

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, May 20, 2014

7:00 p.m.

in

City Hall Annex

344 Broadway

Cambridge, Massachusetts

Hugh Russell, Chair

H. Theodore Cohen, Vice Chair

Pamela Winters, Member

Steven Winter, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Brian Murphy, Assistant City Manager for
Community Development

Iram Farooq, Acting Deputy Director

Community Development Staff:

Liza Paden

Jeff Roberts

Stuart Dash

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GENERAL BUSINESS

Update, Brian Murphy, Assistant City Manager
for Community Development 3

Adoption of the Meeting Transcript(s)

Board of Zoning Appeal Cases

PUBLIC HEARINGS

7:00 p.m. PB#286, 75 New Street,
construction of 93 residential units,
pursuant to the Project Review Special Permit
(Section 19.23); Special Permit for
Multifamily housing in the Industry A-1
District (Section 4.26.3), Reduction of the
Side and Rear Yard Setbacks (Section
5.34.2(b)), Setback Reduction of On-Grade
parking and for On-Grade Parking within 10
feet of the building (Section 6.44.1(a), (b),
and (g) and 10.45) and Waiver of Parking
Screening Requirements (Section 6.47.8).
Applicant is Abodez Acorn 75 New Street, LLC.

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I N D E X**PAGE****PUBLIC HEARINGS (Continued)**

7:20 p.m. Christopher H. Lutz, et al
Petition to amend the Cambridge Zoning Map to rezone an area on the northern border of Richdale Avenue from Upland Road to Walden Street from the existing Residence C-1A to Residence C-1. The lot area per dwelling unit would increase from 1,000 per unit of lot area to 1,500 square feet in the Residence C-1 district, the setback requirements would increase, the height limit would be reduced from the existing 45 feet to 35 feet and the Open Space requirement would be increased from 15% to 30%.

7:45 p.m. PB#289, 57 JFK Street, construction of 25,860 square feet of additional floor area on the existing retail building. The proposal will be for 40 residential units and the proponent requests an exemption from all of the required parking pursuant to Section 20.54.4.2 in the Harvard Square Overlay District. Applicant is Crimson Galleria LP.

GENERAL BUSINESS

K2C2 Zoning Update

Keyword Index

P R O C E E D I N G S

HUGH RUSSELL: Good evening. This is a meeting of the Cambridge Planning Board. The first item on our agenda is an update from Brian Murphy.

BRIAN MURPHY: Thank you. After this meeting the next one we will have will be June 3rd where on the agenda we have re-re-filed Chun Petition as well as under General Business the financial cap zoning petition that was put in. North Point parking update for Planning Board No. 179, BZA sign for Foundation Medicine, and Planning Board 141 fast order food establishment approval.

On June 17th public hearing on 180R Cambridge Park Drive. As well as for General Business a preview of Kennedy School of Government expansion they're looking to do

that would involve some sort of raising the sunken courtyard by Eliot Street as well as some connection between some of the buildings of the Kennedy School. And then also an extension for 40 Thorndike Street since the deadline for that petition is June 20th.

July 8th will be the public hearing for 40 Thorndike Street which is the courthouse building. As of now, we're planning to have that at the Senior Center. There was a Council order last night requesting to look to see if it's possible to hold that hearing closer to the actual site. So we are exploring whether or not that's feasible. And we should have something back to you on that for the June 3rd meeting.

Otherwise the meetings for July 22nd, August 5th, and August 19th are relatively open. As of now, we're planning to do Town

Gown prep on August 5th.

HUGH RUSSELL: Okay, thank you.

BRIAN MURPHY: And the other thing that the Board may be interested in as well, is sort of in primarily sort of the -- with some events that are going on later this month and certainly extensively in the month of June, there will be a series of really community conversations that would be a precursor to the discussions of the master plan that more will be coming out on that and we'll be working with a consultant that will go out into the community to try to sort of engage with people about sort of topics of concern as we gear up to look at more formal master plan process. That will be continuing for the month of June, reporting back to the City Council, and sort of continuing next steps from there. But, again, as that goes

live, we'll have a website, we'll have some other ways to communicate with other people. And we'll let the Board know where that stands and what's going on.

HUGH RUSSELL: Are there meeting transcripts?

LIZA PADEN: There's no transcripts to review at this meeting, no.

HUGH RUSSELL: Okay.

Are there Board of Zoning Appeal cases?

LIZA PADEN: So the two Board of Zoning appeal cases that the Planning Board members expressed an interest in, one is 69 Clarendon Avenue. And this is the demolition of existing structure to put -- to construct a three-story, two-family duplex and to have more than one curb cut within 100 feet. This has been reviewed and accepted at the Historical Commission and Pam has a set of

the drawings in front of her.

HUGH RUSSELL: Okay. Well, if it's been reviewed by the Historical Commission, then we don't need to substitute our judgment from the Historical Commission's judgment.

STEVEN WINTER: I concur.

LIZA PADEN: Okay.

The second case that people expressed an interest in is the one known as Masse Hardware site at the corner of Walden Street and Sherman Street. This is a Special Permit application to create a common shared driveway. And what will happen for those people who are familiar with the Masse Hardware site, there will be a one way driveway system that enters on -- off of Walden Street and circles around the back of the building and uses a common driveway arrangements with the abutter on Sherman

Street. The first floor of the hardware store, the retail space, will be used as -- it will be converted into two residential units, and that's what they need the Variances for. They're creating a stairway in the setbacks, and there's a number of other Zoning violations that come about from having an existing building that exceeds the Zoning and you also have those plans in front of you.

PAMELA WINTERS: Right.

And, Liza, what's going to happen -- they have a huge parking --

LIZA PADEN: That's not part of this application.

PAMELA WINTERS: Oh, okay. Okay, that's what I was wondering. Okay.

LIZA PADEN: Yes.

HUGH RUSSELL: It's an end of an

age.

LIZA PADEN: Yes.

PAMELA WINTERS: It is really.

HUGH RUSSELL: I don't think my house would be standing if....

PAMELA WINTERS: Right.

HUGH RUSSELL: Well, I mean, this is really more curiosity --

LIZA PADEN: Okay.

HUGH RUSSELL: -- than public business.

Is there any other comments?

LIZA PADEN: No?

Okay.

So that's a "No comment" on either one of them?

HUGH RUSSELL: That's right. I think we can leave those to the Zoning Board.

LIZA PADEN: Okay, thank you.

STEVEN WINTER: Thank you, Liza.

HUGH RUSSELL: Okay, the next item on our agenda is a Planning Board case 286, 75 New Street. And I want to try something a little different tonight.

We've been having difficulty finding time for us to actually deliberate and understand the cases. So what I'd like to do tonight is first get any updates the developer has. I think there are some changes to sidewalks and landscape plans. And then I think I'd like us to start to work through the project. And I think this will be also kind of informative to the public, because you'll understand what it is we actually have to do. And I've prepared a checklist of all of the pieces, and I also went through the 40 or 50 pages of written testimony and made a list of concerns that I

heard. That's this paper here. And I think we ought to also talk about the concerns we've heard, and many of which are outside of our scope of endeavor, but I think it's good for us to explain that.

UNIDENTIFIED AUDIENCE MEMBER: Can you speak a little louder, please?

HUGH RUSSELL: So that's my suggested way of proceeding. Is that okay?

STEVEN WINTER: Fine here.

PAMELA WINTERS: That's fine.

UNIDENTIFIED AUDIENCE MEMBER:
Excuse me, could I ask a question? If I understand this correctly, the developer will present, and then the people who have come here tonight to speak will not, not have a chance to speak?

HUGH RUSSELL: Not immediately.

UNIDENTIFIED AUDIENCE MEMBER: But

later this evening?

HUGH RUSSELL: Yes.

UNIDENTIFIED AUDIENCE MEMBER: Okay,
that's fine.

HUGH RUSSELL: So, who's --

UNIDENTIFIED AUDIENCE MEMBER: I
have to object. We all came to speak, and
you're going to make us speak at ten o'clock.

UNIDENTIFIED AUDIENCE MEMBER: Give
us the opportunity to speak.

HUGH RUSSELL: Well, we actually
came here to do the job that we're supposed
to do.

UNIDENTIFIED AUDIENCE MEMBER: Then
you should have given us a schedule. When do
we speak?

HUGH RUSSELL: I just did.

UNIDENTIFIED AUDIENCE MEMBER: And
you should have given it to us earlier and

given us notice. We all take time off like you do and we work. We came here to speak, not to listen to you for three hours.

UNIDENTIFIED AUDIENCE MEMBER:

Right.

PAMELA WINTERS: It won't be three hours.

HUGH RUSSELL: So, I'm sorry that you're upset.

UNIDENTIFIED AUDIENCE MEMBER: I am.

HUGH RUSSELL: But that's what we're going to try tonight.

UNIDENTIFIED AUDIENCE MEMBER: Well, I object.

UNIDENTIFIED AUDIENCE MEMBER: It's not right to us, because this is a new approach you're taking which is different from the previous approaches you've taken in the past and we feel a little uncomfortable

with this because we did come here tonight at our expense. Many of us have families, dinner is ready. I think we all were under the impression that once the developer presented, that the people would present. And I don't know why that is a problem to continue with that this evening.

HUGH RUSSELL: The problem is that we've already had a hearing that was about an hour and a half. We've received 40 or 50 letters, so we believe we're quite well informed about what people think. The problem is if we start off with another hour and a half of testimony, we won't be able to do our job, which is to deliberate this case. Now --

UNIDENTIFIED AUDIENCE MEMBER: With public input.

UNIDENTIFIED AUDIENCE MEMBER: He

gives them the opportunity to speak and you should give us the opportunity to speak as well.

HUGH RUSSELL: Yes, you will.

UNIDENTIFIED AUDIENCE MEMBER: Not at ten o'clock.

PAMELA WINTERS: It won't be ten o'clock.

HUGH RUSSELL: And I sincerely hope it won't be ten o'clock.

PAMELA WINTERS: It won't be.

UNIDENTIFIED AUDIENCE MEMBER: Nine o'clock?

HUGH RUSSELL: I don't know. If we debate -- we could debate this for two hours and then nothing would happen.

UNIDENTIFIED AUDIENCE MEMBER: You should debate it after you hear from us.

UNIDENTIFIED AUDIENCE MEMBER:

That's right.

HUGH RUSSELL: Okay, well I'm actually the Chair --

UNIDENTIFIED AUDIENCE MEMBER: You're in charge but we're angry.

HUGH RUSSELL: Okay, then, sir, we --

UNIDENTIFIED AUDIENCE MEMBER: We don't count. Our voice does not count, you have to know that.

HUGH RUSSELL: So, we would like to proceed and I would ask people to not speak out and to be respectful and listen to our --

UNIDENTIFIED AUDIENCE MEMBER: You should be respectful, sir. We came here --

HUGH RUSSELL: Sir, would you please be quiet.

UNIDENTIFIED AUDIENCE MEMBER: You could shut me out of here, but I'm not going

to be quiet.

HUGH RUSSELL: Be quiet. If you're not going to be quiet then I'd ask you to leave.

UNIDENTIFIED AUDIENCE MEMBER: I'm not leaving voluntarily, sir.

PAMELA WINTERS: Hugh, may I say something?

HUGH RUSSELL: Sure.

PAMELA WINTERS: So, in my view, it's going to take the same amount of time because you're going to hear our thoughts and then you'll have the opportunity to respond to our thoughts, so I think that that might be even a better --

UNIDENTIFIED AUDIENCE MEMBER: If you planned that in advance, that would have been great. But now you've asked us to wait an hour or two to speak.

PAMELA WINTERS: I don't think it's going to take that long, sir. We have other things on the agenda for this evening and I really don't think it's going to take that long.

HUGH RUSSELL: Okay, so let's proceed.

STUART DASH: Stuart Dash, Community Development.

And as a first note for this project, city staff met out on New Street and discussed some of the issues that have come up through the comments that we've heard here and principally the quality of the walking experience on New Street and have an approach that we think will be a better outcome and have an agreement from the developer in principle to widen the sidewalk along not only their new project but their older

project along New Street; install a concrete sidewalk with wood trees along that full length of New Street. And it may involve pushing the curb out a few inches or we're still going to have them work with the city DPW and Traffic Department to get the exact sort of framing for what is going to occur, but they've vetted it through their folks and felt and worked with Owen O'Riordan at Public Works and feel that they can come -- agree with what we specified in replacing the laptop sidewalk with a full length of concrete sidewalk as well as part of that.

HUGH RUSSELL: Okay.

And are you -- is the city looking at other aspects of the street that are substandard?

STUART DASH: We looked at a, the opposite side as well the Danehy Park side,

and we think there can be adjustments to that, but that's longer term, but we think we can actually move the sidewalk on -- that's part and parcel a little bit on this shift that we think we can do on the New Street, on the developer side, is shift the sidewalk to the other side of the oak trees in Danehy Park and widen the street on that side of Danehy Park and that would be able to allow us to have a full complete street with normal bike lanes and travel lanes and normal sidewalk with street trees on both sides of the street.

HUGH RUSSELL: And down at the, closer to the traffic circle where the problem is that that sidewalk is not well defined and people are parking on it.

STUART DASH: We don't have -- what we don't have is any terrific answer for

that. It's going to be much more sort of as projects come in on that side, we may make some small adjustments on that because we notice there are some differences in how the sidewalk is and how the property lines are, but on the whole that will await further development on those edges.

HUGH RUSSELL: Okay.

Any other questions?

STEVEN COHEN: Stuart, while you were looking at the street, there's been this question of what happens when people park on the other side of the street?

PAMELA WINTERS: Right.

STEVEN COHEN: And when that happens, the passageway is reduced, only one car can pass by there. And as development increases along this corridor, there's going to be more and more demand for car passage.

Is parking permitted or restricted there and how, do you deal with it usually?

STUART DASH: We're working on it, and Sue Clippinger is working on that as well and talking to the owners of local businesses to make sure that we're aware of what their needs are and making sure that we're making -- doing the best we can to have that be a safe and viable roadway whatever parking is there, so that may be adjusted as well as part of this.

STEVEN COHEN: Okay.

HUGH RUSSELL: Okay, Mr. Rafferty.

ATTORNEY JAMES RAFFERTY: Good evening, Mr. Chairman, Members of the Board. For the record, my name is James Rafferty. I'm appearing this evening along with attorney Sean Hope on behalf of the applicants. We estimate that we'll have a

very brief presentation. We have three aspects which we want to cover with the Board. As noted by Mr. Dash, there have been a series of meetings between the proponent and city departments regarding New Street. Certainly a focus of last hearing dealt with issues around pedestrian and bicycle circulation and vehicle movement on the street. As you know, it's a street that is as a result of this project and it's predecessor, is beginning to take on a different character than it historically has.

One of the things that we're going to be doing this evening briefly is Phil Terzis is going to share with you some information about the adjoining building, the Phase I building. This project is somewhat unique in that we do have a precedent, we have a building next-door. And we did some

surveying of those residents; their commuting patterns, their living patterns, how they're finding the experience on New Street. I was kind of struck by one of the speakers at the last hearing had a significant amount of reservations about the project, but noted that that building that she sees there, she never sees anyone coming in and out of it. She thought it was an unoccupied building. It's a bit of an irony because in many ways the building -- that building sits alone without any residential abutters. In some ways this building is twice the size of that building. That's a 54-unit building. This is a 92-unit building. But we're already learning a little bit about the families, the lifestyles, who's living in the building, and it's informed the unit sizes. We've introduced a number of three-bedroom units.

And the number of children who are living in that building and are accessing the park were interesting to us. And so Mr. Terzis will share a bit of that with you.

James Payette is here. There has been some changes to the building's facade in response to comments regarding a number of elements, particularly the way the building meets the ground plane. So he'll discuss that.

And finally David Black. Mr. Black I know is known to the Board. He's a traffic engineer, prepared our TIS, but he has a unique perspective. He's been for more than ten years involved in the planning that has occurred out here, and he was part of the original design team when the DCR and the city worked cooperatively to change that stretch of the parkway. Between Huron Avenue

and Rindge Avenue there were no signalized crossing a short ten years ago. Residents who lived in the Tobin School area took their life in their hands trying to get to the Reservation. So three pedestrian crossings have been added in that location. The roadways have been narrowed, green space has been expanded. It's had an impact on traffic. Volumes are extremely heavy. Anyone who spends any time in West Cambridge recently can tell you we're experiencing historic disruption based upon the infrastructure project that's going on. So to appear at a hearing like this it's very understandable why there's a high level anxiety around circulation and volume.

The answer is not to create another O'Brien Highway by traffic lanes and flyovers. The volumes are heavy and those

heavy volumes represent traffic moving from Boston through out to Route 2 and onto Route 16. Mr. Black can take you through the very modest impact that this building will have on the existing conditions. It will have an impact but interestingly enough the impacts are occurring in times that in some cases are not geared to the peak activity out there.

Having said all that, I think Mr. Terzis would like to say a little bit about some of the site changes and a little bit about the existing residential population.

PHIL TERZIS: I thank you for taking the time --

UNIDENTIFIED AUDIENCE MEMBER:
There's still a quite a few people in the hall that cannot get in. There's like eight or ten people outside who can't get inside

or can't listen or get in. I'm wondering if there's way a way to bring people in? Is it possible to pause a second and get a few people who are --

HUGH RUSSELL: Sure.

STUART DASH: I can get another row in.

(A short recess was taken.)

(Nur Seated.)

HUGH RUSSELL: Okay, let's proceed.

PHIL TERZIS: Hi. I'm Phil Terzis.

I represent Abodez Development and Acorn Holdings in development of park 77, also known at 75 New Street. We're going to go through some changes to the site plan and building that are responses to neighborhood comments and Planning Board comments and in-house design iterations that we're trying to improve the building.

Starting right off here, one of the things that we looked at was the sidewalks around the area and the pedestrian experience in the area. And as you can see, this is the shopping center here. Here is our existing building on New Street. And then we have our new site here. There are sidewalks at our end of the street and also along Danehy Park along New Street. But as you can see and sort of to the southeast here, the sidewalks fall away quite quickly and it's not a great pedestrian experience. We'd like to improve that both in front of our property and all over New Street. We like to work with the city to improve the experience on New Street and make it a safer, more walkable neighborhood.

We also did a study of existing neighbors, existing residents in our existing

building and found out some interesting things. They do actually -- contrary to what some people might think, they actually do walk to the Red Line. Quite a few of them use the Red Line for commuting. Some use also the busses at the other end of New Street at Concord Ave. to take a bus to Harvard Square. 80 percent of the residents have a T pass, and probably about two-thirds of those people use it regularly for commuting.

There's another interesting thing to note here is that our property ends right here. And there are some city plans that have been done, part of the Alewife Study, showing connections from Danehy Park to this future bike path which would run along the railroad through what is the city-owned cul-de-sac there. People have been concerned

that we block access to a future bike path, but we would not be able to block access because we don't have access to that property or own that property. And the city-owned land there is an easement across the railroad tracks at that point also to connect to the shopping center.

This is just showing an overview of half -- a quarter mile and a half mile distance from our site and the T is within the half mile distance. We're trying to negotiate with ZipCar to find a ZipCar location within our two projects. As you can see, there's sort of a hole in here where there really aren't any ZipCars available and there may be the population to support it.

These are the existing sidewalks along the East Street. Most of them are about five feet long where they exist. At our end of

the street they're generally pretty continuous. But then when you go to the southern end of the street, you see the car dealerships and auto body shops kind of break it up with vast areas of pavement. And then there are places where I believe these are city-owned parcels but they are not developed as sidewalks, it's just sort of a dirt path.

And then on the back of our building, this is showing -- one of the board members last time asked us what was going on behind our building. This is land behind our site, there's a little sliver of land owned by the auto body shop next-door, and they use it to store auto parts and junk cars and things. This is the area where we're looking for some parking setback relief, and we feel that getting parking relief at this area has very little impact on anybody because obviously

it's used for -- as an auto related use already.

This is again showing the Zoning. Just as a reminder this is the railroad land behind our property, our existing building, New Street, and then Danehy Park. Danehy Park is in the Open Space District. Our building is in the Industrial Zone. Then there's the Parkway Overlay District where the railroad land is and then the Shopping Center District.

The railroad is currently, you know, an abandoned railroad. It's fenced off with chain link fence and we don't have any control over what happens with that land at this point. Although we would like it to become a future bike path and we tried to negotiate with the railroad to help make it a bike path but we didn't get very far with

that.

This is our existing building. The parking garage in our existing building at 87 New Street. And I show this slide only to give people an idea of who lives in this building. Out of 54 units in the building, 22 are units that have children living in them. So that's a little over 40 percent of the units in the building, which actually beats the average in Cambridge. So there's been this concern that this type of housing is not family friendly. We actually find that especially young families like living in this kind of situation because they don't have to shovel snow, they don't have to deal with all the things of having a house, and they can focus on their jobs and getting to day care and all of that.

So in response to that study, I'm

understanding a little bit better of what our residents' needs might be. We realized that we needed two things:

One, more large family friendly units. So we've added more three-bedroom units. There will be 16, three-bedroom units in the project.

And we also found out that there's a need for less expensive units for single people. So we're looking at having a few more studios as well to kind of balance the building and stay within our allotted FAR.

Other changes that we've made to the site plan. We took off the terraces that were on the front of the building and relocated them back to here in order to give more room for landscaping along the sidewalk at this edge. We've also expanded our terrace and the glass fronted common room to

try and make the building have a little more public face than our existing building. One of the complaints about our existing building from the neighbors is that it has sort of a blank facade, and we want to kind of open this up a little bit more and put the public spaces out on the street.

We've also added some screening, which I'll show you later, screening around the dumpster. And this is the upper floors, more or less the same floor plan.

This is showing the parapet heights on the building and how we intend to screen rooftop equipment. And this here is our elevator penthouse. And just as an aside, I'd like to apologize to the Board for our recent Special Permit project we neglected to show the elevator penthouse and I think it's been a surprise to the Board, and we want to

make sure that you understand that this is the elevator penthouse and that we're not missing it.

This is the lighting plan which we've developed also in response to neighborhood comments about how is this building going to be lit and how are we going to make it feel safe on sidewalks? We're proposing a mixture of pole lights, some bollard lights, and then building mounted lighting in the rear and the sides just to light the ground and adhere to sort of Cambridge dark sky standards but provide enough light at the ground level so that the building won't feel like it's unsafe or that the neighborhood feels unsafe.

This is the actual landscape plan that our landscape architect has worked up. And there's a lot of detail in here, but I'm only showing it because it also shows that we're

extending the landscape down the street in front of our existing building at 87 New Street. Because right now it's just a glass -- kind of grass yard and, you know, dogs use it and the grass is really hard to keep alive. So we thought let's extend the landscape and make the whole street look a little more lush and green. We've added more trees along this edge here. We've added more trees in here. And then as was discussed earlier, we met with the City on Friday, the DPW and Community Development, and they had an idea about moving the curb on New Street away from our building and adding enough room for a wider sidewalk and a row of trees. So this is not designed yet. It's sort of just, this is just a rough idea of what we would propose. We're showing trees on 25 feet on center. The idea is that with this

improvement we could start to create a feeling of a tree lined boulevard down New Street. And we think it's a great idea, and our investors were enthusiastic about what it does to the value of the building and what it does to the streetscape along New Street.

Now, I'm going to have Jim Payette the architect of the building describe some of the changes. Oh, sorry.

Just a quick one about the people that live in the existing 87 New Street building. Why do they like living there? Sean was asking me. I think partly it's the convenience of living in an elevator'd building with parking underneath that in all weather you can access your car with your stroller. It's a convenient way of life. We do have community spaces that are used by different groups. There's a mother's group

that meets every week, you know, a mother's play group. And these are things that we're using as cues to design our next building so that the fitness room also has a children's component to it and that it becomes more useful for all ages. There are actually, in our 87 New Street, there are actually families that have all three generations; grandparents, parents, and kids living in the same unit. And so.... And of course the park up the street is a big draw for families as well.

So with that, I turn it over to Jim Payette. He'll talk about the external of the building.

JAMES PAYETTE: I'm Jim Payette, as Phil just said. And obviously a lot of things that I'll say so I'll sort of move quickly.

This diagram is sort of the road map for some of the adjustments we've made to the architecture in response to comments that we've heard from the community and also Community Development Department over at the last meeting.

While we have articulated the building into smaller sections by changing not only color but also adding material. The materials now are fiber cement clapboard that's broken up into sections and then separated by metal shingles which I'll show pictures of a little bit later. But basically to break the building down into smaller bits along the way, to create more vertical emphasis, more of a rhythm of townhouse, townhouses.

As Phil said, we've projected the common room out in the middle of the building

right in here. A little closer to the street we've removed a trellis element that was right at the street and we created a certain barrier to people sort of being able to be aware of the common space in the bidding, and that sits on a stone terrace which also has a stone side wall. So we've added some materials that are a little bit richer out near the sidewalk. There's a handicap accessible ramp right in this area, sort of hidden by landscaping. So we wanted to incorporate the common room and balconies above to create a sense of a pavilion, and again create an element in the building.

As Phil said, we've added trees along the street and we'll see a couple sketches of that in the minute and widening the sidewalk. We removed the ground level decks down at this end of the building where it was felt,

at least the comments from the audience last time, was that things were too close to the sidewalk. And then move some of those terraces back into the middle part of the building. We've always had terraces down at this end where there's a driveway, a drop off for the building.

Moving to -- so here's the elevation stretched out people can see. This view is showing there's -- we would like to have a roof deck on the building. There is the possibility of using floor area to create that, but it's not clear, sort of a grey area in Zoning whether this would be breaking the height limit. Do we need a Variance for it? There's a lot of questions about it. So even though this would be our hope and ambition to create a taller space up here for residents to use, we're showing the picture at the

bottom because this is what we may end up with if Inspectional Services, in the Variance process, doesn't work out the way we would like.

And, again, you can see the different chunks, changes of color as we go down the building rather than one continuous band of building.

This is the rear of the building where basically we're doing the same sort of treatment and addressing it. It's not in our opinion the back of the building, it could be, you know, become a bike lane and so we see it equally as important as the front. And I also mentioned that balconies, not every unit can have a balcony due to the FAR restrictions, but we created them, hopefully created an architecture version of syncopation around the side on both sides.

Close up of the materials, fiber cement which will be applied to the building in various exposures ranging from four to six to ten inches so we get some variety just in texture on the building. The galvanized metal balconies hung off of diagonal struts. Metal shingles, which will basically be a zinc kind of a finish. And then a natural red cedar for some of the elements at the top of the building. And, again, subtly different colors. We didn't want to go with every single part of the building being a totally different color trying to stay within the same hue and let the natural wood and the shingle provide the contrast with the general greenish tone.

So these perspectives just basically show it three-dimensionally. Stone terrace, pavilion, and common area and what would be

would hope for at the roof level.

Along the sidewalk, here's a view looking toward the rotary, sort of where the drop off comes out. Here's the terrace, again. Here's the handicap accessible ramp going up. And here's this balcony formed with a common area.

This is sort of a crude representation but it gives the idea of the agreement that was reached on Friday to add something to the sidewalk to be determined in dimension, but enough that we would be able to add street trees right out at the edge, so widening the sidewalk.

Here's the view from the other end looking northerly with Danehy Park on the right. And where we before had the trees up against the building, we had removed the terraces based on the previous comments and

then have agreed to add extension on the sidewalk and add street trees with grates creating what we think will be a more softer, more pleasing environment.

And then finally on the materials, the general materials are different. As I said, exposures of fiber cement. As you can see here, metal shingles and zinc. And then the terrace along the -- at the entrance area would be a bluestone panel, slightly rusticated, sort of a two- to three-inch vertical dimension trimming that out.

So David Black will talk about traffic.

PAMELA WINTERS: Sir, may I ask you a question before you sit down?

JAMES PAYETTE: Yes, absolutely.

PAMELA WINTERS: Hugh, is that all right?

So I'm just curious, will the sidewalks

be able to accommodate wheelchairs and people with walkers?

JAMES PAYETTE: Oh, absolutely. The sidewalk, we're talking about widening it to a minimum of seven to eight feet and up to eleven in some cases. And obviously there will be curb cuts and gradients.

PAMELA WINTERS: Okay, thank you.

DAVID BLACK: I'm David Black. I'm from Vanasse, Hangen, Brustlin, Inc. Good evening, Members of the Planning Board. I'm going to be very brief. I think we've talked previously about the transportation impact study that we performed for the project, but I just wanted to roll back a little bit and justify some of the grey area that Mr. Rafferty was referring to or alluding to.

I actually have worked in this area for well over 20 years now. I started originally

working with the City of Cambridge, six years of the citywide traffic program. So I'm familiar with a lot of the mitigations in this area. I also was on the consultant team for the Fresh Pond Parkway Enhancement Project, which Mr. Rafferty referred to. And I think it's important to understand what that project was about because it was a lead-in to the City's Concord/Alewife Planning Study which was more recently.

I think the parkway enhancement project really was a first step in recognizing that the issues of traffic in this area, which I don't think anyone is pretending do not exist, but they are largely driven by regional traffic, they are not driven by local Cambridge traffic. And the direction that the Fresh Pond Parkway Enhancement Project took was not to add additional

capacity to the parkway, it was -- the emphasis was on obviously, first of all, beautifying the parkway, but also making better connections; introducing crosswalks and bicycle facilities so that the local community had more benefit out of the existing or at that time was a fairly dismal looking parkway.

When we moved into the Concord/Alewife Planning Study, which started probably about ten years ago, we took another look at -- there was no reason to really change the evaluation that parkway is incredibly dominated by regional traffic. It has two major routes in a scissors movement; in that route 16, Route 2, and the parkway. And, again, the conclusion was that adding additional traffic capacity was going to benefit regional traffic and not local

traffic because the demand from regional traffic is so overwhelming that if you went along a path that said well, let's, let's add lanes to the parkway, you're going down the route of the O'Brien Highway or some of the more -- much more highway oriented arterials. So the plan came at this from a very different perspective.

First of all, it looked to see what could be done with land use to minimize the amount of traffic that was going to be generated compared to what was on a -- could be generated under the Zoning that was in place at that time before the Zoning was changed. And that involved concentrating more density at places that had transit access and facilities such as the shopping center, but also to mix up the land use so that you didn't have just a commercial

district, an office district in Cambridge Park Drive, to mix it up and get a good mix of residential. Residential development has a significant benefit in that it has much lower peak hour trip generation which is when the problems on the parkway occur.

So that was -- the other part of that was in fact to again place some first steps in further improving connections to transit, bicycle facilities, pedestrian facilities. They're not all things that are going to happen overnight, but there is a plan in place to make those connections and improve accessibility by those modes. So that's a kind of the context that we've looked at this project in. As I think I said to you before when I presented, we have what I would call a relatively traffic lite project. L-i-t-e, not traffic signal. And it's -- the analysis

that we did for the transportation impact study raised no exceedances. There is nothing in the transportation analysis which creates one of the Planning Board exceedances to be exceeded. We're talking about generating varies between the morning and evening peak hour, but we're talking about generating somewhere between 20 to 40 vehicle trips in each of the peak hours.

When that traffic is spread across the network, it has a very small impact and that's why the Planning Board criteria do not get triggered.

So I was going to talk a little bit, but I think Mr. Terzis already told you some of the things that we learned from the Park 77 Project. Just one other thing I would add to that, and that is we have an opportunity here to base the study on what we could

observe at that project. This was, this was a bonus for looking at the transportation impacts because we had a project there right next-door, we could measure it, and we did measure it and that's what the analysis was based on.

HUGH RUSSELL: Thank you.

ATTORNEY JAMES RAFFERTY: That concludes it for us.

HUGH RUSSELL: Okay.

So there are a number of Special Permits that are being requested by the project. Each of those Special Permits have certain criteria written into the Ordinance and if we find that they meet the criteria, then we are obligated to grant the Special Permit. That's the way the law works.

So what we want to do now is to go through those criteria. We may have some

questions to ask to get things clear. We -- just to remind the Board that there's a Project Review Urban Design Special Permit, Chapter 19. There's a Multi-family Special Permit, that's a very old Special Permit, who as I was reading it again today, struck me, it's kind of been superceded by Chapter 19 because it has -- it's a much briefer discussion of potential impacts.

And we have to, in that Multi-family Special Permit we have a couple of additional findings that have to be made in an Industrial District. And then there's specific permits; one of them is to reduce the side yard setback to the sense of 10 feet, and there's a criterion for that.

Reduction of the parking setback, there's another criterion for that.

Waiver of parking street requirements

which is -- and there are circumstances which are listed in the Ordinance that we can grant that.

And then at the end of all of it, there are general criteria which, again, are largely kind of subsumed by the Chapter 19 permits, but so -- in addition, I reread all of the comments from the hearing and tried to highlight some of the specific concerns that were brought up, some of which we fall within the purview of the Special Permit and others which fall outside of the purview of the Special Permit. But I think we ought to talk about those so people understand that.

So I started but I'd rather not talk for an hour going through it. I'd rather have a discussion.

How do we want to do this?

TOM SIENIEWICZ: Well, it seems that

I would recommend that we go through systematically one Special Permit after the other, discuss, make findings based on the discussion, based on the evidence and based on the evidence and correspondence that we've got before us. I don't know whether, you know, it would be up to your discretion to decide whether we would vote on them one on one or whether we would vote at the end collectively. I don't know. But I think we should, you know, discuss each one in turn, try to stay focussed on the issues relative to what that Special Permit is asking us.

UNIDENTIFIED AUDIENCE MEMBER:

Mr. Chairman, may I ask a brief question? Is it the Board's contention to act on these Special Permit requests before there is testimony from the public?

HUGH RUSSELL: No.

PAMELA WINTERS: No.

HUGH RUSSELL: Okay. So --

H. THEODORE COHEN: Well, Hugh, you know, I think that's a very relevant question. And I think, you know -- I don't agree actually with Tom that we should be voting on anything now.

TOM SIENIEWICZ: Okay, right.

H. THEODORE COHEN: I think what we can do is identify the issues and the areas and what our concern is and then open it up to the public to comment on those issues that we've identified and also they should be able to testify and comment upon the changes in the plan from what was presented before and what we heard testimony on, although reminding people that we are not reopening everything. We just want to hear comments about the things that have changed.

UNIDENTIFIED AUDIENCE MEMBER: Can you use the mic?

HUGH RUSSELL: So you need to be close to them.

H. THEODORE COHEN: I'm sorry. Well, just briefly I just want to say that we should identify the issues that we're interested in and that what we are required to cover by the Ordinance, and then have the public comment upon those issues if it's, you know, they have matters to add to that. And also that the public should have the opportunity to comment about the changes that have been made to the proposal from the last hearing, but reminding everyone that we do not want to hear a reiteration of what we heard at the last hearing. We just want to hear new comments to what has been changed. We have received a lot of testimony. We have

received a lot of e-mails and letters. We've all looked at them and we know what's in them, so we're looking for new information to help guide us.

HUGH RUSSELL: Okay. Well, let's then start through the project review Special Permit.

And first criterion is that there's no substantial impact on traffic within the study area. And we have a report that has been certified by the Traffic and Parking Department that this project will not have a substantial impact on traffic.

STEVEN WINTER: That's correct.

STEVEN COHEN: Mr. Chair, just commenting on that. I'm looking at that report and just to put a little bit of meat on those bones. When I look at the projected trips to be generated by this traffic, by

this project, peak p.m. hour which is probably the worst moment for traffic in the area, it's anticipated in the worst location that this project will generate about 20 trips in that hour. That works out to increasing the traffic in the neighborhood streets by about three percent and that's in the neighborhood streets. If we were to compare it to the traffic on the parkway, which is, you know, much greater by orders of magnitude, again, the percentage would be very, very small. And now, you know, for those who are concerned about traffic, you know, a single additional vehicle on the street is problematic and objectionable, but we're not imposing moratorium on all development. I don't think we're quite ready for that step yet. And when we look at the number of trips anticipated to be generated

by this project relative to existing peak hour traffic, the numbers, percentages are really very, very small. And so based on that, again, I understand, I'm sympathetic with the concerns about traffic, but there are bigger issues and bigger problems than this project. So I certainly agree with the conclusion of Traffic and Parking that --

UNIDENTIFIED AUDIENCE MEMBER: I hope you'll excuse me for speaking out of order.

HUGH RUSSELL: We will not, sir. Would you please sit down and be quiet.

UNIDENTIFIED AUDIENCE MEMBER: I will not.

HUGH RUSSELL: We'll take a break and go into recess.

(A short recess was taken.)

HUGH RUSSELL: Back into session.

The question that Pam asked was are there copies of the transportation report available?

UNIDENTIFIED AUDIENCE MEMBER: We haven't seen them. You mean the one done in December that was incomplete and based on information that didn't include many of the developments in the area, including one of the developer's own project?

HUGH RUSSELL: The December 17, 2013, memorandum from the City of Cambridge.

UNIDENTIFIED AUDIENCE MEMBER: Wasn't there to be a new traffic study? Wasn't that a question at the last hearing?

HUGH RUSSELL: Excuse me, that's -- you're out of order. Please.

UNIDENTIFIED AUDIENCE MEMBER: Okay.

HUGH RUSSELL: So could there be more copies of this or is everybody familiar

with this?

UNIDENTIFIED AUDIENCE MEMBER:

That's the December 17th --

HUGH RUSSELL: Yes.

UNIDENTIFIED AUDIENCE MEMBER: --

some people have seen it.

UNIDENTIFIED AUDIENCE MEMBER: There was a newer one that was going to be presented tonight. I guess that's an oral testimony with no written backups and nothing we could review an advanced study and proofread --

HUGH RUSSELL: When we have a public hearing, we are quiet and we listen to you. I ask for the same respect from you for our deliberations.

UNIDENTIFIED AUDIENCE MEMBER: Okay.

HUGH RUSSELL: Thank you.

The next criterion is the 19.31; the

project is responsive to existing for anticipated pattern of developments. And this has to do with the heights and setbacks, the orientation of the building to the street. And there's a criterion which does not apply which is of historic preservation.

So this is a four-story building. There are other four-story buildings around. That seems to be the pattern of new residential development --

STEVEN WINTER: Yes.

HUGH RUSSELL: -- in this zone. And why is it? It's because there's a 45-foot height limit. And this building is oriented to the street and addresses the street.

The next is the pedestrian 19.32, that the project will be pedestrian and bicycle friendly and also that the parking will be screened away from....

TOM SIENIEWICZ: Especially with the modifications that were presented tonight which indicated some significant expansion of the sidewalks in front of the development, there was a lot of concern at the last hearing about those dimensions, especially as they related to utilities that were there. And it appears that there's been real movement here in terms of the pedestrian environment, Hugh, in my opinion based on what I was shown tonight in the modified rendering, the pedestrian --

STEVEN WINTER: And pedestrian entry from the street?

TOM SIENIEWICZ: Yes. Properly scaled pedestrian entries from the street also pictured in the perspectives pictured here tonight and forwarded to the board members.

HUGH RUSSELL: And there's a, in terms of the bicycles, there's a bicycle facilities in the basement and I'm just going to refresh my memory about that. So there are sort of two major bicycle storage areas. The way the project works is that the basement area is down about eight feet from the street and it drives folks down a rather gentle slope.

STEVEN WINTER: What page are you on, Mr. Chairman?

HUGH RUSSELL: I'm on page A-1 of the plans in the spiral bound book.

STEVEN WINTER: Okay, thank you.

HUGH RUSSELL: So you can -- that's one way you can just ride your bicycle down to the garage entry. You can also come into the building at the main floor and take the elevator down. And I think there's another

door next to the garage door, there's a smaller scaled door next to that so you don't have to raise the garage door.

STEVEN WINTER: And that is the access and the storage?

HUGH RUSSELL: That's the access. And then there are two storage areas, one sort of in the middle of the garage and one at the end of the garage.

STEVEN WINTER: And, Mr. Chair, do we see bicycle storage outdoors as well in this development?

HUGH RUSSELL: Yes, there's --

ATTORNEY JAMES RAFFERTY: Visitor bikes. Outdoor visitor bicycle parking.

UNIDENTIFIED AUDIENCE MEMBER: How many bikes?

HUGH RUSSELL: Ten spaces.

UNIDENTIFIED AUDIENCE MEMBER: For

how many units?

UNIDENTIFIED AUDIENCE MEMBER:

That's the visitor bicycle parking.

UNIDENTIFIED AUDIENCE MEMBER: I

know. How many units?

PHIL TERZIS: We're meeting Zoning requirements which is I believe 1.05 per dwelling unit.

STEVEN WINTER: I feel that we've covered the bicycle access and storage.

HUGH RUSSELL: Okay. So do we have a proposal that, Ted, that we go back to the old format?

H. THEODORE COHEN: I think it would make sense in this circumstance. I mean, we're going through things, but I think we really ought to hear from the public but focusing on the issues that are within our jurisdiction. We don't get to vote on a lot

of things that the public has raised concerns about. We only get to review what is in the Ordinance, very specifically, and determine whether there's compliance with the Ordinance or not. And so I personally think I would like to hear the public on these points and on changes that have been made. I don't want to hear a lot about traffic on Route 2. I live near Route 2, I drive on it, I know what it's like. We all know what it's like. But there is a very specific issue that we have to address as to whether this is going to significantly impact on the traffic. And similarly, most of the other issues that we are addressing this evening, if we get to vote this evening, or whenever we do vote, are very specific and related to very specific things. And so I personally would like to hear from the public now, but to make

sure that it's very focussed and not really repetitive because we've been here an hour already, if everybody wants to rehash the same things that were said before, we'll probably end up adjourning at ten o'clock and having to come back another time. So that's --

UNIDENTIFIED AUDIENCE MEMBER: One follow-up question so I don't waste time. I mean it, seriously.

AHMED NUR: We're going to the public hearing in just a second.

UNIDENTIFIED AUDIENCE MEMBER: I may not be able to talk if I misunderstand something. So the 2006 planning outlining a set of guidelines for development in the area, you seem to say that they're irrelevant if they're not in the Ordinance. Is that what you're saying? That I shouldn't bring

up anything that was in those guidelines because the Ordinance is what matters here? I don't want to waste anybody's time.

HUGH RUSSELL: The -- what matters to us is the criteria in granting permits that's in the Ordinance. I believe those criteria, you know, are -- have been developed and we don't plan in a vacuum in the city, so I don't know what you're referring to.

UNIDENTIFIED AUDIENCE MEMBER: I'll bring it up, then.

HUGH RUSSELL: So, you know, if I can make a request is I don't want to hear testimony on asking us to grant a moratorium on development until the city goes forward with the master planning process that's been started. That's not something we can do. And there have been a lot of people talking

about that, it informed my thinking about the master planning process, but we're trying to address a specific proposal in front of us.

So are people agreeing with Ted's suggestion?

AHMED NUR: We do. I just wanted to, I guess, I just had a quick question for the developer and clarification. I can wait until the public -- after the public hearing with regarding to car share. They had a discussion with ZipCar, one of the car shares, but I haven't heard the results of that of their meeting with them because I believe we implemented from -- I could be wrong, but we limited that at such a big residential that they required to have a care share, certain parking ten feet away from the nearest window.

BRIAN MURPHY: That's not required.

AHMED NUR: That's not required?

So there's no car share spots required for this by the city? Okay. Then I remain corrected. Yes, I'm sorry.

You may proceed.

TOM SIENIEWICZ: Hugh, your question about changing the way we might conduct the hearing tonight, I was excited about the prospects of a new way of deliberating because it might give us a chance to speak as a group. It's because the group in public when everybody was lucid, both the public, the proponent, and ourselves, but that was at the cost of, I think, the tension that everybody's feeling in the room tonight which I think is not supporting good planning, and so I'm saying, you know, mid-hearing here I think it makes sense to say, okay, given the feeling I'm feeling in this room, that we

should change the way that we're conducting this hearing, hear from the public, again, everybody is lucid, rested, and we'll be disciplined about the way in which they contribute to the hearing according to your good guidance I think. So I'm just doing the math, it's going to be a late night for us once again and I suspect we'll be deliberating another time.

STEVEN COHEN: Mr. Chair, I think I would agree with my colleagues, but I would make a couple of requests or suggestions I guess about the process.

First, we frequently say Please don't repeat what somebody else has already said. When a point has been made, it doesn't make a difference whether we hear it two times or 20 times, the point has been made and we hear it and we weigh it on the merits, not by the

volume or the numbers. We want to be as respectful as we can, and we are respectful and attentive to the views. But I think when we hear that a speaker is repeating points already heard, I think perhaps under the circumstances tonight and perhaps every night, it would be in order to politely interrupt and say we've heard that point. Do you have anything new to contribute?

HUGH RUSSELL: There's also an option to get up and say, I agree with what's been said before, you know, without repeating it. Just....

STEVEN COHEN: Right. The other point I want to say, and I think that this is great, this memo that you put together of the appropriate criteria. It's great for us as members of the Board. And in fact, it's so great that going forward, I would actually

suggest or request if there's some way to do so, to post memos like this on the internet, on the web, so that residents who are interested in a project can be made aware beforehand of what our criteria are. And if they want to frame their comments based on the appropriate criteria, that would be great. And if they see that their comments do not fall within any of our jurisdictional authority and perhaps they can refrain from that. And as they speak tonight, once again, with all due respect, I think it would be appropriate for the Chair to interrupt and say that's not a matter that we have jurisdiction over and that might -- there may be some difficulty in doing that, we don't usually interrupt speakers, but if we want to get through this testimony as quickly and as efficiently as we can, so that we can

deliberate, I think that maybe that would be a helpful approach.

HUGH RUSSELL: I understand that Jeff Roberts is working on trying to create such a document.

STEVEN COHEN: That would be great.

HUGH RUSSELL: All right. Is there a list?

Okay, first speaker is Steve Kaiser.

JOHN HAWKINSON: Can you announce the second speaker?

UNIDENTIFIED AUDIENCE MEMBER: If you could say the second speaker so they can get out of their chairs.

HUGH RUSSELL: Jan Devereaux.

STEVE KAISER: My name is Steve Kaiser, 191 Hamilton Street.

A week ago before the Fresh Pond citizens had their meeting, seven o'clock, I

walked up the whole parkway system from Fresh Pond Parkway, Brattle Street -- actually, I was riding my bicycle but I spent a time walking through, all the way up to Route 2 and up to Mass. Ave. direction. Outbound, the entire parkway system was jammed, creep and beep all the way. No more room for anything. Worse than I've ever seen. So this is the problem we start with before any of this development goes on. So...we have the claim from the traffic consultant tonight was on the study where they didn't want to add capacity at Alewife. That's interesting, because the State Highway Department has a plan to widen Route 2 going out from Route 16 heading out towards Arlington. The plans are 100 percent done. Those plans are to increase capacity, but I think they're going to worsen safety. I think the Board should

know that.

I think what we need to do to get a quality traffic review here, because unfortunately we don't have traffic engineers on the Board. I don't think we've ever had. Is see whether we have a quality traffic report in front of us. And I'm frankly quite disappointed. There's a reference here that trying to make -- tonight, the goal of making better connections to transit. How does this apply to the New Street site? In order to get the transit, you have to be able to walk from this site down a sidewalk, hopefully, and get either to a bus on Concord Avenue or somehow get over to the T station. Those are the two routes you got to go. And the trouble is either direction you go on New Street, you run out of sidewalk. Pedestrians are walking in the street. And know even

neither the traffic consultant nor the developer has told you how many people are going to be doing that. I looked in their report and they had the numbers there. A total of 37 -- 34 percent of all daily trips will be walking on New Street either as pure pedestrians or as people going to transit. One-third of all the trips will be walking down New Street and part of that they're walking in the street.

So there was a reference to the goal of our review here to have no substantial impact on traffic. Having one-third of all of these people in their daily trips walking in the street on New Street, that would not have a substantial impact on traffic. Has anybody made that claim? Would anybody in their right mind make that claim? We have 93 housing units here. Over 90 parking spaces.

This is not transit-oriented development.

HUGH RUSSELL: Okay, your time's up, sir.

STEVE KAISER: It is not pedestrian-oriented development. So I'm very disappointed in the state of things, the state of this hearing, the state of the planning. I don't think we've demonstrated what needs to be done in order to grant a Special Permit.

Thank you.

HUGH RUSSELL: If you're applause means that you're not going to speak and you're just admitting you're agreeing, I'll allow it.

After Jan, Jay Hesselman (phonetic).

STEVEN COHEN: Mr. Chair, excuse me, just following up on the points that I said before, what Mr. Kaiser had to say was very

interesting and would be really appropriate for a planning charrette for a regional planning in this area. It really is not relevant to the legal criteria which we are bound to apply to this application. And if each person is going to talk about the issues in the area and the region, rather than the legal criteria than this project, we're going to be here a very long time and not really -- and the process --

HUGH RUSSELL: Steve, we'll just go on. I frankly do not cut off people except when their time is up. I ask them to cooperate and help us. If they choose not to help us and choose to delay us and prevent us from doing our work, I'm very unhappy about that, but -- so please, would you please go ahead and speak.

JAN DEVEREAUX: Yes, good evening.

My name is Jan Devereaux.

PAMELA WINTERS: Jan, there is a three-minute time limit, okay?

JAN DEVEREAUX: You see I have a lot of paper, I guess, so you're worried. I didn't bring my computer up to show slides.

PAMELA WINTERS: That's okay.

JAN DEVEREAUX: I'm really stunned tonight. And I'm stunned -- well, one thing humorously I suppose is you can say about New Street is that it draws a crowd. I think this room is full as you may know, the Tobin Alliance has managed to sell the Tobin cafeteria twice in the last two months principally because of New Street. The idea of putting 93 apartments on this particular site, which is maxing out the FAR for that particular site, has a lot of very frustrated and very unhappy residents. If you think

they're unhappy in this room, it's not because of the sewer construction in our neighborhood. That is not what brought people here on a Tuesday night, and it's not what killed the Tobin Cafeteria.

Yes, it's an inconvenience. That's short term. What you folks are doing with your narrow scope and your narrow definition of planning -- this is not planning. You might as well be attorneys. I'm not an attorney. I'm not an urban planner. I understand there's not an urban planner on the Planning Board. I understand there's actually not one currently on the staff of the CDD. There used to be one but that position is full. For the moment the city is planning in a vacuum. And that's not right because we residents are having to live with it. We live with it everyday and we're very

frustrated. And so I think if you continue to restrict our ability to comment on a very, very narrow set of criteria of your definition without explanation -- I mean you talk, you suggest giving us those criteria in advance, would it be several weeks in advance? Because we were asked to submit written comments a week in advance which we did last Tuesday. The developer, at the eleventh hour, shared the plan with you all. Councillor McGovern was kind enough to share it with me late in the afternoon so I could look at it. It's really not a level playing field and everyone in this room knows that and I think you know that, too.

I'd like to quote something that our mayor said at our last meeting. We have a video transcript of what he said. Um, this was after he saw a show of hands that said

that virtually everybody in the room agreed that there should be a moratorium. You're pushing us in that direction. That was not where we started our meeting at Tobin last week, but that's where you're very quickly pushing us, is toward a moratorium, because we cannot rely on you to do the right thing and to really plan. You're not -- you're looking at one project in a vacuum, in a void, and not taking into account of all of the other projects that are going on in the neighborhood. What we heard the mayor say was that there was (inaudible) on the Council in looking at the Fresh Pond/Alewife area as a priority. He also reflected on his involvement with that Concord/Alewife Planning Study that was done more than a decade ago. And here I'm quoting him, and I'd also like to say that with a projected

level of growth on that study has been surpassed. It was supposed to get to one level by 2024. It's already exceeded that now, mostly on residential not the balanced growth that you were talking about before. But to quote the mayor, he said: If you asked me at the time, and this was at the time of the Concord/Alewife Study, if I ever thought I'd see housing on New Street, I never thought we'd see housing on New Street. I thought it was a crazy, crazy idea. I never thought we'd see it. And now look what's happened. And you can project going forward that's what New Street is going to be. So I think what we're saying is that we want to look at it, and we are, and we're on the same page. That's the end of his quote.

So here we are all tonight hot and bothered and angry. Are we on the same page?

Our opposition to this project is well documented. We have over 140 signatures on an on-line petition that reflects our comments. This is not smart transit center design. This is a developer who bought a property to capitalize on the void of good planning and oversight to squeeze the maximum number of units onto two adjacent parcels.

PAMELA WINTERS: I think your time is up. Do you want to just conclude, please?

JAN DEVEREAUX: I would also like to say that we are not satisfied with the CDD's blase just sort of well, we'll wait until the rest of the street is eventually developed as residential or commercial or whatever in order to fix the rest of the sidewalks. You're gonna wait until someone gets killed on that street. I walk on it as often as possible, less often now because I never get

a chance to exercise anymore. But when I used to walk to my gym, I dodged cars, and it's only a matter of time and that will be your responsibility.

Thank you.

HUGH RUSSELL: Jay Hesselman. And after that Terry Drucker.

JAY HESSELMAN: Jay Hesselman, 160 Vassal Lane. Seems -- feels to me like an exercise in futility, but I often engage in those so.... But what I did want to talk about is two specific things that came up tonight contrary to my document.

The one would be, and there's been talk about the traffic study and so forth, and in the traffic study is a part that calculates the number of parking spaces that are required and that's based on the mix of units. If you have a one-bedroom unit, you

could expect maybe a half a parking spot is necessary. If you have a three-bedroom unit, you can expect maybe one-and-a-half or whatever the formula is, it's documented in the traffic study. We hear tonight that the mix of units has dramatically changed towards three-bedroom units which is probably a good thing, but I think it's incumbent upon you to get the information about how this affects parking. The park -- the traffic study should have been updated. It's not. You're not working with complete information. And I don't know what the change of unit mix, how that affects traffic either because that does mean more cars potentially. It sounds like it's almost impossible for any development in Cambridge to impact traffic, traffic based on the idea that it's a regional problem. It would be -- I would be very curious to know

is there some limit in terms of development in Cambridge that could actually impact traffic? Because there's another, what is it, 1200-unit thing coming along on Cambridge Park Drive. I suspect that's going to have no impact either. Anyway, that's part one.

Part two is referring to the planning study, you had asked CDD was there a study for this area? And I think you asked that question. So CDD produced a memo. It said: It's reasonable to view the 75 New Street proposal in the context of the 2006 Concord/Alewife Plan and should be used to guide the character of future development. So I only want to point out one thing because it came up tonight, and that has to do with the size of the unit. And we talked about combining this thing into one unit. This one unit will be the size of two football fields.

It will run the length of the shopping mall. It will run the length of Danehy Park. The guideline says: Break up large blocks into smaller blocks. A unit, something developed of that length and mass can't possibly comply with this from the planning document. I don't know whether that's embedded in the Ordinance or not, but it certainly doesn't show good faith in terms of the planning document, and it certainly won't show good faith in terms of any subsequent planning document. So we should get some guidance about whether planning documents have any teeth and whether they impact your decision making.

Thank you.

HUGH RUSSELL: Thank you.

Terry Drucker. And after Terry Drucker, Bill Forester.

TERRY DRUCKER: Good evening. I'm not going to read my -- or talk about my remarks. I think they're not really relevant anymore. But I just wanted to talk a little bit about New Street itself. I'm a big fan of New Street. I use it a lot. I live near it, and it's my escape hatch so I can avoid the rotaries. I use it almost everyday. And I'm just a little concerned about some of the plans to, even though I know they're very well intentioned about the sidewalks and whatnot, because I think the problem is we're thinking of New Street now. But what happens in 5 or 10 or 15 years? Let's try to look ahead a little bit. What happens if the shopping center gets expanded? What happens when that big quad off of Concord Avenue, that gets all built out? What happens if just the regional traffic expands? And I

guess what I'm saying is if the gridlock gets worse and worse, New Street is going to be an important road. And I just think it ought to be treated very carefully about the width of it and that sort of thing and I guess that's all I wanted to say.

Thank you.

THE STENOGRAPHER: Could you please spell your name?

TERRY DRUCKER: Terry Drucker,
D-r-u-c-k-e-r. Chilton Street.

HUGH RUSSELL: Okay. Next Bill Forester. And after that, Peggy Barnes Lenart.

BILL FORESTER: Bill Forester speaking opposed to the Special Permit. I live at 244 Lexington Ave., Cambridge, Massachusetts, and I also will disregard what I gave you.

What I'd like to talk to about is something new. Has anybody thought of the possibility of light rail going behind the building? I would, I would like to know if we build out the property to the very edge of their line, could you have a light rail in there if you had to some day connect Somerville to Newton? Because that's what the line there that exists now does. And I was also gonna ask you about the effect of shadows. If we're building a bicycle path/walkway that we want attractive, we don't want it looking like an industrial zone, and we put up a building that shadows the pathway, right now if you look at the building that exists, it's right up on the line almost. It throws a shadow on that bike path. And if you put a building even closer, it's gonna be the same. And do you want to

live in a place where you're looking out the window and people looking back at you? Or do you want to see some greenery? And the people using the path. I would imagine they would want something like the Arlington bike path. And we're eliminating that for a great part. This is gonna be a very important connection. It isn't now, but it's going to be, because it's gonna connect Somerville with the bike paths in Cambridge and Watertown and it's potentially one of our best assets in that area.

Thank you.

HUGH RUSSELL: Thank you.

Peggy, and after her, Langley Keyes.

Would you spell your name for the secretary?

PEGGY BARNES LENART: Well, I had brought -- oh, my name? Okay. It's Peggy,

and then it's two names, Barnes, B-a-r-n-e-s.
Lenart, L-e-n-a-r-t. I live at 115
Fayerweather Street.

Well, I'm not sure when we might be
able to ask the questions in response to what
we heard tonight. And the other piece is you
would like us to keep to questions you feel
you can legally address; is that correct?
Okay, all right. Well, I think what we're
seeing tonight is how intertwined that is.
What is legal with what is for the common
good and makes sense. So, I was gonna show
some photos, but I'll wait on that.

My comments are about two things:

One is I'm not a Zoning Ordinance
lawyer, but I think it does relate to the
Zoning here, the multi-family use in an
industrial zone, and it refers to Section 9
of Chapter 40A of the Mass. General Laws.

And I don't know if that applies in this case, but this particular Zoning Ordinance says that Special Permits may be granted for multi-family residential use and non-residentially zoned areas where the public good would be served, and after finding by the Special Permit granting authority, I believe yourselves, that such non-residentially zoned area would not be adversely affected by residential use, and that permitted uses in such a zone are not noxious to the multi-family use.

So I have done some recognizance over there, and I think what is coming up in this narrow strip of land that's being proposed to be filled to the limit is that the abutters who are there now, the commercial uses, one is Whole Foods Market, and it's very popular, very large market with very active loading

docks. The manager says that trucks load in between three p.m. and three a.m. in the morning. And the assistant associate manager said that it's 24/7. It's active 24/7. And indeed, I was there very late one night driving through and the trash compactor was working at two a.m., and there's a very loud HVAC. And if I was better at technology I would just plug it in here and give you all a taste of how all this is for someone who is going to be living within -- I think it's less than half of a football field from the action.

So I would say it would be noxious to the residents to have this noise and air pollution going on. And in fact, the residents of 87 Park, a few did comment on that. They said the noise in the middle of the night was a problem and they couldn't

open the windows.

PAMELA WINTERS: If you could wind up.

PEGGY BARNES LENART: Wrap it up?

PAMELA WINTERS: Yes, thanks.

PEGGY BARNES LENART: Wrap it up.

Next-door was an auto body shop and I was back there and the fumes were very strong I have to say. So bottom line is I think this is an area that mixing residential with what's there currently, especially Whole Foods, it's a very, very popular place, very, very large. That it will impact both and the management at Whole Foods was very concerned in fact. They said I think it would be crazy to try and put residents right here right up against the fence. They were very concerned. So --

PAMELA WINTERS: Thank you.

PEGGY BARNES LENART: Thank you.

HUGH RUSSELL: Langley Keyes. And after Langley, Stephen Birch (phonetic) it looks like.

LANGLEY KEYES: Good evening. My name is Langley, L-a-n-g-l-e-y Keyes, K-e-y-e-s. I live at 92 Chilton Street with my wife. I've lived there for 40 years plus. I've lived on Chilton Street for almost 50 which means I've lived there a long time. I'm a retired professor of city planning at MIT. I retired three years ago. I was there 40 years. That's context for saying that I know a little bit about these issues. And one of the things I do know is that you have set this thing up in such a way as to make it impossible for people to in fact have a dialogue. You one say we don't want to hear what you said last week, don't say it again.

You don't know whether the same people that were here last week who may or may not have heard it. You're the only one that is here. As Dave said, you're not prepared to tell us what it is you heard, period.

But more than that, you're not willing to say what it is that you might have heard that's off the table.

Furthermore, you don't have a list of criteria that you are prepared to hear, that you are prepared to share with anyone. Now put that all together and what kind of a dialogue do you have? You have the criteria. You know what people said last time that was relevant or not relevant. We don't know what people said, we don't know what you decided is relevant or not. And there isn't an opportunity to see it. It's a classic example of picking off these mega

developments one at a time. I've lived over there long enough, too long, that I want to see more of those square buildings go up. And they're gonna go up if this process continues the way it is. So, if you're not prepared to deal with the planning issues as opposed to the minute criteria off those individual permits that you're talking about, who is? And we ought to find out who they are because these projects are gonna keep rolling up to you and you're gonna keep approving them and it's gonna be impossible to consider the Alewife/Fresh Pond area, what all of us have loved and cared about for years and hope to for years to come.

Thank you.

HUGH RUSSELL: Steve Birch. And after Steve, Liz Marran.

STEPHEN BERCU: Stephen Bercu,

B-e-r-c-u 132 Fayerweather Street.

On the issue of your criteria, I'll attempt to confine my remarks to the criteria you stated. They are surprisingly narrow to me. This being a Planning Board, it seems to me that you all ought to look at either expanding your jurisdiction or there needs -- there needs to be a broader consideration of the region and of the neighborhood.

And it would be very helpful to see the criteria before the meeting so that one could comment directly on them. I believe to paraphrase, you mentioned one of the criteria is is this project consistent with the intended character of the neighborhood? It seems to me that that pulls in the issue of planning and what is the vision of this area? If the vision is to have generic, architecturally uninteresting clusters of

sort of blank buildings, like a discount Tyson's corner, then, yes, this is consistent with that. If the intention is to have a vibrant, forward-looking neighborhood that's somehow consistent with the rest of the city, than, no, I don't see how it's consistent with that. Specifically there ought to be more accommodation for mixed use, something to bring people to the ground level, whether it's retail or coffee shops or convenience stores or restaurants so that you can start to put in the cornerstones for a future neighborhood that can have some vitality there.

Second point I want to make is on the issue of bicycle friendliness. From what I've heard, you're taking a very myopic look at what is bicycle friendly, but it's similar to the walking issues. I bike down New

Street probably five times per week. It's a big cut through. It's very difficult, very dangerous on both ends. On the end of it where it feeds into the shopping center, there is basically a video game. You've got cars coming willy-nilly from every direction at all different angles. And it's very scary. I would not want to see any inexperienced riders or especially children attempt it. But that's where the desire line is to transit. So if that's not addressed, I don't see how this is transit friendly.

On the other end it's just as bad because you come to the circle and you've got a bad -- you've got people sweeping around, coming from Concord Ave. to use the cut-through. If a blind intersection is blocked by the Suzio (phonetic) retail store and you, you've got to be really alert or you

can have a car just blind siding you. And the intersection with the Garden Street extension is also a problem out of there, because you've got people not look to the right trying to get through into the circle and it's just, it's also a really bad bike -- so I hear the developer addressing sidewalk concerns and trying to make some accommodation for that, but I didn't hear anything about trying to make it safer to bike along New Street.

Thank you.

HUGH RUSSELL: Thank you.

TOM SIENIEWICZ: Hugh, just because a speaker after speaker seems to be citing your criteria, I just in your defense they're not your criteria. They are criteria that are in the Ordinance, right, which are in the advertisement of the appeal, it cites the

specific sections of your Ordinance and Mark McGovern's Ordinance and all the other City Councillors' Ordinance. It's on the website. The criteria is spelled out there. That's the Ordinance we're working under. It's not Hugh's Ordinance. We're not hiding it. It's publicly out there, and the City Council votes and forms it. So that's the criteria we're bound on as much as we'd like to expand --

UNIDENTIFIED AUDIENCE MEMBER: I don't know what your criteria is.

TOM SIENIEWICZ: It's a Special Permit criteria that's cited here.

UNIDENTIFIED AUDIENCE MEMBER: The Article 10.43 of the Zoning mandates the Special Permit and the public interest and how you're supposed to save the public interest. And I think the comments tonight

are going towards that.

TOM SIENIEWICZ: Exactly.

UNIDENTIFIED AUDIENCE MEMBER: And 43 is something really important. I don't see how here anybody is going to again stand 43 which is public interest. You're supposed to defend the public interest -- (inaudible) -- the criteria for denying the Special Permit.

TOM SIENIEWICZ: So I'm not debating, I'm not debating whether -- we are of course looking after the public interest as is defined by the Ordinance.

STEVEN COHEN: Whose interest do you think we're looking after? Do you think we're getting paid off? What is it that you're saying?

AHMED NUR: I'm sorry, Hugh, may we proceed, please? We've got a long night

ahead of us.

ELIZABETH MARRAN: My name is Elizabeth Marran, M-a-r-r-a-n and I live on 44 Alpine Street. I believe, Tom, I met you many years ago when I applied for a Variance to my home on 44 Alpine Street. I loved my neighborhood and we've raised a family there. And I'm here tonight because I -- and this may have been discussed last week, or, or maybe other times, but this is what I know and this is what I want to ask you with respect to your comment about public interest. What I think I understand is that once all these properties were commercially zoned, some, some day the Board or some people changed -- because of the housing needs in Cambridge, changed commercial to residential. At that point you took a very large series of parcels of land and you made

a huge, huge change in their future. But what you didn't do, and this is where the public interest comes in, you did not come up with a master plan for that particular decision that would address that decision. We have radically changed the Zoning of this whole, I don't know how many square miles it is, and we should have a look at this, at the consequences of this. Because if we piecemeal these parcels of land, lord knows what will develop. And what we have tonight is that very issue. And when we -- we are not accusing you of any criminal action. We're not accusing you of whatever it is when someone passes money under the table so that they can have their development project. But it is a bit mind boggling to wonder why are you giving everything away?

So that's the big picture that I have.

And I mean it in the most sincere way, because I love my city. But I also just have a very simple question now about T accessibility because I'm confused. If I live at New Street and I want to get to the T, I will turn left out of the building, walk down, walk north to the end of New Street where I will see the movie theatre.

PAMELA WINTERS: Right.

ELIZABETH MARRAN: I will then walk diagonally or sort of hook around so that I can get to the Alewife Brook Parkway. And the way I will do that is to go in between the parking lot. There's no passageway that's safe to get from New Street to the Alewife T. I literally have to -- one gentleman described it as a video game. How do I get safely? I'm a 14-year-old kid. I'm a mother with a baby carriage. How do I

safely get to the T? I don't know. That seems like -- sidewalks sure, but how do I traverse that area?

PAMELA WINTERS: I think your three minutes are up?

ELIZABETH MARRAN: Thank you.

PAMELA WINTERS: Did you want to conclude?

ELIZABETH MARRAN: Well, I will say just one more point which is that it's not really -- I -- these gentlemen made a very nice presentation that would make you think that all of the people on New Street are very pleased with their apartments, but if you go on to Yelp, you will see some complaints; noise, poor maintenance, poor management, inability to address hot water needs, and so forth. So you can go on Yelp and do that, but that's just in response to what these

people have otherwise given you a different impression.

PAMELA WINTERS: Thank you.

HUGH RUSSELL: Next speaker is Claudia....

CLAUDIA MAJETICH: That's me. Nobody can pronounce that name.

HUGH RUSSELL: I'm having trouble reading it. And after Claudia, Andrea Wilder.

CLAUDIA MAJETICH: Hi, my name is Claudia Majetich, M-a-j-e-t-i-c-h. I live at 329 Concord Ave. and have for the past eight years. And I, like many of the other residents in response to your requests, are trying to on the fly change my comments. And if I heard this correctly -- so one of the things I wanted to talk about was a pedestrian friendly, because I think you guys

said that was one of your criteria that was doing. And so I'd like to paint a picture of what New Street would look like if it were pedestrian friendly. So the city's offered to put in some wider streets and these folks are going to put in some trees. Imagine it had a whole nice set of sidewalks that people are walking down, what would be there? I think it would be great if there were some businesses there, there were some apartments there, there were lots of people walking around doing things, enjoying everything that they, that they want to enjoy when they're taking a walk down the street. You want something that's lively and interesting and see what's going on. And I think that means that the buildings need to be resigned -- redesigned to have ground floor retail. Long term what do you want there? You want a

pedestrian-friendly environment. So why build this gigantic building now that you know is not gonna meet your criteria long term? Similarly bicycle friendly. I'll just say very quickly we have a two-family house, we have two young women who are our tenants, and they had a really nice brunch the other day that I wish I had been invited to because it smelled really good. We had five or six bikes just in our little two-family backyard. Ten spots just ain't bicycle friendly if that's what you're gonna have for visitor bicycle spaces. Where you gonna put that? Which leads me to my larger question is if you've got 93 units, where are you gonna put the cars? Okay, maybe during peak hours it's 20, it's 20 extra trips, which in my opinion, the area can't absorb, but what about the rest of the time? I mean, how are people

going to get from New Street over to Trader Joe's to do their shopping? You can't walk there. You can't. You have to take a car. And what's happening is that there's going to be -- okay, I think that the traffic study, I don't understand it. I'm being told that there's 20 peak hour trips which is three percent and so it doesn't really matter. But what about non-peak? If there's families, parents are going to be taking kids to and from soccer games and baseball games. I know, I did it. So I think that the traffic study doesn't tell me what's gonna happen the rest of the time and it's incomplete and it doesn't give me, nor in my opinion, give you enough information that you need.

And lastly, I think that the issue of parking is a big deal. There's a lot more cars being parked. And when I walk through

there, I think Bay State Road and New Street is really one kind of continuous road. I nearly got killed on Bay State Road and I'm not saying that lightly. I looked to see if there was a car coming down Bay State Road because I was going around to open the door to get into my car, and I turned into the oncoming traffic, there was a car right there. Me and that lady in the car were shaking. She nearly hit me. It is being used as a thoroughfare. People are going really, really, really fast and it's very dangerous. And there's gonna be a lot more cars parking -- let me just make one point.

PAMELA WINTERS: Okay.

CLAUDIA MAJETICH: There's going to be a lot more cars parked on that street. Friends and family are going to be parking. There's no places to put them. The

businesses on Bay State Road post signs saying, if there's not enough space in front of us, go down the block and park in Danehy Park. I've seen it. Go down there and look at it. There are too many cars for that neighborhood.

HUGH RUSSELL: Thank you.

Andrea, and after Andrea, Doug Brown.

ANDREA WILDER: Andrea Wilder at 12 Arlington Street. I have an awful lot of drawings on what I thought I was going to say, but I do have some really specific -- I have a couple of really specific questions because I don't know quite understand what's going to happen here on New Street.

First of all, I spent a lot of time this afternoon with a yardstick going up and down Mass. Ave. and going up and down my street measuring -- what do you call them?

The box, the tree wells. Okay. And they are from about three feet, four feet to three feet, six feet. Now if you have a tree well in a sidewalk, there is a requirement, I think it's a federal requirement maybe, but to have a property line from here to the edge of the tree well or whatever it is, that's maybe four feet? I can't, I really can't remember exactly what it is. Now, still on the tree wells, a couple of years ago when I was concerned about street trees, I still am, I called up the tree warden in Concord. He said oh, yes, we call those tree coffins. So Concord tries not to have them, but they've got more land out there than we have so we do try to have them and maintain them in the city. So what I would really like to have if possible here, and I haven't seen a drawing of it yet, is a cross section of New Street

with sidewalk, plus tree well. The minimum tree well is three feet by three feet.

There's one on my street which is three-by-six. Okay. So you have sidewalk, plus tree well, plus road, and cars. Where do they get parked? Okay. Then you have to add two-way traffic; traffic this way and traffic this way. If I go to shop at Whole Foods, I need to get back, that's how I get back. Or if there are cars who want to avoid the rotaries, they're going to kind of do the zoom around and come down New Street. So there's always back and forth two-way traffic. So I really care about those street trees. You know, I really love the idea of kind of an alley of trees. I don't know if Cambridge is really up to maintaining them, however, and I'm sorry, I'm really sorry about that because a lot of residents

maintain them themselves. I dug and planted a street tree outside my house and it was, it took most of one day. And it was 30 feet, kind of digging through something like clay, which it was of course, and tossing it out and putting in compost. So if you really want street trees and you really want an alley, you've got to have enough room in the sidewalk and you've got to have enough maintenance so that the darn trees survive.

I think that's all I wanted to say except I really would like to have the cross section of New Street with sidewalk, tree well, cars, moving cars, cars, sidewalk on the other side.

Thanks a lot.

HUGH RUSSELL: Thank you.

Doug Brown. And after Doug, Bob Simhah (phonetic).

DOUG BROWN: Doug Brown, 35 Standish Street. I want to start by reading a headline from today's Globe: Cambridge Leads the Way in regional Housing Boom. Real Estate Frenzy May Be Harbinger of Things to Come. Mark Hickey was quoted in that article as saying: Cambridge is "a kind of a canary in the coal mine." So tonight I'd like to explore a little bit of what kind of an experiment that we're experiencing right now. The Board asked for additional information on traffic at its last meeting. Since none was supplied in writing, I'd like to offer my own analysis of their prior study. And the first thing I noticed was that though their calculations are wonderful, they failed to include 11 projects that have been completed or under construction or have been permitted since that study has been published. Okay?

Those include 355 Fresh Pond Parkway, a large retail location; 180R Cambridge Park Drive, which has close to 400 additional units; and the high tech auto body and Basha Cafe we talked about earlier which has been inquired about at CDD. Okay? In total those 11 projects not in the plan in their study amount to 1100 additional units. Okay?

Now that we're clear about some of the projects in the area, I'd like to directly answer a question that Steven Winter previously asked at the last meeting. His quote was: I'd like to know a little bit more about the numbers of new units that are forthcoming or permitted but not yet built into the area we're focusing on.

So first off did Mr. Rafferty answer that question for you? I don't know, I guess I'll ask Mr. Winter.

STEVEN WINTER: I have no comment.

DOUG BROWN: Okay. No comment.

Okay.

Did CDD answer that question for you?

HUGH RUSSELL: These are rhetorical questions?

DOUG BROWN: A bit because I'm now going to answer the question. Okay? In fact, okay, those 11 projects which are 1.1 million square feet are not the only projects that are likely to be developed in the next five years. Okay? To give you a little more context I'll answer your question. Okay. So we went through and we did a parcel by parcel inventory of the area. 233 parcels, okay. And what we found was as follows:

That unlike the Concord/Alewife plan of 2006 that called for 7.2 million square feet, we're on track for 11 million square feet by

2019, five years before the proposal deed the plan expires. Keep in mind that the courthouse is 460,000 square feet. So we're talking about 20 additional courthouses in our neighborhood. Okay?

Even worse, when we look at -- we drill down into those numbers, we find that 98 percent of the space, the square footage being built is purely residential. No commercial space, no retail, no open space, no public amenity. Only residential. Okay. And as we look ahead, there's actually three million more square feet lined up that I'm not including in my numbers. Okay? And that's 2500 more units on top of the 2500 that we're experiencing right now. So if you're worried about this, think about this for the next five years, because we'll keep coming back.

Just in the last three years, \$150 million in real estate has changed hands in the quadrangle alone. Okay. You might want to think about that. Okay?

There are 100 parcels in the quadrangle. That \$150 million is five sales. There's a lot to come.

PAMELA WINTERS: Sir.

DOUG BROWN: So, anyway, why go into the numbers? My goal here is to try overall urban context that's missing when we need to talk about one particular project. Okay? In the context of this development, yes, it meets all the criteria, but I'd also highlight that this project is indicative, is representative of everything that we see throughout the area: It's big, it's not transit oriented, it's not pedestrian friendly, it's not mixed use, it has no

public amenities, and it has no open space provided to the public.

PAMELA WINTERS: Are you almost through, sir?

DOUG BROWN: I am.

To conclude, the Fresh Pond community is working hard to address these issues and we're engaged right now in a block to block fight. And in that context New Street is merely the current project, the current poster child. Of course a master plan would help, but ultimately it's developers and the Planning Board that need to work harder, too. Until the developers propose projects that meet the goals laid out in the plans we already have, until the Planning Board pushes them to do better, and until the city understands that it's actually in its best interest to work more transparently we're

gonna continue to get more of the same.

So I thank you for your time and attention to this matter.

HUGH RUSSELL: Bob Simhah.

UNIDENTIFIED AUDIENCE MEMBER: Bob had to leave.

HUGH RUSSELL: Thank you.

Gregory Rochlin.

GREGORY ROCHLIN: I'm Gregory Rochlin R-o-c-h-l-i-n. I live at 22 Hutchinson Street. And I've lived there for 40 years and lived in Cambridge for 70. I've been listening to sort of what the Planning Board has been saying and I think what's being lost track of here is what is really supposed to be going on here, which is the Planning Board is supposed to be protecting the public interest and I don't see that happening in that the -- if it was just a

matter of a series of criteria which the developer, architects, and the planners had to meet, then basically this could be done with a computer almost. Just as soon as you meet the criteria, we'll build the building, but the reason the Planning Board is that the decision eventually has to be subjective. These members have to listen to all of the criteria that goes forth, all the arguments, and they have to make a decision, and that decision is partially going to be based on the facts and partially going to be subjective. And I don't think you can avoid that. And until we admit that that's what has to happen here, I don't think this is outcome looks very dubious. And that's what I have to say.

HUGH RUSSELL: There are seven people who indicated that they did not wish

to speak. I'm going to read all your names and if you change -- have changed your mind, would you raise your hand.

Anna Lodges (phonetic), Bethany Stephens (phonetic), Ellen Baker, Wendy Zins (phonetic), Howard Saksener (phonetic), Joan Blackette (phonetic), Avery Reamer (phonetic), and Nancy Keyes. Do any of you wish to change your mind and speak now?

UNIDENTIFIED AUDIENCE MEMBER: No, but I do.

HUGH RUSSELL: There are several more sheets. I just want to get to the end of this sheet and I don't want to deny anybody who may not understand what "Yes" and "No" in our columns mean.

Next is Carolyn Shipley, and after that Shelly Ryman (phonetic). Both of those are also in the "No" category.

UNIDENTIFIED AUDIENCE MEMBER: And they've left.

HUGH RUSSELL: Okay. Then Ilan Levy, and after him Dennis Carlone.

ILAN LEVY: Ilan Levy, 148 Spring Street in East Cambridge. I-l-a-n L-e-v-y. So I'm going to be content to read Article 10.43 criteria: Special Permit will normally be granted where a specific provision of this Ordinance are met except when particulars of their location or use, not generally true of the district, who have the use permitted in it, would cause granting such permit to be a detriment to the public interest because it appears that the requirement of this Ordinance cannot be met or an extra condition. So it's only one of those that has to be met.

Traffic generated or pattern of access

or egress would cause congestion, hazard, or substantial changes in established neighborhood character. Or that's No. C I'm going to.

The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use. Or that nuisance or hazard would be created to the detriment of the health, safety, or welfare of the occupant of the proposed use or the citizens of Cambridge.

This is where I come in. I'm a citizen of Cambridge. Or, for the other reasons -- for other reason the proposed use would impair the integrity of the district or adjoining district or otherwise derogate from the intent and purpose of this Ordinance. And the new use or building construction is

in constant or inconsistent with urban design objectives set forth in Article 19.30.

And I would like to speak in particular to the argument to the criteria D, nuisance or hazard would be created to the detriment of health, safety, or welfare of the occupant of the proposed use or citizens of Cambridge.

The access of the park at Danehy Park are used by the kids of Cambridge every weekend for sports activities and, therefore, we put in jeopardy without the proper infrastructure these kids during these periods, and I think that the problem is not really the development, it's the way the infrastructure is set up now which it doesn't allow for the development of this kind at this time. If the city were to improve the infrastructure, maybe we can start thinking about this building.

So that's one of the thing. I think that tonight many issues had been cited to the idea of nuisance or hazard that would be created to the detriment of the health, safety, or welfare of the occupant of the proposed building or citizens of the city. So I rest on that one and let everybody else keep on doing the arguments for all the other points in this 10.43 part of this Zoning Ordinance.

Thank you.

HUGH RUSSELL: Thank you.

After Dennis, Patrick Barton.

COUNCILLOR DENNIS CARLONE: Hi.

Dennis Carlone, 9 Washington Avenue.

Bob Simhah, as I mentioned, had to leave and we chatted a little bit so these comments are a combination. But Bob's principal comment, which I totally agree

with, is we're making a decision about a street that isn't designed and will be at best, it sounds like, phased in. Now, DPW did meet with Community Development. We know there's an effort going on and it just seems to me that -- and I'm speaking as a Councillor here, the city has to move on New Street. And if it means taking parking spaces from commercial properties, public safety is at hand here and there's no question that that's essential.

The other comment that I thought struck home, and then I'm going to talk about the subject focus of tonight, the building, is there's likely not to be parking on the street given the width and the goal of having safe bicycle access for kids going to the park. Is there sufficient visitor parking at the building? Can service be handled at the

building, moving trucks and whatever? And I think that's an issue that hasn't been discussed as far as I know. I'm a little depressed tonight because nobody's happy in this room and the system of the Ordinance versus bigger planning issues really are hitting each other strongly and maybe that means that the Ordinance and issues within the Ordinance do have to be modified, but that's the purpose of the master plan discussion. So at least that will be happening.

I have to say in all honesty that the building has been improved, and I have to say that because we met with some of the development team and we talked about issues and they've made improvements. Nevertheless, and I think this is something that could be -- was involved in East Cambridge in the

design review and perhaps is in future design review, the notion of using the thinnest materials imaginable where the finish is largely based on paint scares the heck out of me. In a single house, all right, you have a strange house and it has a strange color on a block, but when a building is 450 feet long and Jim Payette is not in charge of it in the future, ten years down the track, and maybe the owners aren't in charge, what does that building become? Now maybe it's a condo eventually and the colors will be integrated. But there's something about materials that have a depth and -- or more than three-quarters of an inch deep and have some richness to them, inherent richness, which isn't painted on. I think that's a bigger issue. I think the way the materials have been handled here, I have to give the

development team more credit than has been focussed on, but there is a real issue there in the city how much concrete clapboard do we really want? Is that the new Cambridge? And my answer to that is no, it's not and shouldn't be.

The notion of the roof terrace was brought up. I think everybody in this room, although they didn't focus on it, would say absolutely, it adds to the interest of the building. And architecturally I'm a nut about silhouettes, and given that people are going to be in the park and seeing that, I think that is key and I hope in some way you can say you view that even though it might require a Variance. Is that allowed through the Special Permit? I don't know. But if not, I hope you will support it.

But the other issue is, and I think it

was pretty well handled here, is the notion of modular grid buildings where everything is rectilinear on a street that actually curves. And on a 450-foot building one would hope that at least the end pavilions of the building would be parallel to the curb. Now here it's relatively minor, but on other sites it won't be. And I think that's something to think about. How do buildings relate to the street line? So this isn't a suburban location, it's an urban location.

And finally I was very happy that DPW and Community Development saw the efforts on redesigning the street to get street trees. On Mass. Ave. we've worked with the city to change the requirement -- not the requirements, the standards for planting and greatly increasing healthy soil six times more than is normally done on new trees that

will be going in. And to me this street is absolutely critical leading to a public way, a public park, and I hope those same standards with DPW knows them intimately will be worked on.

So in the end as other people have said, the conflict is between big planning issues and this site, and this site and to many people represents the big planning issues.

On the other hand, the project has gone, and I hardly know the people here, but the project has improved quite a bit. And if only the first project had done that. Which by the way, the first project had asphalt sidewalks which I understand is illegal in the city and somehow that stayed for however many years it's been. So we've all missed there. So I encourage the Board to think

beyond the building at least in the sense of what we can learn from this and apply it to future modified Zoning that looks at materials that are more timeless and do not rely on a current paint job for a building that's as big as these are. And I think the whole notion of a public way is what the Planning Board is about. What is the perception from the public domain? And I think we as a city, and I'm including the Council as well as yourselves, needs to look at New Street or a street in the quadrangle that's changing, and we have to look at the big picture. And if it means using special bonding, so be it. But it's immoral to leave an unsafe street where children will be.

Thank you.

HUGH RUSSELL: Thank you.

So there are about six or eight more

speakers, but we need to take a functional break. So Patrick I'll ask you to wait five minutes.

(A short recess was taken.)

HUGH RUSSELL: Okay, I have to find the list Patrick Barton.

PATRICK BARTON: Patrick Barton, 130 Appleton Street. B-a-r-t-o-n. I've lived in that general vicinity a long time before there was an Alewife Station, before there was an Alewife Station, before there was a Danehy Park, before there was a Tobin School. I've kind of seen the city generally taken over by automobiles. I'm going to beg the indulgence of the room, I'm feeling a bit emotional because recently a former, a close family friend and former resident of Cambridge, I saw her for the first time since she buried her son. Her son was a pedestrian

who was killed in a crosswalk, it was about five weeks away from graduating college. I don't want to ever see someone killed on New Street as a pedestrian or a bicyclist. It is one of the principal public ways to access Danehy Park for pedestrians, bicycles, and for cars, because that's where a parking lot is accessed there.

Unfortunately I witnessed too often, like this week, that you see cars using the bike path and pedestrian path in front of the Sunoco and the Dunkin' Donuts on Concord Avenue to achieve, you know, the cut in line or whatever it is and other maneuvers like that. So we can imagine that on New Street we would see people making illegal U-turns and jumping the curb with their car to get to where it is they want to go. So I have to say I'm very impressed with the bike lanes

and sidewalks presented here tonight. But unfortunately we're living in a Cambridge in which, you know, bollards or something need to be considered to be installed to protect the people who use the sidewalks. Because as I say, I see it much too often that people just will use their car and jump the curb to do what it is that they want -- to get to where they want to get to. We have had a fatality on Alewife Brook Parkway in the area and another one at the corner of Fresh Pond Parkway and Huron Avenue. I do think the site is a worthy site to consider putting in housing. I'm just not yet persuaded that by tonight's proposal that the public will be so well served and the public will be -- all those users going in and out of the park, as well as the shopping center and the cinema, are going to be protected as well as they

should be.

Thank you.

HUGH RUSSELL: Thank you.

Elizabeth from 44 Alpine Street.

ELIZABETH MARRAN: I spoke already.

HUGH RUSSELL: Okay.

Jonathan King. And after Jonathan, Nancy Ryan who is a close neighbor of Jonathan King's as it happens.

JONATHAN KING: Nancy, where are you? Why don't you go first.

NANCY RYAN: Go ahead.

JONATHAN KING: Good evening, members of the Planning Board. I wasn't going to speak. I was going to respect the point about what we had presented had already been received but listening very carefully and taking notes on the traffic discussion, it was very clear that what had been

presented had not been assimilated. So on the discussion about traffic, as the gentleman before me just said, a key feature of New Street is that it's the major entrance into Danehy Park. Young people, their families coming by car, coming on scooter, coming on bicycle, coming on foot, right, perhaps some of you should visit Danehy Park either on a Saturday morning or on any afternoon where all of the high schools; the public high school, the Catholic high school, the charter high school has girls' and boys' teams using every field there, right? So the assessment of traffic that was presented, it was like when we were at a Central Square meeting, the city had a fancy traffic expert who said there was no problem in Central Square with their model. If you look out the window, the traffic was stopped. Their model

had no pedestrians and no bicyclists. So this discussion of the Planning Board where you're talking about the number of car trips only in terms of the Fresh Pond Parkway intersection is bizarre. It's like doing a study of the side effects of drugs and counting heart attacks and when someone says well, the 20 people died of strokes, yeah, but we're only counting heart attacks. Right? Totally inadequate and incomplete assessment.

And secondly, I'd be very interested on the claim on the scientific or the basis of the claim that a small increase in density doesn't have a big effect on traffic. When traffic is already congested, already stopped as Steve Kaiser mentioned, a very, very small additional number of cars or trucks or bicycles where they could have an

extraordinarily large effect well known in the area of the airport, congestion and highway congestion. So I don't know what's going on with this traffic, but the discussion we've heard by the Board does not reflect the reality that everybody in this room and everybody who uses the parking on New Street knows is the facts. So I think you gotta get -- you gotta ask the proponents to go back and do a traffic study that counts the kids going into and out of the park and ask the city to assess it on the basis of those, you know, hundreds and hundreds and hundreds of the most vulnerable among us.

Thank you.

HUGH RUSSELL: Thank you.

And after Nancy there's a trick here, Tom Klein. So, Nancy, please go ahead.

NANCY RYAN: Nancy Ryan, 4 Ashburton

Place in Cambridge. I live in Central Square but I use New Street to get to Danehy Park and to get to the theatre and other stores in the mall. I want to speak -- I'm part of the Cambridge Residents Alliance and part of our work is to get residents involved in the quality of life of our city. So I wanted to speak to a couple of things.

One is to the Chair, if you had -- have a memo of criteria that you wished people would be paying attention to, it would have been wonderful if everybody here had seen that so that we could actually see what you're seeing.

The other thing is I heard Jan speak to the fact that although the residents were required to get their comments in to the Planning Board a week earlier, the developer submits his new proposals at when -- on

Monday afternoon. So this is --

ATTORNEY JAMES RAFFERTY: No, a week before.

NANCY RYAN: Well, I heard that --

ATTORNEY JAMES RAFFERTY: Well, she said that, but that's not true.

UNIDENTIFIED AUDIENCE MEMBER: They were not posted on-line as of this morning.

NANCY RYAN: Well --

UNIDENTIFIED AUDIENCE MEMBER: If it was not posted on-line, I would e-mail --

ATTORNEY JAMES RAFFERTY: But that doesn't mean that we didn't --

HUGH RUSSELL: Excuse me. Can we let Nancy speak.

UNIDENTIFIED AUDIENCE MEMBER: Where do you find them?

NANCY RYAN: Right. And is there -- is this process really an open, transparent,

authentically, and mutually engaging process? And from the residents' point of view it isn't. And is Community Development and DPW meeting on Friday to kind of smooth out some of the streetscape so that this becomes more attractive? We need to know these things ahead of time.

So I've been reading the Zoning Ordinance and this is not my favorite activity, but in 19.25.2 urban design findings, the Planning Board shall grant a Special Permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. And we know, you articulated some of those. But in making that determination, the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed

for specific areas of the city, and shall apply the standard herein contained in a reasonable manner, etcetera.

And so, reasonable persons think that that means, for instance, the Concord/Alewife study, and that there's a lot of beautiful lovely language in there about, I'm so tired of the word vibrant, but that that area shall be vibrant. And what we're seeing in this proposal is definitely the opposite of vibrancy. So we want you to take us seriously as reasonable people and we want to create an atmosphere in which the developers, the city planners, the Board, and the Community Development Department, and the residents of the city are all operating on the same standards with the same materials so that we can all participate as reasonable people. That's why you're hearing a lot of

the agitation that you're hearing tonight. And I'd like going forward to change that. But meanwhile, I sincerely hope that this project does not get a go ahead tonight.

Thanks.

HUGH RUSSELL: Thank you.

Tom Klein, and after Tom, Allison Field-Juma.

TOM KLEIN: So I'm Tom Klein, K-l-e-i-n 179 Appleton Street. Members of the Planning Board, planning is a wonderful thing if there's some real thought that goes into it and a lot of communication. I think in the City of Cambridge and our city here, we've seen a great example of how well that can work with the water separation project which is a huge and disruptive project and yet there's been an enormous amount of communication. A lot of seeking of public

input. Everybody knew what was going to happen beforehand. Everybody knew what the outcome was going to be when it was done, and considering what a logistical nightmare it's been, I find it's impressive at how the public has generally supported it and certainly put up with all of the disruptive elements. I personally have been very dismayed in listening to the workings of the Planning Board that you folks frankly seem to define your mission so very narrowly as to being the issuance of Special Permits to business interests, that have plans, big plans that will impact everybody as long as there's not a significant negative influence on, I'm afraid the terminology that you used is -- slips my mind right now. And furthermore, that in evaluating the potential negative effects of these big proposals, that

you look at each one on a standalone basis and conveniently disregard the fact that there's a row going out the hallway and down the stairs of people coming in with their own very similar projects, each of whom has a three percent negative impact, a 10 percent negative impact, a 15 percent negative impact, but each one is going to be reviewed on a standalone basis. And frankly, it would be as if the EPA were looking at one guy dumping a bucket of chemicals in the Charles River and saying well, one bucket? How bad can one bucket be? And ignoring the fact that there are 15 guys with a bucket of chemicals also waiting in line to dump that stuff into the river. So, I personally, and I suspect a lot of the people here tonight, really do question are you folks acting to protect our interest? As citizens of

Cambridge, many, many decades of citizenship in Cambridge, are you really looking at our interest as your primary focus? And frankly, I think the sense is well, we don't feel that way. And the meetings that have been put together from a grassroots level at the school, at the Vassa Lane school have been generating crowds, crowds of hundreds of people, and those groups have been getting big and bigger. And the City Council, which at first wasn't very strongly behind the idea of a master plan is starting to realize that there's a ground swell here that's probably a little bit too big for elected officials to ignore. And so it's gonna happen.

So the question is now is the Planning Board gonna be perceived as, I'm sorry to say, a rubber stamp operation that is going to -- is going to be, you know, punching

these things through --

HUGH RUSSELL: Excuse me, sir, I think you're really out of order. You're not discussing the project. You're casting dispersions on this Board, and, in fact, you're preventing us from doing our job.

TOM KLEIN: Well, then let me, let me --

PAMELA WINTERS: And your time is up, sir.

TOM KLEIN: Okay.

For this project alone I would ask you not to look at the three percent differences that have been proposed but to look at it as symptomatic of many projects that you have had before you and are coming towards us.

Thank you.

HUGH RUSSELL: After Allison, Beverly Evans maybe? Allison?

ALLISON FIELD-JUMA: Yes, thank you. My name Allison Field-Juma. I live at 363 Concord Avenue. I've lived at Fresh Pond area most of my life.

THE STENOGRAPHER: Please spell your name for the record.

ALLISON FIELD-JUMA: F-i-e-l-d -
J-u-m-a.

I participated in the 2004/2005 Alewife Concord study several years ago. It was, I thought, a very -- quite a good process. A lot of very good discussions, and I was pretty dismayed to see that some of the really important points that were put out have been disregarded in this particular case. One of the things that I thought was really important, and there was a lot of support for in the groups there, was that the whole Fresh Pond Mall should not be

considered to be a strip mall forever with an immense parking lot. That we hope that one day it will be more like a mall that people can actually enjoy and walk through and that kind of thing. And one --

HUGH RUSSELL: Absolutely.

ALLISON FIELD-JUMA: One of the key elements of that was that it be connected to Danehy Park. So what these buildings do is create a huge wall that can never be breached between the shopping center and Danehy Park. That also -- if there ever gets to be a bike way through there, again, to be able to have some way to move between those two blocks of land is really important. So what I would suggest, and I'm not actually suggesting it, this was a specific thing discussed in that -- in those planning sessions, is that that property have a public way between

those, what is now going to be -- between those two buildings so that people can go through, so that when the Fresh Pond Mall is redeveloped, that you can actually get to Danehy Park and you can see Danehy Park. It's a tremendous asset, and yet if it's blocked off by this wall, it's basically lost.

So that is one point.

Another point I just want to raise is that if you look at flooding maps, this is in a floodplain. If you look at the climate or adaptation maps, it is deep under water. And I think, I hope that the planners and the owners of these buildings are going to be thinking about that. Because whoever is stuck owning those buildings, may have a little bit of a problem in the future.

The last bit was that I just was -- I

really, I do see some real improvements in some of the plans that have been presented about the sidewalks and making this space. But I was a little alarmed to hear that the idea of making the sidewalks larger, putting in trees, having parking, moving the road where it sounded like our public parkland is going to be given to the developer instead of having those sidewalks being developed on their side of the street. And I may not have understood that correctly, but I think it's an important thing that if there's going to be more space made for the public to move on sidewalks and have trees and those kinds of things, that should be developed on the site that's owned by the developer and not taken out of public parkland.

Thank you very much.

HUGH RUSSELL: Thank you.

All right, I will comment that I agree with your comment about the connection. In fact, I brought it up at the last time that we had a chance to speak several months ago, and I still believe there should be a connection in between the buildings.

Okay, you were Allison. So does Beverly Evans wish to speak? Yes. And after Beverly, Paul Stone.

BEVERLY EVANS: Hi. My name is Beverly Evans and I live at 116 Coolidge Hill.

I'VE not been to any of these meetings. I've read the website information. I read the Cambridge Chronicle and whatever I could get my hands on. I have to say I drive very carefully in Cambridge now. Living on Coolidge Hill I can't hardly even get up to Whole Foods or get, you know, I hit Fresh

Pond and forget it, it's usually jammed up unless you go maybe two or three in the afternoon might be okay.

And so and it's very difficult to get the Whole Foods in the mall. It's also impossible to get over to Trader Joe's now. And I was shocked when I went along Concord Avenue and saw what was going on there a couple months ago. But at any rate, I wanted to make that point. And the other day I was decided to go in New Street and I could hardly get through there. There were cars totally full, all parked along the edge of New Street. And so it's a real problem. And it's bad down on Mount Auburn, too, but we're not talking about that now. But I did have my closest friend, who lived across the street, was instantly killed. Two years ago in November, she pressed the walk light

another neighbor was there saw her press it, car never saw her 8:30 at night, and she was killed instantly. It was a yoga mat, she was coming from yoga. So I'm really, really concerned about the traffic and how does this is ever going to work especially if there's not a mixed use instead of on the ground floor of this huge -- I didn't realize this building was so huge. Two football fields long?

Okay, thank you very much.

HUGH RUSSELL: Okay, thank you.

Paul Stone.

PAUL STONE: Paul stone, 219 Harvard Street. I wasn't planning to speak tonight, too, but events kind of got me riled up.

First of all, I would question not having an up-to-date traffic study. New Street is a significant player in the game in

the terms of the congestion in the rotary. I come down Concord Street, and if the cars are coming into the rotary from New Street, the whole thing gets boxed up, and I think that any traffic study that doesn't include that is not doing anybody a service.

And I have to question the Traffic and Parking Department and the CDD because my sense most of what they do is facilitate a developer getting his problems solved and I don't think that's helpful. I think the city needs a little more consideration.

Thank you.

HUGH RUSSELL: Thank you.

So I've reached the end of this list. There are people who said they didn't wish to speak, but this is a time -- does anyone else wish to speak? And after you, James, you can go next.

CATHY HOFFMAN: Cathy with a C.
Hoffman, H-o-f-f-m-a-n on Pleasant Street.

There's been so much new kind of
brought to light tonight which I hope the
Planning Board will then ask for information
that we could then look at together and move
forward from that. The Yelp thing was
interesting to me, so I just went on Yelp.
More than a third of the units in this
building, the one already built, turned over
the first year.

HUGH RUSSELL: Excuse me, this is
out of order.

CATHY HOFFMAN: No, actually.
Because we're talking about --

HUGH RUSSELL: You're not on trial
for the management practices on a different
property.

CATHY HOFFMAN: So, part of it had

to do with the rent structure and had to do with the -- something that hasn't been mentioned, and the issue of providing parking just to say. Parking inside is \$185 per space and \$135 outside. For me that does not actually constitute providing parking. If you are charging for parking, then you are putting people in a position of having to pay, and for apartments that rent for \$2400 for a one-bedroom apartment, if you're paying for parking on top of that, I assume people will choose not to pay that and therefore what do they do? So, I'm -- maybe that's, that seems relevant to me.

The other thing, they've talked about adding three bedrooms which is great, but they've made it clear that those will be the most expensive now and so the only affordable units will be the studios. That seems

relevant to me that as we're talking about building housing in Cambridge, we are talking also about housing with a purpose. And so the question is who are you building housing for?

I would just say ditto, that I assume that the Planning Board will ask for an up-to-date traffic study. One, that really does look at what happened since the last one that was done and takes into account pedestrians and bicycles. It seems hard for me to believe that there will only be a three percent increase when you're increasing the number of units by 200 percent by adding 93 to 45. So I'm interested in that. And it does seem relevant, as someone has already mentioned, what is the plan for redesigning the area? Do there need to be traffic lights? How is it going to change to

accommodate people?

Secondly, the question that has come up with I hope that there will be a request for a 3-D presentation, not a hand drawn study which looks quite, I don't know, impressionistic, but an actual picture of what this is going to look like with the sidewalk plus tree plus parked car plus two lanes plus parked car plus sidewalk. Because we were told before that right now there's not enough room for cars going back and forth with the existing thing. So that does mean somewhere it's being expanded. And I guess part of my question is that expansion, that taking of sidewalks, that taking of expanding the streets isn't that a city responsibility beyond even a Special Permit? We have to choose as a city to give that away and that seems to me that's beyond something. The

other thing is the issue that I've understood now, the reason that local traffic is distinguished from regional is that if you add to local traffic, that's okay, it will reroute regional traffic. The only image that came to my mind was the notion of a Chihuahua chasing a Great Dane, I don't understand how local traffic is gonna somehow get regional traffic to change when there is no place for regional traffic to go.

Two other quick things, it really would be helpful to have, you know, handouts that people can look at. The other thing is there are already power lines going up and down New Street, so if you're changing the sidewalks and stuff like that, what happens to the power grid? Who is paying for it? How would it look like?

And finally, as someone said, the

floodplain, that right now the issue is about keeping basements dry. How is that going to happen under a floodplain plain? And the only thing that came to my mind is that we may actually have tremendous access, but it's going to be by boat because if this floods, that's what it will be.

PAMELA WINTERS: Okay, thank you.

CATHY HOFFMAN: So, I just hope you'll ask for 3-D images, photographic with an up-to-date traffic study.

Thank you.

PAMELA WINTERS: Okay. May I correct just one thing that you said?

CATHY HOFFMAN: Yes, please.

PAMELA WINTERS: Okay. There is in fact going to be an inclusionary unit that's three bedrooms in the development so I just wanted to --

CATHY HOFFMAN: I understand that there's one pushed off to the side, but --

PAMELA WINTERS: Well, whatever, you said there was none. So I just wanted to --

CATHY HOFFMAN: No, no, no. If I did, I'm sorry.

PAMELA WINTERS: I just wanted to correct that.

CATHY HOFFMAN: Thank you.

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

I actually -- the lower right-hand corner there where those lovely white roofs are is Jefferson Park. That's where I live. Just a few feet over to the right those are new white roofs. There's some major renovation in certain areas going on. And just as an illustrative thing I want to first say that in the -- I was president of the

tenant council at Jefferson Park for a while and recently got elected to a citywide position, again, from Jefferson Park, but in the manager's office at Jefferson Park is a rendering of a bridge connecting Jefferson Park and the, you know, literally other side of the tracks to where we're talking about, to Danehy Field, so the shopping area, and this bridge was gonna help people get across the railroad tracks safely. And there it sits in the office and it was never allowed to be built. So when I first moved to Jefferson Park, there were holes in the fences and people would try to get through those holes, go through those holes and cross the tracks in an unsafe way to try to get mainly to the shopping mall. Well, the holes in the fences have been closed in so now people have to go all the way down Rindge

Ave. and up over the bridge if they want to get over to the shopping mall or to Danehy Field.

And I offer this as an example, and now the planning -- some people are considering a bridge further up, but not for us.

I offer it as an example of where I think planning and the vision of people have failed in terms of the connectivity in terms of a pedestrian-friendly environment and I think it's relevant to this proposal. And I happen to see at a website that I sometimes look at, today, commondreams.org. One of the items posted today, the headline is "Nationwide Epidemic of Pedestrian Deaths of Failure of Social Justice," and I haven't read it yet but I look forward to reading it in some way.

I just -- I am personally really

impressed with the intelligence, the creativity, the imagination, the passion of so many of the people who have spoken here tonight. I think if we listen to everything that people have been saying, it's an example of how planning could be in the City of Cambridge. The people who actually live here actively involved with their experience, their imagination, their intelligence, in planning the City of Cambridge and making the crucial decisions about the city in which we all live. And I -- sadly that hasn't happened, but I think we're seeing a homeowner's rebellion now in Cambridge where we may be on the verge of heading in a different direction, and I hope this is what this signals. If the public interest is at all relevant to your deliberations tonight and in the future on this and other projects,

I can't imagine the public interest being more manifest than what we have seen and heard here tonight. This is the public interest expressing itself and I do hope you'll listen.

The last thing I was second -- I do think one of the key problems here is there was a decision made to change the Zoning to allow for residential uses of industrial -- of areas zoned industrial. And what happened, it looked like a good idea but it got out of control, and that's what we've seen. I've been here to enough hearings on other similar matters to know that this is -- it got out of control and everybody rushed in and it's Fawcett Oil, it's here, it's there, it's everywhere, and I hope that you'll help sort of slow things down and put the brakes on and I hope you'll understand that as part

of your obligation as members of the Planning Board.

Thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak?

HUNTER ALDRICH: Hunter Aldrich, H-u-n-t-e-r A-l-d-r-i-c-h. I would like to speak to the fact not specifically to this development per se but it does have relevance that I would like for members of the Planning Board to understand that there's a community opposition and that it's very strong and not only in this room but elsewhere, and that you have a moral and ethical responsibility to respond and to take in consideration the fact that we are opposed to this. We are opposed to probably a whole bunch of other development and to the way the city -- the Planning Board is developing or allowing

development to occur in this city. And I don't -- I find it offensive that we should be told what to say and how to say it and we should be shut down or that's the intent that it feels like. And I, I think you should be doing your job to our benefit. So instead of rubber stamping anything that comes along and setting, you know, being a friending -- instead of opposing that we have something to say of the way we say it, it seems like you should be considering what will benefit the people of this city, the people of this area, what these developers want to build. And it's easy to say well, the law says so therefore we have to grant the Special Permits, and what about us? What about those that live in there? Is it -- how do you speak to the quality of life? Do you take into consideration any environmental impact

of these developments, of this specific development, of any of the other developments? So it's not just oh, the law says so therefore we're giving everything. These are important positions as I understand, and therefore, you have a lot of power but you also you have a unique position to do something that benefits the residents of the City of Cambridge.

Thank you.

HUGH RUSSELL: Does anybody else wish to speak?

Minka.

COUNCILLOR MINKA VAN BEUZEKOM:

Minka --

HUGH RUSSELL: Just a second, Minka.

COUNCILLOR MINKA VAN BEUZEKOM:

Okay, it says do not lean on the podium.

It's broken. Okay.

STUART DASH: James did it.

COUNCILLOR MINKA VAN BEUZEKOM:

Minka, M-i-n-k-a van Beuzekom, v-a-n
B-e-u-z-e-k-o-m. So first of all, I want to
say that I've been to many Planning Board
meetings and I'm sure these people have as
well, and I know that every single solitary
one of you is a Cambridge resident. And I
know that you all want to do what's in the
best interest of the public. So, I'm proud
that you didn't take too much umbrage at
those accusations that were hurled at you,
but I do want to challenge you to not be
hamstrung by the very detailed and specific
criterion that you feel you have to check off
in order to grant this permit. I think there
have been plenty of references made to major
planning studies that have been done in the
past and people did wholeheartedly buy into

them, and we have far surpassed what was agreed to as a group so I think you need to take that into account.

It's hard when you speak towards the end to say something new, but one thing that hasn't been said is New Street is really a dead end street, or maybe somebody did say that. But it is really a dead end street. You know, the only reason we can cut through that parking lot is because they let us. But it's private property. And so who knows how long that will be a cut-through. So if the traffic study was done without that as an outlet, there would be a totally different ramification of cars. So that's one point I want to make. Hopefully that wasn't said before.

A positive thing about the building is that I really like the fact that they're

thinking of it as being two faced; facing into the parking lot where the -- to the back of that Fresh Pond parking -- shopping mall that will eventually be developed, and it also faces to Danehy Park. I think that's powerful. It's already been set up that there should be a passthrough between the two major buildings. The rooftop deck, of course that's a benefit and hope we will be able to figure out how to grant that.

Let's see, and then -- oh, the other thing that wasn't talked about was streetlights. So I think your side of the street has some streetlights that are kind of right in the middle of the sidewalk. I know that's the city's responsibility to fix or to figure out how to deal with that.

I think permeable pavement is a great way to help those trees so it's not tree

coffins but that the trees will be healthier, and I didn't hear anybody talk about that.

And mixed use is really important. I know it might seem like there's so much mixed use already with that Fresh Pond Shopping Plaza, but having more mixed use on New Street is -- I mean, we are -- this is the throws of an industrial area being converted to residential, and you all know that you need to have a balance of residential, open space, mixed use, you know, office, all of those things together in order to create something that really works. And if it's just residential, it's less likely to be, dare I say, vibrant but less likely to be great.

Thank you.

HUGH RUSSELL: Okay, thank you.

Does anyone else wish to speak?

John.

JOHN HAWKINSON: Good evening, Members of the Board, John Hawkinson. These are principally processed comments and for that I apologize. But first I really do want to compliment the Board, it's a really good idea to let the public hear the Board's thinking. It doesn't happen enough. I come to every Planning Board meeting, and it just -- the quality of discourse tonight has been much better than it has been, even accounting for the awkwardness. And I think it's in part because you heard about how the Board thinks about things. And that's very helpful. So I hope you don't let the negative reaction from the audience discourage you from trying this hard in the future, but also the hybrid we ended up with, may actually have been the best thing.

Because what we really want is a three-way dialogue between, the Board, the public, and the proponent which is impossible to have in the time we have allotted. So mixing it up like this is actually helpful.

Professor Keyes' comments and Nancy Ryan's comments about the deck being stacked against the public really do resonate with me. The public doesn't understand the Special Permit process and it's really incumbent on the Board and thus the staff to try to counteract that. Improved documentation on the websites is helpful. I hear there's progress. But even with that, I think the Board should strongly consider requiring advanced submission of like 90 percent of the proponent's materials 48 hours in advance and making sure they're available on the website. It's no help if only the

Board has them. Or can you go to Liza Paden in her office and get them but they're not on the website, that doesn't help the public and that's a problem.

Chairman Russell (inaudible) it seems like a great plan and that can be effective going forward.

I think the comments tonight that were outside the confines of the Special Permit criteria are super important not in the context of granting or denying this Special Permit, but as you know, the Planning Board holds the statutory authority for master planning, that's Chapter 41, Section 81D and implicitly the authority for recommending Zoning changes to the Council when appropriate. And when you receive hundreds of comments that indicate there are problems with some Special Permit criteria, I'm afraid

that means you have to have a discussion about those criteria, perhaps not tonight, but probably soon. And obviously the master planning process will give you that.

Also, I think it might have been good for Stuart to have reported on the Fresh Pond Residents' Association meeting, that he was there in attendance for, and that would have been helpful in Brian's update and that is to expand the scope of that update a little bit to let you know what's going on in the community about planning issues and community issues.

So thanks very much and good evening.

HUGH RUSSELL: Does anyone else wish to speak?

Charles. And then after Charles?

CHARLES TEAGUE: Charles Teague, 23 Edmunds Street. I hope to be a little more

on point even though I'm gonna refer to Section 10.43 which includes everything in the Zoning Ordinance, including the rather glorious preamble so that really opens up the quality of life. But I was really -- I really wanted to comment upon where is the public interest and I see No. 1, the very first thing we're going to do to benefit this development is we're going to remove public parking from New Street.

The second, which is appalling and everyone I spoke to outside, it's appalling and it was Councillor Carlone's suggestion which and then taken up by CDD seriously, is to take parkland to widen the street for the benefit of the developer. And then the street will be paid for by us, the taxpayer. And then he went on to say tonight that oh, well, if we look up here, and I'm using your

own equipment and I thank you, is that we're going to take the parking lots from these thriving businesses, as was testimony in the past, including -- and so well, you say, it's just parking. We're gonna take private parking as well as public parking. And that -- but you forget because this is the Basha Cafe's terrace. We're gonna have to take their terrace off, too. And so -- and then finally, and I just want to read this quote directly, when they get the permit to build the building, what they're getting, and to quote, and once again I'm using your own words. Phil Terzis said last time: The by-right setback for a 40 foot -- 45-foot high building would be here, and he was pointing to the diagram, so that would render the lot pretty much unbuildable for any kind of density.

So there's basically no real right to build this. But to get this building in, the public has to finance all this stuff. So then we hear tonight well, why not connect to the mall? And I don't know, I can just see it turns out like in Kendall Square where you have to sneak through the Marriott lobby and that's by Zoning the right of public access through that, that's not good enough. So basically we have an unbuildable lot that is supposed to -- that is in the perfect position to connect to the mall. I don't think you should build anything here. I think the city should buy the lot and that's what we should be doing here.

Thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak?

Yes, sir.

PAUL LENART: Hi. I'm Paul Lenart. I live at 115 Fayerweather Street. And I just -- I think there's just one quick point I'd like to make that hasn't been discussed yet and that is this started maybe a couple years ago, my wife and I were out in Concord at a party because we have relatives who live out there and we were trying to tell people where we live in Cambridge, and they said oh, we know right where you live because we pass your house every morning on our way to work because it's a cut-through. We live at the corner of Vassal and Fayerweather and hearing all that we're taking about, about New Street, I realize I use New Street as a cut-through all the time, because everybody in Cambridge does. Because if you're trying to get to that mall, which a lot of people use, there's no way to get there other than

to go down New Street or pass Ma Magoo's and the old Hideaway Bar back in that alley. I mean so there are two, two really ridiculous ways to get to the mall. And so I'm realizing if I'm using New Street as a cut-through, and I see you nodding your head, I'm not the only one. And I think that's only gonna get worse as the traffic continues to build on Route 16, which I think it will. It's certainly not going the other way until something major is done. I think New Street is just gonna get more and more usage, and that means that we have to take even a more careful look at the safety issues especially on that street. So that's just what I wanted to bring up.

Thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: Okay, I see no hands.

AHMED NUR: There's a hand there on the left.

UNIDENTIFIED AUDIENCE MEMBER: I don't think I can because I already spoke.

HUGH RUSSELL: That's correct.

UNIDENTIFIED AUDIENCE MEMBER: Where do you have -- if the developer hasn't answered a question that you asked last time where does that come in?

HUGH RUSSELL: Well, we would ordinary like to discuss projects and that was what we were trying to do tonight and we've -- well, didn't do that. So that's when it comes in. And it's very frustrating.

I'll also comment that I was actually impressed that our dialogue at the beginning had the result of people focusing on the very

interesting things to tell us, things that were new to us, and I really appreciated that and it's given us a lot to think about.

So I think -- what is the pleasure of my colleagues? I don't believe we should attempt to deliberate this case tonight.

STEVEN WINTER: No.

AHMED NUR: Absolutely not.

PAMELA WINTERS: No. I think we all made copious notes but it's too late. I think the hour is too late to discuss.

HUGH RUSSELL: Right.

I would propose that the next time we meet on this, we not take any more input until we have a chance to talk. I'm not saying we'll make a decision.

Liza has her hand raised to remind me that the time for making a decision, which has been extended a few times already on this

project in part because of snowstorms and in part because of illness of members of the Board needs once again to be extended. And I have no idea what time to extend it to, but we have to extend it to a time certain as part of that process.

Are you amenable to that?

ATTORNEY JAMES RAFFERTY: We've submitted a written request on that subject.

HUGH RUSSELL: And it is?

LIZA PADEN: So the complication is that they gave an extension to June 26th, and looking at the Planning Board schedule, I'd like to have it extended into July if they would agree to that, and to go to July 31st at this point because we could schedule it for July 22nd.

ATTORNEY JAMES RAFFERTY: Happily.

HUGH RUSSELL: Okay.

Is there a motion to accept the request to extend to July 31st?

STEVEN COHEN: So moved.

HUGH RUSSELL: Second?

H. THEODORE COHEN: Second.

HUGH RUSSELL: On the motion, all those in favor?

(Raising hands.)

HUGH RUSSELL: Okay.

JAMES WILLIAMSON: Will that be when the hearing it's discussed or is that the last date it could be discussed?

HUGH RUSSELL: Liza, I believe said she will attempt to schedule us for the 22nd of July.

LIZA PADEN: Yes.

JAMES WILLIAMSON: Thank you.

LIZA PADEN: And I've asked for an extension to go through July 31st.

HUGH RUSSELL: Right.

UNIDENTIFIED AUDIENCE MEMBER: Do you think it's possible that some of the suggestions about getting material sooner so that some of the tension can be a little bit decreased and people can feel a little more in the know? Do you think some of that could be made available? Because to the extent that information is shared ahead of time, it allows people to speak to new things, not repeat, not, you know, quite -- or even the sense of the things that you would like to say tonight but didn't have a chance to say, if any of that can be laid out so that people have an idea about where this is headed, it would be awfully helpful. And I guess that's a staffing question, it's not really individual members --

HUGH RUSSELL: Well, it's a staffing

question and it's also a discipline question. We not only receive -- I mean, some of the material I saw tonight I saw for the first time along with you. Some of it was submitted beforehand. I can't sort it out. Some of the personal comments that from other people arrived today by e-mail, and I took off work three hours early to prepare for this meeting and read the Ordinance and to read all the comments again. So I don't know, I'll ask the staff once again think about this or I would ask the proponent that any additional material -- we have not asked for any material and we haven't asked or even discussed -- you actually have no idea what we think about this project. You have accused of us many things, you in general, maybe not any of you who are remaining here, but you don't actually know what we think.

UNIDENTIFIED AUDIENCE MEMBER: You started to tell us what you thought.

HUGH RUSSELL: We tried to go through and look at the Ordinance.

UNIDENTIFIED AUDIENCE MEMBER: I know we're in a kind of funny mode now, but a genuine traffic study has come up that I don't know whether it's possible for you to say for July 22nd we would like a traffic study. Because if we come back on July 22nd with the same lack of information as we have now, we're gonna feel the same degree of frustration, including yourselves. So I didn't know whether the proponents will do that or whether it's Community Development takes that on, but some very specific things were asked for, including the New Street design etcetera, etcetera, that would make deliberation enormously easier even for

people to say oh, like, it's not what we thought. Or oh, it is what we thought. But without any additional consideration --

HUGH RUSSELL: And so we've listened for two and a half hours of public testimony. We're worn out, we're out of time, and so we can't do our job. And I'm sorry about that.

UNIDENTIFIED AUDIENCE MEMBER:
Listening to the public testimony is your job, sir.

HUGH RUSSELL: Yes, it is. But our job is also --

UNIDENTIFIED AUDIENCE MEMBER: And I would say --

HUGH RUSSELL: Excuse me --

UNIDENTIFIED AUDIENCE MEMBER: I would say that if they submitted a modified plan in advance of the July meeting, that we ought to have time to comment and react to

that rather than not take the public comment. They submitted their plan, they need to provide time to respond to that.

HUGH RUSSELL: I would certainly agree with that.

UNIDENTIFIED AUDIENCE MEMBER: Okay, great. Great.

AHMED NUR: Hugh, perhaps we should let the staff --

HUGH RUSSELL: I would also not like to see a revised plan at that time unless you -- we've completely rethought it and we're gonna do something completely different. I don't want to see little tweaks. I want to deal with what's been presented to us so we can react to it. And we can find out by talking to each other what we think. That's the next step. It may not -- and we don't know whether it's -- what

step it is. It's just the next one.

We have other items on our agenda, believe it or not, and we will need to get to those.

STEVEN COHEN: Hugh, before we get to those. What is the story with this traffic report? Is there in fact or has there been an agreement for a revised traffic report? I keep hearing that there's been some request or --

HUGH RUSSELL: I hope that the staff will communicate with their colleagues at the Traffic and Transportation Department and with the transportation planners on staff and they'll think about what they've heard tonight and take some appropriate action that I don't know what that is.

STEVEN COHEN: Well, one thing that I would ask from the staff once again and

reiterate, I think that this list of our criteria was great for us. I think we should make it as a matter of course as regular procedure that we have the criteria applicable to specific matters which would come before us, but apropos, the discussion we've had here, I really think it's important that we make those criteria available to the public, you know, well before the hearing so that the public understands the process and can address the applicable criteria. There are many who are viewing this as some sort of a black box, as some sort of I have to ask --

HUGH RUSSELL: There are also many who are viewing the process as broken.

STEVEN COHEN: Yes. And so in addition to doing our job of dealing with the application --

HUGH RUSSELL: Right.

STEVEN COHEN: -- part of our job is to make the public feel that they understand the process and that there's a role that they can play and contribute to it. And I think that we can improve on that score.

HUGH RUSSELL: Okay.

I'd like to end our discussion on this case and go on.

ATTORNEY JAMES RAFFERTY: Could I ask one question?

HUGH RUSSELL: Mr. Rafferty.

ATTORNEY JAMES RAFFERTY: Just, it's our understanding that as we -- as we understand as the proceedings stand now, there is not a request for the applicant to provide the Board with any additional information because you didn't have time --

HUGH RUSSELL: That is correct.

ATTORNEY JAMES RAFFERTY: That's my

understanding.

HUGH RUSSELL: That is correct.

ATTORNEY JAMES RAFFERTY: Thank you.

HUGH RUSSELL: And can we go on to the next item on the agenda?

PAMELA WINTERS: Should we be going on to the next item?

HUGH RUSSELL: There are two items that are very short and procedural in nature.

PAMELA WINTERS: Okay.

HUGH RUSSELL: I would ask people to take your conversations outside of the room so that we can do our job.

(Short pause in the proceedings.)

HUGH RUSSELL: Okay, the next item on our agenda is the Lutz Petition to amend the Cambridge Zoning Map to rezone the area.

I would ask people to please take their conversations outside of the room.

Please take your conversations outside the room so we can do the last things on our agenda.

Okay. And on the Lutz Petition. Is the staff going to tee this up or am I going to tee it up?

JEFF ROBERTS: I'll give it a shot, Mr. Chair. Jeff Roberts, Community Development. This is the Lutz, et al Zoning Petition. It proposes to rezone a section of the city in Neighborhood 9 close to Porter Square along the Fitchburg rail line from the current Zoning of Residence C1-A to Residence C-1. This is a proposal that you may recall was -- affected the proposed project at 1533 Richdale Ave., which is a Hathaway Bakery site. That project had gone through several design iterations. Finally came back to the Board and was approved as the conversion of

the existing bakery buildings to residential use with conforming additions, including some space added to the rooftop. So the Board's -- when the Board heard this petition the first time, I believe it was the view of the Board that they should first look carefully, look at the proposal -- the project proposal itself that was before it and to allow time for the proponent to work with neighbors and on the Historical Commission on the issues that were raised. This is, I guess, sort of the unwinding of that process now that it's gone through the Historical Commission and the Planning Board. The petition is still, the hearing on the petition is still open for consideration by the Board and the Board could choose to make a recommendation.

I will say that the -- I did print out

some copies of the map that we had done previously showing some context for the area so if Board members need to familiarize themselves, I could pass that down.

HUGH RUSSELL: So at this point if we were to endorse this petition, we would be causing complications for a previously approved project that was supported nearly unanimously by the neighbors and the proponents and Historical Commission?

PAMELA WINTERS: That's right.

HUGH RUSSELL: So I think that we can -- we don't want to do that.

PAMELA WINTERS: Right.

HUGH RUSSELL: So I think we would ask, we would recommend to the Council that the -- to not adopt the Lutz Petition because it's not in the public interest to unravel this process.

STEVEN COHEN: Mr. Chair, I move that we recommend to the City Council that they take no action on this petition.

STEVEN WINTER: Second.

HUGH RUSSELL: On the motion, all those in favor?

(Raising hands.)

HUGH RUSSELL: Okay, all members voting in favor.

Next item is 57 J.F.K. Street.

UNIDENTIFIED AUDIENCE MEMBER: Could I ask a question?

HUGH RUSSELL: Yes.

UNIDENTIFIED AUDIENCE MEMBER: Does that mean nothing is gonna happen, that this thing is done?

HUGH RUSSELL: No, it's in the hands of the Council.

UNIDENTIFIED AUDIENCE MEMBER: It's

in the hands of the Council?

HUGH RUSSELL: Yes.

UNIDENTIFIED AUDIENCE MEMBER: I was going to speak against it.

HUGH RUSSELL: Okay. So my understanding is that there's a request to open the hearing and then postpone it; is that correct?

LIZA PADEN: Yes. So right now the Special Permit for 57 J.F.K. Street is still at the Historical Commission. The Historical Commission's looked at a number of variations on the design and none of which have been approved. The staff from Community Development and the Historical Commission are going to have a meeting about it, and the applicants requested an extension on the Special Permit until September 30th, and at that point I'm hoping that we can schedule

them to come in for a public hearing if there's agreement with the Historical Commission.

STEVEN WINTER: What's our actionable item to make that happen?

LIZA PADEN: To accept the extension request.

STEVEN WINTER: Can I make a motion that we accept the extension request?

LIZA PADEN: Sure.

HUGH RUSSELL: Is there a second?

STEVEN COHEN: Second.

HUGH RUSSELL: On the motion, all those in favor?

(Show of hands.)

HUGH RUSSELL: All members voting in favor.

LIZA PADEN: Thank you.

H. THEODORE COHEN: Liza, can I just

ask a question? Is the Galleria building itself historical or the Historical Commission is involved because of its impact on surrounding areas?

LIZA PADEN: The Historical Commission, the Historical Commission comments and has -- they reviewed jurisdiction over construction in Harvard Square whether it's on top of a building that's old or not.

HUGH RUSSELL: It's --

JONATHAN KING: Did you make clear that they denied the permit? That the Historical Commission formally denied the permission.

HUGH RUSSELL: Okay. Iram is anxious to give us a five-minute update on what's going on on the K2-C2 process.

IRAM FAROOQ: It's almost like last

call.

HUGH RUSSELL: Are we willing to accept this information?

STEVEN WINTER: I would enjoy hearing it.

TOM SIENIEWICZ: Oh, I don't know, I'm kind of tired.

STEVEN COHEN: Do it for Iram.

H. THEODORE COHEN: You promise five minutes only?

HUGH RUSSELL: So --

PAMELA WINTERS: You want me to time it?

HUGH RUSSELL: Yes, I do.

IRAM FAROOQ: It's only the one slide. I'll go fast.

JOHN HAWKINSON: It's a boring slide.

IRAM FAROOQ: That's right, it is

the only slide.

So we're just -- we've been hearing some concern, I mean the K2-C2 process started as you can see back in 2011. It's been several years since then, and while the process itself at the committees and then wrapping up the final reports took a number of years, it has -- it has been several months since the reports came out and there's some anxiety about where are we going, what parts have we done, what remains? So this is just a status check on that.

And so we'll start here with the Central Square piece. Sorry, this is tilted, but.... So just to catch up on the pieces; the Novartis rezoning, that is in this area, happened in 2011. The building is now under construction. You also granted obviously the Special Permit for it.

The Millennium Forest City rezoning happened the following year. Once again, that building has been permitted the 100 -- I mean --

JOHN HAWKINSON: 300.

IRAM FAROOQ: 300 Mass. Ave. building, and that's the -- that is under the -- they had the ground breaking just a few weeks ago.

HUGH RUSSELL: And the steel's up.

IRAM FAROOQ: I'm sorry? The steel --

HUGH RUSSELL: The steel is up.

IRAM FAROOQ: Oh, that's right. Yes, okay. The steel is up. We looked at the materials. They had a test wall up. So it is actually moving at pace, yes.

The Central Square Zoning discussion for the rest of the square still are pending.

We started conversations with you around this time last year and there were some complex questions that were raised about the middle income housing, how does that impact feasibility of the project and pro forma, and we're still in the midst of investigating those, hopefully wrapping that up soon, and hope to come back to you.

So Central Square on the Non-Zoning side, a cultural district was adopted with the city working in conjunction with Central Square Business Association, that was 2013.

Western Avenue reconstruction is ongoing right now which people may have experienced. There are some minor sidewalk and roadway improvements that were identified that were small enough like, you know, Mass. Ave. sidewalks matching it in some cases as well as if it involved moving, for instance,

moving the paint on the line where the stop sign is to facilitate bike passage, that is done.

And we recently reappointed or appointed some new members to the Central Square Advisory Committee, the standing committee that reviews development projects. And we also expanded their scope as part of that to give them the charge that they will have oversight of the Non-Zoning recommendations and we will be reporting to them so that there is an entity that ensures that these go forward.

On the Kendall Square side, the MIT rezoning happened in 2012 right as we were wrapping up the committee process. I mean, right after that. The more recently, the land disposition and rezoning for Ames Street housing occurred which will make those

200,000 square feet of residential that we have all been waiting for feasible.

The MXD discussion happened in March at Planning Board. So for that PUD, if you remember, Boston Properties said they would go back and take a look at their planning level information and come back to you with some more detailed plans to advance the discussion, so that is where we are in the process.

The Volpe block and the Cambridge Research Park section where we also proposed Zoning changes are a little bit further away. The Volpe, the DOT is we know engaged in conversations with the GSA, but they have to go through a federal process which is pretty prescribed before they can really do anything. So they are in the very early stages of those discussions. That one I will

call out that we may want to start having some conversations at the Board level even though we don't have necessarily -- Volpe may not have the ability to come and engage as deeply with the Board as some of the other property owners do, because in every study for more than a decade this has been identified as the keystone block for Kendall Square. It's right at the heart of everything, and we certainly don't want to be the barrier to anything being able to happen if all the federal stars are aligned and then it's so much more susceptible to political changes as compared to things that happen here.

PAMELA WINTERS: Your time's up, that's it.

STEVEN WINTER: No, no, no, no, no.

IRAM FAROOQ: Oh, okay.

PAMELA WINTERS: Go, keep going.

STEVEN WINTER: No, no, no, no, no.

PAMELA WINTERS: No, I'm only
joking, Iram.

STEVEN WINTER: No, no, no, I want
to hear these things.

IRAM FAROOQ: These are Non-Zoning
pieces.

Well, I think the construction on
Broadway is ongoing. I think you all
experienced it. We won't see the full
results of things for a little while, for a
couple of years actually. Again, minor
roadway improvements on Main Street are
happening even though Main Street and Ames
Street construction -- reconstruction is
really going to happen in conjunction with
the Ames Street housing project and whatever
happens with MIT, but that's also waiting,

awaiting MIT's internal discussions on north campus planning as well as their getting together of that with their graduate student residential plan.

Cherry Street process, this was the parking -- I mean, the parcel that we got as part of the MIT rezoning. That process has begun. Stuart's working on that with other staff. The MIT grand junction study has begun. That was again part of the MIT rezoning. So we had done a feasibility study in 2006. This builds up on this, particularly focusing on the MIT section. So that's ongoing.

And I think the thing that we're most excited about is the Eastern Cambridge Kendall Square open space design process which started last year, but now we're going to have a design competition to think of that

network and come up with some great ideas.

PAMELA WINTERS: Oh, that's great.

IRAM FAROOQ: So that's my update.

Sorry it exceeded five minutes.

STEVEN WINTER: No. I have two comments.

BRIAN MURPHY: I have -- go ahead, please.

STEVEN WINTER: Thank you.

We, I would ask for staff direction on our involvement with the Volpe. In other words, we all know what the issues are and we know what's happening, but I think we need a little direction that what can we do, when can we do it? Because we certainly want to be helpful and be a part of that.

Also, I -- even if it's just a URL, I think any place where there's new information about grand junction, I think the Board would

really like to hear that as well. But I was a little behind the eight ball a couple years ago and I felt very badly about it. So I'm keeping up on the grand junction, but I don't want to get behind on it because I think there are things we can do to help.

And the last thing I want to say is that is an astounding amount of work. It's an astounding amount of planning activities that the staff and the Board has been involved in. And in light of the incendiary comments that were made tonight, I think this body of work speaks to the work that the Board does and the staff does quite nicely.

IRAM FAROOQ: And also we don't always thread through how our planning actually impacts things that happen afterwards, so I think we're -- we'll be trying to do more of this making of

connections.

AHMED NUR: If I may real quick. You spoke of the construction of the Longfellow Bridge. Are we involved in the Harvard/J.F.K. bridge? Is the -- is it the Anderson Bridge that's been going on? Is that all state?

BRIAN MURPHY: Anderson is a Mass. DOT project. It's delayed about a year. And in part that delay has also led to the significant delays of River and Western in the kicking out of River and Western from the accelerated bridge project.

AHMED NUR: I'm glad to hear it's in delay. There's nothing going on there. It's killing us.

The other thing, it has nothing to do with this, I wanted to -- forgive me for going back, but the tension tonight I wanted

to see if in the future we can talk about possibly the Board members, if we're all on the same page, of how to handle the type of pressure in regards to what was going on. I was a bit concerned about going back and forth with individuals public -- even though it's not a public hearing, just quickly just wanted to say because, Hugh, when we closed it down real quick, I just wanted to acknowledge, just let some of it out so I don't think it harmed. Unfortunately we were too tired and we closed it down. But I appreciate the comments of Dennis and Minka both Councillors for their sympathy. But I just wanted to say that I would have loved to have made a comment really quick in front of the public right there and then as opposed to waiting for the next hearing.

TOM SIENIEWICZ: About the tension?

About the personal attacks?

AHMED NUR: Yes. I just wanted to -- I'm sitting here to represent and we are were attacked, and I wanted to respond very quickly, just one sentence. And I know I could have raised my hand to say something, but more importantly I guess we should -- what I'm suggesting is that if you could perhaps, I think there's more to come. I think that Cambridge general is just there's just a lot going on right now on that street and other streets and, you know, our hands are full. We are volunteers. We're not paid employees. And we have a lot going on. And, therefore, when we come down here and trying to basically trying to do the absolute best that we can, people get up and say that you're not looking at the best of interest, I think we ought to sit down together and

figure out how do we, how do we, you know -- and I'm proud of all, you know, everyone, both ends. It could have gotten out of hand and it didn't. But, you know, just anyone can comment on it. I know it's late. I shouldn't bring it up, but it makes me feel bad but I'm being selfish.

PAMELA WINTERS: Ahmed, and I have to confess I went up to a group of women afterwards, and I said, you know, we really are trying our best. We are not getting paid. We meet two or three times a month. And, you know, we really are trying the best for the city. And I just -- I needed to tell them that because to kind of cut through the anger that was going through. And they really appreciated it and listened to me. So hopefully that helped a little bit. But it was just a small group of women, so.... But

you're right, I mean it's just, it's kind of an icky feeling to leave that way, to feel that you're not appreciated, you know?

STEVEN COHEN: I'd like to add one point and that is I want to compliment the Chair --

PAMELA WINTERS: Definitely. Oh, absolutely.

STEVEN COHEN: -- calm and even tempered under trying circumstances.

PAMELA WINTERS: Yes, yes.

HUGH RUSSELL: Well, I felt that I was really very happy when Ted and Tom in particular said wait a minute, we've got to refocus. That was very, very helpful.

TOM SIENIEWICZ: Well, I'm proud of the Board because we maintained a civil -- an insistence that we be civil, right? Even though we were in a room full of people that

were completely impracticable in civil discourse, right? And that portrays a frustration that's going on in this community. It portrays a community that seems to be misinformed about what's going on, how planning works in the city, and you know, I actually was sitting here thinking, you know, why am I putting myself through this? I'm sure everyone else had that same idea. And I was wondering why no one was standing up and saying, you know, wait a minute, fellow citizens, this is not the way you conduct a civil discourse. If you think that this type of discourse will further your cause, you're solely, sorely mistaken, right? And there were very few voices in here that chose to take the high road from that side of the room. And so I am thinking here, you know, I'm -- maybe I don't need this.

There's a lot of other places where I contribute in this community and I don't, I don't need to put myself in a situation where the civil discourse is blocked. So, there's a very high level, not of anger, sadness, frustration and a sense that the work of this Board is being stifled by an impracticed public. And that's a tough place to be thinking about my fellow citizens and my neighbors.

PAMELA WINTERS: Tom, you can't resign.

TOM SIENIEWICZ: I compliment the Chair for keeping his head.

PAMELA WINTERS: Definitely. But you can't resign, Tom. We're not letting you.

STEVEN COHEN: It's not the only issue, but I think for me one of the central

problems is this fundamental misunderstanding of the difference of the Planning Board's role, you know, when we're doing planning, reviewing Zoning Petitions and so forth and when we're acting in a quasi judicial role.

H. THEODORE COHEN: Right.

PAMELA WINTERS: I agree.

STEVEN COHEN: And, you know, dealing with a specific application under the existing Zoning, the existing Zoning being the culmination of the planning process that preceded it. There are two different hats that we wear, and I think it would be important to somehow or another help the public understand the distinction between those two roles.

TOM SIENIEWICZ: I need to, Steve, I didn't want to bring it up within the context of the public hearing. You kept talking

about a criteria that we publish separately. I don't understand that at all. The criteria is very plainly, although difficult language, laid out in the Ordinance. There's no other --

STEVEN COHEN: I understand, but these folks haven't read the Ordinance.

TOM SIENIEWICZ: Well --

STEVEN COHEN: And they don't know which ones are applicable to the matter before us. It was helpful to me to have the --

STEVEN WINTER: It's written right here.

TOM SIENIEWICZ: It's right in the public notice.

PAMELA WINTERS: Tom, this was rare, I have to tell you. This was a rare, in my experience of 14 years here, I think this was

rather rare to have this much anger with this many people I think.

AHMED NUR: I opened this can of worms. I tell you, I don't think there was a lot of anger. I think there were three or four people. I think the rest of the people were just frustrated.

STEVEN WINTER: I've got to push back on that a little bit. I think there was a lot of vitriol, and it does represent passionate feelings about an issue, but the very, very sad thing is that this was the level of discourse that Cambridge was in about 25 or 30 years ago. Every single Board meeting, every single commission, every single time the citizens got together, this is what you saw. And my time on -- this is the first time I've seen it back in my time on the Board. And, you know, frankly when --

we are appointed officials of this municipality. So when we sit behind this desk, it's our -- this didn't hurt my feelings, it's our function to face the public and to deal with the facts of the case. Everything else goes right out the window. And it's not -- and so there's a part of myself that I have to say you go away now, I'm sitting here doing these three or four or five things, but in fact it was disheartening to see in a city as enlightened as Cambridge, this level of discourse on a roomful level. It was a roomful of people doing that.

PAMELA WINTERS: Yes.

STEVEN WINTER: No.

HUGH RUSSELL: Okay. Are we adjourned?

(Whereupon, at 10:55 p.m., the Planning Board Adjourned.)

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