

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, August 2, 2016

7:00 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

H. Theodore Cohen, Chair

Catherine Preston Connolly, Vice Chair

Hugh Russell, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Louis J. Bacci, Jr., Member

Ahmed Nur, Associate Member

Thacher Tiffany, Associate Member

Community Development Staff:

Liza Paden

Jeff Roberts

Stuart Dash

Suzannah Bigolin

Swaathi Joseph

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Public Hearing

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Special Permit to renovate the existing technical
office building by constructing a two-story
addition, relocating the loading area, and
creating open space through landscaping and site
improvements pursuant to Sections 6.43.5(b) - Curb
cut width, 8.22.2.a - Alteration of a pre-existing
non-conforming use, 20.95.1.5 -- 1.75 Floor Area
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H. THEODORE COHEN: Good evening, everyone. Welcome to the August 2nd meeting of the Planning Board. We'll start with the update from the Community Development Department.

Jeff, is that you?

JEFF ROBERTS: I'll fill in tonight, Mr. Chair. Happy August to everyone. And just a little bit of a preview of what's happening in August. I suggested we all go to the Cape, but instead we have some zoning petitions that we'll be reviewing.

These were both filed at the last City Council meeting of the fall which means that the hearings have to be held before the end of August.

The first one is a petition by a company

called Healthy Farms, which is a medical marijuana dispensary, to create a new Medical Marijuana Overlay District in the Harvard Square area. We'll be talking about that at our next Planning Board meeting on August 16th, and the Ordinance Committee will be talking about it on August 31st.

There's another petition which is a City Council petition which is proposing to establish urban agriculture regulations in the Zoning Ordinance and that will be heard both by the Ordinance Committee and by the Planning Board back-to-back on August 23rd. And I will not be there for that hearing, so you'll be proceeding without my benefit. Both of those zoning petitions, though, are available on-line. So if anybody wants to look at them and has any questions, I can try to address things before I

leave.

And then we plan to take a week off and there will be another Planning Board meeting on September 6th and we're getting hearings lined up for that. I anticipate it will be a busy -- continue to be a busy time at the Planning Board.

One of the things I just note, just I thought about it, is that we have a web page now where we list upcoming meetings for early community outreach. So if at any point you wanted to get a sense of what was coming up, you know, what's coming down the road, you can look at that page to see the projects that are in that pre-application process.

Another thing to note just because it comes to mind is that on Wednesday, that's tomorrow, the City Council's public safety and housing committees will be holding a follow-up

hearing regarding short-term rentals. Just popularly known as the Arbnb discussions. There was a lively discussion a couple weeks ago on this topic and we'll be continuing that discussion at the City Council so I believe you can tune in to that.

And that's all I can think of for right now. That's probably enough unless there are any questions.

H. THEODORE COHEN: Jeff, I just want to be clear, so this Board is not meeting on August 30th?

JEFF ROBERTS: That's correct. The Board will meet on August 16th to review the Healthy Farms petition and then August 23rd to review the urban agriculture petition, August 30th we'll be off and we'll resume meetings on September 6th.

H. THEODORE COHEN: Okay, thank you.

Liza, are there any transcripts?

LIZA PADEN: No transcripts at the moment, no.

H. THEODORE COHEN: Okay, then we will hear case No. 299, relating to 2551 Mass. Ave. There's a request to withdraw the application for a Special Permit.

LIZA PADEN: Yes. So the petitioner sent a letter communicating that they no longer require a Special Permit since they have reached an agreement with the neighborhood and the Zoning Ordinance was passed and they're going to build an as-of-right project under the new zoning.

H. THEODORE COHEN: And so we need to just take a vote to allow them to withdraw?

LIZA PADEN: Please.

H. THEODORE COHEN: Is there any questions or discussion?

AHMED NUR: I have one sort of -- an odd request I suppose. Remember that building on Prospect and Hampshire Street, the Kentucky Fried Chicken, has an as-of-right and we sort of voted on it and there was other issues with a neighbor or whatnot. I'm not sure if you recall it, but --

H. THEODORE COHEN: Yes.

AHMED NUR: I want to know if we have, even though it's as-of-right, can we get a schematic drawing of some sort just so see what -- no? Catherine just said no.

CATHERINE PRESTON CONNOLLY: I don't think -- if it's an as-of-right building, the board wouldn't have jurisdiction.

H. THEODORE COHEN: Right.

AHMED NUR: Okay. I got my answer. Knew it was --

LIZA PADEN: If you want to look at the plans, the plans were submitted as part of the rezoning petition, so I can send you the link and show you what the plans will look like.

AHMED NUR: That would be good.

LIZA PADEN: Okay.

H. THEODORE COHEN: Could we have a motion to approve the withdrawal?

STEVEN COHEN: So moved?

H. THEODORE COHEN: Second.

AHMED NUR: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Unanimous. Thank you.

Now, this is go to Planning Board No. 314 relating to 35 CambridgePark Drive. It's a request for a Special Permit to renovate the

existing technical office building by constructing a two-story addition, relocating the loading area and creating open space through landscaping and site improvements. This would be pursuant to Sections 6.43.5.b relating to curb cut width; Section 8.22.2.a, alteration of pre-existing non-conforming use; Section 20.95.1.5 relating to floor area ratio for non-residential use; Section 20.95.34, waiver of yard requirements; Section 20.73 Floodplain Overlay District Special Permit; and Section 20.96.3 reduction of open space and permeable area.

Is someone making a presentation?

Mr. Rafferty?

ATTORNEY JAMES RAFFERTY: Thank you.

Good evening, Mr. Chair, Members of the Board. For the record, my name is James

Rafferty. I'm an attorney with offices at 675 Massachusetts Avenue. I'm appearing this evening on behalf of the Davis Companies, the applicant, for tonight's Special Permit hearing. Seated in the front row is Brian Fallon. Mr. Fallon is the Vice President or President of the development. Are you the President now?

BRIAN FALLON: Yes.

ATTORNEY JAMES RAFFERTY: He's the President now of Davis Development Companies.

Mr. Fallon may be familiar to some of you. He's been here in the past. He's an innovator. He first was before you with a residential building on Third Street when he was with the Extell Company and they built 303 Third Street, 450 apartments, the first meaningful multi-family housing in forever in Kendall Square. He did that in 1999 and --

BRIAN FALLON: We finished it in '06.

ATTORNEY JAMES RAFFERTY: 2004, right.

So he did that project. It's been sold. It's under different ownership. But he spearheaded that and had a successful experience with the Board.

He then was with O'Connor Capital years later and introduced the first multi-family housing in the quadrangle district when he got the Atmark building on Fawcett Street approved. When it was before you, we didn't know it was going to be called the Atmark. Didn't even know what that word meant. So after the building opened, I'm sure all of you do. Do you know? It's the sign you hit, it's the at-mark on the -- you know the e-mail address? The A, that's an at-mark, right?

BRIAN FALLON: Which was discovered

across the street.

ATTORNEY JAMES RAFFERTY: Both which came from both Paramic (phonetic) and Newman across the street. So they took this obscure piece of Cambridge trivia on Fawcett Drive. Fawcett Drive in my experience is better known for the shrimp scampi at Fantasia's, would have been a more appropriate name for the building in terms of Cambridge knowledge. But the Atmark I guess that's some similar historical significance.

And now Mr. Fallon is with the Davis Companies. Lest you think he's a man who can't keep a job. It's more a case that he simply has his creative ideas and his expertise makes him a very attractive development partner. So he has returned from the City of New York and is back with the Davis Companies, and he's identified this location, this building. And I came across

the photo that's up on the screen in reviewing this site with Mr. Sullivan, and I thought it was so interesting. I thought it was worth kind of an initial -- part of our initial presentation because if you see the words Bethlehem Steel Company on the roof of that building, that's 35 CambridgePark Drive. And that's the first generation of this building. And that building still stands today. It had a second generation in about 2000? 1999? When -- no, 1980s. 1985 to '87. Mr. Shockett (phonetic) came before the Board and that was approved as an office building, but it was a steel company. But you really can see, you can see what CambridgePark Drive was then and still remains now, kind of a dead end street, called Rindge Ave. Extension. Across the street is a one-story building, industrial building, that's now a -- the

multi-family housing at 30 CambridgePark Drive that was developed by the Oak Tree Company years ago. One of the first multi-family housing developments out in Alewife, in that location. You can see off in the distance where the Arthur D. Little campus has yet to arrive, but farmland Mr. Sullivan tells me, those were all farms there in Cambridge. And then just beyond the farmland is the road, Route 2 heading west. Arlington is in the distance. But that is -- that -- all of the uses on that street are steel. So interesting enough there was a recent City Council order to change the name of the road that this building is on the corner of. It has a -- it used to be called the T Access Road or the T Alewife Road or whatever, and there was some question over there as to who owns it. Well, the City owns it, and it's recently -- this is

another piece of Cambridge trivia, you can use at cocktail parties in your neighborhoods, that is Steel Place. So if you were to be asked where is Steel Place, Cambridge's newest new christened street, only a few weeks old I believe. It wasn't Steel Place when we began, but it is now called Steel Place. And you can see where the origins of Steel Place came from, all the uses on that street. So I thought the Board might like to see what we're talking about, because what's kind of interesting you'll learn from the design team tonight, Jeff Tompkins and John Sullivan from SGA will be presenting but they have some more relevant images of the building. But you can see, you can see that building and how it has been transformed at least once and now, and now we're here to try to do it for a third time.

The application actually is a well laid

out in the memo that's been provided to the Board by CDD. They have identified the criteria in the Alewife Overlay District for the Special Permits we're seeking. In the Alewife Overlay District, the FAR allowed on the site can be increased from a 1.25 to a 1.75 upon the issuance of a Special Permit from the Planning Board. So this building, the project seeks approval under that provision of the Overlay District.

Similarly the Overlay District allows for modifications of the setbacks, and this building is looking for modification from the front setback. It's beyond the minimum that's allowed. But the front part of this building and how it front onto CambridgePark Drive in its new form is really an exciting part of the transformation of the building and you'll be hearing a lot from us tonight about what's happening.

What you'll learn tonight about this building I think is this building represents the first building that will produce actual real street life on CambridgePark Drive, active ground floor retail uses in this building at the most -- one of the more pedestrian heavy sections of CambridgePark Drive. It is directly across the street. It's the most proximate building to the T station. It's directly across the street from there. And as the Board is well aware, there are over 1500 new dwellings units in the last two years that have opened on that street alone, with another 800 under development or due to come. So the -- it is an emerging mixed use community, and the residents at the building the Board approved last year by Hines now lives in a building called Fuse. They've been open now for a few months and they really have capitalized upon these very

impressive views that they enjoy over the reservation or the stormwater retention facility that was the joint effort of the MWRA and the City of Cambridge. It's quite stunning.

Across the street is the Hanover development with I think about 280, 300 units of housing. So those pedestrians move towards the T in the morning, and in the evening they go right by that 35 CambridgePark Drive. So the thinking is that there's a real opportunity, there's about 7,000 square feet of retail, and you'll hear Mr. Tompkins and Mr. Sullivan kind of share with you the design approach, the retail as well as ways in which the public realm is being treated to ensure its success.

The project is in the Floodplain Overlay District. The actual building footprint is being reduced, and the amount of permeable area is

being increased by 1800 square feet. But it does require a Floodplain Special Permit. So we have filed our application with the Conservation Commission and are awaiting their comments. We'll also be getting an order of conditions from them. So that will follow as well.

So, the elements of the Floodplain Special Permit do require comments from -- we've had -- our engineers have met with staff, the Conservation Commission, and identified the issues and are preparing the stormwater calculations consistent with the DPW guidelines.

There's a provision in the Overlay District that allows for adjustments and modifications in the permeable area provided that the DPW standards can be complied with, so we are pursuing that with the DPW and we will have those calculations completed by the time we return

here. We would anticipate and we are designing the building do that.

And those are the, I'd say, the significant issues before the Board. The application of the goals and the Alewife Overlay District and the -- this building addresses several of them and we've spelled out our assertions as to what our goals are meeting. Similarly the guidelines of the Overlay District, the building as being proposed is informed by those guidelines. So having said that, I'd like to -- Mr. Fallon would like to come up and introduce the design team and share with you his thinking behind his selection and answer any questions you might have about his role here.

BRIAN FALLON: Good evening. For the record, my name is Brian Fallon. I'm the President of the group of the Davis Companies. I

wanted to thank you for your time and your consideration this evening. As Jim mentioned, I've had two really positive experiences working Community Development here in Cambridge and also the Planning Board with what we call 303 Third Street originally in Kendall and then also with the Atmark over on Fawcett street. But it's been a very professional and pleasant experience the two other times that I've been here for these significant developments. But I would say is that John Davis founded this company 40 years ago this year. It's been very, very active in Cambridge and Metropolitan Boston and throughout the northeast investing and developing property. John and I are partners, we're committed to doing quality projects with quality teams. I've also found it terribly helpful to at least research what the Planning Board principles for the area

are. And in general you can follow those principles, it winds up being a reasonable linear and positive experience. We researched all the work that had been done here for Kendall. We followed the criteria of the planning that had been done for Kendall and it turned out to be a fabulous project. And I'm sure with equity residential and we did the same thing when we began to research the quadrangle area of Cambridge and the master plan that you all had done and we followed those principles and hired quality team members to execute the project.

For this particular project, which we think is going to be an exciting addition to Cambridge generally and certainly this CambridgePark Drive neighborhood, we've identified a very talented team that we actually worked on with other projects. Jeff Tompkins and

John Sullivan from SGA are the people I've worked with in the past on other significant projects. Very, very talented team with a lot of comparable experience with projects of this type. A lot of other team members are team members that are probably familiar to all of you. Joe Salvia, from McNamara Salvia, AHA Mechanical Engineers, John Moriarity and Associates who have had developed a lot of properties for myself before I joined the Davis Companies, and also the Davis Companies. So we have a quality team teed up to be responsive to your criteria, to work with you, collaboratively on the design and whatever mitigation is appropriate for both of us. And it is our hope to implement the project in a very timely manner to get to market with this particular asset.

I will say one of the other appealing

aspects for us is obviously the fact that it's transit served. As you'll see from the presentation, it is just literally maybe 100 -- a couple hundred feet away from the exit of the Alewife Red Line station. So it's terribly appealing for us for over a variety of reasons.

I thank you for your time and I'd like to introduce Jeff Tompkins and John Sullivan from SGA to walk you through the presentation.

JEFF TOMPKINS: Thanks, Brian. I'm Jeff Tompkins founding partner with SGA. What I just flipped to on the screen here is what we're calling an urban context plan and we're using it to describe where the project is. The building in blue is the project that we're talking about, the subject. It's on the corner of 35 CambridgePark Drive -- on the corner of CambridgePark Drive and Steel Place. It's

currently a three-story, approximately 137,000 square foot building with a -- with what looks like a two-story addition or wing. It faces the Alewife MBTA station in one aspect and with a three-levelled parking structure behind it.

We're directly adjacent to the MBTA station, and we have easy access to the Minuteman, the community bike path, the Fitchburg cutoff, and the Alewife linear bike path which we feel makes this, as Brian just noted, a great opportunity for transit-oriented projects of this nature.

As you can see here, again, I'm going to jump to a historic photo of what the building looked like prior to Mr. Shockett coming in in the eighties and redeveloping it. You know, it was, it was a two-story building at the time, but its height allowed for an interstitial floor to

be put in there. And as you can see, it has two pitched roofs and what looks like a two-story office building off to the end which I'm going to point out as we go to the existing building as it is today.

Here's the existing site conditions as, again, we talked about, this is -- we're proposing a third generation of this building. As you can see here, this building was changed over time to have a brick facade, linear windows. You can still see the outlines of the pitched roof that are essentially the top of the building as it sits today, and the older white facade elements were removed in a masonry facade put up.

We do feel that there are a lot of issues with this particular building, not the least of which is that it's not very friendly from a pedestrian standpoint. It has pinch points at

the corner for both pedestrians and vehicles, and it really, as you can see in this photo here, really presents itself more as a horizontal suburban building and not really an urban building that would be in the context of what one might expect with some of the other buildings that are here on 35 CambridgePark Drive.

Some of the improvements that John, my colleague John Sullivan is going to talk a little bit about are the removal of this what you can see here, in here, is that emergency generator that's there today. Some of the cooling towers that are out in the back and some of the cooling towers that are on the two-story roof. We're gonna put those all in penthouse spaces, get those off at the ground plain and try to create a much better pedestrian experience as we approach this from the MBTA garage, but also as you

approach it coming the other direction down 35
CambridgePark Drive.

ATTORNEY JAMES RAFFERTY: Jeff, can you
go back to the photo.

JEFF TOMPKINS: Sure.

ATTORNEY JAMES RAFFERTY: That would be
helpful to point out that that brick building is
coming down entirely in the new facade. You were
going to do that? Okay, sorry.

JEFF TOMPKINS: I'll get there. As we
can jump there now. One of the things we feel is
going to be a major improvement is removing this
two-story brick element that today looks like an
addition to the building, but really was one of
the original buildings in the -- when it was the
Bethlehem Steel Mill.

This is a view looking southwest from
CambridgePark Drive. Another change that we're

gonna make here is that -- and it's difficult to see in this photograph because of some of the trees. There's, there is a stairway that was added to the end of this building to allow for egress in an office, in a technical office condition. That's going to come out. That's gonna come out as well, and though we feel as we show the changes to the building, it will make it a much more pleasing -- a much more pleasing element as we get to the design.

I think it's important to point out that, you know, again that the -- this really isn't very pleasing from a scale perspective in this neighborhood. It's much too linear. We feel it's not very pedestrian friendly. It's definitely not very bike friendly, and it offers very little to the public realm of what is, you know, the entrance to CambridgePark Drive.

I want to point out on this plan here some of the things again that we are going to remove to increase the pervious area of the site and increase the footprint of the building. We're talking about removing that two-story element that's on the east end of the building. We'll be getting rid of the cooling towers in the back that's labelled B on this plan. We'll be getting rid of the stair tower on the west which is labelled A. And we'll be getting rid of the emergency generator which is labelled D.

Now I'm gonna turn it over to John Sullivan and he can talk about some of the public realm improvements and the building improvements that we're gonna make.

JOHN SULLIVAN: Hi. For the record, I'm John Sullivan from SGA, director of architecture, and to pick up where Jeff left off, you know, by

removing the building addition and the existing infrastructure that fronts Steel Place and CambridgePark Drive. We feel like we have an excellent opportunity to really reshape this corner and to really transform it into a much more urban expression and a much softer, friendlier pedestrian experience for people travelling from the MBTA station into, you know, further down CambridgePark Drive and vice versa.

What you see on this plan here is a ground floor plan and we have and a large plan that will show you in more detail where certain things are located. You can see how the building sets up on the site and how removing these elements create a lot more space to increase the pervious area, introduce hardscape, landscape elements, and to support 7500 square feet of retail that we're proposing facing the corner of

Steel Place and CambridgePark Drive.

You can see an enlarged plan, you know, and, again, a very, a very transformative opportunity to really define this entry into CambridgePark Drive and to really provide a more urban experience. You can see the area labelled retail, again represents 7500 square feet. We feel like this would be a great amenity to the neighborhood and a great opportunity to offer a very active ground floor use at that plain which is in accordance with the master planning initiatives in this area.

We're also are showing considerable amount of trees, new trees, new green surfaces, and permeable paving elements to create, you know, to create a very, you know, urban experience that offers street trees, seat walls, outdoor seating for potential retailers, and

really an active, you know, really an active streetscape along CambridgePark Drive towards the entrance of this building.

You can see that there's a main entrance to the building in the center labelled here.

That's where the existing building is and that's where we imagine the, you know, the new entry to be. There's also a secondary entrance that faces Steel Place. So those, you know, between those zones will be very active further down CambridgePark Drive. Again, very important to offer active areas of hardscape, soft seating, and street trees to continue that experience further down CambridgePark Drive to the west.

Translated vertically into the building we're very excited, again, to make a very urban statement at this corner and to really set the tone for, you know, for CambridgePark Drive's

transformation to a much more urban street. What you're seeing here is or represents the vertical addition that we're proposing to take the three existing levels and to add two levels above that and then some additional mechanical space towards the roof. And that is, you know, that results in a five-story building that is completely transformed to be a very much more modern expression that would exist today. So even the areas that we're keeping we're completing re-skinning and transforming the building into a more cohesive, you know, piece of architecture.

Looking at the, you know, looking at the building and speaking a little bit to its massing, you know, it's a building that's almost 300 feet in length. We felt it was very important to break this building down into two volumes and to provide some relief at the entry

point towards the middle of the block. And then also materiality to, you know, allow these two volumes to read differently to kind of create a diverse feeling within its architecture. But also use certain elements to tie the two sides together. So you'll see a lot of alignments, a lot of order on both sides, and then some accent elements that speak to each other on the two facades of the building. But, again, two different expressions unified to break down the massing down the block.

How that translates into the, into the streetscape, and we're very excited about this, the images that we're pointing to in plan, this is how we imagined that that pedestrian experience could really look and feel. So, again, an active, an active edge where we have retail. You know, we're using more scaleable

elements in the building including some more tapped-in materials and elements to establish that rhythm along the street.

We're also showing, you know, two zones for walking, you know, towards the street where the public sidewalk sits. But also we're really encouraging people to move closer to the building to experience some of that retail and to also experience some of the, you know, the opportunity to be shaded by the street trees, which are existing trees that we're creating some rain gardens around at the base and to, you know, use the seat walls and really kind of have this, a diverse area where there's a lot of activity happening.

Looking east towards -- back towards the MBTA station, again, you can see how the building's massing is organized and how the

building steps down towards the west. This will be a little bit more clear in a building section of -- further in the presentation. But, again, this shows that there's, you know, two distinctly different volumes that speak to one another that are broken in the middle of the block to, you know, to break down the length and to have them much more scaleable presentation towards the street. And that the building actually in height steps down towards, you know, towards the west as you move further into the park. So very, you know, very more vertical urban expression of the corner of CambridgePark Drive and stepped expression as you move further down the street.

You'll see an elevation, again, the, you know, the two separate volumes and the materials that we're, that we're intending to employ on both sides would be, you know, a lot of highly

transparent edge towards CambridgePark Drive and towards Steel Place as we mentioned using a lot of glass with some vertical accent elements so you can see arranged on the facade. Towards the, you know, western part of the facade will be more of a masonry expression with windows that would also have some colored accent pieces. Again, the lines would carry across and unify each other. The accents are organized in a similar way, but a different material expression on each side.

You can also see that at the roofscape, we've taken some care to really integrate the penthouse and to the volume, hopefully if I go back to this image, and to the volume facing the corner of CambridgePark Drive. And, you know, we feel like that's a great opportunity to integrate that and provides some diversity of the roof. Whereas further, further west on the elevation is

a screened area for outdoor mechanical equipment.

Looking at the east elevation facing the MBTA station, you can see the retail carries around the corner. Carries around, you know, upwards of 45 feet, and around that corner. The improvements around that corner as well. The glass turns the corner and covers a considerable amount of that facade as does the integrated penthouse extension, and then the building transitions back to masonry and to, you know, and to glass as it continues its expression around the remainder of the building.

This is the rear side of the building. What you're, what you're seeing now you would not actually experience like this because of the location of the existing parking garage to remain. Also what you see on this image that is kind of blanked out towards the bottom of the

elevation is the existing interior link that connects the building to the garage which is also remaining. But beyond that, upwards in the building, again, masonry, glazing, some metal accents, and metal at the -- vertically aligned metal at the roof of the building to screen mechanical equipment.

And then to the west elevation is very similar expression, same pallet of materials. What you're not seeing here is an exterior stair. We had studied this in earlier options. The stair right now as Jeff had mentioned earlier, is connected to the exterior wall, as outboard to the exterior wall. We felt this could be a good sign if we moved it inward to the building which helped us for circulation reasons. But this, you know, we felt like that resulted in a very clean facade that allowed us to express the materiality

unbroken around the side of the building.

Looking at the building's height and how it relates to the, you know, the existing building and also some of its surroundings, you could see that our, you know, we're showing a vertical expansion resulting of five floors total with the mechanical panels on top of that. The building height is 69 feet and the mechanical penthouse again sits above that.

And you can see in the outline in grey, that's the profile of the existing building. So you can see the peak roofs and speak back to its former life. And what we're proposing to add upwards of the existing portion of the building.

Looking at the section cut east to west possibility you can see the stacking and the massing that we had mentioned earlier. What we have -- what we have are a four full floors of

technical office use and then a partial fifth floor of technical office use. The remainder of the fifth floor will be for mechanical penthouse space, and then there would also be mechanical penthouse level at the roof of the fifth floor with also some outdoor screening area.

Looking at the floor plans, again, area shaded lightly in purple indicates the retail aligned towards Steel Place and CambridgePark Drive. You know, what you're seeing here are a lot of, you know, a lot of service areas and you kind of -- towards the right-hand part of the image and intended space on this lower level. And it is important to note that our loading is being resolved in the upper right-hand portion of this image with one internal loading bay and another external loading bay that is fully recessed behind the east wall plain. You can see

towards, again, towards the upper right of this image that's where those activities occur.

Typical floor plan upwards in the building, you know, this is about a 40,000 square foot floor plate.

Floor plan at the level five, again, it's a partial, you know, partial space for technical office use and then partial space for mechanical penthouse.

And then lastly something that we feel very strongly about and that has been central to our thought process is the sustainable virtues of this project. You know, we feel that by not, by not tearing down the building and starting from scratch, by reusing the building, that that's really one of the, you know, one of the more powerful sustainable strategies you can employ. We also will be using high efficiency mechanical

equipment, high performance glazing, and other, you know, and other high performance materials in the facade. You know, we will be achieving LEED Silver as a minimum with targets for higher than that. And then also given its location and how we're trying to orient the building to connect to the MBTA station as well as the bicycle paths and some of the other pedestrian routes. You know, it's the fact that it's a transit-oriented development really speaks to its sustainable virtues as well. We're very excited about that.

And with that, I would turn it over for questions.

ATTORNEY JAMES RAFFERTY: John, can you go to the site plan? Just to point out a few of the -- if you could, with the Board point out a few of the features, particularly the rain gardens and the swales that have been designed.

Maybe introduce our design team on that issue.

JOHN SULLIVAN: Sure.

So John Copley from Copley Wolff has been helping us and he'll speak to the site elements.

JOHN COPLEY: John Copley, Copley Wolff Design Group, landscape architects.

So, I guess I'll just describe it. The materials we're thinking about using relate to a couple of things. One is to save all the existing trees, because it's a good crop of trees. The trees that are fronting CambridgePark are all honey locust. They've been there for a while. The trees all on Steel are all existing. I'll get back to those in a minute.

And then around the corner on the west side are maples, red and sugar. And the effort is, as you'll see in the site plan, is to provide some areas for water to get to it off the

pavements for each of those trees. So we're gonna put some low impact, low curbs around them and put some wetland plant materials in those areas around the trunks. So try to give it a lot more absorbed space for all of those trees. So all of those trees stay.

The dark brown areas that currently is a wood deck, so all that water goes into the ground.

The dark brown or the dark grey strip all the way around the strip is a pervious strip. So all the water that comes off that doesn't get captured in the trees, will be captured at the curb. So the water should get into the storm system from the sidewalks. And then we have special paving at both entries.

Finally up at the loading dock we have a sort of a grove of trees just to sort of hide

that loading dock itself from across the street. And then the area to the east of that people are wondering about, people are going to be crossing from the T stop into that side entrance. Well, we think that whole edge is going to be a rain garden, so it will be a grade change and a wall system so you can't actually get in that. We're really going to prohibit any walking from the T stop into that area.

ATTORNEY JAMES RAFFERTY: That pretty much concludes our presentation. I should note that our traffic engineer David Black from PHB is working on the project. David has extensive experience in the Alewife district. In fact, he tells us he used to count steel trucks coming in and out of that Bethlehem building when he began his traffic career.

But the project itself is the mold for

the land use special for a TIS. So we don't have the full traffic summaries, but what we have been doing is working with Mr. Shulman and Mr. Barr in the Traffic Department analyzing information regarding vehicle trips, and -- not only for the building but also in the Greater Alewife area. We're introducing, bringing the building into compliance with the Bicycle Ordinance.

Approximately 60 bicycles will be long term indoor bicycles, shower facilities. The building will join the TMA, and there are lists of TDM measures that Mr. Black is working on with the Traffic Department. But the ones that the Board typically sees around transit subsidies and requirements to be placed in leases between the landlord and its tenants to provide those amenities to their employees.

So as I said, Mr. Black is here. He

could give you a little bit of summary, but his work is mentioned by Mr. Barr and Mr. Shulman in their memo and it's ongoing and we would anticipate before we return that we will have identified whatever other areas of mitigation or analysis that we're working on.

So with that, I think we have concluded.

Thank you.

H. THEODORE COHEN: Thank you.

Do any board members have questions right now?

Hugh.

AHMED NUR: I just want to say I'm recusing myself on record.

H. THEODORE COHEN: Okay.

HUGH RUSSELL: So I'd like to know what the first floor elevation is and what the sidewalk elevation is along CambridgePark Drive.

I assume they were legible. I didn't even have that information.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

19.9 is the first floor elevation.

ATTORNEY JAMES RAFFERTY: Just go to the microphone and identify yourself.

HOWARD MULLER: Hello, Members of the Board. I'm Howard Muller (phonetic) with GHB civil engineer. Survey information at the first floor elevation is approximately 19.9 with a street grade about a foot and a half lower. Foot to a foot and a half lower.

HUGH RUSSELL: Is that the street or the sidewalk grade.

HOWARD MULLER: The street gutter grade. So six inches.

HUGH RUSSELL: So the sidewalk grade would be about 18.9?

HOWARD MULLER: Yes. That's in the frontage along CambridgePark Drive.

HUGH RUSSELL: Yes. That was my question. I'm just trying to relate this all to the flood elevations.

HOWARD MULLER: Yeah.

HUGH RUSSELL: And the City's recommendations for --

HOWARD MULLER: The current 100 year flood elevations is 18.66.

HUGH RUSSELL: The City's recommending --

HOWARD MULLER: 2030 is 19.10. We received that information from DPW.

HUGH RUSSELL: Right. And 2070 might be as high as 2250.

HOWARD MULLER: 22.5.

HUGH RUSSELL: If that were to happen, your first floor would be flooded.

HOWARD MULLER: In 2070.

HUGH RUSSELL: Well, your first floor is at 19.9 so it probably would be somewhere between 2030 and 2070. If it's a linear progression, it would probably be about 2035. But, okay. I just wanted to get those facts out on the table.

H. THEODORE COHEN: Anyone else with questions right now?

TOM SIENIEWICZ: Really just a quick question about how the site works and the curb cut that I think it's an existing curb cut on the east side that's very close to the intersection. How the driveway works and why that's necessary? Is it just serving the two handicapped spaces or how does the site work?

JEFF TOMPKINS: So the two handicap spaces that are on the site right now are existing and they are, they cannot fit in the

parking garage so we're gonna -- we're proposing to leave them there as they are proximate to the door. Right now you would enter into the, into the parking facility from the corner of CambridgePark Drive, so we're not proposing to move that. We're proposing to maintain that. Loading would be accessed off Steel Place. Trucks would come up Steel Place and then turn into the loading dock. They would pull down to the driveway and back into the loading dock and then pull back out onto Steel Place, make a right-hand turn and then a left. The purpose of that curb cut, the new curb cut is to allow for the trucks to stay off of CambridgePark Drive.

ATTORNEY JAMES RAFFERTY: Just know there's an egress in the garage so vehicles exiting the garage are not --

JEFF TOMPKINS: That's a better pan for

that.

ATTORNEY JAMES RAFFERTY: So essentially the patterns of access and egress are unchanged. Vehicles entering the site now, turn right on the curb cut on CambridgePark Drive and drive down and access the garage there. And the egress of the garage is occurring directly onto CambridgePark Drive. There is no curb cut. We're proposing a new curb cut to accommodate loading. Right now that opening accommodates garage traffic as well as the loading traffic. We're relocating all loading to occur off of Steel Place so that there's no, the loading vehicles are not turning across the sidewalk of CambridgePark Drive.

JEFF TOMPKINS: And this lower arrow here, that's incorrect. It should be pointing the other way.

H. THEODORE COHEN: And what are the proposed widths of curb cuts?

JEFF TOMPKINS: The curb cut that is existing would remain. The curb cut that we're asking for would be 30 feet.

H. THEODORE COHEN: The existing one do you know what the width is?

JEFF TOMPKINS: Do we have that?

ATTORNEY JAMES RAFFERTY: The survey?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:
It's 33 feet.

JEFF TOMPKINS: 33 feet.

H. THEODORE COHEN: So do you need relief for a curb cut?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:
I'm sorry, I apologize 28 feet.

JEFF TOMPKINS: Sorry. The existing curb cut on CambridgePark Drive is 28 feet.

ATTORNEY JAMES RAFFERTY: The application, Mr. Chairman, responds to your question, the only curb cut we're seeking to get approval for is the one on Steel Place. And --

H. THEODORE COHEN: And that's 30 feet.

ATTORNEY JAMES RAFFERTY: That's 30. And we're allowed to have 30 feet as of right. And it's been very close, whether it's 30, 31, 32. So we sought the relief if it got a few inches bigger based on turning radius, and -- but I think our current thinking is that the 30 feet -- is it your assumption, David, that the 30 feet is likely to be able to accommodate it. So they in fact cannot be at the end requesting the additional width on the Steel Place.

TOM SIENIEWICZ: Mr. Chair, this may not be the time to drag out this line of questioning. I do have questions about why we need that, the

existing curb cut. I know they're entitled to it, but why all the traffic egress and ingress could not in fact go out the new curb cut and you could have, we could eliminate that drive.

H. THEODORE COHEN: Well, might as well pursue it right now since it's on the table.

TOM SIENIEWICZ: Okay, I'm sorry. Yeah, I think so.

I don't understand, you know, there's a conflict with the trucks and you pave about 30 percent of your sidewalk.

DAVID BLACK: I'm David, I'm sorry, I've lost my voice today. David Black from VHB. If I can point up to the, that -- so today cars and trucks enter on CambridgePark Drive. Trucks exit to CambridgePark Drive as well today. Cars exit today up in the top right-hand corner directly onto Steel Place. So the idea of introducing the

new curb cut Steel Place was intended to take all the trucks off of this access point and allow trucks to use steel plates for all access entry and exit. So the existing curb cut would remain only for use by cars entering the garage, but all cars experience sitting the garage.

CAROL O'HARE: Can you speak louder?

H. THEODORE COHEN: Use the microphone.

DAVID BLACK: All cars exiting the garage will continue to exit directly onto Steel Place in the top right-hand corner of the --

TOM SIENIEWICZ: Why can't all cars also enter on Steel Place? Why do we need to come off of CambridgePark Drive?

DAVID BLACK: It's a very tight turn for cars entering -- if you're coming, for example, from Route 2, it's a very tight. If you see the arrow at the entrance of the garage, that is the

direction that you enter the garage, so it's a very tight turn. If you're coming, for example, from Route 2 to come down and take a right into the site and then literally a u-turn to get into the garage.

TOM SIENIEWICZ: Again, I don't want to drag this out, but then there's a u-turn that you're going to be making at the intersection of CambridgePark Drive and Steel Place? Right? No?

If you flip the arrow around, you're suggesting the cars enter there instead of making a u-turn, virtually a u-turn.

ATTORNEY JAMES RAFFERTY: That's a right turn.

DAVID BLACK: No, that's a right-hand turn.

ATTORNEY JAMES RAFFERTY: Off of CambridgePark Drive.

DAVID BLACK: They come through the intersection and --

LOUIS J. BACCI, JR.: That's a u-turn.

TOM SIENIEWICZ: Right. So they're not coming down Steel Place off Route 2 the way everybody --

ATTORNEY JAMES RAFFERTY: No, no. Yeah, you're right. So it's a right and a right.

LOUIS J. BACCI, JR.: Another u-turn.

H. THEODORE COHEN: It's the same u-turn.

DAVID BLACK: It's a much wider dimension.

I should say, you know, the site plan is something that we're actively -- we'll be discussing with the Traffic Department, so, you know, these are things that I'm certain we'll be discussing with Adam and Joe Barr.

THACHER TIFFANY: I think maybe just to

add to Tom's -- I think he's trying to figure out if there's a way to have less pavement, less driveway, and it kind of seems like there should be. I mean, I see the issue with the tight u-turn, but it does seem like a lot of extra inner drive in the driveway. But we can sort of table that.

DAVID BLACK: The secondary reason for the, for that of course is access to those van accessible spaces which rely on that driveway.

H. THEODORE COHEN: Sorry, could you repeat that, access to what?

DAVID BLACK: Access to the two van accessible spaces, the two existing spaces that they can't fit into the garage because of the headroom. So the two accessible spaces in the front, existing spaces are van accessible.

H. THEODORE COHEN: Where are they

located?

LOUIS J. BACCI, JR.: Right on the curb cut.

HUGH RUSSELL: Right at the site.

ATTORNEY JAMES RAFFERTY: We did explore, we did explore to achieve that objective -- I know the architects and the designers and the traffic engineer, there was discussion about relocating -- whether an opportunity would exist to relocate those spaces in a larger green area in front of the loading dock, but the conclusion was that there was a significant conflict between the maneuvering of the trucks and access into those spaces. So the conclusion was that they -- they're going to remain in their current location because we simply can't fit them elsewhere on the site. They also happen to be very proximate to the principal entrance to the building and --

LOUIS J. BACCI, JR.: And the retail.

JEFF TOMPKINS: And the retail. If we move them up there, they're going to reduce the grove of trees that we want to use to screen the loading dock.

HUGH RUSSELL: Wouldn't you rather have a grove of trees down where the people are?

JEFF TOMPKINS: Then you'd reduce your visibility to the retail.

H. THEODORE COHEN: And the handicap spaces are the --

HUGH RUSSELL: So it's a very suburban concept, you want to get parking out in front of the building to make the building visible. Right?

TOM SIENIEWICZ: (Inaudible).

ATTORNEY JAMES RAFFERTY: Well, no, I think that -- we're faced with the dilemma that

the handicap accessible spaces can't be accommodated in the garage so they have to be on the site. So no, I don't think there's any suburban thinking behind it. It was really designed to think about where could they be located? And the studies showed that the conflict with the loading is what precluded us from pushing them further into the site. But as I said, we'll continue to examine those maneuvers with the Traffic Department.

H. THEODORE COHEN: And the handicap spaces, aren't those the ones on CambridgePark Drive?

ATTORNEY JAMES RAFFERTY: No, that's in the public way. We don't control that. That's -- and you may see, in fact, we only own inside the red dotted lines. So those spaces on the left obviously is the abutter's property.

But that's a pull-in on the drive. And Mr. Barr has suggested to us that the City may conclude that putting in additional travel lane in there to accommodate the left-hand turns egressing might be something the City would explore, but that's -- those spaces there are not, not on the property. They're in the public way.

LOUIS J. BACCI, JR.: Do they exist now?

ATTORNEY JAMES RAFFERTY: Oh, yeah, that's an accurate reflection. That curb cut --

LOUIS J. BACCI, JR.: Okay. That's what I wanted to know.

ATTORNEY JAMES RAFFERTY: That's a suburban feature, that pull-in on CambridgePark Drive. That doesn't exist, nor could one get the Traffic Department to approve such a design these days. But we suspect that in some form or another that's going to be changing.

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

Can someone give me the dimension from the loading dock out to the back of the sidewalk?

JOHN SULLIVAN: Not being exact it's about, it's about 100 feet from the, from the rear of the, from the rear of the loading dock to the north of the building.

LOUIS J. BACCI, JR.: No, the exterior loading dock, right, not the indoor.

H. THEODORE COHEN: Lou, can you turn on your --

LOUIS J. BACCI, JR.: Sorry. The exterior loading dock not the interior.

JOHN SULLIVAN: Around 55 feet.

LOUIS J. BACCI, JR.: So a tractor trailer would be on the sidewalk?

JEFF TOMPKINS: No, no, it's a tractor trailer is not using that internal dock bay.

There's two dock bays. There's one bay for longer tractor trailers that would be in the rear, and then there's an internal loading dock for box trucks. There's a door, it opens, they pull into the building. So there's two loading bays.

LOUIS J. BACCI, JR.: So there would be some prohibition of a tractor trailer backing into your loading dock?

JEFF TOMPKINS: No. There's two loading docks. There's a loading dock that you can see the driveway that goes into the connector building in between the building and the garage, and that's for larger trucks, they would fit entirely in that driveway and away from the traffic going in and out of the parking garage. There is an internal loading bay for smaller box trucks, smaller deliveries. The door would open,

they would pull into the building.

LOUIS J. BACCI, JR.: We just said there were two indoor?

ATTORNEY JAMES RAFFERTY: No, one.

JEFF TOMPKINS: There's one indoor, one outdoor loading bay.

LOUIS J. BACCI, JR.: Which is deeper?

JEFF TOMPKINS: The loading bay outdoor is deeper.

LOUIS J. BACCI, JR.: I guess we need more clarification on the drawings and templates.

THACHER TIFFANY: Yeah, we can't see where you're pointing.

ATTORNEY JAMES RAFFERTY: Do you have a laser?

JEFF TOMPKINS: No, we don't have one. No, unfortunately I don't have a pointer. I could point this out. There's in the upper

right-hand corner of the building. The first two bays that you see, that's the internal loading.

LOUIS J. BACCI, JR.: I guess probably when you come back next time, bring a drawing with the loading docks and the dimensions.

HOWARD MULLER: While Jeff is looking at that -- Howard Muller --

ATTORNEY JAMES RAFFERTY: Excuse me. That might help.

JEFF TOMPKINS: That shows the internal loading dock.

THACHER TIFFANY: And the external loading dock is where it says 22-6?

JEFF TOMPKINS: That's right outside where it says 22.6.

HOWARD MULLER: And we'll be -- moving back to the site plan there was a question on the amount of pavement. Right now under existing

conditions there is no loading dock at the site, and to provide this is why the project's proposing that additional curb cut on Steel Road. The on-site curbing in that area, which was on the site plan, I don't know which way you're going.

JEFF TOMPKINS: Keep going.

HOWARD MULLER: Where it says "loading," you see that there's a grove of trees to the south of the loading, plants south of the loading, and there are some curbs. Those curbs are set so that when a tractor trailer makes a maneuver, the bumper is overhanging the curb. Tightening that curve to facilitate a radius of the tractor trailer and then backing into the loading docks. So as they enter in, they'll be coming in from Steel Road, entering, pulling in, using the width of the loading bay and pulling

down towards the CambridgePark Drive and backing into the loading dock. So the curb to facilitate the smallest amount of payment to accommodate those terms, and I think we'll be prepared to show that when we work with Adam's team.

LOUIS J. BACCI, JR.: Yeah, I think you need to because I never thought that the trailers would pull into the road and then try to back into your loading docks. I always figured they would turn in --

HOWARD MULLER: The front of the truck will probably extend no further than the grove of trees as it enters in. So as it comes off Steel Road, it will do a kind of a u-turn across from -- towards the Alewife T station, turn on to the site, head towards CambridgePark Drive a small distance, not getting in front of the where the grove of trees is shown on the site plan, and

then back into the loading and then they'll be able to pull out.

JOHN HAWKINSON: Perhaps the petitioner can (inaudible).

HOWARD MULLER: Trucks will pull in, the front of the truck will come in this way --

LOUIS J. BACCI, JR.: Right.

HOWARD MULLER: -- the truck will back in and be able to leave and exit in that fashion.

These two curb lines here have been set to minimize the amount of impervious area to maximize the extent of the permeable area which is afforded by the demolition of that building. So the maneuver of the truck would be this way, back in and out.

LOUIS J. BACCI, JR.: So coming off Route 2 they would also do the same thing, back in?

HOWARD MULLER: Yeah. Come in here. And

this curb cut right there between the two trees at the throat would be down to 23 feet. When we talk the length it's just the radii.

LOUIS J. BACCI, JR.: We were just told that's a 30-foot curb cut.

HOWARD MULLER: 30 feet. 20 feet at the sidewalk where a pedestrian would cross.

LOUIS J. BACCI, JR.: One other thing. Getting back to the handicap parking spots. It seems they would fit where that grove of trees is to the south of the loading docks. And it would cut off then you'd have a big green area.

HUGH RUSSELL: Right, the area's about 45 feet deep so they would take maybe half of the depth and maybe two-thirds of the length of the grove. You need to widen the driveway slightly because you need a little wider drive to make a turn.

ATTORNEY JAMES RAFFERTY: Sounds like you'd like us to explore relocating those handicap spaces.

STEVEN COHEN: You think so?

ATTORNEY JAMES RAFFERTY: Okay, put that on the list.

H. THEODORE COHEN: Steve, you had a comment?

HUGH RUSSELL: And also I would like to explore moving the entrance of the garage to Steel Place.

TOM SIENIEWICZ: Yes. Reverse the garage.

HUGH RUSSELL: To basically have the entrance and the exit be on Steel Place.

H. THEODORE COHEN: Could we hold our comments to later and just focus on questions now. And I know we were --

TOM SIENIEWICZ: I'm sorry.

H. THEODORE COHEN: No, no, it's fine.

STEVEN COHEN: It was good. I was going to raise that same thing. And, frankly, on the parking, the one point that I was going to focus on in addition to all of the others, was just this sort of friction, traffic friction created at that really sensitive point of CambridgePark Drive as they're coming in and making that u-turn. And so there are a lot of issues, I mean I think you need to explore options. But that's not my question.

My question as I look at the plans, I'd like to go upstairs away from the site plan for the moment, and I just note that there is for this relatively small building what seems to be a large amount of rooftop mechanicals. And since this is just a question area, I was wondering if

you could explain this in terms of area, why the need for so much rooftop mechanicals and why the necessity for the height? It does seem quite high.

And thirdly, your thinking behind the use of the metal screening. The volume of the screening is such that it largely defines the character and the elevations of the building. So I just wanted to, you know, hear your thinking behind that from a functional perspective and from a design perspective and, you know, is it a lab building? Are we designing for lab use and so forth?

JOHN SULLIVAN: That's a great question. You know, we're looking at the rendering right here and looking at the area of the building that you're referring to in the metal panel of the cap. This is a technical office building and it

could support research use. So we are, you know, right now at these early stages, we're designing the building with the capacity to support that use which results in, you know, which results in larger mechanical space or more mechanical space as well as more heightened mechanical space. So that is being considered.

What we are showing here with the metal panel, we felt like that this was a good, you know, what we really tried to do is incorporate it into the facade of the building and to have it incorporated into the building expression so it didn't feel additive on top. So we, you know, we used kind of a metal panel wrapping element that you can see across the roof line and turning down the east facade to capture this metal panel, and we felt this was a good or that was a strong way to incorporate it into the facade and not have it

feel additive on the top. That was our thinking from a design standpoint on the outside, and size wise it is a capacity issue for some of the issues that we're proposing.

STEVEN COHEN: Yeah, on the west building I can't see it in this perspective, but if I remember it correctly, it's actually two floors, two levels of mechanicals?

JOHN SULLIVAN: Well, no, not entirely. It's one enclosed floor and then it's some roof area behind a screen to capture some of the equipment that needs to be in the air, open air. But it's not, it's not a double height penthouse.

LOUIS J. BACCI, JR.: It appears to be a -- looking from the -- from the -- that elevation it looks to be another mechanical floor.

JOHN SULLIVAN: Understood.

LOUIS J. BACCI, JR.: It's an awful lot of mechanicals.

STEVEN COHEN: That was a comment not a question.

LOUIS J. BACCI, JR.: I have a whole list of them.

HUGH RUSSELL: You have to rephrase it. Isn't that an awful lot?

H. THEODORE COHEN: Why don't we save our list of comments and move to public comment. So is there a sign-up sheet?

CATHERINE PRESTON CONNOLLY: Yes, it's right here.

H. THEODORE COHEN: Oh, thank you.

So, when your name is called, please come forward, state your name and address, and we ask that you speak for only three minutes. And if these are working --

CATHERINE PRESTON CONNOLLY: Yes, it appears to be.

H. THEODORE COHEN: The lights will go on. Green, you should speak. Yellow means your time is coming to an end. And red means please wrap up. And if you haven't signed up, you'll have an opportunity to speak. No one will be prevented from speaking.

Carol O'Hare.

CAROL O'HARE: My name is Carol O'Hare, 172 Magazine Street. I wonder if I can beg your indulgence. I am a slow speaker, so I might like to have a couple of more minutes if that would work for you? And because nobody else is here with my points and I work very hard on signage, I would beg that of you.

H. THEODORE COHEN: Well, why don't you start speaking and we'll see where you are when

the red light goes on.

CAROL O'HARE: Fine.

I'm here on signage because I think that this Board and CDD should require developers and others to plan zoning compliant signage from the get-go. Locations, numbers, types, and sizes for their own and their tenant's use. I'm not asking for colors. I'm not suggesting anything other than that the signage they plan upfront be zoning compliant.

The Concord/Alewife plans, plan goals talk about quote: Improved signage. The Concord/Alewife design guidelines, quote: Design and locate lighting and signage in support of the district's pedestrian-friendly quality. Zoning variances for signage should be extraordinary not ordinary. Some of you may not remember the 2010 or may remember the 2010 attempt to totally

rewrite zoning to permit high illuminated branding signs. It failed after exceedingly tough battles when the City Council was effectively forced to rescind it by public petition that was signed by 15,000 or more registered voters in 20 business days. That petition was as simple as pie basically asking Do you want zoning law to be changed to permit such signs along Memorial Drive, East Cambridge, and in Fresh Pond? The answer was no. Won't this Board and CDD support that outcome by requiring this developer to plan signage from the get-go?

That was what Divco West did at One Kendall Square. Brendan Sullivan, current vice chair and former chair of the BZA, among other BZA members, has often puzzled and complained about developers who wait to apply for zoning variances for their signs until after

construction. In effect, they ask why developers are not required at earlier stages to plan their signs so there is no "Uh-oh" moments or even arguable substantial hardship variance circumstances. I don't know what I meant.

Other signage on CambridgePark Drive is zoning compliant, and including 150 CambridgePark Drive. HP would be urging from community groups recently withdrew their variance application for an illuminated corporate sign at the tenth top floor of their building.

The Fresh Pond Residence Alliance and North Cambridge Stabilization Committee opposed the variance.

200 CambridgePark Drive, the BZA recently denied Mr. Rafferty's clients's zoning variance for a redundant for-tenant sign.

Hanover apartments, which -- whose sign

you recently approved, and I agree with that approval and will support that sign, does in fact have a veritable hardship case, a virtual -- not a virtual hardship case, an actual hardship case.

H. THEODORE COHEN: All right,

Ms. O'Hare, do you have much more?

CAROL O'HARE: No, I don't.

H. THEODORE COHEN: Okay.

CAROL O'HARE: If, for example, the 30 Brattle Street landlord had been required to plan the building signage up front for Citizens Bank, Bob Slade, and Leather World, we would -- they would not have wasted everyone's time and patience for longer than the year 2015 with their proposed spectacle of 26 disparate signs.

So please require this developer to toe the line or toe the sign and work with CDD to create a zoning compliant signage scheme. Save

everyone yet another sign taming match.

Thank you.

H. THEODORE COHEN: Thank you.

Rich Clary.

RICHARD CLARY: My name is Richard Clary, 15 Brookford Street. I'm the soon to retire Chairman of the North Cambridge Stabilization Committee. I have pledged to retire on the abatement of the three, 30-year nuisance at 43 Cedar Street. And I hope the Law Department will not be baffled by the owner's latest maneuver.

I'm here to mainly talk about the early community engagement process which I understand consists of the outsourcing of notice to an unfamiliar addressee if you're looking at your e-mails, and I, if I opened it, I certainly didn't recognize what it was or thought it was part of anything official until very recently.

And this morning I read what the notice says. It says we're gonna build a building at the corner of CambridgePark Drive. It doesn't say -- it doesn't say what else or where else it is and what street it's at the corner of. But in any event, I probably treat it the way I treat e-mails offering to help me with my various senior ailments and I overlooked it. But it looks like I was not alone, because as I read, the three other community agencies who are supposed to receive this notice didn't come to the open house and there were no civilians at the engagement, the early engagement process, and only four people are named in the undated summary of that process and they sound like these four gentlemen that were sitting right here or their delegates all of whom expressed that they're very happy with the, with the presentation they had

just given themselves. So it seems to me that they, at least in this particular, the attempt to engage the community didn't have much success.

With regard to the project itself, it looks like it has two floors of mechanicals. The sixth floor is called a mechanical penthouse. I always thought mechanicals were intended to be recessed and not seen by the public, but this is a full, full bodied double whammy of mechanicals most of which is clad and corrugated metal. I don't know if that's another reason for calling it Steel Place, but it looks like, it looks like a battleship and you're offering plenty of space for a corporate sign to go there, but not offering much pleasure to anyone looking at it.

And I would hope that the, whatever decision is made, will do -- will do a lot to change the design of that sixth floor if not the

fifth floor.

With regard to the -- of course like every other presentation --

H. THEODORE COHEN: Mr. Clary, could you wrap up your comments?

RICHARD CLARY: Yeah.

Like every other presentation of development in Alewife, there's no mention of the fact that all these buildings are being built where only vehicular access is a 19th century parkway designed before the invention of the automobile and that no one can -- not too many people can get there. For example, my next-door neighbor's a Chinese lady with two young Chinese children who would love to go to the Montessori School across the street, but she can't get there. So she doesn't go there. She goes to Arlington. And traffic jams start at six a.m. as

we all knew they would. And traffic jam's going from Mass. Ave. in the north to Fresh Pond Circle in the south are, it's gonna be a 16-hour traffic jam. And so any retailer who goes there has to recognize that they're not gonna have many customers because nobody can get there.

Thank you.

H. THEODORE COHEN: Thank you.

James Williamson.

JAMES WILLIAMSON: Before I start can you bring up the image that has the roof view, the rooftop view that includes the stacks, please? That one, thanks.

James Williamson, 1000 Jackson Place.

First of all, I would like to say that I agree with the comments very much of Carol O'Hare on lighting.

Secondly, I was at a recent Envision

Alewife workshop that was extremely well attended at the Tobin School, and the Alewife part of the city is, as I understand it, expedited as a -- subject to planning in this overall three-year comprehensive planning. And the obvious question would be how does this fit in to that? Not only how does it fit into Concord/Alewife, the existing plan, but how is it going to fit in to this ongoing planning? And I attended the presentation a few nights ago at the North Cambridge Stabilization Committee. And when I asked that question, Mr. Rafferty seemed -- seemingly to me stepped in to prevent any of the proponents until then had been responding to questions from responding to that question. I don't -- it was asked in good faith and I think it's important to mention to this proposal.

I would say on the retail, the retail is

a welcome addition, obviously, and does address some of the Concord/Alewife guidelines. What I asked about, we have Graffito working in Kendall Square and on what's called Mass. and Main doing small retail spaces. So I asked about this so we could have a local, you know, smaller, you know, affordable retail space. And the response was well, we're gonna have one big retail with three entrances which we can either use as with one big one or three smaller ones. And I wonder if we couldn't get more of a commitment on the approach that Graffito or much touted for seems to be happily welcome in Cambridge.

On the open public space when you walk to in front of Bertucci's, I ask myself, gee, can I go sit there or is that private seating exclusively for Bertucci's customers? So I think we should have some real clarity as stated for

that building. If this is going to be indeed public space, that should be a condition that's spelled out and crystal clear that anybody is welcome to sit there without having to be a customer of whatever retail ends up there.

As for the stacks, the issue with the stacks, the issue to welcome questions and comments from the members of the Board is from the other side. From this park and recreation area, which is an element in the Concord/Alewife plan, and presumably because I was at the workshop and we talked about connections to the existing parks and recreation spaces that are on either side of the quad and the triangle, what is gonna be the impact for your consideration of the mechanicals as specifically the exposed stacks on that side. Because people are expected to be out there enjoying that, and if they look up and see,

you know, a big tech building mechanical rooftop, is that really, is there a way to perhaps address that aspect?

And what about noise? Is there -- I mean, is there existing stacks like this in this area? And will this introduce a level of noise that some of you may be familiar with from some of the mechanicals at some tech buildings that will do a number on the adjacent residential buildings which again is meant to be promoted in this area. And as for transit-oriented development, there is transit in theory, but anybody who takes the T knows that there are serious problems with that.

And I'll just, I commend what I was able to read in the staff report about some of the traffic mitigation, the public space enhancement in the area, the new station on the commuter rail

line, the turn off from Alewife onto CambridgePark Drive. These are all aspects of this which I hope, you know, you'll give some attention to and support staff and others in helping to make sure they address.

And finally for those of you who weren't watching staying up last night and watching the municipal channel, Councillor Devereux exercised her charter right on the curb cut on the other side of the tracks where Davis Companies were requesting a curb cut to tear down a building to put surface parking. So I'm not saying that's directly related, but it's -- seems to be something to consider in the overall Alewife development.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Michael.

MICHAEL BRANDON: Thank you. I'm Michael Brandon, 27 Seven Pines Avenue and I'm the clerk for the North Cambridge Stabilization Committee. Dick raised the main issue that we initially had, which was the lack of sufficient pre-application process. And I've submitted a letter that details that for you and I hope you'll have a chance to read it and perhaps at some point discuss it with the staff. But the outreach was simply not adequate and not -- this Board has spent a lot of time with coming up with plans for. And also even in terms of advertising of this hearing, wrong address was advertised in the paper. So I hope you'll address that.

In general I think that this whole concept of trying to introduce retail is great. And our group has been before you repeatedly when

these large multi-family buildings were introduced to CambridgePark Drive urging you to require significant ground floor retail to serve those people and the existing office workers. It's desperately needed. The offices bring in food trucks at lunch hour now. So that aspect of what's being proposed is great.

The issue of flood mitigation, I don't think there's gonna be discussed tonight and there won't be much done on that until the Conservation Commission weighs in, but that's a big concern that we've had and people need to really take the threat of flooding seriously. It was just a flash flood that wiped out a main street in Maryland. There was a thousand year storm and news reports say that's like the ninth one in the past five or ten years. So things are changing, and I would urge you to require, as the

staff has already suggested, that this building and others that come within your purview are looking at the worst case scenario. We now have studies that the City does -- did for climate change planning, and I hope you'll deal with that.

This building I would suggest as I think it was mentioned in their application, they're considering a green rooftop on the garage. And I would urge you to require that. Get rid of some of the parking spaces that's necessary.

By the way, I gather there's no elevator in the garage?

JEFF TOMPKINS: There is an elevator in the garage.

MICHAEL BRANDON: There is? Would it be possible for the handicap spaces to be --

JEFF TOMPKINS: There are handicap spaces

in the garage. There can't be any van handicap spaces in the garage.

MICHAEL BRANDON: How about on the roof?

H. THEODORE COHEN: Michael, just make your comments. Please, don't ask questions to the developer.

MICHAEL BRANDON: Okay, fine.

I agree and was going to raise the issues about the site planning and traffic circulation which needs much more study and reconsideration.

I thought I saw in the application it was talking about a Gold LEED standard and tonight it was mentioned silver. So I hope that can be clarified.

H. THEODORE COHEN: Michael, could you wrap up?

MICHAEL BRANDON: Yes.

Just reemphasizing on mechanicals, that's

what is now shown is really ugly. The screening is inappropriate. This rendition doesn't conform to others in the packet. I look forward to coming back.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, then we'll discuss the matter.

As it's clear we need to receive information about traffic and parking and traffic mitigation and there's going to be an informal, I guess traffic impact study done that's going to be discussed with Traffic and Parking, so they will be reporting back to us at the next session.

Similarly we need to receive a report from the Conservation Commission and the

Department of Public Works Engineering Department
with regard to issues about storm water and
construction of the floodplain district so we
will be back at a subsequent time with a
continuation of this hearing, but I think it
would be good for us to go through comments we've
had about the current design.

And I'd ask -- I know Suzannah prepared a
memo, but that memo was based upon an earlier
rendition of the presentation which is actually a
presentation that I was reviewing because that
was what was placed on-line. So if you could
address some of the changes that have been made
and some of the additional comments or questions
that you and staff have with regard to the
changes that have been made, that would be great.

SUZANNAH BIGOLIN: Thank you, Mr. Chair.
And as you mentioned, our comments are based on

an earlier set of materials which are dated July 15th, and they're the same set that is available on-line. We recognize this is a really important site. It's a prominent corner, and it's opposite the Alewife station. We're really pleased with the transformation that's proposed to what is currently kind of a bit of a boring sort of dead spot within the urban fabric.

The key defining features of the proposal include the public realm and the ground floor open space which we hope will help soften the building's impact and be more welcoming and useful. And that's particularly with regard to the open space areas in the neighborhood. So we think this will be a positive impact.

The massing approach of the two separate volumes separated by a glass much seemed to work really well. And we see the glass curtain will,

we think is quite a strong element and contrasts with the neighborhood buildings which are mostly masonry and concrete.

We had queried whether there needs to be more interest to enliven the facade, so more depth and projections could help. Also looking at the mechanical penthouse, we know that's been mentioned quite a bit.

The plans we looked at that was a glass penthouse, so the change to metal has -- does have an impact that we would like to study further and see if it should be set back rather than so close to the facade.

The new lab stacks weren't in the set that we looked at either, so that's something we would like to consider in terms of view lines and noise impacts.

We also noted that the parking garage is

on the street edge, so we'd love to see that improved with either sort of landscaping or a more attractive facade because it is right along the sidewalk.

There are outstanding issues as well that we've noted and we hope to continue to review.

There are some inconsistencies between the HVAC site plans and the landscape plan. The width of the curb cut has been mentioned already. And we want to continue to study the sidewalks and the street trees just to make sure that we're sort of getting direct pedestrians lines.

We're also wanting to look at the storm water management as well as the rain gardens, and opportunities to increase the permeability on-site.

The potential for a green roof would be something we would support as well.

Some of the recent changes we think have merit, that there is some sort of loss in some refinement we feel, particularly in relation to the transition between materials and the corner elements as well as the stronger horizontal emphasis that has been an outcome of the change to the spandrel dimension. So that's something we would like to continue to review as the project advances.

H. THEODORE COHEN: Anyone have any questions for Suzannah or anyone else on staff?

(No Response.)

H. THEODORE COHEN: I guess my question, and I'm not sure you're the right person, what is the rationale of changing the material surrounding the penthouse from glass to metal?

SUZANNAH BIGOLIN: I believe that, John, you would be the right person to --

JOHN SULLIVAN: Sure, I can.

We felt like, and maybe there needs to be a little study in terms of the planar change. We felt like the metal allowed the glass to, you know, strongly end at the fifth level. You know, it's a mechanical area, so we were concerned that, you know, the glass in an opaque form could be a little bit hard to execute. So we thought that, you know, by switching to material that still had a vertical emphasis, but also still more in line with what we're using for a wrapping element which is the horizontal roof piece and the piece that extends down the facade to the east which is also metal panel, that that would feel more integrated and that's, that was the reason for the change.

H. THEODORE COHEN: By any chance do you have the earlier image with the glass?

JOHN SULLIVAN: We have a comparative view which, again, it's, you know, rendered, a rendered image. The form is not -- is not different, but the materiality is.

H. THEODORE COHEN: Okay, thank you.

Who would like to start? Do you want to start?

STEVEN COHEN: I have a quick and others can comment. In general the notion of expanding these buildings and improving the buildings and slightly visible are important location is great. And I certainly support that. We've already talked to death I think about the site plan issues and the parking access and, you know, I think we really need to be convinced that there isn't a better way. I think we also suspect that there would be a better way to the extent that there is going to be some traffic friction. I

would imagine even if there is no ideal solution here that it would be better to place that friction on Steel Road Way, Ave., whatever it is.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

Place.

STEVEN COHEN: Place. Rather than on the main CambridgePark Drive.

The second point I have is the one I've already mentioned on the rooftop mechanicals, and it's not just the material, I think it's the whole design. And it seems to be more likely than not that's being designed to absolutely maximize future potential and flexibility for rooftop mechanicals and as much as you don't know what the demands will be in the future. And I certainly sympathize with the desire to create that flexibility, but I think we've come up with a solution which to my eye anyway is very

unappealing. And that top solid surface brought all the way forward to facade kind of reminds me of sort of old buildings and rundown sections of the city where there are furniture stores and they sort of do this on the top floor and that's where they keep their furniture inventory up top. You know, I really suspect that there are better solutions there. And I think that you probably don't need, you know, quite as much of rooftop devoted to the mechanicals. In any event, to the extent there's a screen, I think it should be pulled back from the facade. And, frankly, you know, that front facade is important and visible and prominent in the whole development, the side and especially the rear facades are much less important. And so it would seem to me if you could somehow concentrate the mechanicals and move further to the back, you might be able to

get as many as you need but have less of a detrimental impact on the front views and elevations.

And then my third and last comment is I understand and appreciate the perspective that it's a long, longish building and that you want to do, you know, break it up into two sections. But as you acknowledge, it's important that they relate to each other in some sort of amicable way. And to my eye they're not relating to each other. They seem totally unrelated and disparate. And, again, to my eye, admittedly a subjective matter, I would like to see some sort of greater relation in the design and in the materials and in the colors. I note Suzannah's comment also that she perhaps would like to see some more texture in there perhaps or perhaps not. I guess in general, I'm just saying that I

don't think that that front elevation is really working for me. Again, very prominent location and I think, you know, that you guys can do better.

That's it for me.

H. THEODORE COHEN: Okay. Catherine.

CATHERINE PRESTON CONNOLLY: I think I'm going to be similarly brief. I would reiterate everything my colleagues said earlier about the curb cuts and parking and hope that can be resolved. And similarly to Steve, I find the way the mechanicals are currently designed, despite apparent effort to the contrary, to look just like they've been plopped on top of the building. And so you have maybe not a full two stories but a 20-foot high story of mechanicals on top of 15-foot high other stories that really just looks like it's sitting there and there's got to be an

aesthetically better way to do that.

I'm not sure I agree with Steve that the rear elevation is less important than the front elevation, because I think the point was well made that that's visible from the public open space. So I frankly -- I think it needs to look attractive from all angles which may be a radical concept, but it just -- right now it's not there.

And I guess overall I feel like this has come to us maybe prematurely. The fact that Traffic and Parking still has so many questions.

The fact that we're sitting here asking about things that usually would have been worked out by staff either in Traffic and Parking or Conservation Commission or with their reports yet to come to us. The outreach, the prehearing outreach to the public does seem to have been handled not particularly well. All of this

suggests to me that for some reason this has been rushed to us. I'm not even sure -- I did note that the address was printed in the public notice as 135 CambridgePark Drive. I presume that will be solved because we're going to come back and it will be re-advertised and the address will be correct. But all of this seems to suggest that we're in some kind of hurry to get this before us, that -- maybe it's market driven, maybe it's driven by something else, but it does not result in the kind of quality review and frankly accolades from this board member that a fully baked project would.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: So I do not disagree with the analysis of my colleagues. I'm going to try to be a little more directive. So I think the mechanicals on the right side of the building

needs to be pushed back roughly 20 feet from Steel Place and CambridgePark Drive roughly the amount of its height. At that point using a cheap material up there which perhaps reflects the young the Bethlehem Steel heritage of the site would be okay, because you wouldn't be able to see it very well.

On the other side of the building the mechanical room looks like the building used to be four stories tall and then maybe it's like the furniture store, you took out the window and you put in metal siding so as you could put stuff up there. And that's not going to cut it.

I think the two different architectural treatments both are very problematic, and I think there's a huge lost opportunity. This whole facade faces the south. It's, the sun is beating on it and there's not a single element on the

facade that is trying to address the effect of the sun as you might do if you were trying to do an environmentally conscious building. There's a -- there's a building down in Kendall Square, it's the least successful building in the -- what David Clem's (phonetic) development, but the interesting thing about the building is that each facade had a different, different way of addressing the sun because each facade actually does address the sun differently. And they were quite inventive on doing something that didn't look like it was four separate buildings, but at the same time produced different scales and different appearances. It's the one that's, if you were standing facing Genzyme from Third Street, it's the one to the left of Genzyme.

Now, right now the building has brick on it, which is maybe it's not the best brick in the

world, but you're replacing it by precast concrete, and the renderings right now just imply that it's, you know, plain cement concrete. Now that may be a little early, and that sort of reverts back to either the industrial age where people built buildings out of concrete frames and put in-fill in them, and then also sort of relates more to the buildings farther down CambridgePark Drive, which in my opinion are not very fine buildings which feature precast concrete and glass.

Still I think the frame expression is not, is not particularly a bad thing, it's just that the materials need to be richer and more and somehow better. So that's...I would in a way prefer the entire building had a framed appearance perhaps making, you know, the two volumes on the street, maybe there's a wider

space between them to -- so that -- but that would be similar. And the in-fill of that frame might change as you get around the building somewhat. Just sketching on the back of the building, for example. Just where you can say, okay, there's going to be this element and that element and then the one in the middle gets a modified expression in the way of sort of mimicking what's going on in the front. They may not actually put the same pieces.

And, you know, so that I think needs a lot of work. I agree with what Steve said that the idea of doing this to this building is a fine idea.

So I'm concerned about the flood elevations because it means that in about 20 or 25 years the retailer is going to possibly flood during much more severe weather events. I mean,

and that -- what, as I understand it, the reason why you see the study showed the flood level rising is that they're going to be more extreme or longer rainstorms. And the Alewife flooding is -- conceptually is actually pretty simple.

There's a big basin. There's a drain which is Alewife Brook, which has virtually no pitch and not a lot of width. And so water collects in the bathtub, if you will, and it takes a while for it to drain down to the harbor. And it's got to get pumped up through the Earhart Dam if you're in the middle of the storm and the Earhart Dam is missing a pump that was designed for but never installed, but, you know, they -- the Alewife flooding is just because of that kind of story.

So if the storms get worse, the flooding gets worse and more frequent. And I think those of you from North Cambridge can adequately talk

about the frequency of flooding in the area which appears to belie the notion that these are one in 100 year events.

On the retail, you know, we took a lot of flack on some of the housing projects after they were all approved in not thinking about what's the right -- what are we trying to achieve up here? How do we get a right neighbor with the right stuff? So if this ended up with a couple of big restaurants, you know, or maybe a super Legal Seafood, this would not serve the notion of the serving the 2,000 apartments and the, what, a million square feet of retail or commercial tenants? So I think one has to look and think about what, what kind of retail should be created? And the sizes and the services -- there was talk at some point there's a, in the next building, you can see the corner of, I believe

there's a Whole Foods cafe. And they can start by upgrading the cafe to actually sell more stuff. So maybe that piece might be covered. What needs to be covered to make this whole area work better? This is a, in the context of the whole area is very modest. In the context of an office building, it's not so bad. Should it be the entire frontage rather than just at the frontage?

I think Carol's right on about the sign plan. I detect there are elements of the sign plan in the elevation. I think there seem to be some black rectangles above the storefront that look like store bands to me, but I think it could be more explicit.

And I, you know, we've got to get rid of those cars parking on the corner. And I think you have to really look very carefully at the

garage entrance to see if it could be faced in place. Because if you do that, then your loading plan works independent -- it's de coupled from the cars, and I think it's a reasonable loading plan. Maybe the two handicap van spaces can, you know, be down that drive before the door instead of after the door.

So those are my comments.

H. THEODORE COHEN: Thank you.

Thacher.

THACHER TIFFANY: Yeah, I'm actually going to pose this question to Hugh.

Hugh, were you sort of hoping that if the handicap spaces could be moved and the parking lot entrance can be reconfigured, you would be able to not have a curb cut on the CambridgePark side?

HUGH RUSSELL: Yes.

THACHER TIFFANY: Okay. So I think that's overall what we were all kind of thinking. It's like isn't there a way that there was a pedestrian (inaudible) when you've made it across Steel Place, you're not again crossing the path, that would seem to, you know, take your vision of making this a more urban building really to the next level.

I basically agree with my colleagues. The one area where I would differ is although I don't think the mechanical penthouse is quite successful, I sort of appreciated the effort to make it part of the architecture and not just a set back screen which we see a lot of. You know, especially when they get big, you know, it does seem like there's potential to include it in the architecture. So I actually maybe appreciated that effort a little more than others, and I

guess I'm in the minority so that's okay so don't listen to me. But we are, it seems like in Boston we're seeing that more and more, like the buildings just keep going and the design keeps going and instead of like the setback in the screen. But we'll leave that to you to interpret and resolve.

That's it.

H. THEODORE COHEN: Tom?

CATHERINE PRESTON CONNOLLY: Ted, could I just quickly clarify on the mechanicals? Just to be clear. If the architecture was successful --

THACHER TIFFANY: Right, right.

CATHERINE PRESTON CONNOLLY: -- I would have no problem with it blending in. It's the fact that it's ugly and it's set on top. That's the issue.

THACHER TIFFANY: Yes.

STEVEN COHEN: Is that a technical term?

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: And I'll comment, that it was hard to see from that view but from the earlier set plans, the penthouse on the glass side where it was glass fit in a lot better than when it was changed to the corrugated metal.

ATTORNEY JAMES RAFFERTY: Could I, just a directional question? Is it being suggested that -- I'm hearing two things. It's somewhat unfortunate the change in material has led to a lot of focus about material, but it was a very intentional design approach that was shared with the staff through multiple meetings that Mr. Tiffany noted which was to have the mechanical facade read like the side of the building. But if the suggestion that that approach doesn't feel right or is it the sense

that the change of materials is making that unsuccessful.

HUGH RUSSELL: I think it's not right.

H. THEODORE COHEN: Well, I would also comment on the earlier drafts you didn't have chimneys above it either.

ATTORNEY JAMES RAFFERTY: Right, right. But I'm not disputing. I'm just saying in fairness to the applicants even the design from the staff treated that approach differently. It was, it was not seen as incompatible. In fact, it was, I would say the feedback we got was more consistent with Mr. Tiffany's comments.

H. THEODORE COHEN: Well, I think what you're experiencing now is that we don't necessarily always agree with what staff has suggested.

ATTORNEY JAMES RAFFERTY: You're kidding.

HUGH RUSSELL: I think we're all happy with it, and your challenge is to find something that we're all happy with.

ATTORNEY JAMES RAFFERTY: Understood. But it's been helpful to hear that -- regardless of the material we should rethink the approach and that's helpful to hear. That's what I'm hearing.

H. THEODORE COHEN: Well, I actually agree with, you know, Thacher. That I kind of like that it's incorporated into the design of the building, so you've got differences of opinions, and I think it's back on to you to try to come up with something that maybe we all would prefer.

ATTORNEY JAMES RAFFERTY: Okay.

STEVEN COHEN: If I could throw in one last point and Catherine's point is perhaps the

key one which is that, you know, we're not -- even those of us who are critical of it, are not saying that under all circumstances it must be pulled back into the facade. It's a matter of the design and it has to be presented. I would say that for some of us and certainly for Hugh and for me, my default, my bias is that it shouldn't be up on the facade. But, you know, I'm always willing to be persuaded. This hasn't persuade me.

ATTORNEY JAMES RAFFERTY: I always geared clients to gear for the tough love that comes from these things. They could probably think about the design that they like and you may hear less about that. I'll review these notes.

STUART DASH: And just to clarify the staff comments was based on the earlier images rather than the --

ATTORNEY JAMES RAFFERTY: No, no, I agree. But the design approach was --

H. THEODORE COHEN: Tom.

TOM SIENIEWICZ: That's okay. I really appreciate the spirit of being direct tonight although I don't know if I can be as direct as Catherine. So let me start --

CATHERINE PRESTON CONNOLLY: I specialize in direct.

TOM SIENIEWICZ: Let me start in threes with the site.

First of all, I want to commend the Copley Wolff for recommending that they keep the existing urban trees there. Every development seems to come in and chain saw all the trees down and then argue that it's an improvement. I never understood that. And there are some mature trees there, and I really like to take advantage of

their age and build on that. So I think that that spirit of economy is really laudable and I think it really helps the City. The spirit of economy will come back in a minute here.

We've talked about that side, the eastern yard having too much paving in it. I think you should consider eliminating the -- I think it's a u-turn. It's been described as a right turn. It's a u-turn off CambridgePark Drive. Eliminate that curb cut and maybe we'll trade you. I would recommend that we trade you for the other curb cut.

On the site, so we'll go directly to parking. I appreciate that reduction of some parking spaces to accommodate bicycles, but still if you look at the parking ratio of what would exist at this site, it far exceeds what would be recommended under our current Zoning Ordinance.

I go with 184,000 square feet of space. It's about a 1.8 ratio as what we're looking at with 331 spaces which is way more space. The argument is this is transit oriented. I know there are existing spaces. But I think we should look at that garage and look at the details of the garage and modify the garage the way you're modifying the building in the front at this moment. I appreciate the staff's suggestion, yeah, this is right on the street face. So I think in the next hearing I'd like to see the plans of the garage, you need to understand why you couldn't reverse the direction of it or couldn't in fact have a two way in as Hugh was suggesting through more modification. I bet you once you begin to imagine carving that up a little more, maybe the vans might fit inside of there.

I want to just turn my attention to the

architecture. I was looking at the two renderings and I was struck by the color which I liked very much, the color accents. I don't understand why it's a grade or composed the way it is, but began to make me understand how important that color was to my reading of the architecture, because when you look at the night rendering which is taken from the same perspective as the one on the cover of one of the books I have in front of me, the color disappears. And then you realize the look at the architecture without the color accents and without the modulation and the playful rhythm of those panels and it becomes incredibly stark and very, very ordinary and unimaginative in my opinion.

So I like Hugh's suggestion that those panels that are beginning to suggest some kind of

three-dimensional expression on the southern wall might be deployed in a way that -- see the color goes away and it becomes pretty stark, pretty economical in not a good way. And I very much appreciate Hugh's idea that maybe some rhythm, some rationale for those accents relates to a shaded strategy on that south wall and you get, therefore, get a lot more depth and unfortunately lose some of the economy that we see on the wall. But I think we need it here.

The signage has been talked about.

My opinion about the mechanical, I don't know why this came to mind, but I was thinking about a fez, that -- and that's just one of those hats from Morocco that goes on the top of your head that's red and your head stops and the fez starts and that's sort of the way this works. And then there's another aspect to the fez, you

could have a tall one or a shorter one, and the proportion's are important. And so I think we have both wrong here. The proportion is very high because it's to support technical office use which is lab. It's 20 feet, and so it's a very tall fez. And so the proportion is wrong. And so I think the dramatic, the kind of lack of integration into the building, none of the architectural rhythm wants to live in the structure, the grid, or even the color extends above that. So it's merely a -- in my mind only the beginning in its massing in integration with the architecture and then all other aspects like the fez, it's like the red hat and, you know, just the hat starts at the top.

So I think that's enough of my points.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: I guess I've only

got one pretty much left. I've heard it in passing, but I don't see anyone addressing could we possibly make this garage look any better?

It's a pretty prominent spot coming out of the T station and so forth and on this street, and I don't know when it was built, if it was built at the time they did the addition or whatever, but it seems like a long way to go around and redesign these buildings and add to them and landscaping and so forth and have a 50-year-old garage facade. It looks like we could do something better there, dress-up the neighborhood a little.

H. THEODORE COHEN: Okay. Well, let me start with saying I think the concept of the bigger building here and retail is great and that, you know, what's there now will be good to replace it and make it more of an entryway. I

thought I was going to be the voice of one, but Steve I think is on the same page as I am. I don't understand this building at all. And I know the urban design guidelines call for breaking up the massing and to changing the spaces, but to me, considering you're starting with a building that you're going to be refacing completely, it looks to me like you had an existing building and then you built a wing to it that doesn't match it at all, and I just don't understand. You've got two totally different buildings meshed up against each other and it's somewhat like is it the Genzyme building on Storrow Drive, the old, old, you know, 1990s brick and then they build a glass block next to it. You know, yeah, it worked in Back Bay where you've had buildings, you know, up against each other and they show different architectural

styles, but for something that you're designing new, I just don't get it. You know, either half works better by itself than together. I just don't -- it doesn't make any sense to me. And I will say that, you know, I certainly preferred the earlier view of the glass enclosed penthouse than what this is now.

Other than that, I think any other comments I have have been stated and reiterated. We are going to be coming back. I will ask when you come back, you have renderings what the buildings look like from a distance, from many different perspectives; certainly from the T station, certainly from further back across the railroad tracks, certainly from Route 2, you know, especially with whatever you're going to do with the penthouse and mechanicals. I think it's important that we see them from various

perspectives.

LOUIS J. BACCI, JR.: Can we include the garage --

H. THEODORE COHEN: Well --

LOUIS J. BACCI, JR.: -- rendering?

H. THEODORE COHEN: -- yeah, include the garage in the renderings. You know, I agree with the idea of there being some sort of indication of what the signage plan might be. I can understand that you may not know totally when you get a retail occupant, that they might want something different, but to get some concept of what it's going to look like.

I think other than that we have covered everything. Obviously we're looking forward to the details about the traffic issues and the transportation issues and we're looking forward to --

LOUIS J. BACCI, JR.: The loading.

H. THEODORE COHEN: I'm sorry?

LOUIS J. BACCI, JR.: The loading.

H. THEODORE COHEN: The loading dock issues. And we're waiting to hear about the storm water and the floodplain issues.

So thank you. Jim, you can reiterate the hurdle of tough love today but it's good love behind it, too.

ATTORNEY JAMES RAFFERTY: No, this is the type of feedback that will inform our next appearance.

H. THEODORE COHEN: You know, it's unfortunate if the early engagement process didn't go exactly the way we hoped it would have, but we are coming back, so the neighbors will have an opportunity.

ATTORNEY JAMES RAFFERTY: Can I just

speaking on that? I mean, I don't want to spend time on that. I don't know if -- we shared on that. I don't know if it was clear from Mr. Clary's comments. An e-mail was sent to the North Cambridge Stabilization Committee using an e-mail address that was located on the Community Development website which is Mr. Clary's e-mail address. And that was sent on a hard copy, the invitation. This was back in May. We didn't get rushed here.

And Mr. Clary might as well acknowledge it, it may have got -- the people that did this, they hired a firm Co-Urbanize, there's a website and everything else. It did not, it did not get acknowledged by Mr. Clary. So in addition to that, as is typically my practice, I contacted the neighborhood association and we went and presented there as well. So I wouldn't want to

leave the Board with the impression that we were negligent in meeting the new rule. The communication was made. That's the story.

STEVEN COHEN: Jim, can I just ask something? I'm curious because I, like a lot of other people who screen my e-mails based solely on the subject line, what subject line was used and do our regs say anything about the subject line?

H. THEODORE COHEN: No, the regs certainly don't.

ATTORNEY JAMES RAFFERTY: I'm happy to give you the report. We reviewed the invitation list and who the neighborhood association made contact with the staff. That the firm that was doing it was directed to the website. It's a very helpful website. It contains the e-mail addresses of the three neighborhood associations

-- three neighborhood associations were sent e-mails and --

STEVEN COHEN: No doubt. I'm just curious about the subject line.

ATTORNEY JAMES RAFFERTY: I don't know whether it said Davis Companies or whether it said Co-Urbanize. I can find that out.

STEVEN COHEN: You know, for instance if it said Davis Companies in the subject, that would mean nothing to anybody and 0.

ATTORNEY JAMES RAFFERTY: There was also a hard copied mailed.

STEVEN COHEN: Yes.

Anyway it's worth a thought for us to look into, how -- what we do in the subject line?

CATHERINE PRESTON CONNOLLY: Right.

HUGH RUSSELL: Right. Because I mean my ratio of deleted to read mail --

STEVEN COHEN: Exactly.

HUGH RUSSELL: -- probably four to one or five to one. I look at the subject line, and if it doesn't appear to be something that makes sense, then I just don't even bother to look at it.

STEVEN COHEN: Right.

HUGH RUSSELL: And I think this is an epidemic problem of the internet and e-mail and requires some, you know, I don't know what the response is, but I do know that the same thing you do and the same thing that Jim does, you know, it's like -- it's just and until people stop spamming us to death, messages are going to get lost.

STEVEN COHEN: Well, if the subject line says "Important," I certainly won't go in there.

ATTORNEY JAMES RAFFERTY: There's money

in Ethiopia to you.

H. THEODORE COHEN: You know, it's a new process we're all working on and trying to work out the bugs. And, you know, it's just something we'll all have to be cognizant of. We don't have situations like this because we also had a situation a week or two weeks ago where the abutter had not known anything about the project until the day before the hearing.

HUGH RUSSELL: Right.

H. THEODORE COHEN: And so, you know, we want to avoid those situations.

Anyway, thank you all for coming.

JEFF ROBERTS: Mr. Chair, I just wanted to add one point. This is going to sound more important than it really is, but it was something that was sort of buried in the memo. I just want to make sure it was on the record for this. The

base zoning in this area, that's just office zoning, so with regard to the retail that was being discussed, it's one of the things that needs to be approved. For most retail uses it would need to be approved as part of the Special Permit. I just wanted to make sure the applicant and the Board are aware that ultimately when this gets to a decision, I want to make sure it's clear in the decision exactly what retail is ultimately being approved so that it can be properly recorded and it's something that we haven't always looked at as closely as we probably should.

ATTORNEY JAMES RAFFERTY: It's an interesting anomaly, though, in areas where we're really encouraging retail we have base zoning districts that do not allow as-of-right retail. And for some reason office districts are those

things.

H. THEODORE COHEN: Right.

ATTORNEY JAMES RAFFERTY: So it certainly happens within our ability. The City has it in within its ability to modify that.

STEVEN COHEN: So we're going to require that you incorporate something which isn't permitted ordinarily.

ATTORNEY JAMES RAFFERTY: You read my mind well, Mr. Cohen.

H. THEODORE COHEN: Thank you all for coming.

I think we have no other business to come before us this evening, so we are adjourned.

(Whereupon, at 9:20 p.m., the
Planning Board Adjourned.)

* * * * *

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BRISTOL, SS.**

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IN WITNESS WHEREOF, I have hereunto set my hand this 31st day of August, 2016.

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