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PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, January 18, 2011

7:00 p.m.

in

Second Floor Meeting Room, 344 Broadway  
City Hall Annex -- McCusker Building  
Cambridge, Massachusetts

Hugh Russell, Chair  
Thomas Anninger, Vice Chair  
William Tibbs, Member  
Pamela Winters, Member  
H. Theodore Cohen, Member  
Steven Winter, Member  
Ahmed Nur, Associate Member

Susan Glazer, Acting Assistant City Manager  
for Community Development

Community Development Staff:

Liza Paden  
Roger Booth  
Les Barber  
Stuart Dash  
Iram Farooq

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## P R O C E E D I N G S

(Sitting Members: Hugh Russell, Thomas Anninger, Pamela Winters, Steven Winter, H. Theodore Cohen.)

HUGH RUSSELL: Good evening. This is the meeting of the Cambridge Planning Board. The first item on our agenda is review of the Board of Zoning Appeal cases and we have a sufficient quorum to conduct that business.

LIZA PADEN: I did not send out the BZA cases in the package, so they're here. But I don't see any case that is the type that the Planning Board usually comments on.

PAMELA WINTER: Could you give us one minute, Hugh, just to look over them?

HUGH RUSSELL: Sure, that's what I'm doing myself.

STEVEN WINTER: I would like a definition if I could, and that is -- I'm sorry, it's in relation to case 10050, this

1 person is installing two "long shed dormers."  
2 What is a long shed dormer?

3 LIZA PADEN: I assume the long shed  
4 dormer is just the type that goes all the way  
5 across and, you know, as opposed to being the  
6 windows that come out in a gable insert.

7 STEVEN WINTER: Oh, okay. From the  
8 end of the roof to the end of the roof?

9 LIZA PADEN: Yes.

10 STEVEN WINTER: Okay.

11 H. THEODORE COHEN: And the last  
12 case, 156.

13 LIZA PADEN: Yes.

14 H. THEODORE COHEN: Is it an  
15 existing business now?

16 LIZA PADEN: Right. There's an  
17 existing pizza business, and the person now  
18 owns the building at 1686 and he would like  
19 to move his business to the building he owns  
20 out of the building he leases.

21 H. THEODORE COHEN: And by thinking

1 of what the business is, is that a fast food?

2 LIZA PADEN: Yes.

3 H. THEODORE COHEN: Considered a  
4 fast food restaurant?

5 LIZA PADEN: Yes.

6 PAMELA WINTER: Liza, I was  
7 interested in the case No. 10051.

8 LIZA PADEN: Okay. This is the  
9 funeral home at the -- well, it's not at the  
10 intersection of Concord and Huron, but it's  
11 been closed for a number of years now.

12 PAMELA WINTER: Right.

13 LIZA PADEN: Did you want --

14 PAMELA WINTER: So they want to make  
15 it into two dwelling units; is that correct?

16 LIZA PADEN: Yes, with office and  
17 ground floor retail.

18 PAMELA WINTER: Okay. Did you find  
19 any problems with it?

20 LIZA PADEN: No.

21 PAMELA WINTER: Okay, thanks.

1 H. THEODORE COHEN: One last  
2 questi on.

3 LI ZA PADEN: Yes.

4 H. THEODORE COHEN: The first one,  
5 104 Lakeview. What did the letter say?

6 LI ZA PADEN: This is a long, ongoing  
7 di scussi on between Inspecti onal Servi ces and  
8 the Appl i cant as to what her bui lding is  
9 bei ng used as, and the number of uni ts and  
10 what consti tutes a dwel l i ng and what  
11 consti tutes human habi tati on. It's quite a  
12 l engthy l etter. Three pages if you want to  
13 read i t.

14 H. THEODORE COHEN: I woul d  
15 sometime.

16 LI ZA PADEN: Okay. I'll scan i t and  
17 send i t to you.

18 H. THEODORE COHEN: That woul d be  
19 great, thank you.

20 LI ZA PADEN: Okay. That's i t.

21 HUGH RUSSELL: That's i t. Thank

1           you.

2                       So, we have another ten minutes before  
3 we can begin our hearing on 1801 Mass.  
4 Avenue.

5                       Susan, do you want to give us your  
6 report?

7                       SUSAN GLAZER: Sure. Can you hear  
8 me out there? I'm not sure this mic is  
9 working as well as it should. It's not? Is  
10 that better?

11                      The next meeting will be on February  
12 1st, and that will be the annual Town Gown  
13 night where we will see some of our  
14 participants again. It will be held at the  
15 Central Square Senior Center because we  
16 anticipate a larger than normal crowd. And  
17 following the February 1st meeting, the next  
18 meeting will be February 15th. Right now we  
19 have two public hearings scheduled; one is a  
20 Major Amendment to the Petition for the  
21 St. James Church. There has been some

1 differences in interpretations of the Zoning,  
2 so they're coming back for an Amendment. And  
3 the second is the Hegarty Petition. This is  
4 an additional Petition to the 5.28 issue.

5 And finally, there's a general business  
6 item on a building on Bent Street, for which  
7 you issued a Special Permit, and this would  
8 be a design review for one of the three  
9 buildings that was part of that Special  
10 Permit.

11 The meetings in March will be on March  
12 1st and 15th. And right now the agendas for  
13 those meetings have not been finalized.

14 HUGH RUSSELL: Okay, thank you.

15 So, we cannot begin our public hearing  
16 for another ten minutes roughly. I thought  
17 I'd like to run by my colleagues here a sort  
18 of general plan for the evening. And my  
19 thought was to go until about 8:30 on the  
20 Lesley College, do what we can. Hopefully  
21 have a presentation, hear public testimony

1 and have us make any feedback. But kind of  
2 just draw the line at roughly that time. And  
3 then take up the second item, which is an  
4 eight o'clock hearing on the Concrete  
5 Turnpike, the Faces site, and spend about the  
6 same amount of time on that, about an hour  
7 and 15 minutes. And then at 9:45 take up the  
8 Alexandria design review, and spend, you  
9 know, a half an hour, 45 minutes on that and  
10 trying to get out of here at a time when  
11 we're still coherent.

12 THOMAS ANNINGER: While we have some  
13 time on our hands, one thing that occurred to  
14 me as we look forward is we have to come back  
15 to the Zoning Petition that we dealt with  
16 last time on 5.28, and my fear is that we  
17 will come back to that with no public  
18 hearing, although we did keep the testimony  
19 open. I think we kept the hearing open. And  
20 without any additional help, why I think  
21 we're going to be pretty cold coming into it,

1 we never did ask the staff for some options  
2 on how to deal with this, but I think that's  
3 a difficult one, and I think we're going to  
4 need all the help we can get. So, I guess  
5 I'd like us to think a little bit about  
6 preparing for that so that we don't have to  
7 face our cold memories for one, and the lack  
8 of possibly some alternatives on the other.  
9 So I wonder what we might do about that.

10 HUGH RUSSELL: Well, what I'm hoping  
11 will happen is that the discussion between --  
12 that the Mayor has convened about Norris  
13 Street, will reach some conclusions or add  
14 some options that can be presented back to us  
15 so that rather than asking the -- and I'm  
16 sure that Susan, the staff, is working with  
17 that process, so that essentially we can rely  
18 upon that process to bring us back discussion  
19 items when it seems to be appropriate.  
20 There's quite a bit of time running on that  
21 Petition. And so I'm not too -- myself, I'm

1 not too concerned that we have to do anything  
2 more ourselves at this time.

3 SUSAN GLAZER: The hearing before  
4 the Ordinance Committee on that item will  
5 take place tomorrow night. And we may get  
6 further comment and maybe get some, at least  
7 inkling as to which direction this might be  
8 taking, so we can take that into  
9 consideration as well.

10 HUGH RUSSELL: How many members are  
11 expected tonight?

12 LIZA PADEN: As far as I know,  
13 everybody is expected. Nobody called to say  
14 they weren't coming.

15 HUGH RUSSELL: I did speak to  
16 Charles and I guess he's not coming.

17 LIZA PADEN: Oh.

18 HUGH RUSSELL: He called me about  
19 ten minutes of seven saying he just walked in  
20 the door from a very difficult flight  
21 situation and wasn't going to be able to make

1           i t.

2                   PAMELA WINTER: I think Ahmed is not  
3           comi ng al so.

4                   THOMAS ANNINGER: What?

5                   PAMELA WINTER: I believe Ahmed is  
6           not goi ng to be here al so.

7                   HUGH RUSSELL: There he is.

8                   PAMELA WINTER: Oh, okay. I thought  
9           somebody sai d he was not comi ng.

10                  THOMAS ANNINGER: I think Bill  
11           usual ly comes at the end of the Zoni ng  
12           anyway.

13                  HUGH RUSSELL: Okay, because we  
14           woul d like to have a full panel here.

15                   (Whereupon, a di scussi on was  
16           hel d off the record.)

17                  HUGH RUSSELL: So we're sti ll  
18           wai ti ng. We hope Bill wi ll arri ve soon. And  
19           there's a memo here from the Traffi c and  
20           Parki ng Department that I have not read so I  
21           want to look at that.

1 (Whereupon, a discussion was  
2 held off the record.)

3 (Sitting Members: Hugh Russell, Thomas  
4 Anninger, William Tibbs, Pamela Winters, H.  
5 Theodore Cohen, Steven Winter.)

6 HUGH RUSSELL: Okay. Let's get  
7 started on the Planning Board case 253, 1801  
8 Massachusetts Avenue.

9 Just for the record, we were informed  
10 that Lesley had hired a contractor to work on  
11 the project and Mr. Nur is an employee of  
12 that contractor, so therefore, that's why he  
13 has left the room and he will not be  
14 participating in the case. So I ask  
15 Mr. Rafferty for the record, there are six  
16 members here on the Board. You're entitled  
17 to be heard by seven. Are you willing to be  
18 heard by six?

19 ATTORNEY JAMES RAFFERTY: Yes, thank  
20 you, Mr. Chairman. General counsel for  
21 Lesley University Sandra Doran is here and

1 she has expressed a desire to proceed, aware  
2 of the fact that not a full complement of the  
3 Board will be acting upon the Application.

4 HUGH RUSSELL: Okay.

5 Now, for those of you who came in in  
6 the last few minutes, we had a discussion  
7 about timing. We have a problem that we have  
8 three big cases tonight. And so our plan is  
9 to spend until about 8:30 on the Lesley case.  
10 We hope that we can hear the presentation, we  
11 can hear public testimony in that time, but  
12 we probably won't be able to go beyond that.  
13 So I would ask you if you're speaking on the  
14 case, to be even more succinct than you  
15 usually are, if you can do that.

16 So, first of all, I understand Liza has  
17 made that request to Mr. Rafferty and his  
18 colleagues.

19 ATTORNEY JAMES RAFFERTY: That's  
20 correct, Mr. Chairman. We have been fully  
21 briefed on the benefits of brevity and we are

1 going to commit ourselves to that at the  
2 outset.

3 For the record, James Rafferty on  
4 behalf of the Applicant Lesley University.  
5 Present this evening is Marylou Batt; Senior  
6 Vice President, general counsel Sandra Doran.  
7 And this evening we're going to put this  
8 presentation together in very short order.  
9 There are really only three components to it.  
10 A brief overview by Mr. Carlone, Dennis  
11 Carlone, the architect, planning consultant.  
12 The presentation by the architect in chief,  
13 and as necessitated by Article 19, a brief  
14 presentation by our traffic engineer Giles  
15 Ham of Vanasse.

16 We have assumed that given the many  
17 years of activity preceding this evening's  
18 hearing, including the work at the  
19 Planning -- the working group appointed by  
20 the City Manager that worked on this issue  
21 for several years. The Zoning Amendment

1 process that preceded this, that led to the  
2 creation of the Board of Lesley Overlay  
3 District, as well as the annual Town Gown  
4 reports and other presentations that the  
5 Board is very familiar with the location and  
6 very familiar with the project. It's worth  
7 noting that the project is also governed by  
8 the Historical Commission. At the time the  
9 City Council adopted the Zoning in this  
10 district, they also landmarked the property,  
11 so there is concurrent jurisdiction here.  
12 And many of the issues related to the project  
13 involve the relocation and restoration of the  
14 Landmark Church. As you might expect, we've  
15 spent a considerable amount of time with the  
16 Historical Commission, its staff members and  
17 others on issues involving restoration. It's  
18 fully detailed in the materials submitted,  
19 but our expectation this evening that may not  
20 encompass the line and share of our  
21 presentation. In fact, what we're focusing

1 on today is really what has been long known  
2 about this project. A relocation and  
3 repurpose church. A new building on the  
4 corner of Roseland Street and a connector.  
5 Having said that, Mr. Carlone is here to  
6 speak directly to the planning issues.

7 I just want to conclude by saying in  
8 addition to everything the Planning Board  
9 knows about this, we've also made a certain  
10 assumption about the level of public  
11 understanding to the project. To that extent  
12 the Board should be made aware that about a  
13 week and a half ago we invited the rear  
14 abutters and their counsel to my office where  
15 we spent over an hour with the project  
16 architect going over the details of the  
17 project. We also had a preview meeting with  
18 former members of the working group to walk  
19 through the project with architect at Lesley.  
20 And then last week Lesley sent out 2,000  
21 pieces of mail and hosted a community meeting

1 on the campus at University Hall to walk  
2 neighbors and others through the project.

3 So, this has had an exceptional level  
4 of outreach and hopefully that will allow  
5 this discussion to facilitate along the lines  
6 that we're hoping.

7 DENNIS CARLONE: My name is Dennis  
8 Carlone. My office is at 222 Third Street in  
9 Cambridge. And I've had the pleasure to work  
10 on this project and see it refined since the  
11 Planning Board last saw it in the rezoning  
12 effort. On the screen is the Overlay  
13 District that we talked a good deal about  
14 last year and was approved by you. Thank  
15 you. And in the requirements for the  
16 district there were certain provisions that  
17 were called out, and they're listed there,  
18 contribute vitality, identity, sense of  
19 place. A dynamic mixed use image. Minimize  
20 impacts and abutting low density housing.  
21 Preserve, reuse and highlight the historic

1 structure. Enhance the pedestrian  
2 environment. Create inviting open space, and  
3 provide interim landscape along the Rosel and  
4 Street edge. I'm happy to say as you'll see  
5 tonight in detail when Jason presents, all  
6 those points have been addressed up to what  
7 the Zoning required and then some in many  
8 cases. That's the initial slide that I went  
9 backwards on.

10 The key that we saw is integrating the  
11 site with the city. There are wonderful  
12 conditions and some more difficult conditions  
13 around it, quite varied given that Porter  
14 Square is so near and yet there is low  
15 density residential housing immediately  
16 adjacent to the site.

17 So what we -- as Jim mentioned, what we  
18 sought was multiple input from neighbors,  
19 from you, from participants. We got some  
20 negative feedback and we tried to improve the  
21 project based on that. And Jason will go

1 into detail about a number of those issues.  
2 One of the great things we think about this  
3 project and as you know, the Historical  
4 Commission has approved in principle is to  
5 relocate the church and bring it down, which  
6 I think is the most important thing, bring it  
7 down to the pedestrian level. Have it a  
8 participant in the daily life of people  
9 walking by Mass. Avenue, students hanging out  
10 on the steps, so forth and so on.

11 The urban massing I think is what  
12 should be, from an urban design point of  
13 view, applauded in the sense that it has  
14 really to relate many different conditions  
15 around it. We mentioned the low density  
16 housing on two sides. There's the apartment  
17 buildings across the street. There's  
18 University Hall, the old Porter Exchange  
19 Building on the north. And this building, I  
20 think, gracefully does that and really  
21 becomes urban design architecture which is

1 very rare.

2 The setbacks should be pointed out.

3 There is the setback of the 20 feet in the  
4 back of the rear yard in this case. The  
5 50-foot setback for the building above 35  
6 feet. As the Zoning specified there is a  
7 seven-foot, six setback at the historic  
8 structure look clearly more at 12 feet at the  
9 length of that historic structure. In the  
10 front the 13-foot sidewalk on Mass. Avenue is  
11 almost doubled to the steps. To the face of  
12 the building it's 21. And actually 22 to the  
13 underside of the overhang. So -- and perhaps  
14 most importantly, and this is what we were  
15 asked to do, we've been able to widen the  
16 sidewalk on Roseland Street. The public  
17 right of way is seven-nine. It is now  
18 widened by about 50 percent more to  
19 three-feet, seven inches which adds up to  
20 almost what the sidewalk width is on the  
21 other side of Mass. Avenue. The other side

1 is Mass. Avenue places just under 12 feet.  
2 So we feel very good about that. And there's  
3 no question, the bias was to the public edge  
4 of going beyond the call of duty and because  
5 we kept hearing that.

6 The public space definition and  
7 invitation we're very excited about. Jason  
8 will show you a presentation on that a little  
9 later, but this edge is very enticing with  
10 sitting areas that will also be discussed in  
11 more detail in a moment. But the one great  
12 thing -- another good thing about the  
13 movement of the church is that the higher  
14 mass of course is next to University Hall,  
15 the lower height is next to the lower density  
16 housing, but the angle of the roof allows  
17 more light from the south to go over the roof  
18 into the plaza over the year. Because it's  
19 not only lower, but the angle allows more sun  
20 to bathe the public space. These are all  
21 things that are important to make a special

1 public space.

2 Lastly, something that we talked about  
3 at the Board and previous projects, the whole  
4 idea of integrating bus shelters into  
5 buildings so an MBTA or a city bus shelter is  
6 in the middle of a sidewalk. And in this  
7 case the overhang at the new wing of the Art  
8 Institute is a 10-foot over -- sorry. It has  
9 a mind of its own.

10 The overhang incorporates a bus shelter  
11 within it. And to me that should be a  
12 requirement up and down Mass. Avenue.

13 Just summing up, I think what's  
14 interesting, and you can see it in the model,  
15 is there's interesting complexity but the  
16 concept is really very simple and attainable.  
17 Very obvious. The way the massing is broken  
18 up, it really focuses on the church and the  
19 new wing so it's almost like two separate  
20 buildings. And only when you're in the plaza  
21 do you see the glass structure. But the

1           significance of the glass is clear as well.  
2           And the human scale. The first floor use is  
3           as you recall are all publicly accessible.  
4           And a lot of effort was done by Bruner/Cott  
5           to get the mechanical equipment to be -- to  
6           have minimal impact, visual and sound-wise  
7           and that will be discussed by Jason. Jason  
8           Forney is senior associate of Bruner/Cott and  
9           the project architect for this project and  
10          he'll be presenting next.

11                    JASON FORNEY: Thank you, Dennis.  
12           Again, I'm Jason Forney, from Bruner/Cott  
13           Architects, 130 Prospect Street in Cambridge.  
14           And I'm very happy to be here. The arts can  
15           be transformative, and this project is no  
16           exception. The arts can transform cities,  
17           neighborhoods, communities, and in this case  
18           institutions of higher education. I'd like  
19           to say a couple of things before I begin. We  
20           know we've given you a lot of information in  
21           our application package so I will stick to

1 just the basics in the presentation. And I  
2 wanted to let you know that I have Lee Cott,  
3 founding principal of our firm here, and also  
4 Richard Burke who is our landscape architect  
5 who has led the team in its effort to design  
6 the arts plaza and the streetscape. But in  
7 an effort to be brief, I will be doing most  
8 of the presenting.

9 Simian Bruner who I have been working  
10 more closely on the project is still enduring  
11 a difficult flight situation like Mr. Studen,  
12 hasn't yet walked through any doors. So he  
13 wishes he was here instead of there.

14 Quickly, the church as it exists, the  
15 site as it exists today. The existing  
16 historic church on the corner of Roseland and  
17 Mass. Avenue with the playground to the  
18 south. And the proposed design.

19 Relocated church. A new four-story  
20 wing to the north of the site separated by a  
21 glass arts commons connector which also

1 incorporates and engages the arts plaza in  
2 front, the outdoor public space.

3 Along the rear is a 30-foot transition  
4 building that steps down from the 55 feet of  
5 the main building and onto the neighborhood.  
6 What you would see from across the street,  
7 from across Mass. Avenue, the relocated  
8 church, lower and engaged in the streetscape.  
9 The new building lifted above the avenue,  
10 revealing a gallery below, and the arts  
11 commons connector with a plaza in front.

12 Looking down the building in between  
13 two of the city's major squares, prominent  
14 squares, looking down from Porter Square,  
15 Mass. Avenue. It illustrates the European  
16 design condition that that has described.  
17 The 1920s modern former Sears Building,  
18 Lesley's University Hall. The new wing, the  
19 new construction, the relocated church, and  
20 on down into the neighborhood.

21 Looking up, coming from Harvard Square,

1 the church is relocated and more prominent  
2 than it is today. Closer to modern day Mass.  
3 Avenue and also lowered re-engaging the  
4 street as it was intended by its original  
5 designer.

6 I'd like to give you a quick walk up  
7 the avenue towards the building. And that,  
8 the line that you see there is the property  
9 line. So we have a sidewalk that's about  
10 twice as wide as typical sidewalks. We're  
11 going by the church, which will remain as an  
12 entry into the building, not the primary but  
13 a secondary. The gallery, street gallery.  
14 Walking through the plaza and through a glass  
15 wall which is the entry portal into the  
16 building.

17 The arts common is connected, connects  
18 to above and below. And when we turn around,  
19 you'll see that historic church which is now  
20 an interior element of the building and back  
21 out.

1           From the four corners of the site, this  
2           is from across the street to the north.  
3           Across the street from the south. From the  
4           rear showing the transitional portion of the  
5           building which happens to house offices which  
6           is the least impactful of the uses in the  
7           building. So there are smaller windows, nine  
8           to five occupancy. And from the University  
9           Hall parking lot looking back across Rosel and  
10          Street.

11           From a site planning perspective there  
12          are two important things that we're doing:  
13          First of all, we are enhancing and making  
14          better the pedestrian experience along the  
15          Rosel and Street edge by providing a new  
16          planted area, planted and a seating area, as  
17          well as a connector, a defined connector  
18          through the parking lot with a raised curb  
19          and a striped and demarcated area that would  
20          lead you into University Hall and through to  
21          the avenue. Something that a lot of

1 neighbors have been asking for.

2 And then of course the arts plaza,  
3 public on the Mass. Avenue side and a private  
4 buffering landscape to the east and south.

5 The arts plaza and the Mass. Avenue  
6 street front is a very important part of what  
7 we're doing here. I talked about the widened  
8 street, the active street with furniture and  
9 bicycle racks. The shape of this arts plaza  
10 has been very carefully sculpted by the space  
11 between the buildings, both the relocated  
12 church, the size and shape of the new  
13 gallery, and the glass wall which has been  
14 studied a lot with the Historic Commission  
15 and amongst ourselves just how as a tradeoff  
16 between just how freestanding the church is  
17 and the -- to regulate the size of the plaza.  
18 And we feel like this is -- it's in the right  
19 place. There are three windows of the  
20 church, so it really does appear  
21 freestanding. It's far back enough to make a

1 good pedestrian scaled space, but not too far  
2 back as to make a dark place. We're keeping  
3 the street trees and we've created an  
4 ensemble of furnishings, landscape  
5 furnishings. They're arranged in different  
6 ways: Against the new building they're  
7 energetic, dynamic and scattered. There are  
8 trees with plantings below, planter boxes,  
9 and different arrangements of seats both for  
10 more than one person and individuals so that  
11 their conversations can happen in that space.

12 Against the church those same elements  
13 are arranged differently. They're more  
14 ordered. They're more symmetrical. And on  
15 the street front the same thing happens.

16 Along Cross Terrace it's a buffering  
17 landscape with trees and hedge and some  
18 ground cover. Along the east property, line  
19 again, existing and new trees, a small  
20 pull-in for services and a sculpture pad in  
21 the back.

1           And this is what we hope that landscape  
2 will look and feel like. The church and  
3 objects and the landscape, the gallery object  
4 on the landscape and the ground plain  
5 connecting them.

6           The Roseland Street edge, trees and  
7 plantings. This is about 15 feet wide with a  
8 fence behind it. The plantings would be  
9 planted up against the fence to create a  
10 visual screening as well as a deterrent to  
11 keep people from cutting through that lot and  
12 use the path that's been defined. A new  
13 crosswalk at Roseland Street and places to  
14 sit.

15           The most public spaces are on the  
16 ground's floor. The spaces that are -- that  
17 Lesley will encourage the public to use; the  
18 gallery, the art library, a secondary  
19 gallery, and the arts commons which is the  
20 heart of the building knitting all those  
21 spaces and others together.

1           This is what it might feel like to be  
2 walking towards the building and seeing that  
3 gallery as part of the landscape. And from  
4 inside the gallery looking out through the  
5 art into the landscape.

6           We're happy that we've been able to use  
7 this existing church in a creative way. By  
8 lowering the ceiling of the church and  
9 turning it into a floor as opposed to inner  
10 flooring at the window heights, which you see  
11 a lot of, we've been able to keep the volume  
12 of the historic church. Full windows and a  
13 small Mezzanine that allows for stacks for  
14 reading areas up above for the university and  
15 the public to enjoy.

16           In your package you'll find a lot of  
17 technical drawings such as elevations. The  
18 Mass. Avenue elevation displays the important  
19 -- while these two buildings are different in  
20 their opacity and in their materiality, they  
21 share a lot in proportion. The rear

1 elevation is the most closed one with smaller  
2 windows facing the residential neighbors.

3 The north elevation along Roseland  
4 Street is more open to collect north light  
5 for art making.

6 The south elevation shows the historic  
7 church in its new configuration lowered to  
8 the ground with a new stone base. I'll talk  
9 more about the church in a few minutes.

10 A building section through the arts  
11 common reveals that it connects to the upper  
12 level and the lower level so it's not only  
13 tying together those public spaces, but also  
14 the rest of the building. And a  
15 cross-section, a new building lifted above  
16 the site, gallery and commons below, and this  
17 shows more distinctly how the library will be  
18 configured inside with the volume of the  
19 sanctuary with the small Mezzanine connecting  
20 to the existing balcony. And the design  
21 illustration with the space that we've found

1 above the library which would be formerly in  
2 the attic space with hand-hue trusses and new  
3 skylights.

4 The church is and always has been the  
5 spring point for the design. Most of you  
6 know that it was built in 1845 near Harvard  
7 Square where it was much lower to the ground.  
8 Very carefully intended proportions. Then it  
9 was moved around 1865 to Porter Square where  
10 it was part of a much different streetscape.  
11 And this is as it stands today. Mass. Avenue  
12 has been widened. The sidewalk has been  
13 narrowed, forcing it to be up on this mound.

14 Both Mr. Rafferty and Mr. Carlone  
15 mentioned our work at the Historic  
16 Commission, and we're getting into the  
17 nitty-gritty details such as how to  
18 faithfully reconstruct this bellry and  
19 cupola, and how to reconstruct the papyrus  
20 column capitals, and what to do with this  
21 acroteria piece that we found in the attic

1 this summer.

2 And this what we hope the church will  
3 look like ready to go for another 100 years.

4 Dennis mentioned mechanical equipment,  
5 and I wanted to quickly explain some of our  
6 strategies for reducing its impact on the  
7 community, on the site. First and foremost,  
8 we've located the coolant towers and boilers  
9 that you might normally find in this building  
10 that could be some of the biggest equipment  
11 on the roof of University Hall in the place  
12 where some of that equipment already stands.  
13 So it will be not only avoiding having that  
14 equipment on our roof, but we'll be gaining  
15 some efficiency in the operation of that  
16 building.

17 Secondly, in the new building we will  
18 be using a mechanical system that heats and  
19 cools hydronically, radiant heat tubing in  
20 the slab. And, therefore, the amount of air  
21 moving through the building, the air moving

1 through the building is for ventilation only  
2 and is reduced by probably about half over  
3 what you might find in an all air system  
4 building. So these units that you see on the  
5 four-story roof and in the rear to service  
6 the church building are smaller than they  
7 might normally be.

8 And this is a series of renderings, a  
9 series of views from all around the site all  
10 of which show how you might see those  
11 mechanical units from around the site.  
12 Concealed behind a four-foot parapet above  
13 the roof line.

14 That system is a big part of our story  
15 on sustainability. We are aiming for a LEED  
16 certified building at the silver level or  
17 higher, with a focus on these areas: Health  
18 and wellbeing of the occupants inside and  
19 out. An impact on the planet and community.  
20 And as I described, an energy efficient  
21 system. An example of the impact on the

1 planet and community is we're going to  
2 collect the storm water on the site in  
3 holding tanks, percolate it back out into the  
4 site, infiltrating into the site, but also  
5 use that water for flushing toilets and  
6 integrating the landscape. So there are  
7 several stories along that, and I'll be glad  
8 to answer any questions you have about those.

9 From right to left the materials that  
10 makeup the new building, the AIB, a granite  
11 base on the church, painted clapboard. And  
12 we'll retain as much of the original material  
13 as we can. Copper, and the new belfry and  
14 cupola. Translucent fiberglass wall system.  
15 This is the roof of the arts commons, as well  
16 as a big portion of the rear wall that blocks  
17 80 to 90 percent of the light coming out of  
18 the building, and also cannot be seen through  
19 in either direction. The new building is  
20 clad in a cream colored terra-cotta tile  
21 that's designed to relate to the clapboard in

1 proportion, and be in between the white  
2 clapboard and the buff colored brick in  
3 University Hall. And finally the transparent  
4 glass.

5 So all of those elements combine to  
6 create the whole, the building with vibrancy  
7 and energy and one that will bring an  
8 artist's culture to Porter Square.

9 Thank you.

10 ATTORNEY JAMES RAFFERTY: Can you  
11 show the rear elevation on the connector? I  
12 don't think you had a chance to show what the  
13 special treatment you've given that.

14 JASON FORNEY: Sure.

15 ATTORNEY JAMES RAFFERTY: Right  
16 there.

17 JASON FORNEY: So Mr. Rafferty asked  
18 me to walk through this elevation in more  
19 detail. So what you're seeing here are  
20 offices, the offices with smaller windows  
21 than the rest of the building has. And then

1 the glass connector, the transparent  
2 connector is an important part of keeping the  
3 church and the new building apart. But  
4 realizing that completely transparent glass  
5 would not be good for anyone in the back.  
6 We've changed -- we've designed this as a --  
7 as that translucent wall like blocking --  
8 vision blocking wall that still allows these  
9 two buildings to have their own identity. In  
10 addition to that, we're showing a fence and  
11 existing and new trees along that facade.

12 ATTORNEY JAMES RAFFERTY: Thank you.

13 JASON FORNEY: And I'd like to now  
14 turn it over to Giles Ham from Vanessa and  
15 associates who will tell you the traffic and  
16 parking story.

17 GILES HAM: Good evening. Giles Ham  
18 with Vanasse and Associates. We've completed  
19 a very comprehensive transportation study  
20 which was certified by the city on December  
21 13th. And I'll just really give you just a

1 very brief overview. The project itself  
2 generates very little traffic. We're looking  
3 at between 27 and 30 peak hour vehicle trips  
4 to and from the site. And that's mainly  
5 because most undergraduates are going to live  
6 on campus. And quite frankly they're just  
7 going to walk to class. So there's very  
8 little traffic there. For commuters we have  
9 very convenient access to the MBTA and Porter  
10 Square stations. So that also helps kind of  
11 built in mitigation to keep everything in  
12 terms of low traffic.

13 Next slide.

14 In terms of traffic mitigation, the  
15 city really asked us to focus on, which makes  
16 sense, is pedestrian access to the site. So  
17 this is just a graphic of Mass. Ave. near  
18 Roseland Street. The site will be here.  
19 They've asked for a new crosswalk at this  
20 location here. So we'd have a crosswalk with  
21 ADA compliant ramps. As well as they've

1 asked us to provide some protectives here to  
2 better respond to traffic demands and keep  
3 the phase as such and pedestrian traffic.  
4 Next slide.

5 The other crosswalk is -- the site's  
6 located here. This is the Porter Square lot  
7 here. Again, just add a crosswalk at this  
8 location with signage with again ADA ramps  
9 with access to the existing parking lot.  
10 Next slide.

11 In terms of parking between the  
12 existing Porter exchange lot and 1840 Mass.  
13 Ave. lot which is across the street, there's  
14 a total of 228 parking spaces. We've done  
15 surveys out there, and during the daytime the  
16 space is 65 percent occupied. So it's about  
17 80 spaces that are vacant. So there's plenty  
18 of parking out there today. And, again,  
19 there would be low parking demand because  
20 students live on campus and there's great  
21 MBTA access. So there's adequate parking

1           onsite for the project. And we'll point out  
2           that Lesley annually provides PDM monitoring  
3           traffic and parking studies to the city.  
4           We'll continue to do that to monitor traffic  
5           and parking in the area. And that's as brief  
6           as I can be.

7                     Thank you.

8                     HUGH RUSSELL: Thank you.

9                     ATTORNEY JAMES RAFFERTY: Thank you.

10           That concludes our presentation. Obviously  
11           we're prepared to answer any questions the  
12           Board or the public has.

13                     HUGH RUSSELL: Okay, thank you.

14                     Any questions at this time or should I  
15           go directly to public comments?

16                     STEVEN WINTER: Public testimony.

17                     HUGH RUSSELL: Okay. I have a list  
18           of people who have signed up. I'll call your  
19           names in order. When you're called, please  
20           come to the podium, please give your name,  
21           please spell your last name for the recorder.

1 And I would ask you to speak no more than  
2 three minutes. And given the time  
3 constraints and the number of people that  
4 have asked to speak, if you average a little  
5 bit less than that, it would help us stay on  
6 schedule.

7 So the first person on the list is  
8 Gordon Moore. Following him, Peter Lang.

9 GORDON MOORE: Thank you,  
10 Mr. Chairman. My name is Gordon Moore,  
11 M-o-o-r-e and I reside at Nine Rutland Street  
12 in Cambridge.

13 My -- I have a very specific concern  
14 that I'd like to urge that the Planning Board  
15 inquire about. And anticipating this, I  
16 actually notified the Lesley planning team  
17 about two weeks ago about it. Some of you  
18 may have, as I have, been over in Allston  
19 looking at the Harvard projects that were  
20 going to be built over there, and I was  
21 actually slated to be in one of those

1 buildings and which abruptly were stopped  
2 last year with the economic downturn. And I  
3 am very concerned about the issue of whether  
4 -- what sorts of eventualities might in fact  
5 stop this project and end up with a kind of  
6 really quite dreadful situation that's  
7 confronting the neighbors in Allston at the  
8 Harvard project. I fully recognize that  
9 Lesley's balance sheet is probably far  
10 stronger than Harvard's, but my specific  
11 question is to inquire of the team what types  
12 of mitigation against the possibility of an  
13 economic downturn or some other type of event  
14 has been put in train for this project so  
15 that we can be assured that no matter what  
16 happens, once the project is started it is  
17 completed. Bonding or something else. And I  
18 think I've left you a good bit of time on the  
19 three minutes.

20 HUGH RUSSELL: Thank you.

21 Peter Lang. And after Peter, Sarah

1 Farri ngton.

2 PETER LANG: Thank you. I'll also  
3 keep it under three mi nutes.

4 Mr. Russell, members of the board. My  
5 name is Peter Lang, L-a-n-g. I've lived at  
6 One Frost Terrace for over 30 years. I'm a  
7 di rect abutter to the church and the church  
8 yard. I believe that you're all in receipt  
9 of a letter from Attorney Thomas Bracken  
10 (phonetic) who represents the abutters who  
11 are opposed to the proposed project as it's  
12 currently configured. I'd like to review the  
13 letter for members of the public and for any  
14 members of the Board who have not had the  
15 opportunity to review that letter.

16 My neighbors and I oppose the creation  
17 of the Lesley Porter Di strict and the  
18 granting of any permits allowing the proposed  
19 devel opment on the ground that the Ordi nance  
20 consti tutes illegal spot zoning, and that the  
21 proposed devel opment does not meet the

1 cri teri a set forth in Secti ons 10. 43, 25. 05  
2 and 19. 25 of the Cambri dge Zoni ng Ordi nance.  
3 But, more speci fi cal l y for thi s eveni ng, as a  
4 matter of law, Lesl ey' s appl i cati on i s  
5 premature and shoul d not be consi dered at  
6 thi s time for the fol l owi ng reasons:

7 My nei ghbors and I brought an acti on i n  
8 the Massachusetts Land Court chal l engi ng the  
9 val i di ty of Ordi nance No. 1327 whi ch creates  
10 the new Lesl ey Porter Di stri ct on several  
11 grounds, i ncl udi ng that i t consti tutes spot  
12 zoni ng because i t si ngl es out land owned  
13 sol el y by Lesl ey Uni versi ty i n order to  
14 faci li tate i ts expansi on i n Porter Square.  
15 Moreover, the proposed devel opment i n the  
16 Lesl ey Porter Di stri ct i s contrary to the  
17 ci ty' s gui del i nes for the devel opment of  
18 Massachusetts Avenue adopted i n 1986 and the  
19 Cambri dge Hi stori cal Commi ssi on' s Landmark  
20 desi gnati on study for the church from 2009.  
21 Unfortunatel y Lesl ey has fi l ed an appl i cati on

1 for determination of appropriateness despite  
2 the fact that the current plans are clearly  
3 not in compliance with the Historical  
4 Commission's stated primary objective that  
5 the church remain as it is, where it is. My  
6 neighbors and I filed a motion for summary  
7 judgment requesting the Court to declare the  
8 Ordinance null and void, and to enjoin Lesley  
9 from taking any action toward developing the  
10 land within the Lesley Porter District,  
11 including seeking any developmental permits.  
12 The hearing was held on May 24, 2010 before  
13 Judge Alexander Sands. No decision has been  
14 issued as of this date. Therefore, since the  
15 validity of the Ordinance establishing the  
16 Lesley Porter District has not been  
17 determined by the Court, it is premature for  
18 Lesley to apply for any development permits  
19 pursuant to the provisions applicable to the  
20 district.

21 Finally, Zoning Act M.G.L. 40A Section

1 11 provides that a Special Permit shall not  
2 take effect until the appeal has been fully  
3 decided. The same principle should apply  
4 here. Specifically, an appeal of the  
5 Ordinance creating the Lesley Porter District  
6 should stay proceedings on an application for  
7 the Special Permit under the challenged  
8 Ordinance until the matter is resolved.

9 Mr. Russell, and members of the board, for  
10 these reasons we request that the Board not  
11 consider Lesley's application for a Special  
12 Permit at this time. If you rule that the  
13 hearing will continue, members of my family  
14 and my neighbors are prepared to address  
15 important issues related to the proposed  
16 development.

17 Thank you.

18 HUGH RUSSELL: Okay, thank you.

19 When I received that letter, I asked Susan to  
20 discuss that with the City Solicitor and  
21 she's going to report on that discussion.

1                   SUSAN GLAZER: The Ci ty Sol i ci tor  
2                   feels that thi s can go forward. That there  
3                   is no legal reason not to move forward wi th  
4                   the hearing tonight recogni zing that the Land  
5                   Court has not made a deci si on.

6                   Furthermore, Secti on 11 of 40A was  
7                   amended a few years ago to speci fi cal l y al low  
8                   Speci al Permi ts in thi s kind of si tuati on to  
9                   move forward. However, the Appli cant is at  
10                  risk i f they, you know, seek to bui ld. So  
11                  the appli cation can move forward. The  
12                  heari ng can move forward tonight, and the  
13                  Speci al Permi t, i f the Board chooses, coul d  
14                  be granted. But Lesley i s aware of that.  
15                  There are some caveats wi th movi ng forward.

16                  PETER LANG: Thank you. Thank you.

17                  HUGH RUSSELL: Okay.

18                  PAMELA WI NTER: Hugh, one qui ck  
19                  questi on.

20                  HUGH RUSSELL: Sure.

21                  PAMELA WI NTER: Di d we recei ve a

1 memo from the Hi stori cal Commi ssi on or have  
2 they sent us any i nformati on yet?

3 SUSAN GLAZER: I am not aware -- I  
4 have not recei ved a l etter from them. I'm  
5 not -- I don' t know whether they have i ssued  
6 one or not. I don' t have a copy of i t.

7 PAMELA WINTER: Thank you.

8 ATTORNEY JAMES RAFFERTY:  
9 Mr. Chai rman, we have recei ved a Certi fi cate  
10 of Appropri ateness under prel i mi nary  
11 determi nati on from Hi stori cal approvi ng i n  
12 concept the pl ans, and we are schedul ed to  
13 appear for further detai ls at thei r February  
14 meeti ng i n a few weeks to go through some of  
15 the fi ne poi nts. And we' d be happy to add  
16 that to the record. I apol ogi ze. I thought  
17 i t was i n our appl i cati on. They' ve acted  
18 al ready.

19 PAMELA WINTER: Thank you.

20 HUGH RUSSELL: Thank you.

21 Okay, the next speaker why Sarah

1 Farri ngton. After Sarah, John Farri ngton.

2 SARAH FARRINGTON: Good evening,  
3 Mr. Chai rman and members of the board. My  
4 name is Sarah Farri ngton. That's Sarah wi th  
5 an H, F-a-r-r-i -n-g-t-o-n. I actual ly have  
6 printouts of my comments if it would be  
7 hel pful for the members to have.

8 HUGH RUSSELL: Sure.

9 SARAH FARRINGTON: Maybe I'll be  
10 able to get through it in three mi nutes that  
11 way. And I bel i eve my brother John has  
12 agreed to gi ve me hi s three mi nutes. If I go  
13 over, is that acceptabl e?

14 HUGH RUSSELL: No.

15 SARAH FARRINGTON: All right.

16 HUGH RUSSELL: He can come up and  
17 conti nue to read.

18 SARAH FARRINGTON: All right.

19 My name is Sarah Farri ngton. I'm a  
20 resi dent of 18 Frost Street, and I'm an owner  
21 of abutti ng resi dences to thi s project at No.

1           20 and 21 Roseland Street, along with my  
2           brothers. Though these are private homes in  
3           a residential district, they are operated as  
4           rental residential units which will be  
5           adversely impacted by the proposed  
6           development of the church lots. Both in the  
7           short term during construction and in the  
8           long term. These impacts will make the  
9           residential units less desirable to live in  
10          causing reduced income to my family. Impact  
11          on our tenants include loss of privacy and  
12          view changes in light and airflow, and  
13          increased noise from building occupants,  
14          mechanicals and traffic among other things.  
15          We ask that the following considerations be  
16          made to lessen the impact on our tenants, our  
17          neighbors and on ourselves as nearby  
18          residents.

19                   I'm going to start with item 1 on my  
20                   list and I may dance around a little bit, but  
21                   I'll give you the numbers that I'd like to

1 talk about. No. 1, we're concerned about  
2 privacy along the east edge of the lot. The  
3 plan, in our opinion, does not sufficiently  
4 minimize impact on abutting low density  
5 housing. For the record, the houses at 20  
6 and 22 Roseland have a total of 27 windows  
7 facing the new construction, most of which  
8 are in living spaces, including several  
9 bedroom and bathroom windows.

10 We ask that the connector section,  
11 which in my understanding based on our  
12 meeting with the planners last week called  
13 for a combination of translucent and  
14 transparent glass, though, that's not what  
15 Mr. Forney said today I believe. So I'm a  
16 little confused on that. At any rate, we  
17 believe that wall of transparent glass at the  
18 rear for the connector should be -- should be  
19 entirely translucent. And moreover we  
20 request that it be made visually appealing to  
21 neighbors in some way, perhaps with some

1 etching or subtle patterns.

2 The sculptured pattern in the rear we  
3 feel is completely inappropriate as it draws  
4 attention towards private residences, and  
5 public sculpture is really more suitable for  
6 the arts plaza.

7 We ask that the office window blinds be  
8 automatically closed between five p.m. and  
9 nine a.m. because we don't believe that  
10 occupants will be barred from their offices  
11 during those hours and we can't rely on them  
12 to close the blinds themselves.

13 And in terms of the fence, the  
14 applicants have stated their intention to  
15 collaborate with abutters, and we accept that  
16 intention. But we request information on  
17 maximum allowable heights for fences and we  
18 appreciate local examples for reference.

19 Moreover security lighting, there  
20 appears to be no plans articulated in the  
21 application and we would respectfully ask

1 that they be done.

2 Landscaping. We do not believe that  
3 the plan along the back is adequately  
4 delineated in the application materials.

5 PAMELA WINTER: I think it's time  
6 for your brother to come up.

7 SARAH FARRINGTON: Okay.

8 PAMELA WINTER: Sorry.

9 JOHN FARRINGTON: All right. My  
10 name is John Farrington. J-o-h-n  
11 F-a-r-r-i-n-g-t-o-n. I am one of the owners  
12 of 20 and 22 Roseland Street and I'll try to  
13 pick up where my sister left off.

14 No. 3 on the list is mechanicals. The  
15 air handling rooftop units located on the  
16 two-story structure behind the church. We're  
17 concerned about the visibility from upper  
18 levels of One Frost Terrace and the third and  
19 fourth floors at 20 and 22 Roseland, and  
20 concern about the noise from -- for abutting  
21 residences.

1           The hours of occupancy are not really  
2 articulated, and the frequency and duration  
3 of events is not articulated in the  
4 materials. We're also concerned about trash,  
5 recycling, hazardous waste. Interior storage  
6 is appreciated. And there has been mention  
7 of a pick-up schedule, but we're not -- we're  
8 not sure of the frequency of that behind the  
9 building. And hazardous materials, we're --  
10 I'd like detail added to the application for  
11 review.

12           And then we're also concerned just  
13 generally about the traffic on Rosel and  
14 Street. It's pretty bad as it is right now.  
15 The new crosswalk is kind of in the middle of  
16 all these traffic patterns. There's eight  
17 different traffic patterns that come into  
18 play right where the road goes from one way  
19 to two way. And the location is appropriate  
20 for the number of current and projected  
21 pedestrians crossing here, but only if there

1 are changes to traffic flow. Not making  
2 sense. Sorry.

3 Also proposals to the change of traffic  
4 flow input from residents of Roseland and  
5 Frost Street and should consider future  
6 development, specifically there's another  
7 hotel, Beacon Hotel being built at the top of  
8 Roseland Street which is going to add traffic  
9 to that area as well as Lesley's future plans  
10 for development of that back lot.

11 And request should be just -- I'm going  
12 to wrap it up there actually. And but that's  
13 hopefully just for the rest of the materials,  
14 please, and we would really appreciate your  
15 support.

16 Thank you.

17 HUGH RUSSELL: And next is Kathy  
18 LaPierre (phonetic). And after her Emma  
19 Lang.

20 KATHY LaPIERRE: Hi, my name is  
21 Katherine LaPierre. I live with Peter Lang

1 my husband at One Frost Terrace which is  
2 behind the proposed church relocation.

3 We are most concerned about the -- I'm  
4 sorry, this is very hard to do. We are most  
5 concerned about the impact of this structure  
6 which is essentially going to be -- we will  
7 be overlooking from our bedroom and the --  
8 there was a comment the other day about the  
9 -- having mixture of translucent and  
10 see-through glass in the back, and I would  
11 just hope that it would be an entirely opaque  
12 structure in the back. Also, I would ask --  
13 again, reiterate the request for blinds on  
14 the windows to come down a particular hour,  
15 five p.m. seems appropriate.

16 Also, the noise impact. If we could  
17 move the mechanicals from essentially outside  
18 our bedroom window to a little bit further  
19 away, it might be a nice concession to the  
20 neighbors.

21 And lastly, the sculptured garden in

1 the back does seem to be a bit in our face,  
2 and there's no reason we could see that it  
3 would be appropriate to have people wandering  
4 around essentially in our front yard to view  
5 sculptures when the sculptures could perhaps  
6 be better viewed closer to the street rather  
7 than closer to our home. That's all I have  
8 to say.

9 HUGH RUSSELL: Okay, thank you.

10 Emma Lang. And after Emma Lang Andrea  
11 Wilder.

12 EMMA LANG: Hello, my name is Emma  
13 Lang. I was born and raised at One Frost  
14 Terrace. I currently live in New York at 375  
15 West End Ave. I'm going to speak about the  
16 future. I will first tell you my credentials  
17 since I am not currently a Cambridge  
18 resident. I attended CRLS. I graduated in  
19 2003. Spent all of my years (inaudible). I  
20 served on the School Committee and sat  
21 through many such meetings as a student

1           representative of I assume of many people's  
2           in this room children. I am speaking to you  
3           from the emotional standpoint. It has long  
4           been assumed by my family and my friends that  
5           at some point I will come home and I will  
6           move back to One Frost Terrace and I will  
7           raise my family there. And what I am seeing  
8           from these designs, and I'm a museum  
9           professional. I work in historic structures.  
10          I work with historic architects. I  
11          understand how hard this is to design  
12          effectively. I am seeing out what will some  
13          day be my house windows what looks like a  
14          windowed mall scape. And I am seeing a place  
15          where it will be like living on a college  
16          campus. I was thinking as I was listening  
17          that I have actually never lived more than a  
18          15-minute drive from a major university  
19          wherever I have lived. So I'm not afraid of  
20          students. I don't mind students. I love  
21          students. But this is placing a university

1 structure on top of us. And students are  
2 noisy and that's great. It's really  
3 important. But it's a bit of a problem when  
4 you're trying to sleep and when you're  
5 working on a long day and you come home and  
6 you want to be with your family. And I want  
7 to raise my family in this place, and I want  
8 it to be the safe neighborhood that I grew up  
9 in. And it's very hard for me to imagine  
10 that there won't be extra traffic. It's very  
11 hard for me to imagine that people will --  
12 that students -- and I was one, who doesn't  
13 find it very interesting to peer in the  
14 neighbor's windows. It's very hard for me to  
15 see. And I beg of you. You're impacting the  
16 future. You're impacting what Cambridge  
17 becomes. You're impacting what the Agassi  
18 neighborhood becomes. We're the smallest or  
19 the second to smallest neighborhood in the  
20 city. We have very little power. But we  
21 really want to keep our neighborhood the way

1           it is. We want it to be the way we grew up  
2           in. At least the way we grew up in. We  
3           can't go back too far, but we beg of you  
4           please, please, please let us preserve the  
5           tiny bit of green space we have. And the  
6           traffic problems no worse than they currently  
7           are, and they currently are a disaster. So  
8           please just don't think about today, don't  
9           just think about these students and how  
10          they're going to benefit, think about the  
11          Cambridge citizens who are going to grow up  
12          in this place.

13                   Thank you.

14                   HUGH RUSSELL: Okay, thank you.

15                   Andrea Wilder. And after Andrea, Carol  
16          Weinhaus.

17                   ANDREA WILDER: My name Andrea  
18          Wilder. I live at 12 Arlington Street in  
19          Cambridge. I first knew of the proposed  
20          rezoning about two years ago when a neighbor  
21          told me that they were planning to move the

1 church. I immediately took a picture of the  
2 church as seen from Arlington Street. The  
3 AIB in place of the church, the view from  
4 Arlington Street will be on whatever building  
5 is put there front and center. I checked it  
6 out today. What we know is that something  
7 will be built on two parcels of church land.  
8 The process was set up unfortunately to be  
9 adversarial, but the abutters are a minority.  
10 Those in the working group most in favor of  
11 the rezoning often live furthest away from  
12 the church parcels. The front of the AIB is  
13 on Mass. Ave. The back intrudes visually and  
14 actually, it cuts off sunlight on the  
15 abutter's space. There are areas of the city  
16 which are somewhat protected from building  
17 placements like this, the historical  
18 districts but not other areas of the city.  
19 The history of Arlington Street and the  
20 street is roughly as follows: A chapel gave  
21 a name to a new street, Chapel Street which

1 would become Arlington. The congregation  
2 wanted more space, moved across Mass. Ave.  
3 to the corner of Roseland. The congregation  
4 moved again and hauled the church from  
5 Harvard Square to a place on Chapel. That's  
6 the North Prospect Church. When it was  
7 possible to buy the second parcel of the  
8 contiguous land, the church did so and  
9 demolished the mansard building there to make  
10 a grassy church yard.

11 So what does the rezoning bring? No  
12 grass, that's gone. No open green space,  
13 that's gone, too. A crowded end to Frost  
14 Street and a missing streetscape for Avon  
15 Hill. I think it is reasonable to request of  
16 the Planning Board that the AIB open space be  
17 made out of pervious material like brick set  
18 in sand rather than hot top to allow water to  
19 flow through and into the ground. I'm also  
20 requesting that an effort be made by Lesley  
21 to become, at even this late date, a better

1 neighbor to the abutters and work  
2 collaboratively with them to make the rear of  
3 the AIB attractive and to relocate away from  
4 the abutters anything like loading docks or  
5 trash areas.

6 Further, what I would like to see is  
7 the installation of some spectacular trees,  
8 as many as possible, that can be reasonably  
9 fit in. These could be native trees or fruit  
10 trees. This area was once renowned for  
11 hybridized apple and pear trees. This calls  
12 for serious attention to landscaping.  
13 Personally I would start with black walnut  
14 and oak and leave out any rhododendrons and  
15 hues. Hues aren't native to the areas.  
16 Rhododendrons are usually hybridized.

17 Thank you.

18 HUGH RUSSELL: Thank you.

19 Carol Weinhaus. And after Carol, Fred  
20 Meyer.

21 CAROL WEINHAUS: Hello. My name is

1 Carol Weinhaus. I'm a resident of 64 Oxford  
2 Street and it's spelled W-e-i-n-h-a-u-s.  
3 I've lived there since 1978 and I'm a direct  
4 abutter to Lesley University and they've been  
5 a great neighbor.

6 I just wanted to speak in favor of this  
7 project. I think it will be great for the  
8 small businesses along Mass. Ave.

9 The second point is I think that along  
10 with the Maude Morgan (phonetic) and Agassis  
11 neighborhood there's really an opportunity to  
12 create an Avenue of the Arts. I also love  
13 what they've done with the church. It's  
14 brought its presence closer to the street.  
15 It's closer to the original feel and the  
16 siting in the way that it's located to the  
17 public. I like the fact that they're opening  
18 the gallery space and their library in the  
19 church to the public, and I like the new  
20 steeple.

21 Thanks so much.

1 HUGH RUSSELL: Thank you.

2 Fred Meyer. And after Fred, Steve

3 Di amond.

4 FRED MEYER: Hi, I'm Fred Meyer and  
5 that's M-e-y-e-r, and I live at 83 Hammond  
6 Street. I've lived in the Agassi  
7 neighborhood for 51 years now. It isn't  
8 really part of your jurisdiction to think  
9 about whether this spot is to be used by  
10 University, that as you well know, is City  
11 Council's decision in making the Zoning to  
12 allow it. But I'm a human being and  
13 sensitive to these neighbors' concerns. The  
14 Farringtons' family I've known for decades.  
15 They're extremely responsible rental property  
16 owners, and I can appreciate where they're  
17 coming from. I can appreciate where the  
18 Langs are coming from. I know how I felt  
19 when I went back to where I grew up on Long  
20 Island and saw the vacant lots where I used  
21 to play now with houses on them. It's -- it

1 is upsetting, these kind of changes  
2 emotional ly.

3 In looking at the good of the ci ty,  
4 though, I have to look at the fact that thi s  
5 is a busy commerci al street. It's a  
6 uni versi ty street just as a uni versi ty change  
7 happens. And there are unfortunate costs to  
8 that. But as we look at the good of the  
9 publ ic, I have to say I am simply del ighted,  
10 I had to restrai n mysel f from appl audi ng  
11 after the archi tect' s presentati on.

12 Here you have a very di ffi cul t probl em.  
13 You' ve got a hi stori c church, Greek revi val  
14 styl e. You' ve got a Sears Roebuck Mozart  
15 modern bui ldi ng. How do you put somethi ng i n  
16 between that bl ends? And I thi nk they' ve  
17 done a very good j ob. And that' s obvi ousl y a  
18 modern bui ldi ng, but you' ve got the three  
19 wi ndows matchi ng the three doors of the  
20 church, you' ve got a shade of color that' s i n  
21 between the color of the church and Sears

1           Roebuck. You've got the angle of this  
2           building. If you were to look at the plot  
3           plan, it branches out nicely towards the  
4           Sears building. I think they've done an  
5           outstanding job. And in fact the setbacks  
6           for the neighbors are much larger than what's  
7           there now. So, it is a difficult project,  
8           but a painful one. I think you have every  
9           reason to support it.

10                   I'm reminded of the lines of James  
11           Russell Lowell (inaudible) the Harvard  
12           Presidents now live. "New occasions teach  
13           new duties. Time makes ancient work uncouth.  
14           They must upward still and onward, who would  
15           keep abreast in truth."

16                   HUGH RUSSELL: Thank you.

17                   Stephen Di amond. And after Stephen,  
18           Ron Axel rod.

19                   THOMAS ANNINGER: Di amond is  
20           decl i ni ng.

21                   HUGH RUSSELL: Ron Axel rod.



1 Permit has been reduced by 22 percent from  
2 the conceptual design used in discussing the  
3 Porter Square Overlay District. This reduced  
4 volume has kept the building height along  
5 Mass. Ave. consistent with five -- within  
6 five feet of the University Hall and the  
7 Newport condominiums. It is 25 feet lower  
8 than the Oxford -- massive Oxford Courts  
9 building across the street of Mass. Ave.

10 For years this parcel on Mass. Ave. has  
11 been a problematic gap in the surrounding  
12 urban fabric and an area avoided at night.  
13 The vitality of a new building on this  
14 pivotal corner will bring students and  
15 members of the public to a welcoming building  
16 both during the day and night hours.

17 The planned restoration -- the planned  
18 church restoration will give this historic  
19 structure increased prominence along Mass.  
20 Ave, and by lowering it to its historic  
21 elevations consistent with Isaac Melvin's

1 original design, will integrate it better  
2 into the community. As design studies have  
3 shown, this church is currently shielded from  
4 the view coming from the north on Mass. Ave,  
5 and with the planned move it will once again  
6 become a visual focal point from the northern  
7 approach. The restored church will be a much  
8 stronger visual asset to the streets --  
9 avenue's streetscape and will enhance the  
10 related streetscape improvements.

11 The arts plaza fronting on Mass. Ave.  
12 opens the building to the street, is ample in  
13 portion and provides a very public civic  
14 space for the school and community.

15 The building is sited such that there  
16 is 30 percent open space, three times the  
17 required -- a considerable gain for the  
18 neighborhood and Mass. Ave. frontage.

19 And lastly the building design -- and  
20 this deals with the abutters -- not only  
21 minimizes the impact on the abutters that's

1 called for in the Ordinance, but it improves  
2 the conditions of the abutters to east, the  
3 Farringtons, on the current height and  
4 setback. The existing church height for the  
5 abutters is 55 feet at the ridge and eight  
6 feet set back. The new building height will  
7 be 20 feet lower and 20 feet set back. In  
8 fact, the two-story rear portion of the  
9 building is lower than the abutter's  
10 property.

11 I want to thank you very much for your  
12 consideration of this strong endorsement for  
13 the Special Permit.

14 HUGH RUSSELL: Okay, thank you.

15 Next is Susan Brand. And following  
16 that, Peter C --

17 SUSAN BRAND: Cardi hel I i chi o.

18 HUGH RUSSELL: Pardon?

19 SUSAN BRAND: Cardi hel I i chi o.

20 Good evening. My name is Susan Brand,  
21 B-r-a-n-d. I live at Seven Arlington Street,

1 part of the -- I've heard the massive Oxford  
2 Courts building across the street. We  
3 submitted a letter this afternoon. I  
4 understand we missed the packet, but it will  
5 be distributed, and here's an original I'd  
6 like to file.

7 The condominium consists of 103  
8 residential units and six commercial units,  
9 and it's directly across the street. The  
10 building right here (indicating). At least  
11 that's a piece of it. And the condominium is  
12 generally supportive of the project and the  
13 relocation of the Art Institute of Boston to  
14 Porter Square provided that appropriate  
15 provisions are made to protect the  
16 neighborhood. And there are really two  
17 issues that we have. I'd like to speak to  
18 parking and my neighbor, Mr. Cardelli, is  
19 going to talk about rooftop equipment.

20 We were pleased to see in the traffic  
21 study that Lesley anticipates that there's

1           adequate parking now for both the current  
2           parking demand and for the expected use by  
3           the AIB. However, there's one area that we  
4           are concerned. And one of the benefits of  
5           this new project that was told to this  
6           community was that there would be special  
7           events held at the AIB, and these presumably  
8           would be evening events. And I understand  
9           from somebody -- from Mr. Shulman at the  
10          Traffic Department that typically when doing  
11          a traffic study, you don't really scope for  
12          special events such as that. You do the  
13          day-to-day, people who are there every day.  
14          But this is -- special events in the evening  
15          are going to bring additional people in,  
16          additional cars in the neighborhood, and this  
17          is not something that's encountered for at  
18          all in the traffic study. And as the late  
19          afternoon and evening areas where there's the  
20          smallest surplus of spaces. And where there  
21          may in fact not be adequate parking within

1 the Lesley off-street parking lots to  
2 accommodate this demand. We're concerned  
3 about parking in those areas. That's when  
4 the streets are the fullest when people come  
5 home from work. And we request that this  
6 issue be looked at by Lesley so that parking  
7 in the evening hours on the residential  
8 streets isn't negatively impacted by the AIB.

9 Thank you.

10 HUGH RUSSELL: Okay.

11 Peter Cardihellichio.

12 PETER CARDIHELLICHIO: Thank you.

13 My name is Peter Cardihellichio,  
14 C-a-r-d-i-h-e-l-l-i-c-h-i-o and I live at  
15 Seven Arlington Street at Oxford Courts. And  
16 I would like to make just one very specific  
17 comment. I read through the Special Permit  
18 application, and there was a lot of attention  
19 on rooftop equipment. And most of this  
20 discussion had to really do with visual and  
21 noise mitigation associated with abutters on

1 various sides of that property. And on page  
2 46 and 47 there are certain representations  
3 of what this would look like from street  
4 level. And it seemed to me that one of the  
5 omissions, and to be quite honest, I'm not  
6 sure if it's serious or not, but if you look  
7 at where we are at Oxford Courts, in this  
8 building, this building's about 80 feet tall.  
9 The rooftop mechanicals here, as I  
10 understand, will be about 60 feet. And so  
11 when they discuss their -- a visual in noise  
12 mitigation, it's all from looking down from  
13 the sides. It seems like there's no  
14 attention at all given to people in this  
15 building on floors four and five where  
16 there's a clear kind of a -- there's no  
17 blocking or nothing to mitigate noise in that  
18 direction. I'm not sure, given the distance  
19 involved and the level of noise, if that's an  
20 important consideration, but we would like to  
21 ask that that be looked at and considered by

1 Lesley and the Planning Board.

2 Thank you very much.

3 HUGH RUSSELL: Okay, thank you.

4 That's the end of the list. Is there  
5 anyone else who would like to be heard?

6 (No Response.)

7 HUGH RUSSELL: Okay, I see no one.

8 All right, so shall we close the  
9 hearing for public testimony?

10 (Board Members in Agreement to close  
11 public testimony).

12 HUGH RUSSELL: Okay. We'll do that.

13 PAMELA WINTER: Keep it open for  
14 written?

15 HUGH RUSSELL: And leave it open for  
16 written testimony. If we are to adhere to  
17 our schedule that I -- tentative schedule,  
18 which we're doing pretty well on, I think we  
19 ought to perhaps lay out any issues that we  
20 want to get more information back on. And if  
21 there are no such issues, we can do something

1           el se.

2                     Steve.

3                     STEVEN WINTER: I had -- there's a  
4           few things I think we need some clarifi cation  
5           on.

6                     First of all, though, I want to say  
7           that this is a charming and wonderful  
8           project. This is tremendous. And it's a  
9           nice piece of urban fabri c. I also want to  
10          tell you that I read the descriptions of how  
11          you're meeti ng the Zoni ng Ordi nance, and it's  
12          one of the best that I've ever read. It's a  
13          very nice piece, and it helps me to  
14          understand a lot about the bui ldi ng.

15                    I do think we heard some concerns about  
16          visual clutter from the people across the  
17          street and what they'll be looking at. And I  
18          think we need to know how that's going to be  
19          managed. And I think that we need to know  
20          how sound up may be -- how we're going to  
21          mi ti gate that i ssue of the mechani cal s up.

1 And I also think that we heard that on the  
2 building that's attached at the rear of the  
3 church, their mechanicals on that building,  
4 and I'm not completely sure that we've -- I'm  
5 not completely sure that we can say that  
6 those are going to be silent and the people  
7 won't be able to hear those. And I -- we  
8 need to be very careful about that. And I  
9 also think that Sue Clippinger, all of her  
10 recommendations are appropriate; the  
11 crosswalk, the bicycle improvement, the  
12 placements of the crosswalks, the loops on  
13 Roseland Street, I think those are all where  
14 they should be. And so I think there are  
15 things that we do need to look at. But in  
16 general, I think that this project is looking  
17 very, very, very good.

18 HUGH RUSSELL: Other comments?

19 Bill.

20 WILLIAM TIBBS: I guess as I looked  
21 over the material, I just don't get a good

1 sense of what the rear is sort of like. I  
2 see the fence. I see the windows. I see the  
3 translucent and transparent glass. So I'd  
4 like to get a better sense of that. I think  
5 one problem that I'm having is that even  
6 though you demarcate your stuff pretty well,  
7 it's very unclear really to what's happening  
8 on the neighborhood side of the fence and  
9 stuff, so it's hard to blend them together.  
10 So I think giving a better context in the  
11 landscape sense as to what's happening there.  
12 It's unfortunate when you mentioned the  
13 sculpture -- little sculpture court. I said,  
14 oh, what a nice gesture. I'd love to have a  
15 sculpture court out of my house. And then  
16 the folks said they don't like that. But I  
17 think that's part of -- I don't understand  
18 how that fits in and is it really public or  
19 is it just a piece of art in the background  
20 or whatever? And in particular just the  
21 interface of how that's happening but in

1 particular the fence. I mean, if you look at  
2 your illustrations of the fence, it's a  
3 pretty blank, and I understand that's not the  
4 intent, it's a pretty blank wall. And I can  
5 easily see that as not being -- as much as  
6 you're trying to present a nice face, I can  
7 see it's just not working out as well as you  
8 think. So I think a little bit more thought  
9 there and a little more clarity there would  
10 be helpful. I'm one of those people -- I  
11 think the mechanical equipment, I think one  
12 yes, I applaud you for putting a lot of the  
13 big pieces on the University Hall building.  
14 And I think one, we've talked about  
15 mechanical equipment a lot in the city, and I  
16 say this for folks concerned about noise, we  
17 do have noise criteria which I think you  
18 might want to be more specific about saying  
19 you'll abide by. And one of the visuals, and  
20 I think one of the advantages of living in  
21 tall buildings is that you look out on roofs.

1           And roofs, you know, I think -- so I think  
2           there's a balance there. I do think you  
3           should look at how to conceal that as best  
4           you can. But I also think there's a balance  
5           between just what you can do.

6                        And I particularly am not all that  
7           supportive of things like having blinds  
8           closed at five and stuff like that. I think  
9           that the reality is we're neighbors and we  
10          live in the city, and I think that's why it's  
11          really important for you to really work on  
12          that back side because I think it's really  
13          important that as you live in the city, I  
14          understand that there was a nice green space  
15          before, but as things get built, things  
16          change. And I'm not one to be overly  
17          restrictive as to what one can do if one  
18          builds after someone else. In a lot of ways  
19          we take risks when we build and where our  
20          windows look out on, and when there's  
21          property that's not developed to its fullest.

1 So that's just a comment I have.

2 I remember this, I guess it's fairly  
3 common, but I know this is not New York City,  
4 but I think it's a common comment in New York  
5 City in particular when people talk about  
6 what great views they have in very high  
7 buildings and they're complaining about the  
8 water towers and all the mechanical  
9 equipment. That's just part of being high  
10 and in the city area. So I think those are  
11 my biggest issues.

12 I think the event parking issue is one  
13 that, I think you might want to try to  
14 address in some way or form. I think that's  
15 -- that is an issue, I know it. When you're  
16 close to a university that has something  
17 where there are events, it does impact a  
18 neighborhood. So I think -- I don't know if  
19 you've thought about that in any way, but I  
20 think I'd like to hear your comments on that.  
21 That will do for me for the time being.

1 HUGH RUSSELL: Pam.

2 PAMELA WINTER: Yes. Well, Bill,  
3 you addressed most of my concerns so I'm not  
4 going to repeat them. I just had one more  
5 which is the semi-permeability of the  
6 landscape one of the speakers had mentioned.  
7 And I didn't know whether or not you were  
8 planning to use hot top or whatever, but I  
9 certainly would prefer a semi-permeable type  
10 of material. I'm a big fan of that. So it's  
11 good for the environment and also looks  
12 nicer, too.

13 Thanks.

14 HUGH RUSSELL: I would comment on  
15 that last piece that quite a bit of the  
16 courtyard actually has habitable space under  
17 it. And so that's one of the clever parts of  
18 the scheme is that there's a very large below  
19 grade continuous below grade space for the  
20 kinds of arts activists that don't like  
21 daylight. So they're making a lot of use of

1 the whole land.

2 In terms of the impact between the  
3 building and the neighbors on Frost Terrace  
4 and back there, being an abutter to a public  
5 school, the thing that's most annoying in the  
6 evening is when they leave the lights on in  
7 the classrooms because the light fixtures in  
8 the classrooms are, you know, 20-year-old  
9 fluorescents. I can see the tubes from my  
10 house just as well. And one of the criteria  
11 of LEED is actually that you not spill light.  
12 So I think you may already have addressed  
13 that in your design or will be getting there.  
14 But if you have the lighting and the office  
15 is set-up in such a way that the light  
16 fixtures don't -- can't be seen from the  
17 abutting residences, it makes a big  
18 difference.

19 I would encourage you to meet with the  
20 Farringtons as an exhaustive list that  
21 they've put together. They're very good

1 advocates for their tenants. They perhaps go  
2 beyond some of the things that I would feel  
3 need to be done, but I think there's nothing  
4 on here that isn't -- you know, isn't talking  
5 about some potential or actual impact. And  
6 if you could go through that list with them  
7 and tell us what you have been able to do  
8 about the issues that are raised that would  
9 help.

10 Others wish to speak?

11 STEVEN WINTER: I forgot to say two  
12 things in my desire to be very brief.

13 I wanted to mention that I think that  
14 the hazardous waste plan was a good point,  
15 and I suspect that there is one, but I think  
16 the university just needs to make it known.  
17 All art schools have hazardous waste disposal  
18 plans.

19 And the abutter who brought up, you  
20 know, why is there a sculpture garden? I  
21 understand that. And I think that may take a

1 look. If people back in that space are going  
2 to be an additional -- an imposition on the  
3 privacy of those abutters, you know, maybe we  
4 can take another look on whether or not we  
5 really need that sculpture garden. And I  
6 particularly wanted to thank Fred Meyer for  
7 giving me one of the best Planning Board  
8 meeting moments ever with a quote, and I hope  
9 that we can do that a lot more here.

10 HUGH RUSSELL: Tom, did you want to  
11 speak?

12 THOMAS ANNINGER: Yes. I guess I  
13 come at this a little different than my  
14 colleagues. I think that what we see here is  
15 a very long process which we've been a part  
16 of for sometime, a couple years at least it  
17 feels like. The proponent has been I think  
18 very patient and responsive and thoughtful in  
19 the way they've conducted the process. The  
20 attention to detail has really been  
21 exceptional. I think there are compromises

1 and tradeoffs that had to be made along the  
2 way, but I too will evoke Fred Meyer. I  
3 think he got it just right in the way he  
4 looked at it. There may be some issues that  
5 had to be resolved in a way that doesn't  
6 satisfy everybody, but the outcome is  
7 outstanding for Cambridge. I don't think we  
8 can do any better than this.

9 The Historical Commission has vetted  
10 this in great detail. We know what the  
11 Historical Commission is like when they get  
12 into something.

13 HUGH RUSSELL: They're very  
14 thorough.

15 THOMAS ANNINGER: Yes, that's a way  
16 to say it.

17 I would, therefore, say that I would be  
18 reluctant to enter into any more detail. I  
19 think it's a mistake on our part to try to  
20 pick at various bits and pieces of what is a  
21 very rounded and thorough proposal. And I

1 think it's an utter waste of time to do  
2 anything more than to try to run through the  
3 -- and I don't think it needs to be done in  
4 any detail, the requirements, and to consider  
5 granting Special Permit tonight. I'm  
6 prepared to do that.

7 WILLIAM TIBBS: Hugh, I'd like to  
8 respond.

9 I just think that we have these  
10 hearings for the purpose of just looking at  
11 some of the detail. I mean, we're looking at  
12 the plan for the first time. I too think the  
13 project that in general -- I'm very  
14 supportive of the project. I think it's done  
15 very well. But there always are some issues  
16 that I think at least can be talked about and  
17 clarified. And I think that that's why we  
18 have these hearings, and to allow us to do  
19 that. So I wouldn't consider it a waste of  
20 time, but I agree with you that I think this  
21 is a pretty good effort that they've put

1           forth so far.

2                   THOMAS ANNINGER: Well, just if I  
3           could have a minor rebuttal to that. I get  
4           the feeling that if there are specific issues  
5           between some of the abutters and Lesley,  
6           having seen the thoughtfulness with which  
7           Lesley has addressed the process up to now, I  
8           am fully confident that they will do  
9           everything in their power to address them  
10          whether we deal with it here or whether they  
11          deal with it in their own time. And I think,  
12          frankly, we're going to have a tough time  
13          dealing with it here. So I think it can  
14          happen whether we get into these details or  
15          not.

16                   WILLIAM TIBBS: This is great. They  
17          call this deliberations. This is good for  
18          the Board to do. And I agree with you, too,  
19          but I personally as a Planning Board member  
20          actually have issues that I want to engage  
21          in, too.

1 THOMAS ANNINGER: Okay.

2 WILLIAM TIBBS: It's not just them  
3 engaging with their neighbors. There are  
4 issues like things like the fence in the back  
5 that I want to get clarity on my own, too.  
6 That's where I come in on it.

7 THOMAS ANNINGER: Okay.

8 HUGH RUSSELL: Ted, do you want to  
9 speak?

10 H. THEODORE COHEN: Basically all of  
11 my comments have been mentioned already. The  
12 one thing that I did want to say is that I  
13 want to thank Lesley and the architects for  
14 the excellent model. I came into the meeting  
15 having looked at the sketches, being very  
16 uncomfortable about the overhang. And from  
17 the sketches it seemed to me that it was  
18 sticking out quite a distance into the  
19 sidewalk. I realize from the model that  
20 that's not the case. And I understand that  
21 it's going to be a bus shelter, but more than

1           that, I think the idea of it being  
2           transparent material in through the art  
3           gallery -- and actually I'm hoping that the  
4           art gallery will be lit much of the time even  
5           if the windows in the rear and on the sides  
6           are not lit. So the model really did help me  
7           conceptualize exactly what is planned and I  
8           appreciate that.

9           I too think that we should deliberate  
10          at another time about this and, you know, I  
11          too believe Lesley will do all in its power.  
12          But the fact that we might push things along  
13          and push them to think about them now rather  
14          than at a later date is a good idea.

15                 HUGH RUSSELL: I agree.

16                 STEVEN WINTER: I concur.

17                 PAMELA WINTER: I do, too.

18                 HUGH RUSSELL: Okay. So I, think  
19          then, we will take this under advisement. It  
20          will be discussed at a future meeting,  
21          probably in a month?

1 SUSAN GLAZER: Probabl y.

2 HUGH RUSSELL: Probabl y i n the  
3 mi ddl e of February. So thank you very much.

4 ATTORNEY JAMES RAFFERTY: Thank you.

5 (A short recess was taken.)

6 \* \* \* \* \*

7 (Si tti ng Members: Hugh Russell , Thomas  
8 Anni nger, Wi lli am Ti bbs, Pamel a Wi nter, H.  
9 Theodore Cohen, Steven Wi nter, Ahmed Nur.)

10 HUGH RUSSELL: Okay, the Pl anni ng  
11 Board wi ll hear case 254, 223, 225 and 231  
12 Concord Turnpi ke.

13 RI CHARD McKI NNON: Al l set?

14 HUGH RUSSELL: Proceed.

15 RI CHARD McKI NNON: Thank you,  
16 Mr. Chai rman. My name i s Ri ch McKi nnon and I  
17 l i ve at One Lei ghton Street i n Cambri dge.  
18 And I 'm here on behal f of Cri teri on  
19 Devel opment Partners. Mr. Chai rman that' s  
20 the Faces bui ldi ng. I thi nk al l of us agree,  
21 i t' s been there too long. Peopl e are si ck of

1 it. We want it down, and we don't have to  
2 belabor that point. Our job, however, is to  
3 make sure that when we take it down, we  
4 replace it with the right building, and that  
5 we do that building in the right way. And  
6 for us that means sticking to the Zoning.  
7 You all recall that after many years of false  
8 starts, we finally got a good consensus to  
9 create a Special District 4 and 4A. I think  
10 the reason that happened is because the  
11 district was built around the premise that  
12 development could only proceed if it  
13 respected the health and the importance and  
14 the centrality of the Alewife Reservation.  
15 That's really the underlying premise for our  
16 site and for Cambridge Discovery Park.

17 There are two districts out there.  
18 Special District 4 and 4A. One covers the  
19 Cambridge Discovery Park, the Bulfinch  
20 parcel is the other. The Martignetti  
21 properties, along Route 2 of which we are the

1 first one to go. We'll be buying this site  
2 from the Martignetti's. They both, however,  
3 share the same scope and purpose section.  
4 And it's incumbent upon us to make sure that  
5 this development responds to all of those  
6 individual purposes that are laid out there.  
7 And I hope tonight, as part of our  
8 presentation, you'll feel that we've  
9 responded to those standards and met them.  
10 Of course, we'll also address the different  
11 Special Permit requests we've made. But we  
12 won't be doing that in as much length as we  
13 did in our application.

14 Just a bit of housekeeping. Rather  
15 than a letter from the Conservation  
16 Commission because we're in a flood plain we  
17 actually have received a full order of  
18 conditions which Ingeborg will be referencing  
19 later. No Variances are being sought. And  
20 all of our requests are within the Planning  
21 Board's jurisdiction.

1           The submittal contains a letter I wrote  
2           to the Board that spoke to the wisdom and the  
3           value I think of Criterion's decision to use  
4           these three major consultants that worked on  
5           Cambridge Discovery Park. There was a big  
6           learning curve there, and these consultants,  
7           Dennis and Scott and Ingeborg really brought  
8           a wealth of understanding and knowledge to  
9           this project. They also brought an  
10          understanding of the Planning Board's desire,  
11          and you always spoke to it when we were doing  
12          Discovery Park, to make sure that there was  
13          coherence and connections between our project  
14          and the project next door. So they're going  
15          to be doing our presentation tonight, and  
16          that concludes my remarks. So this is  
17          Criterion's first project in Cambridge. So  
18          you're going to hear something from them.

19                 JACK ENGLERT: Good evening, I'm  
20                 Jack Englert, 1102 Taylor Pond Lane in  
21                 Bedford, Mass. I am one of the principals

1 with Criterion Partners.

2           You know, we are a development company  
3 that specializes in multi-family development.  
4 We have an office here in the Boston area and  
5 one in Dallas. And we're very excited to be  
6 here tonight, particularly because we've  
7 spent four years on this project on and off.  
8 And it's finally at a point where we can at  
9 least tell somebody what we've had in mind.  
10 Over the four-year period I think we've  
11 gained a lot. We've had input from our  
12 consultants all of whom are very familiar  
13 with this particular site. We've had input  
14 from the city and input from the neighborhood  
15 groups, and also the environmental groups in  
16 the area. It is a very difficult project.  
17 We are on the reservation on one side and on  
18 the highway on the other. We are in the  
19 flood plain and in the floodway. We have  
20 compensatory storage issues to deal with, but  
21 I think our consultants have done a terrific

1 job grasping these issues, not only grasping  
2 them but turning them into opportunities.  
3 And these are the kind of opportunities that  
4 can really make for a great project, and we  
5 couldn't be more excited about it in the way  
6 it's coming out.

7 We're going to start the process with  
8 Dennis Carlone, all of you are aware, and  
9 we'll take it through its steps from there.

10 So, Dennis.

11 DENNIS CARLONE: Thank you, Jack.

12 Dennis Carlone at 222 Third Street in  
13 Cambridge. That's my office location. In  
14 front of you is the original existing  
15 conditions prior to the Zoning that was  
16 enacted by you not too many years ago.  
17 Seven, eight years ago. There are three  
18 issues that I will focus on: Appropriate  
19 level of development on this site,  
20 consistency with the district master plan,  
21 and the urban design objectives as set up in

1 the Zoning, and the need to enhance the  
2 parkway character and the general area. Your  
3 -- you can go back just a sec.

4 It was very clear what the Zoning  
5 strategy was. We took that at heart and we  
6 just outlined a few elements; contribute to  
7 the sense of place, protect and enhance the  
8 enjoyment of the public open space, and I  
9 think very importantly help make this a  
10 unified mix use district as much as we can.

11 There are four conditions that we said  
12 right from the start working with the  
13 neighbors, the environmental group and the  
14 city is that even though with the Special  
15 Permit we can go 90 feet high, the  
16 proposal -- the project will be within 55 to  
17 70 feet. It's actually a little lower than  
18 that, but we're adding a couple feet. You  
19 never know with mechanical issues. The FAR  
20 is allowed to go up as high as 1.95. We're  
21 at 1.46. The number of units, 300. We're at

1           227. And most importantly we are not  
2           developing in the buffer zone of the  
3           wetlands.

4                       This is pretty much the drawing that  
5           you saw back in 2004. It's the Bullfinch  
6           master plan that our team had a big hand in  
7           developing, but it has an updated criterion,  
8           a massing plan at the upper left-hand corner.  
9           It does show an older landscape scheme, which  
10          I'm happy to say has been approved upon in  
11          the package that you have before you, but you  
12          can see the relationships. So this the only  
13          residential component that's likely to happen  
14          out there because of that, it's critical. It  
15          is the gateway to Cambridge and Brian  
16          O'Connor will talk a little bit about that.  
17          We're trying to have an expression that  
18          states that it's the beginning of Cambridge.

19                      Jack made reference to two very  
20          different environments both relating to Route  
21          2 in a proper way as a parkway, Concord

1 Turnpike as a parkway, but also the  
2 reservation on top that. How do you work in  
3 such a zone, a flood zone in a very  
4 successful and harmonious way? The massing  
5 is very responsive to all those conditions I  
6 just mentioned. In the parkway setback  
7 you'll see the character that's been  
8 portrayed. One of the things that attracted  
9 me to Criterion is that typically they build  
10 four-story housing. They believe in the low  
11 mid range in housing. And it's really the  
12 urban scale of housing. It's very Cambridge  
13 in that sense. And in the parkway edge  
14 you'll see the projecting bays that have been  
15 added, I think, quite successfully.

16 We have enhanced open space. We tried  
17 to embrace the open space. And the massing I  
18 think reflects that. On the southern side,  
19 the fingers of the building that come out  
20 with the three courtyards in between  
21 overlooking the wetlands couldn't be more

1 expressive of that. There are advantages of  
2 that as well in the sense of having this  
3 informal means of surveillance over that rear  
4 open space area. Many times when there's  
5 open space away from the street, there's  
6 nobody really overseeing it. With the three  
7 courtyards there and the housing bordering  
8 it, it very much becomes a protected zone and  
9 we feel very good about that.

10 The parkway edge, the uses that Brian  
11 will show you, four stories of apartments.  
12 And then at the ground level where the  
13 parking had to be above grade, he has -- he  
14 and his office have successfully integrated  
15 active uses around the courtyard. So the  
16 entry courtyard where you see the access off  
17 of the Concord Turnpike, the indent  
18 courtyard, you'll see that that is an active  
19 frontage and where people will be at many  
20 hours of the day. We know we couldn't make  
21 retail work there. There's also the parking

1            limitation. So we had to look for uses  
2            inside of the project itself, and we feel  
3            very good about that.

4            And lastly, strengthening the  
5            pedestrian bicycle connections to the MBTA  
6            and to the reservation. This will add a use  
7            that's there 24 hours. This will add a use  
8            that's very active on the weekends. And  
9            people that tend to come to such a location,  
10          are coming for that use. They want to be on  
11          their bicycles. They want to use the T. So  
12          we feel it's a perfect partner for the  
13          Bulfinch development area.

14          Jack has done research on bicycle usage  
15          and how to promote bicycle usage. You'll  
16          here a little bit more about it through  
17          Scott. But there will be an in-house bicycle  
18          service that provides bicycles for people who  
19          are at least at this location.

20          Scott Thornton from Vanasse and  
21          Associates will now pick up on the

1           transportation aspects of the project.

2                       SCOTT THORNTON: Thanks, Dennis.

3                       Good evening. My name is Scott

4           Thornton with Vanasse and Associates out of

5           Andover, Massachusetts. I'm here to present

6           the traffic discussion on the project. And

7           what I'd like to do is present a summary of

8           the TIS findings, and also summary of the

9           mitigation measures proposed for the project.

10          But there are two main points that I think

11          should be brought home from the traffic

12          analysis.

13                       One is that the project doesn't trigger

14          any exceedances of the Special Permit

15          criteria indicators of adverse impact. I

16          think that's a major point. As well, we

17          think that there are a number of great

18          opportunities regarding the public

19          transportation and also pedestrian and

20          bicycle opportunities that we can take

21          advantage of with this site.

1 Heather, can you back up one slide? I  
2 want to talk a little bit about the site.

3 As Dennis mentioned, and Brian O'Connor  
4 will go into more detail. The site has  
5 vehicular access from Route 2 within a  
6 separate entering and exiting driveway. And  
7 then pedestrian and bicycle access is  
8 proposed through adjoining properties out to  
9 the Discovery Park, and from there to other  
10 connections through the DCR Reservation.

11 Next slide, please.

12 We prepared a full transportation  
13 impact study for the project. Certainly it  
14 reviewed impacts of the project at the ten  
15 locations shown on the slide. It's certified  
16 completely reliable by the Traffic and  
17 Parking Department.

18 As required under Article 19.25, we  
19 looked at the Special Permit criteria  
20 indicators, and, again, we found that there  
21 were no exceedances of the criteria triggered

1 by the project indicating that the project  
2 would have no substantial adverse impact on  
3 the study area. Six of the total 69  
4 indicators were exceeded under existing  
5 conditions, but those are proposed to be  
6 remedied either by other development projects  
7 or by this project in regards to the  
8 reconstruction of the sidewalk on the Route 2  
9 frontage.

10 Moving on to mitigation.

11 We think that it's really key to reduce  
12 the project trip generation through  
13 enhancement of TDM measures and promotion of  
14 other alternative transportation. We do  
15 propose to follow the recommendations that  
16 were outlined in the Traffic and Parking  
17 Department's January 18th letter. But we  
18 think that if we can emphasize some of the  
19 pedestrian and bicycle opportunities that are  
20 in the area -- those are shown on the next  
21 slide. If we can just jump ahead for a

1 second. So, that really starts with us, with  
2 the site connection across the adjoining  
3 property to Discovery Park, and then to the  
4 Alewife Reservation. There's then  
5 connections to the Minuteman Bikeway, the  
6 Belmont/Cambridge and Somerville path that's  
7 under construction. And, you know, we look  
8 at this and we say there's a plethora of  
9 opportunities out there all within a short  
10 ride on a bicycle. And what would be a great  
11 way to enhance those even more is if there  
12 was an opportunity for residents to  
13 participate in a sharing -- a bicycle sharing  
14 program. And the way that would work is that  
15 you'd have -- you'd have about ten or so  
16 bicycles housed at the site, and then you'd  
17 have another ten bicycles or so housed at the  
18 Alewife T Station. And residents could jump  
19 off the T on to the bicycle, go between the  
20 two sites, go on to one of the trails, hop  
21 out to pick a grocery -- pick up a grocery

1 item or two. And in that way we would be  
2 encouraging the use of bicycles for those  
3 sort -- those types of short trips rather  
4 than reliance on the personal vehicles which  
5 is adding to the congestion in the area.

6 So in addition to that -- can you back  
7 up one? Another way to reduce the trips is  
8 providing an, or encouraging the use of  
9 public transportation. We're proposing to  
10 provide a three months MBTA Charlie card and  
11 a bike MBTA Charlie card to the residents  
12 moving in. We're looking at coordinating  
13 with the transportation management  
14 associations in the area.

15 And finally, we're looking to  
16 coordinate with the Discovery Park project  
17 and the use of their shuttle bus which  
18 currently circulates between Discovery Park  
19 and Alewife T and the Porter Square T  
20 Station. And we think that would be a great  
21 opportunity for -- if our residents could use

1 that during the peak hours, in the morning  
2 and the evening to just, again, encourage the  
3 use of public transportation, get them out of  
4 the personal vehicles.

5 So, that's really it for the  
6 transportation discussion. I'd like to turn  
7 it over to Ingeborg Hegemann.

8 STEVEN WINTER: Mr. Chair, I have a  
9 clarification question.

10 HUGH RUSSELL: Sure.

11 STEVEN WINTER: I'm not doubting you  
12 at all.

13 SCOTT THORNTON: That's fine.

14 STEVEN WINTER: The report from  
15 Traffic and Parking indicates exceedances.

16 SCOTT THORNTON: Right.

17 STEVEN WINTER: And you're  
18 indicating that there were no exceedances.  
19 Is it that the exceedances were -- did not  
20 mark as important or significant?

21 SCOTT THORNTON: No. They're not --

1 the exceedances that are triggered under  
2 existing conditions, so they just happen to  
3 be -- I mean, they're not -- they're  
4 exceedances of other criteria. But they're  
5 not -- they're there now, they're not --

6 STEVEN WINTER: They're independent  
7 of the development?

8 SCOTT THORNTON: Right.

9 STEVEN WINTER: Okay, got it.

10 SCOTT THORNTON: They're not in  
11 relation to this project.

12 STEVEN WINTER: Okay.

13 H. THEODORE COHEN: Mr. Chair, I  
14 have a --

15 HUGH RUSSELL: Yes.

16 H. THEODORE COHEN: I'm sorry, can  
17 you explain again how cars are going to get  
18 in and out of the complex and where are they  
19 going to get out?

20 WILLIAM TIBBS: If you don't mind  
21 I'd like to tag on to that one, too. Can you

1 explain once they're in there, can they go  
2 anywhere else? And particularly when you  
3 said the, you know, sharing the bus or  
4 whatever, how does the bus get -- I don't see  
5 connections between. It's hard for me to  
6 understand the connections between this and  
7 the adjacent development.

8 SCOTT THORNTON: It might be better  
9 to go through the whole presentation because  
10 the -- because Brian O'Connor has some slides  
11 that go into detail on the pedestrian  
12 connection just as a --

13 WILLIAM TIBBS: Vehicle, not  
14 pedestrian?

15 SCOTT THORNTON: Yes, on the  
16 vehicular exit as well. I can tell you -- if  
17 you want to back up one slide. I'm sorry --  
18 yeah, that's fine. Sorry. That's it.

19 I can tell you that the -- so, traffic  
20 would come in from Route 2 eastbound into the  
21 site and then depart out the same way. If

1 they wanted to reverse directions to head out  
2 west on Route 2, they would go to Acorn Park  
3 Drive, come up to get to Frontage Road in  
4 this direction, Frontage Road to Lake Street  
5 and then continue on west in that manner.

6 What the route for the shuttle bus goes  
7 from the Alewife T Station out through  
8 Cambridge Park Drive through, I believe it  
9 goes out to either Rindge Avenue or maybe up  
10 Alewife Brook Parkway to Mass. Ave. to get to  
11 the Porter Square station. It circulates  
12 back out, down to Lake Street, back to  
13 Frontage Road to Acorn Park Drive, and then  
14 comes in this new entryway, stops right in  
15 front of the Building 100, the Smithsonian  
16 building.

17 Okay, now go to the next slide -- and  
18 so that, so that location is right in here  
19 (indicating). And pedestrians from our  
20 project that wanted to get to that bus would  
21 come through this pedestrian connection out

1 to the, you know, existing sidewalks that are  
2 there, and then come down, pick up the bus at  
3 that point and the bus would circulate back  
4 out on to Route 2 to get out to the Alewife  
5 T.

6 H. THEODORE COHEN: Sticking with  
7 that plan, can you show me how cars are going  
8 to get in and out?

9 SCOTT THORNTON: Sure. So they  
10 would come in. There's an entrance driveway  
11 here off of Route 2. And then the parking  
12 for the site is under the building.

13 H. THEODORE COHEN: So everyone goes  
14 in and out that entryway?

15 SCOTT THORNTON: Everyone goes in  
16 this building -- into the site through this  
17 driveway. And then coming out of the garage  
18 from under the building, they come up this  
19 driveway and then exit out through this  
20 driveway over here.

21 H. THEODORE COHEN: And what is on

1 the right-hand side?

2 SCOTT THORNTON: This is a fire road  
3 or fire -- emergency vehicle driveway.

4 H. THEODORE COHEN: Okay.

5 SCOTT THORNTON: So, that's put in  
6 as a -- to respond to a request from the fire  
7 department so that they have access behind  
8 the building.

9 H. THEODORE COHEN: But cars are not  
10 expected to come in?

11 SCOTT THORNTON: Correct, right.

12 H. THEODORE COHEN: All right.

13 And now am I correct there is no  
14 connection from the building down to the  
15 bottom?

16 SCOTT THORNTON: There's a  
17 pedestrian connection only.

18 H. THEODORE COHEN: Right. But no  
19 vehicle.

20 RICHARD MCKINNON: No vehicle.

21 SCOTT THORNTON: No vehicular

1 access.

2 H. THEODORE COHEN: And to get back  
3 to change directions again?

4 SCOTT THORNTON: Yeah, right. You  
5 would come out onto Route 2, you slide out on  
6 the right lane, take your first right on  
7 Acorn Park Drive and then come back along --  
8 you would then go up to the Frontage Road  
9 ramp. You can turn left and then go on to  
10 Lake Street.

11 H. THEODORE COHEN: Okay, thank you.

12 SCOTT THORNTON: So --

13 AHMED NUR: I'm sorry, if I may.

14 So, the bus itself has some --

15 SCOTT THORNTON: The shuttle bus.

16 AHMED NUR: -- the shuttle bus.

17 SCOTT THORNTON: Yes.

18 AHMED NUR: How does the shuttle bus  
19 -- because it looks like, like you said, all  
20 the vehicles from Route 2 kind of circle  
21 around on north side there. How does the

1 shuttle bus get from Discovery Park and have  
2 an access out back?

3 SCOTT THORNTON: Well, they don't.

4 AHMED NUR: Towards the river.

5 SCOTT THORNTON: So, the shuttle bus  
6 would come in -- this section of -- I think  
7 it's Discovery Way, is a one way exit.

8 AHMED NUR: I see it. And there's  
9 no connection to the -- that's what they're  
10 asking.

11 SCOTT THORNTON: Right. And the bus  
12 comes in, they pick up here and then  
13 circulate back out this way.

14 AHMED NUR: Good enough. Thank you.

15 SCOTT THORNTON: So if there no  
16 other questions, I'd like to turn it over to  
17 Ingeborg Hegemann.

18 HUGH RUSSELL: Just a comment to my  
19 colleagues, if you rode your bicycle out  
20 there, all of this becomes clear.

21 INGEBORG HEGEMANN: Hello, my name

1 is Ingeborg Hegemann and I'm with BSC Group  
2 out of Boston. And I've had the good fortune  
3 since I started in a career working for the  
4 Mystic River Watershed Association when the  
5 interim access to the parking lot that's on  
6 DCR land to actually have been working on two  
7 projects that have a really a lot of respect  
8 for this wonderful wetland that's out here.  
9 I think you're all fairly familiar with this,  
10 but I want to point out a couple of things in  
11 terms of how it looks like now to what it's  
12 going to look like hopefully in the future.

13 You can see that a majority of the site  
14 is paved. A lot of willow trees right next  
15 to it and the wetland right behind it. Right  
16 now there's no formal drainage. Everything  
17 sort of drains right through the site into  
18 the wetland. There's no attenuation.

19 So what's going to happen? This is  
20 sort of a plan view that shows the proposed  
21 building, what's happening to the buffer zone

1 and what those numbers are, the 100, 103 and  
2 100 are the setback differences to those  
3 willow trees that I was telling you about and  
4 the wetland areas. And in fact, you can see  
5 where the 101 and the 103 is, that is  
6 actually a wetland and is part of the order  
7 of conditions that was issued for this  
8 project. We're going to actually be looking  
9 at restoring that wetland. Similar to,  
10 except more seriously than I think you may  
11 know that Bullfinch and Friends of Alewife  
12 are working together to do a pilot  
13 restoration project on the other side of this  
14 marsh, and this is going to be actually much  
15 better than that because we can work on that  
16 instead of just volunteers.

17 But in terms of the Special Permit  
18 criteria Section 19.33, the criteria are to  
19 improve surface drainage. And, of course,  
20 what we're going to be doing is putting in  
21 treatment for the roof runoff up on the

1 parking up by Route 2 through rain gardens  
2 and swales prior to discharge to the wetland.  
3 Next slide.

4 Now, the really cool thing about this  
5 building is that it is built on stilts. As  
6 you all know, this whole site's in the flood  
7 plain, and a significant part of it is in the  
8 floodway. And in accordance with your  
9 Section 20.73 and 20.75 you have to ensure  
10 that there's no negative impact associated  
11 with construction in either of those resource  
12 areas. So what we've shown you here is three  
13 vertical lines, the 10, the 50 and the 100  
14 year flood plain. The 100 year flood plain,  
15 new line elevation is that elevation 6.8.  
16 The bottom of the garage floor is at  
17 elevation 7.8. We're above by a foot here.

18 STEVEN WINTER: Ingeborg, I just got  
19 lost on your explanation.

20 INGEBORG HEGEMANN: I'm sorry.

21 STEVEN WINTER: Could you back up

1 just a little bit with the levels?

2 INGEBORG HEGEMANN: The levels.

3 WILLIAM TIBBS: A pointer would  
4 help.

5 INGEBORG HEGEMANN: Thank you.

6 Okay.

7 This is the existing wetland. It's a  
8 little hard to see that. And that's below  
9 the ten year elevation. Actually, you've got  
10 them right there. Yeah.

11 STEVEN WINTER: Yes, yes, okay.

12 INGEBORG HEGEMANN: So what happens  
13 when the site starts to flood and it's  
14 flooding from the Little River, it floods  
15 across Cambridge Discovery Park property,  
16 across that whole marsh that we just talked  
17 about. And if you see the FEMA map, it  
18 actually looks wonderfully. You'll see how  
19 this things moves out. But it starts rising.  
20 It's rising, rising. And here's the 50 year  
21 flood. And that's one of our rain garden.

1 And that rain garden will get under, and  
2 here's the 100 year flood. And if we had  
3 more time, I could show you the sequence of  
4 it flowing out and then coming back down.  
5 But what we've done here is 100 year which is  
6 at elevation 6.8 which will come up across --  
7 in fact, parts of Route 2 flood. So what  
8 happens this will go around not completely  
9 under, there's a vertical base here. It will  
10 go up through and around and it will continue  
11 to flood. There will be no negative impact  
12 associated with this. Does that help?

13 And then the base of -- the first of --  
14 the base of the garage is elevation 7.8.  
15 Does that address your question?

16 STEVEN WINTER: Yes, thank you.

17 INGEBORG HEGEMANN: So, one thing  
18 that we wanted to point out here is that we  
19 believe it does not make sense to have a  
20 subsurface garage and that's why we're asking  
21 for that as part of the Special Permit.

1 We're staying completely out of the buffer  
2 with the exception the planting plan. We're  
3 transitioning now from those willows and the  
4 wetland restoration and the wetland community  
5 to this nice garden, the pedestrian pathway,  
6 the bike pathway.

7 And what I'd like to do now if there  
8 are no questions is turn it over to Brian  
9 O'Connor who will talk more about this  
10 project.

11 BRIAN O'CONNOR: Good evening.  
12 Brian O'Connor from Cube 3 Studio up in  
13 Lawrence, Mass. And what I'm going to do  
14 tonight is try to give you an overview of  
15 some of the architectural elements of the  
16 project. But before we do that I just wanted  
17 to hit on the sustainable design aspect.  
18 We're very excited. We did a lot of  
19 sustainable work ourselves, and we find that,  
20 you know, compliance with the LEED silver  
21 rating is going to be actually fantastic in

1 this project. We're going to be able to do  
2 we hope better than that. We're going to be  
3 working under the multi-family mid rise LEED.  
4 And really this site is a fantastic  
5 contributor here. We've got a lot of green  
6 site characteristics, landscaping  
7 characteristics, and building approach and  
8 design elements which are all going to really  
9 contribute to very positive direction here.  
10 On the green site characteristics -- I won't  
11 read through these but, you know, great site  
12 re-usage. You've seen the site. Bike  
13 storage. Fantastic landscape design  
14 approach. And then on the building side,  
15 water efficient fixtures. We're going to be  
16 working in the national green building  
17 standards, USGBC. And then of course we're  
18 going to work towards Energy Star  
19 certification which I feel absolutely  
20 confident we'll be able to achieve.

21 Just in terms of giving you a quick

1 overview of the building, the building -- the  
2 goal here really is -- and we're all working  
3 hard to create a really meaningful  
4 residential community here that addresses the  
5 point that I think everybody's mentioned so  
6 far. We really have two sides to this  
7 project. And finding a way to blend these  
8 together and really have a sensitive response  
9 to the reservation and really respond in a  
10 meaningful way to the Turnpike is important.  
11 So I'm going to try to walk you through how  
12 we did that.

13 Four floors over the parking, 227 units  
14 in the building and a mixed of studios, ones  
15 and twos. It's really a transient-oriented  
16 project, so connections on the pedestrian  
17 side and access through and around the site  
18 are going to be very important. Strong path  
19 network. Very integrated landscape design  
20 features. And then really great  
21 opportunities outside for temporary bike

1 parking outside, and then we have a  
2 well-developed bike parking solution within  
3 the building.

4 The building forum, as you'll see, is  
5 really driven a lot by the site  
6 opportunities. And if we just explore for a  
7 minute the approach along Concord Turnpike,  
8 there are really three primary goals here.  
9 One, we want to look at the end of the  
10 building and really create a welcoming  
11 gateway to the City of Cambridge on that end  
12 of the building. We want to focus on  
13 creating an activated and meaningful street  
14 edge along the Turnpike that responds with  
15 appropriate building position and appropriate  
16 scale. And then we want to create a front  
17 entry courtyard that's both visible and  
18 meaningful from a vehicular and pedestrian  
19 scale.

20 We are compliant with the front yard  
21 setback within the Parkway Overlay District,

1 but we are looking for relief on the setbacks  
2 as a residual from the 02 district.

3 The main entry courtyard itself -- and  
4 you'll see an image of this coming up in the  
5 presentation, it's actually the primary  
6 vehicular access to the site, primary  
7 pedestrian access to the site, and really one  
8 of the key features on the Turnpike. The  
9 fact that it's trying to do so many things  
10 actually requires us to be very thoughtful  
11 about landscaping, hardscape and how we're  
12 treating this. And what it also does is  
13 require us to have a little bit of Variance  
14 from the requirements of the overlay in terms  
15 of a green space area there. So we'll  
16 discuss that in a little bit more as we dig  
17 in.

18 This is a bird's-eye view Concord  
19 Turnpike along the front here. What we are  
20 really looking to do here is create a  
21 building edge that really supports the

1 Turnpike. It feels like it's in the right  
2 place. Feels like it's respecting that edge  
3 and creating an urban environment. We're  
4 looking to create texture, activity, a sense  
5 of arrival to the development. And on that  
6 points I just want to talk quickly about  
7 height. On the height side it's above 60  
8 feet allowed in the Special District 4A which  
9 has been covered by others, but it's well  
10 below the 90 feet allowed by the Special  
11 Permit. So, we're actually somewhere around  
12 65 feet for the bulk of the building here.  
13 And the building also has a lowered section  
14 at the front edge along the parkway which is  
15 compliant with the bulk lane restriction in  
16 that area as well.

17 These elevations, the top elevation is  
18 the north really looking along the Turnpike  
19 there. The entry courtyard is faded slightly  
20 back in this area so you can really get a  
21 sense that architecturally there are two

1 things going on here. There's a building  
2 face that sits on the Turnpike that has a  
3 scale and a mass of elements and projecting  
4 bays that are appropriate to the scale and  
5 the speed of the traffic. And then a  
6 separate scale and character within this  
7 courtyard area that are more respectful of  
8 the pedestrian environment that we're trying  
9 to create there.

10 One of the key elements of the project  
11 is really the creation of a tower on the west  
12 side that really faces down Route 2 and  
13 creates this sense of arrival of this sort of  
14 gateway element that really sits along Route  
15 2 in a meaningful way. And you can see that  
16 tower element here. In this west elevation  
17 you have the reservation over here, and you  
18 have the Turnpike on the left-hand side. And  
19 you can start to see how these building  
20 elements in this faded area is actually one  
21 of these fingers much further back in the

1 distance. So the building really has a much  
2 harder edge on the Turnpike, and a very soft  
3 edge over on the reservation side.

4 This is a view looking down the  
5 Turnpike right here. And this is that corner  
6 tower element that we've been talking about.  
7 I think you can see here we're looking to  
8 really use warm colors, you know, wood-like  
9 materials, and really get a sense and a scale  
10 of bay that feel very really residential and  
11 really start to communicate the residential  
12 nature of the project itself.

13 As you move down Route 2 or down the  
14 Turnpike and you get to this main entry  
15 courtyard, you can see this is an area where  
16 we spent a little bit more time on the  
17 traffic side. This is the main entry into  
18 the parking below the building over here.  
19 And what you can see that we've done is we  
20 really focussed on creating a well-defined  
21 building entry that works at a large scale

1 from a distance, but also works at a  
2 pedestrian scale as you get closer. And  
3 we've really focussed on taking this  
4 courtyard and really activating it as much as  
5 we can by finding active uses within the  
6 building that can really front this courtyard  
7 on three sides.

8           So over on this side we've got bike  
9 storage that is really going to be a very  
10 visible piece that would also have some, you  
11 know, some repair areas in there. So there's  
12 going to be active use and active things, you  
13 know, going on here. This entire center  
14 section down low, very glassy, very  
15 transparent. We're talking about leasing  
16 functions. A lot of building support. So,  
17 again, a very active pedestrian area.

18           And then over on the other side we're  
19 looking at the fitness center. So our goal  
20 here was to really take what we think is the  
21 most meaningful pedestrian space on the

1 Turnpike side, add the entry and really  
2 activate it wherever we can.

3 Sorry, one other thing. And again  
4 you'll notice the bays that live within this  
5 area and a lot of the architectural elements  
6 are a lot smaller and a lot more reasonably  
7 sized and really start to address that  
8 pedestrian scale.

9 Second approach on the reservation side  
10 is completely different, as it should be.  
11 And the key here was really to create what  
12 we're looking at as a front door for  
13 residents who are either on foot or on  
14 bicycles coming from Discovery Park and  
15 really utilizing this path on the south side.  
16 The goal here was to create a very different  
17 environment from the front. So the back side  
18 of building is really structured around these  
19 three elevated courtyard areas which live  
20 over the parking. Really the building form  
21 itself, as was mentioned earlier, kind of

1 jogging in and out, really creates a softer  
2 edge, frames the southern exposure, brings  
3 light in and really, you know, let's the  
4 building have a very different connection  
5 both to the reservation, Discovery Park and  
6 sort of the entire back side of the project.

7 Here's a bird's-eye view looking east.  
8 So Concord Turnpike is out here. And, again,  
9 in this image you can start to see how these  
10 courtyard spaces live within the fingers.  
11 Again, the color's a lot lighter back here as  
12 well. We're looking to really to take  
13 advantage of this southern exposure, make  
14 courtyard areas still very active and alive,  
15 you know, and really provide a good overlook  
16 to the reservation. And the building mass  
17 and form you can see here varies in and out  
18 quite a bit in response to staying away from  
19 the buffer zone and avoiding creating any  
20 kind of a real solid hard edge along that  
21 back side.

1           This is the elevation on the Alewife  
2           Reservation side. And really, the only point  
3           here is just to make it clear that these are  
4           the four end bays, here. And looking at  
5           creating, you know, meaningful courtyard  
6           spaces in between, we're really going to make  
7           sure that there's good, clear identifiable  
8           access points from the path, building scale  
9           and layout appropriate to the wetland edge.  
10          And then one of the biggest things which  
11          you'll see in the next page is really  
12          thinking about how the building integrates  
13          with the landscaping and makes this a  
14          pedestrian environment. And as you can see  
15          here, the landscaping treatments around the  
16          edge of the parking and really along the back  
17          side of the building were going to be  
18          producing landscaping up in these courtyard  
19          areas as well, so there's going to be a real  
20          connection there. And the goal is to really  
21          soften the building on the back side, make

1 these courtyard faces feel like they're  
2 meaningful, and encourage pedestrian  
3 connection and interaction over to Discovery  
4 Park, and really take advantage of the  
5 amazing natural resource that is right there.

6 And then in this image you're on that  
7 pathway from Discovery Park, and, again, it  
8 just really highlights what we're trying to  
9 do with the building here and break down the  
10 form and the mass. So, the view you were  
11 seeing before was from up here somewhere  
12 looking down. Now you're literally on the  
13 path coming from Discovery Park. And really  
14 we'd like to in some respects, close with  
15 this image because it really sums up a lot of  
16 what we're trying to do here in terms of how  
17 the building addresses the reservation and  
18 really how we think the pedestrianization and  
19 the connections to the back side of this  
20 building for residents are really a key piece  
21 of this project.

1           And so with that, I think we're going  
2           to conclude my portion of the presentation.

3           STEVEN WINTER: I have a question  
4           for you?

5           RICHARD MCKINNON: That actually  
6           concludes our formal presentation.

7           STEVEN WINTER: May I, Mr. Chair?

8           HUGH RUSSELL: Go ahead.

9           STEVEN WINTER: The tower that you  
10          talked about as you come down Route 2 hill,  
11          and the tower's part of the articulation --  
12          is that a functional living space?

13          SCOTT THORNTON: It is, yep. There  
14          are residential -- oh, the very top?

15          STEVEN WINTER: Yes.

16          SCOTT THORNTON: Well, the very top  
17          right now is not. And there's a reason for  
18          that. We actually originally were thinking  
19          about law style units. But what we're really  
20          doing is we're thinking that this building in  
21          the winter at four o'clock in the afternoon,

1 at night, it really wants to function as  
2 something that has a little bit of an iconic  
3 character to it. And by leaving glass up  
4 there that we can light up and illuminate not  
5 relying on people putting their lights on and  
6 off, we want to give the building at the end  
7 some real consistency there. So, the rest of  
8 the tower, fully occupiable units. At the  
9 top we think it's really important to find a  
10 way to make sure that we control the image of  
11 the building all the time.

12 STEVE WINTER: Thank you.

13 PAMELA WINTER: Hugh.

14 HUGH RUSSELL: Sure.

15 PAMELA WINTER: So, I have one  
16 question for you. I was wondering if you had  
17 ever considered using the top of the roof as  
18 a green roof or installing a green roof on  
19 the top, because it's such a large area and  
20 such a flat area? I didn't know if that was  
21 something you considered?

1                   SCOTT THORNTON: I think we, you  
2 know, we've talked about it. I think there's  
3 some fairly serious concerns with that as it  
4 relates to the stick frame and the  
5 construction type that we're actually  
6 proposing for the project with the weights  
7 and the loads. What we really tried to do is  
8 take the parking areas and really let the  
9 courtyards that live over the parking areas  
10 become, you know, our focal point on the back  
11 side for really trying to integrate  
12 landscaping and bring that sort of green roof  
13 type of environment in. So, I don't know if  
14 that answers your question.

15                   PAMELA WINTER: No.

16                   HUGH RUSSELL: We have two people  
17 who signed up wanting to speak. We can do  
18 that now. The first person is Catherine from  
19 32 Normandy Avenue. I can't read your last  
20 name. Would you please come forward and  
21 speak from the microphone? And could

1 somebody assist in lowering it to an  
2 appropriate level?

3 When you speak, we ask you give your  
4 name and address, spell your last name and  
5 limit your remarks to three minutes.

6 CATHERINE ERAT: Yes, my name is  
7 Catherine Erat. Last name E-r-a-t from 32  
8 Normandy Avenue, Cambridge. I have some  
9 questions about this.

10 I don't know who the apartments are  
11 going to be marketed to, but I'm assuming  
12 that there is a possibility that there may be  
13 children in the neighborhood. And if so --  
14 and living in those apartments have you  
15 planned for any play space for them where  
16 they can be seen by their parents or  
17 supervised? That's one question.

18 The second question I want to ask is  
19 how many parking slots are there for visitors  
20 to the building? Now we have visitors that  
21 just might be social visitors, but we have

1 visitors such as all mail delivery is by  
2 truck, all parcel delivery is by truck. We  
3 may have people needing health care who will  
4 be visited; meals on wheels. So we need --  
5 how many parking spaces allow for that and  
6 where would they be?

7 And a third question is this building,  
8 although we do recycle and try to conserve,  
9 there will be a collection of trash pick up,  
10 and where is this sort of thing planned for  
11 in this general layout? And if there are  
12 transformers for electricity and air  
13 conditioning, heat exchangers, where is all  
14 of that going to go?

15 Thank you very much.

16 HUGH RUSSELL: Okay. And I'd ask  
17 you to respond to those questions at the end  
18 at some point.

19 RICHARD McKINNON: Yes.

20 HUGH RUSSELL: And the next one is  
21 Young Kim.

1                   YOUNG KIM: Thank you, Chairman  
2                   Russell and members of the Board. My name is  
3                   Young Kim, K-i-m and I live at 17 Norris  
4                   Street, about two and a half miles from the  
5                   proposed site.

6                   I come back and get to that place by  
7                   Route 2 and Alewife Brook Parkway. This site is a  
8                   site is former Faces Nightclub and has been  
9                   realized as the western gateway to Cambridge  
10                  and I applaud Mr. McKinnon's vision and  
11                  effort for many years to dream about this  
12                  wonderful project. And I hate to be a  
13                  nay-sayer, but I have some serious  
14                  reservations.

15                  RICHARD MCKINNON: I understand.

16                  YOUNG KIM: In general I support the  
17                  project. It's a wonderful project. My main  
18                  concern is public safety and traffic. My  
19                  wife works in Bedford, and as it is, her  
20                  return trip in the evening is a nightmare.  
21                  And one issue that I see is if there's any

1 fire emergency, for example, it is going to  
2 be very difficult for the emergency equipment  
3 to get to that place. So, one thing that I'd  
4 like to urge you is that fire department run  
5 a mock fire drill at rush hour time to see  
6 what the response time would be and to see if  
7 there's any mitigation plan that can be in  
8 place.

9 The other issue is that the -- I was  
10 really impressed with the traffic study done  
11 by Vanasse and Associate, and it's a really  
12 well done study. But I think what I heard is  
13 that traffic is really bad so a little bit  
14 more is not going to hurt. But I think that  
15 misses a couple of points. I don't know if  
16 there's any people from Arlington who are  
17 here, but this traffic study heavily relies  
18 on people using Lake Street exit through the  
19 Acorn and Frontage Road to get in and out of  
20 Route 2. This site is a wonderful place for  
21 young professionals who are working on Route

1 128 beltway. Both couples working along with  
2 many industries along there. It's a great  
3 gateway to that area. It would be nice to  
4 get onto Route 2, get out there, come back in  
5 the evening and take advantage of all the  
6 facilities that Cambridge offers. But to get  
7 in and out will be -- it's a nightmare.

8 Just two or three examples, I studied  
9 this and it says that in the peak hour  
10 evening they expect about 42 cars coming in  
11 off the Lake Street which is already backed  
12 up tremendously at night. Come and rejoin  
13 Route 2. And in the existing 2008 study  
14 there are 170 cars already tried to do that,  
15 tried to avoid Route 2 jam by cutting through  
16 the Frontage Road and try to rejoin. And  
17 adding 45 new cars will mean adding  
18 one-fourth, 25 percent.

19 PAMELA WINTER: Sir, if you can wind  
20 up your comments?

21 YOUNG KIM: Yes.

1           The other things -- I didn't think  
2           about this until the previous speaker spoke,  
3           if there are going to be a lot of children,  
4           the bus traffic, school bus traffic coming to  
5           pick up the children is going to add  
6           tremendous backup there. So that needs to be  
7           studied.

8           And I just wanted one more comment, is  
9           I thought how else could this work? And  
10          without adding to the -- competing with the  
11          rush hour traffic, if somehow this can be  
12          turned into something like assisted living  
13          space, where residents will not need that  
14          many cars and the visitors will be coming at  
15          non-peak hours, it would be a great fit.  
16          Because again, people, you know, assisted  
17          living situation -- I retired last year, and  
18          Cambridge is a fantastic place to be retired  
19          in. And all these people, through the public  
20          transit system, can take advantage of the --  
21          all the art, all the theatres, all the

1 facilities that they have.

2 PAMELA WINTER: Thank you.

3 YOUNG KIM: Thank you.

4 HUGH RUSSELL: Thank you.

5 Does anyone else wish to speak? Sure  
6 please come forward.

7 MINKA van BEUZEKOM: My first name  
8 is Minka M-i-n-k-a. Van Beuzekom v-a-n  
9 B-e-u-z-e-k-o-m is my last name and I live in  
10 Central Square on Essex Street.

11 So I'm delighted that something's going  
12 to be done here. I think -- you guys have a  
13 tremendous opportunity to make a wonderful  
14 and visual impact of people coming into  
15 Cambridge from that side, so it's very  
16 exciting. But I don't need to say this to  
17 you guys, it's going to be so isolated out  
18 there in terms of -- there's not really a way  
19 to create a neighborhood. This is really  
20 going to be the only residential building out  
21 there probably for a long time. So that's

1 just one point.

2 Two, I would love to see something on  
3 the roof. It might not be a green roof  
4 because of the weight, but TV or solar hot  
5 water. It's just a no-brainer. A flat roof  
6 like that, so much surface area, you've got  
7 to do something like that.

8 I would love to have the fire route  
9 that goes along the back side be made a  
10 permeable surface. It's not going to be used  
11 that often. It seems like a great place to  
12 have a permeable surface.

13 And we have a recycling rate that  
14 hopefully is going up in Cambridge. One of  
15 the things that makes it hard for people to  
16 recycle, at least when I talk to them, is  
17 they don't have a place in their kitchen to  
18 do it easily. So I would hope when you  
19 design the apartments, that you either use  
20 those pull-out drawers where you have two  
21 compartments in it so it's just brainless for

1 people to recycle, and have them recycling  
2 contrary bigger than the trash container.  
3 Because most of what people create is really  
4 recyclable. And that's it.

5 HUGH RUSSELL: Thank you.

6 Charles.

7 CHARLES MARQUARDT: Hi, Charles  
8 Marquardt, Ten Rogers Street. A couple of  
9 quick things.

10 Thanks, Rich and company, for finally  
11 doing this. Looking at Faces for 20  
12 something years, I never thought it would get  
13 done. So, please get it done. That said, I  
14 have a couple of questions that I've got to  
15 hit all the delivery and all those other fun  
16 questions, but this nice lady already handled  
17 all of those.

18 My first question is have you worked  
19 with the Department of Highway, Mass. DOT,  
20 whatever they happen to be now so you can  
21 actually have signs up to tell you your place

1 is coming? Otherwise people are going to go  
2 whipling by and, they're going to go whoops,  
3 hit the brakes and try to back up. Or try  
4 and pull a U' y and do something. And I know  
5 you've done the traffic studies using Lake  
6 Street. What about the impact of the people  
7 trying to go around the other way? There  
8 isn't a legal left turn you can take there  
9 going into Alewife to take you all the way  
10 around the other way. So where what is the  
11 impact over there?

12 There's also something, I don't know if  
13 it's in the purview of the Planning Board or  
14 within your purview, but when you look at the  
15 site and where it is, and I know Cambridge  
16 loves to do everything by themselves, this  
17 cries out for mutual aid. Arlington should  
18 be the first responder to this place, not  
19 Cambridge. Or Belmont. Both of them can get  
20 there faster. They both have police -- they  
21 have police, they have fire, and they have

1 ambulance far closer than Cambridge does. In  
2 order to -- think about it, in order for a  
3 fire fighter from Cambridge to get there,  
4 they'd have to go all the way up either to  
5 Blanchard Road and cut across or all the way  
6 up to the turn on Lake Street. I think  
7 there's a fire station right on Lake Street  
8 that's Arlington. It's all about working  
9 together.

10 And I'm going to echo Minka's  
11 sentiments and Pam's sentiments earlier,  
12 that's an enormous roof. Please put  
13 something on it. Not just black tile. Let's  
14 put some solar panels up there. Let's put  
15 some (inaudible). Green roof would be great  
16 if you can make it a little stronger.

17 And my last thing -- two quick things,  
18 one is a landscaping question. Look at those  
19 really nice pictures you had shading the  
20 garage from the back view of the southern  
21 view, and they all look like deciduous trees.

1 A lot of people spend time out there in the  
2 winter. I saw some lovely pictures out there  
3 of coyotes on the frozen lake. If those  
4 leaves fall, they're going to have a nice  
5 view right into your garage. That would be a  
6 shame that the winter view would be ruined.

7 And the last thing, we've done a lot of  
8 work here focusing on the climate and the  
9 environment and what can and cannot happen,  
10 and I hear stick construction. I hear  
11 stilts. I don't know if it's in the  
12 Cambridge building permit or in the building  
13 code somewhere, we also should be thinking  
14 about earthquakes. And I think we should  
15 build something that's actually going to be  
16 able to stand up if they start shaking. I  
17 don't know if it does.

18 HUGH RUSSELL: Oh, yes, it's there  
19 very heavily.

20 CHARLES MARQUARDT: Okay. I feel  
21 much more better.

1                   RICHARD MCKINNON: It's in the  
2                   Massachusetts Code actually.

3                   HUGH RUSSELL: Okay, does anyone  
4                   else wish to be speak?

5                   DAN BERTKO: I'm Dan Bertko, and I  
6                   live at 13 Norris Street. As for historical  
7                   purposes, there used to be a gas station just  
8                   beyond the Faces, and I ran a moving company  
9                   and that's where I parked my trucks. So I'd  
10                  go there in the morning overlooking the swamp  
11                  area, and I would open up my truck and I'd  
12                  flush a couple of pheasants and it's just  
13                  wonderfully wild there. This is a wonderful  
14                  project. I'm sure it's got the right  
15                  southern exposure. I'm sure that courtyard  
16                  is going to get a lot of use. It looks very  
17                  pleasant.

18                  I have a question because we have these  
19                  experts here. What I understand about urban  
20                  parking requirements was that the  
21                  recommendation was 1.6 per unit. And

1 Cambridge requires one. This seems to have,  
2 I believe, one parking space per unit and  
3 there is no surrounding area to park on. It  
4 has no residential impact. So I living on  
5 Norris Street, I am very aware that people  
6 want to park on a residential street, but  
7 here there's no place to park. So I'm very  
8 curious will there be one space included in  
9 the rent? Will you charge more to limit the  
10 number or will you ask people to come in --  
11 if a two-bedroom place has two cars, what  
12 does the second -- what happens to the second  
13 car? It's so close to the MBTA station, it  
14 does look like it can be successful. I'm  
15 just curious, though, because without a car,  
16 I don't think I'd want to live next to  
17 something as busy as Route 2. So mostly I'm  
18 just curious how you handle exactly one space  
19 per unit for something that's so highway  
20 oriented. No objection. Just curious.

21 HUGH RUSSELL: Okay. Thank you.

1 Does anyone else wish to speak?

2 (No Response.)

3 HUGH RUSSELL: Okay, I see no hands.

4 Adam, do you want to say anything or  
5 does your report stand as written?

6 ADAM SHULMAN: I'm happy to  
7 summarize Sue's comments if you want or  
8 answer questions, whatever you would like.

9 H. THEODORE COHEN: I would like to  
10 ask some questions.

11 HUGH RUSSELL: Sure. Would you come  
12 up?

13 ADAM SHULMAN: So --

14 HUGH RUSSELL: Your name?

15 ADAM SHULMAN: So, I'm Adam Shulman  
16 with the Cambridge Traffic and Parking  
17 Transportation Department. So Sue couldn't  
18 make it tonight, but I can definitely, you  
19 know, summarize her comments.

20 We submitted a letter which you should  
21 have. We certified the TIS in December 16th,

1 and I think as was stated, there are six  
2 exceedances to the project. Two of those  
3 were from handi cap accessi bi l i ty on Route 2  
4 not meeting cri teri a. And four of them are  
5 from the i ntersecti on of Al ewi fe Brook  
6 Parkway, Cambri dge Park Dri ve and Ri dge  
7 Avenue. They're all sort of connected under  
8 one control l er. And those -- that fai l ed  
9 under -- exceede d the exceedances under the  
10 pedestri an condi ti ons for the del ay i t takes  
11 for pedestri ans to cross the street. Yet  
12 existi ng -- i t' s an existi ng condi ti on. We  
13 don' t recommend any mi ti gati on at that  
14 i ntersecti on.

15 And for the Route 2 condi ti ons we do  
16 feel that the pedestri an gap, the connecti on  
17 to the Di scovery Park i s a very good  
18 mi ti gati on for the project. So, we al so --  
19 Sue' s l e t t e r stated that the access to Route  
20 2 requi res a state permi t, so she j ust makes  
21 a note -- so she makes a note that what they

1 currently show might change, we don't know  
2 yet, but that's under the state requirement  
3 for access. She strongly -- and, again, we  
4 strongly, strongly encourage the bicycle  
5 connection. And she also makes a note that  
6 since it will require an easement on someone  
7 else's property, she recommends that there be  
8 some proof before building permit that such a  
9 connection actually happens or what would  
10 happen if it doesn't happen.

11 She recommends that the path itself be  
12 wider than what was originally proposed,  
13 which I think they've agreed to do, to sort  
14 of better accommodate the bikes and  
15 pedestrians. And also a little bit  
16 straighter would be more direct for the  
17 people to sort of go in that direction. And  
18 also she talked about it being paved and  
19 lighted and plowed in the winters, which is  
20 important also so people can still go to the  
21 -- go that direction towards Alewife Station

1 at those times. Similarly she talked about  
2 the fire lane. And more specifically the  
3 connections on -- the fire lane connection on  
4 the east side of the building. And it's  
5 important that's also paved and smooth and  
6 accessible for people and bikes to be able to  
7 go that way back to the path as well.  
8 Because there's a lot of bikes parking in the  
9 front of the building, so this would allow  
10 people sort of an alternative route to get to  
11 the path without having to go through the  
12 parking garage.

13 And lastly, she recommended sort of  
14 standard transportation management measures,  
15 which we recommend for development projects  
16 to also mitigate vehicle trips and to again  
17 encourage the walking and the biking modes  
18 and things of that nature. So that pretty  
19 much is her letter.

20 HUGH RUSSELL: Okay. Ted.

21 H. THEODORE COHEN: Yes. Thank you.

1           I don't want to focus on the  
2           exceedances. I understand things are bad at  
3           other points and that they'll get marginally  
4           worse. I don't want to talk about  
5           pedestrians or bicyclist because a lot of  
6           things could be done. I want to talk about  
7           cars on Route 2.

8           Do you not think it will be chaos at  
9           this point when people are trying to get into  
10          the garage, out of the garage, Route 2 is  
11          backed up, as it will be at rush hour, if not  
12          all day long? Plus you've got people  
13          entering and exiting there. And plus you  
14          might have bicyclists on the front street  
15          there, and God forbid there are children on  
16          bikes there? I mean, is there not a better  
17          in and out arrangement that can be devised  
18          than putting everything in one spot?

19                   STEVEN WINTER: Could you answer  
20                   that, Adam?

21                   ADAM SHULMAN: I know the answer.

1 And the truth is, even if we had the answer,  
2 we have no control.

3 H. THEODORE COHEN: No, I understand  
4 that. But do you have an opinion about what  
5 this is going to be like?

6 ADAM SHULMAN: I guess mixed  
7 feelings on a personal level. I mean,  
8 it's --

9 H. THEODORE COHEN: Okay. I want to  
10 hear them.

11 ADAM SHULMAN: It's been like that  
12 in the past. There's already some existing.  
13 You know, there's the bowling alley and the  
14 Gateway Inn right next to it which is  
15 functioning today. That sort of same  
16 condition. You know, what they're showing I  
17 think is slightly better condition than what  
18 is existing today, you know. You know, are  
19 there other options? There are not a lot of  
20 other options I think. You know, I think  
21 again, I think Mass. DOT would have to sort

1 of think about some serious, serious changes  
2 of some sort to change the configuration, but  
3 frankly I'm not -- it kind of eludes me to  
4 think what they would do. They might -- you  
5 know, I don't want to guess what they might  
6 do, but it's really, you know, I don't -- I  
7 don't think it's not doable since it's  
8 happening today.

9 H. THEODORE COHEN: Well, I mean do  
10 you really think this is comparable to the  
11 motel and Lanes and Games? We're talking  
12 about 227 units and people all leaving to go  
13 to work and returning within a short period  
14 of time? I mean, Lanes and Games maybe on a  
15 Saturday morning, but that's not a rush hour  
16 with everybody traveling or coming down  
17 Route 2.

18 ADAM SHULMAN: Yes. So I think  
19 you're right, that Route 2 is queued up  
20 pretty far back. And traffic's not moving  
21 very fast on Route 2 in the morning peak

1 hours when people are leaving. In fact, it  
2 could very much not moving at all. Just  
3 inching along. So vehicles getting on might  
4 not have much difficulty at all. If  
5 someone's like courteous, somebody let's them  
6 in.

7 WILLIAM TIBBS: This is  
8 Massachusetts.

9 H. THEODORE COHEN: Not the Route 2  
10 I drive on.

11 ADAM SHULMAN: So I think that if we  
12 look at what's going on in the peak hours and  
13 the speeds and are people going to be able to  
14 get on? I think they can. And I think the  
15 same thing in the evening. The evening peak  
16 I think cars are going to be moving a little  
17 slower than, you know, what you see is sort  
18 of the up-peak, late off-peak hours when  
19 there's a lot more cars pulling out at a  
20 slightly faster speed. And I think in those  
21 instances there are a little bit less cars

1 and there's probably going to be a little bit  
2 more time in the travel lane to go to the  
3 right to be able to slow down a little bit  
4 and get off without having cars right  
5 directly behind you.

6 H. THEODORE COHEN: I'll ask the  
7 developer.

8 HUGH RUSSELL: Okay. Anyone else  
9 have any questions for Adam?

10 (No Response.)

11 HUGH RUSSELL: Okay. Thank you very  
12 much, Adam.

13 ADAM SHULMAN: Okay.

14 HUGH RUSSELL: Should we close this  
15 hearing for public testimony and leaving it  
16 open for written.

17 (Board members agree).

18 HUGH RUSSELL: Okay. I have only  
19 two points, and I think I'm going to kick off  
20 so you don't step on them.

21 Point No. 1 relates to Dan Bertko's

1           question, have you explored the option of  
2           nighttime parking in the Discovery Park  
3           garage as a possible relief if there's a  
4           demand for more than one parking space?

5                     RICHARD MCKINNON: The simple answer  
6           is we're having many discussions with  
7           Discovery Park about that and other matters.

8                     HUGH RUSSELL: Okay.

9                     And the second comment is that when you  
10          come up the pedestrian path, it appears that  
11          there's a door and then you walk for 180 feet  
12          on a striped lane to the parking garage and  
13          then you get into the main lobby and then you  
14          walk 60 feet to the elevators and then you  
15          take the elevators up and you might walk  
16          hundreds of feet to your apartment. And I'm  
17          wondering if there's a better way for people  
18          who are walking up a pedestrian path to more  
19          efficiently and more pleasantly get to their  
20          apartments than walking through the parking  
21          garage? Or maybe I'm misreading the plans,

1 but I didn't see anything in your renderings  
2 or in your plans that would indicate you  
3 could get from the pedestrian path into the  
4 courtyards.

5 RICHARD MCKINNON: Mr. Chairman,  
6 first of all, there are a lot of questions  
7 tonight that you wanted us to -- and we've  
8 been taking copious notes.

9 HUGH RUSSELL: I think what's going  
10 to happen is we're just going to have  
11 questions and then we're going to ask you to  
12 come back.

13 RICHARD MCKINNON: And have written  
14 responses to them is the --

15 HUGH RUSSELL: Yes, written or  
16 verbal responses because we have yet another  
17 item on the agenda.

18 RICHARD MCKINNON: Otherwise we'll  
19 be here for a long time.

20 HUGH RUSSELL: Yes. So those are my  
21 two questions.

1 Other people? Tom.

2 THOMAS ANNINGER: I don't have many  
3 questions. I guess I'd like to talk a little  
4 bit more about the architecture. I like very  
5 much the elevation from Route 2. I think  
6 it's a nice combination of a pleasant line,  
7 but at the same time is not entirely  
8 symmetrical so that it breaks it down in a  
9 rather elegant way. And I'm impressed by  
10 that. I don't fully understand the materials  
11 or how this is really going to feel in any  
12 detailed sense. I would like a little bit  
13 better grasp of just what this is going to  
14 feel like. I've seen the elevations, but  
15 that's about it. And the elevations are a  
16 little misleading because I thought when you  
17 come to the south side, that it was  
18 completely symmetrical. And then I saw that  
19 they're staggered, so that while they line  
20 up, they don't line up when you're standing  
21 there. So, I was a little bit misled by

1           that, and therefore, I guess I'd like to see  
2           a little bit more to grasp better how this is  
3           all going to work out.

4                     On the tower question, I think you're  
5           absolutely right, that a tower is an  
6           excellent focal point coming from the west  
7           and I think it helps a lot. I too have the  
8           same question, as I think it was Steve, as  
9           just what's going on up there? It floats a  
10          little bit. And I guess one answer which was  
11          an interesting answer is we want to have  
12          control of lighting at night.

13                    RICHARD MCKINNON: That's right.

14                    THOMAS ANNINGER: That's a very  
15          interesting answer. If you could give us  
16          some sort of a rendering of what that might  
17          look like at night, it would be interesting  
18          to see.

19                    RICHARD MCKINNON: Okay.

20                    THOMAS ANNINGER: With that said,  
21          during the day it is a little bit ambiguous

1 as to what is in there. You're sort of  
2 scratching your head, does somebody live  
3 there? Is it floating? Is there space? Are  
4 there birds in there? There are these struts  
5 that seem to hold them. I'm not saying I  
6 don't like it. I do think it raises some  
7 questions that in my mind at least when I  
8 looked at the pictures. So the architecture  
9 is something of interest with me. I'm with  
10 everybody else, I don't get the traffic flow.  
11 Or let's put it this way, I think I do get  
12 it. But let me ask you this: If you're  
13 coming home from Boston or from Cambridge and  
14 want to get there, I guess the way I would do  
15 it is I would go out Route 2, take the Lake  
16 Street exit and go around? Is that the way  
17 you have to do it?

18 RICHARD MCKINNON: That's right.  
19 You have to bear in mind -- and I don't want  
20 to try to answer all the questions, but we're  
21 limited by the site that we have. We're

1           limited by having the wetland behind us.

2                   THOMAS ANNINGER: I understand. I'm  
3 just trying to understand how you do it.

4                   RICHARD MCKINNON: And so our only  
5 access and egress from the property is in  
6 reality is on Route 2. And the trick is to  
7 make that safe, and to do that as best we  
8 can.

9                   THOMAS ANNINGER: I would like to  
10 hear one more time, but maybe not tonight,  
11 the other answer which was a new way for me  
12 which was if you're leaving there and you  
13 want to go west, one more time, I need to  
14 hear how you boogie around and get back up  
15 there.

16                   HUGH RUSSELL: I'll explain it to  
17 you. It's on the map.

18                   THOMAS ANNINGER: That was a new one  
19 for me. I have not done that.

20                   RICHARD MCKINNON: Okay. It works  
21 though.

1 THOMAS ANNINGER: And finally --

2 HUGH RUSSELL: A lot of people do

3 it.

4 THOMAS ANNINGER: This is a question

5 that you've sort of addressed. How is this

6 path, which I think at many times of the day

7 will be quite a lonely path, how are you

8 handling security?

9 RICHARD MCKINNON: Which we'll

10 discuss with your staff.

11 THOMAS ANNINGER: Okay.

12 HUGH RUSSELL: Other points? Ted?

13 H. THEODORE COHEN: Okay. And

14 please understand my comments that I really

15 think that something has to happen here.

16 RICHARD MCKINNON: I understand.

17 H. THEODORE COHEN: And, you know,

18 the site is awful now and something has to

19 happen. I am overwhelmingly concerned about

20 the traffic and the backup of the traffic

21 right there. And would be interested to know

1 if there is any alternative to everything  
2 happening at the front doorway? Because what  
3 I didn't even mention before was the visitor  
4 parking, and trucks coming to make deliveries  
5 at the same time everything else is going on.  
6 And curious whether the fire lane could not  
7 be used in some way as a part of the parking  
8 and traffic circulation.

9 RICHARD MCKINNON: Circulation?

10 Yes.

11 H. THEODORE COHEN: So parking is  
12 probably my biggest concern. I really do  
13 like the massing facing the Little River. I  
14 am not really wild about it facing Route 2  
15 which I think is where 99 percent of  
16 Cambridgeians and other people are going to  
17 relate to this project which is on Route 2.  
18 And contrary to what you said in your  
19 presentation, it doesn't feel Cambridge to me  
20 at all. I mean, nothing about this -- I  
21 mean, maybe it's the materials, you know,

1 maybe it's the massing. Maybe it's the  
2 tower. And I like the concept of the tower,  
3 but this one looks like a squashed airport  
4 control tower to me. And, you know, where  
5 you live, I love the tower. I love the  
6 light.

7 RICHARD MCKINNON: Thank you.

8 WILLIAM TIBBS: Yes.

9 H. THEODORE COHEN: I think it's  
10 fabulous. This, you know, is half airport  
11 tower, half, you know, Frank Erie building on  
12 Mass. Ave. You know, concept of the tower is  
13 good, I just don't care for this one. And I  
14 would echo a lot of the other people, that  
15 just the flat roof seems like a lost  
16 opportunity for lots of different things.

17 Basically those are my comments. But I  
18 do appreciate you're really trying to make  
19 something.

20 RICHARD MCKINNON: I appreciate  
21 that. Obviously the tower is terribly

1 important and it has to work.

2 HUGH RUSSELL: Steve?

3 STEVEN WINTER: Thank you.

4 There's a lot of good things happening,  
5 but I think there's also stuff that we need  
6 to talk about a little bit.

7 RICHARD MCKINNON: Sure.

8 STEVEN WINTER: There are people on  
9 this Board whose architectural sense is much  
10 finer than mine, and I'm always acutely aware  
11 of that, but this building seems just huge  
12 every way I look at it. It just seems  
13 gigantic. You know, it could be the  
14 rendering. It could be the --

15 RICHARD MCKINNON: The bird's-eye  
16 views?

17 STEVEN WINTER: I just don't know.  
18 But it just seems enormous.

19 And also I want to say to the  
20 architect, it feels to me like the parts are  
21 all there ready to do something right, but

1           they just haven't done it yet. It just feels  
2           big. And the mass feels, to me, it feels  
3           unbroken. And that's the way that this  
4           building hits me.

5                     I also feel that the Route 2 piece is  
6           just going to be very, very tricky and will  
7           require a lot of people helping you to get  
8           the right help that you need. And maybe the  
9           city can take some responsibility to help you  
10          do that. I mean, the fine fellows at the  
11          Mass. Highway Department I think are always  
12          willing to be cooperative in every way. We  
13          all know that. But they're the only ones  
14          that can solve this problem because that's  
15          their road. And that's what they'll tell  
16          you, it's their road.

17                    RICHARD MCKINNON: Although they've  
18          allowed us to work with the city, your staff  
19          here, and we're doing it as a three part --

20                    STEVEN WINTER: And my guess is with  
21          the talent you've got on the team, and the

1 talent we have at the central transportation  
2 planning staff, at CTPS and Boston FPO,  
3 there's got to be some way to fix this up so  
4 it feels safe. Right now it just doesn't  
5 feel safe to me.

6 I know the silver maple course is over  
7 there somewhere.

8 RICHARD MCKINNON: Yes.

9 STEVEN WINTER: And I want to know  
10 how it interacts with that. I don't need you  
11 to go through it right now, but I just want  
12 to know how does it interact with that? My  
13 suspicion is that it does. I know that a lot  
14 of people feel very, very, very --

15 RICHARD MCKINNON: Yes, they do  
16 about that.

17 STEVEN WINTER: Yes, yes.

18 I really like the tower. I really like  
19 the idea. And my advice would be to go much  
20 bolder. Just to be as bold as you think you  
21 can do. As bold as the proponent will

1           tolerate. And really just do something  
2           terrific. That would be the marker, the  
3           entryway to Cambridge, which is as we know,  
4           you hit this place in the world, so, you  
5           know, that would really be a good place for  
6           it to say, "Wow, we're in Cambridge, now.  
7           Look at that." So I think that's the way to  
8           go.

9                     The attention that you're all paying to  
10           the sustainability and the LEED aspirations  
11           is great. That's really wonderful, and we  
12           like that.

13                    And also I think that this project has  
14           a lot of genuine authentic stewardship for  
15           linking pedestrian pathways in any way that  
16           we can. I feel great about that. I think  
17           it's a wonderful part of Cambridge that we're  
18           helping to build here.

19                    RICHARD MCKINNON: We've had good  
20           consultants helping us with that, Steve.

21                    STEVEN WINTER: And I think that

1 also, I think that the idea of the shuttles  
2 and the transportation management  
3 associations is right there for you. The 128  
4 business council used to be run by Caroline  
5 Conner, maybe somebody else now. But, you  
6 know, they run a hundred thousand people a  
7 year from Alewife up to 128. So they've got  
8 all the infrastructure that can help you do  
9 whatever it is you want to do, so take  
10 advantage of that.

11 And the last thing that I want to say  
12 is I really think this -- I don't want the  
13 architect to feel that I'm being -- that I  
14 feel black about this. I don't. I feel like  
15 -- I feel like the parts are there, I just  
16 can't get to them. And it feels really big  
17 to me, but it's not -- it doesn't feel like I  
18 can't get out of it. I just feel like I  
19 don't see it yet.

20 HUGH RUSSELL: I guess I'd like to  
21 jump in on that last architectural point,

1           because I think this is done extremely well.

2                     STEVEN WINTER: I told you.

3                     HUGH RUSSELL: This is the business  
4 I'm in mostly. I do projects of this scale.  
5 There are real challenges to doing projects  
6 of this scale, and everything that I've  
7 learned about how you break the building  
8 down, create a comprehensible scale, is found  
9 here, and it's customized to the different  
10 sides and elevations. It's a little  
11 different on each side, but it's still --  
12 there's a unity. I think it's really  
13 extremely well done. I'm not a great fan of  
14 the tower and exactly how it's realized, but  
15 I'm sure that's something that's going to be  
16 thought about more. But I'm incredibly  
17 impressed with how well this building has  
18 been designed. And so I guess I just needed  
19 to put a personal perspective on it.

20                     Ahmed.

21                     STEVEN WINTER: I hear you.

1 AHMED NUR: Well, with that positive  
2 note I also wanted to say that I'm extremely  
3 pleased that finally that parking lot is  
4 going away. And I have not been on the  
5 Planning Board for a very long time, but this  
6 is the first project that I have not heard  
7 nay. Everyone is pretty much for it. In  
8 addition to that, I wanted to make a couple  
9 of comments:

10 Mostly I agree with the traffic. On  
11 Route 2, I wonder if there's any changes on  
12 velocity, speed control, times which not  
13 really traffic -- if there's three lanes  
14 headed eastbound, and I would think that if  
15 there's no cars around, people could whip 50  
16 miles or 45 miles before they get to the  
17 ramp. And the ramp going into the entrance  
18 of the building, that has a walkway, pavement  
19 so the children on bicycles kind of scares  
20 me. Just one thing to consider, and that's  
21 probably more for the safety.

1 I'm not too concerned about the exits  
2 of the building because that -- the third  
3 line on the right side doesn't even -- unless  
4 they're going to Route 16 east, they usually  
5 would go to the right and they would blend  
6 into that traffic going in that direction.

7 Another positive thing that I wanted to  
8 comment on, this is the sustainability. The  
9 building, there's a shopping mall within ten  
10 minutes to walk; food shopping and everything  
11 else, whatever they need to do. What's  
12 missing are the two-bedroom apartments. As  
13 one of the community mentioned, is that a  
14 little playground, maybe a little field for  
15 the two-bedroom children and stuff. There  
16 may be exercise -- a gym of some sort.

17 RICHARD MCKINNON: We'll work it  
18 out.

19 AHMED NUR: And then my last  
20 comment. I know that, Hugh, you said you  
21 don't want people to step on this one, but I

1 think that if we're talking about reducing  
2 traffic, that we should have less parking.  
3 One of the things in silver LEED to reduce  
4 parked cars is to reduce space -- parking  
5 spaces. In other words, provide -- have more  
6 pedestrian walkways, bicycles,  
7 transportations, insured vehicles and reduce  
8 the parking or make it expensive, otherwise  
9 people will buy two or three cars if they  
10 know they can park at Discovery Park. And  
11 that's all.

12 Thank you.

13 HUGH RUSSELL: Bill.

14 WILLIAM TIBBS: I wanted to say I  
15 wanted to commend you on taking this one on  
16 because it has been an eyesore for a long  
17 time. And it is a tough project. It really  
18 is a tough project.

19 RICHARD McKINNON: It is.

20 WILLIAM TIBBS: Also, we've been  
21 kind of looking at this area, but this is the

1 first one that's really dealing with Route 2.  
2 As a matter of fact, when we were in the  
3 past, what are they going to do when they get  
4 to Route 2? If you look at the master plan,  
5 there's a lot about the whole master plan  
6 that you wonder about. So you're tackling  
7 it.

8 With that said, I disagree with my  
9 colleagues with Route 2. I think for me is  
10 what I don't see is options. With a problem  
11 of this sort, and I don't know how -- it is a  
12 problem, but I would expect to see some  
13 studies, not just our standard traffic  
14 transportation, but some studies that says if  
15 you put the entrance here versus here or  
16 whatever. One of the things, for instance,  
17 that currently exists is that you could get  
18 off Route 2 and there is a travel lane that  
19 you can slow down and get to the Face -- if  
20 you were going to Faces in the old days, or  
21 go to the bowling alley. I mean, there's a

1 lot of distance and space there. This is  
2 tight. I mean, you roll off, you're in a  
3 small little -- relatively small little  
4 courtyard. You're rolling off. People  
5 rolling off. So I think that this whole issue  
6 of flows and whatever, and is there -- I  
7 mean, obviously the site itself has some  
8 restrictions, but is there some cooperative  
9 agreement that you could have with your  
10 neighbor to be able to get some access from a  
11 different part of the site other than Route 2  
12 and really get something there. I just don't  
13 know. But it's funny, I look at this  
14 bird's-eye view here and just in my mind I'm  
15 saying it looks good, but that's not Route 2.  
16 I mean, in my mind there's a disconnect  
17 there. I can't see this flow happening  
18 there. And it reminds me a little bit about  
19 Route 1 when you're going up to North Shore,  
20 going up to Saugus and all that stuff.  
21 That's scary. They've got all these

1 restaurants and stores and malls and stuff.  
2 And it's like a 50 mile an hour road, and,  
3 you know, people are trying to get in and  
4 out. And every time I'm on that -- I used to  
5 work up there and it's just a nightmare.  
6 It's not quite that intense here, but it has  
7 that issue.

8 The other issue I have, I thought that  
9 Sue's comment -- it says that it's possible  
10 the Mass. DOT would want changes. And I  
11 think that's important because if they do  
12 want changes, what will they be? And that's  
13 where the options come in. If they say no,  
14 you can't do this, what are they going to do?  
15 I mean, have you looked at other things? Or  
16 you might need to hear what their concerns  
17 are. But it's a problem.

18 The main entrance is -- it's funny, the  
19 main entrance is the garage. I mean, if you  
20 look at all the residents here, they're not  
21 going to be parking out -- you just have a

1        few visitor spaces out there and everybody's  
2        flowing into that garage. It gets back to  
3        what Hugh's earlier comment what are the  
4        internal flows there. And to talk about your  
5        bigness, I think architecturally in terms of  
6        how they articulated the exterior, I think  
7        you have done a good job of that. But, Hugh,  
8        your first question, which is you're walking  
9        long distances from the elevators. And when  
10       you get down as you're getting to the paths  
11       and stuff, so those flows both inside the  
12       building and outside the building I think is  
13       something to work on. I think the fire  
14       lane itself, I think it's similar to what  
15       paving would be, but I think there must be a  
16       way to kind of incorporate that in a more  
17       positive way.

18                    RICHARD MCKINNON: We're working  
19        actually with the fire department, your staff  
20        to make it pervious.

21                    WILLIAM TIBBS: Sure. I think that

1 can maybe help the problem. I think that was  
2 mentioned before.

3 RICHARD MCKINNON: Yes.

4 WILLIAM TIBBS: This idea of the  
5 main entrance being the garage. I mean,  
6 people are flowing out and going down as  
7 they're living there. I think the folks who  
8 came up for the public hearing actually had  
9 some very good questions.

10 RICHARD MCKINNON: Yes, they did.

11 WILLIAM TIBBS: And I think you can  
12 just answer those; service vehicles, trash  
13 removal and emergency vehicles. I mean,  
14 that's a good one.

15 PAMELA WINTER: And school buses.

16 WILLIAM TIBBS: Yes, yes.

17 And who are you marketing this to? Who  
18 do you see as your market? Are there kids?  
19 Are there not? Are there professionals and  
20 stuff like that?

21 And particularly the whole question of

1 the screening of the garage and the rear  
2 piece, I mean, it's high. Obviously as you  
3 so clearly described, it's up off the ground.  
4 The garage is -- if you look at that  
5 elevation, it could be almost anything, and  
6 that's always a little problematic. And so  
7 how are you dealing with that?

8 And this parking issue and, Ahmed, you  
9 mentioned it, but this parking issue is  
10 interesting because it was a very interesting  
11 point that this is isolated. In other places  
12 where we're talking about one or less,  
13 there's street parking and the neighbor's  
14 going to come out in droves saying there's no  
15 parking on the streets and stuff. So I mean,  
16 this idea of maybe trying to use the other  
17 garage is --

18 RICHARD MCKINNON: It's going to  
19 require some new thinking.

20 WILLIAM TIBBS: So I'm reinforcing  
21 what a lot of folks have said here, but I

1 think for me, though, I need to get a better  
2 understanding of how Route 2 can work and how  
3 you've thought about that in terms of how you  
4 made your design. And it could be as simple  
5 as you get off and it gives you some, you  
6 have some relief before you have to decide to  
7 go into the building. I mean, similar to  
8 what's there, but maybe not as intense and  
9 broad as they have it there. But I think  
10 those are the kind of studies that I would  
11 anticipate or expect for a project like this  
12 that you would do to say hey, we've got a  
13 serious traffic issue here, let's look at,  
14 let's kind of -- let's throw the creative  
15 thinking on and seeing what we can do and  
16 think out of the box a little in terms of  
17 what are the possibilities. And if it turns  
18 out most of them get ruled out because the  
19 state won't let you for other practical  
20 reasons, at least you've talked about it a  
21 little.

1                   RI CHARD McKI NNON:   Okay.

2                   HUGH RUSSELL:   Pam.

3                   PAMELA WI NTER:   Okay, I really agree  
4                   with everythi ng my col leagues have al ready  
5                   sai d.   But parti cular ly Steve' s comments  
6                   about the tower, and I would love for it to  
7                   be a l i t t l e  b i t  m o r e  b o l d  o r  a l m o s t  
8                   whi msi cal .   I mean, something that does stand  
9                   out.   And al so I haven' t gi ven up yet on the  
10                  green roof.

11                  RI CHARD McKI NNON:   I know you  
12                  haven' t, Pam.   And I heard you.

13                  PAMELA WI NTER:   I thi nk I remember  
14                  that there' s thi s materi al that you coul d  
15                  roll out that' s very l i g h t w e i g h t ,  t h a t ' s  
16                  al ready seeded.   And I thi nk that Sedum comes  
17                  from i t i f I' m correct.

18                  HUGH RUSSELL:   There' s a thi n ki nd  
19                  of green roof that has a couple of inches,  
20                  but the onl y pl ant materi al i n i t i s Sedum.  
21                  And Sedum i s a very broad class of plants

1 that can get lots of different colors and  
2 textures.

3 PAMELA WINTER: But it is  
4 lightweight.

5 HUGH RUSSELL: Right, compared to  
6 what they're showing at the courtyard level  
7 which is showing more soil and flexibility.

8 RICHARD MCKINNON: We are -- we'll  
9 give it our best shot.

10 PAMELA WINTER: Thank you.

11 AHMED NUR: Just one more point.

12 HUGH RUSSELL: Ahmed.

13 AHMED NUR: I'm sorry, I forgot one  
14 more point, speaking of the roof. Thank you,  
15 Pam, for reminding me.

16 That green roof's not possible, maybe  
17 I'm thinking of alternative. Since this is a  
18 wetland, to see if you can capture your roof  
19 water and reuse it to make these bathrooms or  
20 irrigation, storage tanks in the basement  
21 just so that way instead of flooding the

1 place with your own roof water, rainwater.  
2 And also I'd like to see something about your  
3 sewer or pipes, ten foot separation between  
4 sewer -- water and sewer. Is it separated  
5 sewer and water so on and so forth?

6 And that's it, thank you.

7 HUGH RUSSELL: Okay. Steve.

8 STEVEN WINTER: I neglected to say  
9 to the proponent and the team, with this  
10 member of the Board and all of us there's a  
11 bank of good will here. We want you to  
12 succeed. And there is a recognition that  
13 this is an enormously difficult site to build  
14 on that you've been telling us for a while  
15 now. I'm being very serious.

16 RICHARD MCKINNON: I know.

17 STEVEN WINTER: And I don't want you  
18 to feel that there's a barrier here to this  
19 development. We all want something on that  
20 site, and we've wanted it for a long, long  
21 time. So there's a bank of good will that

1 wants you to succeed.

2 RICHARD MCKINNON: We take it in  
3 that spirit, everybody's comments.

4 HUGH RUSSELL: Okay. So let's close  
5 this portion of the meeting, and we have one  
6 more piece of business. Do people need a  
7 break before that?

8 SUSAN GLAZER: Did you close --

9 HUGH RUSSELL: We did close the  
10 testimony, yes.

11 We're going to go on to the next piece  
12 of business. If you have conversations, I  
13 would ask you to have those conversations  
14 outside in the lobby.

15 \* \* \* \* \*

16 (Sitting Members: Hugh Russell, Thomas  
17 Anninger, William Tibbs, Pamela Winters, H.  
18 Theodore Cohen, Steven Winter, Ahmed Nur.)

19 HUGH RUSSELL: Mr. Rafferty.

20 ATTORNEY JAMES RAFFERTY: I hope the  
21 record of the prior hearing reflects that the

1           i nstructi on you provided the fi rst Appli cant  
2           was adhered to. I can assure you that in  
3           thi s case, the same wi ll follow.

4                     James Rafferty on behal f of Al exandri a  
5           Real Estate. Joseph Magui re Seni or Vi ce  
6           Presi dent and Presi dent. Good eveni ng.

7                     The Board i s wel l acquai nted wi th the  
8           case, PUD Speci al Permi t. Thi s i s our second  
9           bui ldi ng and desi gn revi ew at l east under the  
10          Speci al Permi t case. And I have nothi ng to  
11          add other than to i ntroduce you to the  
12          project archi tect, a gentl eman who i s  
13          starti ng to be as popul ar as Denni s Carl one.  
14          He' s goi ng to share wi th you our current  
15          thi nki ng. Just a qui ck remi nder that we, i n  
16          thi s parti cul ar bui ldi ng, we' re pi cki ng up on  
17          the second bui ldi ng and i ntroduci ng a further  
18          el ement of the mi ti gati on that goes al ong  
19          wi th the package. The fi rst bui ldi ng wi ll --  
20          the bui ldi ng from the fi rst bui ldi ng wi ll  
21          l ead to (i naudi bl e) park. Thi s bui ldi ng wi ll

1 have additional benefits attached to it as  
2 well. So the good news is the Applicant has  
3 realistic expectations that opportunities  
4 exist for these buildings to commence  
5 construction in the near future. So we're  
6 all, I'm sure all excited to see the theory  
7 coming into practice.

8 Mr. Manfredi.

9 DAVID MANFREDI: Good evening.

10 David Manfredi from Elkus Manfredi  
11 Architects. We have an abbreviated slide  
12 show for you tonight that will be very quick  
13 I promise you.

14 As Jim said, we are here in the context  
15 of the PUD Special Permit which is the  
16 drawing that you're seeing right now, and  
17 we're here for 50 Binney which is this block.  
18 We were in previously 100 Binney, and I'll  
19 show you some elevations that show these two  
20 buildings in context. The footprint you're  
21 looking at now is only slightly altered from

1 that PUD submission. And I'll just give you  
2 the briefest of context here, because it is  
3 consistent with everything we talked about  
4 over the course of last spring and summer  
5 with the PUD in the first building. The  
6 building has the -- the plan is laid out in  
7 the context of important pedestrian  
8 connections from Kendall Square through North  
9 Plaza alongside of 141 Linsky, and really  
10 taking advantage of all of the improvements  
11 along Binney Street and connectivity to the  
12 river. You'll hear me talk about the fact  
13 that this building is the second and one of  
14 three buildings of the four corners that we  
15 really think are -- is kind of 100 percent  
16 corner of everything that happens on Binney  
17 and why we have introduced retail on this  
18 corner that's not part of the PUD. We've  
19 actually added a little bit more retail so we  
20 can really take advantage of these four  
21 corners, and enhance the sense of place in

1 the middle of all of this.

2 And then also we talked a lot last  
3 spring, about how these buildings, both  
4 residential and life science buildings,  
5 create the opportunity to really provide a  
6 gateway to this end of Cambridge to really  
7 convert Binney into this kind of mixed use  
8 corridor. And this building plays a very  
9 important role both in terms of its status as  
10 gateway, but also in terms of its  
11 relationship, the Triangle Park for the green  
12 space.

13 Another very important part of context  
14 is bicycle connections. And obviously we  
15 spent a lot of time on Binney talking about  
16 cycle track. This gives us another block of  
17 implementation of that cycle track. In fact,  
18 the footprint of the building has actually  
19 shrunk a little bit in its north/south  
20 direction from when you saw it in the PUD in  
21 order to enhance the width of sidewalk,

1 accommodate cycle track. And we've increased  
2 the number of parallel parking spaces which  
3 we are very happy about in terms of buffering  
4 that sidewalk and making this a better  
5 pedestrian place.

6 We had talked at 100 Binney about a  
7 kind of bicycle center here on the ground  
8 floor of the building, that's not only  
9 bicycle storage, but would include bicycle  
10 repair. We're showing across the street more  
11 bicycle storage. This is 50 bicycle spaces  
12 with its own entrance from the exterior that  
13 gives the bicycle tenant the opportunity --  
14 the bicyclist/tenant the opportunity to come  
15 in, park their bike, come directly into the  
16 lobby and access the core of the building.

17 Now I've just blown up the footprint.  
18 And let me walk you around the building  
19 footprint a little bit because this, as you  
20 remember, was a very important part of all of  
21 the public realm we talked about with regard

1 to the PUD. As I mentioned, we've actually  
2 done two things that I think enhance the site  
3 since the PUD.

4 We've increased the amount of setback.  
5 There is -- and you can see it does vary a  
6 little bit, but there's approximately, from  
7 parallel parking curb to face of building,  
8 about 23 feet. There's an almost continuous  
9 parallel parking. I think we've added three  
10 more parallel parking spaces since the PUD.  
11 There is that buffer strip. There is the  
12 cycle track. There is the green -- kind of  
13 strip of green and trees, and then there is  
14 the sidewalk. So from curb to face of  
15 building, while it does vary a little bit,  
16 it's about 23 feet on Binney. There's also  
17 substantial new sidewalk on Linsky as well as  
18 on Second and on First. And you can see this  
19 is the property line. So there are setbacks  
20 all the way around the building, and  
21 particularly on the east side of the building

1 where we've created setback for response to  
2 the park.

3 We've talked a lot of about retail when  
4 we were here before. We are showing retail  
5 here at about 5400 square feet. We think  
6 that's ideal restaurant size. Obviously that  
7 would make a very nice outdoor dining terrace  
8 and would relate to that green space. As I  
9 mentioned, we've added 1500 square feet of  
10 retail here. When we originally considered  
11 this building, we thought about the lobby  
12 coming all the way to the corner. We just  
13 liked the idea of that retail relating to  
14 this little new piece of construction on 41  
15 Linsky to this retail and to this future  
16 retail. While it's not a lot in square  
17 footage, it's four different tenants and four  
18 different signs and four different bits of  
19 attraction.

20 I'm going to blow the first floor plan  
21 up a little bit. We have laid this building

1 out for both its first generation of use and  
2 future generations of use. What I mean by  
3 that is it's a big floor plate. And what  
4 we've done is introduce two cords. And we  
5 think in its first life that we could either  
6 have two front doors, a lobby here on Binney,  
7 and a second lobby here on Binney that would  
8 be a through lobby, and that's located to  
9 connect through to the Athenaeum building. I  
10 should have pointed that out before. But one  
11 of the entrances, the pedestrian entrances to  
12 the Athenaeum building is right here. So it  
13 may be that this is a single tenant building,  
14 and we only use one lobby, but you can see  
15 what we're getting at here, that there are  
16 six passenger elevators here. There are  
17 three passenger elevators here. There's a  
18 first generation lobby, and maybe a second  
19 generation lobby. And you could imagine --  
20 and I'm going to show it to you in a moment,  
21 an arcade that connects those two lobbies.

1 And there is a time in the future when all of  
2 that space, second generation, third  
3 generation of use becomes retail space.  
4 These have been kind of configured in a way  
5 that they can be broken down to two, three,  
6 four different tenants with tenant signage  
7 and activate all of this edge literally. All  
8 of that edge becoming some kind of retail.

9 We could imagine leasing possibilities  
10 in the building where there is a tenant that  
11 occupies -- and I'm making this up, so don't  
12 take this as a signal, that occupies floors  
13 five through ten with a front door here. And  
14 a tenant that occupies floors two through  
15 four with a front door here and a through  
16 lobby there. We like that idea. It just  
17 creates more activity on the street and more  
18 addresses on the street.

19 There is three levels of parking below  
20 grade. That parking is accessed off of  
21 Linsky and circulates down in a clockwise

1 pattern for a total of 439 spaces. That's  
2 exactly 0.9 per thousand. So this parking  
3 accommodates this building. There is also  
4 loading off of Linsky. We have met with Adam  
5 and Sue Clippinger about these curb cuts. We  
6 had originally shown this with this ramp  
7 going the other way. We came to agree with  
8 them that we were better off with two curb  
9 cuts. There will be pedestrian traffic here.  
10 As you know, and I'll go back one more time,  
11 the parking for the Athenaeum will be at 100  
12 Binney. Those parkers will actually come out  
13 and they'll go in a number of different  
14 directions but some folks or a number of  
15 folks will come out here, walk passed this  
16 retail frontage and walk by Linsky and go in  
17 the Athenaeum. So this is an important  
18 pedestrian way. It's a wide sidewalk. I  
19 think it's about 14 feet wide, so we broke  
20 that curb cut into two.

21 This is second generation where we

1 could have the opportunity in the future to  
2 actually connect these two lobbies with a  
3 kind of internal arcade. Behind security, so  
4 these are tenants who have come through being  
5 greeted, gone into the core -- or been  
6 greeted, come into the core, but we have an  
7 opportunity to get some retail depth of about  
8 40 feet and activate all of that edge.

9 I won't take you through all the  
10 floors, but I'll take you through a typical  
11 floor simply to point out a couple of things  
12 that you'll see in the perspectives and you  
13 already saw in the elevations.

14 There are -- we thought about this  
15 building as a kind of series of vertical  
16 elements, and those vertical elements are  
17 defined by these kind of deep recesses in the  
18 building. And that had to do with finding  
19 the context within the streetscape and sky  
20 scape of this part of East Cambridge. And  
21 I'll explain that a little bit more in a

1 moment.

2 The second thing I want to point out is  
3 the kind of southeast edge. And as you go up  
4 the building, this kind of peels back,  
5 creates a series of terraces, a little bit of  
6 green roof that connects to the green of the  
7 terrace and the green of Triangle Park.

8 This is why we wanted those deep  
9 recesses. This is a photograph obviously  
10 that we took walking over the Longfellow  
11 Bridge. So it's a real photograph. We've  
12 kind of -- we've kind of blurred it a little  
13 bit so that you can't tell that we've dropped  
14 the building in here. But you could see what  
15 we were -- what inspired us here. We were  
16 inspired by this context of kind of vertical  
17 forms, not all. The land building is really  
18 quite horizontal. But this is a big  
19 building. It is 380 some feet long. And  
20 what we were trying to achieve is a couple of  
21 things:

1           One, this is our gateway to Binney, and  
2           we want it to read as a gateway. And we want  
3           it to read as a gateway not only from Land  
4           Boulevard and First Street, but from  
5           literally from across the river. And hence  
6           you begin to see that soft edge that has some  
7           relationship to the river and some  
8           relationship to the green space.

9           We also wanted these vertical  
10          proportions. And we wanted that in kind of  
11          in a context of what we saw in our surround.  
12          The other thing we learned from this view was  
13          that, you know, the ground floor of this  
14          building is right about here. And the first  
15          four, five stories of the building get cut  
16          off by foreground in this view. The actual  
17          roof of this building is right about here.  
18          And there is penthouse and screen above.  
19          There's about 42 feet of penthouse and then  
20          screen. What we did was we brought the  
21          building materials up all the way to the top

1 of the mechanical floor to the base of the  
2 screen, and we liked that a lot because it  
3 changed these proportions, gave the building  
4 more -- a little bit more verticality, and  
5 probably most importantly made the penthouse  
6 look a little bit smaller.

7           You're now in much closer and you are  
8 kind of at the edge of Triangle Park. And  
9 while we're just showing Triangle Park as a  
10 green space to be designed, the afterNAYum  
11 building to the left, you can kind of get a  
12 pretty good sense from this building what  
13 we're thinking from Land Boulevard. We want  
14 this to be a gateway that pulls you around  
15 the corner onto Binney Street, that has this  
16 kind of series of ribbons that slide in and  
17 out, that creates rather shallow terraces or  
18 balconies, but that can bring up to the  
19 building and actually has a bigger terrace up  
20 on the roof level. That does step back as it  
21 needs the andthatNAYum. I should have

1 pointed that out in the plan of the sidewalk  
2 gets a little bit wider here at the throat of  
3 Linsky. And then you can see that's actually  
4 the roof of the building. And so we are  
5 pulling this element up through the height of  
6 the mechanical floor in order to kind of  
7 reduce the apparent height of all of that is  
8 on top of the roof. So what is actually  
9 exposed is about, about 20 feet of mechanical  
10 screen. In terms of that mechanical screen  
11 we've spent some time on that. And really  
12 what you're looking at is a corrugated form.  
13 It's a form that will show up, you'll see it  
14 in a number of places around the building,  
15 and the glazing on Binney Street on those  
16 storefronts on Binney and reinterpreted it on  
17 the top of the building. What we're really  
18 trying to do is take is what is quite a big  
19 form, break it down, give it some scale. We  
20 think it's metal clad, the kind that the  
21 folds will give it away in picking up the sun

1 in different ways into breaking down the  
2 scale of the building or envelope.

3 And then as you turn the corner down  
4 Binney Street -- obviously this is Binney.  
5 We turn the corner down Binney with these  
6 kind of soft forms, and then we get into the  
7 kind of more orthogonal forms of the street  
8 wall leading to the corner of the building  
9 entrance toward the corner. And obviously  
10 there's a couple of vertical signals here,  
11 both here and here, kind of designating the  
12 end of the curtain wall, the front door of  
13 the building.

14 And then now standing on the site of 75  
15 Binney this is the church on the east side of  
16 Second, 41 Linsky. And you can see the  
17 entrance to the building, these kind of --  
18 this kind of two-story base of the building  
19 which gives us the opportunity to accommodate  
20 multi-tenanted retail in the future. These  
21 kind of big bay windows and then the

1 setbacks. And remember we have a kind of  
2 mandate, not a kind of -- but we have a  
3 setback between 75 and 85 feet, which we  
4 literally have the whole building exists  
5 behind the that setback.

6 And then simply a kind of indentation  
7 in the building that aligns with the front  
8 door, a little balcony, the same kind of  
9 folds that you see up on the roof form, you  
10 see down on the street level in the glazing  
11 at this point. This is a great opportunity  
12 for interior atriums, but that's all part of  
13 -- would be part of tenant fit out. And then  
14 you could see the more opaque wrapper of the  
15 building coming around and up Second Street.

16 We are showing this, and I am going to  
17 be a little bit uncertain tonight about what  
18 this material is. We're still working on  
19 what that material is. It could be precast.  
20 It could be terra-cotta. It could be precast  
21 in a way where we can get this kind of more

1 natural organic effect by how we treat the  
2 surfaces of precast, and that's something  
3 that we are still working on.

4           And then I just want to show you the  
5 building in its context with 100 Binney.  
6 These are buildings of very similar size, but  
7 quite different architecture. But they do  
8 share a sense of solar orientation that those  
9 north facades, which don't get direct  
10 sunlight, have a lot of glazing. The south  
11 facades which get a lot of direct sunlight,  
12 have a much higher ratio of opaque to  
13 transparent and have a number of solar  
14 devices to control the solar heat.

15           I do want to mention that -- and I'm  
16 going to advance to this, but I do want to  
17 mention that this will be a silver LEED  
18 certified building. We have the opportunity  
19 in these buildings to take advantage of -- we  
20 generate a lot of heat so we can recover a  
21 lot of heat. We also have some green roof.

1 We will make this building ready for the  
2 possibility of using the photo mosaics either  
3 in its first generation or over time. But  
4 the roof and penthouse will be constructed to  
5 accommodate that.

6 And then finally at the streetscape,  
7 just two things, you're looking at elevation  
8 at the corner with that 1500 square feet of  
9 the retail in the entrance of the building  
10 and then going a little bit farther west. We  
11 just wanted to blow that up. This is where  
12 individual storefronts could find their way  
13 over time, that second lobby entrance, and  
14 then the 5400 square feet of retail at the  
15 east end of the building.

16 And our two images left for Chris  
17 Matthews to talk a little bit about public  
18 realm.

19 CHRISTOPHER MATTHEWS: I think David  
20 did a very good job of describing the  
21 strategy around all four sides of the

1 building. I'd like to add really that the  
2 position of this building as the gateway as  
3 you enter from the east from Land Boulevard  
4 gave us the idea to extend the existing  
5 London plane trees along Binney Street, that  
6 we're proposing also in front of 100 Binney  
7 Street along here. And then to break that  
8 street tree planting into more of a grove  
9 with the same kind of big street trees on  
10 that corner. So from the landscape  
11 perspective it really is an introduction to  
12 the whole city of Binney Street streetscape  
13 idea. These would be the grove of large  
14 London plane trees wrapping around the corner  
15 of the building with some planting below, but  
16 also the ability to put cafe furniture out  
17 there. Some big permanent bench elements  
18 around three of the trees that would be out  
19 there year round. This would all be  
20 removable furniture. And really to make --  
21 to plant as much canopy as we can to facing

1 the park. So that when the park's designed  
2 commissioned by the city, sort of knits  
3 together as one kind of occupiable green  
4 space.

5 Adding the crosswalk here where we have  
6 the pedestrian bulb outs, I think it is going  
7 to make a nice, much easier connection than  
8 you have at the moment. It's going to make a  
9 triangle space. And then coming around the  
10 building you've got the street trees on  
11 Second and on Linsky. Also, and it's also  
12 kind of hard to see on this, but little  
13 pockets of bike parking next to all the  
14 building entrances. And then I think  
15 importantly on street corners where we've got  
16 wider sidewalk areas, particularly close to  
17 the cycle track, so, you know, conceivably  
18 you can be cycling along the cycle track,  
19 hitch your bike up, go in and get a coffee.  
20 This is more for people using the ground  
21 floor retail than the people working in the

1           building who will park their bikes in this  
2           nice visible facility.

3                     Looking from the corner of First and  
4           Binney, this -- the idea of mixing movable  
5           cafe furniture with these larger seating  
6           elements, and then having the big London  
7           plane trees growing out of permeable granite  
8           paving. You see the bikes parked here, so  
9           it's quite of urban feeling but with the idea  
10          of getting as much green canopy in there as  
11          possible with the installing structural  
12          planting soil underneath where the paving is.  
13          So you got a lot of roots. You get a lot of  
14          canopy. The idea this would be a big scale  
15          tree planting in scale with the building.

16                    DAVID MANFREDI: That is it. You  
17           know that there is more in your package and  
18           there's more in the pages here and we can  
19           talk about elevations but we were briefing  
20           it.

21                    HUGH RUSSELL: Okay, thank you.

1 I have to thank Tom for getting the  
2 language from the decision about what we're  
3 doing tonight. So the decision on the master  
4 plan says: That during the design review  
5 process, the Board shall consider the  
6 architectural design of the building facades  
7 with a special attention to ground level,  
8 selection and placement of rooftop mechanical  
9 equipment along with the design of penthouses  
10 and any other features, and to screen such  
11 equipment. And any other exterior features  
12 within or surrounding the building site.  
13 Configuration of the design of pedestrian,  
14 bicycle, and (inaudible) access and egress.  
15 The design of open spaces and landscape  
16 elements, modifications to abutting street or  
17 sidewalk's right of way and attention to  
18 pedestrian bicycle circulation and comfort,  
19 and any potential impacts of the proposed  
20 design on the public realm of properties  
21 outside the PUD, including but not limited,

1 to visual impacts, noise impacts, shadows and  
2 safety and comfort of pedestrian bicycles and  
3 motorists in the area.

4 So, that's what we have to think about  
5 tonight. And there's more language about  
6 what should be submitted, but particularly  
7 what we received seems to meet those  
8 requirements.

9 Comments?

10 WILLIAM TIBBS: I hate to say it,  
11 but my comment is that it's difficult for me  
12 to think about this tonight at this point. I  
13 can begin to digest it, but it's going to be  
14 hard for me to talk about it with any kind of  
15 clarity. I for one have just been up for a  
16 long time today.

17 HUGH RUSSELL: I'm with you.

18 WILLIAM TIBBS: I can give some  
19 additional reactions.

20 THOMAS ANNINGER: I think we've got  
21 no choice, we've got to.

1                   HUGH RUSSELL: I guess my comments  
2                   are that I think that the diagrams of how the  
3                   ground floor works, the sidewalks around the  
4                   buildings, they're all extremely thoughtful.  
5                   Very, very well done, and I don't have  
6                   much -- I don't have any comments about that.  
7                   But this is a very large building. It's  
8                   larger than the largest building Harper's  
9                   ever built which is the northwest science  
10                  building which we approved. And unlike the  
11                  building, the northwest science building is  
12                  about a third underground. This is about the  
13                  same floor area as the old Necco building,  
14                  now that Novartis building.

15                  WILLIAM TIBBS: It's just one of two  
16                  of them side by side.

17                  HUGH RUSSELL: Right.

18                  And it's about twice the size of  
19                  Holyoke Center at Harvard University. It's  
20                  probably also about a tenth the size of the  
21                  main building at MIT. So there are larger

1 buildings in the city, but this is a very  
2 tall building, it's 300 some odd feet long.  
3 And you can see in the architectural design,  
4 a recognition that -- and strategies to try  
5 to make the building comprehensible and to  
6 break down a scale.

7 I have trouble looking at the Binney  
8 Street facade and not thinking that it's  
9 awfully arbitrary. I must say when I saw  
10 that photo that showed the Mormon Church, I  
11 thought oh, there's a platform of the angel  
12 Moroni that's about 50 or 60 feet tall, a  
13 golden statue facing the church across the  
14 street. Probably sacrilegious to say this,  
15 but the elements on that facade seem to be  
16 less certain than the other facades. And I  
17 think there's one, one piece of it that  
18 particularly has struck me. And there it is.  
19 There's a great, a very heavy shadow line  
20 created by a projecting element at the top of  
21 the mechanical room that really pulls your

1 eye to that point and really emphasizes the  
2 length of the building. And so that, I think  
3 some alternatives to that particular feature.  
4 But you can see that it's just a bunch of  
5 different stuff, and I don't feel it's as  
6 well resolved as the rest of the building.

7 The striped material, masonry sort of  
8 material, sometimes occurs in very, very  
9 small and thin elements that seem --  
10 considering the size of the building, a kind  
11 of strangely, strangely weak. So those are  
12 -- I guess I'd like to see another generation  
13 or two of thinking of this.

14 I rather like the perch on the Triangle  
15 Park end. It's bold and somewhat outrageous,  
16 but I think it's successful, too. Anyway,  
17 those are -- you know, this is such a large  
18 building and it's so important, I think we  
19 have to proceed on this very carefully.

20 PAMELA WINTER: You're right.

21 WILLIAM TIBBS: I kind of agree with

1       you. I guess I'm having a hard time  
2       understanding the human scale of a lot of  
3       that stuff. I tend to want to focus downward  
4       to looking at what you see as you're walking  
5       around. I think you've done some interesting  
6       -- your approach to that, in terms of at  
7       least in the ground floor elevations and how  
8       the retail and stuff, there's a logic to that  
9       that makes a little sense to me, but -- and  
10      maybe it just might be an education on my  
11      part as to what works in buildings of this  
12      scale and size to give it a better sense.  
13      I'm seeing stuff like this, I can understand  
14      it. I still want to know what the drivers  
15      are that make that happen. And we've  
16      struggled with that and we've talked about  
17      this all along, the way that kind of vibrancy  
18      of retail for that coming in to happen. You  
19      know, how does that really work?

20                But going back to Hugh's issue of just  
21      what all these elements on the building --

1 I'm just having a hard time grasping it and  
2 it might be literally something as simple as  
3 showing how certain some of those elements,  
4 they're in existing buildings or whatever  
5 have worked and see how it works. In my mind  
6 I think it almost needs to balance off that  
7 wings of the utmost of the triangular park,  
8 you need to be more simpler. But I'm not  
9 quite sure about that. These are not  
10 building forms and scales and types that I  
11 feel comfortable with. And we have enough  
12 versions of them as you, you know, like at  
13 Kendall Square and, you know, look at the new  
14 biology -- I mean, the new brain cancer  
15 building at MIT. These big, huge kind of  
16 glassy buildings. I think this is a good  
17 opportunity to maybe kind of educate us a  
18 little as to what makes the scale and size of  
19 buildings work. And what makes them feel  
20 different I guess? As I look at the two  
21 buildings together, which I like to see all

1 the time, and I guess as you progress on  
2 these, I always want to be reminded of what  
3 they are. How do they work together? How do  
4 they work separately? And how they blend in  
5 with the smaller scale stuff that surrounds  
6 them? I'm just having a little bit of a hard  
7 time dealing with this scale, and I think  
8 it's -- at the ground level I think it's  
9 working. But I just don't quite understand  
10 how it works with the upper floors.

11 HUGH RUSSELL: Ahmed.

12 THOMAS ANNINGER: Go ahead.

13 AHMED NUR: Yes, as far as  
14 architectural is concerned, it's really  
15 beyond my capability. So, I'm very pleased  
16 with the design, the way it looks. But it  
17 seems the front curtain wall, the slightest  
18 of waves, that looks really cool. I haven't  
19 seen that at all anywhere. I do have a  
20 couple of questions.

21 On the rooftop you're showing a rooftop

1 storm water retention. I wonder how that  
2 works in the winter? Is it exposed? Is it  
3 exposed on the top or is it a heated tank or  
4 what not? And this photo that we're looking  
5 at, it looks like you have pavers for  
6 landscape, and I wonder if that's sort of  
7 closer to the design that you're looking at  
8 or will it be an asphalt? Those are my two  
9 comments, questions. Thank you.

10 HUGH RUSSELL: Ted.

11 H. THEODORE COHEN: Well, my  
12 comments mirror a lot of what you said. And,  
13 Hugh, your comment about arbitrary really  
14 struck home. When I was looking at this, I  
15 didn't understand it at all. I loved the  
16 undulating facade facing the park. I didn't  
17 understand the other three facades. Now  
18 having heard you, I understand them, but I  
19 still don't care for it. I don't care for  
20 buildings that to me seem to arbitrarily  
21 change materials, change fenestration. Just

1 go from one thing to another for no apparent  
2 reason. I've heard your reasons, but I don't  
3 care for the -- really, the -- I guess it's  
4 the west side. Actually, I don't care for  
5 the terra-cotta pretty much anywhere except  
6 for maybe some of the columns. I don't care  
7 for the corrugated effect which was actually  
8 what I thought it looked like. The  
9 corrugated aluminum, and I thought it  
10 conflicted with the undulating windows. So  
11 really those are the my comments. I think  
12 the interior looks great. I think the idea  
13 of adding the retail on the ground floor is a  
14 great idea. The idea of splitting it up,  
15 seems fine with me.

16 Is the penthouse on 100 Binney as large  
17 as this?

18 DAVID MANFREDI: It's actually --  
19 it's about the same.

20 UNIDENTIFIED MALE: It's a portion  
21 in height. It's the same height.

1                   HUGH RUSSELL: The building itself  
2 is a couple stories lower, right?

3                   DAVID MANFREDI: They're both about  
4 40.

5                   HUGH RUSSELL: Both the same.

6                   H. THEODORE COHEN: Yes. Somehow  
7 the terra-cotta going up above the roof level  
8 and then having the corrugated seems even  
9 larger than what it is on 100. I don't know,  
10 I just didn't care for it.

11                  HUGH RUSSELL: Tom.

12                  THOMAS ANNINGER: My comments are  
13 more or less in the same vein, maybe, maybe a  
14 little stronger. I thought what we were  
15 going to get is something different than what  
16 you've shown us. I thought that 50 Binney --  
17 I get them mixed up. The first one was 100.  
18 I thought that 100 Binney was characterized  
19 by its exuberance by the vitality that you  
20 wanted to create in the street and in the  
21 whole neighborhood. And I expected this to

1 be quite a different building, not  
2 necessarily less exuberant, but I expected  
3 there to be a counterpoint to building No. 1  
4 so that there would be a play against them.  
5 Now, you've said that these two buildings,  
6 when you put them side by side, could you put  
7 the one where they are side by side, please?  
8 The two facades? I expected them to be quite  
9 different, and I allowed myself to look up  
10 the language from the development proposal  
11 for the PUD and allow me to just throw some  
12 words out that I was counting on. "The  
13 architecture of a new building will be varied  
14 -- of the new buildings will be varied and  
15 distinguished. A broad range of  
16 architectural styles is desired to allow  
17 project buildings to build on a mosaic nature  
18 of East Cambridge's existing fabric. During  
19 the course of the build out each individual  
20 building's architect will be expected to  
21 continually expand the pallet of material and

1           archi tectural   expressi on. "

2                   Now you say these are very di fferent in  
3           archi tecture.   To me -- maybe we' re just  
4           looking at it from di fferent eyes, to me they  
5           look very si mi lar.   Too si mi lar.   I thi nk  
6           that' s the probl em.   I thi nk it' s too much.  
7           I was expecti ng something to sober a li ttle  
8           bi t the exuberance of the other one.   That  
9           doesn' t mean to be dark or negative in its  
10          mood, but I wanted a -- I was hopi ng for a  
11          di fferent mood.   Some thi ng that woul d somehow  
12          play off against the two of them so that we  
13          woul d have a di fference.   We woul d have a  
14          vari ati on and we woul d have something that  
15          woul d create more i nterest.   I thi nk thi s  
16          wi ll wear thi n over ti me.   I thi nk it' s too  
17          much in terms of the -- I' m not against glass  
18          bui ldi ngs, but there' s an awful lot of glass  
19          here, and I' m worri ed about the repeti ti on.  
20          I also am worri ed about the si ze.   It is a  
21          very bi g bui ldi ng, and I thi nk it' s the ri ght

1           location for a big building if there has to  
2           be one there.

3                   I guess two points about size: One,  
4           you're not required by law to use all of that  
5           size. I know that's part of the economics of  
6           it all perhaps, but I'm not convinced of  
7           that. I know you drove a hard bargain and  
8           you got what you've wanted here. I think you  
9           drove almost too hard a bargain and now you  
10          have to fulfill it. I don't think you have  
11          to go all this way. I think you're having  
12          trouble with the size of the building and I  
13          think that's part of the problem. I wish it  
14          were a little less or I wish you would give  
15          some more thought to how to make this big  
16          building not feel so big. And I think you  
17          have to find some way to break it down. I  
18          don't think you've gotten there yet. All of  
19          that is I guess fairly negative and I guess  
20          that's how I feel about it. I'm almost  
21          tempted to say that while I think the urban

1 planning aspects to it, how it relates to the  
2 street, the landscape, a cafe side, I'm --  
3 I'm a cafe skeptic around here. I don't  
4 think this is going to be anything more than  
5 Au Bon Pain glorified. You're not going to  
6 do any better than that, nobody does. You  
7 have to go to other countries for that. So  
8 I'm wondering, you know, it will just be fast  
9 food on the ground level. That's all it will  
10 ever be. I really think you have to start  
11 again. And I know that's harsh, but that's  
12 at least one voice. I'm not ready to say  
13 this is what I would like to see here.

14 HUGH RUSSELL: Anyone else?

15 PAMELA WINTER: Can I -- just a  
16 quick one? Okay. I agree with a lot of what  
17 Tom just said, and to me that kind of look  
18 like salt and pepper shakers. Not being an  
19 architect myself, but just visually. I would  
20 like to see something different on 50 Binney  
21 than what is at 100 Binney. I think it would

1           make a nice -- something to complement it,  
2           but yet distinctly different.

3                        So that's the only comment that I have.

4                        HUGH RUSSELL: Steve.

5                        STEVEN WINTER: Let's see, the first  
6           thing I must say, Tom, your comments about  
7           the ability of the United States to be a cafe  
8           society. You sound very Pappilian  
9           (phonetic) to me. I think we can do it.

10                      The ground floor, the first floor all  
11           around, it's very thoughtful. The scale is  
12           correct. It feels really good. I think  
13           we've got something moving down there,  
14           something working. I think it's doing what  
15           it's supposed to do.

16                      I want to echo what Hugh said, the view  
17           from Land Boulevard, the curves and the  
18           undulating front. I think that's really  
19           spectacular. I think it really is -- I mean,  
20           I wouldn't say that I'm in love with it, but  
21           it's a wonderful, spectacular feeling to look

1 at it. When you're looking at something that  
2 you haven't seen before and it's -- I think  
3 it's going to be a really nice addition.  
4 That's really all that I think that I can  
5 comment on now in terms of the overall  
6 architecture of the piece. And I think that  
7 we're also being very thoughtful here about  
8 connecting the pedestrian walkways and the  
9 bikeways. And I think that that's -- you've  
10 done such a good job at it, that it's --  
11 that's harder to do than it looks, but I  
12 think we're really getting a lot of  
13 pedestrian activity, a lot of bicycle  
14 activity, a lot of things happening on the  
15 ground floor around this building. So  
16 that's, that's where I'm concerned. That's  
17 where I want the good stuff to be.

18 WILLIAM TIBBS: I would just like to  
19 follow up on Tom's comments. I think that I  
20 kind of agree in a sense because it looks  
21 like you have a basic glass box and you're

1        trying to approve elements. It's almost like  
2        attaching things to it. And it's almost like  
3        that nice curvy end is a nice feature, and it  
4        looks like it's the same building but just  
5        trying to go at it in different ways. But  
6        I'm not sure how to solve that. But if you,  
7        particularly if you read those comments, that  
8        you know, each building should, you know,  
9        should have some difference. This approach  
10       to getting at the difference which is having  
11       basically a lot of glass and then doing  
12       things, ins and outs and components to it,  
13       doesn't give it enough -- it has a certain  
14       saneness to it even though the elements are  
15       very different as you go from one to the  
16       other.

17                And again, I think just, to go back to  
18       what I said before is looking at a strategy  
19       maybe as opposed to doing these one building  
20       at a time, it's interesting to just talk  
21       about here's a strategy for making a

1           di fference. It can be glass. It could be  
2           non-glass. It could be punched windows and  
3           it can be -- you know, and how do you build  
4           that? It will help us in the future if you  
5           have some strategies as to what components.  
6           I see what you're trying to do on the river  
7           side where you're literally almost trying to  
8           make vertical -- break the building down into  
9           vertical components, which almost look like  
10          the scale of some of the buildings around it.  
11          But I think more of that in a more philosophy  
12          kind of way, and then see how that philosophy  
13          works when you get to the building scale, I  
14          think is helpful. But I -- but yes, I think  
15          I've said enough.

16                 But I, too, I think the curvy, ribbony  
17          part is very interesting. I think the rest  
18          of the building just doesn't quite do it for  
19          me.

20                         PAMELA WINTER: Yes.

21                         HUGH RUSSELL: Okay. I'm running

1 out of gas.

2 PAMELA WINTER: We all are.

3 HUGH RUSSELL: And I think you've  
4 heard that we'd like you to come back and  
5 show us some more thinking. That will  
6 probably be in the middle of February. Okay,  
7 thank you very much.

8 ATTORNEY JAMES RAFFERTY: Thank you.

9 HUGH RUSSELL: We're adjourned.

10 (Whereupon, at 11:15 p.m., the  
11 meeting adjourned.)

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## C E R T I F I C A T E

COMMONWEALTH OF MASSACHUSETTS  
BRI STOL, SS.

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

I am not related to any of the parties  
in this matter by blood or marriage and that  
I am in no way interested in the outcome of  
this matter.

I further certify that the testimony  
hereinbefore set forth is a true and accurate  
transcription of my stenographic notes to the  
best of my knowledge, skill and ability.

IN WITNESS WHEREOF, I have hereunto set  
my hand this 4th day of February 2011.

\_\_\_\_\_  
Catherine L. Zelinski  
Notary Public  
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