

PLANNING BOARD  
FOR THE CITY OF CAMBRIDGE  
GENERAL HEARING  
Tuesday, March 21, 2017  
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

Iram Farooq, Assistant City Manager

**Community Development Staff:**

Jeff Roberts  
Suzannah Bigolin  
Swaathi Joseph  
Sandra Clark, CDD Deputy Director

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7:00 p.m. City Council petition to amend the Zoning Ordinance Section 8.23 by deleting in its entirety the existing section and replacing with a new Section 8.23 as follows:

"If a nonconforming structure or use shall have been destroyed or damaged by fire or explosion (except one that has been determined by the Cambridge Fire Department to have been caused intentionally or by arson) or other catastrophe, such buildings or use may be rebuilt or restored and used again as previously. If a nonconforming structure or use shall have been destroyed or damaged or caused to be moved as a result of a public taking, said structure or use may be relocated or reconstructed on the lot or on an abutting lot in the same ownership, provided that said relocation or restoring shall not require a special permit and shall be completed within twenty-four (24) months after such catastrophe.

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The building as restored shall not be greater in volume, lot coverage, or floor space, and if the yard requirements are not met, shall not extend further into the required yards than the original nonconforming structure." 8

### **General Business**

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## PROCEEDINGS

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H. THEODORE COHEN: Good evening everyone. Welcome to the March 21st, meeting of the Planning Board. Just a reminder to everyone that we are livestreaming now. And so when you speak, please come up to the podium and speak clearly into the microphone and also state your name and address very clearly for the record and I will try to remember to do the same thing.

We'll start with the update from the Community Development Department.

Iram.

IRAM FAROOQ: Thank you, Mr. Chair. Good evening. Tonight's meeting will focus on a public hearing on the reconstruction of non-conforming buildings that are destroyed in the fire or that need reconstruction after fire.

And that particular zoning will come up at the Ordinance Committee for hearing on March 29th.

Tonight's General Business item is design review of MIT's North of Mass. Ave. Building 1.

Next meeting of the Board will be March 28th, which is next week. And there will be a public hearing on the Harding Petition which essentially impacts the Central Square Overlay District where the Mass. and Main project is, that subdistrict. And there was a hearing at City Council I think last week and the Council decided to leave the matter in committee, and they have asked the neighbors to talk to each other and try to resolve the matter.

The following meeting for Planning Board will be April 4th. And at that time we expect to have the Lanes and Games project back before the Board. Also one of the petitions that's coming

up, zoning petitions coming up, is a City Council sponsored rezoning petition to look at rooftops in Harvard Square and incorporate similar changes that were adopted for Central Square through the Central Square rezoning petition. So allowing more matination (sic) of rooftops. That will be at Planning Board on April 18th and at Ordinance Committee on April 6th.

And April 18th we'll also have a general business matter design review of Building 5 of MIT's South of Main project. So those are key updates.

The one other thing I'll mention is that we have a two public meetings that might be of interest this week. One is tomorrow at seven o'clock at the Senior Center. We have a meeting on urban agriculture and changes to facilitate urban ag. They will include -- the focus is on

hen keeping, beekeeping, and growing things that might be, you know, like mini farms in your house and related. And so that -- or maybe rooftops. And so for that, there will be -- eventually we anticipate zoning changes. But also health regulations that will be promulgated by the Board of the Cambridge Alliance.

And the second public meeting is on Thursday, March 23rd, and that relates to the Vale Court development which the city acquired through eminent domain last fall. And this is to discuss demolition of the existing buildings and also future use on the site.

Thank you.

H. THEODORE COHEN: Iram, it's my understanding, general business matter on today's agenda, 16-18 Eliot Street request is not going to be heard this evening.

IRAM FAROOQ: Correct.

H. THEODORE COHEN: Okay. So if anybody is here just for that matter, you're welcome to go home.

All right. We're now having a public hearing on the City Council petition to amend the Zoning Ordinance Section 8.23 by deleting it in its entirety and replacing it with a new Section 8.23, which I will attempt to summarize rather than read the whole thing. It addresses if a nonconforming structure or use has been destroyed or damaged by fire or explosion or other catastrophe, that it could be rebuilt or used as it had been previously, subject to certain conditions which would be that the work had to be completed within 20 months after the catastrophe, and that the building as restored would not be greater in volume, lot coverage, or floor space.



And that if the current zoning yard requirements are not met, would not extend further into the required yards than the original nonconforming structure.

Is someone presenting?

TAHA JENNINGS: Yes. Good evening.

Thank you.

My name is Taha Jennings. I work as assistant to the City Manager here in the City of Cambridge, and I'm here on behalf of the City Manager's office to present City Council Zoning petition regarding amendments to Section 8.23 which deals with nonconforming structures.

The petition includes text changes to that section that were developed in response to a City Council policy order following the major fire that took place this the past December in the Wellington-Harrington neighborhood. Some of

you may know as a result of that fire, 18 different properties suffered damage. Several of those ended up being completely destroyed or uninhabitable. And under current zoning some of those buildings would not be able to be rebuilt as they had existed because they were nonconforming at the time of the fire. The petition before you proposes some changes that would allow a nonconforming structure to be rebuilt as it existed if it was partially or completely destroyed as a result of a fire or other catastrophic event. It also allows for up to 24 months to rebuild the structure where currently I believe the -- it's either 12 or 20 as you mentioned.

Again, the rebuilt structure must be within the same footprint as the previous structure, and all other building and safety

codes would still apply. We feel that the changes can help protect the character of a neighborhood in the wake of a devastating event such as a fire this past December, and allow people to rebuild what they had. But the changes are also limited enough to allow for the more natural evolution of nonconforming properties into conformance with zoning as is theoretically attended.

And obviously we hope that people aren't in a situation where this -- they have to use this part of the Zoning Ordinance very often.

I also want to point out that when this issue arose, and even still, there was still somewhat of an urgency in the matter. And in drafting the proposed language we tried to keep the language as simple as possible and look to make minimal text changes to an existing section

of the Zoning Ordinance.

So we're hoping for a positive recommendation and to be able to keep the process moving forward, but I would be happy to answer any questions that you have.

Thank you again.

H. THEODORE COHEN: Okay, thank you.

Board Members, have any questions right now?

(No Response.)

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

Is there a sign-up sheet?

When I call your name, please come forward and speak into the microphone, state your name and address, and we ask that you speak only for three minutes. We have a light system. When your time begins, you have a green light. It

will turn yellow as you get near the end of your three minutes. And when it turns red, we ask that you wrap up.

Clarabelle Santiago.

UNIDENTIFIED MEMBER FROM THE AUDIENCE: I thought that was a sign-in sheet, sorry. Sorry about that.

H. THEODORE COHEN: Yes, no -- sorry, you indicated.

Joe Boswell.

JOE BOSWELL: Yes. My name is -- good evening. My name is Joe Boswell. I get emotional to talk about it, but we're one of the families that lost our house on Berkshire Street, 27. Our house was lost. They've raised it the day after the fire, and we lost -- it was in the family for about 100 years. My wife's lived there for over 60. We had a family daycare

business there. And we feel that this is within the same structure that the state ordinance has within building -- within their structure that they have for state laws that says you have 24 months, and as long as you build within the same footprint you had for catastrophic disaster. It is roughly -- our house, there was one in the back of house. There's a couple more, they're waiting to be torn down. They don't know what the recommendations are gonna be because they have to wait for this to come through so the insurance companies can make up their mind also.

We still -- we're gonna rebuild. We want to stay in the neighborhood. But we need the ordinance to do this. And if we don't have it, we don't see how we can build the three decker that we had in the existing footprint. So that's why I'm in support of this whole ordinance right

here so that we can get back to our neighborhood. My wife has lived there for like I said for over 60 years. And we had a daycare -- family daycare business there also for the kids in the neighborhood. And they lost out. And they were coming every single day also. So we're trying to reconstruct that as we go along also. So that's why I'm supporting this whole ordinance that we're having right here. I hope your recommendation and you vote in favor of it so that we can get on and rebuild and go do what we have to do to rebuild the house.

Thank you very much.

H. THEODORE COHEN: Thank you.

John Barrows (phonetic).

EMANUEL COELHO: Good evening. My name is Emanuel Coelho, C-O-E-L-H-O. I'm actually right below John. John is my step dad. I'm just

speaking on his behalf. He lost a couple of properties across from Joe's property there; 22, 24 being a four-unit, and a two-unit which he resided in. I think all we're asking for is to rebuild in the same footprint. I think it's pretty straightforward. The benefit of that doing that in 2017 is building with sprinklers, building maybe with fire resistant siding, building and conforming to today's building codes which a lot of these older structures, including my step dad's, they weren't. They were just grandfathered in, which, it is what it is, but right now we're basically asking let us just use the same footprint, rebuild it but in a much better standard, 2017 standards. Which I think in his, in his case, I think three units as well, they have to be sprinklered, right?

JOE BOSWELL: Yes.



EMANUEL COELHO: And you've got other options for siding. You've got better windows, insulation, everything, across the board. There's many more pros than a con here. The con is basically, hey, we have very small footprints, 100 years plus, and it is what it is, but I think it's in everyone's best interest to rebuild these structures but in a standard and updated version, especially with sprinkler systems. You could have saved many of these buildings. 18 could have been drastically reduced if they did have fire resistant siding.

And in my stepfather's case, that would have prevented it because that's what actually caught fire was the siding in the proximity of these homes. But something like fiber cement or something like that, which is fire resistant, which a lot of buildings are using now could have

prevented some of this or at least slowed it down.

So, thank you.

H. THEODORE COHEN: Thank you.

Carol O'Hare.

CAROL O'HARE: Carol O'Hare, 172 Magazine Street. Yes, of course I support this. And in fact it's too bad that the City Manager did not even though it could have been done very quickly, seek to improve this really bad section of the Zoning Ordinance while there was an opportunity and take the opportunity to extend it even -- give the possibility of extending the rebuild period beyond two years by other than a variance or an amendment to zoning and didn't take the opportunity to -- which Wellesley and Newton have, and which I copied to the City Manager, and didn't take the opportunity to make other

corrections to this like the, the current provision that would keep someone whose home was destroyed by arson from rebuilding in the footprint of their building. And I understand that you, I hope will fix that glitch.

So it's really disappointing that we're not, as I said in my e-mail to you, looking to make anything perfect, but it would be great if we tried to clarify ambiguities because creative ambiguity does not work. I once had a client who talked about creative ambiguity and wrote in creative ambiguity and he regretted it sorely. So my, my hope is that at least you will, and I'm disappointed that CDD did not point this out, because it was highlighted that the words used in the provision that you're being asked to adopt are not defined terms in the Zoning Ordinance. The words "volume," "lot coverage," "floor space"

are not defined terms. We have defined terms. They're defined for a purpose. The terms are "use," "FAR," "density," "height," and "setbacks." Why not take this opportunity to clarify that wishy-washy, no-defined term language that could lead to confusion and litigation. We want these people to be able to rebuild and we want them to be able to rebuild -- I wish it had been a longer period of -- extendible period of time because who knows what kind of insurance issues they're going to have to deal with. But that's, that's what I have to say. I'm disappointed.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, then the Board will have its say.

I think I will actually start this evening following up on Ms. O'Hare's comments. And I mean I think it is a policy decision whether, and you know, buildings that have been -- buildings and uses that have been destroyed should be entitled to be rebuilt without getting a Special Permit or a Variance. I've always wondered what would happen if my nonconforming home was destroyed in a fire. More or less assume that the BZA would grant a Variance to rebuild it, but it's not 100 percent. And so I think it does make sense to address these issues.

I understand the desire to do it quickly and to not make a lot of changes, but I think there are some changes that ought to be made to this before it becomes part of the Ordinance. And certainly I'm not hoping that there be ambiguity built into the Ordinance.

The comments that I would suggest, there is a parenthetical that if something is destroyed or damaged by fire or explosion, and then there's a parenthetical, "except when it's been determined by the Cambridge Fire Department to have been caused intentionally or by arson," I think would be improved if it was said "it was caused intentionally by the owner or on behalf of the owner." And I think "intentionally" and "arson," a fire that is caused intentionally is arson.

The matter then continues or talks about "or other catastrophe." Catastrophe I don't believe is defined anywhere in the Ordinance, and I don't know how ambiguous this should be. You know, is a flooded basement a catastrophe? Is a hurricane a catastrophe? I mean, I think the intent is that it was basically something along

the line of fire or an explosion that really demolished the whole property.

I would change the word "buildings" a couple of times to use "structures" so that at least we're complying and consistent throughout.

I suggest that the language as it says "provided that," could be changed to say that -- which follows upon both the fire or the public taking, that in either such case the relocation or restoration should not require a Special Permit or a Variance. And it says shall be completed within 24 months after such catastrophe. A colleague of mine's house burned down a couple years ago. It took well over a year before the insurance company was willing to settle the matter and fund the rebuilding of the house. So I question whether 24 months really is a long enough time in this day and age to really

be complete. If we wanted to leave it -- City Council wanted to leave the 24 months, then I'd suggest there be written in here a provision that it could be extended for cause, and presumably if the insurance company took so long if it would be more than 24 months.

And finally, if we continue to use the words in the existing ordinance of "volume," "lot coverage," or "floor space," the memo that went to the City Council indicated the intent was that the property had to be built on the original footprint. I do not believe the language here requires that. That it needs to be the same volume and lot coverage and floor space, but it does not prevent the structure from being relocated to somewhere else on the lot. And so if that really is City Council's intent, I think it should indicate that the structures restored



has to be located on the original footprint and not be greater in volume, lot coverage or floor space than the original structure.

I understand the idea that this might be a time to rewrite the entire Ordinance and to change it, but if I think with some of the changes I've suggested and that other members might suggest, it could be adopted quickly and then the many people who suffered from this tragic fire could get to work on rebuilding their houses.

Anyone else?

STEVEN COHEN: Yeah.

H. THEODORE COHEN: Steve.

STEVEN COHEN: I agree entirely with what you said and I also agree with much of what Carol O'Hare suggested. And I do think that to the extent that this provision refers to dimensional

criteria, we should use the same terms that are used and defined elsewhere. I liked Carol's reference using that technical term, that this is wishy-washy and it should be. Zoning is all about the defined terms and we are trying to avoid ambiguity.

Also on the two year item is another one that I was concerned with. To say that it must be completed within two years, I mean not only is two years not a great amount of time nowadays, but you can even contemplate them when work starts and is delayed for whatever reason, that has been known to happen in construction projects, and it isn't completed within two years. So I would actually be inclined to suggest that work commence within two years and then be prosecuted continuously to completion.

I think those were my only points.

H. THEODORE COHEN: Other comments?

Hugh.

HUGH RUSSELL: I like the suggestion that we use defined terms such as "setback," "floor area," "height" if we mean them. Now, my thought would be that any nonconformity in those items would have to -- could not be increased, but if they were, you know, building 32 feet and you want to make it 35, and 35 is permitted, then it seems to me that should be an option. If, you know, there's a -- you want to put a mudroom on one corner and it's not more nonconforming as a result, it seems to me that you shouldn't have to go and get a Variance. So that the standard I think should be -- should take into account the fact that people may want to make minor changes that are not of substance, and I think the standard of substance is nonconformity.

H. THEODORE COHEN: Ahmed.

AHMED NUR: I shadow your support of this as well. And I'm sorry to hear that damage that happened to your families, who those who are affected by the fire.

I also think that the language that's in front of us at the moment is somewhat vague and could be interpreted a lot more clearer in the language -- the zoning language rather. And I wanted to comment on your comment for the 24 hours -- the owner -- unless, it says, the Cambridge Fire Department determines whether it was intentionally done by or arson. And you said that it should be done by maybe an owner or someone that's working on the behalf of the owner. And I think that then it becomes -- it becomes hard to determine who's doing it for what. It could be an abutter who is really close

and didn't like the owner. He's doing it because he knows the wind's blowing this way and wants the benefit from it. So, I'm just saying that I don't know, we should think about it before we say "until the fire department determines..." I think intentional is good enough because that's supposed to (inaudible) -- and then take it from there.

I also wanted to comment on the language where it says "such a building." You said, "such a structure," which I agree with you. "Use may," "may be rebuilt as restored." May or may not, it doesn't sound very -- and it says "to restore it again as previously." And so who determines what it was like previously? I understand about the footprints and exterior. But interior, do we have blueprints. I'd like to have a little more detail on that what "previously" means. So that

way there's a floor plans and so on and so forth.

Because this section was not in there before and we're putting it in now and we're supporting it, we need to think about it, you know, so that way we're not causing more fires in the City of Cambridge.

H. THEODORE COHEN: Anyone else?

(No Response.)

H. THEODORE COHEN: Well, just -- I did hope to address the situation where my neighbor might decide he was annoyed at me and burn my house down. It was clearly intentional, but it was not intentional at my behest. And so, yes, I think there are situations or we can envision situations where an owner might hire someone to do this and those obviously should not -- should be excluded.

So, I guess --

AHMED NUR: One more -- I'm sorry, one more thing.

H. THEODORE COHEN: Yes.

AHMED NUR: Within this 24 hours or even later. Is there --

CATHERINE PRESTON CONNOLLY: 24 months.

AHMED NUR: 24 months, I'm sorry. Could the owner sell the property and say oh, yeah, you could build it this way. And so you think we should put language that speaks to that so that way people just don't walk away from a hole in the ground and sell it to someone else to develop it?

HUGH RUSSELL: On the other hand, you know, somebody might want to have somebody else assist. They might, you know, you know, if they're not -- don't have the skills they need, they might, you know, make a deal with their

brother-in-law and let them do it or anybody else.

STEVEN COHEN: Those are rights under zoning.

H. THEODORE COHEN: Right.

STEVEN COHEN: I don't think our effected or condition to plan ownership or change of ownership.

H. THEODORE COHEN: Hugh, while I don't disagree with your comment that the owners ought to be able to make changes to their property that would not increase the non-conformities, I don't believe that's authorized for other properties in the Zoning Ordinance. And that if you had a nonconforming structure now and you wanted to make certain changes that still would not increase the nonconformity, I believe it still has to go down to the BZA for a Special Permit.



Isn't that a situation that you personally had?

HUGH RUSSELL: It was a disagreement on the interpretation of the Ordinance between myself and the Building Commissioner. Of course, his interpretation prevailed. The thoughtful and dedicated public servant.

H. THEODORE COHEN: Okay. Sorry. Tom.

TOM SIENIEWICZ: Okay. So I do have a personal experience with this. My home was subject to an arson attempt. Actually, a successful one. Burned a third of it down. But in that case it was the owner who did it. Not me, previous owner. But the reason I go into that story is simply this, the -- and I understand that this issue's already been before the Zoning Board and there was, I hope, sympathy for the situation, that the property owners found and they've been granted variances. So there was

sympathy at the Zoning Board. And to understand what the pre-existing structure was there in some shape or form and there was no impact by rebuilding it on adjacent properties, and that's one of the criteria obviously within the Special Permit criteria, but also that they consider giving variances. So the Zoning Board is a good check and balance.

And just the detail on the 24 months, extending it for a cause, I think, you know, and I think pitching that to the Zoning Board is not unreasonable idea. Carol's memo has cited a number of other towns where they do that. And if you need more than 24 months, you simply appear before the Zoning Board and make your case. And that would actually I think would safeguard the city from people sitting on vacant properties for too long which is -- could be a potential real

nuisance.

So that and one other thing. I guess I would disagree with my colleague Ahmed on the interior details. I don't understand the way in which any interior detail would concern the public concern other than the number of units. But presumably how it would be stable defined in the Zoning Code but the shape of the room has no planning relevancy in my opinion.

H. THEODORE COHEN: I think the comment with regard to use might address Joe's comment that they've had a daycare center in there, and I don't know whether daycare is now allowed under zoning in that district, but it would allow them to have the same use.

TOM SIENIEWICZ: Memorialize that use.

H. THEODORE COHEN: Memorialize the same use.

So I get the sense that we are all in support of this in concept?

HUGH RUSSELL: One other matter that's just occurred to me. I've been staring at my phone, you know, with the, you know, of the area. And so the notion is that you're going to -- that building has to follow the Building Code. And I see that some of these structures are less than six feet apart which means they could have no windows on those sides, which presumably they do have windows to some extent. That's a practical difficulty if you've got a triple decker that has several rooms on each side and you can't have any windows in another room. I'm not quite sure where to go with this, but....

H. THEODORE COHEN: Well, could you educate me? So the Building Code --

HUGH RUSSELL: The Building Code says

that you're limited to the amount of windows you can have based on the distance that the windows are from the property line. You may have no windows within three feet of the property line. I think between three and five feet you could have ten percent of the wall and then it goes up to 25 percent of the wall. And because there would be sprinklers, it's a two column table. So, you know, but still you can't put any window within three feet of a property line and --

H. THEODORE COHEN: Is this a state Building Code?

HUGH RUSSELL: Yeah. And it's part of the model building -- it's not something that's apt to change.

H. THEODORE COHEN: And is there any possibility of getting a Variance from that or is that just doesn't happen?

HUGH RUSSELL: Well, you would have to demonstrate sort of equivalent safety. Part of the purpose of this is so that a fire in one structure doesn't go through the window and set the adjacent structure on fire. I mean, that's presumably in part what happened here. I mean, with sprinklers -- with, you know, non-combustible siding, and, you know, and a little bit of luck that you don't have a similar event that day when you've got a very high wind, I have to -- I have to note that you've heard of the Chicago fire? The Chicago fire occurred on a day when there was a 50 or 60 mile an hour wind from the south and very high temperature. Which you may not realize is that towns all the way up both sides of Lake Michigan burned at the same time. So my great-grandfather lived in a town 200 miles from Chicago that burned the next day.

It took a while for the embers to jump from town to town. So wind is very -- that's an incredibly important thing.

So, so if you restrict the footprints --

H. THEODORE COHEN: Right.

HUGH RUSSELL: -- you may -- I mean, it says within the footprint, it means that you can, for that middle room you can set them back so you can get conforming windows in. Although, three deckers aren't enormous. They're not -- anyway, I guess it would be in my view it could -- changes that were made under these circumstances could be made quite freely of a Special Permit and the criteria of a Special Permit. You mentioned that in your remarks.

H. THEODORE COHEN: So you're suggesting that rather than adopting this, there would be some other modification that would allow the

rebuilding, but it would require a Special Permit and a Special Permit could allow for relocation of the structure on the lot?

HUGH RUSSELL: I would say it would be either/or. Either rebuild it to the standard of, you know, of the non-conformities or you could -- if you wanted to change the structure, you could get a Special Permit to change things rather than having them go for a Variance. I do feel that it's -- I mean, I've spent ten years on the Zoning Board that it would be a very hard, hard Zoning Board that would not, you know, help people out to do what they want.

CATHERINE PRESTON CONNOLLY: Hugh, do you think that the two pieces have to go together simultaneously or would you be comfortable passing the proposal with the changes suggested now with the recommendation that the Board or



that the City Council think about whether an additional provision within the same section allowing a Special Permit could be added at a later date? Because I am mindful that the fact that this is up in the air changes insurance decisions. And so getting something on the books now would be helpful. Even though I think your suggestion is a good one, I would hate for it to slow down something that is, you know, causing families real angst right now.

HUGH RUSSELL: Yeah, well particularly because if you were making suggestions that we need to clear the advertising and might cause significant delays.

CATHERINE PRESTON CONNOLLY: Right.

HUGH RUSSELL: Yeah.

H. THEODORE COHEN: Steve.

STEVEN COHEN: Yeah, I think the notion

of -- as written with some of the changes that we're talking about be permitted as of right and then some sort of mechanism to go beyond, you know, what's written by Special Permit makes a lot of sense. I don't think it would be very controversial --

CATHERINE PRESTON CONNOLLY: I agree.

STEVEN COHEN: -- to the City Council.

And I suspect that once we touch the subject, that nobody is going to be coming back in the near future. So I think it would be a good idea to include that mechanism, that additional flexibility now. I assume that those building code issues that you mentioned, Hugh, is, you know, there's not much we can do about that. Building Code trumps our jurisdiction one way or the other.

CATHERINE PRESTON CONNOLLY: Steve, the

only reason I'm suggesting we move forward with the one now and leave the Special Permit later is because it will require drafting. And it's not that the concept needs additional mulling over, it's that the time required to have it drafted, to have it advertised would be a substantial change could be problematic, and I think we, you know, I don't want to hold things up at this point. And getting this adopted -- is, you know, time is of the essence.

STEVEN COHEN: No, I hear you. And I think if we were ready to recommend adoption as drafted, I would agree with you.

CATHERINE PRESTON CONNOLLY: Yeah.

STEVEN COHEN: But I thought, you know, from the way the discussion's going that this is going to require some re-drafting in any event.

H. THEODORE COHEN: Well, I think that

some or all the changes that have been suggested up to this point fairly fall within the --

CATHERINE PRESTON CONNOLLY: Right.

H. THEODORE COHEN: -- the purview of the proposal that was advertised. I think.

STEVEN COHEN: I see.

H. THEODORE COHEN: I think adding a Special Permit procedure is something greater than what was advertised. It says shall not require a Special Permit, and then we're adding to that. So I think we could recommend this with some suggested changes and also make the recommendation that City Council, you know, consider the addition of a Special Permit procedure to allow for changes either because of the State Building Code or -- Iram.

IRAM FAROOQ: Thank you, Mr. Chair.

I think our ability to impact the State

Building Code is -- I'll say limited but that's an understatement. I think it's wise to sever the two concepts that you're talking about particularly because the modifications and expansion or change in location might in fact impact abutters in a way that is not contemplated in this version, and so the notice, a broader notice would be an important thing.

STEVEN COHEN: Well, following up on that concept, what about what we've been discussing about the two year limit? Either extending the two years or going on my suggestion that we commence within two years? Is that something that would require re-advertising?

H. THEODORE COHEN: No, I don't think --

STEVEN COHEN: That's within the --

H. THEODORE COHEN: I mean we're not --  
the City Council is not committed to the exact

language that's there as long as it's fairly been advertised what the subject that's going to be discussed. And so one could make changes to it.

STEVEN COHEN: So I guess there is that question then about what you'd want to do with that time limit, either extend the two years, or as I suggested, just commence construction within two years.

H. THEODORE COHEN: Right.

And I sense that we have consensus to do something now and to recommend this now. I think the issues that are -- that need to be separately discussed is the 24 months. And personally I think your idea that it has to be commenced within 24 months and proceeded expeditiously to conclusion is pretty much what we do with Building Permits and with Special Permits. Is there agreement on that, that that would be the

recommendation?

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: I think, I suggest we change the language about the arson to make it clear that it's by the owner or at the owner's behest.

And then I guess the last question is whether it needs to be located on the original footprint. I guess that perhaps goes back to Iram's question that if you move things around, it may impact on abutters who presumably should have an opportunity to speak to that.

LOUIS J. BACCI, JR.: That may impact the 24 months also, right?

H. THEODORE COHEN: Right. And that might impact the 24 months also.

So I guess I would suggest that it be made clear that it needs to be on the original

footprint.

HUGH RUSSELL: Within.

CATHERINE PRESTON CONNOLLY: Yeah, within  
the original --

STEVEN COHEN: It doesn't extend beyond.

H. THEODORE COHEN: Correct, it doesn't  
extend beyond the original. Okay.

I guess my feeling about Hugh's comment  
about it being able to increase things that don't  
increase the nonconformity gets us into a  
different area, and I would hope that that -- if  
we -- they write in a Special Permit procedure,  
then that could be part of that procedure, too.  
And that would give the abutters an opportunity  
to speak if they so desire.

So are we all in agreement with those  
changes?

CATHERINE PRESTON CONNOLLY: Yeah.



H. THEODORE COHEN: Jeff, are things clear? I can give you a --

JEFF ROBERTS: I was going to try to -- but before you did that, I was going to try to recap some of the things that were discussed. I think that some of the wording -- I think aside from what you mentioned, the -- and just to kind of preface this. So the Planning Board's recommendation will -- could be considered. The Ordinance Committee will have a recommendation. It goes to City Council. We could certainly -- whatever the Planning Board wishes to suggest with the understanding that the, that the imperative is to move forward on the petition, you know, as expeditiously as possible, we will consult with a lot of our men on those issues. So that if it is found that some of them could be incorporated into the petition, then we can make

that determination and let the Council decide on that. So that's the preface.

So the points aside from those that you mentioned are the, replacing some of the terms, "building" with "structure."

Indication of the original footprint of the building. Just a commentary on that point, because I did look at it after some comments were received, and I feel a little bit sheepish for saying that. But I think looking back at the zoning, what it says, is that it has to be -- it has to maintain the same yard, same yards as the existing building. And the term that we often refer to as setbacks is actually yards in the Zoning Ordinance. So effectively what it says is that it has to -- it can't encroach further into the yards than the -- a pre-existing structure. Or, you know, or otherwise into, you know, the

required yard. So that's, I mean that's the way that the zoning currently reflects. And we can work on clarifying it. But we don't, you know, footprint isn't really a defined term in our Zoning Ordinance either. We talk about yards and we talk about required open space. So we could try to clarify it such that we're saying that it must maintain the -- it must not further encroach into the yard, required yards of the lot. So that's the footprint issue.

The two year, I think the recommendations, that was clarified.

And then some of the other terms, again, using yards. Height, I think it was mentioned that height is something that was discussed but not specifically used in the Zoning Ordinance. So would it be a recommendation to add that it would not further, not further violate any height

nonconformity, any nonconforming height? It could be built to the existing nonconforming height but not increase beyond that or to the --

H. THEODORE COHEN: I'm just curious, were these structures nonconforming as to height?

JEFF ROBERTS: It's hard to say. I think that throughout the -- I haven't studied all of these properties in detail, but generally when you look across, our neighborhoods, sort of three decker neighborhoods, some buildings might have been a little over 35 feet, some might have been a little under 35 feet. They tend to average out around that height, but in some cases it could be, it can be a bit different. So that's something that if the Board wanted to introduce it into the recommendation, it would be helpful to have some clarity. If the Board, you know, wished to have -- wished to allow the existing

nonconforming height.

LOUIS J. BACCI, JR.: Existing.

JEFF ROBERTS: It's also important to note, and I know we've been focusing on this one particular case, but this is a provision that applies to every structure throughout the city. So it could apply to a 200-foot building in Kendall Square inasmuch as a three decker home.

STEVEN COHEN: A courthouse.

JEFF ROBERTS: So that's something that, you know, again, if the Board wanted to introduce -- and we did mention that because, again, it's the principle that the enlargement, that the reconstruction doesn't result in the enlargement of the nonconforming use or structure. So if the Board wanted to clarify that also meant height, then that might be an appropriate place to do it.

I don't know if you want to discuss that now.

H. THEODORE COHEN: I have no problem with that. I guess I thought that was subsumed with in greater in volume. But I think they ought to be able to rebuild whatever was there before.

CATHERINE PRESTON CONNOLLY: Yeah.

H. THEODORE COHEN: But not extend beyond it.

JEFF ROBERTS: Okay.

STEVEN COHEN: But you're not saying to replicate that volume I don't think. I think we're saying if the FAR or the -- really the gross floor area was X, that they could --

H. THEODORE COHEN: Build up to it.

STEVEN COHEN: -- build up to X.

H. THEODORE COHEN: Yes.

STEVEN COHEN: But it doesn't have to replicate. It doesn't have to be the exact same volume.

H. THEODORE COHEN: Right. That language here says not greater in volume.

STEVEN COHEN: Yeah, right.

H. THEODORE COHEN: Basically that it was the existing FAR.

AHMED NUR: Within.

JEFF ROBERTS: So the other -- just going through my list to make sure I have everything.

And on the point that's been discussed about any changes to the existing nonconforming structure, so the previous section of the Ordinance, which we didn't include, Section 8.22, and that contains a set of -- a description of what changes the nonconforming structures can be made by-right and then what set of changes could

be made by Special Permit, and we can -- I think the principle has been expressed by the Planning Board. Sounds like it's the same. That if you have an existing nonconforming structure, it can be rebuilt, and if there's changes that would otherwise be allowed by-right or by Special Permit, then those changes might also be allowed. If that's my understanding. So we would -- I would want to consult with the Building Department and the Law Department to see if that would be the interpretation. If someone were to essentially use this provision along with provisions of 8.22 to make alterations that are within the balance of that section of the Ordinance.

CATHERINE PRESTON CONNOLLY: And I think what I heard us saying is if that's not the case, then we would recommend that the City Council



consider adopting an additional provision that would accomplish that.

JEFF ROBERTS: Right.

H. THEODORE COHEN: I mean, I think that the people should have the same rights they would have had --

CATHERINE PRESTON CONNOLLY: Right.

H. THEODORE COHEN: -- in the event, had the could task trophy not occurred.

CATHERINE PRESTON CONNOLLY: Right.

H. THEODORE COHEN: So if they could have gotten some, you know, modifications without a Special Permit, then I think these people should be able to do it. If they could not and had to get a Special Permit, then I think it would be appropriate for those people to come back and get a Special Permit.

CATHERINE PRESTON CONNOLLY: Right.

JEFF ROBERTS: I think that covers my list then. Thanks.

H. THEODORE COHEN: Any other comments?

(No Response.)

H. THEODORE COHEN: Can we have a vote to make the recommendation to adopt the Ordinance subject to the comments that have just been discussed?

STEVEN COHEN: So moved.

H. THEODORE COHEN: Second.

LOUIS J. BACCI, JR.: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: It's unanimous.

Thank you very much. You are certainly all welcome to stay to hear about MIT Building 1, about if you have better things to do, thank you all for coming.

We'll take a five minute break.

(A short recess was taken.)

H. THEODORE COHEN: Okay, welcome back everyone. This is now a matter of general business. It is a design review for the building at One Broadway and the NoMa building, otherwise known as the MIT Building No. 1. This is pursuant to Planning Board Special Permit No. 302. And in addition to design review there are requests for Minor Amendments to approve dimensional variations of no more than ten percent in gross floor area and height. And increasing the gross floor area of the existing One Broadway.

An increase of proposed gross floor area for Building 1.

Reduction of parking spaces in One Broadway and in Building 1.

And relocation of the loading entrance from Main Street to Broad Canal.

And the consolidation of the parking entrances from Main Street to the existing entrance on Third Street.

And you will start the presentation and we ask that your presentation be no more than half hour.

MICHAEL OWU: We'll do our best. My name is Michael Owu. I'm the director of real estate at MIT. Thank you for having us this evening. We have been thinking about this site for almost nine years, that's when we started. It's a long time. It's a long journey. About seven or eight years ago when we first started engaging the community, we were thinking of this site as a lab building. And through that process working with this Planning Board, our friends in the East

Cambridge neighborhood, the MIT community, we realized that that was not really the vision for this area and we changed the plan to a residential building. So this has become a predominantly residential building. And we're very proud of the way that the plan has evolved with all of the input that we got from the community and from this Board.

In particular, this is I think the fourth time we are bringing this to you through the PUD Special Permit process, and then tonight. And we are incorporating a lot, all of the feedback that we've gotten from the Board and the community. We heard some specific things about loading and access. We heard a lot of comments about the wrap of the garage, the facade of the garage. And we've also made some changes to the treatment of the existing garage and sort of screening that

garage. So we're very excited about the change that was made in response to all the feedback that we've gotten from all of you.

Tonight here with me is Ken Williams. He's leading the project for MIT. And David Manfredi from Elkus Manfredi Architects. And Michael Blier from Landwork Studio to talk about the landscape.

Thank you.

KEN WILLIAMS: Thank you, Michael.

Good evening. I'm Ken Williams, associate director of real estate at MIT Investment Management Company. On behalf of MIT and our project team thank you for having us. We're thrilled to be here tonight. As Michael noted, we are here to seek design review approval on what we refer to as NoMa. The only Kendall Square initiative building that's north of Main

Street. We're excited about this project. It will provide the community many needed amenities, including retail, an urban grocer, 300 residential units, of which over 50 of those are affordable, five to ten of those are middle income. These added uses and the associated physical improvements will help transform this site and the overall Kendall area into a vibrant pedestrian and retail environment and better integrate the One Broadway site into the urban fabric.

Next slide.

One of the key pieces to this plan, pedestrian-friendly, and lively retail environment are the improvements along Broad Canal Way. The addition of this one-story retail building on the south side will complement the retail on the north side of Broad Canal Way, the

existing north side. It will transform it into a vital retail and lifestyle promenade. We feel this will become a destination for families and workers from all over the community of Cambridge.

As Michael said, we were last here about a year ago when you approved the NoMa PUD Special Permit. Since that time with input from city staff, our neighbors, the Planning Board, our colleagues at the MIT School of Architecture, we've made adjustments to this plan which we feel are significant improvements. We're requesting, as Jeff said, Minor Amendments for a few of these plan adjustments.

Next slide, please.

Some of these adjustments that we made I'll go over very quickly and David will get into the details. We've slightly increased the aggregate GFA of both the One Broadway building



and residential tower. The parking in the residential tower has been reduced from 179 spaces to about 150 spaces. We've also reduced the spaces within the existing One Broadway garage by approximately 23 free spaces. Also in response to staff comments, the last time we were here, and Planning Board comments, we've redesigned the parking deck and the podium if you will.

Additionally we've increased the height of the building by about 25 feet. Slightly less than 25 feet. We've gone from 250 feet to 275 feet. This will allow the addition of approximately five to ten middle income units as well as one to two additional affordable units upon -- beyond what we all talked about at the PUD Special Permit. The ground floor of the residential building, we've redesigned this to

enhance the residential presence along Main Street, and to eliminate the parking and loading curb cut and entries off of Main Street, making for a much safer and pedestrian-friendly and bicycle-friendly stretch along Main Street.

Additionally the ground floor of the One Broadway site, we've repositioned that completely. We've moved the lobby frontage, which is now at the corner, we've moved it inboard and we've opened up space for more active ground activation retail space. You know, we feel this is going to improve the ground floor activation at this most critical intersection of our, of our little part of Kendall Square here.

Although not part of this design review, we've reached an agreement with the owners of the adjacent triangular piece of land. This will allow us to design and construct a publicly

accessible open green space. This space, when complete, will help further transform this area as a destination and enhance connections between the East Cambridge neighborhoods, the canal, the Charles River, Kendall Square, and MIT. We've also modified the design of the residential tower. We've been working with city staff and again our colleagues at MIT School of Architecture and incorporated this Planning Board's comments to help evolve this design into what we think better reflects this as a residential building.

David Manfredi will walk you through these details in a moment. One thing we're extremely excited about is that we're in lease negotiations with an urban grocer/operator, and we're targeting an early summer 2019 opening for this. This date, this opening date as I state is

obviously contingent upon approval at this Board.

We're ready and eager to begin construction immediately upon approvals. In fact, we've already begun interior construction and infrastructure improvements that will allow the construction of the bigger portion of this project to commence immediately upon approvals.

We spent considerable time with CDD, DPW, and TPD staff over the past several months. In fact, the past several years as Michael's alluded to. I'd like to personally thank Jeff, Suzannah, Liza, Stuart, Cara, Joe, Adam, Kathy, and Jim. We've had a lot of meetings and they've been successful as you'll see in this refined design. Their input and thoughtfulness around this, and thoughtfulness around this project and the evolution of this project. We thank them for that.

We're proud of where this project is today. We're confident about its future contributions to the community, and we hope you guys feel good about the design because many of its features result directly from your valuable input over the past several years.

Thank you. I'll hand it over to David for some details.

DAVID MANFREDI: Good evening. I'm David Manfredi from Elkus Manfredi Architects in Boston. We don't -- we always go back to the context and we go back to specifically NoMa in relationship to SoMa and the five buildings. And I just want to remind you very quickly of those key planning principles that Hashim Sarkis talked about with this Board several months ago. And he talked in terms of an urban harmonious assemblage, ensemble I think was his word of the

buildings. And there were five principles, and every one of them applies to Building No. 1. Very quickly a defined base, middle, and top. The preservation, and in fact highlight of historic buildings. The differentiation of masses. And I'll be very specific about that as I talk about the building. A variety of facade types. And what he meant was facade types among the five different buildings, and a variety of outdoor spaces which we certainly have.

I think this diagram especially shows relationship of Building 4 and Building 1 in height, in massing, and obviously in use. These are the two residential buildings in the Kendall Square initiative that act, and I think these are his words, again, as kinds of bookends for the site. Again, Building 1 and building 4 have that commonality of use. And many of the design

changes that I'm gonna describe tonight, and they are a number of different changes, particularly around the envelope of the building, reinforce the relationship between 4 and 1 to make the residential use more legible and more distinct from the lab and office buildings.

So, Ken described the differences. On the left is what you saw last in the spring of 2016. And on the right is the current scheme. Here are the big differences.

We reduced a number of -- levels of parking from three to two. We reduced the total number of parking down to 150 parking spaces. We added a residential floor. Increased the overall height to 275 feet from 250 feet. That created the catalyst for the middle income housing.

You're probably asking yourself the question why didn't you add two floors if you had 25 feet? We

changed the building from concrete to steel, increasing the floor to floor heights while maintaining the same ceiling heights in the building.

So here's the summary, and you can see the relevant data is total square footage as Ken defined, slight increase. The increase is in residential. The reduction is in parking. The retail is approximately the same. Although, when you see plans I'm gonna describe how the configuration we think is greatly improved. The number of units. The possibility obviously increases in the affordable number increases, parking spaces are down. There's the difference in floor to floor heights from nine-foot, ten in concrete to ten-foot, eight in steel.

And maybe the biggest change certainly in terms of public realm is access to the site.



And so back in 2016 this was our floor plan. And you can see, I won't go into great detail in reviewing the past, but the access for service and parking was off of Broadway. We did not have the ability to get access from Broad Canal Way. And so trucks came in, loaded into the grocery store, cars came and went up a ramp. Frankly, not a terribly efficient ramp which helps also to explain our ability to reduce from three floors to two floors. There was great concern expressed by a number of people here, especially you and Ted I remember, not just for the interruption in public realm but for how difficult it was to get to the site. If you're coming from the west, it would cause to take a left on Third, around Broad Canal Way, and back around this way, or go over the bridge and go to Boston. The point is it's a very significant

change to eliminate that, benefit the public realm. Just as importantly, the curb cut now on Broad Canal Way allows that immediate access for loading and an even better access to parking.

All of our parking will come in off of the existing curb cut on Third. So we've taken all of that roundabout traffic off of Broad Canal Way. So our trucks will enter here. Our cars will enter here. The existing loading that services the One Broadway office building will remain, but all of the loading for the grocery store for this residential building and for this retail will come off of these new loading docks.

The other things you see here, Ken, has really already described, the enlargement of the grocery -- of the footprint of the building to allow the grocery store without impacting the ramps in the building. Relocation of the office

lobby. That creates, we think, really important retail use, maybe restaurant or food of some kind on this corner, activating now all four sides of the block, all four corners of the block, and really transforming all four sides. And you ask what the big idea of this project is. I think the big idea, and I think it shows up specifically in these renderings, is -- photograph and rendering, is that we have the ability or the opportunity to take what is a super block, designed in the 70s as a kind of super block, and break it down into component parts and really create three buildings. And if you add in the post office building, four buildings. What I mean is that's what it looks like today. It has retail at the base. It has two parking levels, and it has the addition of office. We will transform that, creating seams

between the buildings. This will be retail at the base. There will be two floors of office above. There will be a terrace that serves the One Broadway building and its tenants, and then a new building, that separating seam, the passageway between the new building and the Red Cross building, transforming the scale but also the feel of the street by introducing complex new set of uses, meaning residential, grocery store in addition to more retail space.

And what you saw in 2016 was I think on our path, but clearly we've added scale and detail. We've enhanced the separation. And I'm gonna talk very specifically about the envelope, building envelopes. But, again, there was concern, and my recollection here that it was you and Ted on this issue particularly around the scale of the parking of the building envelope of

the parking. That in fact, while a component part of the project, was actually a catalyst for a lot of redesign that you will see as I go through this. And that obviously transforms not only the view from Broadway, but also from Broad Canal Way, maybe more importantly as a pedestrian and bike corridor leading up to Third and then all of the future possibilities as it connects into the Volpe site.

So I'm going to take you through floor plans very quickly. You've seen now the ground floor. I'd simply point out again everything that is in pink is retail, grocery, restaurant. The configuration of these spaces, I think, is much better. If you remember, that '16 plan. I won't go back. The depths were difficult. The configuration was difficult. That bike repair station that we talked about a lot in the spring

of '16 is still there. The bikes now are all up on the fourth floor, 316 spaces within the building, and additional spaces on-site. But that kind of central bike repair station for all of Kendall remains as a kind of retail operation. You can see all of the corners basically filled with active edges.

And, you know, we are in compliance with Chapter 91. That the sidewalks get wider as you get closer to the water. 50 percent of that Chapter 91 space is publicly accessible open space.

One of the big things -- we reduced the number of parking spaces, but we also made the parking plates more efficient. You can see that we've gotten this as rectangular and regular as we can, and we're using the ramps of One Broadway to access the second and third floor, and that

allowed us to reduce from three floors to two.

This office liner is very narrow, but usable and transforms that precast facade that I showed you just a moment ago.

Up on the fourth floor, there's two floors that look like what I showed you on two, two and three are the same. And then on the fourth floor are residential amenities, a roof terrace for the tenant. You see the footprint of the building actually steps back and that's important. I'll come back to that in a moment. We call that the seam. And then there is all that bicycle parking. It is accessed by elevator. That elevator comes right off the pathway, you go up, you bring your bike up, and then you have the ability to get up into the building or go back down to the ground floor.

And then our typical floors. And I saw

someone looking at our model wondering what that slope was all about. There's a green slope here, and it is a planted slope. It allows us to get -- maintain daylight into that existing top floor of office that exists today that's occupied by Cambridge Innovations.

And then our penthouse plan that's set back off of the perimeter.

So this is the, this is a diagram of the massing concept, and it's a -- it's really very simple and it's a very simple forms. There is a base, the base is kind of divided up into two parts a ground floor that is set back and very transparent and retail oriented and the lobby to the building.

And then there is the volume -- well, then there's the seam that sets back and separates the base from the tower. And then the



tower is made up of two forms. There's a very thin sort of interior form that when it emerges out of the volume, is all curtain wall. It's all glass. It's transparent floor to ceiling. And then there's an outside volume which is a little bit wider which is a frame. And that's really the big change. The building is now as proposed 60 percent void, terra-cotta frame, terra-cotta and aluminum frame and 40 percent glazed.

There's still a lot -- I'm sorry, the other way around. 40 percent framed, 60 percent glazing. There's still a lot of glazing in the building. But this goes to that connection and it goes to the legibility and it goes to the kind of personal scale of residential. And it goes to the distinction between office/lab buildings and residential buildings. This is not universal space or generic space in any way. These are

people's homes and so there is that kind of definition.

I'll take you very quickly around a series of elevations, and this goes back to the notion that we really now have three buildings. We have One Broadway, the existing building with some transformation at the ground floor.

We have the building in between, which is a grocery, office, roof terrace building. And then -- and a seam.

And then a new building that has retail and residential lobby, two levels of parking, and a residential building above. And if I take the whole composition, the American Red Cross building next to it, and you can see this kind of commonality, not absolutely standard datum, but a kind of commonality of that sense of base to the building.

From the east you can see there's the outline of the American Red Cross building. Again, you can see that very specific definition of parts. The seam, that terra-cotta frame. We have ganged the windows meaning every two floors are framed in terra-cotta. I will show you in a moment a detail of that. And it goes to -- this is really a relatively small footprint. It's a relatively slender building. It gives us a set of proportions that we like very much. And we've taken those proportions and we've used them hierarchically through the building, taking the proportions of the massing to a proportion here in that frame and to a smaller proportion at the base as you get closer to people and to the ground.

From Broad Canal Way, really, this is the opportunity to turn Broad Canal Way into a double

loaded street so that now there is continuous -- this is actually the corner. You're looking at this at sort of a strange angle. But that's the corner of the building. This is all new retail that the parking that Michael will talk about.

That's our only curb cut which is the curb cut that goes into loading. And then retail at the base, our office floors, our seam, and the building above, north and south being very transparent parts of the building. And then finally our west elevation.

This very important corner which will lead you into Broad Canal Way. We've done some work since we saw -- and we've spent a lot of time with Community Development, but we've done some work specifically here in defining the seam between new and old, clarifying the seam, which I think was a little bit messy the last time we saw

them, and they commented on that.

And so, again, you can see the composition of those parts. I won't, I won't dwell here.

And that view from the east looking west on Broadway. The relationship of the American Red Cross building and the relationship -- and I'm gonna talk a little bit when we get to materials or you can ask me questions about the materials on the terra-cotta. We've got four different samples there of terra-cotta color. And really we expect a mockup at much bigger scale. Look at those colors in daylight and rain, but clearly want to create a frame. We're pulling out -- I'm going to show you a detail of the aluminum extrusion that pulls those frames out. But at the base you're gonna see the red brick of the Red Cross building reappear in the

base of this building. So here's our front door and how our front door engages the street. The curb cut's gone. This is the new passageway to the new crosswalk across Broadway. This kind of horizontal datum that separates the base from the parking and the fritted glass -- the parking structures, the parking levels are completely enclosed. All of our ventilation is -- most of your ventilation is mechanical. There is some ventilation on -- some fresh air on the side here. We're proposing a frit in the glass that picks up the color of the red brick and kind of subtly ties these two pieces together. We have sample of that fritted glass. It's not the quite color but it's closest that we can get at the moment.

And now a long view looking down from Broad Canal Way from the northeast. And, again,

that very active base that will have a very positive impact on the opposite side of the street and the tenants there.

Again, you can see the base of the building, we kind of push the ground floor back. We create this lid. It's got wood on the underside both here on the south side of the building. It relates to the wood as Michael is going to talk about as a paving material, but really it's all about activating this edge, about creating openable and operable storefronts that spill out to wide sidewalks. We've typically got anywhere from 28 to 30 foot sidewalks. In the very narrowest they are 20 feet. And then this important corner that I mentioned.

I want to point this out. We've done a lot more work on wind. Our most severe wind problem was right here. We've created, we

proposed this vertical kind of screen that's perforated. It's configured in order to allow best viewing angles coming out of that parking structure. But I also want to point out the wood frame. There is wood horizontally under your feet, over your head, and at the ground floor of the building where people get closer to the building and you get the warmth of that wood.

Here it is close in and you can see how it's configured. Michael's gonna talk about the planting at the base of it. It is perforated because that's most effective. And you'll see the good results of that in our wind studies.

You had asked specifically about long views. These are long views. And, again, probably the most important thing to point out is the relationship of 1 and 4 in its massing and in its height. They are the taller buildings, and



they are in distinct, in distinction to the office/lab buildings.

Long view looking down the canal to Building 1.

From west on Main Street with 238 on the right side there.

Building 1 looking from Third Street, looking straight down Third Street.

And then looking west on Broadway. Again, you can barely see us up there. You can basically see the penthouse. Coming over the Longfellow Bridge, again, you can see the penthouse on the top floor of the building from where we are just below the crown of the bridge.

And then at night, all of the exterior lighting of the building is down low and lighting horizontal, basically lighting the horizontal surfaces.

I want to point out the building different than 2016, the tower is set back from the base and this has improved our wind conditions enormously because we've got a big horizontal surface to bounce that wind off and protect the street.

We've seen this diagram many times. The important point I'll make and quickly is that all four sides of this building have significant pedestrian and bike obligations. And that's why we talk so much about active edges and uses that engage pedestrians, all of these four sides are extremely important. They will now have four sides that have active pedestrian edges, replacing dumpsters and transformers with new sidewalks, new bike paths. I won't get into great detail here, but this will be a combination of race cycle track and separated bicycle lane

along Broadway and raised cycle track along Third Street.

The entrance is as I mentioned, office entrance, residential entrance, our bike residential entrance, our bike repair, retail entrances, our loading entrance, retail, and then our access for all of our parking and our access to loading for the office building.

This is a real quick summary. I got more in the appendix if you have got questions about it. But in 2016 that was the results of our wind tunnel. You can see some yellows around the site, four yellows close in. Those four yellows, which are uncomfortable, are all gone, transformed to walking and standing by a whole series of measures, including most importantly the massing of the building but also that, that horizontal or ground plain screen was extremely

important to those results.

I'm not gonna show you all of the shadow studies, although I have them all with me. And the change from 2016 is absolutely minimal. It's a difference between 250 feet and 274 feet, 11 inches. Just here I have June 21st at nine, at noon, at two, and at five. Obviously very high sun.

March 21st and September 21st being the same, and you can see that we do reach the edge of the canal.

And then December 21st when much of the city is in shade.

And then lastly for me materials and details. And we really have four parts to this: Glass, our vision glass, and our shadow box glass. This is kind of a, this is a photograph we've been carrying around for a long time. So

that two-story gang of windows will have vision glass. It will have operable sash. And the spandrels between will be a shadow box in order to really create the continuity of that proportion. As I said, we have, we do have some metal. We have metal frames. I'm gonna show you a detail of that. We have metal breeze soleil on the south side of the building. And we have terra-cotta somewhere in the range of four colors that I can show you, and the wood basically on those horizontal surfaces.

I want to show you just two important details. This is the east and west elevations. The terra-cotta. The window frame. And that extruded and profiled frame from the face of that aluminum frame to face of terra-cotta is six inches. You can see the operable sash and you can see that shadow box that ties two floors

together and the detail that's in that facade.

And then I also want to show you the balconies.

How that terra-cotta turns the corner. This five-foot wide balcony that kind of picks up a whole series of horizontal lines, the breeze soleil that is photographed was off of MIT media lab building that protects the south. We do have a lot of glass on the south side of the building. We do have a slide in our appendix that covers a whole series of our sustainability measures.

Most specifically I want to mention that this will be LEED Gold in version 4.

And then lastly I already talked about our connection here between our parking and the Red Cross building next-door.

The only thing I want to say about these, I know you've looked at them with other of the MIT Kendall Square initiative projects, the

relationship of elevation to ground plain, not just in use but the opportunity to make -- we draw these as two hinge doors, two leaves, but what we envision is the opportunity to make much of this operable, to make connection inside and out, to take advantage of these 30-foot wide sidewalks, and really allow even grocery stores to spill out and with all kinds of overhead folding kinds of doors. You can see the relationship of the ground floor to the floor above. That walkway is 20 feet wide which is our zoning requirement. And also the relationship that we can have that allows restaurants to spill out.

Michael will talk much more about Broad Canal Way and all of the opportunities here, again, 20 feet and 30-foot wide from building face to curb. And then finally on Third Street

where we have -- currently have our outdoor parking spaces and our opportunity really to do something very special on that corner.

Michael Blier.

MICHAEL BLIER: Good evening. The design of the public realm for the NoMa block is predicated on three objectives of what we call good urban design.

The first objective is to utilize the design of the public realm to stitch together what is otherwise a rather disparate and disjointed urban fabric immediately nearby.

The second objective is to foster and enhance larger urban pedestrian connections through our site to other urban destinations and networks situated throughout the community of Cambridge.

And the third objective is to establish a



dynamic public realm for the block itself, which includes the careful design of a series of highly localized moments and interactions. To achieve these objectives, the design approach is identified in three distinct character zones, which when calibrated to the urban context and responsive to proposed active ground floor uses, emerge to establish a vibrant overall site character and sense of place within a larger urban fabric.

The three character zones have been defined as follows: The Broad Canal Way to the north, the connector to the east, and the street, in this case defined by Main, Broadway, and Third to the south and west.

We begin with character zone 1, Broad Canal Way. The design of the urban space along Broad Canal Way has been built upon a reference

to the historic footprint of the canal itself. Utilizing the canal and canal infrastructure iconographies, the desire is to extend the experience of the canal all the way to Third Street.

Zooming in, the design of the public realm is understood in three layers:

The street edge is defined by the extension of the canal-inspired material ribbon comprised of an alternating series of wood decks, benches, bike racks, bike posts, and planting beds.

The second two layers are meant to clearly define pedestrian passage as well as areas of spill out program, building entries, and storefronts. Alternating feel of precast paving units provide material and spacial continuity along the base of the building. Samples of these

materials are in the box in the table before you.

Also critical to the notion of integration, two very important social spaces have been established:

One at the corner of Third Street, an outdoor seating area.

And the second, a Paley Park inspired type of space along the midblock of the east/west walk.

Another essential design objective for this area is to establish a fully double loaded urban experience for Broad Canal Way. The street tree planting and specie selection directly mirrors that of our neighbor to the north, establishing a simple cadence of tree planting. And the second layer of planting in this area is largely understory, indigenous, and reinforcing the canal river theme. Here is a view looking

eastward toward the canal. The layers of landscape program are reinforced by a careful material selection and a broad distribution of open space amenities. On the left you can see the alternating elements of benches, plantings, bike racks, and like structures.

And zooming in a bit more, the corner of Third and Broad Canal Way is emphasized by an outdoor dining terrace. The space is framed to the south by a sculptural wall described by David earlier. In addition to providing those functions to which David referred, the screen, the screen also provides a focal element when viewed from the south along Broadway.

The second urban space is situated at midblock and is meant to provide a public respite. The ground plain treatment of precast units adjacent to the building expands

accordingly to the face of the wall and bench and engages also the anticipated spill out activities from adjacent retail space.

This is the view taken from Canal -- Broad Canal Way and depicts an active social space reinforced by a Hubway station along the street edge. A series of multi-stemmed trees provide spacial and seasonal interest while the wall on the far side is meant to animate that edge of the space.

We anticipate a strong interaction between the ground floor retail experience and the adjacent pedestrian realm.

The second character zone is situated to the east in a north/south direction is meant to create and foster larger urban pedestrian connections. This design is meant to provide a similar suite of amenities at Broad Canal Way but

will emerge as a more remained system. As an extension of the Main Street paving system, cast and placed concrete paving will provide the ground plain, while -- will define the ground plain while customized benches, bike racks, and light posts will enliven the eastern edge of the walk.

The planting system will reinforce planting along Broadway with the inclusion of a line of hornbeam trees. Understoring materials are native in character and will provide seasonal color and variation.

And the third character zone is defined more broadly as having to deal with larger arterial systems and patterns of circulation. Open spaces adjacent to the proposed ground floor uses have been maintained as flexible, accommodating a generous public access to

building points.

And the design for this area emphasizes integration. Relative to urban continuity, the ground plain is largely comprised of cast and placed concrete, a simple expansion of the city sidewalk as a canvas for the new urban edge. Care has been taken to maintain an existing row of hornbeam which really contributes to the identity of the street edge. To add sculptural value and to enhance a localized sense of place, additional tree plantings, in this case London plane, have been framed and expand -- by expanded wooden islands providing seating and clarifying overall pedestrian circulation.

A Hubway station has also been proposed for this edge as well, while additional bike parking is also being provided along Third Street.

Thank you. And I'd like to turn the presentation back to Ken at this time. Thank you.

KEN WILLIAMS: Thank you, Michael. I'm going to wrap this up rather quickly. But before so doing I wanted to give a very special thank you to Iram for your guidance over the past couple years and getting us here tonight. Thank you.

I wanted to thank you guys, the Planning Board, for your time and attention to this development tonight. We're pleased with the design and we're looking forward to bringing these amenities, residential and retail amenities to the community soon.

We welcome your questions. Thank you.

H. THEODORE COHEN: Thank you.

This is a matter of general business but



we said we would take public comment. Why don't we go to the public comment. And is there a sign-up sheet?

SWAATHI JOSEPH: Nobody has signed up.

H. THEODORE COHEN: Nobody has signed up.

Is there anybody who wishes to comment?

JOHN HAWKINSON: Good evening, Mr. Chair.

Hello internet. John Hawkinson, 84 Mass. Ave.

Without expressing an opinion, which I try to avoid doing, I had a couple of thoughts I wanted to encourage you to think about.

One is that MIT has said it will buy the Red Cross building. And so it seems important to think about the urban design of the Red Cross building in the context of this and maybe to try to understand what they might do with it. And, you know, I'm sure it's an historic building, so probably not much on the exterior. But I do

wonder.

And the other thought I had is, you know, this is a large building in Kendall Square and it's getting an aboveground parking garage and that seems odd. And, though, across the street at one Mem Drive, an open aboveground parking garage was recently permitted for conversion to office space. And I wonder if this has been planned so that that's a feasible thing to do, whether that makes sense, whether it's all kind of set up architecturally and urban design wise to make that an easy thing to do if it turns out to be appropriate at some point in the future.

And that's all, thank you.

H. THEODORE COHEN: Thank you.

Heather.

HEATHER HOFFMAN: Hello. Heather

Hoffman, 213 Hurley Street. And I have a few

probably disjointed thoughts about this.

First off, I was glad to see some flowers, and I hope that perhaps -- I mean, I love irises but they only bloom for so long and I hope that we will have something that is a color other than green or brown the rest of the year.

And with, given that this is a tall building, I would like to reiterate my comment about light. There will be -- I mean, it's becoming more residential down there and it's not just a matter of lights on top of the buildings, but also the lights coming out from all of this glass. Is this going to be a good neighbor to the other residences including the dorm that is I believe gonna be across the street again.

Because they are opinionated and so I think we ought to, we ought to remember that. There are often -- you know, it's a grad school dorm, so

there will be kids there.

Additionally, I have -- I have a new thing that has been brought to my attention by people who live in more than one of the new big apartment buildings that have been built in Cambridge, which is not the world's greatest construction. Specifically, you know, people's units are -- get all of the noise from every other unit around. And I do not have the expertise to look at the building plans to see if these are gonna be good places for people to live long term, but I continue to believe that my city and my neighborhood will benefit from building buildings that make people want to stay instead of flee. I do not want it to be the case that the only people who stick around are the people in the affordable units, not because I don't want the people in the affordable units, but because I

want more people to stick around. So I hope that all of you who have the expertise will take a look, a critical look at these plans and make sure that people won't be hearing everything that's going on above and below and to the sides of where they're living.

And then I'm also glad to see that the path that lots of people, including me, take -- that goes back to the South Plaza is remaining. And I hope that -- that the design of the outdoor areas here will learn from the really successful design there. Lots and lots of people use that, people sit, people enjoy it and so I hope that this will be an extension of that.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, then the Board it is open for us for questions and discussions. And if people wish to hear some comments from staff first or we just want to go on into our own comments.

(No Response.)

H. THEODORE COHEN: We have received memos from Suzannah and I assume we've all viewed them.

Suzannah, do you want to fill us in on some of the major issues you have? And I think for the Board and the public as we go through our discussion, I'd like to see if you can differentiate between questions that we need answers for to come to a decision whether tonight or at another session and questions and issues that don't go to the heart of the decision but are issues that we want staff to be considering

as the project continues.

Suzannah.

SUZANNAH BIGOLIN: Thank you.

So we've been, as David mentioned, we've been working with the MIT team for quite sometime, and there has been considerable improvements with the project and that's associated with the consolidating the loading and parking and maintaining the active consistent ground floor frontage and on Main Street.

The addition of the new open space area behind the Red Cross building is a really positive thing as well.

And we've also been quite impressed with the changes to the One Broadway building and the ability to wrap the existing parking with the office use.

We have noted in our memo that the

massing of the tower is not entirely consistent with the K2 design guidelines, and that's with regard to the floor plate dimensions and the need for a vertical break on the longer facades.

Those longer facades will sort of never directly viewed. It's always from an angle preferably, so perhaps it's not such a big issue.

The terra-cotta framing also helps create more scale and texture and a residential character, which is a significant improvement from the more commercial office field that the original proposal had.

We think the sort of glassy ends are quite successful and accentuate the vertical proportions. And the podium has improved significantly as well as in terms of the relationship to the adjoining buildings. We thought perhaps it is a little squashed in



relation to the adjoining buildings and the overall proportions of the tower, but that's not a significant issue.

We also identified the ground floor area. There's an area of significant blank frontage adjacent to the new open space, and a graphic wall is proposed. But we would be interested in breaking that up or other ways to mitigate that edge.

There's a lot of different approaches to the public realm that are very positive and create different experiences and we'd like to continue those landscape details, including some of the bicycle parking, the Hubway location, the street furniture, and some of the public seating.

We were interested in the design of the new open space and whether or not that could have sort of more color or playful elements

incorporated given its location near the canal.

Other areas of continuing review that we've listed in our memo generally was sort of standard materials, colors, and details.

Obviously a mockup on-site.

Just looking at the terra-cotta, we would prefer the warmer materials that are shown.

And also continuing to look at the wind screen, the sort of design and detailing. And also the rooftop mechanicals. I think we had discussions about whether or not the tower mechanicals should be completely concealed or partly concealed or if it should have a more interesting design to the roofscape. So that was in our comments as well.

That summarizes the key issues.

Oh, and just with the podium, we would just note that there are other ramps in that

parking, so it could possibly be converted into the future. It would just depend on the structure grid and the floor heights as well.

H. THEODORE COHEN: Thank you.

Do board members have any questions for Suzannah now?

(No Response.)

H. THEODORE COHEN: Well, thank you.

Adam or Joe, we received your memo today so perhaps you could summarize it for everyone? You know, there are a number of requested amendments relating to the parking and the access. And if you could fill us in on comments and feelings about those proposed amendments.

JOSEPH BARR: Sure. Joe Barr, Director of Traffic, Parking and Transportation. I'll start by echoing a lot of what others have said. A lot of the changes that have been made to the

building are very positive. Certainly reducing the parking supply is something we're generally supportive of. And I think moving the access off of Main Street and using the existing curb cut at Third Street is good although it raises some concerns which I think are addressed by what the applicant has agreed to. And I would say, you know, what would -- with the mitigation commitments, there are additional mitigations listed in here has been reviewed and agreed to by MIT. So they're prepared to move forward with these included.

So I guess the, there's really three main pieces to the things that we're suggesting:

One is that because of the addition -- or I guess the sort of confirmation of the size of the retail and something we hadn't really addressed previously was kind of TDM measures for

the grocery store and retail tenants. And so we're adding in basically the same set of requirements that was put into the PTDM plan for the nonresidential or commercial buildings on -- on the south side of Main Street. And it's a little bit -- well, it's not really that complicated but it may require a slight explanation. Basically they have -- well, two things about it:

One, we recognize that they can't -- with tenants who are already in the building, whether it's the, you know, in the One Broadway building, that we can't ask them to put -- impose the requirements on existing leaseholders. So these are all requirements that would be imposed on new leases, whether renewals or new tenants coming in. And basically there's three options:

The first option is if -- sorry, the

options are recognition of different subsidy policies for parking. So basically if an employee does not provide any subsidy for parking, then we're simply asking them to also provide a subsidy for transit.

If the employee gets a partial subsidy for -- between 15 and 100 percent is paid by the employee, sorry, so zero to 50 percent subsidy. Then there is additional measures 100 percent transit subsidy rather than 60 percent. And additional payments for -- or different -- additional options for Hubway and other possibilities. And then if they're paying, if they're not paying for parking at all or if it's subsidized for up to 50 percent, then they would, there's even more TDM measures are required. Basically the idea is if the parking is cheap, then you should do more TDM. If the parking's

expensive, which is an incentive not to drive in the first place, then we are requiring a little bit less in terms of the transit or other TDM measures. So the idea is that hopefully that will give the businesses that are in the building incentive to not pay for parking, because if they pay for parking, then all of a sudden they have to pay for a bunch of other stuff. So we hope that it will both be an incentive on the actual, on the businesses to not provide free parking and also, you know, if they do, it will provide additional incentives for those -- for their employees not to actually use that free parking. So we think it's a creative approach. Like I said, this is what has been included in the TDM or the PTDM plan, sorry, which was, which was required for the commercial buildings on the south of Main Street.

So maybe I'll just pause there since what I just said sounded complicated to me. So if there are any questions about it before I move on just so you don't forget your questions.

H. THEODORE COHEN: Well, actually I think I do understand it.

JOSEPH BARR: All right, that's one.

H. THEODORE COHEN: The question is -- I do have a question, though. Is there some requirement going forward for new tenancies? Do they have to switch to a particular mode that leads to a certain option?

JOSEPH BARR: No. I mean, we didn't say that they had to pick one of these exclusively for new tenants. We're basically saying they have the option, the same option. And that's somewhat in recognition of the fact -- at least businesses claim, although I don't believe them,



that they are not able to, you know, they can't customize their benefits package for this location versus their other 300 global locations which of course we know is not true. Because, you know, things like health insurance are obviously handled differently in other countries and even in other states. So I think that that's not true, but I didn't want to -- we don't want to get into trying to have MIT manage employee benefits on behalf of their tenants. So this felt like a good strategy for sort of getting passed that and not having to really deal with it directly. And again my hope would be is that there would be an incentive to customize the benefits package in a manner that does not provide free parking so that they don't have to pay for all this other stuff. So the best option of all in our minds.

H. THEODORE COHEN: Other questions about the parking options at One Broadway? Why don't you move on.

JOSEPH BARR: Okay, so that's that.

In addition to that, we also have a small number of sort of subsidies or benefits but measures, additional TDM measures, real time transportation information, screening. We are asking that they charge retail users, not the employees, but the retail users in line with sort of general retail parking rates in the area. So that if there is a validation, it's not down to zero, but more like what the Galleria charges which is not a lot, but it's at least enough to create some incentive not to drive to these locations.

And also asking that the grocery store, if possible, provide a home delivery option. You

know, on-line or something like that. Not that you wouldn't be able to go shop there and then have your groceries delivered, but you'll at least you would be able to shop on-line and get them delivered. That's sort of the TDM piece of things.

And then the third piece -- I'm sorry, the second. That was the first piece. The second piece is really just about parking. It's pretty straightforward. We've seen issues with large residential buildings like this which are located in areas without any significant amount of on street resident parking where the residents have parking but their visitors do not. And then we get complaints about the lack of availability of visitor parking. And so we just ask that they try to make some parking available to visitors to the building. You know, if people are coming to

stay overnight with a friend or whatever it is, so just to kind of manage that. Because, again, this is in an area where there's not a lot of on street resident parking where people can use visitor permits in. So it creates issues that wind up -- we wind up getting complaints so we're trying to sort of practically address that this has been a bit of an issue on CambridgePark Drive with some of the new large residential buildings there. So I think that's a -- you know, if obviously the residents would get the parking first. If they're not fully utilizing the space in the building, then they would make that available to their visitors.

So I think -- along with the reduction in parking, along with the subsidy measures that are proposed, we think that, you know, the part for the parking of the building is at a very

appropriate level. We think it's appropriately low, but we think it can work at the current number. And in fact we had MIT do it -- redo their trip generation analysis and look at the parking a little more closely, and we feel very comfortable that they've right sized it very well.

And then the last piece and going back to what I said about Third Street, is really about the site access and loading. And so like I mentioned, moving the loading dock off of Main Street and the parking access off Main Street makes a lot of sense, and we think it's a really good improvement, but it does add additional traffic on to Third Street through that curb cut and also, you know, some additional loading activity. And so we have felt that given that and given the existing problems that we have with

the on street bike lanes in that stretch of really all of Third Street, but including this block, that it made sense to have them move that to a more of a sidewalk level, cycle track similar to what you see on Western Ave. We would anticipate that in the fullness of time that would be a treatment that we would extend to the entire length of Third Street between Binney and Main Street, and probably a lot of that could happen as part of the Volpe project. But for the time being, you know, this block since it's going to be under construction anyway it seemed to make sense to do that.

In addition they had already committed to a portion of a cycle track on Main Street in front of their building, so that will happen. And then it's a bit of a hybrid in order to not have to reconstruct all of Main Street. We're

going to be -- we're looking at on street separated bike lane similar to what you now see in Lafayette Square on Mass. Ave. between sort of the edge of the new building along the frontage of the existing One Broadway building to the corner at Third Street. And then at Third Street itself we've talked about some different options. We didn't require as a little bit more design -- well, probably more than a little bit. Some more design to get to the solution both approaching the intersection and the corner. And so I think we have a commitment from MIT that they will work with us to figure that out. And then based on some a mutually agreed design, they will build what we sort of agree on together to -- at that corner. So I think with all of those improvements, you know, it improves the bike infrastructure in the area, but very specifically

at that curb cut at Third Street, you know, have a much safer and more available bike facility that will be more visible to cars coming in and out of the garage, and particularly for -- if there's any trucks backing out of the existing loading dock there. And so I think that really feels that creates a much safer situation around the building while also resolving some long, some ongoing issues we've had with the existing facilities. So I think we're able, you know, we're able to come to an agreement fairly late in the game. That's why you got the memo at the last minute, but I'm, you know, pleased to report that we were able to get that all settled and I think we have a really good plan moving forward. And as I said at the beginning, I think the overall changes to the building are very positive. I think there were just some details



that had to be worked out.

H. THEODORE COHEN: Anyone have questions? Catherine.

CATHERINE PRESTON CONNOLLY: Can you speak to what, if any, conversations have been had so far about the location of the bike station and its relationship to the other bike facilities in the area?

JOSEPH BARR: I actually cannot. We haven't really gotten into that detail.

CATHERINE PRESTON CONNOLLY: Okay.

JOSEPH BARR: I don't know if there have been any other conversations. So I guess maybe -- I mean, if there's a specific concern or set of concerns, then we're certainly happy to, you know, work those out going forward.

CATHERINE PRESTON CONNOLLY: All right.

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

Joe, I'm in that intersection like most days, five days a week. A lot of drop offs there. Uber, Lyft, and so forth. Is there any -- I noticed in your memo it did say something you were trying to redesign the sidewalks, to make it a loading or drop off area or something. Any movement on that?

JOSEPH BARR: I can't, I don't have anything specific to report, but I think in both in general and specific of this location, you know, it's a use that we're trying to come up with a plan for how we address. And I think now that the state regulations are in effect, and as you may have noticed that Uber and Lyft and I think there's like two other TNC's that have officially gotten approved or licensed by the state, now have markings on them. It makes it a little bit easier for us to create loading zones

that are specifically for that user or for that set of users, and maybe taxis as well, and being able to enforce it. Because prior to that it was sort of hard to identify what was and what's not of the just sort of I know it when I see it. So we do want to both generally around the city and particularly at large residential and large office buildings come up with some better solutions. So I don't know exactly what that consists of, but I think within -- certainly by the time this building is opening, you know, for the -- on the residential side, I think we'll be able to have some better, you know, policy in place.

H. THEODORE COHEN: Any other questions?

(No Response.)

H. THEODORE COHEN: No?

Thank you.

JOSEPH BARR: Thank you.

H. THEODORE COHEN: So just to sum up I take it that with the conditions in your memo and that have been agreed to, you would support the proposed Minor Amendments relating to parking and the realignment of the access areas?

JOSEPH BARR: Yes, definitely.

H. THEODORE COHEN: Okay, thank you.

Jeff, could you just briefly tell us with regard to the proposed amendments how they fall within the context of the original decision?

JEFF ROBERTS: Certainly.

So the original Special Permit decision No. 302 as well as the 303 which is the SoMa development, talk about changes to the overall development plan and also changes to individual sites. And it allows some flexibility in the dimensional characteristics of different sites,

generally speaking of up to ten percent variation in gross floor area or height. I think one of the key things to remember here is that it's -- all of these Minor Amendment provisions are still subject to the zoning requirements. So when we're looking at these amendments, we're looking at it in terms of what or how it relates to, to the zoning. And I think that in terms of the -- just looking at the additional height and area of the site and the residential in particular, that, you know, the zoning does, does intend to encourage residential. It requires a minimum amount here. And the zoning that was put in place allowing the additional height above 250 feet did that specifically as an incentive to create more middle income -- or at least create the possibility for middle income housing units by requiring a provision of those units in

exchange for the height. I think at the time we were optimistic that would be a good. At first it didn't seem like it was necessarily working as an incentive. So now I think at least some of us feel a little vindicated that it does turn out that it's a reasonable incentive to try to get those types of units.

So there's that in terms of the floor area and the height. And then I think the other changes really relate to the urban design and transportation issues that were just discussed by Suzannah and Joe.

H. THEODORE COHEN: And all of the proposed amendments are within the terms of the original Special Permit as to what can be granted as a Minor Amendment?

JEFF ROBERTS: That's right. As an overall percentage of what's allowed -- of what

was originally authorized by the Special Permits, it's relative -- the gross floor area changes are relatively small percentages and within the bounds of what's allowed. And then if you look at the individual building sites, again, it doesn't, you know, it gets to just about ten percent but doesn't exceed that ten percent threshold.

H. THEODORE COHEN: Okay, thank you.

Board members, have any other questions for Jeff right now?

(No Response.)

H. THEODORE COHEN: Okay. Then questions, comments from board members?

Hugh.

HUGH RUSSELL: So I have a series of comments. I think the general comment is that this seems to be very clearly rooted, very -- I

think the design is very far advanced, and I feel it's ready for us to approve it even though I'm going to talk about things that can be looked at. Most of what I'm going to talk about is actually stimulated by Suzannah's memo. And I'm doing it page by page of the book we were given. So if somebody's very clever, they can show the view that I'm talking about. As it happens, I'm starting on page 29 which happens to be that view.

And so the -- Suzannah's comment that the urban design guidelines like to discourage such a large, long, consistent facade treatment on the east and west sides. And so I thought well, you know, you could -- there are 15 windows along each side. We could say take the three middle windows and convert them into a classic bay or a balcony or some combination, but I don't think



you'd want to do that. Yes, it will come closer to meeting the literal guideline, but because of the existence of One Broadway and the building on the other side, we don't see the elevations except at an angle. And right now the 185-foot depth is almost the same width in that rendering as the 70-foot width of the building so you don't get the notion that it's huge. A bunch of other perspectives shows you that from other points of view the building is cut off a lot and you see about 100 feet of it. But before you go away from this one, Suzannah's concerned that the parking bays may be a bit too bland. And frankly, I am, too. And she wonders if this scale -- I think it's particularly along this facade, you know, maybe they should be an eyebrow at the -- like there is in the adjacent building. I think that's some discussion that can continue.

I think there's another rendering, the one from -- it's actually in the opposite direction that really answers this for me, which is when there are mature trees, they're growing up to roughly the height of this, the trees again develop a texture in front of the base, and that we should encourage those trees -- you can see -- so you can see there the trees, but there are only a couple trees out there. There aren't actually enough trees to do it all the way around the building. And so I would encourage them to see if a few more trees can be added on Main Street and a few more trees added on the connector. If you go looking from the Broad Canal Way, you'll see the impact that large trees could have. Yeah, you can see here that like the trees missing out at the corner, and I think that's enough to deal with the uniformity of that

facade. I mean, the -- make it plush windows, make it much more interesting plush windows. I haven't seen the orange fitted glass, but the renderings make it look too orange for my taste.

LOUIS J. BACCI, JR.: Orange, yes.

HUGH RUSSELL: But the idea of having a color that evokes -- the thing is when you paint something or you fit it, the color tends to be brighter than the color of the masonry building.

And I go to page --

H. THEODORE COHEN: Could we see the glass?

HUGH RUSSELL: Pardon?

H. THEODORE COHEN: Could we see the glass?

KEN WILLIAMS: I'll show it from a distance and then I'll hand it to you folks.

STEVEN COHEN: What's that called,

fritted?

LOUIS J. BACCI, JR.: Fritted.

HUGH RUSSELL: Right. So it's more subtle, but of course we're not seeing the sun hit it. And it seems to me this is the kind of thing Suzannah does very well viewing these samples as these go along.

Page 35 of our thing had the view I was trying to -- I see you may not have it in your slide presentation. That one, yeah. That shows how important trees can be and what a difference it makes and the importance of having, having more trees.

One of Suzannah's comments was the wind screen. It's a smallish comment that the wind screen seemed to be unrelated to anything. And my suggestion would be maybe it ought to be bronze in color, like the bronze in the brown

building because it's perforated, it actually won't be a mass, it will be light. It will be something to look at.

The -- another minor, minorish comment is the sunscreen. I'm wondering if you might look at whether that should have a frame that's a little thicker. All the members of the glass -- it's sort of a two to three inch width dimension of white stuff, and the sunscreen has a much smaller edge. And from the distance the sunscreen kind of gets lost. And maybe that's your intent, that it be a pretty subtle feature.

So here's my big design effort and I'll pass one off to David. This is the comment about the 80 feet of opaque stuff along the walkway. And so I thought maybe -- I noticed that the bike repair station was buried behind the gas meters and that probably a bike repair station is more

interesting than a mural, but it might not be. So maybe you could shift the gas meters slightly to the right so that you could expose more of the bike repair station. Also I think the fire pump has a dedicated entrance, but I think the Building Code now allows you to have a two-hour rated corridor access and so you might pick up that frontage. You might end up with a little more retail space, just -- and then a little farther down you have a water room, maybe that could be shoved back a little way from the glass so that there could be something glassy in front of it. And, again, what would be behind that glass? I don't know. But if you do that, then you, you've got several smaller pieces and I think that's worth looking at.

Oh, and then the last comment is about as a bicyclist, how would I get into the bike entry

which is in the middle of the pathway? And it's like well, where would I be going? Where would I be coming from? And I think a lot of people are going to be on Broadway. They're going to be going to other employers that might be, you know, slightly beyond walking distance. And for them the crosswalk becomes incredibly important to a bicyclist. If you're coming from the west to try to get to the building, the crosswalk becomes your protected way to cross the traffic lanes. Or if you're coming out of the building and you're going, say, towards Boston, again, it's a way to get to that. And us bicyclists do not like to walk our bicycles. You may have noticed that. So the -- it means there's a, I don't know, 80-foot distance from the front of the sidewalk per 100 feet back to where the bicycle entry is where there's a potential conflict.

Now if you were going north, you would probably want to go the other way. And I noticed that the diagonal path across the open space that you're developing is actually a very logical and convenient way to avoid most pedestrians and to get out and then go around Broad Canal Way and head north. And so you might want to make sure that that's a move that's possible. I haven't, I don't think we know how many of the 315 bicycles are going to be moving into the peak hour and what that volume is. Nobody -- we're kind of acting on faith now based on the growth of bicycle traffic in the city. As an aside, I bicycle from Inman Square to Porter Square up Hampshire and Beacon Streets. 46 -- at nine o'clock in the morning to get to my dentist. There were 46 bicycles coming the other way in that trip. And so there are a lot of bicycles



out there. That is one of the busiest bicycle corridors that's shared between the two cities. But if there were cars, we'd say oh, well, we have an idea that, you know, a certain number of them together are going, they might be using their car formula, and there might be 100 bikes in the peak hour, that's a couple of bikes a minute. That's not horrendous. That's not an overwhelming flow against the pedestrians that might be there at the same time, and pedestrians loads might be more limited. But, you know, that's -- thinking about that I think you have to -- it would be good to think some more about that.

H. THEODORE COHEN: I'm sorry, you confused me. Are you suggesting that the bike access might be moved somewhere?

HUGH RUSSELL: I don't see how it can be.

There aren't many places it can go. The elevator access is another constraint because it can't go through the parking garage and there aren't many places. So I'm not sure that it's not the best possible location, but still it's -- I, I've been thinking about how you're going to put the design reaction to the bicycle is something that's important to do.

So those are my comments. Again, I strongly am in support of this. I think we would be happy to act on it tonight.

H. THEODORE COHEN: Okay.

Catherine.

CATHERINE PRESTON CONNOLLY: I'm going to pick up on that since my comments have mostly to do with the bicycles and in particular what the presentation calls the bicycle repair station, which unlike the bicycle room for the residents,

I think can be moved and should be moved. I'm actually really concerned about its location since it's supposed to serve commuters and those coming to Kendall Square from all over Cambridge and Boston. And it's pretty well hidden from what I can tell. And I don't see a compelling reason other than the economics of retail saying it has to go there.

I'm, you know, I have myself had to direct people to how to get to the Broad Canal's kayak station, and that's one thing I'm willing to direct people to and say okay, you don't necessarily have to -- but if somebody getting out off of the T and looking for the bike station or coming to Kendall Square expecting to be able to access a bike station and get on the T, has to be able to find it. And I'm very concerned about that location. And one of the things that I'm

not prepared to go forward right now because of that location, because our design review includes the location and layout of the bike station. And while I could imagine deferring design review of the bike station to a later date, I don't want to be thinking that we're approving that location for it. That's a big problem in my view unless someone can make a compelling argument that tells me why it's good for cyclists that it's at that location.

HUGH RUSSELL: So what happens at a bike station?

CATHERINE PRESTON CONNOLLY: What?

HUGH RUSSELL: What happens at a bike station?

CATHERINE PRESTON CONNOLLY: What happens at a bike station is that it primarily serves commuters. It is a place where a commuter can

bring their bike and switch from bike to transit.

It's a place where they can get repairs done.

It's a place they can change clothes. They can access all kinds of bike and transit information.

It might be of interest to some tourists, but

it's primarily a transportation hub. And, you

know, MIT in their PUD application made a

compelling argument that they wanted to move it

here away from the transit station because of

relationship to this as a non-academic building.

Okay. But now we have moved it even further away

from the transit station. And, you know, that is

further diminishing its utility and the

likelihood it will get used as a transportation

purpose. Where I see it located right now, it

seems to me to be a supplement to the kayaks and

canoes and for recreational purposes only, and

those will be the people who will find it and it

will not be used by commuters, which is the whole point of having one. So that to me really needs to be addressed, the location at a minimum. I am okay with deferring the layout and design of the bike station to a point where you have a vendor in mind who has considered it. I'm not sure that's enough space for it. That would be a conversation you would need to have with the vendor. But at a minimum the location to me is really problematic.

That said, that is my only problem with this building, which is too bad because in general I think the architecture of the building reads right. It reads as a residential building to me. I like how it fits the general part of the neighborhood, I like a lot of things about it, but that's a pretty big miss as far as I'm concerned.

H. THEODORE COHEN: And the bike station is what's labelled bike repair station?

CATHERINE PRESTON CONNOLLY: Yes. For, I don't though where that repair got thrown into the language, but that -- I presume that is what that is referred to.

H. THEODORE COHEN: Thacher.

THACHER TIFFANY: I don't have any comments in addition to what Hugh said. I thought he had some great points and I won't repeat them. I want to understand the bike repair station issue better. See where I come down on that. I ride my bike everywhere. I would agree that this would be useless to someone getting on the T, but I'd also argue that you would have to be like within 50 feet of a T to be involved in my commute. I will lock up to the post next to the stairs next to the T if I'm

getting on the T. So I want to learn more about what this does. It sounds like it could have a useful purpose, more in a recreation way, near a coffee shop, you know, facing east near the canal. It looks like -- is it staffed? Is it somewhere I would go to get my tire repaired on Saturday so that I'd be ready to go on Monday? Is it a shower? Did you say a shower?

CATHERINE PRESTON CONNOLLY: Yeah, so, again, these are all kinds of services that could be offered there. But when you think of it as a transportation mitigation measure, you are thinking about it as not creating new recreational trips, right? That it is designed to serve people who are going to be using it as transportation. And it does provide services like showers or same day tire repairs and things like that. And I agree that the closer you are



to the transit, the better off it is. And like I said, we compromise at the PUD level for saying it could be at this location rather than the ones immediately adjacent to the headhouse. I think if you're visible from the headhouse in a meaningful way, that it still serves a purpose. But, you know, putting it essentially hidden behind this building, I think loses a lot of its value.

H. THEODORE COHEN: I take it that bikes would not be parked here other than if they were being repaired?

CATHERINE PRESTON CONNOLLY: Yes, they could be.

H. THEODORE COHEN: They could?

CATHERINE PRESTON CONNOLLY: They could be, yeah. Yeah, frequently bike stations include all day commuter parking for that bike.

H. THEODORE COHEN: So would this constitute part of the short-term or long-term parking?

CATHERINE PRESTON CONNOLLY: I don't know. I have no idea what's envisioned in this moment.

THACHER TIFFANY: Can we ask the applicant what they envision?

H. THEODORE COHEN: Sure. They would be happy to.

KEN WILLIAMS: Hi, according to the PUD what we agreed to was at minimum within the first floor site 1, a bicycle repair station that contains, among other things, bicycle storage and repairs, lockers and related amenities, some of which might be combined including, combined with a retail bicycle shop for bicycle shop for bicycle uses and services. But it is essentially

a small amount of storage for your bicycle. You could come here in the morning or in the evening, get changed, store your bike, go do what you're -- go have dinner or go to work and/or have your bike repaired on a Saturday or whenever you need to be.

THACHER TIFFANY: So I'm just trying to imagine the scenario. So if I worked at Genzyme, Genzyme's still there, whatever is over here now, these offices.

CATHERINE PRESTON CONNOLLY: Yeah.

THACHER TIFFANY: I might come here, store my bike, take a shower, and walk over.

CATHERINE PRESTON CONNOLLY: Yeah.

THACHER TIFFANY: And that would help with the trip.

If I lived here and I bike to Boston everyday and I got a flat and these guys would

help me out, I would use that and that would help trips. It doesn't tie in well with the T. That's your point for people trying to do like a multimodal?

CATHERINE PRESTON CONNOLLY: Right, exactly. Making that connection so that somebody could, who was arriving, who wanted to make use of it, who was arriving by T or was coming to here, let's say, is very comfortable biking in Cambridge or Somerville, but is not so comfortable in Boston or at least going over the bridge, wants to get on the Red Line, that is no longer an option for them if they can't find it.

THACHER TIFFANY: I guess my opinion would be it's still pretty useful. But that's just me.

CATHERINE PRESTON CONNOLLY: It's more useful than not having one, but I mean, you know,

if that's, that's a pretty low bar to set. If we're having them invest in having this, I would like to see it be someplace where it's, you know, somebody is going to actually see it and know that it's there to use.

MICHAEL OWU: Mr. Chair, may I make a few comments?

H. THEODORE COHEN: Yes, please.

MICHAEL OWU: I think we spent a lot of time trying to get as much activation around the ground floor of this building. And personally I think we actually are very proud of the amount of active uses of retail spaces that we have, like on all four sides of this building, which is a very difficult thing to do. The location of the bike station, we feel, actually will work with all due respect, Catherine.

CATHERINE PRESTON CONNOLLY: I'm prepared

to be convinced.

MICHAEL OWU: Yeah. We see the bike station -- it is going to be a unique amenity. And we see this as a destination. That people, once word gets out, people will know that it's there. So the combination of good publicity, good signage -- we haven't talked about signage, obviously there will be signage to all of these destinations, will inform people about this amenity that we feel will work very well. One of the challenges, if it's it isn't there, it's taking away space from another retail activity. That's the only tradeoff that we have.

CATHERINE PRESTON CONNOLLY: Yeah.

MICHAEL OWU: The retail, as I'm sure this Board knows, is a very challenging thing to do. And so if we, you know -- if we move retail somewhere else, there's, it becomes less viable.

So, you know, what we would be willing to do is let's try it. Because this -- no one's done this before. So what we'd like to be able to do is try it in this location. We believe very confidently that it will work with signage, with enough publicity, and information that goes out to the biking community. And as you know, Cambridge has a very active biking community so the word will get out. We're confident that it will be very successful. And if it isn't, we can include some language that says in three or five years we can revisit it, and if it isn't working we'll change it.

CATHERINE PRESTON CONNOLLY: You'll kick out an existing retail tenant at that point? I mean, that's -- with all due respect, Michael, that's not realistic to think that you're going to say it's not working in the bad location, so

we'll put it in an existing location where we have a successful retail tenant.

MICHAEL OWU: If that's what we have to do to make it successful. For us the success of this site is the success of every piece of it. The retail is important. The residential tenant's important. The office end is important. The bike station is important. There isn't one simple answer. What we have here we believe is a reasonable plan that we think will be successful. And like any other plan, over time, it can retreat. It can get modified.

CATHERINE PRESTON CONNOLLY: Well, I don't think you've convinced me. But you may have convinced other people on the Board. I don't see that, you know, starting out with something that is suboptimal for a use that is already hard to make work, seems to me to be



inviting this Board in three to five years to give you permission to get rid of it rather than to give you permission to kick out an existing viable retail tenant.

LOUIS J. BACCI, JR.: I got one. I'm still unclear on this bike station. Does this have a retail component to it? Is this a bike shop with some amenity for transient users? Explain this. The idea of this seems to be getting a long way along here without knowing what this actually is.

MICHAEL OWU: So right now as it's configured, it's configured as Ken described it. It's configured as a facility that Thacher could come to his commute in either lock his bike there and then, you know, let's say he bikes in from West Cambridge, locks his bike there, and can either hop on the T or go to another destination

in Kendall Square. Or he could come here, you know, whenever the facility's open to repair his bike, if that was the case, with the shower facilities and locker facilities have the ability to change into, you know, day clothes or night clothes or whatever it is that persons, that biker's doing. So that's the idea.

LOUIS J. BACCI, JR.: Well, I was just curious why Thatcher would be coming on his bike and locking it up at one of the public bike stands and going where he's going.

MICHAEL OWU: So that's a good question --

STEVEN COHEN: They have showers.

MICHAEL OWU: So that we don't expect this to be necessarily a destination for people coming to Kendall Square specifically. It's more likely because, you know, with all developments

out in Kendall Square and all the bike facilities in Kendall Square, you know, you're more likely to go to your final destination because there's tons of bike facilities now that are happening along the buildings. So it's more likely to be someone passing through Kendall Square either, you know, on the T or some other method of changing modes and wants to, you know, put their bike somewhere and change into a set of clothes. It's actually I think a little bit less about Kendall Square than it is about through traffic.

KEN WILLIAMS: It also should be noted that this --

IRAM FAROOQ: Ken, can talk into the microphone?

KEN WILLIAMS: It also should be noted that this bike repair station is in addition to the long-term and short-term parking requirements

of both One Broadway and the housing tower.

H. THEODORE COHEN: Where are the Hubway stations proposed to be located?

MICHAEL OWU: There's one on the north side right outside the little pocket park, and there's one on the south side just south of the grocery store. And those locations were reviewed with CDD during the process the PUD process.

H. THEODORE COHEN: And the entry to the long-term parking, the long-term bicycle parking?

MICHAEL OWU: It's adjacent -- yeah, can you sort of see it -- you have the pointer? The long-term bike parking entrance is right here.

This is the path that --

LOUIS J. BACCI, JR.: Exactly.

MICHAEL OWU: -- that he was talking about. This is the long-term parking here and there's some bike parking here and then the

elevator takes you up to the fourth floor.

H. THEODORE COHEN: And the repair station is 20 yards away?

MICHAEL OWU: Yes.

LOUIS J. BACCI, JR.: Is there another repair station where the bike parking is on the fourth floor?

MICHAEL OWU: No.

LOUIS J. BACCI, JR.: Okay.

H. THEODORE COHEN: Other comments?

Tom.

TOM SIENIEWICZ: Well, I'm at MIT last week or the week before and I just start with this, I'm a hockey coach and I look for a place in which to do some community service, so I coach hockey and I've been doing that for 20 years. And what they tell you as a hockey coach is you always give criticism in a form of a peanut

butter sandwich. You say something positive and then you give the criticism and then you say something positive again. And I have to apologize because I violated that rule the last time I looked at an MIT building, and I came out with the peanut butter was probably more like liverwurst right at the start and so that temperament. So tonight I'm going to go back to good U.S.A. hockey technique here.

So first of all, the site and the landscape which relates directly to the architecture, I think is superb and it's nuanced and really beautifully thought out and I appreciate the struggle that Michael described of trying to get retail all the way around. And moving the curb cut is a fantastic, and it's endorsed by Parking. So that's, I guess the white bread.

So I go back to my book and I'm on page 16 which shows the overall scheme that MIT put forward for all five buildings. Building 4 of course we've already reviewed, and maybe unfortunately for MIT that was the one to go first, because it's magnificent in my opinion resolution of the master plan. But then I look at Building 1 and its relationship to the other buildings and we did see a different massing a year ago. But as the massing's evolved, I want to get into that a little bit and I have some questions about it. It's beginning to take on the characteristics of Building 3, Building 2, and Building 5, a kind of almost a symmetry but a box. Almost a symmetry, but it doesn't have quite the symmetry that we saw in Building 3. And so one of the points that the landscape architect made was that we're looking for larger

urban connections. And that was a value that this Board holds. A dynamic public realm. That's a value this Board holds. Trying to make public spaces and buildings together. That's a value that this Board holds. And the massing that we saw before acknowledged its relationship to One Broadway and that's the way I saw the massing further to that. And to me it seemed to be more of this place and more of its particular site than the scheme we're looking at today. That notwithstanding that marvelous evolution of the base, I think that's a thousand percent better. So that's the liverwurst. So just the question about the massing and how the massing evolved and why are we looking at a box instead of something that was shaped and sculpted and recognized its position in our city.

And so now another piece of white bread I



need to find. But there's, I think, a lot of white bread in the scheme. I think that, I think that the, it's the base of the architecture I think is wonderful and that it sets it, it sets a standard for a kind of a public realm and consideration of a street front and it goes directly to the concerns of -- proper concerns of this Board and it shows a level of sensitivity to our city that I really appreciate. So that's my next piece of white bread. So just a question of how this massing evolved and in my opinion why it didn't get better.

H. THEODORE COHEN: Is there an answer?

DAVID MANFREDI: I think, Tom, the explanation --

TOM SIENIEWICZ: There's a model down there. I warned you I was going to make you bring it out.

DAVID MANFREDI: I might even be able to do that. And that's a pretty close approximation.

H. THEODORE COHEN: The Volpe site.

DAVID MANFREDI: It really evolved, Tom, out of a series of different considerations, and it began with -- and it sounds like the thread unravelling the sweater, but it began with reconsidering the base and separate -- getting better separation with the tower from the base. Because if you look at that previous model earlier, the tower came all the way down to the ground. And it almost slid passed the base and we felt it was uncomfortable doing that. And that was truly creating some of our serious wind problems.

The separation of base and tower, and I keep calling seam, solved a series of issues for

us. One of the slices of white bread was the relationship the building to the street, and it allowed us to create a podium that belonged to the scale of the street. The tower coming all the way down to the ground didn't allow us that pedestrian scale at street. Now that, so that was No. 1 and I'll throw wind in there as 1A.

No. 2 was -- and I share your enthusiasm for Building 4, but in our own self-critique of the original building scheme, the folding of planes, what we called shearing and sliding, we thought belonged -- and I don't want to confuse -- you're asking about massing but not about building envelope. But belonged more to the geometry of what was happening in the office/lab buildings. And you can't separate the massing in that building envelope. That shearing and sliding really did connect to a very sleek

curtain wall system. It had to do with folding glass. It had to do with, you know, we weren't just folding in one dimension or two dimensions, we were folding in a third dimension as well.

And so I appreciate what you're saying about how that connects to the, I don't know, I'll use just slightly different words. I can't remember exactly how you said it, but, you know, what is the essence of Kendall Square, the innovation of Kendall Square? But when you step back and you say there is a commonality between 1 and 4 in their basic use, we do want to reconsider what the building envelope is. We want to give it scale. We want make these feel like personal spaces and not anonymous spaces. Not that office buildings are anonymous, but they are more -- they are more universal in that their interiors change all the time. The home changes much less

if at all. So when you reconsider the building envelope, you reconsider the mass. And that, all of that is simply explanation of how we got from here to there. But I think along that path we came to realize that we were subscribing more closely to Dean Sarkis's original principles. And part of that was -- and the word that he always used which at first I frankly stumbled over a lot and came to appreciate over time, it's the harmonious ensemble of buildings. It was harmonious, it was harmony that he used a number of times when he brought all us architects together. Because I think you have to see this, I have to see it in the relationship to the other buildings. And so if this were, if this were the singular building and not part of this ensemble, I might take a very different attitude. But in this ensemble with things doing some quite

elegant folding and shearing and manipulation of curtain wall feels pretty strongly.

H. THEODORE COHEN: Good?

TOM SIENIEWICZ: Okay, thank you.

H. THEODORE COHEN: Steve.

STEVEN COHEN: Quickly and in general I like much of the design of the building and of the site and the landscape and I like the detailing of the tower, so I'm very supportive of that. So that's the white bread.

DAVID MANFREDI: I think you started something.

STEVEN COHEN: Yeah, but I do have some concerns and I got to tell you it's with some, I don't know, intellectual modesty and hesitation that I address some of my design thoughts, I'm surrounded here both on the Board and the applicant, with some real prominent and

accomplished designers and I'm not of the brotherhood, so it makes me a little nervous. But I got to tell you I look at the podium here and frankly, I do not think the podium is very successful here. And I come at it from a couple of respects:

One, the scale or the proportion I should say of it, and I think Suzannah described it as feeling a lit squat. And it wasn't the first word that came to mind, but I did resonate it a bit. And, you know, from the street level I mean that's the main thing that you see at the podium. It's even shorter than the small masonry building to the right. The Red Cross building. I mean, the proportion seems just a little bit off to me and I'm wondering whether it wouldn't be assisted by perhaps something that would granted a little bit more height and presence. Some sort of an

eyebrow, a hat on top of it, perhaps something sort of metallic that would kind of contrast with the other material. Something that would give it a more presence and a better proportion relative to its neighbors. So that's the one concern I had, just the proportion of it.

The second concern, though, I think is the skin itself and the fenestration which, again, bearing in mind, I mean you've got a really interesting building above it, but from the pedestrian level you're seeing primarily that podium. And I guess I do find it kind of bland. The punch windows, just the succession of identical punch windows, you know, I'm not trained enough or in depth enough to suggest what way to go in. I don't know if you would be better off with ribbon windows or just variation in the rhythm, but again, looking at it from the



street level and seeing primarily that podium, I think that it's a lost opportunity and that it just does not have the visual interest that you have effectively created elsewhere in the project. And I know it's getting kind of late in your design process to start talking about this podium, but and I wish I could really suggest something even more concrete for you other than some sort of hacking, other than somehow varying that fenestration. I really feel that to my eye anyway, it's not only not up to the standards of the rest of the planning and the design but I actually go so far as to say to my eye that it's unsuccessful and I don't often say that. But it does strike me that way and I guess I really invite the comments, if not the rebuttal of those more adept in this vocabulary than I am.

Other than that, I think it's a great job

and a great design.

LOUIS J. BACCI, JR.: I've got one.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: The podium again, I -- the punched windows I see you tried to tie it into the existing Red Cross building. I think that was your idea.

The height I'm not so concerned with because it gave the building a little bit of its own identity. I'm not so sure what color it's going to come out, but it is kind of dark, kind of a dark strip across there between the darker building on the right and the lighter building on the left. It's kind of -- but the rest of the building I think you did a hell of a job. And I think as Hugh said, I think it's ready.

H. THEODORE COHEN: Can we see some of

the materials?

DAVID MANFREDI: Absolutely.

H. THEODORE COHEN: They're in the box.

You just want to hold them up?

DAVID MANFREDI: Yeah. Well, I'm going to put them closer to you because we've got --

IRAM FAROOQ: David, we're streaming this so if you wouldn't mind speaking into the microphone, that would be awesome. You can carry that one around.

DAVID MANFREDI: I'll take this with me. I'll approach the bench.

STEVEN COHEN: It's like he's been sued.

DAVID MANFREDI: So what I'm showing you is a range of color, but also of warm and cool. Obviously two cooler colors, very dark and much lighter. And then two warmer colors, again, not quite as big a range between those. And as I

said, we've kind of been back and forth. You heard Suzannah express a preference for the warmer colors. I think that my own, just for my own satisfaction, but certainly for yours as well, we need to see this in a much bigger mockup. We need to see it in the daylight. We need to see it in the rain. I worry a little bit -- and I'll tell you where my preferences are in a moment -- at the moment. This building will get very dark and that scares me frankly. But keep in mind that only 40 percent of that building envelope is terra-cotta. This feels kind of like the color of poured concrete. And so, you know, if you said where are you at this moment, I'm probably somewhere in there at this moment. But, again, there's at least three manufacturers who are making terra-cotta that's readily accessible. Each one has their own color

line and each one of them is different.

H. THEODORE COHEN: So is the proposal that the podium is one color and the sides around the windows are different color?

DAVID MANFREDI: Actually not. Although we have had that thought and we keep that thought in the back of our heads, that we might treat the podium differently than we might treat the tower above.

And frankly, to your -- since I have the microphone, to your comments about the base, I appreciate your comments. And I think that we can look at -- we have looked, by the way, Suzannah asked and CDD asked us to look at raising the, raising the parapet and we did. And we can show that to you and we showed it to them. We didn't think it was successful. We liked the glass better. We think it works better inside

out as well as outside in. But you're getting at, both of you were getting at something that made me think, maybe it is a proportion and the ratio of solid to void there and we should look at a whole sort of organization of that base.

And I don't mean changing the massing. I mean just changing the pattern. And maybe it has -- it needs more diversity in it as well. But that's not why you asked me to come here. To talk about the materials.

And then we have -- oh, by the way, show you this as well because it represents another color. It's somewhere in between that range. So again, there's lots of opportunities here. We think that this choice, the choice of the metal will be affected by the choice of the terra-cotta. That it can be very cool with the very cool terra-cotta. It gets warmer when we go

to a warmer terra-cotta. So those are gonna come as a pair I think.

The wood, and you heard Michael talk about the wood, we're looking at wooden soffits. We're looking at wood -- mostly overhead and under foot, but we think it's -- there are a number of opportunities here. If you know Liberty Wharf in Boston, that has wood on a very harsh environment sitting on top of a pier. It has been very well maintained. It looks exactly today as it did ten years ago because they take care of it. And MIT will do the same. MITIMCo will do the same here. And that's at -- there are other opportunities to do other things with wood and we'll mock that up as well.

I didn't mention -- I didn't point out, there is a -- there is some zinc right at the front of the building. Natural zinc at the front

door of the building. It actually goes into the lobby of the building. It is directly to the left. You can see it here.

Can you point to it, Maria, with the pointer? Where it says 199. And that's actually zinc, and zinc turns and goes into the lobby of the building. That's really the pallet we've got.

The glass at the base for all of the retail will be low iron glass. So as clear as you can get. And then the vision glass, right now what we've got here in this box is the vision glass that's in our energy model, but again as I'm sure you know, there's different ways to solve this. But our goal is not the color of the glass, but to make it as transparent as possible.

H. THEODORE COHEN: Okay, thank you.

So my comments, I think it's a very



handsome building. I like it a lot. The only, you know, I hear Suzannah's comments and Hugh's comments on them, and I concur with that.

I don't really have a problem with the podium. I think it works nicely with the old building and the proposed grocery store there.

I was wondering, I mean Suzannah commented that the north side? I don't know which direction it is actually. Is -- is this the other side of the building, is a little bland. And I was wondering whether you had considered putting balconies on it like you had done on the Broadway side just to give it a little bit more emphasis?

The other real comment I have is about the penthouse and the roof. I know you're not going to see the mechanicals up close but you're sure going to see them coming across the

Longfellow Bridge, and it's a residential building, and I don't understand why they can't be completely shielded. I know with the lab buildings, you know, that there are regulations that they have to be exposed to the air, but I don't understand why in a residential building with presumably you just have air conditioners and elevators and things, it can't be completely shielded. I would really like to see that.

And I also think that the original penthouse on the earlier, the two levels was more interesting looking and whether that's a possibility.

Tom, with regard to your comments, I think this is a handsome building that could be anywhere. I agree with you. And I think the original building that we saw was really spectacular in its own way. I know it had

problems about the podium and all. I concur with you, though, that -- I mean, I understand, David, you're saying that it's in harmony with the other buildings. I think it's a little bit too much in harmony with it. You know, we just have too many pure rectangles and squares until you get to building 4 and 5, and it seems like there's a composition of 1, 2, and 3 of rectangular square buildings and then you get 4 and 5 which have much more interesting shapes. And that the original earlier one with its folded glass, you know, 2 and 3 then became sort of the outliers and 1, 4, and 5 were of an interesting mix. But having said that, you know, I will -- as a building, I like this building, you know?

So those are my comments and I don't know where we stand right now.

Hugh.

HUGH RUSSELL: So on the massing scale of the podium, if you sort of put your eye at the place it should be you see in the renderings, close up. For this to really pop you have to stand about where David is and things flatten out. It's -- so if you're really at the right distance in the rendering, the three-story scale is really a nice scale for the pedestrian. And, you know, could there be, you know, some more filigree on the top, maybe, maybe not.

So, and I think you don't see the building as a whole line of buildings. You're walking down the sidewalk next to it and you'll be happy to have a building of that scale:

I had another point but it seems to have vanished. Oh, color.

So the other housing building is more -- you know, it's got this very -- it's much more --

it's much richer saturated color going from like dark chocolate to, to very, you know, light yellow almost. So if this building wants to sort of be a little more associated with that, it might be warmer rather than cooler. Maybe not as warm.

But, and then I try to visualize with how do you play with the openings to get a different scale? And I'm going to bring up the magic number seven plus or minus two, and John can give us -- if he's still here, can give you the exact citation of the article because he furnished that to me. But when you have -- and say in this case, you know, 20 openings in a row, your brain just sees many. If you had seven groups of three, then you would, then you would see it as seven things and you would be a little more understandable. Is that the right thing to do

here? Maybe not. But there isn't a -- by having 20 or 40 openings -- now the Red Cross building has about 12 or 15. I'm not sure how many windows it has, but it violates that rule, too. But it's a smaller building, except when you're standing next to it it doesn't seem very small.

LOUIS J. BACCI, JR.: No.

HUGH RUSSELL: So it may not be conclusive but it's part of the debate.

MICHAEL OWU: Could I just real quickly on the podium to -- we would be happy to explore different ways of playing with the height a little bit, whether it's a, you know, the architects can figure it out. I should point out that the height of this podium, it's about 43, 44 feet which is within a foot or two of the height of the site 4 building, existing brick building. So the proportions are very similar to the

proportions of the site 4 building. So, again, sort of maintaining that family of residential buildings with a 42, 43-foot base and a tower that's actually very consistent. We would be happy to look at different ways. I'm not -- without knowing what that might look like, I don't want to commit that that's the right answer because we might test it and we might collectively look and say yeah, it doesn't really work. But we would be happy to explore. But I think Hugh's point about -- how many do we have? On the base, on the thing.

DAVID MANFREDI: The points are very appropriate.

MICHAEL OWU: Yeah, I think there's a way to take that length of podium with a very regular pattern of windows and break it up a little bit. But without going -- what we don't want to do is

create too much complexity in the facade because there's a sense of a very simple elegant base. And if we go too far, it might get, start getting very busy. But I think there may be a couple of subtle moves that we can do to point to Hugh and what J. Hawk brought up that we could look at that.

STEVEN COHEN: I think it's very short of busy right now.

MICHAEL OWU: Yeah.

H. THEODORE COHEN: Hugh or Tom, do you have any comments or thoughts about whether the, it was two tone terra-cotta?

TOM SIENIEWICZ: The two tone?

H. THEODORE COHEN: Whether the podium and the facades --

TOM SIENIEWICZ: Should be different?

H. THEODORE COHEN: Should be different?



TOM SIENIEWICZ: No, I don't. I mean, I would defer to those who spent years thinking about it. I concur with David that the dark looks a little scary. I don't know, they can look at it in their life. It's just the sort of where we are which was your question, where's the Board? And the conversation around the podium, I appreciate Steve's comments. You know, there are perspectives where that's very long, and I of course had the canal side in my mental imagination when I was talking about it in such glowing terms. It's quite beautiful with the wood, the rhythm of the spaces, and the pocket park and all. So the evolution, the way this podium is evolving is very, very positive in my opinion, and I would trust the team and see -- and Community Development to keep working on it. They've heard our comments and concerns about it.

So that leaves me with the tower which I, you know, started to -- that was the liverwurst part of it. You know, I feel like I'm going to hang the team up in terms of obviously they're anxious to get going on the evolution of the tower. And, you know, David made a very clear argument that it related to materials, or it related to deeper discussion about its relationship to the other buildings. And Steven, not Steven. Ted, your comment that it's a handsome building it could be anywhere. I take some part in that that it is a handsome building, it's evolving. I do miss the deformation to the bridge perspective and to the adjacent building, but I guess I'm at a point where I'm willing to also say that the tower is like the base, that I would trust the team to evolve it in a respectful and responsible way and to continue to question the dogged symmetry

versus east versus west. So that's where this board member is on the architecture and the evolution of the project.

I know Catherine has some additional comments.

CATHERINE PRESTON CONNOLLY: So I guess, Jeff, my question is for you. It continues to concern me that the proponent hasn't even talked to staff about the question with regard to where the bike station is located. I'd be, you know, like with the architecture issues, if this -- if there had been consultation with staff, if we had staff here saying, yes, we've talked about it and discussed it, I would be comfortable with saying okay, this has been discussed.

MICHAEL OWU: So I'm -- I think Ken's response was that in the -- we have had I don't know how many meetings with staff on site 1,

including all the existing plans that you've seen, and we have responded to every issue that the staff has brought up with us. And so the fact that the bike station location didn't come up, quite frankly we're a little bit surprised by the reaction because it has not come up in any conversations that we've had with staff.

CATHERINE PRESTON CONNOLLY: But one of your criteria for design review is specifically the location of the bike station. So the fact that it didn't come up, I guess is on you because it's your job to make a case to me that it's been looked at and to say that yes, it's in the right place. And that's one of the things that we're supposed to look at. So I guess my question for staff then is how do we bifurcate this? You know, I'm okay with the general architecture of the building and I appreciate that we don't want

to hold everything up for this, but I also -- I do want to hear from staff specifically on this location. I want to know that they've looked at it. And, again, I'm prepared to be convinced, but convinced to me isn't well, nobody asked about it. It seemed okay to us and we're sure it will work, but I'm not sure it will work, and I don't hear anyone else saying that they are. So I guess my question is if the bike station and its location specifically, can it be bifurcated from this, from this design review as a separate design review to occur later?

H. THEODORE COHEN: Well, I don't know whether that's possible or not. I'm just sort of getting concerned that we're putting an awful lot on the shoulders of staff to come up with, you know, final design of the building that is this Board's responsibility. And I mean, as I said, I

think it's a handsome building.

CATHERINE PRESTON CONNOLLY: Well, this isn't a final design of the building, though. I mean, this is, you know, having a conversation with someone like Cara Seiderman or someone else or Traffic and Parking to have a conversation about this as to whether or not it's in the right location. And, again, it's a condition in their criteria to have the location and layout of the bike station have design review with Planning Board.

H. THEODORE COHEN: I know, I'm not disagreeing with you --

CATHERINE PRESTON CONNOLLY: Yeah.

H. THEODORE COHEN: -- and with your concerns. My comment was really --

CATHERINE PRESTON CONNOLLY: Yeah.

H. THEODORE COHEN: -- that issue and

other design issues --

CATHERINE PRESTON CONNOLLY: Right.

H. THEODORE COHEN: -- is it a lot to put on the shoulders of staff and say --

CATHERINE PRESTON CONNOLLY: Work it out later.

H. THEODORE COHEN: -- you know, work it out later.

CATHERINE PRESTON CONNOLLY: I guess what I'm saying is -- I'm saying can we bifurcate it so that it is something we work out later? So that we can say the building is clear to go forward, but that the bike station question is not?

MICHAEL OWU: So I'm -- could I just add one small point, in the conversations that we had with the city staff, most recently on Friday, with Joe and Adam and Cara. The only issue that

Cara -- and Cara as you know is very focussed on bikes everywhere, the only issue that she brought up is the same issue, and I apologize to the Planning Board that I didn't bring it up. I think it was Hugh, was the access to the bike station and the bike parking along that, the north/south connection. So I think without putting words in their mouth, she was definitely very aware of where the bike station is, where the bike parking is, and her only question was ensuring that was adequate access to those facilities. And where did Joe go? And Adam? Adam was at the meeting. So if I'm in any way misrepresenting the conversation, that was the only point she brought up with respect to bike station. You know, we took that -- even though we didn't have a specific conversation around bike stations, we took that as an indication that



the location and the configuration on the ground floor was appropriate and the question was just making sure that bikers can get to it from, you know, north, south, and west.

JEFF ROBERTS: Should I jump in now?

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: Yes, why don't you jump in.

JEFF ROBERTS: Okay. So it's certainly not unusual for the Planning Board as, you know, as they have, you know, deferring some items to staff or continuing review to also identify some things that the Board would want to see come back for additional review as part of the ongoing review process. That was the case a few weeks ago or actually it was more than a few weeks ago, but we just finished the decision, with the 145 Broadway building and the wind screen and the

ground floor treatment. So I think it's, this probably falls into a similar category where it's, you know, I think it's clear from the Special Permit that this use or this facility, which it is explained in the Special Permit will be somewhere on the ground floor of this building.

CATHERINE PRESTON CONNOLLY: Yeah.

JEFF ROBERTS: And if the Board feels is a consensus that you weren't ready to approve this particular location but felt that the overall design of the building was appropriate and wanted to have additional discussion with staff and have MIT come back just to discuss the location of it. I mean obviously the other retail establishments, except for the grocery store, aren't fully -- at least as far as the proposal has been made, hasn't been fully, you

know, leased or identified for particular uses at this point. So I think as it was suggested, there is always the ability to adapt the plan.

CATHERINE PRESTON CONNOLLY: Yeah.

JEFF ROBERTS: We would be -- I think staff would be willing to do that if the consensus of the Board was that you wanted it to come back for that purpose, we would accommodate, but that decision I leave to the Board. As with anything, if there's some -- if you want to -- if there's something that can be reasonably looked at as a separate issue without affecting the entirety of the building design, which doesn't seem to be the case in this -- for this issue.

CATHERINE PRESTON CONNOLLY: Right.

JEFF ROBERTS: -- then we could identify it in our design review document as something that needs to come back to the Board for

additional review and subsequent approval.

CATHERINE PRESTON CONNOLLY: So that's really helpful. And I think that for me there are really two issues around this. And one is the location, which I obviously feel strongly -- I'd like more information about why staff thinks it would work.

The second is that the layout also requires design review. And I don't feel like even if it's in its current location, we have enough information about the layout of how that bike station is going to work to move forward and say that part of it is approved. So if they can -- if those elements of it can be set aside, I'm perfectly ready to go forward on the rest of the building.

H. THEODORE COHEN: I guess my question is -- I mean, leaving the bike station aside

which I think is fine.

CATHERINE PRESTON CONNOLLY: Yeah.

H. THEODORE COHEN: Fine that it gets subject to further review.

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: And have we talked so much about issues relating to the podium that that should be something we want to see again rather than saying it's just up to staff? And it seems to me whatever happens in the podium -- what happens with the bike station --

CATHERINE PRESTON CONNOLLY: Yeah.

H. THEODORE COHEN: -- is going to relate to the podium, and whether you're moving retail around and also whether you're going to change fenestration, you're gonna change windows, you know, add an eyebrow, do other things. It seems to me those are large design issues that we

should be involved in somehow.

TOM SIENIEWICZ: Yeah.

STEVEN COHEN: You know, as the guy who expressed the most concern about the podium, I'd certainly be interested to see whether David and his team decide that any modifications are warranted. On the other hand, you know, these are the designers and they're great designers and we have a great staff and I think, you know, if they look at these issues, that they'll either make improvements or they'll decide that it's fine the way it is. So I'm, I'm not sure that they have to come back, you know, over and over on these things. Nevertheless if they do make a change, I would be very interested to see it:

I'd also make one comment or two on Catherine's concerns, and I entirely understand your concern about the location of the bike

station. But I also know from a lot of experience in this both as a designer and an owner and operator of properties and as a biker myself, that in very short order, the intended audience of that bike shop will find out where it is, will know where it is, and will have access to it if access they wish. And I believe that with confidence. And so I'm not really sure that it really has to be in a more prominent visible location so that all can see it all the time. Those who will wish to avail themselves of that service, will in very short order be aware of it. It's just a thought.

H. THEODORE COHEN: Iram? Hugh?

HUGH RUSSELL: So I was looking at the plan of the building and saying, okay, what's the -- what would be the best place for the bike station? And there's a small storefront on Third

Street within view of the headhouse. It's, you know, facing an unknown open site. There are a bunch of service things next to it. It may not be the best place of specialty retail that you want to get out of it. Is that the kind of location you were thinking might be more appropriate?

CATHERINE PRESTON CONNOLLY: I mean, it is. It's one of those things, you know, it is as with all kinds of retails, it is very sensitive to location. You know, as much as Steve may have confidence that the intended audience will find it, I mean part of the idea of having a bike station is to draw out people who might not otherwise be part of that intended audience. And certainly other bike stations around the country have found that prominent locations and high visibility locations make a difference in terms



of attracting new riders, not just serving the ones that are going to bike anyway. But again, it's, I think it merits consideration, and I think there are places to do it here. And I'm prepared to be convinced that, you know, this -- that the location that they've chosen is the best one with, you know, if someone would give me evidence that signage has been thought through. That we've talked about, you know, who this is serving? That there's something more than, you know, hectic conversations in the hallway. What did we say in that meeting that we really didn't give a lot of thought to this? This is an important and sensitive use that's every bit of fragile as every other retail going on this site, and I'm very concerned that it seems like an after thought.

H. THEODORE COHEN: Well, again,

personally I think we ought to have the issue of the bike repair station and potential redesign of the podium to come back to us and not just be placed in the hands of staff. You know, I like the building, but I think there have been enough questions raised that those are issues that ought to come back.

STEVEN COHEN: As a condition for further review after passage, after approval?

CATHERINE PRESTON CONNOLLY: Before.

H. THEODORE COHEN: No, I think --

STEVEN COHEN: Prior to approval?

H. THEODORE COHEN: Prior to approval.

We've indicated all the other issues we have, and everything above the podium should be handled by staff without any question. But I think the issues related to the podium and the bike repair station are big enough that they out to come

back.

CATHERINE PRESTON CONNOLLY: Yeah.

H. THEODORE COHEN: That's my opinion.

HUGH RUSSELL: I agree that I'd like to see both of those again. I'm not sure that we have to slow them down on the development of the 98 percent of the project.

LOUIS J. BACCI, JR.: I agree.

H. THEODORE COHEN: So how do we do that? Jeff, Iram, do you have suggestions?

HUGH RUSSELL: Conditional approval that things come back to us.

JEFF ROBERTS: Yeah, as I said, it sort of depends on what can reasonably be extracted from the overall elements of the design that are going to have to come to us for a building permit review. I think, you know, material selection is something that often -- if the concern is about

the material selection, then that's something --

H. THEODORE COHEN: I don't think it's that --

JEFF ROBERTS: -- exact location of windows, but if what you're talking about is changing the massing of the podium in some significant way, then that's something that, you know, would impact the overall design of the building. But if it's about exact, you know, exactly where the windows are placed within the facade or what the selection of colors and materials are, that's something that could be more reasonably handled as a continuing, you know, even after this approval, continuing review.

IRAM FAROOQ: Mr. Chair?

H. THEODORE COHEN: Yes.

IRAM FAROOQ: If I might add a

suggestion, it seems that in general the board members are favorably disposed to the building with a couple of outstanding issues, and I do agree that they are of a significant magnitude that we should bring them back to the Board, but I would suggest that the Board could in fact approve the project, we would work at the -- both TPT and CDD staff will work with the proponent on the specific questions of the podium and the location of the bike station, and then they're slated to come back to you many times and we'll make sure that at one of those forthcoming meetings that we can bring back any studies and analyses. Because they've actually done, particularly on the podium, they have done multiple analyses, and maybe it's just a matter of sharing some of that information that isn't here today. On the bike station certainly we

need to explore some more. And while it's good to have a bike station visible, it might be that we don't necessarily need to take up a whole storefront and there may be a way -- I don't, I don't know if there's flexibility in the design, but we can work with them to explore those options and what the pros and cons of each are, and also if it is to remain in the current location, what might be elements that might be needed to make it the most visible and attractive location. So we'll try to get all of that information working with the proponent back to the Board. But I would suggest that you don't necessarily need to hold up the design review approval for that.

H. THEODORE COHEN: Catherine, is that satisfactory to you with regard to the bike repair?

CATHERINE PRESTON CONNOLLY: I mean the one thing I guess I would ask is what, what becomes the consequences to the rest of the design if -- of the building? Like, if it -- do we essentially get locked into this by default because we're proceeding with the rest of the design?

IRAM FAROOQ: I would think not because it's on record. They know that the Board wants them to come back so they wouldn't be able to proceed to building -- staff would not sign off on Building Permit until they've come back and gotten, spoken to the Board about those two elements to your satisfaction.

CATHERINE PRESTON CONNOLLY: Okay.

H. THEODORE COHEN: I mean it seems because of the fact that the second and third floor is screening for parking, they're not --

whenever they do to the podium is going to be a facade element and it's not going to impact what's happening on the ground floor.

CATHERINE PRESTON CONNOLLY: Yeah.

H. THEODORE COHEN: Or what's happening above.

CATHERINE PRESTON CONNOLLY: I agree with that.

H. THEODORE COHEN: And so, Hugh and Tom, Steve, Lou, Thacher, are people content --

STEVEN COHEN: Yeah, that's what I would have recommended. I didn't think that we should be holding up the approval. I would love for them in good faith to seriously take another look at the podium. But, again, I defer to their judgment on that and, you know, I don't think we should hold up the approval.

H. THEODORE COHEN: Hugh, Tom?



(No Response.)

H. THEODORE COHEN: Thacher?

(No Response.)

H. THEODORE COHEN: Okay, why don't we proceed on that basis.

Now, Jeff, do we need to make particular findings with regard to the amendments?

JEFF ROBERTS: To approve the design by an affirmative vote of at least five Planning Board members as it's been presented. And you can note the items that will -- as I guess a proviso of that note that there are items that would need to come back for further Planning Board review and approval.

H. THEODORE COHEN: Right. But with regard to the specific Minor Amendments, are there specific findings we have to make?

JEFF ROBERTS: The general finding is

that the plan remains, it conforms to zoning and remains in general conformance with the plan as originally approved.

H. THEODORE COHEN: The findings?

JEFF ROBERTS: With the findings of the plan as originally approved.

H. THEODORE COHEN: So do we feel comfortable we can make those --

HUGH RUSSELL: Yes.

LOUIS J. BACCI, JR.: Yes.

H. THEODORE COHEN: Great. In my praise of the building I didn't say that I really like the fact that it's taller. You could have gone to 300.

Okay, so then we will be approving the design review of the NoMa Building 1 subject to the conditions, all the conditions in Traffic and Parking's memo.

And subject to the issues for ongoing review discussed this evening and in CDD's memo.

And specifically that issues relating to the bike repair station and the design of the podium would be brought back to the Board for further review.

And that we make findings in accordance with the Special Permit that the Minor Amendments that were requested do not change, do not violate the applicable sections of the Zoning Ordinance.

And that the change will not substantially alter the findings on which the decision was based.

Anything else, Jeff? Okay.

Could I have a motion to that effect?

LOUIS J. BACCI, JR.: So moved.

H. THEODORE COHEN: Second?

STEVEN COHEN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: It's unanimous.

Thank you, all. And we look forward to seeing you again.

I don't think we have anything else before us this evening, so we are adjourned.

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

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ERRATA SHEET AND SIGNATURE INSTRUCTIONS

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

**INSTRUCTIONS**

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

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

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**C E R T I F I C A T E**

**COMMONWEALTH OF MASSACHUSETTS  
BRISTOL, SS.**

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

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

**IN WITNESS WHEREOF**, I have hereunto set my hand this 5th day of May, 2017.

-----  
Catherine L. Zelinski  
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