

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, March 24, 2015

7:00 p.m.  
in

Second Floor Meeting Room  
344 Broadway  
Cambridge, Massachusetts

H. Theodore Cohen, Chair  
Hugh Russell, Member  
Steven Cohen, Member  
Louis J. Bacci, Jr., Member  
Thacher Tiffany, Associate Member

Iram Farooq, Acting Assistant City Manager

**Community Development Staff:**

Liza Paden  
Jeff Roberts  
Stuart Dash  
Suzannah Bigolin

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## I N D E X

### GENERAL BUSINESS

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PB#38, One Canal Park, Planning Board  
determination to allow Fast Order Food  
Establishment for Tahaza Hummus Kitchen in  
the ground floor retail space pursuant to  
Section 13.52.6 8

### **PUBLIC HEARINGS**

PB#297, 85 First Street; 107-119 First  
Street; 121-139 First Street; 29 Charles  
Street and 14-26 Hurley Street, Planned Unit  
Development and Project Review Special  
Permits for a 118-unit multifamily  
residential building with ground floor  
retail, a separate 18-unit residential  
building, a 46,100 square foot office  
building with ground floor retail and a  
single story retail building. These special  
permits will be reviewed pursuant to the  
Planned Unit Development process outlined in  
Section 12.30 and 13.50 PUD-4B Development  
Controls; Section 19.20 Project Review  
Special Permit, Section 6.108.1 Bicycle  
Parking Distances modification and Section  
10.40 Special Permits. This will be the  
first of the two required public hearings  
pursuant to Section 12.30 Planned Unit  
Development.

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## I N D E X (Continued)

PAGE

(PB#297)

A Preliminary Determination from the Planning Board is required to advance to the second public hearing. Urban Spaces is the applicant.

This proposal will include a Major Amendment to PB#231A by Urban Spaces to amend the Planned Unit Development and Project Review Special Permit (PB#231A) at 159 First Street; 65 Bent Street, and 29 Charles Street to remove the 29 Charles Street parcel from PB#231A and combine with the above proposal for PB#297. 15

8:30 p.m. (Continued) PB#294, 88 Ames Street, Section 19.20 - Project Review Special Permit for a new development within the existing Cambridge Center block at 88 Ames Street. The proposal is for up to 280 housing units with ground floor retail. Petitioner seeks a modification to the bicycle parking requirements pursuant to Section 6.108, including Section 6.104 Location of Bicycle Parking, Section 6.106 Access Standards for Bicycle Parking 6.106.1(a) and (b). BP Cambridge Center Residential LLC is the applicant. 142

Keyword Index

## PROCEEDINGS

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H. THEODORE COHEN: Good evening, everyone. Welcome to the Planning Board's March 24, 2015, meeting. If everybody would make sure their cellphones are on silent, we would appreciate that.

First thing is an update from the Acting City Manager about the upcoming developments in the CDD.

IRAM FAROOQ: Good evening, thank you. So I just wanted to start with the upcoming highlights on Planning Board agenda. We will have on the March 31st meeting a Webster Avenue -- 305 Webster Avenue as well as hearing on Minor Amendment for Alexandria. And we, the next -- we don't have any hearing scheduled for the next couple of meetings, but at the April 7th meeting our intention is

to bring back Volpe Zoning discussions to you. And that will follow close on the heels of the April 6th City Council roundtable. I trust the Planning Board has now received e-mail from the City Clerk's office on that?

H. THEODORE COHEN: Yes.

HUGH RUSSELL: No.

You're supposed to tell us I guess.

H. THEODORE COHEN: Okay.

IRAM FAROOQ: We'll send that out to you.

And also there is an Ordinance Committee hearing on the Normandy Twining petition on April 1st. As you recall, the previous hearing was primarily public comment, so at the April 1st hearing the Council is actually hoping to have more their discussion and then also hear from staff.

There is an Ordinance Committee public

hearing on Central Square on April 15th. That's primarily focussed on the C2 planning study, so it's not really Zoning or anything, but just to get an update on that.

And I missed the fact that on March 25th we have a Transportation Committee meeting, that's tomorrow on the Grand Junction Corridor and what's happening what is planned.

Other highlights, which I mentioned last time was that on Wednesday is, which is tomorrow, and Thursday, we are also having the team presentations from the finalists of the Connect Kendall Square competition, and those will be in this room starting at one o'clock tomorrow. And then site lab and Michael van Valkenburgh Associates. And then on Thursday, they'll be in the morning, eight a.m. in the morning. Richard Burck

Associates and framework cultural place meeting.

The one last thing I wanted to mention to the Board is I put a copy of these cards on your seats, and this is something that we are -- CDD is doing for the first time after the really tough winter, we wanted to do something that helps -- that provides an incentive for people to shop locally at our local businesses, and so this is an event that's running for two weeks. It started last week and it goes until April 3rd. And you can go to businesses and have them kind of sign on these little hexagons, and then you can either mail this back to us or drop it off at City Hall at the Mayor's office or you can Tweet or Instagram or Facebook and let us know that you were at the businesses and this gets you into a raffle drawing with

lots of great prizes such as gift certificates to local businesses so you can go shop some more as well as lunch with the Mayor.

So, thank you.

H. THEODORE COHEN: Thank you.

IRAM FAROOQ: And we have some extras for folks who want to grab them on that window.

H. THEODORE COHEN: Are there any meeting transcripts?

LIZA PADEN: No transcripts at the moment.

H. THEODORE COHEN: Okay, thank you.  
And so then the next item of business is Planning Board No. 38 to determine whether to allow a fast food -- fast order food establishment on the ground floor at One Canal Park on behalf of Tahaza Hummus

Kitchen.

IRAM FAROOQ: Can I say one thing? I apologize. I missed one important update which is that we have a new director of the Traffic and Parking Department, Joe Barr. He's sitting in the back there. And you'll probably want to talk to him later on some of the matters before you. Sorry about that.

H. THEODORE COHEN: Welcome.

LIZA PADEN: So on Planning Board Special Permit No. 38, there is a provision in the Zoning that allows for uses that are not specifically listed in the Special Permit to be allowed by the Planning Board on a case-by-case basis. This evening we have somebody who is interested in opening a casual restaurant in the ground floor of One Canal Park, which is also on First Street. It's across the street from the Davenport

building. It's across the sidewalk from the Sears and Roebuck at the Cambridgeside Galleria. And the representatives are here to answer any questions. And what we need from the Planning Board is a vote that this is an appropriate use in this particular location.

I will point out that over time this has had restaurants in the past but it has been difficult to find retail -- retailers to go into this space. So the Department's very positive about this.

Do you have any questions for the applicant?

H. THEODORE COHEN: Does the applicant want to make a short presentation about what their plans are?

LIZA PADEN: Go to the microphone and just identify yourself, please.

H. THEODORE COHEN: Identify yourself and speak at the microphone.

ED DOYLE: Good evening. My name is Ed Doyle from Realty Consultants with offices here in Cambridge. We've been retained by Dominick and Emily Dibonas (phonetic) who are the owners of the proposed restaurant. We're working with them to develop an upscale fast casual concept called Tahaza which is a Mediterranean concept somewhat in the style of Chipotle and Sweet Green. Comfortable, casual interface with the clients with a slightly elevated experience. It will be on a dine-in and dine-out basis with interior and exterior seating with a good portion of the sales will be takeout supporting the local neighborhood and the local offices. We're anticipating using -- utilizing upscale disposables, earth-friendly

compostable where appropriate and suitable.

And beyond that any questions you may have, I look forward to answering.

H. THEODORE COHEN: What hours do they propose to be open?

ED DOYLE: Anticipated hours are lunch and dinner. So currently between seven and -- sorry, eleven and eleven p.m., eleven a.m. and eleven p.m.

H. THEODORE COHEN: Five days a week or six or seven days?

ED DOYLE: Proposing seven, but we'll see what happens with business on the weekends.

H. THEODORE COHEN: Any members have any questions? Any comments?

(No Response.)

H. THEODORE COHEN: So this is the building that has the arcade?

LIZA PADEN: Yes.

H. THEODORE COHEN: Well, I know we've discussed many times the difficulty of getting retail in that space and that it hoped that it could be accomplished and could be successful. This seems like a perfectly appropriate use of the space to me.

LOUIS J. BACCI, JR.: Absolutely.

STEVEN COHEN: Let's approve quickly as appropriate.

H. THEODORE COHEN: Would someone like to make a motion?

STEVEN COHEN: I move that we approve this as an appropriate use in this location.

H. THEODORE COHEN: Second?

LOUIS J. BACCI, JR.: Second.

H. THEODORE COHEN: All members voting in favor?

(Show of hands.)

H. THEODORE COHEN: Thank you very much.

Why don't we take a break for about five minutes and see if some more -- Liza, do you know what the status is of the other board --

LIZA PADEN: Catherine is out of town and this is one of the meetings that Tom was out of town. And I don't know where Ahmed is. He may be running late.

H. THEODORE COHEN: Okay.

LIZA PADEN: I will say that the people who hear the case for the preliminary determination don't have to be the same people who hear the final development proposal.

H. THEODORE COHEN: So we would need to have five members to even make the

preliminary determination?

LIZA PADEN: Yes.

HUGH RUSSELL: And a consent of the petitioner.

ATTORNEY JAMES RAFFERTY: Right.

H. THEODORE COHEN: Why don't we wait for about five minutes or so and then see where we are.

LIZA PADEN: Okay.

H. THEODORE COHEN: I apologize to the audience that are waiting.

(A short recess was taken.)

H. THEODORE COHEN: Mr. Rafferty, are you willing to go forward with just five members of the board at this time?

ATTORNEY JAMES RAFFERTY: Yes, thank you, Mr. Chair. I have reviewed that issue with Mr. Ognibene, the principal of Urban Spaces and he's comfortable proceeding with

this phase of the PUD process with five members.

H. THEODORE COHEN: Okay.

Well, then why don't we proceed.

Jeff, could you give us a brief overview of what we're doing this evening?

JEFF ROBERTS: Sure, I'll try to do that as briefly as I can.

There are certain Zoning Districts in the City Overlay Zoning Districts that allow development to be permitted in the form of a planned unit development, it's called a PUD for short. A PUD can occupy an assemblage of sites. They don't all have to be contiguous to each other, but they can be all assembled together with multiple buildings and with open spaces and in some cases other, you know, public connections, parking. All of that can be arranged across the sites and

permitted through one Special Permit process.

That process is outlined in Article 12 of the Zoning Ordinance and it requires two public hearings. The purpose of the first public hearing is for the Planning Board to review the proposal in its concept form to grant preliminary approval based on a set of criteria which we included in our materials and memo to the Board, and also it allows the Planning Board to make a set of requests, either for modifications to the proposal or for additional detail or additional study or more information to be provided. And after issuing that preliminary determination, the applicant would prepare a final development plan and that would include the more detailed aspects of the proposal. And then when the Planning Board reviews that at a second public hearing, the Board would approve it as

with any other Special Permit with any conditions and limitations that would spell out things such as possibly requirements for a future ongoing design review, requirements for provisions that may have to do with phasing of the project and what the, what the sequencing of different elements of the development plan would be. So we'll -- we will get into the details of that second public hearing. The purposes of this first public hearing is to have a more general discussion of what's being proposed in concept and to put forward a list of items that the applicant would include in the final development plan.

This one is, I actually know it as well is a little bit unusual, because it includes a new PUD proposal as well as an amendment to a PUD, a Major Amendment to a PUD that's

already been approved. And the purpose of that is to shift a portion of that first PUD into the new PUD. I'll let the applicant explain the details of it, but the process is still the same. The Planning Board would first need to make a preliminary determination on that amendment to the formerly approved PUD and then there would be a second public hearing to grant final approval for the amendment. And our expectation is to have those, those would have to be separate actions from the Board, but those would happen in parallel. So the -- we would include both the new PUD and the amendment in this first public hearing, and then similarly include both in the second public hearing at the same time.

H. THEODORE COHEN: Thank you.

And just one question we had. At the

second hearing, and presume if it did get approved, are we approving the buildings per se at that point or will there be subsequent design review of each individual building?

JEFF ROBERTS: That's something that can be written into the conditions of the PUD. In some cases if the design of one or more buildings is fully developed, the Planning Board could approve either that particular building or the whole PUD if it's fully detailed subject to continuing review by staff, but it's not unusual in PUDs where there's multiple buildings that are going to be built over a long period of time that some of the buildings would only be designed in the conceptual way. And so the Planning Board would put in the conditions of the Special Permit that any such buildings would have to come back to the Planning Board for a

formal design review and approval process.

H. THEODORE COHEN: Great, thank you.

Mr. Rafferty?

ATTORNEY JAMES RAFFERTY: Thank you Mr. Chairman. For the record, James Rafferty. I'm an attorney with the law firm of Adams and Rafferty located at 675 Massachusetts Avenue in Cambridge. I'm here this evening representing Urban Spaces. Its principal Paul Ognibene in the front. We are a local law firm and Mr. Ognibene has asked that I stamp this card and he decided not to use one of those big Boston downtown law firms. So he gets his first circle filled in for a loving local and we want to encourage all the deep pocketed developers to continue to practice that --

THACHER TIFFANY: We expect to see a

picture on Instagram.

ATTORNEY JAMES RAFFERTY: No one's ever said love and then my name in the same sentence, so I was very excited when I had the opportunity to take advantage of that.

So as the Chair noted, we're beginning tonight by going backwards a little and by necessity in telling you a bit about where things stand today. So what you see before you today outlined in red is the parcel development map for PUD#231A. #231A is the successor to #231. We had to get #231A because #231 ran out of time. Because there's a little provision in the PUDs that are unlike other Special Permits that says you have to act upon them within a year, and I'm thinking that it should have been two years like all the other Special Permit. So #231A is really #231. So for some of you who

are not at your first hearing tonight you might recall all of this.

So #231A was a PUD that comprised of three separate parcels:

The one on the far left there on the -- in the lower left-hand corner was the residential component of #231A. And that is a residential building that is just about completed construction. It's due to receive its CO any moment now. And it was developed by Mr. Ognibene and Urban Spaces, who by the way, were not the applicants or the participants in the original PUD permitting process. Which is not unusual because the next building, which you see up there, the second building labelled the R&D building was the second building approved as part of #231A. And the applicant at that time sold that building. And the builder of that

building, Skanska has sold it again and Alexandria Real Estate actually owns that building today.

So the third piece of #231A is -- appears on the far right of the diagram. And that today is a surface parking lot. And in the #231A hearing that was, that was proposed and approved as an eight-unit townhouse scheme -- and you may remember when we were here last time, we had the advantage of a preliminary hearing that the PUD process provides for. And we shared with you that what we're going to be doing is we're going to be amending #231A by taking that 29 Charles Street lot out of #231A and we're going to transport it over to our lot. And we had spent hours doing our math, and we had convinced ourselves that we met all of the dimensional requirements to do it this way.

And the ones we paid closest attention to, of course are FARs. And if you read the PUD language it talks about the fact that you can have the amount of GFA allowed is twice, twice the non-residential GFA. And our PUD and that PUD that you see there, #231A, it's all within 4B but it also covers two different base zoning districts which has some implications.

A portion of 4B is a 9A1 and a portion of 4B is in BA. So the only reason I'm showing you this at this point is that there is a provision in the PUD district that talks about -- notwithstanding everything else, the amount of non-residential GFA cannot exceed what the base non-residential GFA is in the district. So as we drill down on our numbers, we came to the realization that we weren't able to take all of 20,000 square

feet, all of the 29 Charles Street lot and remove it, we actually needed to retain 11,000 square feet of that lot to make sure that #231A continues to comply with the non-residential restriction. Which means that over the span of the entire parcel you can't exceed what the base non-residential GFA is. So candidly we knew that. We kind of lost sight of that when we filed. And we rediscovered that before we came here.

So I had a meeting with the architects and we drew straws as to who was going to call the client and we informed Mr. Ognibene that we were going to have to do a little bit of a substitution in the plan. But the underlying dimensional issues associated with the plan are unchanged. And that is because even when we make this change -- and so that the parcel size of #231A now looks like that,

which means we're retaining 11,000 square feet of the 29 Charles Street lot, and the balance of that lot goes over to our new parcel.

What you're seeing here is what we originally filed and what's in your package. That's back when we thought it would make everyone's life easy. We could take away the entire 29 Charles Street lot and take out #231A and still satisfy our open space and satisfy our GFA. But as I said, we discovered that we couldn't meet the non-residential GFA limitation.

So the new 297, which is the case number assigned to tonight's hearing. The new 297 has a parcel size that looks like this. And what it contains is a -- is an element that is non-contiguous which is permitted in the PUD world. So the small c

up in the left there really is the ramp associated with going into the below grade parking garage. Beneath all of what is listed as B and C is a one-story below grade parking garage that accommodates all of the parking for the residential and the office uses in the project.

So, I did share all of this information with Mr. Roberts recently. Very recently in fairness. And it was agreed that he would continue to check our math. But we're quite confident that the numbers work out, and that more importantly for purposes for what we're talking about today, none of our, none of our project changes. And tonight what we've done is we have organized tonight's presentation around the three areas that the Board is charged with at this stage of the proceeding. And the first, I've been speaking to talks

about the general development controls associated with the PUD district, and our amended dimensional forms represent that.

The other thing we did just to check our math and to speak to you with great confidence about this is then we've decided to combine the two PUD districts -- the two PUD parcels, which early on in my discussions with Mr. Roberts, we actually thought about well, you know, there's two ways to amend #231A. We could take something out of #231A and create a new PUD Special Permit application. Or we could simply put everything into #231A and have one mega PUD. #231A cubed or something.

But as you'll come to hear tonight from Mr. Ognibene, the assemblage of this PUD took a great deal of skill on his part, and we have eight different property owners. And we

thought as much as we all enjoy Alexandria and bringing another player into this, we kind of thought maybe Alexandria ought to stay over in the #231A. We'll set off on this #297. And so that's what we did. But we ran the numbers to be able to demonstrate if we did it that way, we would meet those three big dimensional controls. And we meet them easily. The first being the limitation on non-residential GFA. We meet that.

The overall GFA, we meet, and the open space we also meet. But there is one change that will require action by the Board as a result of our change, and that is the open space in our new PUD. When we take out that hashed area, excuse me, when we take out that area that's between the two C's, if you will, and leave it in #231A, the open space in the new PUD drops down to about 14 or 15 percent.

And there's a minimum requirement of 20 percent in the PUD. However, the PUD regulations do allow the Planning Board to approve an open space less than 20 percent if they find conditions warrant. And what I wanted to be sharing with you tonight is explain that two things happen when that piece of green space remains with #231A. We go down to about 15 percent in #297. But #231A goes up to about 30, 31 percent of open space. The impact in terms of the open space is providing is unchanged.

So what we were doing before, you'll recall, is we were removing about 8,000 square feet of private open space located between two townhouses and we were placing it with nearly 11,000 square feet of publicly accessible open space. That dynamic remains the same. So the open space will be

experienced by the residents and occupants of the building, and more importantly the greater neighborhood in just the way that we proposed it. And as I said, if it was all a single PUD, we'd have an open space calculation of approximately 24 percent. But in the context of #297, we are asking as part of our application, if you do approve the development parcel as we've now calculated it or drawn it, we will -- that #297PUD will have, as I said, it's about a 15 percent open space.

HUGH RUSSELL: So, the -- that pale green area will be owned by Mr. Ognibene or his associates but it will be part of a different PUD?

ATTORNEY JAMES RAFFERTY: That's correct.

HUGH RUSSELL: Okay. I think

that's --

ATTORNEY JAMES RAFFERTY: That's right.

HUGH RUSSELL: That could be okay.

ATTORNEY JAMES RAFFERTY: Yes.

Of which he happens to be an owner of as well. The PUD, he owns the residential building. He's one of the owners of that PUD. But, yes, that is correct.

And so, it took, it took a little thinking about well, does that, does that feel okay? And we've convinced ourselves it does. Because the ownership, the ownership is connected to the ownership of parcel C as it is. So all of parcel C, the ownership pattern, there's no subdivision occurring here. All of parcel C remains. And that's one of the few parcels that are owned outright by Urban Space. No, I have that

wrong. I'm going into Mr. Ognibene's territory. He's going to walk you through the complex -- that's the patent of landownership that he's going to share with you. That's why it's taken us a long time to get here. But those different eight owners, and I always get accused of stealing people's thunder. That's Mr. Ognibene.

I am I think concluding my role in the general development controls and explaining to you hopefully adequately how the PUD parcel meets the dimensional requirements of the 4B District as set forth with the base of an industry A1 which has a slightly different, then it has a 1.25 non-residential FAR, whereas the Business A District has a 1.0 FAR so when we do residential. And similarly the residential FAR's in both of the districts change as well. And so, at the

end the mathematics on the calculations on the FAR are a little -- we show our work, but it does take a few minutes to remember that we're multiplying in some cases 1.25 and other cases 1.0 and some cases -- and then when we go to the overall PUD FAR, because what happens in the PUD process is those FARs double. The 1.25 becomes 2.5. And the 1.0 becomes 2.0.

And I hope this is all that's clear to you as it is to me. But that's why we send it all to Mr. Roberts.

HUGH RUSSELL: He's got his work cut out for him.

ATTORNEY JAMES RAFFERTY: He does.

H. THEODORE COHEN: Can you go back to the prior slide?

Okay. Where is the underground parking going to be located?

ATTORNEY JAMES RAFFERTY: Right where it's always been. Of that it's -- the area that you see here bounded by the blocks -- everything that appears here in parcels B and C bounded by Charles and Hurley, that entire console is sitting on a below grade parking structure.

H. THEODORE COHEN: So none of the parking is going to remain under #231A?

ATTORNEY JAMES RAFFERTY: No, no, that's, that's in it, too. That's -- the garage goes under the whole thing. So a portion of the parking, which is permitted in the PUD, a portion of the #297 parking will be occurring in a garage located under a portion of the #231A PUD.

STEVEN COHEN: So the way we control that is with some sort of condition --

ATTORNEY JAMES RAFFERTY: Well, no,

we have complete control because we own the garage.

STEVEN COHEN: It's the same entity?

ATTORNEY JAMES RAFFERTY: And we're required to satisfy parking requirements, but we don't have the situation in some other districts where you have to have a binding commitment for lease or whatever. What the PUD language says in 4B in Section 13 is you can satisfy the parking in this PUD district or in any contiguous PUD district.

So a portion of the garage, when you see the garage floor plates, you'll understand that. But you're correct, Mr. Chair, a portion of our garage is in that pale green section. And that portion, at least the surface of that at least, of the floor area, the lot area of that is assigned to the #231A PUD. So....

H. THEODORE COHEN: And is there a proposal for what happens on the balance of that portion of #231A? I mean, they were supposed to be with eight townhouses before?

ATTORNEY JAMES RAFFERTY: Right. Well, that's what we're going to show you tonight. What's happening on #231A is, and I'm really getting ahead of everybody. Okay, I'm going to stop there.

You'll see tonight, #231A, what we call the 29 Charles Street parcel, what appears there as No. 5, that is going to have a combination of open space and a four-story residential building on the Hurley Street edge. And so what was, what was in the original PUD, an eight-unit townhouse with 7,000 square feet of internal private green space, now gets used as 11,900 square feet of open space and a building of approximately

15,000 square feet.

Chris, is that right?

MARK BOYES-WATSON: It's about 20,000.

H. THEODORE COHEN: That will remain what we've seen in the preliminary proposal?

ATTORNEY JAMES RAFFERTY: Yes, right. What we did when we made this change was to not have the building on Hurley Street be part of the other PUD. So the open space in the garage is part of the remains with the #231A. But the reason this admittedly looks a bit gerrymandered is because we've made great strides to keep all of the building footprint of the Hurley Street building within the boundaries of the newly formed #297PUD.

STEVEN COHEN: So, Jim, I'm trying to get there. As a technical matter, then,

are you asking us to reduce or waive the 20 percent open space requirement in the PUD and couple that with some sort of condition providing for open space on the #231A lot?

ATTORNEY JAMES RAFFERTY: Right.

I think the Board could find in approving the amendment of #231A whereby you're increasing the open space in that PUD to 31 percent. Ten percent over what's required from an -- I think it's at about 22 or 23 percent now. That that would be the counterbalancing amenity to justify the finding that you'll need to make in #297 to approve an open space calculation of less than 20 percent. And the reason that I would respectfully suggest that you can do that with, with some confidence is because this open space that is now, which we've lost, which has been reduced, is available in the

adjoining PUD and will be used seamlessly between these two blocks. There's no gates. There's no walls. There's no fences. You'll see in our presentation, the open space is open. It's a pedestrian connection. So, it had always been anticipated that the office users that in the other PUD could use this. This is open space, public open space, with the ability to passive recreate, and all of that. So it's without distinction to the untrained user, resident, passerby, it will have the look and feel of a single.

STEVEN COHEN: So just as a technical matter, in the -- insomuch as that area is actually doing double service, it's addressing the non-residential limitation on #231A, but it's addressing the parking and open space requirements for #297. Will the requirements, whether they be conditions or

what have you, will they -- I guess will they be on the title affecting that in between space? I think they would have to somehow be on the title, wouldn't they? Forgive me for getting technical on this.

ATTORNEY JAMES RAFFERTY: Well, yes, because the --

STEVEN COHEN: In other words, there would be no -- nothing to prevent it to being devoted to another use even if it would violate the terms of the #297?

ATTORNEY JAMES RAFFERTY: Well, other than, other than the Zoning wouldn't allow it. You'd have two Special Permits, and there will be no development opportunity left on the two parcels. And it really is no different than if we combine #231A into a single lot. I mean, the fact that there are multiple owners of various parcels contained

within the PUD itself is not all the different dynamic than there are multiple owners in adjacent PUDs that have shared amenities. In this case, the -- I think that we are -- it's probably less than accurate to say that the open space in the new PUD is being satisfied with that 11,000 square feet. But it is, because of what it's doing, it's satisfying the lot area requirements for #231A. So the #231A lot requirements that's being used for. So the effect of it is that by giving -- because all of that lot area is open space, we're driving up open space on #231A, and we are conversely reducing the open space on #297. So there is an inverse relationship between lot area and open space on this, but I suspect, and it's probably a good question that, I mean one could pursue belt and suspenders here whether it's deed

restrictions or others -- but clearly it will be a condition of both PUDs. The #231A needs to -- will be approved if the Board saw fit, with that amount of open space. And I would imagine that the condition approving, or the, I don't mean to be presumptuous, that were the Board to approve a reduced open space in #297, I imagine the first condition in granting such a condition would be that the adjoining open space that abuts the property remain available and public accessible for the life of the PUD. And beyond that added assurances and safeguards are needed, I'm sure we can work with that. But I think that's the most effective trigger. That's what give the public utility to any point assert a Zoning violation based on any activity on that open space that transformed it from being open space. It will -- I would

anticipate it would be a requirement of the -- it would be a requirement, frankly, of both PUDs I would imagine at the end.

H. THEODORE COHEN: Okay, we can let staff work on this assuming we pursue that.

ATTORNEY JAMES RAFFERTY: Okay.

So, again, I'm concluding by saying that we have three other presenters tonight who promise to be as brief and succinct as I am. They are Mr. Ognibene who is going to share with you the assemblage issues, which again address No. 1.

No. 2, talk about the policy plans and development guidelines. We've brought in Mr. Boyes-Watson. He's a member of the design team here. He has a long history of familiarity with this. He was reminding us that he was a young architect when River Court was developed just a few blocks from

here and there was talked back then about First Street and its opportunity for potential. And in fairness, the city has done its part in recent years, First Street has really just transformed it. There's now needed parking, bicycle lanes. They've narrowed the traffic aisles and it feels a lot more friendly. And this is clearly consistent with ECaPs and what Mr. Boyes-Watson will walk you through his -- how the ECaPs planning decisions have informed the design decisions. On the design side, and we recognize that it was commented earlier by the Chair, this is not designed per se. That would come later. Because the second part of the PUD also would be a concurrent hearing under Article 19, these are by necessity, have applied for a Special Permit under project review. And as you know

from our submitted materials, the application needs to go through our adherence to the urban design guidelines as well as ECaPs. So there's a little bit of overlay between the final development proposal and ECaPs -- and Article 19, but I would respectfully suggest that is probably best dealt with at a second hearing. So we've resisted the temptation in tonight's presentation to give you all the nitty-gritty, where the bicycle racks are, how the street is going to lay out, what are the final design materials on the buildings just in order to allow us to proceed within the framework of the PUD approval process. So it has been a discipline we have imposed on ourselves as we prepared this presentation to stay focussed on the big picture and go through what's asked of an applicant at this stage of the proceeding, which is to share

your development vision, go through the major steps of the PUD.

And finally on No. 3 identify site issues as well as benefits.

So the last presenter and I think adds a special sense of understanding to how this street is going to succeed, is Joel Kadis.

And Mr. Kadis is a principal with Linear Retail, and they are an experienced retail developer, as he says not retail as amenity in a building, but retail as a business. And he's one of the people that appears or his company is one of the people that Mr. Ognibene's going to be talking about because they own a couple of these blocks.

And Mr. Ognibene is going to explain that to you. And we can as a conversation that deepened over time and blossomed into an all out development agreement. And so Mr. Kadis

and his colleagues at Linear Retail are going to be responsible for all of the retail in the project. And what this really does, unlike some other projects, it really gives an opportunity for a single retail developer, a retail hand here to create a blended mix of retail in the way this complements each other and they frankly don't cannibalize each other. And that's the expertise that his firm has in a range of locations, but particularly in a number of urban locations that we want to show you tonight.

So having done that, I think I've concluded and Mr. Ognibene now would begin and just to give you a little understanding of how it was that he has been able to put this together and then we'll proceed with that.

PAUL OGNIBENE: Good evening. So

I'm Paul Ognibene, principal of Urban Spaces. The Urban Spaces is a Cambridge-based development company. We've been operating for over ten years. Most of our projects have been local right here in Cambridge, and most recently, as Jim mentioned, we are completing the project at 159 First Street; 115-unit residential project where we're actually anticipating the Certificate of Occupancy tomorrow. So it's timely.

We're excited to be here tonight to discuss this assemblage. The project really represents a unique planning opportunity that comes as a result of over three years of assembling eight separate parcels that's shown on the map, through negotiating three ground leases, four purchase and sale agreements, aligning the interests of six different landowners, and persevering through

hundreds of hours of various negotiations.

At the end of the day our tenacity has enabled us to achieve a delicate balance which has the potential really to further transform First Street and bring the vision of ECaPs to life. We now have the opportunity to use the PUD to create a new and exciting sense of place on First Street. We'll try to walk you through it.

This is kind of an aerial view of the eight parcels shown here.

Looking at parcel A from the corner of First and Bent, we see Big John's Mattress in the distance. This parcel is actually the combination of three different parcels which have separate ownership. We tracked down the owner of the far parcel just to the view of the left in Ireland. We worked with a landowner who owns the middle parcel, and we

worked with another landowner who owns the parcel on which Big John's sits.

ATTORNEY JAMES RAFFERTY: Point out the building in the background.

PAUL OGNIBENE: The building in the background just to the left as Jim noted earlier, is now the Alexandria-owned lab building that was part of PUD #231A.

This view is looking at what we call parcel B. We've tried to simplify all of the ownership and all of the math down to three simple parcels; A, B, C, and of course D as well, which is really the fourth, but -- A, of course, is going to be the home of a new office building.

B, here we look at Charles Street towards First Street with the Galleria in the distance. This is the home currently of windowless PetCo with a little frontage that

you can see on the side.

This is a look at parcel C. The 29 Charles location that -- we're on Charles Street looking across to Hurley Street with First Street off to the right. This, of course will be the future home of all that green space and the residential units that we discussed.

Here's another look at parcel B from the side, and this is standing on the corner of First and Hurley looking at the existing retail building.

And then to further orient you, we have parcel D which is here we're looking at standing on First Street between Hurley and Spring. Single story retail currently.

All of that is parcel D.

So, again, you know, we've, we've taken great care to assemble what, you know, all of

these individual parcels to create this opportunity which will be further defined by Mr. Boyce of Perkins Eastman. And Mr. Boyes-Watson.

MARK BOYES-WATSON: So as Jim said I'm really happy to be here to talk about this project, because actually as Jim said, it was 30 years ago that I did River Court along with a really talented design team, and everybody was talking about a vibrant First Street. And I guess, you know, we've been waiting 30 years on these blocks, and many of us I'm sure in this room go back to the Galleria Mall, and this block, these three blocks have resisted all change in those 30 years. So I think that we have like -- this is like a Swiss watch type development as I think you've might have gotten the impression from Jim, etcetera, it has created great

challenges for the design team and immense opportunity to use the PUD vehicle to get to a better place on these three blocks. So we're really thrilled to do that. And I'm going to take you through what the -- I'm going to take you back actually because these are out of order somehow.

So I'm going to take us back through basically to what the ECaPs guidelines are for this site, and then we can look and see how the -- those guidelines from the East Cambridge planning study have really guided all of the decisions that are made in the transformation of this, this proposal.

Just going back to the ECaPs guidelines for this area -- and this is really regarded as a transition area. So what's meant by that is ECaPs kind of identified different things around Kendall, different imperatives

for overall design intent. And what this area, this is sort of the neighborhood. And here's First Street, which the ECaPs always wanted to be a great pedestrian street. And then, of course, the open space system and all of the river.

And so it identified these kind of streets as transition area. Transition between the residential neighborhood and that new really lovely urban kind of experience on First Street. So all of the decisions that we're making are to do with managing that transition in scale, use, and form.

And the planning objectives, that are run throughout ECaPs are you provide significant housing, and that you also deal with those transitional streets which we actually -- three of them: Bent, Charles, and Hurley. So that you start to create

really viable pedestrian environment as you connect down towards First Street. And that, of course, the thing I keep coming back to and I will keep coming back to is this creation of experience on First Street that we've been waiting for for those 30 years. And at the same time that we provide significant open space and mid-block connections. There's actually a fifth one that's not on the slide which is that you create a mixed use development, and I'll be talking about the general use, uses on the site in the next or soon.

This is the actual parcels that I've been referring to. I'll take them through them very quickly:

This is A. Which there's B and C that are on the block between -- this one is Charles and this is Hurley. And then D that

sits on the corner of Hurley. So what you can see in this slide, and I'm just going to show you in the plan because we're not going to go into plans in detail, because I wanted to look at these, retail, retail, retail, here. And this is what we're talking about, about by assembling these blocks and bringing linear in, we have the opportunity to design this retail for -- what I call design for success. This is not retail as window dressing as an after thought for a tall building. This is retail where Chris Boyce of Perkins Eastman have kept the clutter of this building out of the -- there is not a single elevator or stair in that sort of hatched area. That's clear for retail, the whole thing. And this entire thing is clear for retail. The double hatched area is clear for retail. The advantage of being able to

do this like this, is we can make these retail spaces so that they will operate for a retailer and be successful.

So what's also -- I'm going to go on to the next slide before I talk about uses. So I can talk about what's on the next slide what's clearer.

Here we are looking at what's there now. And here's the mattress store. Here's PetCo, and then the single-story retail on Lot D.

And what we're looking to do is to create a development proposal that follows the ECaPs guidelines and does the following: Now I just have to do them not in order because that would be too organized.

Basically the blue is that retail. And you see that retail running all the way down. All the frontage we contain with the

exception of the office entry right here, that retail runs continuously down First Street.

Above that you can see here the yellow is an office building, about 46,000 square foot office building.

Here is the significant housing. It's 118-unit residential structure here on parcel B.

And this little transitional building is actually the same height as the housing next-door and is an 18-unit building as Jim alluded to earlier.

So here we have a mixture of offices, residential, and retail.

So another one of those planning guidelines I mentioned earlier was the provision of significant open space. And Jim detailed how that's kind of flip flopped

between the two PUDs, but in urbanistically and what it's doing urbanistically is unchained. It provides amenity space not only for the residential buildings that abut it here and here, but also for everybody in the community, whether they are in the lab building, the office building, or in the neighborhood, whether they're travelling down to Sears-Roebuck or travelling passed to get to the Galleria Mall or cutting through the Lechmere T station or to Kendall Square. All of those functions are accommodated in this significant piece of open space that is part of this project and over that basement garage as Jim said. The basement garage, just to clarify what Jim said, is under this portion. And it's actually doing what is predicted in the PUD language which is it's centralizing the parking, which actually has the

interesting benefit that as you arrive there and put your bicycle and your car in this garage, you come up through the head house, which is not shown on this slide, because that would be helpful, but Chris from Perkins Eastman will take you through that. Takes you up onto the street and you get down the street to get to the office building. So you're further activating the street.

So the other thing to look at here is going back to this idea of transition. Here is the East Cambridge residential. Lovely streets of East Cambridge. Here's Second Street. And what's happening in Zoning, and this is fully compliant with that, is that it's suggesting that for these first 200 feet that you stay only 45 feet tall. And obviously you try to put your open space and your lower buildings adjacent to this as a

transitional sort of structure, and then you slowly build up and we've stepped this residential building down to the 65-foot cornice line for the more urban experience and the scale of the envisioned vibrant and urban First Street. So that's what's going on with the massing.

So I'm just going to back us off and make two last points before I hand it over to Chris Boyce who can walk you over to this proposal. Just going back to the principle. And we debated whether to show this as blue. This is the garage building and hopefully a grocery store.

But what I'm trying to make a point on this slide is simply and literally sort of the First Street kind of goes grey here. It goes grey from an architectural point of view, it goes grey from a retail point of

view. This is the new retail at the base of the 159 First Street that Paul Ognibene has just completed. Linear has actually just taken position of this little bit of retail here. You can see that this does not work. I mean what they all say about retail is you need people to be able to walk through -- for this to be a walkable urban street, this needs to be some continuous retail. It needs not to go grey here.

So the proposal is that everything we add here is going to contribute to that street life. So this is the retail that I've already spoken to. And then not only that, but urbanistically what we're trying to do is fit this in to what the ECaPs guidelines suggest we do, which is to create a mixed use environment with all of those amenities that I've spoken to. I just want to sort of do

this. Our site is that bit there. So this is looking a little bit beyond our site. You can see what our adjacent uses are. We have the office building that's opposite River Court. We have the 159 First Street building that's just been completed. We have the office building here suggested for parcel A. Here the proposed residential, 118 residential. Here, continuing these lower retail structures that are already kind of a fixture here. This is the garage. Office again. Housing. And, again, of course, on the other side of the street not quite shown off is retail. The old Lotus Building. To me it's still the Lotus Building. And then of course River Court is here.

So you've got this blend of residential, office, retail making a First Street that works. And what I'm gonna --

Chris Boyce from Perkins Eastman is going to walk you through instead of these diagramistic, urbanistic type drawings he's going to walk you through the environment that this proposed PUD can get for you. He's going to do that.

CHRIS BOYCE: So, as Mark said, I'm Chris Boyce from Perkins Eastman and I work with the development team and Mark Boyes-Watson on the design of these eight parcels and three blocks. The team's primary goal is to bring people and vibrant street life to the First Street. These floor plans are going to demonstrate how that successful retail was a priority for the team. As Mark outlined, this mixed use development fills existing gap along First Street and creates continuous retail frontage, and you can see the blue here represents retail. As Mark

pointed out before, the success of this retail is to have wide open floor plates. So as a result, parcel A, PetCo will occupy the ground floor of parcel A, and we've moved the core and main office entry just outside of that retail floor plate to create a clear and open span for them.

As you move down to parcel B, our housing will exist on the upper five floors of parcel B. And this creates the opportunity for corner retail entries and multiple retail entries between Charles and Hurley Street. The retail will create vibrant sidewalks along First Street, but we're also striving to bring pedestrian activity up the secondary streets. The retail will turn up Charles Street and proceed up a 100 feet on Charles Street.

Just passed the retail end you'll have

a residential entrance for the 118 units that will exist on parcel B. That entrance is going to be set back from Charles Street about 20 feet to create a more of a residential life. This will be kind of the emergence of a residential life on this block of Charles Street.

The entire site, and as Mark pointed out, sits -- this all parcel B and C sits on top of a garage which will have about 142 cars. The garage entrance is on the northern most corner of our site. All exiting traffic will leave the garage and proceed down to the more primary First Street since Charles Street is a one way street.

Balance of open space helps to enhance the street edges of both Charles and Hurley, and it helps to encourage kind of this mid-block connection that ECaPs strives for

and this site helped us to kind of naturally set up.

The smaller building on parcel C will be freestanding and will have ground level entrances on both Hurley Street, three on Hurley, and three facing the open space that has been extensively talked about. This provides the opportunity for gardens and buffers, that can kind of buffer for this residential life for more publicly accessible open space that is unbounded between our site and Charles Street.

Parcel D, off to the far right of the screen, will offer relief in the street wall and a diversity in the urban scale of this site by giving a single-story retail building and continuing this continuous retail frontage.

So we don't want to get too into design

today but I just wanted to walk you around what our vision is for the site and our proposal. So I'll kind of tell you the general muse.

As I walk through our vision for this, I just want to orient the parcels that exist today. As Paul mentioned, this is parcel A where Big John's Mattress store currently exists, and has recently experienced new development on two sides of the parcel; 159 First and 150 Second Street.

Our proposed office building of parcel A will provide continuous ground floor retail and just over 45,000 square feet of office space on the upper floors. The retail frontage is only paused by the primary entrance to the office building, which will occupy the upper floors. So this design focus on the dramatic corner of First and

Bent Street kind of in compliance with ECaPs standards where the building will stand about 65 feet tall before stepping down to 50 feet where it has a rooftop terrace, a mass reduces in scale before it meets Charles Street. The large industrial scaled windows of the office floors reference existing neighborhood will also offer views of the existing work and side.

Some of the scale of these windows in proportions were kind of pulled from reference, that is, we took from 161 First Street which is sometimes better known as the Ashton Valve Company directly across from River Court. So there's a lot of those historical references that played in the scale and nature of this building.

So we're still standing now at that same corner, the corner of First and Charles

Street. We just turned to the right where we're turning to parcel B. The corner of parcel B is the PetCo corner which has ten surface parking spaces that occupy a primary intersection and an empty storefront -- primarily empty storefront that line First Street at Charles and Hurley.

We're proposing to retain the underground parking with corner entrances. And you can see here that perhaps 100-foot extension down Charles Street of this retail environment, which this retail that we're going to be with multiple entrances are going to fulfill the retail vision between Charles and Hurley Street. Since this parcel, as Mark pointed out what ECaPs terms a transition area, we're proposing five floors of housing above. 118 units on parcel B, that you can see here and that will sit on

top of this active retail. The building will join one First Street far to the north on First Street here, and 159 First, just a few blocks south as the primary residential buildings on this section of First Street. And it's going to help to complete the emergence of a residential environment.

We designed a building that will contextually fit with the brick corridor that fits the Galleria Mall and the red brick that kind of exists in Cambridge already. While simultaneously kind of announcing the emergence of residential onto this block.

This emergence of residential will extend back towards our proposed open space and the more residential section.

We now walked up Charles Street from where we were previously standing and we're looking back towards First and back towards

Cambridgeside Galleria.

This shows the end of parcel B. This wall signifies the end of our parcel B. Where this is the windowless walls of PetCo and kind of impervious surface lot that's adjacent to it.

And so stepping back just a bit to gain a better perspective, we now look at the corner of the masonry housing wing on First Street, what the retail base at the corner extended down Charles, and you can see the base here as Mark explained, he may have explained that the building also steps back on Charles Street to allow for a relief for this major residential entrance. As the building goes from First to Second Street, which is just beyond the view of this picture, the domesticity of our built form, we'll also have residential cladding

materials, multiple balconies, a further reduction in height, and generous amenity level at the base that will open up to the base on parcel C.

Just beyond this building you kind of get the first glimpse of the small and freestanding Hurley building. That's just across this green space. And this begins to show the new juxtaposed wings and a standalone residential building are proposed new and varied residential neighborhood that we're trying to create between First and Second.

We now just turned to the left and looking across from Charles to first what we showed earlier the surface parking lot that exists.

Parcel C will sit and provides the opportunity for kind of this experiential

path, this mid-block connection connecting the two secondary streets. We see the end of our parcel B residential building and the amenity floor that will open out to our green space. And we see the smaller Hurley building that now stands 45 feet tall. So it's further graduating the heights as we approach Second Street, and it will have three ground floor entrances that face out to the open space.

Balconies large, windows kind of continue on this building as well to increase the domesticity in this neighborhood.

This is just one more image. We've walked from the open space from previously standing on Hurley Street. Now looking back you get a different view of this impervious lot. And so this is, this is a different view. The opposite side of the smaller

freestanding Hurley residential building. This has about 18 units, again, 45 feet tall. Entries, there's three entries on the Hurley Street side. This building is also set back from the street to allow for kind of a garden entrances and provide relief for these residential occupants. Just beyond as we look towards First Street, we see the larger parcel B residential building that increases in scale and has textured brick bays that begin to define its form.

This is kind of a final, this is in addition to the existing housing and balconies on First Street. You see one curb cut or multiple curb cuts exist on this site now with this unused real estate.

So now we stand at almost the corner of First Street looking back up Hurley. By setting the building back on Hurley Street as

I just described, we've created a green arbor and an entrance to our mid-block connection. Soften these street edges. And only one curb cut is proposed for all of Hurley Street from First to Second.

With retail not only turn the corner at Charles Street, as I mentioned before, but also starting to turn the corner at Hurley. We're going to have double sided retail on this portion of parcel B lot. These entrances will open up facing the smaller residential Hurley building. And then to our right just outside the view of this is our yet to be designed parcel B retail project that will kind of continue the unbroken retail activity that we're putting along First Street. We feel it takes a varied and active community to kind of create this sense of place. And we feel that vibrant retail is

essential part of living and working environments that we are proposing this PUD to have, to bring people to this neighborhood.

I think Joe Kadis is here from Linear. He's going to walk us through the retail.

JOEL KADIS: Good evening. Thank you for taking your time to hear about our -- what I think is a very exciting proposal. My name is Joel Kadis and I'm a principal at Linear Retail Properties. We're locally based. We, we own two parcels here as mentioned prior, parcels B and D, on First Street. We purchased our parcels with the initial intent of developing single-story retail to serve as a gateway between Charles Street and Lechmere Station. We then explored the city's vision of a mixed use PUD with Urban Spaces and concluded there was a

bigger picture to consider, and we ultimately joined Urban Spaces as development partners regarding our proposed PUD because we became very excited about the concept of a contiguous retail block development with a critical mass of retail, and really an opportunity to create a new streetscape.

Linear is a local company with local partners. I grew up in Brookline and I live in Newton now. And my three partners are all local as well. We just do retail. We really try to focus on our specialty. We live, breathe, and sleep retail and have a lot of fun with it. We own 75 properties in three states. And I think what we love the most is urban opportunities like this. Approximately half of our portfolio is located in Boston, Cambridge in 12 neighborhoods. We have established relationships with hundreds of

retailers ranging from local shops to national brands, and we look forward to introducing them to First Street. We take the approach that our retailers are our partners, and as a result, have been very successful when signing multiple deals with retailers. We pride ourselves with creating a desirable mix of retail shops that attract people and that service the neighborhood. We believe a desirable mix of retailers creates synergies that promote cross shopping, and most importantly vibrant and sustainable businesses.

We invest a lot of time learning what attracts customers to our shops and where our customers come from, including office and residential populations, pedestrian traffic, and transportation hubs. We develop storefronts and spaces that retailers rely

upon for success. And I think most importantly we see retail as a place maker which enriches neighborhood and attracts people. Retail should be a place to be and not an afterthought or just an amenity to a building. That pretty much explains how we see retail.

So the first thing we do when we purchase a property is we try to determine what the community wants. We believe that happy customers make happy retail. And after we bought our properties, we met with Lisa Pardice (phonetic) and Chris with the EDC, and we also reviewed the East Cambridge customer interest survey and tried to identify some of the community's desired uses. We believe these uses make perfect sense on First Street, and in fact, these uses permeate our entire urban portfolio.

This is one of our sites at 108 Newbury Street. And the first thing that I see here that makes me happy about this site is lots of people, outdoor seating, a place to meet and congregate, a place to connect. I think that's what people enjoy. We're all social animals, and this is what we try to recreate. We hope we can bring outdoor seating to First Street.

We spent a lot of time getting to know our retailers. And this picture here is one of our newest retailers, they own Lekker Home Furnishings. They relocated their headquarters to our site in the South End. We really believe that relationships with retailers is a marriage. In fact, our entire Home Office is decorated with pictures of retailers, and we live and die with them. And it's our job to create an environment

that supports their robust and vibrant thrive of businesses. Studying retailers is one of our most important tasks: Does the retailer have the experience and knowledge and does the use work for the project?

Linear works very hard to create the right tenant mix. On Beacon Hill we listened to the community and we found a strong demand for high-end service. Margarita our director (inaudible) and Gary another husband and wife team, and they relocated their jewelry business from a hotel in the Back Bay to complement Peet's next-door. This is the first of two deals we did this year with Peet's at the same location next-door. We find that spending time and earning our tenant's trust leads to multiple deals. It's good business.

Linear Retail's goal is to create a

desirable mix of retail shops that attract people and support vibrancy. On Columbus Avenue in this shop, the local community expressed a strong desire for a small market. So Linear worked with Steve Napoli, a farmer in Westford. His family owns a farm and they wanted to develop an urban version of their farm called Snaptop Market. Needless to say the neighborhood has warmly embraced fresh produce on-site and he's doing really well.

Right next-door to him is Urban Grape, and I think Urban Grape is very happy to see Snaptop come in. The one stop shopping has enabled each tenant literally to feed off of each other. The high-end wine boutique combined with Snaptop has really served the community.

On Newbury Street we actually own some retail on one of the quieter blocks, the

Gloucester-Hereford block, and we took a -- we frequently change our locations to make them more attractive. And here we renovated and restored a tired facade and took advantage of a newly built out space, the Fjallraven, it's a Swedish store, to open a temporary store and test the market during the holiday season, and they were very successful and signed a long-term lease with us. And we brought in Lady M Confections downstairs which is an Asian fusion cake retailer and combined those two retailers have turned one of the quieter blocks on Newbury Street to what I would argue a more, a more active block.

This is one of my favorite locations in our portfolio. As I mentioned Linear Retail believes that retail should be an exciting place where people want to be and a place to

connect and not an afterthought. And at 220 Clarendon, we worked hard to find a retailer to appreciate the special charm of this building and create happy experiences.

New Hampshire based Burdick Chocolate, is a new retailer in this facade. It's a European chocolate shop and large tourist population on Newbury Street has embraced Burdick's famous hot chocolate and cafe concept.

As I've mentioned, Linear Retail's goal is to create exciting shopping and dining where people want to be and a place to connect with their community. We create vibrant streetscapes with well matched retailers to draw customers into neighborhoods. We're in the people business. We partner with high quality retailers to create a fun neighborhood destination. We

look forward to realizing Cambridge vision  
for First Street.

Thanks for your time.

ATTORNEY JAMES RAFFERTY: And that pretty much concludes our presentation. I was just going to put us back on the site plan that I think is frankly perhaps the crux of this phase of the PUD process. This is, as we explained, this is how we're proposing to distribute the uses and density on the site. You see some surface parking depicted here on three locations. As we noted in the parcel A, PetCo who -- Mr. Ognibene's been able to encourage to participate in the PUD process, had some requirements about maintaining the ten surface parking spaces they currently enjoy in their present location. So that frankly drove much of the decisionmaking about putting that parking lot

where it is. The need to accommodate PetCo's interest and their existing customer base. Sequentially we're going to have to get that building up first because PetCo is not eager to go through a period of inactivity. So we're going to have to -- before we can build on parcel B with PetCo building is we have to get PetCo a new home. So the office building is likely the first candidate.

Similarly at the opposite end that's a standalone building and that could move independent of the other properties, but that surface parking on A is there.

Similarly on parcel B surface parking is a feature associated with the retail use. That is not going to accommodate either of the multi-family residential or the office uses, but it's exclusive for the retail. And as I noted at the pre-application conference,

we have spent a great deal of time with Community Development and staff, and as you might imagine they challenged us to constrain the surface parking. Not an ideal or a high priority in the urban place making, but we will say that much of our decisionmaking has been informed by the experience of Linear Retail. And the focus not on vehicles but on people. And Linear has relied upon not only the studies of CDD, but also pedestrian counts and other indicators to reveal that the current pedestrian activity on the street is not at a level that would attract a type of retailers so that they hope to see have long-term success here. So the parking does provide an opportunity for a variety of retailers. Retailers that frankly sometimes do have customers that arrive by vehicle. So it exists there.

The parking lot in D is an existing parking lot. We'll upgrade that to current landscape requirements and bicycle parking standards. So there's a significant reduction in the number of spaces there. But that, that again, is a standalone one-story building currently at about 6,500, 7,000 square foot. But a new high ceiling likely single retailer space on parcel D. And that's -- that is the proposal.

And the open space, we spent a lot of time thinking about the open space. The residential building on parcel C is kind of, was an interesting evolution when we first began discussing the PUD with Community Development, Mr. Ognibene did not control or own those buildings on Hurley Street, and he was encouraged to do so. And when he succeeded in arriving at a deal with the

owner of the existing building on Hurley Street, the temptation was to take that GFA and assemble it into the existing multi-family building to get a higher efficiency and the like, but we quickly came to the conclusion that between the transitional role of this parcel and the need to distinguish some housing that was a little bit different than the large multi-family, we were reminded that this, in #231A as approved, this was townhouse housing which has the potential to attract a different residential mix than some of the multi-family housing. So it led to the thinking about a smaller building, a building with entrances on all four sides, not a large lobby style building but more of a, more of a small scale modest boutique style retail building, and we think it would lend itself to perhaps a

different, a different residential profile than people that might choose to live in the larger multi-family building. So those are the four structures we're proposing to build as was noted. The -- we have details. We have elevations and floor plans and all types of materials that we think warrant extended discussion with this Board and others, but we -- our sense of where we are at the moment is that we're asking for the Board to weigh in on this development proposal and allow us to be able to make decisions based on your recommendations.

Thank you.

H. THEODORE COHEN: Thank you.

Do any of the Board Members have questions right now?

(No Response.)

H. THEODORE COHEN: All right. We

have received some really excellent memos from CDD, but why don't we go to the public and hear from the public and then we can go into our comments and CDD's comments.

Is there a sign --

LIZA PADEN: Nobody signed up for public speaking.

H. THEODORE COHEN: No one signed up?

LIZA PADEN: No.

H. THEODORE COHEN: Is there anyone who would like to speak? Is that Heather?

HEATHER HOFFMAN: Could you for a moment flip that to the larger neighborhood view.

H. THEODORE COHEN: Could you come up to the microphone?

HEATHER HOFFMAN: I'm just asking....

HUGH RUSSELL: Maybe we can move the podium back to where it should be.

HEATHER HOFFMAN: Heather Hoffman, 213 Hurley Street and I was going to show you how close I live to this.

FROM THE AUDIENCE: There's a pointer over here.

HEATHER HOFFMAN: Right there. So this is my backyard practically. I was, I wanted to start out with a couple of compliments.

First off, River Court is the only decent looking big condo in the neighborhood, so I hope that this will look as good because we could, we could certainly use that.

There's some mighty unimaginative stuff. Like, you can really get the view of the abutting residential that we were referred to as Motel 6 in the neighborhood. If you have

ever approached it from the First Street side, you will understand why we call it Motel 6.

The second compliment that I wanted to pay is the open space. That is a tremendous improvement from what was proposed before. In fact, the neighborhood had already for keeping the parking lot, that we did not want those eight townhouses, so I think that putting, putting that passthrough in the open space is going to be a really good addition to the neighborhood, and I hope that you will make it really nice looking, not just a bunch of grass, but something that people will want to live next to. There's, there are good gardens in the area, so I hope that you will have something to rival those.

I took a little -- well, I don't know, I was a little taken back to have my

neighborhood described as not urban because it doesn't have like five -- I mean, it's not Midtown Manhattan. I did not sign up to live in Midtown Manhattan. I signed up to live in Cambridge which is urban. And it will be really nice to see some of -- some of the buildings that have been -- that were forcibly vacated, like Big John's, Canam, and PCs for everyone. They were tossed out so many years ago, I can't even remember. It would be really nice to see stuff there.

The one store that you better keep or I am going on a rampage against you is David's Shoes. First, because they are one of the very few retailers who survived the mall, and that says something about the service that they're providing to the neighborhood and to other people. So please, please if your retail doesn't have space for them, then I

think your retail needs rethinking. And also I hope that you will recognize that change should be in the mall and that change shouldn't be on First Street. We can go to chains, lots of places. First Street and the other retail -- I understand PetCo is a chain. It used to be Boston Pet. And it will be exciting if you can keep the people from parking on the sidewalk the way they do now. So I hope that you will not have just high end retail there, that you'll have places that maybe someone in the neighborhood can afford, that's not just David Shoes because we can't afford that.

The parking lot on parcel D that you showed has never been a public parking lot. That's always been parking for the tenants. So I don't know what you're proposing, but certainly the only thing that you're showing

that is currently used by members of the public because that, the parking lot that we tried to keep has been closed for a long time at the insistence of the city, not at the insistence of anyone in the neighborhood. So that -- PetCo's the only one that has been public.

So while I am not sure that a five-story residential building is going to house people who are actually going to find themselves feeling part of the neighborhood, I would hope you would keep that in mind and that you will see what you can do to attract people who want to be there more than a year or two. It would be really nice to have some new long-term residents in the neighborhood. And I suspect that's better for the retail because they're probably more likely to go to places that aren't chains if they've seen

them for more than a couple of months.

And also, the last thing I would say is that I'm kind of horrified that the Zoning Ordinance has gotten to the point that you've had to go through such pretzel twisting to fit this in. We really should do better.

H. THEODORE COHEN: Heather, can you wrap up, please?

HEATHER HOFFMAN: Anyway, by in large I do support this and please make it gorgeous.

Thank you.

H. THEODORE COHEN: Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: All right. None appearing.

Then Board comments, questions for presenters? Questions for staff members?

Hugh, want to start?

HUGH RUSSELL: Yes. And I guess I would first comment that the staff review that seems to be very thorough. And I think there's one issue that we ought to have a little discussion on here tonight that's in the way, it shows up in many of the staff comments, which is the use the parking lot on the parcel B. How does that work with loading? How does that work as a place where people might, you know, sit out at retail? And, you know, how important is it to having that many spaces to support the retail? So that's -- I won't talk about that, I just flag it as something that we should talk about.

What I've done is I actually looked at the renderings, and because part of what we have to do tonight is to identify issues we

want you to look at. So if you could put up from your presentation First Street and Charles Street corner. That one, yes.

So the -- I'm troubled by the mix of colors on this elevation and the kind of funny geometry of different windows. It's sort of uncertain at the end. It looks like there's a bunch of granite that's about to press down the white cardboard that's supporting the rest, that's the rest of the building. And I think I want you to look at that some more. It's just uncomfortable visually to me.

I like the big windows. You know, I think you're trying to use the color to emphasize where the entry is. All those things are good, but I don't think it's there yet.

Now, if you'd move on to the next

perspective view. That one, yes.

So look at that one, and I also feel uncomfortable about that. But it brings up a question also for me, which is the width of the sidewalk along First Street. Now in that view it looks very narrow, and the drawings aren't sufficiently detailed to say what the width of it is. There is a perspective that just -- we're looking at here that isn't in the presentation here, but was given to us. And I think I want you to look at that with is it, is it the right width? Does it maybe need to be a couple of feet wider? It's not way off, but it might be a little bit off.

ATTORNEY JAMES RAFFERTY: Should we say what it is now?

HUGH RUSSELL: Yes.

CHRIS BOYCE: It's going to be -- we set the building back 18 inches so it would

be a ten-foot wide sidewalk on parcel B.

HUGH RUSSELL: Right. And there are tree pits that are about three feet that project into that. So, you know, is that resulting six-and-a-half feet enough or should it be maybe eight feet? And I'm not -- you know, there's a pedestrian flow there which is actually depicted quite I think more quite reasonably, it's not loaded with pedestrians. They're occasionally pedestrians make it too big, it doesn't seem busy enough. So think about that.

Now architecturally, again, I find this elevation facing First Street pretty strange. I can see why you want to remind the -- it's like they're two different buildings here and one is like a steamship that's cutting through the brick one. And it's -- there's this tiny little section of brick on the end.

It doesn't seem -- it seems like it's about to fall over. It's going to get pushed over by that prow of the residential building coming through. I mean, this is very kind of evocative emotional comments, but that's sort of my discomfort coming through.

The -- it's also a little odd to me that the brick building looks like it could have been built in the 1920s, and the ocean liner looks like it's more like from the 60s or 70s or maybe it's the -- so those are -- it's just uncomfortable to me. But...and I think the -- in particular if the, if the ocean liner building comes through, maybe those sort of odd little white bands that don't line up with each other, maybe those shouldn't be on this particular elevation. I think they're quite successful on the side street, but here again it's, it's just, it's

not coming together yet. I think there's a lot of good intentions there, a lot of good ideas, but I think it needs more, more work.

Can we move on to the next view whatever it might be? Right. So there's, I like that quite a bit. I don't usually like the buildings that are not structurally clear, but this is, this is got scale. It's pretty interesting. We had a street level view in our package that showed some of the problems you're facing, and the staff has questioned you about the setback. And if your view shows, you know, like unmown grass in that 18-foot setback, like -- and so, I think it has to be -- you've got to do more with that setback. I also think the entry which projects about 18 inches, maybe should project a little bit more to catch your eye better. The area to the left are very, very

flat. They're the common areas of the building. I think that's a good choice to try to use those areas to enliven the experience on the street, but it's awfully flat. I guess you're stuck with those two white squares which are accesses to a transformer vault. Is that what that is?

ATTORNEY JAMES RAFFERTY: Yes.

HUGH RUSSELL: And the staff commented on that, but it's, it's hard dealing with utilities. And I mean I think it's very clever to put the bicycle racks in front of it, at least, the bicycle racks are usually not so pretty, but they're sort of, you can -- they provide a different scale. Maybe there's more you can do that the NSTAR will let you, I'm not sure.

So if we move on to the next rendering.

I like this.

Next.

And I like this, too. Again, the landscaping is very diagrammatic at this stage. It's kind of rendering landscaping as opposed to design landscaping, and, you know, you have to do better. But this is the building that's got a lot of character. And so, again, I like it.

And I don't know if that's the end of your pictures.

This shows the kind of the problem of the parking lots and the -- this space, sort of deader space that you're walking passed, that's not ideal, particularly since there are parking lots on both sides of the street at that point. So I think that's something you have to give more thought to. And I think that's the end of your renderings and my comments on them.

H. THEODORE COHEN: Steve -- or, I'm sorry, Thacher, do you have any comments, questions?

THACHER TIFFANY: I guess I just say that I'm excited to see something happen here. It's not every day you can sort of transform that much of a facade of a street, so I'm kind of eager to see it done successfully. I want you to be successful with the retail. I'm sure it's a very hard thing to do. You've got a big competitor across the street. The thing that jumped out to me was the sidewalk width, and I'm sort of curious, bring your thoughts next time on why you think that works. It looks a little too small for -- like at least in the renderings or maybe they're not 100 percent accurate, a little too small for a successful streetscape where you've got people pausing and enjoying

like a retail environment. That was my one reaction.

H. THEODORE COHEN: Steve?

STEVEN COHEN: Yes, I don't have much to say at this point. I react pretty positively to the whole thing. But we have a really good staff memo and I guess I would just like to see again next time around respond to those comments, make changes where warranted, or explain why you don't want to make a change in response to their comments and persuade us on that. It's certainly one of the biggest subjects that's mentioned in the memo which is central -- is the use of the surface parking. And as Hugh points out, the impact on the streetscape. You know, we certainly have our design, our urban design considerations and goals. I understand that you have other considerations that bubble up

from your deal with the existing retailers and what makes retail work in a location like this. I hear you. I'm not sure that we're all persuaded by it yet or whether there isn't some way to address this streetscape in a way that simultaneously provides some surface parking perhaps, some sort of structure on the street with parking behind. I don't know, as I say just take the memo seriously and we'd like to hear your response to it next time around.

H. THEODORE COHEN: Lou?

LOUIS J. BACCI, JR.: I guess one of the questions I have is in your renderings your mechanicals, are they included in these renderings?

CHRIS BOYCE: They are shown. You could see the grey box up on top that's shown. You can see the mechanicals and the

office building. It's the extension on top of what we're considering a copper or a metal panel of the ground material.

MARK BOYES-WATSON: See the diagonal line.

CHRIS BOYCE: That's the extension of that upper floor and that's where the mechanicals are.

LOUIS J. BACCI, JR.: And also I guess the parking, a lot of your uses in the presentation that you showed had no parking at all, Newbury Street, so forth. Do you really need this much parking on back of that parcel B? Also, that looks like a good place for a nice seating area for all those uses. So, I don't know. It looks like a lot of parking.

STEVEN COHEN: Actually, if I could just follow up before -- I'm just curious,

the sort of brown woody looking material with the horizontal striations.

MARK BOYES-WATSON: In the residential building?

STEVEN COHEN: Yes, I think it looks cool. I'm just curious what it is.

CHRIS BOYCE: It's a material which could be imitation wood cladding. You see it on the BU boathouse and (inaudible) signs so it would look and feel like wood. And that's the dark brown.

STEVEN COHEN: Right. Cool.

H. THEODORE COHEN: Okay, well, my comments echo those of my colleagues. In particular in terms of design, the ocean liner coming through building B on First Street I find very unappealing. I do like the side-view of it, but I am not one who's really enamored as what has been explained to

me as conflict architecture and seemingly arbitrary change of materials in the middle of the building. I would ask that you rethink that.

My biggest concerns are the parking and the ground level parking lots. Particularly the fact that parking lots face each other across the street. I was curious that all your renderings somehow don't show the parking lots on the side. We see some nice drawings of the pedestrian connector, but not the parking lots. And since Mr. Barr is here, if you or whomever else would be appropriate could talk a little bit about the amount of parking that's being provided and whether that seems to be an appropriate amount and whether there are preferable designs we might be able to get through that.

JOSEPH BARR: Sure. And I'll guess,

since I'm new, and I may ask my colleague Adam Shulman to add on what I have to say, but I also realize the hour is maybe going late so I wouldn't say too much.

So I guess obviously in our memo we identified parking as -- a couple different issues about parking that we thought were important for the Board to consider and then decide how you want to treat it. I think obviously the ground level parking, I think has been identified pretty clear by the Board that's of concern. It's of concern to us because of the urban design impacts and sidewalk crossing impacts, but also just as has been mentioned, I think acknowledging that I'm not an expert in retail. I think the comments that we've made about many of the locations that have been mentioned by Linear as being successful retail have

functionally no parking associated with them, and we like to think that's something that can be accommodated here. But, again, I understand that there's a built-in tension there and we want to work with the applicant to talk more about how that could work and how we could make it inconspicuous as possible, as low impact as possible, and whether we need it in the first place. So I think that piece is very important to us.

We are also open to looking at the on street parking on First Street and what side of the street it's located on and things like that, and working with the applicant working with additional on street parking serve the same purpose, but there's a price associated with it which we think sends a good message to the user and also has fewer urban design impacts, width issues in terms of creating a

buffer between the street and the sidewalk.

So that's the surface parking.

The underground parking, I think you know, as the memo details, you know, I think we've, we've over the years been successful in driving down what people think they need, and this reflects that discussion pretty well. So I think the supply itself is not off the underground parking isn't, you know, particularly high in our opinion. We think it's reasonable. We certainly want to talk more about the details of how it's shared between the residential uses and the office uses because there's potential to share that, but there's also potential for conflict between those different users, particularly given as we hope, hopefully most of the people who are living there if they do have a car are not driving to work, so hopefully

that car would be in the garage all day and only used on weekends and maybe eventually go away when they realize they don't need a car in that location. But the other point about that is that we do think, and we realize this is a somewhat -- and Mr. Rafferty has been clear that he thinks this is a particularly radical thing to talk about. We think it would be interesting to look at, do they need to provide a new parking garage underground or is there sufficient underground parking that could be leased from existing underutilized parking in the area to either reduce or eliminate the need for parking on-site. And, again, I know that that's something that we would not force an applicant to do but we certainly think it would be something that should be part of the discussion to make the project as successful

as possible and not create yet more underground parking that we don't need. And frankly, the applicant would think wouldn't want to pay for if they don't have to. Again, that's not really our decision to make. We just encourage the applicant and the Board to kind of have that conversation.

Beyond that, you know, we think there's a few other issues about bicycle parking. We suggested a fairly standard list, certainly based on recent experience of TDM measures, the office side, and on the residential side that we think are both reasonable and have been proven to be successful. And, again, we sort of look forward to working with the applicant, you know, at the Board's direction, you know, and how we want to, which of those make sense and which of those get implemented.

So, Adam, is there anything you'd want to add?

ADAM SHULMAN: I think you covered it.

JOSEPH BARR: Happy to answer any questions.

H. THEODORE COHEN: Does the Board have any questions for Mr. Barr or Adam?

(No Response.)

H. THEODORE COHEN: No? Thank you. Jeff, or, Suzannah, do you have anything you wanted to add to the memo?

JEFF ROBERTS: We're happy to answer questions, and I'll acknowledge that Suzannah probably the lion's share of the work in assembling the comments that really have to do with the urban design guidelines and I think they're covered pretty thoroughly and in many aspects of the development proposal.

I wanted to note just one thing that, you know, we, in putting this information together, Suzannah's name and my name are on it, but in many cases, and this is certainly one, we have considered this a collaborative effort involving collaboration with Traffic and Parking. We have met with the proponent and along with Traffic and Parking and other divisions, including our Environmental and Transportation Staff and our Economic Development Staff, who work closely with retailers and small businesses in the area. I think they, along with -- along with the rest of us, had some views about the provision of surface parking. I think they acknowledge that there is some -- there's some validity to the case that this is an area that doesn't, at this time doesn't quite have the pedestrian traffic to be, to be

supporting retail just on foot traffic alone.

On the other hand, I think that they felt that the way that the parking was proposed had a little bit of a suburban character to it, especially on parcel B where the parking was directly adjacent to the retail stores.

It may prevent some opportunities from -- that could be there for the -- those retailers to spill out to have outdoor seating or outdoor functions taking place.

So just to, just to note that -- and they're not here to talk about it, so I wanted to make sure that their comments were noted.

They did also, and it's noted in the memo, they wanted to have some more information about what types of retail functions, not necessarily what specific tenants, but what types of functions might be taking place in those spaces besides the one that was

designated for PetCo. Would it be retail stores and what types of stores? What would be restaurants? And I think particularly in the case of restaurants, how would adjacencies to outdoor space be important to those potential future tenants.

Does -- I can't see Suzannah but I'm going to ask if she wants to add anything.

SUZANNAH BIGOLIN: I don't think so. I think the memo is quite detailed and comprehensive from an urban design perspective.

JEFF ROBERTS: We're happy to answer questions.

H. THEODORE COHEN: Thank you.

The memo was excellent, and we do realize it's a collaborative effort from all of the members of the staff and it is most appreciated.

Just a comment, a very brief comment with regard to retail, you know, obviously we all want it to be successful and appreciate the presentation from Linear Retail. I would note that they were all, you know, the pictures we were shown were all very upscale facilities, and I want everybody to keep in mind that we really want to service this neighborhood and that we are looking for, you know, not necessarily mom and pop operations but we are looking for the type of operations that will really serve the people who live there. And I know it's a balancing act between making it something of a destination for other people and for the people who live there, but it would not in my mind really meet the urban design guidelines to really just be aimed at a very upscale clientele.

If no one else has any questions or

comments --

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

H. THEODORE COHEN: Okay, Lou.

LOUIS J. BACCI, JR.: Parcel D seems to be a big ghost here. No design of a building but includes lots of parking. Any idea of what you're headed for in retail there?

JOEL KADIS: The types of uses you mean?

LOUIS J. BACCI, JR.: It seems to include a lot of parking and no apparent use.

JOEL KADIS: Right. Well, I think we have a different -- I think at a different time we're going to respond to your questions, I think, right? About why we wanted parking.

ATTORNEY JAMES RAFFERTY: Let me

just explain. What we know about parcel D is that it's, for a variety of reasons, it's a standalone single-story retail building. So, and when we looked at, there was some talk about whether we were going to reface it or reuse it. And the thinking now is that we would, in all likelihood take it down and put up a new building, but that hasn't been decided. And then what we did -- the relationship between the parking lot and the building is preexisting. What's being proposed is make the parking lot conform to the current design requirements for parking and put a building in there about 7,000 square feet, but it is admittedly the least advanced in our design thinking. But by the same token, one that can perhaps most quickly be designed because it's, it's a single-story.

JOEL KADIS: But to answer your question about the uses, the uses that we referred to that the community had identified is I think as we would have in mind that's where we would start.

LOUIS J. BACCI, JR.: It seems like a lot of square footage for a single use.

JOEL KADIS: Oh, I think it could be, where we design the building to have the flexibility for a multi-tenant. In fact, we -- half of our tenants in our entire portfolio are small shop. So I think in all likelihood we would break it up with a specific design being not more than 70 or 80 feet of depth which would allow for 1500 square foot type tenants. We actually thrive on mom and pop local retailers.

LOUIS J. BACCI, JR.: I guess the other question I had, I read somewhere in the

paperwork that this may be also under construction at the same time as the office building? Or the, you know, where PetCo is going, residential building?

ATTORNEY JAMES RAFFERTY: Yes.

LOUIS J. BACCI, JR.: That's the plot? One is designed and one has kind of a dark spot. I guess you have an idea.

CHRIS JOYCE: Not yet, but I think we have some ideas that we're planning and to work with with the engineer. For a long time that site set in between and whether to use the preexisting building or new and we're kind of realizing that.

JOEL KADIS: We're going to scrape it, the conclusion, the building has a lot of physical challenges and I think it's more challenging frequently to redo a building that's got all sorts of challenges than start

anew. But obviously we would want the design to be complementary of the neighborhood. That's our philosophy anyway.

MARK BOYES-WATSON: If I could say something that didn't get said in the presentation. A couple of things, which is that all of that retail with the exception of PetCo because it's a single tenant, is designed to be sub divisible because Linear wants to have all flexibility about how that's going to work. And that also, I know about those parking lots and we're not going to really do that today, but the -- none of us in our presentation dwelled in the fact there are multiple curb cuts all the way down First Street. And this project tidies up the whole curb cuts situation. And lands with just a single curb cut on Bent, a single curb cut on the parcel B and C side of Charles,

and a single curb cut into lot D. So there's a real tidy-up of the crossing of sidewalks.

LOUIS J. BACCI, JR.: But curb cuts don't seem to be a problem. Large parking lots seem to be --

MARK BOYES-WATSON: Yes.

LOUIS J. BACCI, JR.: Thank you.

H. THEODORE COHEN: Hugh, you had a question?

HUGH RUSSELL: Well, looking at these fresh faces of the Board who weren't here when we -- when this Board saw frequently people coming in who owned retail under their office buildings along First Street, and 30 years ago when we approved the overall project, we said you have to have retail everywhere. And it -- we discovered that tenants who were kind of -- wanted to be in the mall, really wanted to be in the mall.

And they didn't want to be outside. And that, so the way we think the mall sort of sucks the life away.

Now -- and the retailers who have survived on First Street are guys who don't want to be in the mall for one reason or another, and I'm -- so, for example, PetCo which is the only one that I used to patronize, and it's like well, if you're buying a 25 pound bag of cat food, you know, you probably want to drive. I can do the 15 pound bag on my bicycle, but not the 25 pound bag. And there were bigger bags for people who own bigger things than cats. Now I could go to the PetCo on I think it's on Market Street in Brighton. They're scattered all over the place. I used to go to the PetCo in Leominster because it was really -- it was next to a shopping center. It was really

convenient when I was driving passed. But so I think the observation that you may need, that a -- you've got to do something special there. Now restaurants seem to do fine on First Street. Some of them do, the ones that are the most interesting food and have the best cuisine.

PetCo clearly wants to stay, so they must be doing fine. And they're, you know, to a pet owner they're a real service and they may not have made the list, but maybe because if they were there, they didn't make the list. So, I'm very pleased that we have some very experienced retail people on this team who were not only consultants, but they've got some skin in the deal, too, which I think brings a level of thinking that will -- really will help this -- because I think this is not -- it's not as simple as other

places because of the mall. And we in the city have to -- the more specific you can begin to get about what kinds of tenants -- this might be on the staff, you know, what a particular tenant that looks like a good tenant that you like to get, but this is what they're going to need to get to this location, having those kind of discussions would be useful. I'm not sure if they're useful to have in front of this Board directly, but they might think about that with staff.

I guess the other comment I would make is that I was -- I feel the presentation tonight is very convincing in terms of the findings we need to make. I think we're all convinced we all feel this is a tremendous gift to the city, a gift to First Street that we really would look forward to advancing.

And I could feel that we can easily make the motion we need to make to approve the project as presented at this stage. We have the comments from the Traffic and Parking Department, from CDD. We have our own comments, things that you should be thinking about as you develop it. But I think, you know, the quality of design is high. The mixed uses are terrific. The building types and densities are completely appropriate. The open space is again an advantage and a gift. So I feel, I mean, if we're ready for a motion, I can offer this as a motion to approve.

H. THEODORE COHEN: I think we are ready for such a motion and I thank you for summarizing that.

I think we ought to take two motions: One to approve on preliminary basis the

PUD, and No. 297. And then also take a vote on the amendment to #231A.

So anyone have any further discussion?

(No Response.)

H. THEODORE COHEN: Hugh, if you --

STEVEN COHEN: Just a question for clarification yet again, forgive me. This motion would be to approve in concept I think was the phrase?

ATTORNEY JAMES RAFFERTY: No, no, excuse me, not to correct you. The term in the Ordinance is development proposal is by definition conceptual.

H. THEODORE COHEN: Right.

ATTORNEY JAMES RAFFERTY: In the PUD structure the first vote is the development proposal. Upon the approval of the development proposal, the applicant returns with a final development plan and it's that

final development plan that will contain responses to these issues and other issues we'll be discussing with the staff. But it's not called preliminary. It's approval of the development proposal. Just the language you see there.

STEVEN COHEN: It's the preliminary term that you were objecting to.

ATTORNEY JAMES RAFFERTY: It's not embodied in the language of the Ordinance.

JEFF ROBERTS: Actually to correct -- the term -- what the action of the Planning Board needs to take here is a preliminary determination, but it's a preliminary determination on the development proposal, and that will lead to the ultimate submission of a final development plan.

STEVEN COHEN: So just -- just to follow up on that.

HUGH RUSSELL: And it has to be found in that motion.

STEVEN COHEN: Just following up, I just want to understand. You know, in terms of actual site plan massing, clearly details are still unresolved, but as site plan and massing and the rest of that pretty much, you know, approved when we vote tonight or is that still open? And certainly the parking issues that we're talking about will relate to site plan.

JEFF ROBERTS: Should I respond?

STEVEN COHEN: Yes.

JEFF ROBERTS: At this point anything, anything that the Planning Board has requested them to look at or to study further could be altered in the final development plan. I think that as long as -- the final development plan would be in broad

terms very consistent with what's been proposed here, but specific details about the placement of buildings or the actual design of buildings, those could all be changed. It's really like any other Special Permit review, it just has this two step process requiring that the Planning Board at the first step make a determination that overall the proposal is worthy of further consideration. That's -- that would be my interpretation of it.

HUGH RUSSELL: Right. And I think in a way you look at 3A, that's what we're talking about.

STEVEN COHEN: Yes.

H. THEODORE COHEN: Hugh, would you like to make a motion?

HUGH RUSSELL: I move that we approve the development proposal by making

this determination.

H. THEODORE COHEN: And that's for Special Permit #297.

HUGH RUSSELL: For #297.

STEVEN COHEN: Second.

H. THEODORE COHEN: Any further discussion?

(No Response.)

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Five in favor.  
And would you like to make a second motion?

HUGH RUSSELL: Sure.  
That we -- that this is again a preliminary determination and approval on the Major Amendment #231A to change the -- to delete the sum of the land area and put it in

#297, to change the form of the housing that is being proposed, and to do the other things that are shown in the plans that we've come here approved.

STEVEN COHEN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Five votes in favor.

Mr. Rafferty, just a question for you. Are there any other votes you need taken right now with regard to the individual Special Permits or they will all be incorporated in the final vote -- well, they're incorporated in the approval of the development proposal which has incorporated some of those?

ATTORNEY JAMES RAFFERTY: Right.

Under PUD construct the second vote on the PUD Special Permit will involve an approval of the final development plan, but they'll also, and there has been filed with the application, a request for a project review Special Permit under Article 19. So those findings and that information will occur at the later hearing.

H. THEODORE COHEN: The Special Permit about the bicycle parking, that will all get incorporated?

ATTORNEY JAMES RAFFERTY: That's incorporated in that, yes.

Thank you.

H. THEODORE COHEN: Okay, fine.  
Well, thank you, all.

ATTORNEY JAMES RAFFERTY: Thank you.

H. THEODORE COHEN: We will take a five minute break and then return with the

continuation of the hearing on the Ames Street property.

(A short recess was taken.)

H. THEODORE COHEN: All right, this is a continuation of the hearing on Planning Board case #294, 88 Ames Street. A project review Special Permit for development for 280 housing units with ground floor retail.

Modification to bicycle parking requirements. Location of bicycle parking, the access standards for bicycle parking.

We heard this in some great detail several weeks ago and we were left with one issue with regard to the TDM measures, and I believe there has been an agreement reached on that.

Somebody like to summarize what the agreement is? Mr. Barr?

JOSEPH BARR: There was a noise

going on so I didn't hear.

So I think this can be very brief.

Joseph Barr, B-a-r-r.

Yes, there was a big discussion, I think, very productive. I can't remember if it was one or two meetings with the applicant subsequent to the last hearing by the Planning Board on the hearing that's been continued, and we reached an agreement on the transit pass subsidy as well as a few other features which are listed on the first page. The one page of the memo that you received back from my department. So we've agreed, or the applicant has agreed to provide a subsidy for transit passes of 50 percent that will be for three months for every new tenant. So basically it will be in place for everyone who moves in the first time, and if somebody moves out and turns over, that subsidy will

be in place for three months. We think it's a good balance for providing incentive, to provide transit when people come, and having something that's continually available for all new tenants but not making it into an ongoing commitment that goes on for too long and creates a financial burden on the applicant.

In addition to that the applicant has agreed to provide a gold level membership, again, to new tenants for the course of a year in Hubway which we think, again, is an important part of the entire package as well as contributing or funding the installation of a Hubway station adjacent to their property. They've also agreed to contribute \$50,000 for consultant services for -- in relationship to the ongoing Kendall Square mobility task force that massDOT is doing and

put in two electric charging stations at the garage.

We're happy with the resolution of the discussion. We feel like this is pushing further into terms of what we're doing on the residential side with TDM and creates a good, new benchmark for where people should be and we're pleased that they were agreeing with all the other improvements. I think it was a productive conversation that we had with them, and I feel frankly happy with the outcome as, like I said, a benchmark and a sort of new approach on the residential side for TDM.

H. THEODORE COHEN: Thank you.

JOSEPH BARR: And I'm happy to answer any questions.

H. THEODORE COHEN: I should have asked before, Mr. Rafferty, as you may notice

there are only five members here. All five of the members were present at the previous hearing. Are you prepared to go forward with our taking a vote this evening?

MICHAEL CANTALUPA: Yes.

H. THEODORE COHEN: Just we confirm that the agreement that Mr. Barr has indicated is acceptable to you?

MICHAEL CANTALUPA: Again, Mike Cantalupa with Boston Properties. Yes, the agreement was accurately stated and it's very acceptable to us, and I want to also compliment the city staff for working through the issues with us and reaching what we think is a very workable agreement. And we also appreciate your hearing our concerns as were stated at the last meeting, and really working towards a successful conclusion. So, thank you very much.

H. THEODORE COHEN: Okay.

Do any of the Board Members have any questions or comments?

(No Response.)

H. THEODORE COHEN: No.

JOSEPH BARR: Thanks.

H. THEODORE COHEN: Jeff, Liza, Mr. Rafferty is reminding me that we closed the public hearing the last session. I just want to confirm that's the case.

JEFF ROBERTS: That was the action taken by the Board last meeting.

H. THEODORE COHEN: Okay.

Just for the public record, I do want to note that while we have received several comments about inclusionary zoning, that that is a matter that is not resolved by this Board. That it is a subject that is taken up by the Building Department in consultation

necessary with the City Solicitor's office.

And, you know, we acknowledge that we received letters about it, but it's not something that we should be discussing or resolving right now.

We also received a draft decision that had -- we had requested at the last hearing. We went through the various elements of the decision other than the TDM procedures, and I just want to see if anyone has any questions about that draft decision? Comments about it?

HUGH RUSSELL: It contains the findings that we made in various Chapter 19 urban design approvals and that the findings that are made to substantiate that and also contains the minor modifications to the bicycle parking requirements essentially to accept an elevator that was built before the

bicycle parking requirements were written. And there's a couple of inches off but usable in the opinion of the city. So I think -- I have no questions, I think we could actually just move to grant the permits as --

H. THEODORE COHEN: Well, I think the one thing we did not do is that we did not actually make the determination, the findings with regard to traffic because we were waiting for the TDM decision to see if there was an agreement on that so that we could indeed make the findings that it complied with the requirements of the Ordinance.

STEVEN COHEN: Is that recited in the draft someplace?

HUGH RUSSELL: Page 3, the bottom of page 3.

H. THEODORE COHEN: Well, I think we

just need to actually incorporate in our vote that the -- with the TDM measures that the project will not have any negative impact upon development in the area. And I'm actually looking for the --

JEFF ROBERTS: It's no substantial adverse impact on traffic within the study area. That's the area that the applicant studied in preparing the traffic impact report.

HUGH RUSSELL: So we would add that sentence to this.

H. THEODORE COHEN: To the decision.

HUGH RUSSELL: To the decision.  
And also perhaps it would have to be some updating to reference the most recent letter from Joseph Barr.

H. THEODORE COHEN: Yes. And the decision still needs to have the various

materials that we've received inserted into it.

JEFF ROBERTS: Right. And I'll mention, because I conferred with the Traffic and Parking staff earlier that there are, generally the Planning Board will incorporate its conditions, recommendations in traffic and parking's commentary letter. In this case I was reminded that there actually has been, there's been a series of letters, some of which supersede one another. And in some cases the recommendations of one supersede the recommendations of another, and it was promised that we would, we would get a compilation that includes the most up to date version of each provision in those, in that series of recommendations. So the Board can incorporate as conditions, those -- the recommendations in those series of memos as

reflected in the most recent versions.

H. THEODORE COHEN: Okay.

If there's any further discussion?

(No Response.)

H. THEODORE COHEN: Is somebody willing to make a motion?

Steve.

STEVEN COHEN: Yes, I move that the application being granted, based upon the findings outlined in the draft decision before us, and with the additional finding that there is no substantial detrimental impact on the traffic within the study area.

H. THEODORE COHEN: Is there a second?

HUGH RUSSELL: Sure.

H. THEODORE COHEN: Any discussion?  
(No Response.)

H. THEODORE COHEN: None.

All those in favor?

(Show hands.)

H. THEODORE COHEN: Five to zero.

Thank you very much.

ATTORNEY JAMES RAFFERTY: Thank you.

MICHAEL CANTALUPA: Thank you very  
much.

H. THEODORE COHEN: Is there any  
other business to come before the Board?

(No Response.)

We are adjourned.

(Whereupon, at 9:50 p.m., the  
Planning Board Adjourned.)

\* \* \* \* \*

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BRISTOL, SS.

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

**IN WITNESS WHEREOF**, I have hereunto set my hand this 22nd day of April, 2015.

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