I think that garage design is greatly improved by eliminating those four vehicles and put the elevator in the center, it just seems to make a whole lot of sense there. So good work on that.

The elevator thing, yeah, it is a problem. I mean, we have -- where I work we have a problem with our warehouse elevator. We have one and, you know, we've got a two-story building, and, you know, periodically it goes out. We get it repaired as fast as we can. We don't need the state inspector to come out to come back and have it run right away. And, you know, you work around it. So it's a challenge. I think, you know, and maybe it will be a little bit of a marketing problem for you, but I don't

think it's insurmountable either.

The biggest issue I have is well, before I get to the biggest issue. Let me just say I wholeheartedly concur with the bench thing. I think not only do they look uncomfortable, but I don't like the design of them. So I would suggest you get something again with backs.

The materials, I think they're an improvement from the original submission, but there's still something about the whole thing that just doesn't hang together for me, and whether it's just that there's still too many variations in there, I'm not sure exactly what it is. Again, I'm not a designer, so I'm afraid I can't really leave you good advice, but I do think that continuing design review is important for that reason. It just -- it just still seems a little too busy and disjointed to me. But, you

know, it's a challenging site, and I know you're trying to accomplish different things with the different facades and I appreciate the fact that you've got the second access on the what hopefully will some day be the road through. So, yeah, I think, again, we should approve it tonight and with conditions and certainly the ongoing design review.

H. THEODORE COHEN: Catherine.

CATHERINE PRESTON CONNOLLY: I generally concur with what's been said. I would add to the ongoing design review. I think Joe's suggestion that there be ongoing discussions with Traffic and Parking on the actual operational and contingency plans for the operations of the garage would also be an important condition.

I do think the changes that have been made to the garage greatly improve the situation

and alleviate a lot of concerns.

On that -- Hugh was actually very -- you were very convincing on the question of the 10 feet versus 15 feet. I was pretty firmly in the camp of pushing for the 15 feet here, and I do think that the courtyard does make a difference. And I think you're right that to the extent that there is a canonization effect that occurs, it has a lot to do with the buildings across the street more so than the facade of this building which is quite varied.

That said, I do think that it's important to establish a good street edge and a good pedestrian environment and, therefore, to have that extra width for the sidewalk so that, you know, right now there isn't a street wall that you're really answering that we expect to be there for very long on your side of the street.

So you're essentially establishing where it will be. And, therefore, it's all the more important that we kind of put that marker out that we want this to be a really pleasant pedestrian environment with plenty of room. So I would say that I probably wanted to see a wider sidewalk there even if it encroaches a little bit on the landscaping, but that the tradeoff between the sidewalk and the five feet, I'm comfortable with that. I think that ends up answering both concerns that do you have a challenging geometry to work with and we've done our job by protecting the public interest in the public realm here. That's all I've got.

H. THEODORE COHEN: Good.

Jeff, can I just ask a question? So we're not passing on the 10 or 15-foot setback, correct?

JEFF ROBERTS: No. The Planning Board can't approve that reduction by Special Permit, so their intention is to seek a variance from the BZA as they've described. The Planning Board could communicate a recommendation to the BZA on that point.

H. THEODORE COHEN: Well, I guess I'm trying to -- what we might do about the sidewalk issue if let's say the BZA grants the reduction?

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: The 10 feet, and then do we say something in our decision that if that occurs, we want to see a wider sidewalk? And if they don't grant the variance --

HUGH RUSSELL: We still want a wider sidewalk.

H. THEODORE COHEN: -- we want a wider sidewalk in any event?

CATHERINE PRESTON CONNOLLY: Yes, I think we do. And but it's establishing that wider sidewalk that makes me comfortable recommending that the BZA do grant it.

H. THEODORE COHEN: Right. Which presumably we don't need to do right now, but when it's scheduled before the BZA, it will be on the list and at that point --

CATHERINE PRESTON CONNOLLY: Is that -- I mean, I presume we could have another crack at it, although if it's the only issue before us and the plans are essentially unchanged, I don't know. I feel comfortable commenting that, you know --

H. THEODORE COHEN: If they apply for a variance --

CATHERINE PRESTON CONNOLLY: If they apply for a variance with the plans that we have

seen, if they have a wider sidewalk, I feel comfortable recommending --

H. THEODORE COHEN: A wider sidewalk?

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: And do we have dimensions of the sidewalk?

LOUIS J. BACCI, JR.: That's the question.

HUGH RUSSELL: I think that's staff, staff's going to have to work that out.

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: Okay. So I think we still need to come back to us at some point --

CATHERINE PRESTON CONNOLLY: It has to come back to us for the recommendation. Okay.

H. THEODORE COHEN: Five feet, eight feet, ten feet, whatever.

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: Okay.

Steve.

STEVEN COHEN: Well, I thought you were going down there.

CATHERINE PRESTON CONNOLLY: He's mixing it up.

STEVEN COHEN: I generally concur with the comments on the elevator. You know, for the most part if there's an issue for the elevator and issue with the residents of the building and always most concerned with the impact on the public and not on the impact of, you know, the residents and buyers, although I think Joe did point out that well, it could be a spillover if you can't get into your parking space. I'll leave that one to you to deal with, Joe.

I mentioned the blue before. You know, I think the blue looks fine on these elevations.

You know, to my eye on the dark elevation with what's shown there, the blue is less successful. It looks kind of muddy to me over there and, you know, to my eye, on that elevation I probably prefer something -- one of those lighter colors over there with the contrast. No sense in looking up there, it's not on elevation. It is on the south elevation. But, you know, you're going back to design review. Give it some thought. I just don't think it works that well on that side.

On the setback issue, first of all, I think whatever it is we're going to say on this issue, we might as well say it now while the whole project is fresh rather than when it comes around again later. I also think, you know, to the extent that there's a legal issue here of hardship, I'm never quite sure what constitutes

legal hardship in the whole variance procedure, and I'm not sure whether this constitutes appropriately hardship. I think the most we could do would be to apply not from an architectural planning perspective whether, you know, we think it works or does not work from a design perspective and not even attempt to opine on hardship per se. So just sticking to that for the moment, you know, I'm really not sure. On the one hand I kind of agree that going from 15 to 10 doesn't seem to be like the end of the world here. On the other hand, you know, setbacks here are not one of the many dimensional issues that we have ready, you know, discretionary jurisdiction over it. It could have been made so, but it wasn't. And all the other buildings around here do have the 15-foot setback. And, you know, I'm just a little bit

hesitant about reducing setbacks unless I'm seriously convinced of an absolute need for it. And, you know, from an applicant's perspective, there's always a desire for things like that. I'm -- you know, I'm not sure how much of an impact that would be. There may be, and it would probably take a much longer discussion and probably get into financial analysis which neither I nor you want to get into. You know, so I personally, I probably be inclined to remain silent in that particular issue. But I'm certainly not going to take a hard and fast view if my colleagues really think that's not a concern from a planning perspective.

But otherwise I think it's a good project and that -- I guess one other thing on the big traffic issue, you know, I -- on the one hand I agree with Joe in the sense that I don't think

that one project should be held hostage to what is clearly a bigger traffic issue and regional traffic issue. On the other hand, it really does seem strange that, you know, there really is a major traffic problem out there and we have a whole area that sort of zoned for ongoing development without really worrying much about the impact on the rotaries there. So, again, I don't think one project should be held up by it. But on the other hand, I might disagree with Joe a little bit in simply saying that it's the state or other entities that have jurisdiction over the traffic issue. It doesn't answer the question to me about whether and to what extent we should be encouraging, you know, further development in this area, and the Envision Cambridge process is certainly the place to be addressing that. And I'm not really sure what the appropriate approach

would be, but it's a big question. I think that should be high on the agenda in that process.

That's it for me.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: I don't know if there's anything left. I agree with the benches. I would like to see them with backs.

I really like the 15-foot setback, but in this case there's a problem. This is fairly fresh zoning and we're already going to knock the setbacks down. At minimum a wider sidewalk is required here.

You said something about roof deck lighting. Can you explain this, anything that's going to illuminate the street at all.

ED DOHERTY: I think he mentioned --

DAVID O'SULLIVAN: We have lighting underneath the canopies in the front we talked

about. There would be some low level lighting on the deck but nothing that would shine down.

LOUIS J. BACCI, JR.: Nothing below.

DAVID O'SULLIVAN: Right.

LOUIS J. BACCI, JR.: That's all I have.

STEVEN COHEN: There's one comment that it's not that often I see this many hydrangea in an urban project. I hope using the hydrangea from this year's growth.

ED DOHERTY: Yes.

H. THEODORE COHEN: Can you show us the facade, the small facade that faces the corner.

ED DOHERTY: Yes.

H. THEODORE COHEN: What is happening at the end?

DAVID O'SULLIVAN: So this is --

H. THEODORE COHEN: At the ground level?

DAVID O'SULLIVAN: So this is the -- down

here?

H. THEODORE COHEN: Yes.

DAVID O'SULLIVAN: This is the transformer that we have some fencing around.

H. THEODORE COHEN: And behind it?

DAVID O'SULLIVAN: Is the transformer.

H. THEODORE COHEN: No, I know. And behind it?

DAVID O'SULLIVAN: That's the masonry at the bottom, the base of the building here.

H. THEODORE COHEN: That's this masonry here?

DAVID O'SULLIVAN: That's the masonry here.

H. THEODORE COHEN: Well, I would ask that staff really work with them about that screen.

DAVID O'SULLIVAN: The screening for the

transformer.

H. THEODORE COHEN: The screen for the transformer. I find that particularly unappealing. And I note, you know, it had not been in your original submission and I guess now that's where the transformer has to go?

DAVID O'SULLIVAN: Yes, we --

H. THEODORE COHEN: There's something in the garage?

LOUIS J. BACCI, JR.: Electrical.

H. THEODORE COHEN: The electric has the box but the transformer has to be outside?

DAVID O'SULLIVAN: Correct.

H. THEODORE COHEN: All right, I would ask that you work with staff about that. Other than that I agree with comments everyone else has said. I too think that the grey or whatever colors, the brownish-grey is a little dull and

muddy.

The blue I kind of like now that I know it's not purple, but I think, you know, working with staff on these things.

I don't have a strong feeling about the 10 versus 15-foot setback. I mean I think Hugh did make a fairly convincing argument about it, and with wider sidewalks, you know, right now it doesn't go anywhere unless you're walking over from there. But hopefully, you know, traffic notwithstanding there will be more development in this area and there will be more people and there would be more reason to be walking around and being on the sidewalk.

STEVEN COHEN: Going to the bridge.

H. THEODORE COHEN: Or going, yes, that of course would be the best thing of all if we had the bridge because that would really, you

know, make it for the people who are living there and also it would cut down tremendously on the traffic issue. It would just be good all around.

So that's -- those are really my comments, you know, I agree with everything that everybody else has said.

So, are we ready to go forward with this?

STEVEN COHEN: We're probably all agreed except on precisely what to say and what to do about the setbacks. So maybe it's a short discussion just to see if we can get on the same page.

ED DOHERTY: Just, if I could add something just about that. We just kind of had a short discussion about it and we are able to add a wider sidewalk. It doesn't affect anything on the site as far as getting the ramp up into the park or anything and we're willing to do that as

well.

DAVID O'SULLIVAN: I think that would be part of the ongoing design review with the staff.

H. THEODORE COHEN: Right.

DAVID O'SULLIVAN: And part of that kind of refinement.

CATHERINE PRESTON CONNOLLY: So, I think the open question is do we at this time make a recommendation as to the variance or not?

H. THEODORE COHEN: Well, if we didn't say anything about the variance and if the variance is sort of denied, then you still go forward with this project or does it have to be --

HUGH RUSSELL: They have to come back to us. They have to change the design, and we have to agree that it's a Minor Amendment to the design or a major -- whatever.

H. THEODORE COHEN: It's doesn't fall under Major or Minor Amendment, does it?

HUGH RUSSELL: Yes.

CATHERINE PRESTON CONNOLLY: It has to come back to us.

H. THEODORE COHEN: It has to come back to us one way or another.

STEVEN COHEN: And we have to have a decision that we would approve -- that our approval would not be affected by the 15-foot setback?

HUGH RUSSELL: No, because --

H. THEODORE COHEN: It would have to be redesigned. So I guess if we go forward with this now with this plan, we're basically saying that it's premised on there being a variance allowing just a 10-foot setback. And, therefore, I guess we're conditioning it on there being a

wider sidewalk.

CATHERINE PRESTON CONNOLLY: Right.

H. THEODORE COHEN: Which to be
determined --

CATHERINE PRESTON CONNOLLY: With staff.

H. THEODORE COHEN: With staff.

CATHERINE PRESTON CONNOLLY: Right.

H. THEODORE COHEN: So if we're opposed
to the reduction to 10 feet, then we should not
-- then we could not approve this plan right now.

STEVEN COHEN: If the sidewalk gets
widened, is it spilling over into private
property?

CATHERINE PRESTON CONNOLLY: Yes.

STEVEN COHEN: It is?

CATHERINE PRESTON CONNOLLY: Yes.

STEVEN COHEN: How much is left to
landscaping?

CATHERINE PRESTON CONNOLLY: That's what staff is going to work with them and how much visual impact.

DAVID O'SULLIVAN: I believe the sidewalk presently is five feet. And there are street trees along the sidewalk so it does seem narrow at the point of the street trees. So I think it's a matter of maybe not consistently maybe making it eight feet wide down the whole thing. It may be a matter of working with our landscaping so that it kind of creates a pleasant -- no pinch points on it, something like that where the street trees are.

STEVEN COHEN: Would it be fair to assume that the stair increased above five feet that it's probably going to be reducing the 10-foot landscape area?

DAVID O'SULLIVAN: It would be going in,

right, this five feet. I believe the sidewalk now is five feet.

STEVE SAWYER: Steve Sawyer with VCI. I don't have a copy of the existing conditions plan. The existing building as it stands today actually encroaches into the right of way. So we'll be getting a couple of feet back right to start because that building can pull out of the right of way and we have that. And I think we have two feet.

LOUIS J. BACCI, JR.: As it stands with a five-foot walk, as it -- it's strong with a five-foot walkway and tree wells, does this remain ADA compliant?

DAVID O'SULLIVAN: Sidewalk can go down to three feet, right?

ED DOHERTY: But we're getting two feet.

DAVID O'SULLIVAN: The building does now

intrude on the property line into the street.

ED DOHERTY: We're talking about seven.

STEVEN COHEN: You think you can go to seven without diminishing the ten-foot?

ED DOHERTY: Going on our property.

DAVID O'SULLIVAN: I think you would be able to, right. I think you find you gain a little bit, yes, if the building gets torn down. The building, as Steve said --

ED DOHERTY: It encroaches two feet.

DAVID O'SULLIVAN: Two feet into the city property right now.

HUGH RUSSELL: And if the staff thinks eight feet is the right number, so you lose a foot.

STEVEN COHEN: You lose a foot, exactly.

JEFF ROBERTS: If I can just interject quickly to sort of, just as mostly as a reminder

for the Board. When dealing with issues of sidewalk, sidewalks needing to be reconstructed, Public Works is going to need to be consulted and we regularly will be working on just these questions figuring out what's the, what's the appropriate standard. DPW has very, you know, particular standards for appropriate sidewalk width. And so when looking at the actual existing conditions and then what the proposed conditions are going to be, those questions of exactly how much space is going to be allocated to sidewalk on public property versus if there needs to be anything additional on private property is something we could look at and have looked at and have had conditions on other Special Permits that allow us to do so.

H. THEODORE COHEN: Okay, so are we ready to proceed?

CATHERINE PRESTON CONNOLLY: Yes.

MARY FLYNN: I think so.

H. THEODORE COHEN: All right, well there are a number of requests for Special Permits that are nicely described on page 2 and 3 of CDD's May 31st memo to us. I will try to summarize things very briefly.

There's a request to increase the FAR and the height and reduce the lot area per dwelling unit in the Alewife Overlay Districts pursuant to Sections 20.95.1, 20.95.2, and 20.95.4. In which to do that we would have to determine the project promotes the general interest of the larger commercial and residential neighborhood and is consistent with both objectives and guidelines established in the Concord and Alewife plan.

Do we have any difficulty with determining such a finding?

STEVEN COHEN: No.

H. THEODORE COHEN: No.

There has to be construction, we have to authorize construction in the Floodplain Overlay District under Section 20.70. That there be no encroachment of the floodway displacement water retention capacity is allowed unless fully offset.

Floodwater system should not cause nuisance, hazard, or detriment to the site or abutters.

Developments consistent with zoning area plans and guidelines and applicable laws including Wetlands Protection Act, and it's been reviewed by the City Engineer and Conservation Commission.

I know we have a -- we received a letter back in March from the City Engineer saying that

there were no problems with this particular project in the Floodplain Overlay District, and I note that whether it's been before the Conservation Commission yet or not.

JEFF ROBERTS: It has been reviewed and approved by the Conservation Commission on April 25th.

H. THEODORE COHEN: Do we have any problem with making such a finding?

LOUIS J. BACCI, JR.: No.

STEVEN COHEN: No.

MARY FLYNN: No.

H. THEODORE COHEN: No.

Construction of multi-family dwelling in an Office 1 District under Section 4.26.1.

Provide key features in landscape are preserved.

New buildings relate sensitively to an existing built environment.

Open space provides visual benefits to abutters and passer-bys and functional benefits to occupants.

Parking access and egress are safe and convenient.

Intrusion of on-site parking is minimized.

Services such as trash collection, utility boxes are convenient and yet not obtrusive.

So we've all had a lot of discussion about parking access and egress and we will leave that to -- Traffic and Parking has indicated that that elevator was acceptable and wants to be working on it.

CATHERINE PRESTON CONNOLLY: With the condition that they continue working with Traffic and Parking, we can make the finding that it will

be safe and convenient.

H. THEODORE COHEN: Right, yes.

And, you know, if it relates to the building across the street and better than the existing building that's there now that is --

MARY FLYNN: That's right.

H. THEODORE COHEN: So we can make those findings?

CATHERINE PRESTON CONNOLLY: Yes.

MARY FLYNN: Yes.

H. THEODORE COHEN: And now Special Permit to waive GFA for parking facility under 20.9.73. Facility advance the objectives in the Concord/Alewife plan or at least not a shared facility, but there are transportation demand management measures to reduce dependence on single occupancy automobile.

They have agreed to all of the

requirements that Traffic and Parking have insisted upon.

So it is well designed to not diminish the pedestrian-friendly quality of the area around it and so there was consistent less design objective of the Concord/Alewife plan.

We think that we're all comfortable with those facts and especially with the increased sidewalk?

STEVEN COHEN: Yes.

H. THEODORE COHEN: And the additional bulk of the building above grade and is well designed and does not have an unreasonably negative impact on its abutters or the public realm.

STEVEN COHEN: (Inaudible).

H. THEODORE COHEN: Right, it's not unreasonably negative and it's positive. As

we've indicated, it's not this building and the
and the other courtyard. So we can all make
those findings?

STEVEN COHEN: Yes.

MARY FLYNN: Yes.

H. THEODORE COHEN: And there was another
one. The extent to which the construction to the
above-grade parking structure facilitates the
creation of that grade soil and compatibility.

LOUIS J. BACCI, JR.: Sure.

H. THEODORE COHEN: All right.

And then we also have to conclude that it
meets the general Special Permit criteria in
Section 10.43. We would choose that Special
Permits would normally be granted. The zoning
requirements are met unless it's found not to be
in the public interest due to one of the criteria
enumerated in Section 10.43, which we could go to

but I think we're all familiar with.

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: We're comfortable with all of those?

So that being the case, we can make all of those findings. And do we have a motion whereby our approval would be conditioned upon all of the continuing design and review criteria and issues mentioned in CDD's most recent memo and that all of the conditions and TDM measures set forth in Traffic and Parking's most recent memorandum.

That it's premised upon the variance being granted, reducing the setback from 15 feet to 10 feet.

HUGH RUSSELL: I think there's also a side yard setback. Isn't there a side yard setback variance?

ED DOHERTY: Is there a side yard setback variance?

ATTORNEY JOSEPH HANLEY: No. Difficulty was discerning what the front and rear lines actually lot lines actually are.

HUGH RUSSELL: (Inaudible).

JEFF ROBERTS: The setback, maybe it wasn't clear in the summary, but the setback relief on side and rear yards is part of the Planning Board's Special Permit review in the Alewife Overlay Districts. It's just the front yard that -- it's just the front 15 feet.

H. THEODORE COHEN: So in approving this plan we're granting the side yard setback.

So it's subject to their getting a variance, reducing the front setback from the 15 feet to -- from --

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: -- from 15 feet to 10 feet subject to a wider sidewalk, wider than five feet to be determined by consultation with staff.

Anything else?

CATHERINE PRESTON CONNOLLY: No.

H. THEODORE COHEN: So could I have a motion incorporating all of that?

STEVEN COHEN: So moved.

H. THEODORE COHEN: And is there a second?

MARY FLYNN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Anyone opposed?

(No Response.)

H. THEODORE COHEN: It is unanimous.

ATTORNEY JOSEPH HANLEY: Thank you.

JEFF ROBERTS: There was one more item on

this one. I was reminded by Liza a while back that the 90-day period for filing the Special Permit expires on June 13th. And while we do hope to expedite this and have it filed as soon as possible, that is less than a week, and we don't want to be caught in a too difficult situation. So if it's amenable to the applicant, I would ask for, if we need it, an extension to say June 21st. That's two weeks from today which should give us more than enough time --

H. THEODORE COHEN: That's sufficient time for staff?

JEFF ROBERTS: That should be.

LIZA PADEN: Can I make an amendment to that? Could we make it -- the 21st is a meeting night and we could have the decision signed that night and filed the next day.

JEFF ROBERTS: Let's make it the 22nd.

Or the another date.

H. THEODORE COHEN: Why don't you make it Friday that week?

JEFF ROBERTS: What day is that?

CATHERINE PRESTON CONNOLLY: The 24th.

LIZA PADEN: The 24th.

JEFF ROBERTS: Okay, so I still have all confidence we can get it filed by then, but if the applicant agrees to an extension of the filing deadline to June 24th and the Board can vote on that.

ED DOHERTY: That's fine.

JEFF ROBERTS: I heard them say that's fine.

ED DOHERTY: Yes, sir.

H. THEODORE COHEN: Is the Board agreeable to extend the filing date to the 24th?

LOUIS J. BACCI, JR.: Yes.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Thank you.

ATTORNEY JOSEPH HANLEY: Thank you.

H. THEODORE COHEN: Board Members, we do have one more matter.

HUGH RUSSELL: It is a particularly relevant matter. We approved a project and I would like, I asked to be put on the agenda so that we could send a favorable recommendation to the Zoning Board on the project because we like the project.

H. THEODORE COHEN: Right.

Liza, do you want to set the stage for us?

LIZA PADEN: So the stage for this Board of Zoning Appeal case at 305 Webster Avenue was a Planning Board Special Permit for two items; one

was a project review Special Permit because the proposal is over 20,000 square feet in the Business A District and so it's subject to the urban design guidelines, though, did not require traffic impact statement because it's not 50,000 square feet. And it also was granted a Section 5.28 which is a conversion of a non-residential building to residential use. According to the applicant who have gotten a number of structural engineers, who have deemed the building not safe enough to do the work, that would be part of this renovation, this conversion from non-residential to residential and so they're here to ask for a Planning Board recommendation to support them to take the building down and get the setback relief from the Board of Zoning Appeal to put up the building that the Planning Board approved at this location.

H. THEODORE COHEN: So as I understand, remember, because we were granting the other Special Permits at the time we could grant the setback relief?

LIZA PADEN: So part of 5.28 involves granting those dimensional relief, yes.

H. THEODORE COHEN: Which we did because it was a conversion of an existing building that was already there.

LIZA PADEN: Right.

H. THEODORE COHEN: But now the determination was made that the proponent explained then to us that they can no longer use, that they cannot use the original building and will be demolishing it all but rebuilding the project as approved by the Planning Board with the lesser setback than is currently required. And now it's before the ZBA to make a

determination whether --

LIZA PADEN: They can have the setback relief, yes.

HUGH RUSSELL: So they're going to replicate the volumes of the building and treat those volumes in a way in which showed on the plans we approved.

And has the Historic Commission weighed in on this?

JAI SINGH KHALSA: May I address the board?

H. THEODORE COHEN: Please.

JAI SINGH KHALSA: Jai Singh Khalsa, Khalsa Architects. And the attorney Sean Hope was the attorney for the project.

We met with Charlie Sullivan. He's fine with us taking it down and basically is providing us a letter that the Historic Commission doesn't

feel that they need to keep the building. It was fully our intention and good intention to save the building. I had three separate structural engineers to go out and give me proposals for doing the architecture, and we moved in starting doing the construction drawings. None of them would give me a proposal saving the building, period. They all said that the structural integrity of the existing shell is in such bad condition, the lintels are rotten and the brick itself, the rock was never of a good quality material, that you could, you'd have to take down more than, you know, you'd have to take down the whole wall down and rebuild the whole wall which is sort of in excess of what they allow to you do with a piece by piece replacement of the building. So that's kind of how we wound up here.

LOUIS J. BACCI, JR.: Are you going to keep the existing foundation?

JAI SINGH KHALSA: Yeah, we're going to keep the existing foundation, correct. We probably will lose the first floor structure, though, because it -- it was the intention really to save that structure originally and thread down through it with the new structure. But that's in such a deteriorating condition now since the time of approval, we can't keep that either. It's a waffle slab to a poured and placed concrete land slab and it has so substantially deteriorated that we can't save it anymore.

HUGH RUSSELL: Did Charlie weigh in on the question of building a replica building?

H. THEODORE COHEN: Suzannah, you want to address that?

SUZANNAH BIGOLIN: Charlie sent an e-mail

discussing some of the projects and he doesn't support construction of the replica facades. And I think when we were sort of working through the design, we were kind of trying to retain that fabric, but it didn't sort of optimize the urban design outcome in a number of instances. So if we had a clean slate, we may not want to sort of reproduce that form.

STEVEN COHEN: We suggest that we want to revisit design?

CATHERINE PRESTON CONNOLLY: Isn't it in our jurisdiction anymore if we're not retaining the building? It's not a reuse of a building anymore. So we're strictly weighing in on a BZA matter now because if they're not retaining the building, they don't, right?

JEFF ROBERTS: Just to --

CATHERINE PRESTON CONNOLLY: You don't

need a Special Permit.

JEFF ROBERTS: Just to reiterate what Liza said, there were two Planning Board Special Permits granted for this project; one is based on the size of the project, the square footage of the project. The other is based on the relief needed from setback requirements and various other dimensional requirements to convert the existing building to residential use.

CATHERINE PRESTON CONNOLLY: Okay.

JEFF ROBERTS: So it seems like the approach is that the seeking that, that relief which could have been granted by the Planning Board is now being sought from the BZA, the -- I think the question about the other Planning Board Special Permit is still a little bit nebulous, but I think it depends somewhat on how the BZA feels about this, the variance that's being

requested.

HUGH RUSSELL: The planning of the building, the scale, and the massing was generally fine. There was some very awkward conditions related to particulars of the building that probably would be better to, to modify and we could -- so I would like us to review the construction plans with the commitment to the proponent that we're not trying to add a brand new design, but that there were some compromises that enter some of the heights of the existing structure blocked windows and stuff like that that could be fixed and that we might want to -- feel that would be desirable to do.

STEVEN COHEN: It may very well be that, you know, now that you're no longer constrained by the existing structure, that there may be, you know, some changes in the design that you'd like

to make and, you know, we would certainly want to cooperate with you if that were the case. But I do think that we should just take another look. And, again, not as some sort of, you know, new discretionary, you know, risk or burden on you guys, but, you know, just to give it another look now that we're no longer constrained.

JAI SINGH KHALSA: Sure. I don't, from when we met with Charlie, and maybe you have a different understanding of it in the e-mail, but when we met with Charlie, what he expressed to us was there was no need to replicate the building.

CATHERINE PRESTON CONNOLLY: Right.

JAI SINGH KHALSA: He had no objection to replicating the building.

CATHERINE PRESTON CONNOLLY: Charlie generally objects to replicating buildings.

SUZANNAH BIGOLIN: And from an urban

design perspective, I would object to replicating the historic facade.

JAI SINGH KHALSA: We don't have any great need to start redesigning the building. Because, you know, we'll take a look at it as we go into the construction docs, certainly, and bring them back.

ATTORNEY SEAN HOPE: And let me just chime in. I think what we did is we wanted to honor the fact that we came before this Board and we wanted to say this is the design that we got approved. Instead of going to the Zoning Board and changing something that the Planning Board didn't have a chance to opine on, we actually just took the same design going to the Zoning Board.

My procedural question is, if we go to the Zoning Board for the setbacks, there's more

build in conformance with those plans and then we come to the Planning Board because of the 20,000 square foot threshold and we start tweaking with the design, then it's different than what the Zoning Board had approved. So that's just -- and CDD said that we would need to get the setback approval first prior to them coming back. So, it's a little bit --

HUGH RUSSELL: Chicken and egg.

LOUIS J. BACCI, JR.: Yeah.

ATTORNEY SEAN HOPE: I think we're happy to work the design, it's just that we're going to the Zoning Board first and they're going to look at the design and say we don't care but we're -- we approved these set of plans. So I think we're open to some suggestions on the best way to proceed.

JAI SINGH KHALSA: Sure.

H. THEODORE COHEN: Is that indeed how the ZBA works which they say they approve these particular set?

CATHERINE PRESTON CONNOLLY: Yes, it is.

MARY FLYNN: Yes, they do.

HUGH RUSSELL: But they could --

LOUIS J. BACCI, JR.: Just do the setback.

HUGH RUSSELL: -- they could in a special case like this, because we would be doing design review of a project, they could condition the plans on being, you know, the relief they sought would not be exceeded by the -- by the individual relief. It would have to fit within the framework that was shown, but they could modify it to the extent that we as a sister board could respond. I think there's a way to -- I mean, they like us to do design review and they like to

avoid doing zoning review.

H. THEODORE COHEN: Well, I'm just curious about with the Fawcett Street. So if they went to them, the ZBA right now and ZBA said they signed these plans and then it came back to staff for further design review and changes were made to the windows or to the color panels or other things like that, would that be in keeping with what the ZBA did?

HUGH RUSSELL: So what happens is as I understand it, the Community Development Department signs off on Building Permit based on design and the Zoning Board does not sign off; is that correct?

LIZA PADEN: That's my understanding.

HUGH RUSSELL: So that, so if the Community Development Department finds that what's being -- is consistent with the proposals

that are given, they have that. And if they're always changes --

H. THEODORE COHEN: Right.

HUGH RUSSELL: And then -- it's their job to make sure that --

H. THEODORE COHEN: Right. But that's why I'm sort of surprised by Mr. Hope's comment that what the ZBA approves is sort of --

HUGH RUSSELL: Well, I think that in making the recommendation they agree to ask, to grant some leeway to --

H. THEODORE COHEN: Updating their design.

HUGH RUSSELL: Updating the design.

H. THEODORE COHEN: And it's no longer a start building.

STEVEN COHEN: Again, the ZBA is only approving setbacks; is that right?

HUGH RUSSELL: I would think so.

H. THEODORE COHEN: That's what I think the indication was that they're approving these plans.

ATTORNEY SEAN HOPE: So, if there was no Planning Board review, then they actually do opine on design and they will have a final building. But I think because there is this next step, I think as long as your recommendation and I think the -- not to exceed the dimensionals so they can opine, they can approve the setbacks being bulk and height knowing that there's going to be a later design review, I think that would be the appropriate way to do it. But when there's only ZBA review, they do give you a design and you have to build what they approve. And in this case because of the two step process, if your recommendation to the Zoning Board did

ask them to essentially give the bulk, the massing, and dimensional and knowing there's going to be a later review, I think that would be appropriate.

CATHERINE PRESTON CONNOLLY: That sounds fine.

H. THEODORE COHEN: That sounds fine.

STEVEN COHEN: Let's do that.

HUGH RUSSELL: And our understanding is that your intention is to build a building that is more or less what you presented to us?

ATTORNEY SEAN HOPE: That's right.

HUGH RUSSELL: And we're pushing you to fix some things that probably ought to be fixed but they're not changing them, the changing the general character of new construction.

JAI SINGH KHALSA: I mean the type of things that we would have the opportunity to fix

is to reduce some of the height of the walls around the perimeter.

H. THEODORE COHEN: Right.

JAI SINGH KHALSA: So you have balconies with railings that you can actually see out of rather than looking out of a high wall.

LOUIS J. BACCI, JR.: Right.

H. THEODORE COHEN: Some of those walls were odd because you were using what was there.

LOUIS J. BACCI, JR.: Big holes.

STEVEN COHEN: Well, that's crazy to rebuild that.

THE STENOGRAPHER: One at a time.

JAI SINGH KHALSA: We agree.

THE STENOGRAPHER: One at a time, please.

LIZA PADEN: One at a time, please.

H. THEODORE COHEN: Are we all in agreement with that?

HUGH RUSSELL: Yes.

H. THEODORE COHEN: Liza, do you need anything else from us?

LIZA PADEN: All set.

H. THEODORE COHEN: Anything else to come before the Board this evening?

(No Response.)

H. THEODORE COHEN: If not, we are adjourned.

(Whereupon, at 11:20 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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After reading this volume of the Planning Board transcript, note any change or correction and the reason therefor on this sheet. Sign and date this Errata Sheet.

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

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 27th 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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