

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, July 8, 2014

7:00 p.m.

in

City Hall Annex

344 Broadway

Cambridge, Massachusetts

Hugh Russell, Chair

H. Theodore Cohen, Vice Chair

Pamela Winters, Member

Steven Winter, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Ahmed Nur, Associate Member

Brian Murphy, Assistant City Manager for
Community Development

Iram Farooq, Acting Deputy Director

Community Development Staff:

Liza Paden

Jeff Roberts

Stuart Dash

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7:00 p.m. PB#292 -- 180R CambridgePark Drive and amendments to the existing Special Permits for PB#26 - 125 CambridgePark Drive and PB#47 - 150 CambridgePark Drive, to permit the construction of a new residential building containing 378 multifamily dwelling units. The proponent requests special permits pursuant to Section 20.63.7 - divergence from the Parkway Overlay District Standards; Section 20.70 - construction in the Flood Plain Overlay District; Section 20.95.1 - increase of the base Floor Area Ratio to approximately 2.0 at the site; Section 20.95 - increase of maximum height to 105 feet; Section 20.95.34 - reduction of applicable front, side and rear yard requirements; Section 20.97.2 - permit pooled parking between the Site and 100, 125 and 150 CambridgePark Drive; Section 20.97.3 and (Section 5.25.42) to exclude the on grade parking facilities and Parking Structure from the applicable Floor Area Ratio limitations;	

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Section 6.35 - reduction of required parking to permit the shared parking arrangements;
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GENERAL BUSINESS

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P R O C E E D I N G S

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

HUGH RUSSELL: Hello, this is a meeting of the Cambridge Planning Board. We're going to start our agenda on time today because we have a lot of business.

The first item on our agenda is an update from Brian Murphy.

BRIAN MURPHY: Thanks, Hugh.

Just to give you an update on some other petitions that have been before the Planning Board that will be coming up; medical marijuana was heard by the City Council last week. That will be forwarded to the City Council with a favorable recommendation. There was some initial discussion there about the particular nature

of the --

FROM THE AUDIENCE: I don't think that's on, Brian.

BRIAN MURPHY: Is this better?
Sorry about that.

So medical marijuana is being forwarded with the City Council with a favorable recommendation. There was some discussion about what was going -- what was the state of the one applicant since they have been denied by the state. They are going through the process of an appeal. It's not clear what will happen with that. If they are designed by the state, they can go to Superior Court, otherwise it will be the 2015 application route. But at this point the Zoning is making its way to City Council.

In addition, the Carlone Petition was filed which would create a Special Permit

granted and forwarded to the City Council. That's been scheduled for a hearing at the Ordinance Committee for July 30th I believe. And it will be here before the Planning Board on August 5th. Again, from speaking to the Law Department, this is pretty much like any other Zoning Petition, if somebody does not have a Special Permit they are subject to that Zoning Amendment while they go through the process just as anyone would be.

July 22nd is our next meeting. We have public hearings on the continuation on 75 New Street. And, again, just to remind people on that one, the Board has requested no new testimony from anyone and I think it's really an opportunity for the Board to sort of weigh in and do its deliberations from the last meeting.

In addition, we have a Major Amendment

for North Point parking.

And then July 29th we have a hearing for 40 Thorndike Street, which is the courthouse. That meeting will be held at the Kennedy Longfellow School, 158 Spring Street.

And then August 5th will be the Carlone petition as well as Town Gown preparation.

HUGH RUSSELL: Thank you.

(Sieniewicz Seated.)

HUGH RUSSELL: Are there meeting transcripts?

LIZA PADEN: No, there have not been any new transcripts since the last group.

HUGH RUSSELL: Okay. And I guess the next item is the telecom cases.

LIZA PADEN: Yes, so I think the first one on the agenda is for Cambridge Street.

ATTORNEY BRIAN GROSSMAN: Thank you.

Brian Grossman on behalf of the applicant AT&T. AT&T has filed an application with the Board of Zoning Appeal for a site at 1571 Cambridge Street. AT&T has a significant gap in coverage. It reaches really towards Harvard Square and then along Cambridge Street towards Beacon Street. And to give you a quick walk through of the site is David Ford, the site acquisition consultant.

DAVID FORD: So we're proposing the AT&T standard design of 12 antennas. So I'm going to briefly show you where they're located.

So we're going to have four antennas behind this steeple right here. Not visible. This is the actual view. This will be the view afterwards. So four inside of the steeple. The other four antennas will be facade mounted to the back of the building.

Here's the actual view. Again, proposed view. And then side mounted. And then the final four are actually going on the elevator penthouse back here, which is not visible from the street in the surrounding neighborhoods. That's where the antennas are going to be located.

And then we're going to have a 15-by-25 equipment platform on a steel platform behind a screen wall and that is shown right here. So again existing actual view. This is the existing penthouse elevator room. All we're doing is extending the screen out right here and all the equipment is going to be hidden behind the screen wall.

As you can see, here's another view; actual view versus the proposed view to the bump out there with the screen wall where the equipment is going to be behind. So that's

photo 2B in your pictures.

And that really wraps up the design.

So any questions?

HUGH RUSSELL: So it seems like a really serious attempt to blind in the screen and take advantage of all of the opportunities on the building.

STEVEN WINTER: I concur.

HUGH RUSSELL: So, we might want to recommend that the BZA look favorably on this application.

LIZA PADEN: Okay. The next case is No. 10 Fawcett Street.

ATTORNEY RICARDO SOUSA: Good evening, Mr. Chairman, Members of the board. For the record, Ricardo Sousa from Prince, Lobel, Tye, here on behalf of the applicant Sprint. And we're here tonight for two applications that are before the BZA on July

24th requesting of your recommendation of course.

These are two existing installations. The first of which, as Liza suggested is 10 Fawcett Street. This is an existing installation by Sprint whereby it houses three panel antennas that are on the facade of the penthouse that's on the top of the building. And we are potentially proposing to install three more antennas that are going to be adjacent to the existing three for a total of six panel antennas. The remote radio heads that come with the antennas, which are box units that are about one-by-one, are going to be installed behind the screen wall. So they're not going to be visible to the public in any way. And we'll make sure that we paint the antennas to match the facade of the screen wall, and they will

not protrude above the line, the top line of the penthouse as well. This allows Sprint to once again upgrade its network and provide high speed data services with use spectrum, the 2500 megahertz spectrum that it just required.

PAMELA WINTERS: I'm just curious what's that used for.

ATTORNEY RICARDO SOUSA: Sure. So the nature of these networks, these wireless networks, is such that they really need to keep up with the demand. Consumers want not only better voice service but they also want better data service so they can utilize their iPods and their iPads. By adding these additional antennas will be able to allow our customers to utilize that spectrum.

H. THEODORE COHEN: If you go to photo 2 -- well, both before and the after

seem to have something in the same location of the proposed new antenna. Am I misunderstanding that?

ATTORNEY RICARDO SOUSA: Let's see, in photo 2?

H. THEODORE COHEN: Yes. Before and after where you show the proposed, they both seem to be --

ATTORNEY RICARDO SOUSA: So there are some existing pipe mounts there. So at one point --

STEVEN WINTER: It's the frame, right?

ATTORNEY RICARDO SOUSA: That's right, exactly.

At one point we actually utilized nine antennas at this location, but throughout our migration of different spectrum, we've actually removed some antennas and now we're

replacing them with this additional spectrum that we have. If you'd like to add a condition that we're removing pipe mounts that are not being utilized, I would be amenable to that. If that's what you're referring to, Mr. Cohen.

H. THEODORE COHEN: All right. So this is a pipe mount on the before picture and the after picture has the antenna on that existing pipe mount?

ATTORNEY RICARDO SOUSA: Correct, that's exactly right.

H. THEODORE COHEN: Well, I would certainly recommend that they remove any pipe mounts that are not being utilized.

ATTORNEY RICARDO SOUSA: Yes, we can do that.

STEVEN COHEN: I have just one comment on No. 3, and that is it appears that

the antenna is projecting above the parapet. It's hard to tell from this photo. Is that the case?

ATTORNEY RICARDO SOUSA: It is not the case. It might be just because of the view looking up, but when you look at the elevation on the plans, the intent is that we do not protrude higher than the elevation up at the top of the building.

STEVEN COHEN: I don't know if the result is consistent with the intent, but if the plans indicate that it doesn't project.

ATTORNEY RICARDO SOUSA: That's right, they do.

TOM SIENIEWICZ: I note, Mr. Chair, that the antenna array on this building is adjacent to the open space in Cambridge the proponent is suggesting that the antenna be built and attached at the surface of the

building itself that doesn't face the reservation.

(Nur Seated.)

HUGH RUSSELL: Any further comments on this?

STEVEN COHEN: No.

PAMELA WINTERS: No.

HUGH RUSSELL: So do you want to take it so far as to recommend this or to just say that we have no objection, thoughts are consistent with the existing -- yes, Steve.

STEVEN WINTER: Thank you, Mr. Chair. I would like to recommend it. And I would like to recommend it because we can also say that the proponent came to us with a plan that was compliant with the design guidelines that we've been looking for. And I'm very pleased about that, and we

need to somehow get some positive reinforcement to the carrier and to the installer.

HUGH RUSSELL: Okay. So we're -- if we're agreed, we will recommend this with the note that Liza wrote down.

LIZA PADEN: Yes.

HUGH RUSSELL: Okay.

ATTORNEY RICARDO SOUSA: Thank you, Mr. Chairman.

HUGH RUSSELL: And are you also here for Mass. Ave.?

ATTORNEY RICARDO SOUSA: I'll take these from you so I can utilize them from you from the BZA.

LIZA PADEN: Next one is 1815 Mass. Ave.

HUGH RUSSELL: Our favorite telecom sites.

ATTORNEY RICARDO SOUSA:

Mr. Chairman, Members of the Board, once again Ricardo Sousa on behalf of the applicant Sprint. And this once again is an application by Sprint to upgrade its existing wireless antenna installation on this subject building, Lesley College, located at 815 Mass. Ave. (sic). And, you know, as following on the Chairman's comment, there are a fair number of antenna installations up here on this building. And what we're trying to do is once again just add the three antennas with remote radio heads that are going to be -- they're going to allow us to utilize the 2500 megahertz spectrum for high speed internet access and data transmission on the Sprint network.

And what we're trying do is install the antennas in the locations, the red locations

that are in between the brick sections so that we paint the antennas red, not the brick pattern, which is something that this Board and the BZA do not want us to do, and we'll of course not paint them a brick pattern, just paint them a red, flat finish, and install them in between the red sections so that we can try to utilize an architectural feature that's on the building to place our antennas. The photo sims I think do a very good job of showing exactly where we're going to be putting those. And they're essentially adjacent to our network Sprint antennas as well.

STEVEN WINTER: Mr. Chairman, may I ask a question?

HUGH RUSSELL: Sure.

STEVEN WINTER: Mr. Sousa, are there -- is there any other equipment

that's -- that your group has installed that is not in use and could be removed?

ATTORNEY RICARDO SOUSA: There is not at this moment.

STEVEN WINTER: Okay.

ATTORNEY RICARDO SOUSA: No, there is not.

STEVEN WINTER: Okay, and also just for the future, some of the photo sims are a little blurry and it helps when they're clear.

ATTORNEY RICARDO SOUSA: Okay. I apologize for that.

STEVEN WINTER: It's quite all right.

ATTORNEY RICARDO SOUSA: I do notice that the first page of the photos are a little blurry, but fortunately the photos themselves are fairly clear.

H. THEODORE COHEN: Well, I continue to maintain that this is the worst array of antennas in the entire city. That is really just horrifying what has been done to this building, and I personally cannot support the addition of any additional antennas, certainly not to the tower which is now going to be right next to -- well, it is next to the relocated church and the new art center and art school. And I just -- I think, you know -- you and Lesley have to come up with an alternative plan for antennas, because it's -- I drive by this so many times a day and I just -- I'm horrified every time I see it.

PAMELA WINTERS: Ted, could I ask a question -- a follow-up question from your question?

HUGH RUSSELL: Sure.

PAMELA WINTERS: Are the rest of the antennae, are they Sprint?

ATTORNEY RICARDO SOUSA: No, there are a number of carriers here. I'm not exactly sure who also is here. But I believe at a minimum T-Mobile is here. You may also have Metro and Clearwire.

And so the one thing that I would say in response to Mr. Winter's question, I can't state for the record that Clearwire is going to remove its antenna or antennas I should say, however, there has been an acquisition of Sprint of Clearwire. At the moment they're continuing to operate two different networks, but the goal is to eventually decommission the Clearwire installation. So there may be an opportunity in the near future whereby the Clearwire antennas go away. Much like the Nextel antennas will all

be decommissioned throughout the city and all those are gone now. There is a consolidation that's happening in the industry. T-Mobile purchased Metro PCS. Sprint purchased Nextel. And now there's a -- at least there's a rumor that Sprint may acquire T-Mobile as well. So there is some consolidation and that will result in fewer antennas over time. And so what we're trying to do here is just that the same time service our customers, utilize a building that has inherent height and it has inherent location for us to be able to utilize to be able to service our customers. And we're trying to do it in a way that has the least impact possible.

PAMELA WINTERS: Well, my feeling is that this is an issue with Lesley rather than, you know --you know, obviously the

companies want to get the highest, you know --

ATTORNEY RICARDO SOUSA: Elevation?

PAMELA WINTERS: -- elevation possible.

ATTORNEY RICARDO SOUSA: Sure.

PAMELA WINTERS: So I think this is sort of a Lesley issue.

Ted, what do you think about that?

H. THEODORE COHEN: Well, I think obviously Lesley is ultimately to blame because they've agreed to lease the space on their building. And I mean, I assume they have existing contracts or leases and that they can't do anything right away, but I just can't support putting anything more up there. I would like to see as much as possible be removed.

PAMELA WINTERS: So maybe we should

do something or talk to Lesley, I don't know. I guess Hugh would have to weigh in on that maybe. I don't know.

To me it feels like it's a Lesley issue rather than -- is this the optimal place in the Porter Square area for your antennae? Yeah?

ATTORNEY RICARDO SOUSA: It really is. As you can well imagine, there's a lot of data and telephone traffic along Mass. Ave.

PAMELA WINTERS: Right.

ATTORNEY RICARDO SOUS: It does, as I said, have that height that allows us to propagate better. As much as Lesley owns the property, this is something that, you know, we as a company and all the wireless carriers, we have an obligation to provide that service, reliable service. It's not as

if there are a plethora of options to utilize. This one particular building suits our propagation very well. Not being able to utilize this building would leave, I think, a fairly large gap in our network.

PAMELA WINTERS: What about the church next-door to it? Would there be a place where you could camouflage, camouflage it a little bit more, or no?

ATTORNEY RICARDO SOUSA: Yeah, we have utilized churches in the past. It would require us to move our existing antennas and the ones we're proposing now over to there. We would like to be able to service our customers with both from a phone and a data perspective. That's why we want both antennas at the same location. That's why we're proposing these to be adjacent to it.

AHMED NUR: Hugh, may I?

HUGH RUSSELL: Sure.

AHMED NUR: I think it is a straight forward case. I want to second Ted's idea. I also have -- am opposed to this historical building in the middle of -- between Harvard and Central -- between Harvard and Porter to be loaded up with these type of antennas. This is a kind of eyesore that I see when I'm driving the highways and in industrial areas. Technology will find its way, even though it sounds like we're an impediment to, you know, speedy internet for the students that are to come. I think that as the proponent over and over again says, anything that has a height and has a tower above building, they want that real estate. And if we keep on improving stuff like this, the landlords are going to make money and they're going to keep on sending people to us. So as we struggle

with this antenna deal over and over again, let us at least stand together on avenue like Mass. Avenue that we all have to look at over and over again. This thing is overloaded again as is. I wish they could take some off as opposed to put more.

STEVEN COHEN: Are there opportunities at the rear of this tower that would be less susceptible to the public eye?

ATTORNEY RICARDO SOUSA: We have to propagate in three azimuths, in three directions. We can't service the back of the building to Mass. Ave. We have to have propagation in three directions unfortunately. So we are utilizing three of the four facades.

HUGH RUSSELL: Do you know what the construction is of the red panels and what is behind the red panels?

ATTORNEY RICARDO SOUSA: As far as whether or not they could be replaced with fiberglass sections?

HUGH RUSSELL: That's what I'm --

PAMELA WINTERS: That's a good idea.

STEVEN COHEN: Yes.

ATTORNEY RICARDO SOUSA:

Mr. Chairman, I apologize, I don't know for sure and I don't want to guess. I'll be happy to look into that for the Board.

HUGH RUSSELL: Right. It strikes me that if you couldn't see the antennas, all you could see was the red panels, and if the red panels were in roughly the same where they are now, that would be a very nice solution. There may be steel beams. They may be facing walls. That might make that very difficult. And how you would get from where we are today with something like 15 or

20 antennas mounted on this building to a place where that was all rebuilt, it would require all the carriers by Lesley presumably, our thinking is that these revenues associated with the antennas would justify Lesley's spending money to make this happen.

ATTORNEY RICARDO SOUSA: So, Mr. Chairman, I have utilized sort of that technique in the past where you essentially take out a section of the building, replace it with a fiberglass element, and put the antennas behind it. In this case we're utilizing that, probably using the wrong architectural term but sort of the nave in the brick --

HUGH RUSSELL: Right.

ATTORNEY RICARDO SOUS: -- and if you put the antenna too far in, the

propagation's going to be blocked by the two sides of the brick. And one of the things that wireless does not transmit through is brick. And so that's -- that is one of the challenges associated with utilizing those sections is we have to place the antennas in a way that the wireless signal needs to propagate without being blocked by the brick.

HUGH RUSSELL: Right. The panels are -- looks like they're maybe three feet wide and the antennas are one-foot wide from the pictures.

ATTORNEY RICARDO SOUSA: Right.

HUGH RUSSELL: So there's probably some recess that is workable. It might not be as much as is there now and you would then I think end up having discussion with the Historic Commission if, you know, but it strikes me that's the -- that's what should

have been done a long time ago when the first antenna was put on this building, somebody should have said, you know, it's not gonna be the last one. Because I find it's hard for me to agree with my colleagues here that this is the time to draw the line in the sand, but how do you get it to a place where you want it to be?

STEVEN WINTER: Mr. Chair, it's in fact not a defensible position to draw the line in the sand at this point because there's no equity to it, and I think we need to be very careful about that, about saying that -- well, this is -- all the other ones are up and we let them in but no more, that's it, door's closed. I don't think that's a defensible decision. And I also think that the proponent has worked hard in other occasions. Maybe we can ask the proponent to

return to Lesley to have some more discussions to look at the engineering aspect of whether or not something behind the panel, or having five inches of recessed brick could in fact do what they need to do and then the proponent could talk to staff again. But I, I'd also be amenable to approving the mount today.

PAMELA WINTERS: Steve, I agree with you. And also, I don't think that, you know, Sprint should be penalized. I think a chat should be had with Lesley because -- and I did like Hugh's suggestion about the red panels. I think that's a possibility, if you could explore that.

ATTORNEY RICARDO SOUSA: I could absolutely explore that.

PAMELA WINTERS: Because Lesley's making money on this and, you know --

ATTORNEY RICARDO SOUSA: I could explore what the material is first of all, and whether or not there are any other architectural options to try to better mask the antennas or perhaps move them further in or -- I can explore that and report back to the Board the next hearing if you like.

HUGH RUSSELL: I had an opportunity to work on a building in New Haven that -- and I don't know, 20 or 25 antennas on top of it. It was very helpful way to look at the subsidized elderly housing building and it helped to keep the rents low (inaudible) but it was really harmful. And I was working with another architect, a very fine firm from New Haven, and they had a grand scheme for putting something up there that was, that managed to shield antennas, but also was really cool. And so I think, you know,

maybe -- this, I don't know what the history of this tower is. I don't know if it's always been there. I don't know if the tower has always stopped at this point. The building is -- it looks like it was built in the '20s or '30s or '40s I would guess. Unlikely in the '30s because of the economy. And you know, another kind of solution is just to build a cap on top; that is, would seem to be architecturally appropriate. It would be a screen wall there but you could mount on it.

But anyway, I think now is the time to look at the options and see how we can move deliberately, fairly, equitably over time to clean this up. I think we report -- you have a question, Liza?

LIZA PADEN: I don't have a question, but this building was part of a

discussion the last time that the antennas were being installed, and I don't know if it was three or four years ago, and the Board requested that staff meet with Lesley University. And we did. We met with George. And I don't know if anybody's noticed an improvement -- George Smith, excuse me, from Lesley University. But they moved all of the antenna locations (inaudible). I have to admit, I didn't think of actually having some kind of a wall that would screen the antennas in a red section. I'm fine with setting something up from George Smith from Lesley University and Charles Sullivan to see if we can move this forward so that as they go into the next round of installations, that we come up with a better plan.

HUGH RUSSELL: It might be that you could have a uniform shroud that would be

simply put around all of the antennas and all of the locations you would put in antennas to create a new pattern that Charles might think is appropriate, relatively simple to do and wouldn't involve the RF problem necessarily.

So I guess a recommendation to the BZA is sort of a mixed one. It's sort of on one hand what's the equity of making this project, get the ball rolling, and I think we have different views on that question, but then I think we all believe something better should be done here and it's got to be something that involves Lesley and the carriers.

LIZA PADEN: Yes.

ATTORNEY RICARDO SOUSA: Yes.

HUGH RUSSELL: Okay.

H. THEODORE COHEN: If I could just make one comment. I do appreciate that

Sprint has made a lot of efforts in the past on a lot of their installations and that you have been, you know, very supportive of what the Board has been saying. Personally I would draw the line in the sand here right now because I think it's just gone too far. And I understand the issues about the equities, but I would appreciate you and Sprint and the department and Lesley all coming up with a different solution.

ATTORNEY RICARDO SOUSA: Of course, Mr. Cohen. I understand. Thank you for your thoughts and your time. Have a good night. And thank you very much. We'll go back to the drawing board on this one.

LIZA PADEN: So the other outstanding Board of Zoning Appeal case for the agenda on July 10th is a case on 6 Jay Street, and this is for a request to have

parking in the front yard setback for a compact car. So I have the photographs that were submitted as part of that application to the Board of Zoning Appeal.

There is a, there is somewhat of a pattern on Jay Street of front yard parking, but I don't know that that lends itself to becoming the policy.

STEVEN COHEN: When you say front yard setback, you mean literally between the street and the structure?

LIZA PADEN: What happens is it's in the side yard, but within 10 feet of the -- he has the plot plans coming. So what happens is they pull the car into the front yard, it is no longer on the public sidewalk, and it is between the fence with the abutter and the front door of the house.

STEVEN COHEN: But not in front of

the house?

LIZA PADEN: Well, it's in front of part of the house, yes.

HUGH RUSSELL: If you look at the drawing, which is a couple sheets in for this one, there's a bump out on the house that limits how far back the parking goes in there and they're pretty far back as they can, but it still ends up being in the required front yard setback.

LIZA PADEN: Right.

HUGH RUSSELL: I guess my feeling on this is that if there is a significant pattern like this and it's done with, you know, high quality materials and then it's simply -- that's the way Jay Street is. It might not be the way every street is or --

LIZA PADEN: Yes.

HUGH RUSSELL: -- but streets in the

city are different. So I don't like cars parking in front yards in general, but I think, again, if seven people on -- you know, on the block are doing it already, it's hard to say no to the eighth.

STEVEN COHEN: Mr. Chair, if this were in the front of the main structure -- the main mass of the structure, I wouldn't care if every other house on the street had such a situation I couldn't recommend approval of it. Whereas this is more on the side than technically on in front portion of the house but very much a subsidiary mass and almost a nook in there, that almost invites parking. I think in this situation I would agree with you and recommend making an exception.

HUGH RUSSELL: And to the extent those photos are representative, that's

pretty typical --

PAMELA WINTERS: Right.

HUGH RUSSELL: -- cars are park by the steps beside. So I would just -- I would advise the Zoning Board that we had this discussion and this is our thinking.

LIZA PADEN: Yes.

HUGH RUSSELL: Steve probably stated it clearest.

LIZA PADEN: Okay.

Thank you.

PAMELA WINTERS: Thanks, Liza.

HUGH RUSSELL: Okay.

This is under the new system where we have to ask in advance and so because of the paperwork --

LIZA PADEN: Right. It's electronic now.

HUGH RUSSELL: -- it's electronic

which means it's not as accessible to mere mortals.

Okay, I believe we are ready to go on to the Planning Board case No. 292, 1804 CambridgePark Drive.

So I think we're going to start with somebody --

BRIAN MURPHY: I think what we thought, Hugh, is would be helpful, we're trying this for the first time. Would be to provide a memo to the Board and also to the public that provides a little bit more of an overview and context as we have this. So we thought that would be helpful to put that out there before the Petitioner begins the application -- begins his presentation to give some context about what relief is being asked to sort of organize the prospect and the topics rather and present the criteria

and guidelines that are for that.

And, Jeff, if you want to give us an overview and we're more than happy to engage in conversation as to the hearing.

JEFF ROBERTS: To start off, I'm Jeff Roberts Community Development. You asked, Mr. Chair, if there were copies available, so I made some copies available. I'm just going to pass them this way in case any Planning Board members don't have copies. And then when they get to the end, the extras could circulate.

So, while these are going on, just wanted to note to start off that this is a case that involves many different Special Permits. It's a lot for the Planning Board to cover. So part of what we've been trying to do with this particular memo is to help organize things a bit and provide a little bit of a

structure to the review. We did include a list of all the Special Permits and there's a separate package with all of the applicable criteria and guidelines that the Board would be looking at.

One of the things that we're hoping to do was to help point out that there's some amount of overlap in the guidelines and criteria. In some ways there are criteria that align in support of a particular goal and they can be looked at sort of in conjunction in that way. There are some areas that we've tried to point out where there's some tension between different criteria that the Planning Board would be applying, and we tried to illustrate some of that as well.

So to start off with this, I would just like to give a brief overview, as brief as I

can, of the different categories of the Special Permit that are being requested here. In the memo that we prepared, we go on to describe how -- we actually tried to organize the review into different topic areas and look at the project in -- according to those different aspects of the review. We'll try to cover that very briefly after the presentation of the project, but before we start I was just going to briefly walk through the different categories of Special Permit.

The first one, and probably the main one in this case, is the Alewife Overlay District, which has a number of different Special Permit elements that are being requested in this project. This is -- one of the real core components of the review -- and that's largely because all of the Special

Permits that are -- would be granted by the Planning Board are -- that rely largely on conformance with the City's overall policies and plans for an area.

HUGH RUSSELL: Maybe you should also say that the way the Ordinance is structured, or when it was restructured as part of the Alewife -- Concord/Alewife plan, the -- there were base requirements left in the Ordinance and then there was an Overlay District that was set up that stated certain goals and objectives and that allowed for greater height, greater floor area, more flexibility in setbacks, so that's the carrot.

The stick is complying to the general guidelines and policies that we're trying to achieve.

JEFF ROBERTS: And the plan, just can I go through some of the goals, just a

brief overview of the goals that are established in the Concord/Alewife plan which led to this Zoning? We're promoting a more mixed use and transit-oriented sense to the area with a stronger sense of place; to promote stronger pedestrian, bicycle and transit orientation with better connections for pedestrians and bicyclists and reduce dependence on auto travel.

To provide more street level activation. To try to transition from a more -- from what's been a more suburban office park kind of feel to the area. It's something that is more urban, has more of an active feel and to promote environmental enhancements, particularly in the area of storm water management.

So as you noted, the Zoning in the area creates a two-tiered system. There's a base

height in FAR and then there is a Special Permit height in FAR. And one of the things to note going back on to your comment, is that the -- when the Zoning was changed, the current Special Permit height in FAR are actually what the previous base Zoning height and FAR were. And the reason for incorporating that Special Permit requirement, I think you explained this pretty clearly, is that it allows a balancing of increased -- that increased density and height with improvements that help to further the goals of that overall plan. And as part -- because there's a Special Permit involved, it means that the Planning Board, through the review, can incorporate conditions to -- for those kinds of improvements that help to balance and increase density.

So another key component of it are design guidelines, which are included in the packet. The Concord/Alewife design guidelines are created specifically for that area and there are specific guidelines for the triangle district where this is located as well as the entire area.

There are a few other Special Permits being sought here that are under the Alewife Overlay Districts. They're meant to provide relief from some of the base zoning requirements in ways that support the goals of the Concord/Alewife study. One of them is the waiver of setbacks of yard setback requirements.

Under the base zoning in the area there are formula setback requirements where the setback is based on the height and length of the building. That tends to encourage

something that you might think of a tower in the park design where it constrains the footprint of buildings and it sets them far back away from the street. If you look at some of the development around the area, Rindge Towers, the office buildings nearby, they follow that sort of pattern of having smaller footprints and being set away from the street.

The Alewife Overlay District allows the waiver specifically to encourage a more street activating form of development with appropriate setbacks to create a, to create that more pedestrian-oriented feel.

The there's a pooled parking provision in the Alewife Overlay Districts which encourages parking to be moved from surface parking lots, which is -- which has the large presence in the area, and moving that into

more consolidated parking facilities.

And then there's also a waiver of gross floor area for above grade parking which is a provision that applies generally in the city and all floodplain areas, but it has its own special version in the Alewife Overlay Districts which is meant to align more with the, again, with the Concord/Alewife goals.

And throughout the city above grade parking is counted as gross floor area as a way to encourage below grade parking. In areas like this below grade parking is not feasible due to the floodwater and storm water requirements. And so the gross floor area in these areas can be waived if other design measures are employed in order to mitigate the visual impact of above grade parking structures.

So that sort of briefly covers the

Special Permits under the Alewife Overlay District.

There's also a -- No. 2 in this list is the project review Special Permit which is something the Planning Board is very familiar with, applying to projects that are 50,000 square feet or more. It involves two different components. There's a traffic review component within which the Planning Board is asked to gauge the traffic impact by balancing two general considerations:

One is the transportation impact study and the transportation impact indicators which are based on sort of a raw quantitative analysis of what a project like this project could be expected to generate using a relatively conservative take on what -- sort of what that would do and not looking specifically at mitigating measures that the

project might employ. So that would -- and that's the second part of what the Planning Board gauges in weighing the traffic impact is; what mitigating measures is this project going to employ both to try to reduce the demands, generated -- the traffic demand generated by that particular building, but also to incorporate public improvements that would help to alleviate some of the issues that have been indicated in the TIS in the particular areas and to help support in general a less auto dependent public realm. So that's one component.

The other component of the project, the review Special Permit, is urban design following the citywide urban design objectives. If you look at those objectives and you compare them to the Concord/Alewife objectives, in many ways the citywide urban

design objectives are sort of a broader look, a broader version of the Concord/Alewife objectives, and they can be looked at I think and we look at them in our analysis sort of in tandem when we look at the design of a project.

So category No. 3 is parking. The proposal that incorporates consolidated and shared parking. While it aligns with the intent of the Concord/Alewife plan in the AOD Zoning, it also requires Special Permits for the -- under the base requirements. The most significant is probably the reduction in the residential parking ratio, which is something the Planning Board has looked at before. In this case, as with the traffic component, the guidance, technical guidance is provided by the Traffic, Parking and Transportation Department and the Board has a memo from them

which they'll talk a little bit about later.

There's also the waiver of setbacks for parking which is noted, which is more -- probably more of a design consideration, somewhat of a corollary to the yard setback waiver that I mentioned before. And the considerations are similar on how that contributes or how that helps to promote a more, otherwise more inviting public phase of the project.

Now category No. 4 is the floodplain Special Permit is required because the site is within the 100 year, the designated 100 year floodplain. And the Planning Board's review is based on the project's ability to maintain and its ability to carry, store, and discharge flood water. And that's something that's usually achieved using engineered water retention systems and landscaping.

Along in this case, the flood plain criteria overlaps significantly with the storm water management standards that were established for this area, which in many ways are more stringent than the flood plain standards. Essentially requiring that the project doesn't just maintain the existing condition, but that it improves the storm water capacity of the site through redevelopment. This review also overlaps with the Conservation Commission's review in the enforcement of their Wetland Enforcement Act. Because of the DPW standards and Conservation Commission standards in some way overlap and in many ways are stricter than the criteria that the Planning Board would apply under the floodplain Special Permit, often the Planning Board incorporates those standards, those stricter standards as conditions of the

Special Permit through the Planning Board's review. But the Planning Board could consider other appropriate conditions as well.

And then category No. 5 is the Parkway Overlay District, which is a little bit of an unusual one. The Parkway Overlay District in Cambridge incorporates, it covers land that's within about 200 feet of the center line of the parkway system. That's Alewife Brook Parkway, Concord Avenue, and Fresh Pond Parkway. And the general intent of that is to support an open space feel, the open space amenities of the parkway system. And the requirements include a landscaped 25-foot front setback, which is about the largest front yard setback that tends to be required in Zoning. It also requires a 55-foot facade height limit and then a bulk control setback

behind that. And the reason why applying these standards is somewhat unusual in this case, is because the lot that we're looking at doesn't actually have frontage on the parkway. The lot itself is about 60 feet away from the parkway although it's captured within that, within that Overlay District. And also because where it meets the parkway or where it's closest to the parkway, the parkway's elevated more than 25 feet above the ground. So the -- in seeking the waiver for this requirement, the Planning Board is being asked to sort of make a judgment based on this unusual condition within the overlay of whether the -- whether the design continues to relate to the parkway in a manner that supports its use and enjoyment as an open space resource. And it's a little bit unusual given that it doesn't directly

front on the parkway or connect to it in the way that lots generally do.

So that's an overview. And we can run through some of the additional comments in the memo as well as Traffic and Parking and reviewing their comments after the presentation.

JAMES WILLIAMSON: Are there any comments of that material available for the public?

JEFF ROBERTS: Yes.

BRIAN MURPHY: There's some circulating. And if you need more, we can make them.

JAMES WILLIAMSON: I'm particularly interested in the traffic memo.

BRIAN MURPHY: What I would say to the Board and the public, this is a new format that we're trying out. Our goal is to

help the process more understandable and open. So please give us feedback so that we can refine this as we go forward.

HUGH RUSSELL: Okay. You're first, Rich?

RICHARD McKINNON: Yes.

HUGH RUSSELL: Please proceed.

RICHARD McKINNON: Thank you
Mr. Chairman, Members of the Board. My name is Rich McKinnon and I live at One Leighton Street at North Point in Cambridge and I'm the developer for the project which was formerly known as 180 Rear CambridgePark Drive. And thanks to the good work at our engineering department, now has a more sensible number, 88 CambridgePark Drive.

PAMELA WINTERS: That's weird.

RICHARD McKINNON: While Amy's working on that, let me go over a few

procedural things.

I want to thank the Board for scheduling us in the middle of summer. It's appreciated. I know you have a lot of things on your schedule. I want to thank my neighbors from North Cambridge and from Alewife as well -- hello, Michael -- who each gave us an opportunity to present the project in front of their respective neighborhood groups. Particularly the folks from Fresh Pond have been wonderful about giving us a lot of time in smaller groups so allowing us to focus on very specific problems. And we wound up sending out a memo to them and to North Cambridge that we shared widely and that we shared with the Planning Board as well recently. So there's been a lot of work focusing -- and it's a large project focusing on some of the issues that you would expect

to come up.

Just, again, some more procedural matters, we appeared before the Conservation Commission in December to talk about the way the project was dealing with issues of conservation, flood storage issues, etcetera. They voted unanimously to approve the project and the methodology that we were using, and also to issue an order of condition. So that's outstanding.

Part of the project involves the relocation of an easement. We appeared before the Cambridge City Council in February, and they voted not on the project itself, but on a very narrow issue of the relocation of that easement. It ran diagonally through the site. And allowing us to put it on the site's perimeter, they also imposed a number of conditions on us when we

do that. The most important one, Dan, that the easement was for a very old 88-year-old I think oddly enough, 88-year-old drainage pipe that I think Owen was expecting was really at the end of its good service, and so it cost of about a million and a half, we're going to be putting in a brand new drainage pipe that I think would go a long way towards improving matters up there and keeping it safe for sometime. So that we were fortunate in getting that unanimous vote at the Council as well.

Just procedurally I happen to come by for the 75 New Street hearing, the original one, and it was hard not to notice that there were a lot of people who wanted to speak and I said well, we're going to be coming along shortly, is there something that we might be able to help matters out a little bit? So we

did something, and Brian's done something new, we tried something new. We made a video where I had each of my folks from the various disciplines do their presentation. We've shared it with the Board, but we also shared it with the North Cambridge Stabilization Committee and the Fresh Pond Residents' Alliance. The idea is that we can compress our presentation tonight and let the folks behind me who I think they're here to speak, I don't think they're here because of my popularity, let you get at public testimony a little bit quicker.

I did something else, Mr. Chairman, to probably save all of us a couple of hours tonight. As you can imagine when you live in Cambridge for 67 years, you get to know a few people and they get to know a few people who are on e-mail lists, and so I got a call from

a lot of my friends in the building trades saying we have a feeling that people are coming up to speak and they're probably not going to be speaking in favor, at least unanimously in favor of your project, would you like us to come up and flood the room as it were? I assured them that I was sure the Cambridge Planning Board and the residents, my neighbors from Fresh Pond and from North Cambridge very well aware of the fact that the building trades are important trades, that they are seasonal, that they are subject to the vicissitudes of the economy and everybody understands that it's important that these projects from their perspective get built, and so I asked all of them to stand down and I believe they have done what I asked. So that won't be part of tonight's presentation.

So let me start -- I'm going to just talk briefly, Mr. Chairman, about a few parts, and Members of the Board and public, about a few issues that are -- I think are very important and that we've really focussed a lot of time on before we got here trying to see if we can make some headway with them.

First issue is the issue of traffic. I've lived in two different houses on Fresh Pond Parkway in my lifetime. I used to work on the old Rindge Ave. Extension which is now CambridgePark Drive and the steel companies there. And so -- and, you know, when people complain about traffic, they do so for a good reason. There's a lot of traffic up there and it's really especially gruesome in the peak hours, during the morning and during the afternoon. And so I have always taken it as an obligation that we had to make sure that

we were trying to do things that wouldn't add to the traffic burdens that we acknowledge that are out there, and perhaps we could find some creative ways to even help with those burdens.

Best thing we can do for the project is obviously do a residential project rather than a -- the office project which was previously planned out there because it has less of an impact at the peak hours. Tends to have traffic patterns that are spread more throughout the day. But the most important thing I think by far, is that here's our project right here and there's the T station right there. It's literally just, you know, a walk right from here to there. We've even begun negotiations with the T to buy this walking easement from them so that people living at this end don't even have to come

out and -- it's still a short walk, but it's going to be a much easier walk. And also we think will also be an good attribute for the pedestrian/bicycle bridge landing. It will give those folks easier access over to the T.

So, having -- and you know,

Mr. Chairman, I'm lucky I get to select among projects that I have an opportunity to work on, but I always felt that this project just made intuitive sense to me. Very seldom that you get an opportunity to have a site this close to a T station. And it just sets up to be so much easier and to satisfy goals of being transit-friendly and not being reliant on cars the way that other projects might be.

Years ago this Planning Board and CDD Department as part of our negotiations around the Cambridgeside Galleria said why don't you try doing a shuttle between the Lechmere

Station, Kendall Square station as a way of saying to people you don't have to take your cars to go to the Galleria, you can take the T and we can get you from the T to the Galleria and back. We were shocked to find out how successful that was. It's sort of morphed into the Charles River TMA, also known as the EZ Ride. And Steve Carp (phonetic) and I have been tremendous supporters of that, have been very much involved with its growth over the years, we still are.

I've learned firsthand that a TMA can really, really make a gigantic difference in a neighborhood in terms of giving people alternatives to drive in their cars.

If you take a look at the schedule over there on the right, what's amazing about it is that the headwinds, the waiting times

during rush hours are only eight minutes. There are now nine full size busses. They go from North Station throughout East Cambridge and Kendall Square, and of course many people that live in the neighborhoods avail themselves of that as well. So when -- I look at the fact that there's traffic at Alewife. And, you know, Mr. Chairman, we feel like we're part of the Alewife community, even though our project is lucky, it's residential, it's across from the T station, we wanted to engage the wider traffic issues up there. And I've just been fortunate in having years and years of experience with the TMA. I've watched it grow. And know that it really -- you can't, you can't drive your way out of the Alewife traffic mess. You can't build roads to get your way out of it. You have to find other

methods of dealing with it. And it seemed to me that the method that -- I had tremendous personal experience with is the one that really was -- it's well over a half a million people jump on that over the year. And it's serious numbers, serious ridership and it really does make a difference.

One of the things you need to do in order to get these things -- getting these things organized is very hard. People are happy to join them now because they work, because, you know, they offer tremendous service. Getting one up and running in the beginning is really tough because you're trying to get people to join something that really doesn't have eight busses or good routes or, you know, small waiting times. We were very lucky. Bill Ahern from East Cambridge relocated his law firm up to

Alewife and he's one of our tenants at 150. So he called Brian's office and actually spoke to Lisa Hemminsley (phonetic). He used to be part of the East Cambridge business Association. He said he'd like to get one started. We jumped on one with Lisa and with Bill. And we hosted all the meetings in our office building up there. We provided breakfast. We really tried to reach out and get other people involved. Because if the thing is gonna work, it really has to have some reaching out, some membership, and the folks that are trying to start the TMA, are doing a lot on their own. But getting the business community organized, so we now have, and I had promised this Planning Board before that I would try to have a business association, and one exists now, and we've been meeting for about six or seven months.

It wasn't an obligation of my prior permits and obviously there are no approvals yet, if they are going to be forthcoming on this project, but it seemed to me that we ought to be stepping up and doing something constructive to get an Alewife TMA going. And so, I met with Stephanie Groll, our PTDM person with Adam and with some folks from CD, Susan Rasmussen and others, we thought the best thing to do was to do a study that really surveyed transit availability up there, what the Red Line really was doing, is it functioning? Is it functioning well? How is it functioning? What type of individual companies have TMAs? What are the bus routes like in the area? And so we've decided, and we have executed a contract BHB already and they are funding that study. They are doing the study, we're funding it. And part of it

is that we're going to be meeting with neighbors from North Cambridge and with from Fresh Pond, we've already met with some, just to ask them for their participation. You know, the things that we're looking at maybe from a business point of view but maybe overlooking from a resident's point of view. So that study is underway. We think it will wind up, you know, Stephanie used the word "data rich." We want a study that really says to this emerging young Alewife TMA, here's truly what's going on, here's real data in realtime, and let's them help plan, you know, the type of services that are going to be needed.

We are also going to provide landings. I've done three projects down here in the triangle. All three as you know we'll be providing landing options for the city for

the pedestrian/bicycle bridge. But this is one of them that seems to be most attractive, although we'll see. There's another study being done on that, and none of us really know which way the consultants are going to come. But what we like about this one, I think what the city likes about this one, is it makes the landing attractive and highly visible as opposed to one of the other ones we've done where it's in the garage and it looks a bit privatized. But that does two things: That let's our people in the Alewife triangle get over to Trader Joe's to the shopping area without needing a car to do it. And then the other thing it does, of course, is it let's people from the neighborhood and from the quadrangle have easy walk in and bicycle access to the T. And so I think in the long run that really goes a long way

towards make -- giving another easier connection for people to use the T and not use their cars. Right now it's a tough walk to go from the T station over to the shopping or to the many places in the quadrangle will and up to the Highlands.

Down in the lower right, getting retail into the triangle is a challenge. You know there are a few signs out there that have been chasing retail for a while. I think that's going to change. I think with all of the residences that are moving in there, there's going to be opportunities for retailers. And in the meantime, though, one of the things that I thought in which we're making a commitment to doing, is when the -- when 88 opens, we will fund and we'll try to get others to join us, Vox has already agreed to, a shoppers' shuttle. So it will go to

all of the residential developments within the triangle and Vox, go over to the Trader's Joe's shopping center, around the corner, around the rotary, and then over to the Whole Foods and TJ Maxx and just keep making that loop from seven to nine-thirty after rush hour, three different nights a week. So to really make it easy for people to shop in nice comfortable, handicap accessible busses without having to get in their cars. And, you know, even though it's a short hop, people are carrying groceries, etcetera, so the temptation to use their cars is there. And we try to find another way to get them, help them shop in advance of some more retail coming in there.

One of the other things, and it's nice to have partners that have a checkbook, we're going to -- the best retail space that's been

going looking up there is the one at 30 CambridgePark Drive, the residential building. It's right across from the T. It also is right on CambridgePark Drive. It's a couple thousand square feet, but it's been out there for a long time. It has never leased, Mr. Chairman, unless I've missed something along the way. We're going to offer to subsidize the rent in that for 20 percent for the first five years so long as we can find someone that can handle it. You know, Steve Cobb once told me the worst thing you want to do is rent a store but rent it to somebody who saved up their life savings to go in there but you put them in the wrong store and they haven't got an opportunity to make it work. We just want to be sure that we're giving the discount to someone that's not going to be burying them. Because

someone is going to have to -- I think it's going to have to wait a little while for the residents to come in. It's another way we're trying to do something.

I think a lot of people aren't aware of fact that we have Whole Foods Market and Cafe right at 125 CambridgePark Drive, and it actually does have a grocery store there. The hours, as you can imagine, are built around the fact that it's an office park right now. And so they're open at seven in the morning and they close at three in the afternoon. We've been speaking with them, and they're very open to the idea of keeping later hours and also expanding the grocery part of the -- and they've got, you know, plenty of space to do it. They've got seven or eight thousand square feet in there. So we've begun those discussions already.

200 CambridgePark Drive has just change ownership. Pfizer sold their property out there. And so we asked the new owners if they would consider having -- whatever is going to put on ground level for an eating establishment, whether it's a cafeteria or something like Lingo over at EF, if they make it open to the public and they've agreed to do that.

So, you know, we of course put retail in our own building as well, but there are a lot of steps that we've begun to take to try and keep people out of their cars so that they could either shop in the triangle or if they do that, you know, leave the triangle, we're trying to put shuttles, etcetera, together to make it easy for them to do.

We're in the floodplain, the Alewife floodplain. We're on the very --

HUGH RUSSELL: I don't want to cut your flow off here, but I really would like you to finish.

RICHARD McKINNON: I'm finishing now.

We are in the outer edges of it. I would just like to point out, Mr. Chairman, that we took that parking lot out there, turned it into meadows. We know what we're doing. I have the same people from BSC. And I think in general, Mr. Chairman, what I'd like to say is we've -- let me just mention one last thing. And since we've had the inclusionary housing ordinance in 1998, we've only produced 47 units, three-bedroom apartments, affordable apartments. And it's because it attracts the types of market rate units there are, and there haven't been many market rate three-bedroom units built. We're

offering to do ten, three-bedroom units in this project alone.

So basically we're trying to do this right. We're trying to take a look at traffic. We're trying to do things beyond the impacts that our own project has, and we've tried very hard to pay attention to the goals of the Alewife Overlay District.

I'm going to just have Jim Batchelor do a quick presentation on the architecture and then Kevin can do a much briefer one, our attorney, because you've already done a good job, Brian and Jeff of going over the Special Permit issues. Okay?

Thank you.

JAMES BATCHELOR: Thanks, Rich. My name is Jim Batchelor with Arrowstreet Architectural firm and I'm going to give -- let me know if this isn't picking it up -- a

brief tour of the architecture for the project.

This is this plaza, the urban square between 130 CambridgePark Drive which you can see a little bit of on the right, and the project we're talking about here tonight which we are referring to as 88 CambridgePark Drive, it's former other name is 180R CambridgePark Drive.

Again, the overall site, I think people here are sufficiently familiar with it, so I will just highlight for people the location we're talking about now. There's the T. So basically two ways to get up. One is Cambridge Place and the other is this access road that takes you back to CambridgePark Drive.

This is the site now. Everybody is obviously pretty familiar with it, but what

we're trying to do is to turn this asphalt parking lot area into a mixed use neighborhood. Again, this is -- it -- let me just go back for a second.

This is our site here. These parking lots here have been already permitted as residential. So this area is well on the way to becoming a mixed use neighborhood. We have, I think, expectations that there will be quite a rich circulation system through here.

This is CambridgePark Drive.

These are important movement paths in this direction here. Some of them will be vehicular, some of them will be primarily pedestrian and bicycle. There are several locations which have been identified so that we can connect into the quadrangle. One of those will presumably be chosen in a study

that's now underway, and I think we're all looking forward to the much greater access that's going to provide for everybody.

I wanted to show a few other buildings in Cambridge. Some of these I think are buildings that we all know and really like. They're a part of a mixed use urban fabric that we know well and look forward to extending its qualities into the CambridgePark Drive and triangle area. So courtyard housing is something that is well established here as well as street facing. We're trying to do that. These buildings are similar in terms of scale and massing to what we're talking about. There are, as everybody knows, buildings that are twice as tall, which is not what we're talking about, but they are part of the general fabric of Cambridge. But our buildings that we're

talking about are in keeping in general with the heights that are currently in the area. In other words, this building 150 CambridgePark Drive, is taller than the building that we're talking about building.

This building in the lower left is 30 CambridgePark Drive. This is close. This is nine stories. Our building is a mix of eight and ten stories, so it's in the same height approximately as that. And, again, our goal is to come up with a mixed use feel for this neighborhood. And I think the buildings that we're talking about, not only the proposed project here, but some of the others that have been recently approved have a texture and a streetscape that is way positive and is really going to I think transform an area from right now what we've got is office buildings that are in the parking lots, now

we will have a mixed use of residential and office buildings fronting on a streetscape.

Again, to talk about the qualities that we're looking for here, the project that we're proposing tonight is actually a cluster of three buildings, the first of which you see on the left here. In this photograph you can see the first building, residential. A little bit beyond it is the parking garage. And then at the far end is the other residential building, it's a three-building complex.

This is a picture as the new street that we're creating, which is on the north side of the residential buildings, we are conscious of the desire to increase the amenity of street activities, we're game for that. We're talking about how we can increase retail opportunities here. We're

also talking about how we can, in areas like this, create some more sitting areas and appealing open space amenities, which again, we aim to do.

This building, which is on the left, is shown here from above. So you can get the sense for this is eight stories, this area that steps up is ten and this building here is nine. So we're in the same kind of range. We're trying to create courtyards, which you can see a little bit here, entry courtyard, and we have more courtyards facing to the south. This also shows again the three buildings. This, which is the larger residential building, a smaller residential building at the other end, and the parking garage in between.

This is the same overall composition viewed from the south side, the railroad

tracks coming to the south obviously. But we're looking to create courtyards, again, and in this case they're south facing, so they will have a good microclimate through much of the year. They also have the benefit of a nice landscaped area which is being created on top of some ground floor parking spaces here. So that the landscape features for this building I think would be quite nice. These courtyards, some additional amenity space and then up high on the building, we're interested in getting some other uses, including potentially we're hoping for some vegetable farming as well.

This is just some other views of that character. Again, looking for an architecture that is modern which is also friendly and engages, engages the open space as a mix of materials, ranging from brick to

metal panel and also a variety of colors, that will give some kind of warmth and identity to the mix that's here.

This is a view up top of a planned vegetable area or a victory gardens up on the roof. The idea that we can increase the opportunities for people growing their own food is part of the sustainable design approach which is threaded throughout this whole project.

This is a view that shows approximately what we'll see if we are -- when we're crossing on the bridge as it flies by. The white lines here represent the fact that there are in fact a fence with some pretty tall protective measures on it, but I think this is a view that the project -- it's an important view of the project nonetheless, one that is visible for many people. And

again, the idea is to show courtyards and a sense of a variety within this complex of buildings.

Returning to a little bit closer look at this just to say we understand the importance of the future connections, whether it's here, which is related to this particular project or if it happens to be located back at one of the two other locations which have been approved, either way, it's going to definitely help with the connectivity.

This image Rich talked about, I want to say further other than done well, there's a possibility for this to be done with a nice civic space with the infrastructure of the pedestrian bridge contributing to the transformation of this area into something which has some civic presence as well as a

well mix of uses.

We are conscious of the importance of the landscape. This is a newer drawing in which we're simply trying to look at more ways that we can provide maybe some play areas, some seating areas, and different places along here. We have heard feedback that more of that would be good, more that's connected to the ground level. We're game to work. Dimensions here are tight, and we need to do some careful planning related to the options for getting the pedestrian bridge and the idea of a ramp and bikes that some people can take down as well as the elevator tower. But I do think there is some opportunity for continued development for a good streetscape.

This does show where there is a pedestrian and bike connection to CambridgePark Place. That is not at this

time a plan for vehicles, it's just for bikes and people and it is in the still-to-be accomplished phase of life. Because the negotiations with the T are not complete.

Just a short summary, not necessarily complete, a sum of the commitments that are being made in this project that are going to help improve the infrastructure. There is the pedestrian bike easement which I mentioned in the last slide from the MBTA. There is the replacement which Rich referred to have drainage piping through the site. There is as well a commitment to making improvements to the CambridgePark Drive for the benefits of bicycles and pedestrians as well as the fact that we're expecting to continue to work and to accommodate a bridge landing and the associated ramps.

That covers my part.

HUGH RUSSELL: Okay.

RICHARD McKINNON: Mr. Chairman, our attorney, Kevin Renna is going to just speak briefly to the concept behind the Special Permits and then we'd like to conclude so that you can take public testimony.

ATTORNEY KEVIN RENNA: Kevin Renna from Goulston and Storrs, attorney for the project. I'll go really quickly because Jeff already did a great job explaining -- I would say stealing my thunder, saying exactly what I was going to say.

There are generally two ways projects get permitted. One is by Special Permit. That's why we're here today. In front of the Planning Board. You know, normally granted the specific provisions of the ordinance are met. And so other is Variances which waive provisions of the Zoning Ordinance, and you

know, we are here today entirely looking for Special Permits that are part of, you know, as Jeff said, the planning for the, for the area.

The districts, again, I won't run through them because Jeff did it, he -- I was also Jeff's going to go through the different criteria that the projects required to go through, you know, for the Overlay District floodplain, parkway, and then just really quickly in summary, multi-families allowed as of right, no Variances required. This is again the list of relief that we're asking for, and we categorize it a little bit as being No. 1 there's things that essentially any project here would require project review, floodplain overlay. Then there's, there are Special Permits that are actually -- enable us to provide mitigation, like the

shared parking, the shared driveway. And then the third is really just the massing consistent with, you know, what is permitted by Special Permit. So it's, you know, any project would have this. What we need to have the project benefits and then just the massing being consistent, you know, with the planning. So I hope that was quick enough.

RICHARD McKINNON: Mr. Chairman, that concludes for us not that we don't think traffic is important. We have the traffic people here, but it was in the video. Same thing with people from BSC to talk about flood storage. So we're available after public testimony to do any of that.

Thank you.

HUGH RUSSELL: Okay. Jeff has prepared to go through a lengthy discussion of every criterion or we can move on the

public testimony before that happens. What's the pleasure of the Board?

STEVEN WINTER: Public testimony.

H. THEODORE COHEN: Public testimony.

HUGH RUSSELL: Okay.

So, I have what is probably a -- the first page of a sign-up sheet here.

PAMELA WINTERS: There was a video, Hugh?

HUGH RUSSELL: There was a video that was produced and we were given links to it. So some of us have seen the video and some of us have not. The material in the video is also basically, it's a verbal presentation of what's in the books.

RICHARD McKINNON: And of course Article 2 of the book which is a specific request.

PAMELA WINTERS: Right, okay.

HUGH RUSSELL: Okay.

So, I will call names on the list in order. When we call your name, we'll ask you to come to the microphone, give your name and spell your name so that it appears in the record properly. Give us your address and limit your remarks to three minutes.

So the first person is Andrea Wilder. And following Andrea will be Jan Devereux. I'm sorry, Karen Dumaine.

ANDREA WILDER: I'm not quite sure, do I face you?

HUGH RUSSELL: Yes.

ANDREA WILDER: I wrote this piece this afternoon after thinking deeply about this particular development and I gave it a title: It Takes an Urban Village. Extreme growth has taken many in Cambridge by

surprise. Because the developments, New Street, 88 Park Drive, do not reflect organic growth. They look shocking to many of us. In common parlance they've become pods; portable on demand storage. But commodifying housing and therefore people, we seem to be creating pods. Others will speak to other issues in detail. I will focus briefly on transportation. Within Acadia National Park where I work for some weeks each summer, three systems of transportation have evolved: Roads for cars, trails for walkers, separate roads for bicyclists. This is what the Fresh Pond and now Alewife areas need, ways to travel and connect to fulfill essential chores. This is how roads and trails evolved anyway. Without ways to connect, you have nothing. You have indeed reduced people to living in pods. To do all this without

adding to the traffic burdens, is the charge to developers and by extension any city board that approves their plans. Here are the questions urban villagers might ask: How do I visit relatives who live out of town? What grocery store can I walk to? Where do my children go to school and how do they get there? Where can I take a stroll? How about places for children to play?

Without transportation routes built into developments, not as add-ons, linking developments in multiple ways, the pods will be more than a metaphor comparison, they will be a sealed as spaceships to Mars. Instead of creating pods, I suggest that developers and this developer go back to the drawing board and build in what people who live in villages of any size need, multiple ways to connect. The grocery store, the library, the

school, the magazine place, the text store, restaurants, ice cream and coffee places, workplaces, and places to meet up with relatives who live out of town, green spaces, parks. I think you, the Planning Board, are up against realities not covered by Zoning requirements or Special Permits. There's a new problem: How to create an urban village with what may be outmoded bureaucratic tools. This development should not be built until basic human needs, as I have outlined, have been taken into account and I don't see that they have been yet.

Thank you very much.

HUGH RUSSELL: Thank you.

Karen Dumaine. And after Karen Dumaine, Jan Devereux.

KAREN DUMAINE: Thank you, Mr. Chairman and the Board Members. I'm

Karen Dumaine with TransAction Associates representing the newly formed Alewife TMA Transportation Management Association. TransAction Associates started this initiative last year and we've been running a shuttle service for several employers in the Alewife area since 2004. The shuttle provides a connection between Alewife and Moulton, Wheeler, Fawcett Streets, and Spinelli Drive. TransAction is also the transit operator for the 128 Business Council providing transportation between Alewife and employment centers in Waltham and Lexington, as well as putting residents from Winter Village in Vox on 2 to Alewife.

The formation of the Alewife TMA is well underway. We have filed the paperwork with the Secretary of State's office and the IRS to officially create a non-profit

organization.

We have started developing marketing materials and a website and will provide the following services: An emergency ride home program for people who use public transportation, the shuttle carpool, bike, or van pool.

Access to assistance for on-line ride match database to provide carpool and van pool. Assistance in forming a van pool, which is 7 to 14 people. Community (inaudible) and splitting the expenses.

Transportation events to help promote commuting alternatives.

Promotion of the Alewife shuttles to residents going to locations served by the 128 Business Council, shuttles. And we are also in the process of forming the shopping shuttle for the residents in the Alewife

triangle and Vox.

In addition, two of our existing shuttle participants have become the first unit paying members of TMA. They're at Vox Apartments and Adaptive Optics. Two others are in the process of joining, Biomed Research Park and West Cambridge Science Park.

We are just now starting to reach out to developers and companies that were required to join a TMA if one existed through their mitigation commitments to the city. We are planning to schedule in the next few weeks kick off meetings at our existing membered businesses and also a mass reach out in the next few weeks to businesses and residential developments.

We've been working closely with Rich McKinnon and his company to launch the TMA.

And Mr. McKinnon has been very supportive in helping us make the appropriate contacts with existing businesses within CambridgePark Drive.

Thank you so much.

HUGH RUSSELL: Thank you.

Jan Devereux. And after Jan, Steve Kaiser.

JAN DEVEREUX: Hello, everyone. Jan Devereux, D-e-v-e-r-e-u-x.

And I just wanted to take a moment to pass along -- around some boards that we had made so that you could maybe look at some of the images that Mr. McKinnon and his architect showed in a little more detail and for a little longer. So I will pass them along and I may refer to them.

HUGH RUSSELL: You might want to start them down the end with Ahmed.

UNIDENTIFIED AUDIENCE MEMBER: Could they be projected, Mr. Chairman?

JAN DEVEREUX: They are in the same -- they come from the same materials that I thought that might be useful to be able to look at them partly because there are some things that are talked about but it's actually not, you know, it's a problem -- those of you who read the Fresh Pond Residents' Alliance blog may have noticed on the last one we had a post about the problem of interpreting renderings versus the reality of what the context actually looks like. And there's one that's going around that showed the sort of what is essentially the median of the private way between where the entrance to the garage of this new building will be and it was mentioned that they were going to, you know, make an effort to put maybe some more

seating in that little median. But off to the right of that image would be the back of that large nine-story building, and it just sort of mysteriously not in the image. And if you look at the back of that exterior, there's a chain link fence and a big concrete retaining wall, because like the other buildings on the street, it has, it's parking at ground level. You know, it's just, I think it is worthwhile to study the renderings and to actually think that that's actually going to look like the context. The other rendering that showed where the possible bike path could land in the public plaza doesn't show any actual bikes or how the traffic movement would work because that same public plaza also has the entrance to the garage for the east -- no, the west part of this 88 building as well as Mr. McKinnon's

other project at 130. So there's a shared and there are two garages on that and bikes coming forward and cars coming from CambridgePark Drive into the other garage and all of that is sort of mysteriously absent. So it's not a criticism. It's just an observation that I thought the boards would be useful.

But to go into my remarks and I may take a little bit longer, but I believe there are probably some people here who would be willing to devote some of their time to me. I would like to thank Mr. McKinnon, you know, he thanked us and we have had, you know, a very good series of conversations with him, so I really do appreciate his willingness, you know, to work with the community and to look for solutions, as well as Karen Dumaine. I think that those are all good efforts.

And, you know, I also want to assure Rich's friends in the building trades that no one wants to put them out of business. We're not talking about don't build anything. What we're talking about is that we think that this is still a very much a work in progress and we just want, we feel it's our duty to raise the concerns and the questions that have not been adequately answered in the application.

So I do want to note that this is a fourth in a series of long-term eventual projects in the Alewife Triangle that's being put forward by the McKinnon Company. This time with the private equity backers Blackstone. And it is in a sequence that has requested the Special Permit relief for each project without a comprehensive neighborhood plan. And without really a full analysis of

the total projected population of the level of neighborhood services used -- needed. And we've heard a lot about how to create a mixed use neighborhood, but we seem to be getting a lot of large residential buildings with next to no or token, you know, mixed use elements. So the question is what is a mixed use neighborhood and are these projects really fulfilling that design.

HUGH RUSSELL: Okay, so I want to stop you here for a moment.

JAN DEVEREUX: Okay.

HUGH RUSSELL: You're the President of the Fresh Pond Residents' Alliance?

JAN DEVEREUX: That's right.

HUGH RUSSELL: And that's a recently formed neighborhood group?

JAN DEVEREUX: It is.

HUGH RUSSELL: Now, often we allow

people in that position more than three minutes on the theory that if they make a presentation, then every member of the organization doesn't have to do that. They can raise their hand and say they agree. And so --

PAMELA WINTERS: That's a good idea, yeah.

HUGH RUSSELL: I think we'd like to do that.

STEVEN WINTER: I concur.

JAN DEVEREUX: There are other people who would like to speak. So I mean we're the group that's responsible for the massive destruction of the forest with the 17-page comment that we submitted. And then Liza very nicely and a surprise to me, Xeroxed --

PAMELA WINTERS: It's very good.

JAN DEVEREUX: Yeah. So sorry for all the paper.

So, you know, going back to what I want to say, and it's just an overview of those comments. I'm not going through the Special Permit criteria in detail.

Once these four new projects, and these are the four new projects that Mr. McKinnon alone has been involved in, and just to kind of go over what those projects are, I think you're probably familiar with them:

You have No. 130, No. 160, No. 165, and now this one, 88, as well as the one on Route 2, Vox on 2. Those are all, you know, in the triangle. Actually, Mr. McKinnon was not necessarily involved in 165. And we also have the sixth building as the existing building at 30 CambridgePark Drive, the Archstone.

So once the new projects are completed, at least over the next couple of years, we think there will be over 3,000 residents in this triangle district and that's excluding the hundreds of commuters that flow into the areas, commercial buildings. So when all is said and done, this triangle district will have been transformed from one of the least dense population centers in the city to one of the most dense. And, you know, we should note that also it's in the flood susceptible sections of the city.

In addition, we think that the high concentration of small units aimed as a single market sector is a dangerous precedent for the city and that more effort should be made to expand the range of unit type, sizes and affordability. So that this eventual quite large neighborhood more closely

represents the socioeconomic diversity of other similarly sized neighborhoods in Cambridge. That's one of the things that makes our city a great and vibrant place to live.

And, you know, when you look at the board that shows the aerial view of this project, you kind of can't help but notice that it's also very large, it's the largest of all. The 401,768 square feet of residential space doesn't include the parking garage that will hold 661 cars. This is -- the building, by our calculations, covers 98 percent of a full city block. If you measure a block at about 750 feet long and 150 feet wide, and the parking garage is uncounted in the FAR calculations, that's the waiver and we realize it's in a floodplain and that affects the entire ground floor of this

building, because like the other buildings on this street, the grounds level is devoted to parking because in the event of flooding, parking can be flooded where residents wouldn't want to be flooded.

So in terms of height, we're talking about 105 feet which would be the tallest for that eased portion. And the eased portion is the largest half of the building. And, you know, from a land use standpoint this housing does represent a significant improvement over the current use which is 571 cars driven parking lot. But let's be clear, Mr. McKinnon isn't proposing to turn it into a meadow the way he did in Discovery Park. The parking lot will become a very large building, and there are significant tradeoffs that argue against granting the Special Permit for this design to increase height,

reduce the setbacks, and allow this above grade, so much above grade parking on this long, narrow parcel that sort of squeezed in between the railroad tracks and the existing buildings fronting CambridgePark Drive.

And I do want to point out that the net increase in parking spaces is 220 which, you know, the building is very, very close to the Alewife T. There is no question about that. And so it is transit-oriented design yet it comes with an additional 220 parking spaces.

I'll just try to skip through this. So, you know, in our detailed comments we really did try to frame them around the criteria and it is very complicated and complex for us to figure out, but we do feel that for the Planning Board that narrowly following this Special Permit checklist, you know, misses the broader context and the

cumulative impacts. And so there would be about 1467 residential units and an estimated -- this is from the traffic study, 4838 daily vehicle trips generated by the five new buildings in the triangle alone, and those five new buildings don't count the existing 311-unit building at 30 CambridgePark Drive. So there's bound to be an impact. So while this proposal does satisfy a key goal of the planning to create more housing, even though most of it is small luxury units, there are significant uncounted externalities; those would be the traffic, the affordability, and the environment. We are next to the Alewife Reservation and we're very close to Fresh Pond which we feel taken together really deserved much more serious consideration and should give us all pause about continuing on this course without more

serious thought and a lot more planning.

So with the citywide master planning process now in just its initial goal setting phase, there are widespread calls for more rigorous scrutiny of such development until the new growth plan is completed. And, you know, the analogy to the conversation about cellphones wasn't lost on me because we know that there's precedent for approving these large projects and so, you know, I hate to say, you know, the last man is like a game of musical chairs, but I do feel that just because we've missed an opportunity to get the triangle right with the passed projects, we shouldn't ignore an opportunity to get it right this time. This may be our last and best chance to progress many of the areas shortcomings, particularly this mixed use element, and so in light of that we ask you

to review this very thoroughly and take all of our comments into consideration.

Thank you.

HUGH RUSSELL: Thank you.

JAN DEVEREUX: I appreciated the extra time.

HUGH RUSSELL: Steven Kaiser. And after Steve, Pebble Gifford.

STEVE KAISER: My name for the record is Steve Kaiser. I live at 191 Hamilton Street and I have been assisting the neighborhood group in doing some of the traffic analysis for 180R. And I note in recent weeks it's been evident that there have been numerous public criticisms direct and implied to the Planning Board. It is my specific intent tonight not to add to that criticism. However, I must identify actions by other governmental and private entities

that may have the effect of making the task of this Board incrementally more difficult. The Board has received an extensive list of submissions, most recently from the residents' alliance. Missing from these submissions are the detailed traffic calculations sheets using the Synchro computer model. And Synchro tells us the extent of the traffic queues and how the provisions for how pedestrians would be handled adequately. That's very important.

For the 180R project, the idea of dense housing located within close walking distance of the Alewife T stop makes excellent sense and is in the best traditions of smart growth.

The inclusion of 791 structured parking spaces makes no planning sense whatsoever and is in the worst traditions of dumb growth.

Among the stated purposes of the Zoning Ordinance in Section 1.30 is to lessen congestion in the streets. This inclusion of a parking structure with almost 800 cars violates this Zoning objective which is demonstrated by the developer's own admission that the traffic level of service has been diminished. I have informed the developer I support the idea of 388 housing units close to the T station, but I am opposed to the 791 space garage.

I am totally at odds with the Traffic and Parking Department recommendation that only two of the 791 spaces be designated for shared use vehicles. That's what we normally know as ZipCars. Instead I advocate creating 30 to 60 spacings for shared use vehicles only. Radically different proposal.

The exemption request of the developer

for the 791 spaces would mean this: 260,000 square feet allotted for parking to be exempted, six acres of parking. That's extraordinary. Not to count as part of FAR. I believe such a parking proposal has no place in the 21st century.

The TMA initiatives of this developer are vital steps in the right direction, including an unprecedented study of improvements in Red Line operations to deal with capacity problems, shuttle buses, and formation of both the business association and the TMA are also valuable contributions. But there are fundamental legal problems with this application. Every one of the TIS reports has been certified by the director of traffic and parking to be "complete and reliable" as required in Section 19.24.

PAMELA WINTERS: Steve, can you --

STEVE KAISER: However, the Board must understand that the Traffic and Parking Department is a creature of the state legislature acting through Chapter 455 of the Acts of 1961.

PAMELA WINTERS: Could you wind up your comments, please?

STEVE KAISER: Yes.

UNIDENTIFIED AUDIENCE MEMBER: I'm down to speak, can I give him my three minutes?

HUGH RUSSELL: No.

STEVE KAISER: Well, I would like a suspension of the rule, I could finish up in two minutes, Mr. Chairman, if that would be okay. I've timed it.

PAMELA WINTERS: The Board would have to agree on it.

HUGH RUSSELL: What's the Board

think?

STEVEN WINTER: Sure.

H. THEODORE COHEN: Sure.

PAMELA WINTERS: Sure, that's okay.

STEVE KAISER: Thank you.

Under the law, the director must be a traffic engineer as evidenced by membership and what is now called the Institute of Transportation Engineers. It is my understanding that this requirement has not been met. The city -- and City Hall knows this. As such, any recent action to certify a TIS report fails to comply with the requirements of the law, and such certification could not be sustained in a court of law.

For the Planning Board prior decisions and certifications of TIS should not be revisited. But the new ones in front of you,

on property or illegal certified TIS reports for the New Street, for the courthouse, for 180R, should not be accepted by the Board. Any future TIS certifications should be made in full compliance under the law. To solve these problems, the first decision should be an appointment of an acting director of Traffic and Parking who is a qualified traffic engineer. That person becomes qualified to issue legal certifications of TIS reports. Legal certification be taken on the three projects currently subject to review, including 180R. However, the TIS reports themselves must be complete and they must have the complete computer printout from the Synchro model. The only reason I can contemplate a policy of continuance rather than simple rejection of these projects is that the 180R project proposal contains the

elements of a breakthrough in understanding the transportation needs of the city; namely, the study of the Red Line. That is so important to me, and I don't think you should reject this entire proposal now or have them start all over. I'm saying resubmit this legally and then we can continue with the review of this project.

I cannot emphasize too strongly how important this transit project is and Richie McKinnon will tell you I've been bugging him about it. He's the one guy who has responded to that concern and I must express my appreciation for that.

So I think -- now, just a quick word on the letter that I handed out. The 1985 -- the bottom of the last, second page and the top of the third page, indicate that the unhappiness of the Planning Board at that

time with the excessive parking in the triangle. And they said some of this -- most of this parking must be removed. It must be green space. There must be handling of flooding problems. And even at the cost of reducing the total amount of parking. There's no right to parking here that would justify that 791 spaces. It's really up to the Board to say no, this is not in the public interest to have that amount of parking there.

Thank you.

HUGH RUSSELL: Thank you, Steve.

STEVE KAISER: I hope I stayed within my five minutes.

PAMELA WINTERS: Seven minutes.

HUGH RUSSELL: Pebble is next, and after Pebble, Nancy Ryan.

PEBBLE GIFFORD: I'll try not to let

all this fall down. I'm Pebble Gifford. I live at 15 Hilliard Street, Cambridge. Most of my remarks tonight are incorporated in the response you will be getting from the Fresh Pond Residents' Alliance which is very much a group effort that we all worked on. It's a 90-page application, and we got additional materials at the last minute and it's been a real tour de force to do that. And very frustrating to come here to say you have three minutes to respond to something of that magnitude. I think the Board should make exceptions for something like this. This isn't somebody's little single-family house on Huron Avenue. It's a major, major, building as have the previous ones been.

I want to ask -- I ask myself the question where have I been since the beginning of 2000 that I missed all of this

planning? And I fault myself. Maybe I was involved in Harvard Square. But I fault myself in not knowing what was going on in the Alewife/Concord area. And I was caught totally by surprise. A couple years ago when I heard that 130 CambridgePark Drive had been approved and even this bigger one, was going to be proposed. I don't know what I would have done about it or been involved, but I think I would have expressed my views that it looked very alarming and I would hope that we could not end up with the result we have today.

I also ask the question why -- how did the first building to get built? And I think it was 30 CambridgePark Drive, end up being the kind of building as it is? Why did we start out -- why did you start out with such a mega structure? Why couldn't it have been

like the South End? That was all renewable, I mean, renewed and new building. And they came up with neighborhood streets, which is what you talk about in your guidelines, but you haven't imposed them on these projects. There's nothing neighborly about these buildings. These don't convey a sense of place or belonging. They're mega structures. We've had some fun calling them everything from spaceships to ocean liners, you know, just appeared up there in Alewife. They are too big, that's the first principle. And they are too big. And how they were allowed to go through this process with this Board given all the time and work you put into drafting those guidelines, I do not understand. The key guideline that you talk about is these should be block like -- what is it you say, block by block structures,

like a neighborhood, like city blocks, and stoops and front doors and people sitting out in the front stoops and enjoying a summer evening. That's not happening. And when the first time I saw this, I was stunned that we had just -- that something this size and this magnitude had been approved in Cambridge.

PAMELA WINTERS: Pebble, excuse me, I hate to interrupt you but your time is up. Do you have a lot longer? Do you have a lot longer to go?

PEBBLE GIFFORD: I have a few more minutes.

UNIDENTIFIED AUDIENCE MEMBER: She could have my minutes.

PEBBLE GIFFORD: Thank you.

PAMELA WINTERS: Hugh.

PEBBLE GIFFORD: Come on, we didn't bring an Army of people in here. I don't

know, there's not that many of us.

UNIDENTIFIED AUDIENCE MEMBER: A lot of us will pass up our minutes.

PEBBLE GIFFORD: The Petitioner put up a 45-minute or hour show. So I think it would be fair. Let us get across these points. There are a lot of them.

HUGH RUSSELL: So the other issue is before us is that the Board has to have time to discuss these matters.

PEBBLE GIFFORD: Well, one of the things --

HUGH RUSSELL: If we can complete the public testimony in the next 30 minutes --

PEBBLE GIFFORD: For this whole project and no more hearings? Is that what you're sea saying?

HUGH RUSSELL: No. We need to start

talking about projects. The New Street hearing we were essentially filibustered out of our right to speak. I don't want that to happen again. I don't think anybody in this room wants that to happen again. But, if everybody talks for five minutes and there are 20 people on the list, that's going to be eleven o'clock.

UNIDENTIFIED AUDIENCE MEMBER: We still have the opportunity after the meeting to submit things to you?

HUGH RUSSELL: Absolutely.

UNIDENTIFIED AUDIENCE MEMBER: We could do it that way then?

HUGH RUSSELL: We won't close the hearing until we're ready to deliberate and, I'm sure we're not going to deliberate this case tonight. I would like to be able to speak on it ourselves.

PEBBLE GIFFORD: I can understand that. Let me understand the procedures of the Planning Board.

Is it not true that you cannot close this hearing and have it go on to another week?

HUGH RUSSELL: The -- our rules have changed earlier this year. And so in accordance with state law we do not close hearings until we are ready to deliberate, until we have all the information from everybody, including all the changes that are going to make in front of us. So hearings get closed at the very end as opposed to our previous process.

UNIDENTIFIED AUDIENCE MEMBER:

Louder, please.

HUGH RUSSELL: As opposed to our previous thing of only taking oral testimony

once.

PEBBLE GIFFORD: Well, if you want --

HUGH RUSSELL: If you would finish your remarks, I would appreciate that.

PEBBLE GIFFORD: I will. I would continue my information. We asked for information, lots of information. We'd like to see a 3-D model.

We have asked for some open space analysis to be completed. And all it tells us is that it's going to be a -- what is it, 17 percent open space. We don't know where that open space is. We can't see it. It's 23 percent -- 25 is permeable. I mean, those kind of questions you can't tell from these submissions. Open space is a very, very important part of these projects and there's very little of it. And, for instance, this

is -- where on this plan is there open space? Where is the open space? We're told that it's -- some of it's permeable. Some of it is some of pavers. Some of it looks like roadway. Some of it looks like sidewalk. There's no clear definition of what open space is in a traditional sense. Lobbies are called open space. The bike storage area is called open space. That needs clarification I submit, and we would ask the developer to explain that. And I have read the definition of open space.

Well, back to my point about size.

I'll leave that for now and the open space concerns that we have, but I'm also troubled by the fact that these guidelines that you drafted and sound great on paper have not been applied on CambridgePark Drive in reality. They're on paper. They're not in

fact. And over and over again when you read our submission, I think you'll see that, and try and point out where you have them on your guidelines. And we would ask that an attempt be made on this last project, as my colleague Jan Devereux said, this is the last time you have to get it right in this CambridgePark Drive. Maybe it's too late. Maybe you'll just let them all be mega structures, like, like prioritize 20 or 30 years from now. And with all due respect to Mr. McKinnon, you can put things on the roof, you can put trees on the roof, you can tweak this project in little bits and pieces, but it's not going to change the overwhelming size and appearance of it. It's something that Cambridge has never done before on this scale, and I hate to think if it's going to be repeated in the quadrangle because I would hope it will not

be and take a lesson from this. So, I will -- as I said again, the 3-D model would be very helpful. And oh, I will leave you with these pictures. This was just some of us were curious what flooding in the floodplains meant. So when we thought Arthur was gonna drown us this weekend, a couple people went to take some pictures. This is behind Pfizer. I don't want to drop this stuff. Can somebody hand this stuff? That's behind the Pfizer building.

PAMELA WINTERS: Thank you.

PEBBLE GIFFORD: I think that would be -- I think, I don't know what that would be --

UNIDENTIFIED AUDIENCE MEMBER:

Mr. Chairman.

PEBBLE GIFFORD: And the other thing we wanted to ask for was a peer review from

some hydrologist or group that is trained in this field to look at some of the plans that the storm water management plans and the floodplain plans of this project. We are not able to evaluate those. We do not have the expertise. We are not hydrologists. But there are plenty of people who are out there, and I've talked to them, and I've talked to other developers and they said in a project like this they would of course honor a peer review of their plans because it's that important. They don't want flooding any more than we do.

So, I had another one here that looked -- in front of the Hanover building. This is the Hanover building. Thank you. And that was last Saturday I believe. We had a brief rainstorm. We didn't get the rain we thought, but that's another thing I'm

asking -- we're asking for is the peer review of how these floodplains, storm water management plans work.

My last trip out there I was behind one of the office building property lines abuts right up to the brand new -- what do you call it? The Alewife Reservation Wetland, Cambridge paid considerable money to do. And it's lovely. It's got walkways and ramps and it's a lovely, lovely place.

UNIDENTIFIED AUDIENCE MEMBER: Come on, let's go.

PEBBLE GIFFORD: It abuts right up to it and the runway in this parking lots.

AHMED NUR: Sorry to interrupt you, Ma'am, are you finished?

PEBBLE GIFFORD: Yes, and the little river.

HUGH RUSSELL: Thank you.

PEBBLE GIFFORD: You don't want our boards here?

PAMELA WINTERS: We saw them.

HUGH RUSSELL: I may want to circulate them for the rest of the people here.

Next is Nancy Ryan.

NANCY RYAN: Mr. Chairman, I'll pass. Thank you.

HUGH RUSSELL: Thank you.

Bob Simha. And after Bob, Lang.

BOB SIMHA: Mr. Chairman and Members of the Board, thank you for the opportunity to comment as a member of the Fresh Pond -- I should say I'm Bob Simha, S-i-m-h-a, 6 Blanchard Road, Cambridge, Mass.

I just want to add a few comments that I hope that you'll take into consideration in addition to all of the materials that we've

submitted. As you would guess from -- many of you know that my professional capacity is a city planner. And one of the things we -- that I've noticed in this project is that this is a very substantial deficiency in the way in which this is coming before you.

One inefficiency, which I think you can correct and I hope you will, each of these project in the triangle have come to you and you've had to deal with them as individual projects and make your judgments based upon what's presented to you. One of the things that I believe would help you and help the city and help the community is if you ask that the entire area, the evaluated with respect to its total development capabilities with respect to the kinds of uses which are now being proposed which are predominantly residential. That you ask questions that are

What is the total population? What's the profile of the demography that's being presented to you? What are the public resource implications of that demography? Will there be ultimately children in this community? Will they need services? Will there be school? I believe if you asked those questions, you could get reasonable answers or note that there are deficiencies in the quality of the responses that you're getting and you can act accordingly.

Secondly, I would hope that you would look at the fact that while the owners of the current parcels which have been brought before you have presented (inaudible) which is normal for a developer to do, there are additional land resources in this area; one which is just been acquired by a new developer in the city, not Rich, but the

chance who have just acquired the Summer Shack properties and so on. And one can expect that those properties will be before you in some, probably not too distant future, with respect to the development opportunities based on the fact that you have approved all of the precedent projects in this area. And they would have every expectation to be treated in the same -- it would be useful for you to have your staff analyze what the development capabilities of that area are and what the total impact of development of this, all the parcels in this area might be.

Secondly, I would ask you to take cognizance of the fact that the way in which the flood control issues have been dealt with here represent again a response to in part seriatim projects. One of the things that worries me most about the strategy of using

this building format to essentially allow flood waters to pass under this building is that it doesn't tell you where the waters are going to go after they pass through this building. The reality is that they will probably, given the nature of the rise in flood water conditions here, will flow across the railroad tracks onto Fawcett Street and on into and toward Concord Avenue and ultimately raise questions about whether we will put our water, our principal water source in jeopardy. I think those are questions you should ask and you should ensure that the quality of the response of this developer gives you with respect to water retention areas, is much more substantial than the minimal devices which have been proposed and the pass through devices.

I would take exception through some observations that have been made to you with respect to the value of putting off street parking underground. In fact, strategies for dealing with and flood prone areas with underground parking spaces to be used alternatively as water retention areas have been quite successful. The Netherlands uses them all the time now. And I think even though they're more expensive, they are in the long run both a value to the developer but also to the city and to the total community. I'd ask you to have your staff look at that as a possible alternative to the devices that have been presented to you. One of the advantages of that is that it would free up ground space for the kind of open space that needs that clearly are going to be needed by the 3,000 plus people that are

here.

And finally I would just add one little historic perspective. Many years ago I sat in your chair. I was the lone vote against the Rindge Towers. I argued in those times against a great thrust, very common in this city, because it occurs psychically, a great thrust that we needed more housing. The proposal that was put before us by Max Wasserman at that time, the developer of the Fresh Pond Shopping Center, was that this was going to solve the housing problem. As you now can look back over 30 years, my concern has been painfully fulfilled, and that is no public facilities were provided. No connections to the shopping center were provided. No services were provided. All of the good language that was presented was all about how wonderful this was going to be as

addition to our housing resources. So I ask you to consider my observations, my experience, and I hope you'll take that into consideration.

PAMELA WINTERS: Thank you.

HUGH RUSSELL: Thank you.

Lang Keyes.

LANG KEYES: I hope the time getting here is not counted against my three minutes. Thank you. I'd like to thank the Planning Board for this opportunity to speak before you. Again, my name is Lang Keyes, K-e-y-e-s. I live at 92 Chilton Street. I have -- was a professor at MIT in city planning. I have a degree in city planning. I have lived in Cambridge most of the time since 1956.

Bob and I, Bob Simha and I have talked a lot, but we didn't talk before tonight and

I think it's very interesting that his approach about -- the serial approach to the development, from the way he approached it, is different than the way I approached it but that's what I did approach. I spent most of today reading the hearings on 160, 165, and 130. I mean the hearings. And I recommend to anybody who would like to get away from American Idol, that it's a terrific way to spend your time. You'll learn a lot. It was extremely interesting.

One of the most interesting things about them, and this is a variation on Bob's point about the serial nature of these developments, is the similarity among these developments. And let me summarize what I see having gone through those.

First is that they all have a large number of Special Permits. That goes without

saying.

Secondly, there is a similarity of use of site and design which is basically put a building on a site and that's what you're really focussed on.

Third is the absence of retail or the absence of mixed use for the talk of mixed use and retail and there isn't any. There is a lot of talk about the future of retail but there is none about the present. Again, I'm talking about reading through each one of these proposals which came before your Board. I'm talking about your hearings. I learned a lot about all of you. In fact, it's great to see you in person since I read so much about you in your work.

There's also the lack of open space that's similar among all three of these. And again I'm talking about 160, 165, and 130.

These three developments which were passed by this development in a serial nature and really in two years representing 862 units. But you really have to think about them as one large development that was advanced to you in a serial fashion, because they are so similar. And in addition to the similarities that I mentioned, the other are, there's very little sense of place. There's a lot of talk about it, but there's no sense about it. Kevin Lynch who some of you may remember would rollover in his grave if he had to talk about nodules and nodes and whatever else around sense of place.

There's also a lack of streetscape which is true of all of them. And there is an interesting characteristic of two of the three. Two of them. The last two. Which is at one of those hearings there was one

person, one resident of the community, one person other than the Board who got up and had a public comment. Chairman Russell said are there any public comments? There was one person. At the third of those there was no public comment. And, again, Chairman Russell asked for it but there was nobody there for it. And the first one in 2012 I would say there was some of the usual suspects who got up and had something to say. But I think it's interesting to note why there was no public comment at those.

I would go on about the ways of similarities. There's obviously the issues of traffic, which everybody talked about endlessly. There's the issue of the environment, which everybody talks about endlessly. All three of them.

And there is -- and there is one other

thing which they all have in common, and that is they all talk about that bridge that's going to make it possible for residents to go across, cross over and get to the retail. Now, there is one of the most informative quotes I found in this, actually I will quote Chairman Russell who at one point noted in a discussion about the bridge when the feasibility study was being discussed, and who was gonna pay for it, where it was gonna be and the landing module and podules and everything else. Chairman Russell said -- the developer said -- I've forgotten which one it was, it was probably Rich, but I forget. One way or the other the bridge is going to have a place to land. And Chairman Russell said, I quote directly: So we've been talking about a bridge for 33 years. And Ms. Winters replied, quote, okay, all

right, that was before my time.

PAMELA WINTERS: I said that? Did I say that?

LANG KEYES: Yes. The only point I wanted to say there is -- that the thing that's gonna bail this out, the thing that's gonna make it possible for the residential alliance to lie down with the retail lambs is that bridge which is going to have a feasibility study proposed yet again by a developer.

In closing, I could ramble on. We have a paradigm here of development. My friend Don Shilling would say there is a paradigmatic mode that is presented by all of these people that presented today. What we need is a new paradigm, not a shift in the paradigm. Not an inching up of the paradigm. We need something different. And it needs to

be in the spirit of the 2005 plan, which is it has to be about community, it has to be about networks of relationship among retail, it has to be an appropriate scale, it has to be different. We're not talking about turning it back into a field, but what's critical I think is as you go forward, and I would underline what Bob said, it was a much more sophisticated way of putting what I'm putting, make the last piece of this different. Show that we don't have to do the same thing over and over and over again, and they really could find a new way of having a different formula in the triangle.

Thank you very much for your time.

HUGH RUSSELL: Thank you.

Stephen, Bersu (phonetic) or Bercu?

STEPHEN BERCU: Bercu.

HUGH RUSSELL: Bercu.

STEPHEN BERCU: Steve Bercu, 132 Fayerweather Street. B-e-r-c-u. And I'm also on the Board of Directors of the Boston Cyclists Union. And I tend to talk mostly about bicycle facilities. But I do want to say that I support the written comments of the Fresh Pond Residents' Alliance and points been made throughout tonight, but this really is a megalith. Scale is not congruence with the neighborhoods or surroundings of development in the city.

In terms of the bike infrastructure, the landing area for the bridge should feed into bicycle lanes that are consistent with the standards for urban design, the NACTO guidelines, which I think is five-foot lane in each direction, should be protected from traffic, and there should be some sort of buffer along the sides of it. It wasn't

clear to me from the drawings that that was the case. But those connections should run up into the rest of the bike network in the triangle. The triangle is a really crucial node for the bike network within Cambridge and within the region. So we should be making accommodations for the bike connections throughout it, including to Alewife Station and to the Alewife Reservation, to the Minuteman, to the community path, to the shopping centers, and to Fresh Pond. And I just -- I don't hear that kind of network thinking and planning about the bike connections and it's really critical.

The bridge itself, I think, the committee should be extracting commitments beyond the funding of feasibility. There should be a commitment to build the bridge.

This developer has four projects abutting the bridge, and if he's -- if they're getting FAR bonuses for what they're doing, they should be putting some resources into building that bridge. It's going to benefit them directly.

In terms of the bike lanes there should be an effort to use vegetative borders along them wherever possible for aesthetic and health reasons and minimize any grade changes.

Thank you.

HUGH RUSSELL: Thank you.

Mike Nakagawa. And after Mike, Doug Brown.

MIKE NAKAGAWA: Hi. I'm Mike Nakagawa, 51 Madison Avenue.

I have a map of some of the recent development that's been going on that shows the area. The Concord/Alewife study, the

Triangle, the Arthur D. Little, New Street, Fresh Pond Mall, and I've outlined an area in green which happens to be the floodplain which is not -- so this is not a development map but the floodplain map which happens to overlay. So I'm going to show, pass this out later. And it's also showing the developments where there are more than 50 units of housing, all the small stuff, it adds up to the other thousands or whatever, this is over 2,000 units in the past dozen or so years or under construction now, and it does not even include the things coming down the pike including this project. This is an area that floods. I was going to show you what happens when the five year sea level increase but it happens to be the same map.

And this area floods. 2010 here are ducks across Route 16 floating across.

That's all the way from Fresh Pond to Alewife Brook.

It's not just then. Back in '98 we had the wrong way cars going down the street all into the same area as previously listed.

And in 1996 just down the street from there is Harrison Avenue, sorry, same picture. Harrison Avenue is the housing, water all the way to the house.

This is the Arthur D. Little site that we -- Rich McKinnon recently turned back into a parking -- a park area, but it was flooded all the way up to the wheels of this car. This area floods. This needs to be addressed. And the way that it gets addressed by the city is with the Conservation Commission. And I've been working on these projects for a number of years. We always get (inaudible) from the

DEP which says that the regulations, state regulations are potentially minimal standards. The highway -- to the municipalities to do the right thing. So there's a problem if the planning standards are less stringent than the state standards which need to apply throughout the state. We have our standards of improvements saying 25 year flood road retentions could be held -- 25 flood storms are nuisances. They don't even account for what the recent flooding comes up to. Belmont 1.5 times a 100 year storm is what their standard is. And we have a problem because two-thirds of Belmont drains into this area, and Arlington also. And with more development outside where it's regulated but develop it, faster runoff goes in our area and continues for days afterwards. Your -- we've already reached

our 2.1 million square feet of expected residential housing for the Cambridge Alewife study 15 years ahead of time. And it's continuing to go. As you can see, we're not getting concessions. We need to push back and say if you're going to develop, what are we getting back to this? FEMA has a standard. They say that while federal agencies do not have zoning authority, they're often asked to support new use of floodplain with regulatory approval financial infrastructure. It should be remembered that the Executive Order 11988 gives federal agencies the right to say no to an applicant for any approvals for permits they need to go beyond what the standard is.

PAMELA WINTERS: Could you wind up your comments, please?

MICHAEL NAKAGAWA: Yes. My last

comment is this is supposed to be planning and we're putting thousands of units in the flood zone and multiple thousands of residents in the flood zone. And when the big flood finally does come, they're going to back and say who planned this out? Who are the geniuses who decided to keep putting residents in the flood zone after they knew it was flooding.

Thank you.

HUGH RUSSELL: Doug Brown is the next speaker. And then after him is Carolyn --

UNIDENTIFIED AUDIENCE MEMBER: Doug Brown is not here.

HUGH RUSSELL: Carolyn, are you here?

CAROLYN MIETH: I'm here. I gave my time up.

HUGH RUSSELL: And that would be excellent if you would honor that commitment although as a former colleague --

CAROLYN MIETH: Yes, I will. You know I'm a person of my word. I served on the Planning Board.

HUGH RUSSELL: I do know that. Are there any brief remarks you want to make?

CAROLYN MIETH: Yes.

Although I worked with Rich McKinnon for many years, I cannot support this project. The piece you put out for the hearing tonight, all the exceptions to the Alewife Zoning, it is unbelievable and traffic and parking and I just can't support that. So I hope that you will take a good look at this plan and maybe make some modifications.

I also wanted to say that when I was on

the Planning Board, at that time someone did a study of entering and leaving CambridgePark Drive. It took a half an hour each way. I can only imagine what it is now.

Thank you.

HUGH RUSSELL: Misac Gamacho
(phonetic).

MISAC GAMACHO: Yes, I also have nothing else to add to what the Fresh Pond Residents Association have already outlined. And so I'm sure somebody took my time and they're welcome to it.

HUGH RUSSELL: Thank you.

Peggy Barnes Lenart.

PEGGY BARNES LENART: I just had a quick question.

HUGH RUSSELL: Sure, come up to the microphone, please.

PEGGY BARNES LENART: Mr. Chairman

and Board, Peggy Barnes Lenart, B-a-r-n-e-s
L-e-n-a-r-t. And this is a long density on
this dead end street, and for 3,000 people.
I appreciate that there will be, it sounds
like already in progress, efforts to do TMA.
It is near a T station. I do want to verify
from people who are working there now and
living there now that it takes over 30
minutes to get off the drive. And I had a
question about the circulation diagram. It's
long gone, but my understanding was that a
road that goes around is an emergency vehicle
road and I just wanted to --

RICHARD McKINNON: At the rear of
the building, Peg?

PEGGY BARNES LENART: Yeah. And I
just am concerned that this is one road
servicing such a population and we're adding
to it, we don't, I don't think we have full

occupancy yet and it's taking people --

RICHARD McKINNON: Put it back there to make it easier for firefighters, Peg?

JIM BATCHELOR: Is that what you might be looking for?

PEGGY BARNES LENART: Yes, I was interested in public circulation, what those roads were for emergency vehicle and what don't just lead to the parking garage. I'm just trying to think of evacuation, getting around once you add the population to the street.

HUGH RUSSELL: Okay.

PEGGY BARNES LENART: Thank you.

HUGH RUSSELL: Thank you.

Terry Yoker (phonetic).

TERRY YOKER: I'll pass,
Mr. Chairman.

HUGH RUSSELL: Thank you.

James Williamson.

JAMES WILLIAMSON: Yes, can you bring up -- before you start the clock. Can you go to the one that's sort of an overview, sort of an aerial shot, please. Sort of a map aerial shot that shows CambridgePark Drive. It shows Alewife Brook Parkway and a little close -- yeah, that. Yeah, that. Okay.

And may I borrow your pen, please? The red line -- okay. Thank you. My name is James Williamson. I live at 1000 Jackson Place just on Rindge Ave. Sorry.

So first of all, I couldn't -- it's impossible to figure out -- I couldn't see any of the plans, the documents for this thing. I looked, searched in vein online at the Community Development website. You get the agenda for tonight but then you have to

search around again to some other mysterious place where the documents supposedly are and then some of the documents weren't even -- didn't seem to be there, but when I tried to download them at the public library, it was impossible to download them. And the memos that were supposedly circulated never got -- I mean there is no -- I wasn't able to look at the traffic study that the city staff did in response to the TIS. So I mean it's -- I think it's -- there's a -- we were talking about equity here. I think there's a real equity issue here as far as having the public having a chance to respond.

I want to talk about a couple of very specific things. I've had occasion to -- I live along Rindge Ave. I've walked down Rindge Ave. And coming in here and recently and partly out of interest in trying to

understand issues involving tonight's hearing, this, this little park here if you actually -- I mean, this is a barren wasteland. This is completely abandoned, neglected space. It hasn't been groomed in decades. And it's, you know, like tumbleweeds and trash. Enormous garbage. I've picked up bags full as I walked along the path to go to the T station. So the public spaces here, and I'm not even sure, it wasn't even clear who owns this, are completely abandoned and neglected. And to me it's indicative of this space as a whole corporatized space. Neglected, abandoned, disrespected. And I think something should be done about that.

Secondly, if you can stay on that image, I don't know if you can.

JIM BATCHELOR: You've got the

controls.

JAMES WILLIAMSON: Okay. I've got that one, too? Oh, okay.

So secondly, going down Rindge Ave. was identified recently as according to models for the one hour p.m. rush hour, numbers generated of additional vehicle trips by modelling for an aggregate of buildings is one of the highest. It's 135 additional vehicle trips just on Rindge Ave. alone on the p.m. rush hour and you can see it. It's unbelievable along Rindge Ave. during that period. It's just gridlock. And then at other times when it's not gridlock, cars are racing along there. A gentleman was hit and flipped over just a few feet away from me in a crosswalk because someone was racing along not paying attention and people are racing along trying to beat the traffic congestion

in the other locations. There is what's called by traffic people a slick way, but it's -- you come off Alewife Brook Parkway and you speed along this way onto CambridgePark Drive. It's really a speedway. If you try to get across as a pedestrian from here to the T station, you take your life into your hands as cars come racing off Alewife Brook Parkway, racing on to CambridgePark Drive. There's no signal there. There's no pedestrian amenity. And at Rindge Ave. If you want to get across, you take your life into your hands. In fact, someone did take her life in her hands and was killed not too long ago. So there is nothing for pedestrians in either at Rindge Ave. and Alewife Brook parkway and that's very near where this proposal is or at CambridgePark Drive. And also, but what's

being discussed is a Hubway station at the Alewife T head house but nothing to protect the pedestrians who are walking from the Russell Field House to the Alewife T head house which is back here.

So, again, and neglected pedestrian safety and amenities.

And so now, the last thing that I will talk about is there's a kind of a fiction of transit-oriented development going on here. Everybody should know by now that the T is at or over capacity at Central and Kendall. So you can get on at Alewife, but when you get to Central, and people getting on at Central can't get a seat. There are derailments. There was derailments recently at Alewife. It's not safe. And we know that the state legislature really don't want to spend the money. And the city staff complained -- and

I'm wrapping up. The city staff complained we're doing bicycles because we can't really do anything about the T. Well -- so on the one hand the T really isn't something people want to ride. On the other hand, the theory is people are gonna ride the T because it's transit-oriented development. But the problem is because it's the brilliant things that other people said earlier, this whole area is such a wasteland that nobody really wants to live here. They're gonna want to have a car and escape. They'll take the T, if they can, to go to work. But any chance they get, they're gonna want to get out of here. And so I really think a lot of this stuff has to be rethought.

Thank you.

HUGH RUSSELL: Ellen Mass?

ELLEN MASS: So, Ellen Mass. Inman

Street, Cambridge, Mass. I suppose I want to enrich a little bit the environmental aspect of this discussion because I still feel even with the thorough rendition of what Mr. Nakagawa did, it still needs a little more for your consideration. And that is the city has undertaken to do a, probably half a million dollar vulnerability assessment study, in which their -- Mr. Brian Murphy is fairly in charge of that. And we don't really understand why it's taking, you know, almost a year delay to get that going while all these permits are being given. This is really a shame, and it's questionable why this is happening. Why can't we assess our floodplain area. I don't know if all of you know it, but we're -- where Alewife is five feet above sea level. No, we're not New York. We don't live on the shores of

Manhattan where the sea directly came in and walloped them. We live on the eastern seaboard, however, and we have a watershed that is very, very low. And we're waiting for that vulnerability assessment study to happen. Now, I don't know if you guys know it but today -- or a few days ago, another 400,000 square foot building was just permitted which will come before you again, and that is a massive hotel on Route 2. And some of us citizens held that up. Ten citizens held that up but we just got a superseding conditions and it will allow that to go forward and it will ignore FEMA once again. We heard very good information about FEMA and the floodplain and the floodway. And when that water is displaced, it does go downstream. And who lives downstream? East Arlington, Medford, Somerville. We have to

consider this hydrology study that Miss Gifford was talking about. We really need a little more objectivity. I'm afraid the city has been compromised by giving these permits too quickly without these type of hydrological -- regional. This is a regional floodplain. We've got two towns and a city there and I think we need to look at it. And Cambridge is very high new standards. We're excited about the national pollution discharge elimination system, whereas the storm water standards of U.S. CPA went up, but are we really, really watching that? I don't see how we can be permitting 2500 units and let's say -- I don't know how you want to add the hotel on top of those units, but when we -- when they take down the civil maple forest, many of the people here in this room came to make a rally with that. When they

take that down, we're talking about just overdoing the floodplain to such an extent that we're risking our populations. Unless we look at more closely. I mean, I want to be proven wrong, but this is everything -- all of our Army Corps maps on our website. We wish everybody goes to the Army Corps maps and to the various national and state maps, too. And also the Boston Harbor Association has done a marvelous job of showing us what's coming up in the future if we're not careful now. So, I don't know how we do this, but we've got -- you really got big job ahead of you and I hope you choose wisely.

Thank you.

PAMELA WINTERS: And, Ellen, thank you for your e-mail that you sent to us, too.

ELLEN MASS: Thank you.

HUGH RUSSELL: Okay, next is Hunter

Aldrich.

HUNTER ALDRICH: Hunter Aldrich, One Field Street. Last name A-l-d-r-i-c-h.

I just want to speak to as I've spoken before the Board before not on the specific problems of this development, most surely will exacerbate or create, but specifically just to remind you to speak that I speak of how necessary it is that you take into consideration the opposition. Most everybody who signed in has opposed the development for one reason or another and it is important that you have a role between the developers and the community and that you take your role, your important role into consideration -- into considering that people are opposed to this for a number of reasons, for particular reasons of particular concern. But I really question why you are permitting

such numbers of developments in the floodplain. Why, I mean questions that I have, like, do we really need this type of residential development in this location? Do we need -- do we need to be permitting luxury units that most people in this city will not be able to afford? And as well just to consider something, a more progressive vision for the City of Cambridge in terms of development.

Is that end of my time?

PAMELA WINTERS: No, no.

HUNTER ALDRICH: Okay. But just to touch on that last point. You know, you have developers that come at you and they're asking for permits, and there's nothing to say that you need to permit everything without taking into account your idea of a progressive division of the City of

Cambridge. What will benefit this community in the long term? Not necessarily the developers or individuals in the short term, but what kind of development will be wise for the city and the quality of life for residents in the city.

Thank you.

HUGH RUSSELL: Thank you.

Heather Hoffman said maybe.

HEATHER HOFFMAN: Yes. Hi, my name is Heather Hoffman and I live at 213 Hurley Street on the other side of the city where there's also similar gigantic development. When I looked at these pictures, I had just nightmare flashbacks to my youth. I grew up in Florida. This looks like the hideous stuff that I fled to come do this city.

UNIDENTIFIED AUDIENCE MEMBER: I grew up in Florida, too.

HEATHER HOFFMAN: Why do we want to do this to ourselves? We have a place that's a community, that's a place. I fled the not place that I grew up in. I fled this suburban style of just windswept, baseless massive structures. We can do better than this. We can have lots of dwelling units and yet have them be a place. And this Board can make this happen so I hope that you will.

HUGH RUSSELL: Thank you.

Lee Farris is the last name on the list.

LEE FARRIS: Lee Farris, L-e-e F-a-r-r-i-s, 269 Norfolk Street.

The thing that I wanted to speak briefly about that really hasn't been touched upon tonight is the lack of diversity in the unit sizes. While it's very nice that Mr. McKinnon is going to have the ten,

three-bedroom affordable units and that it's very unfortunate there's been so few, I think that what we need to be seeing is a plan for the city to preserve the affordability of housing in the city for middle income families especially when it's allowing the largest undeveloped area to almost become a gated community due to the traffic problems for the wealthy. And the, I would like the Planning Board to think about saying that as the developer is requesting reductions in parking, increases in FAR, and other Special Permits that increase the value of the property, much of that increase in value should be returned to the public either in increased affordable housing above the required amount in public open space above the required amount or some other public amenity. Instead the developer is asking for

reduction in public benefit after public benefit after public benefit and not, as I see, offering any increase in public benefit that is commensurate with the losses. And yes, I recognize that they're working on the transit -- the transportation management and so forth, but to me that's so far insufficient compared to what they are asking for. So if the developer were to offer increased affordable housing, that would help to preserve the socioeconomic diversity of the neighborhoods that would be a big benefit.

Thank you.

HUGH RUSSELL: Thank you.

So that's the end of the sign-up list.

UNIDENTIFIED AUDIENCE MEMBER: Two more.

HUGH RUSSELL: There are two more?

First person named is Micha Schattner and Michael Brandon is the second.

MICHA SCHATTNER: 198 Lexington Ave.

HUGH RUSSELL: Could you spell your name?

MICHA SCHATTNER: M-i-c-h-a
S-c-h-a-t-t-n-e-r.

Okay, most of the points were already made. I would like to still talk about traffic. The volume coming down from Route 2, the direction of the rotaries is dropping from about 2,000 cars at peak hours before the exit to about 16 after the parkway. After the Cambridge Parkway. The reason is that the rotaries cannot take more than about 16 to 1800 cars. They're also at such a duration.

Now, there are a couple of bottlenecks there. One of the big ones if we allow

traffic to turn left into the parkway from the bridge direction, the only length we have there for the left lane is six cars long. There are already a number of times a day that the bridge is backing up, and basically the Alewife Brook becomes a single lane car drive. The left lane is blocked by cars backed up. On the way out is not much better. There is a shortcut, there's a lane for the right turn, it's only four cars long. Many people take the left lane and then turn right from the left lane, then you can load there about 11 to 12 cars before the light changes.

Point No. 2 that I wanted to make is still it's regional. The south edge of the proposed building is the railroad tracks. My hope is that one day somebody will wake up and realize that between North Station and

Brandeis there is no parking lot near the T station, near a T station that you can have park and ride. Only one we have here is (inaudible) whatsoever is Porter Square. If they create there a landing, that building might eat a lot of the reserved land that I thought should be parking lot, parking facilities for a regional Fitchburg line.

JAMES WILLIAMSON: Amen.

MICHA SCHATTNER: Those are the comments.

HUGH RUSSELL: Thank you.

Michael.

MICHAEL BRANDON: Hello,
Mr. Chairman and Members of the Board. Thank you for hanging in and being so patient and listen to us. My name is Michael Brandon, B-r-a-n-d-o-n. I live at No. 27 Seven Pines Avenue. I'm also the clerk for the North

Cambridge Stabilization Committee, but I'm not speaking on behalf of the group tonight. But I just wanted to throw out a few thoughts that I hope you'll consider. Some of you may even recall that I was -- for the 165 CambridgePark Drive project, I was the lone person who came to speak in opposition, and at that point was already resigned to the fact that basically it was going to be approved supposedly under the guidelines that the Board had to work under and I stopped coming. Didn't come the next time. And I came tonight because I saw a glimmer of hope in that the impacts of what's happened at the triangle, and my group has been there from the start, saying it's a floodplain. There's traffic gridlock already. It doesn't make sense to continue this. Well, something went wrong, in my opinion, the planning that

occurred was not well. I think part of the reason people didn't come is because it's on the edge of the city and there weren't a critical mass of people who were directly affected. It wasn't in their backyard. So as even with the first building, which some of us tried to stop through appeals of the environmental permits, it wasn't until the traffic gridlock spread, you know, now it's happening in other real neighborhoods that already exist. And unfortunately I think we missed the chance to create a neighborhood there. I'm grateful for the Fresh Pond residents folks who very quickly come up to speed on what the issues are and maybe you can say, you know, on-site, but I think as far as the triangle goes what may happen is that at least the quadrangle won't go the same way, developed the same way, but there

will be better thinking.

I did just want to echo what briefly what others said about this not being smart growth, it's dumb growth in my opinion. One large reason is the floodplain. Mike Nakagawa mentioned Executive Order 11988 and others have mentioned FEMA. FEMA describes that Executive Order which dates back to the Carter administration. It's basically federal policy is you don't build in a floodplain. It requires federal agencies to avoid, to the extent possible, the long and short-term adverse impacts associated with the occupancy and modification of floodplains, and to avoid direct and indirect support of floodplain development wherever there is a practical alternative. In accomplishing the objective each quote, each agency shall provide leadership and shall

take action to reduce the risk of flood loss to minimize the impact of flood zone human safety, health, and welfare, and to restore and preserve natural and beneficial values observed by floodplains in carrying out its responsibilities, end quote, for the following actions: Acquiring, managing, and disposing of federal lands and facilities, providing federally undertaken finance and assisted construction and improvements in conducting federal activities in programs affecting land use, including, but not limited, to water and related land resources planning regulation and licensing activities.

PAMELA WINTERS: Michael, Michael, you're way over the time limit.

MICHAEL BRANDON: I'm sorry.

PAMELA WINTERS: Do you have a final comment that you'd like to make?

MICHAEL BRANDON: I said it's dumb growth. Putting a parking garage out there and then claiming that it's smart growth because it's transit oriented.

No. Just as far as conditions, please impose conditions and circulate a draft in the decision, not give it to the staff and then it's all done for the public to be able to comment on it. There are a lot of good conditions that you can impose and you don't have to grant this. You have broad, broad powers to condition it or even to reject it. So you could say no, build half as many units....

Last point, the infrastructure should be built before you add more people out there. We've been hearing about the bridge and we're gonna contribute to its study and we're gonna create a TMA. That should happen

first. The traffic intersection that Rich wants to rebuild or the Traffic Department wants him to, that should be done upfront. None of this well, you know, we make a commitment to do this. We've lost the triangle. It's time to change the approach.

Thanks very much, and sorry to go over.

HUGH RUSSELL: Thank you.

Councillor.

COUNCILOR DENNIS CARLONE: I will be quick. A lot of good information. Dennis Carlone, 9 Washington Avenue, apartment 6.

A lot of good information has been brought up. What we saw tonight is a very hard project to design. And as Jim Batchelor said, creating a mix use feel, and I, you know, there are issues that everybody has spoken about and it's not reality, a mixed use reality. But that's very hard to do.

And so the question is how do you build a community in a place where there is no center? And the bridge is absolutely key. And I hope that your decision on the bridge location takes that into consideration. In that, if the bridge is where you saw the rendering that Jim pointed out, that is the retail community center at the end of the bridge. And that tradition of having a railroad station some day with retail right there goes back to 1900, and you have no other place. The notion that Rich McKinnon mentioned of having maybe a restaurant there and an enlarged Whole Foods there, all that's great, but you need a presence, a heart. And that was presented tonight. And I hope that becomes something that we look into, even with the flooding concern. There are ways to deal with that. They're not ideal, but there

are ways of getting retail in with special doors and everything. It's messy, but that's what we've inherited. So the key is what do we bring to the quadrangle? What do we learn from that?

Rich mentioned the Galleria earlier. The thing that's different about the retail development is the ownership is still there. What happens is you know, as the Board knows, with much residential construction it's a build/sell cycle, especially when the owner is nowhere around here. It's a matter of you hold on, you might sell it, you might not. With the Galleria, the ownership, and Rich is still involved in that, is still concerned about what the neighborhood feels. So I would just say to me building community is the last hope. And since Rich was co-developer on a -- I believe the adjoining

building, which I think Jim worked on as well.

RICHARD McKINNON: Yes, he did.

COUNCILOR DENNIS CARLONE: That there's an opportunity for synergy between those two projects at the base of the bridge, and they're before us again, so there's that opportunity. And to hope that the last site, Mr. Chan's is going to make all the difference, is just passing it down the road. Hopefully he will make a mixed use project. But I think you have the power within you to say that this, this is the only place that it can happen now. We're left to this. So I encourage you to move on that.

Thank you.

HUGH RUSSELL: Thank you.

Mr. Teague.

CHARLES TEAGUE: I'll be very brief.

Charles Teague, 23 Edmunds Street. I just wanted to -- I've just been standing there, and I just want to remind everybody of what the reality is here in Cambridge. And Lee Farris and Nancy Ryan and I were all opposed to 300 Mass. Ave., the Forest City biolab. We knew it should have been housing. We wanted MIT to do something about their 5,000 graduate students. They got the City Council again, Craig Kelly included, voted for the up zoning. All this commercial development is bringing thousands of workers in, and even without that, right now being built and being completed is Novartis, Pfizer, and Amazon and I'm just going where are they all gonna come from, because they're not gonna drive their cars into the Cambridge and they're not gonna be taking the Red Line. They're just going to be displacing the residents. And it's

really nice to be talking about this holistic view of the triangle, and I have to agree with Michael Brandon that the triangle is lost. And I'm just more concerned about the rest of the city. And we all know because we see Dick Clary here. We all opposed the Fawcett Oil building which we thought was completely inappropriate in a small scale community. I think the big buildings belong in big areas and not in the neighborhoods. And so I -- that's what I want the Board to consider. If you asked to consider the whole picture of the triangle and Alewife, consider the whole picture of the city.

Thank you.

HUGH RUSSELL: Thank you.

So what's the pleasure of the Board?

Should we take a break?

STEVEN WINTER: It's late.

HUGH RUSSELL: So I think we need to speak. I think we need to put on the record what our thoughts are. And so we can take a brief break and come back and do that.

BRIAN MURPHY: Brief break and then the Board will come back to give some comments.

(A short recess was taken.)

HUGH RUSSELL: All right, let's come back to the meeting. I would appreciate it if people would take a seat.

So we had had hopes that we could have started this an hour ago and had more time for some discussion. We've not heard from the Traffic and Parking Department and we have a report from them. We have not heard again from Jeff of a more thorough analysis, although we have had writing. I think what we do now is just get out on the table our

reactions and then we will --

STEVEN WINTER: How about we start at one end of the table, Mr. Chair, and go to the other?

HUGH RUSSELL: That's fine.

AHMED NUR: Mr. Chair?

HUGH RUSSELL: Yes.

AHMED NUR: So, I wanted to be this light and so on and so forth. I don't think I have a clear mind to think more than I have heard and obviously I need time to observe all of it. I do appreciate all the people that came up, all the residents, and given us the comments. The only comments, the two comments that I have for the developer would be knowing that this is a flood zone, I'd like to know if I could see a little detail on the foundation. I think all those buildings are built on piles. I understand

it would be even better to see if we can elevate those foundations so that there is -- above grade.

And also what we're doing with the vegetation and the greens on the roof, if you were using any rainwater speaking of sustainability.

Thank you.

HUGH RUSSELL: Tom.

TOM SIENIEWICZ: I would start by saying I appreciated very much the tone and the thoughtful comments from the public tonight, and it was in mark contrast to the last time I was sitting here and I really appreciate it. And I think we can get into a good discussion based on wonderful input. It does come down to me that there is big asks in a Special Permit which could have wonderful affects for the developer. You

know, in exchange obviously I think a central question is what is Cambridge going to get, citizens going to get, in exchange for some large estimate Special Permits. I began to make a list because there are a lot of things that the developer, that Rich is offering a new pipe at a million and a half dollars is not insignificant. You know, a bridge landing, bike path, and shuttle buses and 20 percent break on the retail and ten, three-bedroom units and the Red Line study. So I want to I think over the course of the deliberations, and I suspect we'll be continuing this, to begin to refine that list, but there were other questions that I think we need to address. And I know the -- I know that Rich is struggling with this. This is not mixed use. It is very difficult to do that as Dennis suggested, there's a

modest attempt here to add retail. And J want to figure out, okay, well, what do we do to make mixed use? And it might relate to changing the quality of the open space. Maybe we can begin to suggest that there's some uses in the open space.

Too many similar units. There's just too much of a uniform marketing there. The -- yes, but I don't want that to get mixed up with it being too large. I think it's an inappropriate place for high density. Absolutely an inappropriate place for high density at the Red Line station. Those are rare sites within the city and it makes sense. It is smart growth. I agree with Mr. Kaiser, smart growth equals density.

And an observation about the shared cars, I think the future probably is shared cars. Two ZipCars does seem a bit mean to

me. I don't know whether 30 to 60 which was suggested as the number, is the right number, but I could believe it might be. And that might go to address another concern which we heard widely which was the number of parking cars that you're forced to build in that structure, I really would love to get into a discussion about what the appropriate parking ratio might be here in a place that is literally, as you suggest, you know, hundreds of feet from a really fantastic public transportation infrastructure.

Architecturally and the mix of uses in the building, I want to get into that a little bit. It is one large structure. The renderings that we saw are unmistakable there. I think we need to get into that to understand why that is. Are there economics that are driving that? Is there a way in

which the Planning Board can give you some relief to maybe break up those large structures, reduce the amount of parking, get some space in between the buildings? I know there's a cost in additional elevator banks to do that. How can we help you make this a more humane assemblage of buildings? I love that question of how many actual children would be living here? I'd love to know that. That's a real question about what the nature of the future community is that might be -- if you bear with me two more seconds here. Heather Hoffman's comment about making a place and Dennis Carlone, I think, came back to that. How do we make projects work? What is the center? And that is a central question, how do you make a place? And that goes to some of the details of the architecture, I believe, and the nature. I

don't really understand the program for the open space, it seems to be the left over space on the site that isn't occupied by a building and that to my mind does not make open space. I would like to see that more deliberately programmed and have a real sense of what that is that we're creating there.

Somebody said big buildings belong in big areas. This is a big area.

HUGH RUSSELL: Thanks, Tom.

STEVEN WINTER: Mr. Chair?

Jeff, I'm going go real fast but I promise that I'll write things down or stay after and tell you what I'm talking about here.

I also think --

HUGH RUSSELL: Make it clear now.

STEVEN WINTER: I'm sorry?

HUGH RUSSELL: Just take the time to

make it clear.

STEVEN WINTER: Okay.

I want to also say that the time and tone of the conversation tonight was amenable to people being thoughtful and thinking about everything that was said. I think it really worked here tonight.

I'd like to know a little more -- I have 15 points. I'd like to know a little more about the Conservation Commission approved. Whether it's somebody to come to talk before the Board or whether it's somebody helping us walk through the document, which was very technical. I want to find out from -- I need to feel some comfort with that. And on first read, I didn't understand a lot of it. I didn't get it.

I would like to have the transaction

group look for studies showing to what extent traffic has been impacted by new TMAs. The woman who was here tonight, Karen Dumaine, talking about the Transportation Management Association, those people are as good as it gets. Karen Dumaine and that whole crowd, they really know what they're doing. So I wondered if they could help us understand if we got a really happening TMA going, what would that do so we know.

I need to know more about what the rear of this proposed building looks like from the, from the path from where you are. I just didn't get an idea of what it looked like.

HUGH RUSSELL: That's the north side of the building.

STEVEN WINTER: Yes, thank you. The one that faces the tracks.

UNIDENTIFIED AUDIENCE MEMBER:

That's the south.

HUGH RUSSELL: That's the south side.

STEVEN WINTER: That's the south side. Thank you.

RICHARD McKINNON: Yeah, it is.

STEVEN WINTER: Thank you.

I don't -- I didn't see the mixed use here and I think we have to all work a little harder to be more creative and figure out what the mixed use can be.

I, I feel that there's a lot of parking here. I just feel like there's a whole lot of parking here and I think we need to justify why there's so much.

I think that we need more urban open space that is shared and is pedestrian permeable.

I think we need less height. I think we need less massing. And I think that the -- how we're getting pedestrians over the bridge from the one side to the other, we need to be really careful about that, that we're keeping within all of the regulations about how people and bikes transport themselves but also so that we're not putting, we're not putting pedestrians or people with bikes in some jeopardy by having them enter dark buildings or enter dark garages. I just don't know. And I think we need to take a good hard look at that.

I think the numbers of children is important. I mean, you know, bring them on. You know, we need all the children we can get. But I think if we really are more thoughtful about that, we may be able to think of amenities that would attract people

with children or attract families there. And that could be in place for when they get here. We want those children to come and their parents.

I don't know what the city engineers are saying about the flooding and building in the floodplain and I don't know, I don't know who in the city is focussed on that and managing that, that issue. And I want to know what they have to say about this building and to help us understand what are the things that we need to be careful of and cautious of in building as we are building on the floodplain.

I want to say that I favor urban landscapes and urban spaces and urban places, but I think that they are -- there's a sense that grows. It's a sense of that growth, a sense of place that grows, it happens

essentially. It's like a tree growing up in a forest or a garden growing up. It just doesn't happen instantly. So let's talk about what we can do. Instead of saying there's an absence of sense of place, let's talk about what we can do to get to that sense of place in there and to cultivate it and to be careful with it.

Steve from the Boston Bike Cycling Association had some very good things to say about the bike lanes meeting standards and we always get very thoughtful comments from the bicycle and pedestrian network. And also I'd like to look at a map to go up a little higher and look at how these connections that we are thinking about, how do they connect to the other bicycle and pedestrian connections? And even to the base of the path and even big, big pieces and even to the proposed --

what's the piece over in the MIT, the proposed --

UNIDENTIFIED AUDIENCE MEMBER: Grand junction.

STEVEN WINTER: Thank you. Let's go up a little higher and see what all that looks like.

I felt like Mike Nakagawa and Ellen mass brought up some really interesting points about why are we building on a floodplain? And I think part of bringing an engineer in to talk to us about that.

I'm also -- I'd like to ask the city to come back with some kind of statement about where the vulnerability assessment is and how, for instance, the new hotel on Route 2, which I haven't heard of it, but okay, let's, let's see where that vulnerability assessment is, and what are we going to actually get

from it? Are we going to get the kind of information that we really need? And thinking about building on a floodplain.

And I was also -- Peggy Barnes Lenart was worried about public safety and evacuation routes. And for me that's a real sleeper because if this place does get high water, and I've lived in places in Cambridge where we've got high water, and believe me it's no joke. It's like a fire. Everything is destroyed but it's just wet and in front of you. There are emergency mitigation things that probably we should be very aware of building there.

And I thought that Mr. Schattner's comments about the left turn coming east off Route 2 was very well said, and I thought that it's very visionary and very -- he's very, you know, outside of anybody's thinking

but a commuter rail stop at Alewife which may allow some parking to happen at Alewife.

Those things happen slowly, but let's put it on the radar and start talking about it and see if anybody else is interested.

Thank you, Mr. Chair.

H. THEODORE COHEN: Well, I'll be pretty brief because my colleagues have really covered almost everything. So I'll just highlight the things that, you know, I'm really interested in. And, first, I'd like to thank everybody for their comments and the written reports which I thought were really very, very helpful.

I do want to say that since I downloaded everything, all the plans and all the reports, into this yesterday and today before, they are available on the CDD website. People, it's really not that

difficult. Just look under the agenda and look under the Special Permits and everything is listed there.

I think, you know, one of the issues that I have is that this really is a big gated site. I mean, there really is only one way -- at the moment there is only one way in and out of it and that's CambridgePark Drive. And it is cut off from the rest of the city by that. And yes, traffic on Route 2 is horrible many times of the day, and that the people who are in there have to get out this one way through Route 2. So I think the concept of there being, you know, sort of small houses and all is for my mind not really going to work in this area. And that you're going to want to have larger buildings with higher density. But I'm not sold on all of the architecture of this building, and I

would like to hear a lot more about it from my colleagues and maybe from staff. I think it's the west residential piece seems to me it's just tacked on there. And I agree with Tom that, you know, maybe it's too big. Maybe the whole thing's too big. Maybe it can be broken down into pieces with some more open space between them. I'd like to hear whether that is feasible or whether there's reasons why it can't be done.

I would like to know, you know, since Route 2, as I understand it, is under control of DCR, whether there's anything that the city or the developer can do to provide any, you know, significant mitigation on Route 2 and to improve access from CambridgePark Drive. And since I live down the other end of Rindge Avenue, and if you can make Rindge Avenue better, that would be great, too.

I'd like to get some sense, since as Hugh indicated, a couple years ago we've been talking about the bridge for 33 years and that was -- Pam, that was before my time on the Board, too. Is the bridge anywhere, any way feasible in the foreseeable future or is this just something that is on the city's wish list? But I think it's the MBTA. The MBTA has no interest in doing. And, you know, we keep talking about it and we keep trying to make arrangements for it. But what I'd like to know is there any foreseeable feasibility of it? And if so, then, yes, we should seriously plan for it and we should seriously, you know, I think Councilor Carlone's ideas about this is where the mixed use and the retail is really going to go, makes a lot of sense.

I'd similarly like to know, like Steve,

you know, the concept of a railroad stop there sounds great. Is that also just pie in the sky and that's just never going to happen? You know, if anybody has any information on that, that would be great.

Going back to the architecture, I'd like to see some more renderings of the facades and a model of the entire triangle and the buildings that are existing and what is -- has already been permitted would be very helpful. And in saying that, you know, I recognize and I think other people recognize it, what's in the triangle now is sort of this '60s office park. And I don't any of us really care for that. And so we want something better and, you know, you know, this may be what we realistically can get that will be better. But, you know, I'm not saying that it can't be improved. Maybe

it's not the right thing for the space and maybe it is the right thing and I'd like to have a lot more input and discussion about that by the Board and by staff and, you know, hearing everybody's input about that.

HUGH RUSSELL: So Jeff and the department wrote a memo to us on project review dated July 2, 2014. And in it kind of breaks the discussion down into subjects. Under each subject there's a -- some of the relevant requirements in the Ordinance, and then there's a comment section. And the comment section has in it things that I would call sort of soft questions. These are issues that need greater definition. And so I'm just going to mention the ones that I've highlighted, but I think in fact you need to address all of these comment sections and discuss with the staff what those

observations are, because I saw nothing in there that seemed to be, to be irrelevant or wrong. I think it's very thoughtful and I think there are a lot of things.

So, for example, I'm just going to go through. There apparently is no chart that gives you the unit mix and the sizes of the units. And if you look at the floor plans, there's actually quite a rich mix of sizes and types and shapes and all the rest on the floor plans, but there's no statistics.

The retail is -- it seems to me to be very important and a plan for how that's going to happen in this entire triangle district and what this building's contribution is. And I think one of its contributions has to be additional space at the ground level adjacent to the driveway on the north side of the building that can be

converted to other uses because, I mean, it's astounding that -- this is a Board that five years ago wouldn't consider less than one-to-one parking. And we're finding, we're taught by people who live in the city that that's not what they want. And I have a feeling that this is not -- it's not this kind of effect, it's an effect where this gets down, and there might be some adjustments, but there simply are going to be fewer cars per person in this country and presumably in this world, and we probably will be better off for it if we plan properly.

So I would like to see how -- I would like to see that it's not precluded, that you can -- and if that affects the floodplain and all the rest. I mean, my understanding is that the first floor on the garage are all

above the floodplain.

RICHARD McKINNON: It is.

HUGH RUSSELL: There's water underneath that's calculated to retain more water than is presently retained on the site.

So, under site planning the design of the access drive roadway has a number of kind of awkward points in it. The suggestion is that think about it as a city street. You know, you wouldn't allow like a perpendicular parking for those handicap spaces on a city street and they really mess things up for the pedestrians, but you wouldn't allow planters. Like one of your renderings is really amusing. It's looking down on one of the streets, on one side of the planter there's a guy and a kid about to trip over the planter and on the other side there's somebody in a wheelchair that's about to run into it. And

it's like, so why is this there, along the curb, an actual space that you can circulate. What's that planter doing there? I understand that you're looking at the open space, and I'm not sure if this is graphics or design, but think about -- very carefully about the street.

The -- then my colleagues have the bridge. We're not making very good -- 33 years by the way was the 1980 plan for Alewife.

RICHARD McKINNON: Yes. Al Wilson.

HUGH RUSSELL: Right. So there is a city plan in 1980 which called for connections between the quadrangle and the triangle, and I think there were even canals in that plan. And I haven't looked at it in a long time.

RICHARD McKINNON: They didn't look

at it with cars, though.

HUGH RUSSELL: Right. Maybe we've learned something.

But in looking at the entire network of connections, I think we would like to see a plan that shows how the entire triangle connects with the rest of the city. Now, everybody said there's only one way in and out. Well, I come in occasionally by Arthur D. Little or what used to be Arthur D. Little, and when I'm bicycling out there, I know I have to cross that access road that goes out next to the parking garage which is a little scary if you're on a bicycle. But there have been some improvements in the last couple of years. It's not quite so scary.

Open space, I think the open space at the ground, obviously you started work on and you need to work a lot harder, I don't think

it's really adequate, and, you know, I think what you're doing on the roofs is terrific, but it only affects a small number of people.

Setbacks north side of the building, on the north side of the building is I guess set back quite a ways from the property line because of the streets you're building counts as that, but the experience on the street is going to be a walking on the shady side of a street of a ten-story building for -- eight to ten-story buildings next to you. And the -- there's only one rendering of what the ground level experience along there looks like and there's sun shining on the building. And so it's a sun that's 60 degrees high in the northeast which I do all the time and I do renderings because it, you know, the graphics program looked terrible if there's no sun. And the eye connection make it look

better than the graphics program. The things on the north, you know, don't look horrible. Like Mass. Ave., Harvard Square is the north facing shopping street.

RICHARD McKINNON: Right.

HUGH RUSSELL: And it's quite a nice shopping street.

So, the words of the Board, the pedestrian experience on the entire length of the building.

The nearby buildings impacted by the building's massing and scale. I want to know what's going to happen to the pool at your neighbor to the north that has a ten-story portion of your building directly south of it. You know, it may not be a problem. That pool must not see a great deal of sun on the east -- from the east and the west because it's on inside tall wings. But I mean it

would be nice to see if there's something -- you've actually put in the extra story on that, cap on that, which is architecturally cool but it does maximize the shadow at that point.

I'm -- I suspect you're overbuilding the parking because of office leases and other requirements which are probably above the current standards. I'd like to, I'd like that dug into by Adam and his colleagues because I think every space you can take out and not create a parking problem is a gain for everybody.

There are a bunch of PTM comments that Traffic and Parking has made and I'm assuming that what happened -- somebody, Steve, it's the city engineer is the one who advises us on the floodplain issues.

STEVEN WINTER: Is it Owen

O'Riordan?

HUGH RUSSELL: Well, I think it's Kathy Watkins now. Owen has moved up to DPW and (inaudible) to city manager, and Rich (inaudible). We have a very deep and very good, you know, bench in our city administration. And we are very fortunate for that.

ELLEN MASS: Mr. Chair, could I make a quick suggestion to you about building in the floodplain? About four years, five years, I've lost track of time, the Army Corps of Engineers put out a study and mentioned Alewife specifically that at some point the Amelia Earhart Dam would be breached and the water would come up to Alewife through the streams and into our water supply. I didn't get to read the report. I know Bob Simha did, but maybe

Community Development or the engineering department has the copy of that report. But I think it would be very interesting about what to expect in Alewife --

HUGH RUSSELL: All right, so --

ELLEN MASS: -- over the next few years.

HUGH RUSSELL: For my colleagues, I probably said this before, but the basic mechanism of flooding in Alewife is a large contributory area of Belmont and Cambridge that drains into a basin, and the way it gets out is down the Alewife Brook, which is about as wide in some places as these two tables and is not very deep and has to go three or four miles to get to the Mystic River at the Amelia Earhart Dam and it drops, I believe, five or six feet in those files. So it's not much gradients. Almost the same as the

Mississippi River. I think it's about a mile. So, getting that water from that area to go down Alewife Brook -- and also when it gets to the end, sometimes the harbor is higher than the brook and it's like storm tides or just high tides. I think the dam has pumps in it, like Charles River Dam. I don't know if anybody has looked at what happens, but if it gets as Katherine says, it gets overtopped from the harbor, there's only five feet protecting us, and -- so it's a big issue that it goes beyond this Special Permit. You know, there are flood projections for what happens if sea level rises five feet or ten feet. And the ten-foot line puts -- my house is eight feet high tide. It's almost exactly the same elevation as Alewife. And there was a pond in mid-Cambridge 300 years ago and the swamp

areas around it and now there are houses.

Okay.

So I've mentioned the odd planter and the streetscape.

The next one is -- oh, the tree planting schedule. You can do better on the size of those trees. You know, you've got a project that's what a hundred million dollar project and you're putting in three caliper trees in and not very many of them. Come on. You can do considerably better than that.

So the -- what's interesting about this rendering and the bridge, Alewife Brook Parkway is that the building does look like four buildings. And Jim has actually made each building somewhat different. You know, the first one's got green stripes. And the second one is all white and lower and has, you know, a certain pattern of windows that's

different than the third one that's got the corner yellow balconies that show up in other places. And then the last one's got like a tower on the end of it. And so, you know, I'm not sure to the uneducated person whether that's going to look like one building or four buildings. And it's done -- this is a very, very vintage architectural plan I should say. It's very interesting in a way of trying to take a lot of stuff and make it not look like as much stuff as it really is. And it works best for the people who are riding the trains. It works not as well on the north side because you're trying to create the courtyards facing south. So the indents on the north side are much shallower, the building is much more massive. And on the other side if we -- but we can't really see that very well, the rendering. We need

some more renderings there and, you know, that high northeast sun.

This is taking sometime, I'm sorry.

Now, looking at this rendering, I think we should just take out a couple floors out of the middle. It would be much nicer as an eight-story building than an eight to ten-story building. You look at that and you say this is too much middle to this building.

Shadow impact. I was very puzzled by the open space calculations here. I couldn't as other people pointed out, you can't, you don't know what's going on here. There are things that look a lot like sidewalks that are open space and maybe that's an artifact of the way that the Ordinance is written, but there's not very much meaning down here. And you seem to be right at the minimum or total permeable open space and only slightly a

total of open space requirement.

So those are my comments.

PAMELA WINTERS: Okay, so I just jotted down some --

HUGH RUSSELL: Excuse me, Pam.

PAMELA WINTERS: I'm sorry.

HUGH RUSSELL: I would have liked to have highlighted the things in the Fresh Pond report, but I didn't get that in time to do the same effort. I believe there's a lot of interesting stuff there and I know you will be looking carefully at that and trying to address the issues that are brought up. And I would encourage to you do that.

PAMELA WINTERS: You just stole my thunder. That's how I was going to start. I jotted down a few things on the memo from the Fresh Pond Residents' Alliance and, again, we just got it yesterday and I just haven't had

a chance to read it through thoroughly. So I just jotted down some things, and most of the things my colleagues have already mentioned. I'm concerned about that somebody had bought that Summer Shack area and what's going to be built there and how that's going to connect and how that's going to impact this particular development.

Let's see. I would love to see a model of the area. A 3-D model. I think a lot of residents would also.

Floodplain. I'd like to see maybe a hydrologist report on the floodplain.

Shared cars. I think we need more ZipCar spaces.

Let's see, what else did I have?

A whole building, is it too big? I write myself questions and then I think about it later on.

Where is the open space?

And also where is the heart of the development? Where is the community going to gather? Where is the sense of place?

Where is the emergency exit?

Why isn't the bridge being built and who owns the land and how can we move that along?

Let's see. Again, lack of sense of place. Lack of streetscape. And Hugh brought up the issue about the trees. I didn't even think about that, and that's important to me.

Mixed use? You know, where, you know, where is the mixed use in the development? Lack of open space. Too many units. What else?

Those are just some of the things that I really need to think about and I really

appreciate the Alliance for putting together such a thorough memo, and it will give me a lot of food for thought.

So thank you very much.

RICHARD McKINNON: Thank you.

HUGH RUSSELL: And in the clean-up position?

STEVEN COHEN: Yeah, I'm not sure it qualifies as clean-up. I feel like I'm batting ninth. But I'll tell you I have two pages of notes and I think my colleagues have touched on all of them. So rather than touching on any of those specifics, I guess I'll take the opportunity just to say a few sort of general comments. And it seems to me that if you're going to evaluate a project like this, that you need a context, a reference point, you know, sort of a vision of what this neighborhood is, you know, was

going to be. And then you evaluate the project against that sort of general vision.

I had no idea what the vision was or is for the triangle. I don't know what the planners, you know, had in mind when this Zoning was originally passed. I'm not sure what they have in mind today.

You know, I know Bob Simha's point that each project has been approved here in a serial fashion rather than in an overall fashion, and that's kind of my problem. Now I'm confused and I'm frustrated, really, about how to evaluate the building because there doesn't seem to be in fact a comprehensive analysis of the triangle. But as I've said amongst my members here, it seems that the train has left the station one way or the other. I mean, most of the triangle is either developed or permitted

already. You know, we're supposed to be the Planning Board, I don't know whether this is the way I would have planned the Triangle if I were involved in the original charette where we could exchange ideas and visions and Zoning and regulations. But here we are and this is what we have to work with. So, again, how does this building, this project fit into it? People have said it doesn't feel like Cambridge. Pebble says it's not Cambridge. Well, sure, to, you know, to my eye it is a suburban office park site. You know, it doesn't feel like any of the residential neighborhoods that, you know, most of us use as a reference point. And then for goodness sakes it was an industrial site, so what are you going to do with this site? You know, I simply might have done something different. I wish we had done

something different actually. And I'm a strong believer in urban density, but I'm not sure what we're doing here and here we're getting density but it's sort of, you know, disconnected and in the middle of nowhere. I wish it was designed with some sort of, you know, village center in here, but it wasn't. I mean, and this is what we have to work with. So I just find it kind of frustrating.

So having said that, a few quickies, you know. You know, we keep talking about traffic. And actually when you get down to it, traffic is the big issue out here. Again, building by building we get traffic reports, building by building, but I don't really have a sense of what the Triangle, the impact of the Triangle as built out is going to have on traffic and what that intersection with Fresh Pond Parkway is really going to be

like once it's all built out. You know, whether to hold this project hostage to such a thing, you know, may not be fair or appropriate on the one hand. But on the other hand, gosh, we should know, you know, what the overall impact is going to be, not just of this building but the built out Triangle.

The flood issues we also heard a lot about, and frankly, I don't understand them. You know, I understand the structural issues of the building and so forth, but, you know, if there is flooding, what is the risk? And to whom? Is it a risk to the residents of this building? Is it a risk to adjacent buildings? Is it a -- I don't know what those risks are. And the way those risks play out, is that going to create some sort of liability or cost to the city or is it to

be borne by national flood insurance or by the private owners here? Because that's really what's it's all about in my mind. And what is our responsibility in evaluating those flooding issues? Are we supposed to be preventing people from taking risks upon themselves or simply making sure that they are not imposing risks on others or on the community generally? I just don't understand the flood issues on that level. Again, I understand, you know, the construction of it, of the building and how it deals with the flood issues, but I don't understand the broader issues.

And the connections, you know, bike, pedestrian, and the bridge we've heard about. And I think everybody has made reference to this bridge, and I haven't been around for 33 years either, but I've heard enough reference

to it that it's efficiently frustrated as if I were around for 33 years. You know, for one I, I don't think I could vote to approve the project without at least a definitive satisfactory answer, you know, whether it be from the proponent or from the city or from the state, you know, a clear definitive answer about what's going on with this bridge. I know the MBTA isn't going to be building any bridges here in the near future. They don't have the funds or the motivation I would imagine. So, you know, I think, you know, we should stop this dancing around the issue and we should just start making reference to it as something more ideal gee, I wish we had an answer. Let's get an answer. I can't support this thing without knowing the answer.

Well, I didn't want to get into any

specifics, and I'm not going to. Just in general, I -- especially hearing some of the heartfelt and insightful comments from others here, including several planners. I just feel that there were lost opportunities in the Triangle generally and I'm just, you know, confused about what this vision was and what it is that we can and should do at this late date. Yeah, the train has left the station.

HUGH RUSSELL: Okay, we've all had our say. Any last words from the Board?

PAMELA WINTERS: I have one last question.

HUGH RUSSELL: Yes.

PAMELA WINTERS: I was just wondering, Rich, if more green roofs could be put in? I see a lot of white roofs and I was thinking that would be great to have more

greenery up on the roofs, just a quick thought, okay?

And I'm not so -- I'm not so -- this whole development needs a center, you know, where somebody can -- there's no sense of place here and I'm not totally convinced that one can't be made. So I'm optimistic and I'm hoping that something can happen to improve that so that that can happen.

RICHARD McKINNON: Okay.

HUGH RUSSELL: Okay, I believe.

STEVEN COHEN: The Triangle needs a center, not just this project.

PAMELA WINTERS: That's true.

HUGH RUSSELL: Right, and I think Dennis's comments about the centers are at intersections of transportation routes and so bridge becomes important.

PAMELA WINTERS: It becomes really

important.

HUGH RUSSELL: Because -- and this building is, can be adjacent to a pathway for that bridge.

So, I believe we decided that we will next discuss this on the 19th of August. So we will then -- what's the right terminology? We're not closing the hearing?

H. THEODORE COHEN: We're continuing.

HUGH RUSSELL: We're continuing the hearing until August 19th.

PAMELA WINTERS: And we welcome input.

HUGH RUSSELL: Right.

RICHARD MCKINNON: Thank you.

HUGH RUSSELL: And we have one more thing on our agenda for tonight which -- so if you could have your discussions outside

the room, I would appreciate that.

(Pause.)

HUGH RUSSELL: Could you please be quiet, we're trying to finish our agenda.

Okay, we're going to be discussing Planning Board case 189, 303 Third Street.

ATTORNEY JAMES RAFFERTY:

Mr. Chairman, Members of the Board, for the record, James Rafferty. I represent Alexandria Real Estate. Joseph Maguire, Senior Vice President is here. And Michelle Lauer (phonetic). As you know, Alexandria is in the midst of constructing its PUD development and we're here this evening because the next building to be proposed for construction is a 50-60 Binney Street. The design approval occurred about a year ago with the Board and that's currently a surface parking lot. And it was always contemplated

when the PUD was approved, there were going to be periods of time when the surface parking was going to have to be temporarily relocated while structures were being built on the surface parking lot. So we have come to that moment with regard to this lot at 50-60 Binney Street.

What Alexandria has been able to do was to enter into an agreement with the owners of 303 Third Street, the residential building approved by the Board several years ago, and owned by Equity Residential. And here this evening is Laura Boule. Ms. Boule is a Vice President with Equity Residential. The building at 303 Third Street contains -- what the number? About, four-hundred and --

LAURA BOULE: 471 plus 11 condo units.

ATTORNEY JAMES RAFFERTY: 400

apartment units. But it's a two level garage and apropos of some of the discussions you've been having this evening in the other case, the utilization of that garage hovers around the 60 percent range. And it's been cited in other examples of why a reduced parking ratio is warranted in the greater Kendall Square area. At any time rate, it comes down to the fact that there's capacity in this garage underused utilization of the parking. But the Special Permit that authorized the construction of 303 Third Street has a one-per-one requirement. So this is actually a request. The first step of a two part request to allow for a modification to that Special Permit. So while I don't represent Equity, I do represent Alexandria. I did represent the developer at 303 Third Street, but this is actually the request brought

forth by Equity, the owner of the building, to allow for a modification to their Special Permit. As you know, the PUD Special Permit process provides for two forms of amendment; a Minor Amendment and a Major Amendment. And in fact, there is currently pending in the Ordinance Committee, a proposal that was designed to bring a little more clarity and efficiency to that process. It appears at the moment to have an uncertain fate. At any rate, the conclusion that was made after our conversations with Mr. Roberts and Ms. Paden was that we could apply for a Minor Amendment for a temporary period of time which would be in the six week range to give us time to file a Special Permit request provided for under Article 6 to actually reduce the parking for a three-year period of time which is the anticipated period of construction for the

new building. So it's a Minor Amendment this evening. And in a month from now it will be a fully advertised application under Article 6. And I believe Mr. Roberts -- he may wish to speak to that, but he's been very helpful in assisting me in thinking through what these options are.

So we initially thought we could do it simply as a straight Minor Amendment and then the question came as to whether is three years -- how do you find the right point as to a temporary reduction? And the conclusion was, I think, that while it wasn't definitively decided as to when temporary becomes something more than temporary, I think closer we got to three years the less comfort level there was in terms of treating it as a Minor Amendment. So a long way of saying we have a time constraint because we

need to get the parking approved so construction can begin within two weeks, three weeks?

JOSEPH MAQUIRE: Within two weeks.

ATTORNEY JAMES RAFFERTY: Within two weeks. So we're here tonight to request the Minor Amendment for a period of time. I believe not to exceed 60 days.

PAMELA WINTERS: 60 days.

ATTORNEY JAMES RAFFERTY: And we'll be back in a month with a request for -- to extend that 60-day period for additional three years.

HUGH RUSSELL: That would be a Major Amendment and it will require two hearings?

ATTORNEY JAMES RAFFERTY: Well, we discussed that as well. And perhaps not. But perhaps it will be a Minor Amendment supported by a -- the provisions under

Article 6 allow, as you know, for reduction of required amount of parking. But since and, I think, there's some validity to the conclusion of the assessments. Since the underlying Special Permit for 303 Third Street never advertised any reductions in the required amount of parking, the thinking emerged that there was, there was a concern about notification. And that this issue should be noticed in a way so that -- I think what we're -- what we believe will happen next is that we will file a companion Special Permit, a Minor Amendment, that will allow the Board to issue a Special Permit under Article 6.35 that allows for the reduction of the required amount of parking. Underlying all of this is the memo, I'm sure you've seen, from the Traffic Department which supports this both in terms of the demand and

the shared nature of this parking, the peak demand in the residential building occurring nights and weekends with the converse demand with the commercial parking. So there seems to be some strong consensus within the Traffic and Planning Departments that the impacts of this are minimal and that it makes sense. So, we had been looking to try to find a location for this parking. This seems like a win/win and it allows for the construction to proceed on schedule and it's reasonably proximate to the principal use. This parking currently services the Athenaeum building. So it's just a short walk, about a one block walk down to Third Street, down -- what do you call that? Kendall West? What do you call that street?

JOSEPH MAQUIRE: It's Second Street and Linskey Way.

ATTORNEY JAMES RAFFERTY: Linskey.

Linskey. It's Linskey to Third and then when you cross Third, Linskey becomes Monroe.

Yeah, that's East Cambridge trivia.

So it sounds longer than it is, but it's -- so it's -- it's proximate, it's within the allowed distance for a principal use. It's within a thousand feet so the Special Permit process would allow for uses to occur within our PUD. The PUD for our district, it contemplates temporarily relocating the surface parking including locations which might not otherwise be permitted to have such parking. So there's this omnibus language, one of the benefits of the Alexandria rezoning was to somewhat customize some provisions in anticipation of likely development, of development patterns and this fits nicely into that mold.

HUGH RUSSELL: Okay. I don't believe I have seen a report from the Traffic and Parking.

PAMELA WINTERS: No, we haven't either.

STEVEN WINTER: This one right here? It's dated July 8, 2014. It's --

ATTORNEY JAMES RAFFERTY: I saw it, I saw it last week. I assume --

H. THEODORE COHEN: It was on-line.

STEVEN WINTER: I think it came from you.

JEFF ROBERTS: I believe it did. And I have to admit I don't have a copy myself.

STEVEN WINTER: Can I send this one down?

JEFF ROBERTS: Well, I don't necessarily need to see a copy. I would have

shared it with the rest --

STEVEN WINTER: I'm sorry. The only thing I wanted to confirm --

ADAM SHULMAN: I have the original.

HUGH RUSSELL: I didn't see that Adam is still here. So would you --

ADAM SHULMAN: Do you want to see a copy or do you have a copy?

HUGH RUSSELL: Why don't you come up and tell us what you think about this.

H. THEODORE COHEN: I have a question of Mr. Rafferty. How many parking spots are we talking about right now?

ATTORNEY JAMES RAFFERTY: 200.

HUGH RUSSELL: At various times at counts there are minimum of 233 empty spaces in this garage.

LAURA BOULE: They had initially requested 250. We did our own traffic counts

for a period of several months and we're not comfortable with the 250 number, but we're more than comfortable with that 200 number and we have excessive space as well. We're running at 96 percent occupied. So our, you know, everyone has going to park is parking in that's typically where we run our properties. We're more than comfortable with that.

ATTORNEY JAMES RAFFERTY: I think that number is in the cover letter by Ms. Boule, Mr. Cohen.

LAURA BOULE: It also mentioned, too, that our agreement with Alexandria is actually less than the 36-month time period. We have a 30-month agreement in place with them with extension up to 32 months.

ADAM SHULMAN: Adam Shulman, Cambridge Traffic Department. So we

submitted this letter. So basically, what we're saying here is that the 303 Third Street complex has 482 units and 527 parking spaces which is just over one space per unit. That's what they have today. The parking supply is significantly higher than actually what they use. So like they said, they did some recent counts of their parking garages, and for actually over two or three weeks worth of counts. And they found that there's basically, during the day, over 250 empty spaces. So we've done this, the Traffic Department has seen this data over the years as part of the research we continually do about parking demands and residential facilities, this is one building that we actually have good relations with them and we call them up and we ask them how's the parking and how much do you have occupied and

how much parking is being used? So they have a significant amount of empty parking spaces during the day. About 250 or even above it. So the -- our understanding is that Alexandria is a looking to lease, to use about 200 spaces during the day. So we think -- we're convinced there is enough space, more than enough space for that. And so our general feeling is that we support, we've always supported using underutilized parking spaces, and this one is particularly temporary use. And so -- and we basically encourage Alexandria as part of their Special Permit to also look into the concept of shared parking. We were actually thinking more for like long term usage, but not necessarily at this site but within a month or own parcels, which they have continued to do and look at and things like that in that

nature. So this is not far into what we've been talking to them about in terms of parking, shared parking, utilizing this parking. And so we, we think that -- basically we talk about how we think given the number of parking spaces, that 303 Third Street residents will still have plenty of spaces to meet their needs. And then the other last thing we talked about which is of the 482 units, about 96 percent occupied, 65 residential parking permits were issued out by the city in 2014. So that's 0.13 residential parking permits per unit. And we were able to work with them to find out well, how many of those people who have residential stickers are parking in the garage and not in the street? And we were able to figure out about at least 72 percent of them are parking in their garage. So this is good -- new

information. We're always trying to get how many people, how many people in a residential building are choosing to park on the street instead of parking in the garage. And this was sort of some good information to show that many of the residents, first of all, don't have cars obviously.

Second of all, of those with cars, a very small percentage, only 13 percent get a residential sticker. And of them, many of them are parking in the garage. But the notion of sharing parking is something that we overall support.

HUGH RUSSELL: Okay. Is there conceptually, I don't think we have any problems with this?

STEVEN WINTER: It looks pretty good to me. I'd like Jeff to tell us that he feels comfortable with the scheme as well and

it sounds good to go to me.

HUGH RUSSELL: So the -- what's asked of us tonight is a 60-day Minor Amendment to permit this to start and what do you think about that? Is that okay with you, Jeff?

JEFF ROBERTS: So it seems all right. Just to add, to summarize briefly where we are. The Ordinance allows the Planning Board to determine whether something's a Major or a Minor Amendment to a PUD, but it's the case with this project that because of the Zoning requirement, if you're taking residential parking and using it for another use, it requires under Article 6 to get another Special Permit. So the question being asked, the specific action tonight is to approve this Minor Amendment for 60 days. It would be helpful to get the Board's sense

of whether the Board would be -- would feel inclined to consider the longer temporary use as a Minor Amendment to the PUD Special Permit with the understanding that that would be coupled with a new Special Permit attached to that same case for the reduction of the residential parking on that, on the temporary basis in order to allow it to happen.

H. THEODORE COHEN: I have a question for anybody. Is this use only for daytime use?

ATTORNEY JAMES RAFFERTY: I believe it's -- yes, the lease limits the hours. Correct?

JOSEPH MAQUIRE: The lease doesn't limit the hours. My name is Joe Maguire. The intent is the parkers that are presently using the Athenaeum parking lot, which is going to go under construction, that those

parkers would be moved over into this location temporarily for the three years up to three years. And the -- so if you look at the users there, primarily the daytime, we have the Cambridge Athletic Club which has extended hours. We're not gonna move those users. We have another lot within the PUD that we could actually move them at. So we're not gonna have that use in there. So primarily the daytime users.

H. THEODORE COHEN: I mean, my question was because just daytime use, then it seems to me that we're not eliminating the residential use for 303 Third because the residents could still use it at night and then I would be very comfortable with it being a Minor Amendment. But if we're -- I mean, I'm comfortable with the concept of, you know, there being an amendment to allow

this temporary use certainly for the 60 days, and then amenable to it for the longer period of time, whether it's Minor or Major, you know. If it was just daytime use, then it seems to me it's pretty Minor because we're still retaining the residential use. If you're saying it's not limited to just daytime use, then I think it's a question that is still open to discussion about whether it's Major or Minor.

ATTORNEY JAMES RAFFERTY: If I may, Mr. Chairman, there is some language as you probably know, in the relevant sections of Section 12 around the PUD as to what constitutes a Major Amendment. And one of the phrases contained therein is whether it represents a -- I'm paraphrasing, a significant deviation from the proposal. And in this case we would assert that the data

provided both by the operator of 303 and confirm by the Traffic Department to suggest that there is no change in impact upon the surrounding neighborhood, and for that reason, plus the fact that the language in both the Minor Amendment/Major Amendment speak to adjustments to parking. That this, we initially frankly began with the thinking that we could do this entire thing as a Minor Amendment. But I became convinced after talking to Mr. Roberts that there was the issue of about the provisions of Section 6 that opted -- that provided the authority for the Board to do this were not invoked in the original Special Permit and essentially that Special Permit is silent to parking beyond the fact that where it met the Zoning.

What also happened, and why we have an abundance of parking here, is you'll recall

that there were design modifications to the units which increased the size of the units and reduced the number of units, but there was no comparable reduction of the parking, so this is an unusual building in that it has more parking spaces than dwelling units. So there's that supply of spaces which exceeds one-to-one that is part of this 200. And then it's the reduced utilization. And then the third concept is the shared parking. So the three elements that play here on the parking that suggest that this, that this does not alter the PUD Special Permit, the approvals contained there. So our hope is, and unless we were to hear otherwise, I think our plan was that we would file under Section 6, return here with the Minor Amendment to allow Section 6 and combine the two. So it wouldn't be a standalone. It would be a

fully-noticed hearing in the public hearing and then public could weigh in on the request.

HUGH RUSSELL: It seems I guess, so on the Chapter 6.35 or whatever it is.

ATTORNEY JAMES RAFFERTY: Yes.

HUGH RUSSELL: That reduces the required parking for the residential use. What authorizes commercial parking as a use?

ATTORNEY JAMES RAFFERTY: A provision in the Alexandria PUD that says parking can be temporarily relocated even in locations where it's otherwise not allowed under the Ordinance. So there is language in Section 13 of the Alexandria PUD that says notwithstanding other provisions of this Ordinance parking on a temporary basis.

HUGH RUSSELL: Who wrote that?

ATTORNEY JAMES RAFFERTY: Well, I

think it reflected the reality that -- there were two surface parking lots there on Binney Street.

HUGH RUSSELL: Right.

And so, I think you need to think through that question before you come back for the next round. Does it make sense for -- because the parking reduction is on 303 Third Street --

ATTORNEY JAMES RAFFERTY: Correct.

HUGH RUSSELL: -- should they also be seeking the right to park cars commercially forever? You know, it's like -- or --

LAURA BOULE: Right now, I don't believe we are allowed to park to the -- we are not allowed to park to the public. So this is --

ATTORNEY JAMES RAFFERTY: I think

that's a bigger question. I should say that we began our analysis here with the Building Commissioner and the Zoning Enforcement officer on those very questions. And here was the scenario we faced. And without speaking for Equity, I do know it was the case where the part of the appeal with this, it was short term. And frankly, Ms. Clippinger said to me not only do we support it in the short term, we think it may be something that could be explored more long term. And I know Alexandria's view is well, that we've got a contract for a fixed period of time. If Equity, over the life of these three years, make certain determinations itself and then wish to speak additional relief beyond the three years, they certainly would have the ability to pursue that. But frankly it felt like it was going to

significantly complicate what we were trying to achieve in the short term. So we declined to do that. But these questions have come up.

HUGH RUSSELL: That's a question that has to be answered if Equity wishes to fill up those spaces after the temporary period. And I would -- someone mentioned to me that there's a very troubled development project across the street of Constellation Center, something that sounds like it would be wonderful for the city.

PAMELA WINTERS: They had so much promise.

HUGH RUSSELL: Right. But I believe the major of their problems is financial, getting enough money to achieve their very extravagant dreams. I don't know whether there's parking already in the underground

garage for them or whether they have to provide parking.

ATTORNEY JAMES RAFFERTY: No. My -- we looked at this. My understanding is the PUD Special Permit for that development contemplates -- satisfy the parking demands in that communal garage. But Mr. Maguire's smiling because many conversations over the years about -- I think the proponent might not accept the notion that the project is troubled because there have been some issues about is there anything that can be done to accelerate things? And offers of support on philanthropy and fundraising, and we're being told that everything's going along.

HUGH RUSSELL: Right. The trouble is it's not done. That's the trouble.

ATTORNEY JAMES RAFFERTY: The trouble is it hasn't begun. It hasn't even

started.

PAMELA WINTERS: Was it ten years ago that came before us about?

HUGH RUSSELL: It's been quite awhile.

ATTORNEY JAMES RAFFERTY: I think the use was always contemplated in the original PUD and then -- no?

HUGH RUSSELL: No, it was a latecomer.

JOSEPH MAQUIRE: It's been a few years.

PAMELA WINTERS: It was eight years?

JOSEPH MAQUIRE: Yeah.

ATTORNEY JAMES RAFFERTY: When they condoed the parcels, Biomed got all of the lab buildings, twining got the residential buildings, and Constellation owns a condo unit which is, which is its location. And

that occurred --

JOSEPH MAGUIRE: We've met with the proponent.

HUGH RUSSELL: Okay. So I guess we can act tonight or agree that the 60-day arrangement is acceptable.

STEVEN WINTER: Yes.

H. THEODORE COHEN: I would point out the Ordinance doesn't give us a lot of guidance because 12372 says a Minor Amendment shall include, but not be limited to, small changes in parking. And 12373 says Major Amendments shall include changes. You know, it talks about large changes in floor space, etcetera, and it says changes in parking. But I have no problem in saying this is a Minor Amendment. Certainly the 60-day one.

ATTORNEY JAMES RAFFERTY: Isn't there a phrase, though, Mr. Cohen, at the

beginning of the Minor Amendment it talks about it doesn't deviate from the objectives of --

H. THEODORE COHEN: Well, Minor Amendments are changes in which are to the concept of the PUD in terms of density, floor area ratio, land usage, etcetera, etcetera.

And Major Amendments represent substantial deviations from the PUD concept approved by the Planning Board.

STEVEN COHEN: I was going to say if we have discretion in how to interpret this, it's a temporary change for not an unreasonably period of time, I'm very comfortable to doing this as a Minor Amendment. And I see absolutely no advantage to our process, to the applicants, to anybody to treat this as Major Amendment. And so I would make a motion to that effect.

STUART DASH: We're talking about that maybe we should talk about two steps here. So the Minor Amendment just for the short term.

STEVEN COHEN: The 60 days.

STUART DASH: The 60 days, right.

STEVEN COHEN: But Jeff asked us --

ATTORNEY JAMES RAFFERTY: We were talking Minor Amendment in the later one. But not a standalone Minor Amendment that includes relief under 6.35 for the reduction of parking.

STUART DASH: And I think from the Department's point of view, I think it seems to satisfy the public notice that will become part of the notice. I think the key is it will be satisfied to that.

HUGH RUSSELL: We go forward as if the Council had passed that proposal. That's

just to say that we'll do it in one hearing that's published. We'll call it a Minor Amendment even though under the new rules it will be counted as the immediate stage.

ATTORNEY JAMES RAFFERTY: Oh, I see.

STEVEN COHEN: Except for the second step.

HUGH RUSSELL: Right.

ATTORNEY JAMES RAFFERTY: I was thinking that other proposal. And I don't want to go anywhere with the Special Permit with the Planning Board.

PAMELA WINTERS: Thank you, Mr. Rafferty.

ATTORNEY JAMES RAFFERTY: I was getting ahead of myself.

HUGH RUSSELL: We're going to give them all to the Council, every single one.

PAMELA WINTERS: You're going to

love it.

ATTORNEY JAMES RAFFERTY: Be careful what you wish for, right?

HUGH RUSSELL: Cell tower review. You do it.

ATTORNEY JAMES RAFFERTY: You'll have to share a portion of your salary with them.

HUGH RUSSELL: Master planning. We're the Planning Board.

ATTORNEY JAMES RAFFERTY: Good work. Thank you, we'll see you in a month with a Minor Amendment.

STEVEN COHEN: Was there a motion?

HUGH RUSSELL: Was there a motion on the 60-day proposal?

STEVEN COHEN: So moved.

H. THEODORE COHEN: I'll second it.

HUGH RUSSELL: On that motion all

those in favor?

(Raising hands.)

HUGH RUSSELL: And thank you.

Is there any reason we can't adjourn?

We're adjourned.

(Whereupon, at 11:40 p.m., the
Planning Board Concluded.)

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