

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, November 19, 2013

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

Catherine Preston Connolly, Associate Member

Brian Murphy, Assistant City Manager for
Community Development

Community Development Staff:

Liza Paden

Jeff Roberts

Roger Boothe

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PUBLIC HEARINGS

John Chun, et al Zoning Petition to amend the Zoning Map of the City of Cambridge in the entire district currently zoned Residence B located in the Cambridge Highlands neighborhood, situated north of Concord Avenue, south of and adjacent to the Blair Pond Reservation, and east of and adjacent to the municipal boundary with the Town of Belmont by deleting the designation Residence B and substituting Residence A-2. The lot area per dwelling unit would increase from 2,500 per unit for the first 5,000 square feet of lot area to 4,500 square feet in the Res. A-2 District, the setback requirements would increase and the minimum lot width would increase from 50 feet to 65 feet.

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The Residence A-2 district does not allow
two-family dwellings as allowed in the
existing Residence B District 51

GENERAL BUSINESS

PB#243 -- 50 Binney Street, Design Review and
Minor amendment to relocate parking spaces.
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PB#252A -- 40 Norris Street, Design Approval
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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, Tom Sieniewicz, Steven Cohen.)

HUGH RUSSELL: Good evening. This is the meeting of the Cambridge Planning Board. And the first item on our agenda is an update, but we'll pass through that to go to the cell tower cases.

LIZA PADEN: The first one here this evening is for 18 Blackstone Street which is AT&T.

ATTORNEY SUSAN ROBERTS: Good evening. I have some things for you. My name is Susan Roberts and I'm from Anderson and Kreiger and I represent AT&T. And I have some paper to pass out. My client was not able to be here so we don't have the big board for you tonight. I'm sorry for that.

TOM SIENIEWICZ: Thank you.

ATTORNEY SUSAN ROBERTS: These are the drawings.

PAMELA WINTERS: Thank you.

ATTORNEY SUSAN ROBERTS: We have photo simulations.

We have a busy roof. You may remember the Technologies Center on the corner of Memorial Drive, Western Avenue, and then Blackstone in the back. It's a big roof. It's a busy roof. So in the Zoning drawings what we did was we outlined in red what AT&T is proposing to do at this site, which is basically install 12 antennas. There will be four antennas located on Memorial Drive side in front of the building on the roof and then eight on the rear of the Blackstone Street side. They will be ballast mounted.

In addition to the antennas we'll be

siting a -- siting an equipment shelter on the roof. There's an existing natural gas-fired generator that we are going to be relocating and we'll be using that for our facility as well.

So if you look at the Zoning drawings in page Z-2 that is -- that will tell you fairly easily in red all of the things that we're doing there. So you'll see the gamma sector antennas along Memorial Drive that is ballast mounted in the front.

HUGH RUSSELL: What we see is a plan --

ATTORNEY SUSAN ROBERTS: Z-2.

HUGH RUSSELL: No. We received plan of the ballast, but the actual antennas are the circles are at the intersections; is that correct?

ATTORNEY SUSAN ROBERTS: Yes.

And then in back, in the back of the ballast there are what we call remote radio head units. Those are being located in the back.

So we've got them -- so the ones along Memorial Drive and then the two sets along the back of Blackstone Street, also ballast mounted. You can see those boxes as well. And then just to the left of where the two sets of antennas are along Blackstone Street, there is an equipment shelter there that's also outlined in red. And to the left of the equipment shelter is the existing natural gas fire generator that AT&T is going relocate and use for the facility in the event of an emergency so that the generator will be used only in an emergency in case we lose power.

So that's the configuration. And then if you want to turn to the photo simulations,

we do have some views of the facility which I know it may actually be from the Boston side which you may care less about. Maybe you do.

PAMELA WINTERS: We care.

HUGH RUSSELL: It's like a game.

Turn the proposed view and try to figure out if you can figure out where they are.

ATTORNEY SUSAN ROBERTS: Well, there's a little map that shows you. There's a map --

HUGH RUSSELL: Right, you've got labels so it's perfectly clear.

ATTORNEY SUSAN ROBERTS: On page 2 there's a map that shows you from which the photos are taken.

TOM SIENIEWICZ: Of the junk.

HUGH RUSSELL: I was going to say architecture, but you're right, sure, the junk that's up there.

ATTORNEY SUSAN ROBERTS: So we did try to sort of imitate, if you will, mimic the other equipment that's up there already for other users of the (inaudible). So the antennas that we have are enclosed in cannisters as you can see from the photos. They're painted white as most of the equipment on the rooftop is painted white or a light grey.

PAMELA WINTERS: So, I have a question. Why is there so much of this on this one particular building? I mean, this is like the most I think I've ever seen on any building. Maybe not.

HUGH RUSSELL: Well, I think all of your AT&T ones have 12 antennas, right?

ATTORNEY SUSAN ROBERTS: Yeah, we do have 12 antennas now that we're sited.

PAMELA WINTERS: No, no. I mean,

no, not just AT&T. Why is this building so popular?

ATTORNEY SUSAN ROBERTS: It probably has something to do with the fact that it's a research center.

PAMELA WINTERS: Okay.

ATTORNEY SUSAN ROBERTS: So it would be my guess. There's a lot --

TOM SIENIEWICZ: It's mechanical systems that -- as I understand, it's mechanical systems that support the tenants that are there. It's just the architecture of the mechanical architecture that supports the building that's there. It may look like -- in fact, the proponent as I understand it, is camouflaging the required component within the existing housing there.

ATTORNEY SUSAN ROBERTS: Sprint is already on the roof. Sprint is on there

already. They have some ballast-mount antennas as well. They have two sets of antennas on the front side if you will if you consider the Memorial Drive the front side. I don't know. But also the Z-2 roof plan, if you look at the items that are not in red, the ones that are in black, that's all the existing material that's there.

PAMELA WINTERS: Right.

ATTORNEY SUSAN ROBERTS: You see what those things are. Some are flue pipes, some are exchangers, some are I guess cable trays from Sprint and condenser units and all sorts of HVAC, HVAC whatever.

H. THEODORE COHEN: Excuse me.

ATTORNEY SUSAN ROBERTS: Sure.

H. THEODORE COHEN: It really doesn't relate to this particular proposal, but if one -- do you know if one were to

ultimately have the building owner put some sort of fence all around the perimeter of the roof to try to hide a lot of things, would that interfere with the function of the antennas?

ATTORNEY SUSAN ROBERTS: It would, it would depend on the material, but there's definitely material out there that can be used so that it would not block AT&T's signals or Sprint's.

HUGH RUSSELL: I think plastic or fiberglass.

ATTORNEY SUSAN ROBERTS: It's like a fiberglass material.

H. THEODORE COHEN: So something could be done if the building owner decided to do it?

ATTORNEY SUSAN ROBERTS: Correct.

H. THEODORE COHEN: Okay.

PAMELA WINTERS: Who would make that request, though, do you know?

STEVEN COHEN: Ted.

PAMELA WINTERS: Ted, are you going to ask?

H. THEODORE COHEN: I'll go knock on the door and say wouldn't it be nice to put up a fiberglass fence all around there.

ATTORNEY SUSAN ROBERTS: Next time the building comes in for Zoning, I don't know. Usually it's the tenants that come in before you at this point. Maybe the land owner does not come in. He's got all his permits.

HUGH RUSSELL: If I were to speculate, I would speculate that when this building opened, it was, there wasn't a lot of pointy stuff up there. There were the sort of basic building things that were

pretty modest. This is a pretty old building, too. 25 years old?

So there's nothing that really controls people adding mechanical equipment to their roof.

STEVEN WINTER: Mr. Chair, what's our decision point in this case?

HUGH RUSSELL: Again, we're trying to decide if this is pretty enough to make it technical.

STEVEN COHEN: It's no less pretty than what was already on the roof.

HUGH RUSSELL: Right. I mean, I would say that we could advise the Zoning Board that they've found a way to make their antennas consistent with the present roof scape and not a concern to us.

STEVEN WINTER: That's correct.

PAMELA WINTERS: That sound good.

TOM SIENIEWICZ: I agree. That sounds good.

ATTORNEY SUSAN ROBERTS: Did you want to repeat that?

HUGH RUSSELL: The installation is then consistent with the present roof scape and that is not of concern to us.

ATTORNEY SUSAN ROBERTS: Okay, thank you.

HUGH RUSSELL: Okay, thank you. You can take your materials back.

ATTORNEY SUSAN ROBERTS: Thank you.

LIZA PADEN: The antenna installation for 102 Sherman Street has been postponed until the December 3rd meeting.

So the next antenna installation is for 1925 on Mass. Ave. It's a T-Mobile installation and Mr. Sousa is with us.

ATTORNEY RICARDO SOUSA: Good

evening, Mr. Chairman, members of the Board. If I could, I would like to hand out some materials for your use.

HUGH RUSSELL: You've disguised your antennas.

ATTORNEY RICARDO SOUSA: We have. So Mr. Chairman, members of the Board. For the record, Ricardo Sousa on behalf of the applicant T-Mobile. This is a continuing effort by T-Mobile to upgrade its existing installations here in the City of Cambridge so that it can operate an upgraded 4G compatible wireless network. The nature of this existing installation is that we currently have six panel antennas up on this rooftop. And I'll identify to you where they are. And what we're proposing to do is add two more. The nature of this part of Mass. Ave. is that there's so much traffic,

wireless traffic that is, both data and voice, that we need to add those additional antennas. In addition to that, the nature of the technology that T-Mobile is using is that they're using these new air antennas whereby the remote radio heads are built right into the antennas themselves. But in addition to that, they need to be coupled two at a time. So two per sector. And this building is unique in the sense that while you have seen many other wireless installations that typically have three sectors, this one has four sectors primarily to take advantage of the technology to service a lot of capacity and be able to service that area as best we can.

Yes, Mr. Winter.

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

Could you just go over that part about the remote radio heads coupled two at a time and help me understand does that make them bigger, larger, wider, taller, what does it look like?

ATTORNEY RICARDO SOUSA: So the air antennas themselves are -- they're thicker. They're thicker than the other antennas that you see. The benefit, however, is by having the remote radio head right in the antenna unit, it's all one unit. Where you have seen upgrades by other wireless carriers that are typically jumpers from the panel antenna, and there's a 10-foot jumper to a remote radio head to a box that's about one-by-one, one-foot-by-one-foot. And so what T-Mobile has done with its manufacturer of these antennas is put everything into one unit. So you don't have jumpers going from the antenna

unit itself to a remote radio head. It cleans it up. And I think that's the evolution of wireless. I see that going in that direction. And so it does have that benefit. And the reason that the carriers want the remote radio heads closer to the antenna, just -- it helps them with the propagation. So it used to be that the radio cabinets were 100 feet away in the basement or 50 feet away, and now those remote radio heads are no more than 10 feet away from an antenna. In our case the remote radio heads are right in the antenna. So that's a great benefit to T-Mobile and to the propagation that we get as a result of those new antennas.

STEVEN WINTER: The remote radio heads have been everywhere, right? There's really -- they've been placed everywhere,

every which way, so this it consolidates it into a single design?

ATTORNEY RICARDO SOUSA: It does. That's right. And so when I'm here for Sprint, we try to hide the remote radio heads by putting them back on the roof on the other side of the parapet wall, and try to hide them as best we can. But in this case they're actually built right into the antenna. So there's definitely a good advancement.

So if you turn to the plans page E-101, this shows the roof plan here. We have two antennas that are facade-mounted on this side, two facade-mounted there, two on a chimney.

STEVEN WINTER: I'm sorry, what page are we on?

ATTORNEY RICARDO SOUSA: I'm sorry,

E-101 of the plans.

HUGH RUSSELL: Toward the back.

PAMELA WINTERS: Can you repeat that, sir, please?

ATTORNEY RICARDO SOUSA: Absolutely. Absolutely. And so if you look at the plan it's configured here. There's the billboard that's on the roof here. Our equipment is located right adjacent to the billboard. Those are our equipment cabinets. And we have facade-mounted antennas here on the north side of the building. We have two here on the south side of the building, and we have one on this chimney here. And we're proposing to add one more on that chimney. And I'll show you through the photo sims as well. And currently we also have one on the railing, existing railing that surrounds our equipment cabinets, and we're proposing to

add one more there as well. And so what we're trying to do is try to keep some symmetry as to where the existing antennas are and where the proposed two new antennas are. And then we're swapping out the old antennas for the new air antennas in the existing locations as well. And so if you turn to the photos, that helps depict what they look like now and also what they're going to look like going forward. If you look at this view here, this is the first set of two photos that you have in a package. We see two facade-mounted antennas here on a brick wall and those will also be in the same location with the new antennas. Those we're not moving at all. And in addition to that, you have two facade-mounted here, and those are not moving either. They're also going to continue to be facade mounted. And with

respect to these four antennas, we're making sure that we use low profile brackets so that we don't use pipe mounts on these facades so that we can keep them as close to the facade as possible. That's something -- that's a direction that we've received from both from this board and the BZA here in Cambridge.

And if you continue along the photos that we've presented, there's this photo that shows an existing railing that surrounds our equipment cabinets. There is one antenna currently there, and we're proposing to add one more adjacent to that antenna. So here and here.

And then the last one is located here. There's an existing small chimney that's up on the roof in this location here. There's currently one antenna facade mounted and we're proposing to add just one more. So

that there will be two facade-mounted antennas on that chimney. And these are all of course painted to match.

So we're trying to add the existing capacity that we need for the network while trying to provide as little impact as possible on this building. And it's staying consistent with the existing design. And even though we currently operate six antennas here, in 2009 T-Mobile came in for an upgrade for one more antenna, it did not install that antenna, but it does have the right to operate seven antennas. And so we're going back to the BZA in December to get a full complement of eight as being proposed tonight.

HUGH RUSSELL: The railing-mounted antennas --

ATTORNEY RICARDO SOUSA: Yes.

HUGH RUSSELL: -- is it possible to lower those at all?

ATTORNEY RICARDO SOUSA: I would say, Mr. Chairman, it's not and the reason is roof blockage. If we lower them anymore, the signal will simply transmit right into the roof. And so we -- and you can't raise them, of course, not that you're looking to raise them, but also we don't want to block the billboard. It's something that we're being prevented from doing. Even though you may want us to. But if we go further down, our signal simply is going to propagate right into the roof and it's going to be interfered with.

HUGH RUSSELL: Assuming the scheme of rooftop atrocities on this building, I would say the antennas are a poor third.

TOM SIENIEWICZ: Right.

HUGH RUSSELL: Behind the billboard and the exhaust duct from the --

H. THEODORE COHEN: This?

HUGH RUSSELL: Yes, the exhaust duct.

ATTORNEY RICARDO SOUSA: I'm proud to be third in that case.

H. THEODORE COHEN: Well, depending upon what's advertised, the billboard occasionally has its own charms.

ATTORNEY RICARDO SOUSA: Right.

And the one thing that we're not dependent on the billboard structure for our antenna installation. So if for some reason that was not there, it still could co-habitate on that roof without the billboard structure. I know that is something that other municipalities have required us not to do is not take advantage

of the billboard structure for our antennas because it propagates the billboard.

HUGH RUSSELL: I don't think this is much worse than what's there now.

TOM SIENIEWICZ: Yes.

STEVEN COHEN: I agree.

PAMELA WINTERS: Yes.

HUGH RUSSELL: It wouldn't pass Town Manager but he's retired.

STEVEN COHEN: The bar is so low on some of these buildings that it's easy to pass muster.

STEVEN WINTER: Mr. Chair, I concur.

HUGH RUSSELL: So that will be our recommendation that this is not -- it doesn't degrade the appearance of the building.

ATTORNEY RICARDO SOUSA: Very good. Thank you, Mr. Chairman. Thank you, members of the board. Appreciate your time.

LIZA PADEN: There's another potential Board of Zoning Appeal case if you want to take a moment to look at the sign proposed for the Vox on Two. And this is the sign to go on to the 223-225 Concord Turnpike otherwise formerly known as The Faces site. This was a Planning Board Special Permit. They're proposing to install a sign that conforms as far as the illumination and the size but not the location. And this sign in this location it's greater than 20 feet to the top of the sign and would require a Board of Zoning Appeal Variance. And I was wondering if you wanted to ask any questions. The representatives are here about the sign.

HUGH RUSSELL: The representative says that they had a full building elevation. I think that might be helpful to have that.

RICHARD McKINNON: Thank you, Liza.

Hi, Mr. Chairman. This is Ben Zimmerman, by the way, who has been with us since the project was permitted and we have a project that's being occupied now.

HUGH RUSSELL: I thought I saw some lights there when I drove passed way down at the far end.

RICHARD McKINNON: I think basically, Mr. Chairman, we'll be going off to the BZA, but I thought I would stop here first. So there is no pending application. I'd like to get the Planning Board's input on what we're proposing. The sign location up here is about only half the size of the square footage that we're allowed. We're allowed 60 square feet and the sign's about 31, 32 square feet. The illumination conforms to the Zoning Ordinance. Where it fails to comply is the signs are supposed to

be 20 feet or less, and this sign, of course, is going to be substantially higher than that. The issue, Mr. Chairman, is that a lot of folks coming down here during good traffic hours are coming in at a pretty substantial rate of speed off of the hills of Belmont, down Route 2, and a sign at this level would be awfully difficult to see. So that's the one Variance that we'll be seeking from the Board of Zoning Appeals, and we'd love your blessing before we fill out the application and go up there.

(Catherine Preston-Connolly Seated.)

PAMELA WINTERS: Rich, can you point out the box where the sign is going to go, please?

BEN ZIMMERMAN: It's located right here.

PAMELA WINTERS: I don't have my

distance glasses, sorry.

RICHARD McKINNON: You've got it right there as well, Pam.

HUGH RUSSELL: But it's facing upward.

BEN ZIMMERMAN: Yeah, so if you're driving towards Cambridge, so you're on the eastbound side, you would see it. But I mean it's on the west face of the building.

RICHARD McKINNON: I think this would have been a more helpful rendering had it been pulled.

BEN ZIMMERMAN: Yes. This would be the view if you were driving along Route 2 and were right next to it. Further up you would really only see this face. And there's actually landscaping and foliage on the bottom which is what would make a height that conforms -- the sign that conforms to the

height restriction difficult to see.

STEVEN WINTER: Mr. Chair.

Could you tell us a little bit about where the name comes from, Vox?

RICHARD McKINNON: It means -- I think I'll leave it to Ben.

BEN ZIMMERMAN: It means voice. You know, we went through a branding exercise and that's the one we settled on. How we got there.

STEVEN COHEN: Well, that explains it.

BEN ZIMMERMAN: Yeah. But, yes, it's voice in Latin.

RICHARD McKINNON: It didn't get my vote because I wasn't asked to vote, Mr. Chairman.

BEN ZIMMERMAN: We thought it was distinct.

H. THEODORE COHEN: Mr. Chair?

HUGH RUSSELL: Yes.

H. THEODORE COHEN: I have a very difficult time with this for a number of reasons. Well, one is the general issue of branding buildings which we've gone through a lot, and it seems to me that this Board in recent months or years has been following the lead of the City Council and not really supporting the branding of buildings above what the Ordinance allows unless there is some overwhelming reason to do it. I don't see any particularly overwhelming reason to do it in this building which you sold to us because it's going to have this wonderful tower that everybody's going to see coming down Route 2. It's going to be the gateway of the city. And I buy all that. And then suddenly we've got a name on the top of it

so I don't think that's a great idea.

Similarly I don't think that anyone who's coming to go to that building is going to need a large sign up in the air to say this is where you're going. That's the biggest thing on Route 2 as you're coming to the city, and I don't think anyone's going to have any difficulty telling someone who is coming there it's the great big building with the tower. So for a couple of reasons, I see no reason personally to, you know, vary from the requirements of the Ordinance. And I'm sure there is some location that you can find on the building within the parameters of the Ordinance that would serve as your identification of the building and not detract from the view the public is going to have as they come down Route 2.

BEN ZIMMERMAN: If it's all right

can I show you the picture of the building?

H. THEODORE COHEN: Sure.

BEN ZIMMERMAN: So just that you're aware, the legal height restriction would put us about at the top of that grey concrete piece. And so that was --

STEVEN WINTER: Can you point it out on that as well?

BEN ZIMMERMAN: Yeah. The legal height restriction, this is basically just the bottom of this window which is really hidden by the traffic sign engine and full ledge that everybody else is on the building.

HUGH RUSSELL: Right, but I'd like to make a different point which is the sign should tell you where to turn off of Route 2 and it's somewhere in the middle of that grove of trees.

PAMELA WINTERS: That's a good

point.

RICHARD McKINNON: Could you explain that a bit more, Mr. Chairman?

HUGH RUSSELL: So if you're zipping down Route 2, let's say at 45 miles an hour at the point you're at this building, decelerating, looking for the cars, and you actually want to drive your car into the entry court.

RICHARD McKINNON: Yes.

HUGH RUSSELL: How would you know that that's where you turn? Yet, you've got a spot, a six-inch high curb cut? Shouldn't the sign be related to the entry that the cars are going to make?

CATHERINE PRESTON CONNOLLY: So, Mr. Chair, that would argue for a freestanding sign as opposed to one against the building?

HUGH RUSSELL: Probably, yeah.

CATHERINE PRESTON CONNOLLY: Yeah.

HUGH RUSSELL: In this case, or a monument sign.

CATHERINE PRESTON CONNOLLY: Yes.

PAMELA WINTERS: Where is the entranceway?

RICHARD McKINNON: You can see between the two, right here.

PAMELA WINTERS: Oh, okay.

RICHARD McKINNON: So you're suggesting a sign that was -- almost like a freestanding sign within the height to let you know that the curb cut, as it were, the entry into the waiting area where to come in?

HUGH RUSSELL: Now, the difficulty is because you won't -- you've got a lot of movable obstructions in front of you when you're driving. Hopefully moving.

RICHARD McKINNON: There are times when you don't go 45 as we all know.

HUGH RUSSELL: Right.

RICHARD McKINNON: We'd be happy to go back and take a look at that. I mean, if that's the consensus of the Board, that they'd like us to take a look at --

STEVEN WINTER: Do you see any benefit in having any potential opportunity or benefit for you to have a way finding sign there?

RICHARD McKINNON: Yeah.

STEVEN WINTER: Because that, you know, that is a very complex interplay of vehicles, closeness to the road, and I think that we can make it all work, but we knew that's what it was going to look like. We knew that's what it was going to be. But it could be that really tastefully done or

innovative or unusual way finding sign could provide that, that branding, but also help vehicles know which way to go. And I don't think that the proponent holds total responsibility for that. I do think that we're, we're going to have to keep looking at this to see if enforcement of speed limits for a six-month period or eight-month period, something to slow the traffic down. Because that traffic comes off the hill very, very fast. And it does. And now that we've, you know, we've equipped our Chevy Suburbans with battering rams on the front it makes it very difficult. I think this is an opportunity to take a look at it and see if we can do something that's good for you and also good for that traffic as well.

RICHARD McKINNON: We'll take what we've heard tonight and come back.

STEVEN WINTER: Oh, I know you will.
I know you will.

RICHARD McKINNON: Just, I'd like to finish by saying, Ted, we continue to look at that tower as an important element. And we continue to look at it, it will be lit. And we want that to be part of the profile of the building.

ROGER BOOTHE: If I could make further suggestion, would be to have the address somehow on this. We have all these new buildings coming up in the area out here and, you know, the fire department and emergency services people are very concerned about being able to find buildings. And they won't know where Vox is so somehow to work that in will be helpful.

RICHARD McKINNON: I would just say this, we thought about that, Roger. And one

of the issues that we have to grapple with is usually finding an address is helpful because if it's No. 20, you see No. 10, No. 12 and you know -- there is no prior address to 223 Concord Avenue, Route 2, in Cambridge, so it's all alone out there.

ROGER BOOTHE: The fire department is going to look for the address, they're not going to look for the brand name.

HUGH RUSSELL: Right. And they'll probably make you put the letters and numbers up anyway and they'll tell you where.

CATHERINE PRESTON CONNOLLY: Right. And it's what I put into the GPS is the address and not the name.

RICHARD McKINNON: It's the address. As you know, on all of these buildings of this magnitude, we do the fire alarm drills every month with the fire department so

they're already out there quite a bit. But I'll see if I can think of a way to do it.

ROGER BOOTHE: It did occur to me that we have so many buildings out there, others of which you're involved in if you think about it.

RICHARD McKINNON: No problem.

STEVEN COHEN: If I could add just another counterpoint if you would -- if I might. You know, my feeling about the signs is that it's difficult to have an iron-clad rule. I think it really depends on the quality of the design, of the materials, of the sort of details and circumstances of the buildings and taking those perhaps subjective considerations into account. I actually like this sign and I like it in the location you proposed. I'm not sure that it serves the functions that we're talking about here in

terms of a directional sign, and that probably needs to be something more at street level. And so all of those expressed concerns I think are valid. But in my mind it doesn't necessarily invalidate the virtues of this sign. It seems like a nice material. I like the backlighting for the evening. To me it actually adds to the aesthetic appearance of the building. It doesn't detract.

RICHARD MCKINNON: I do know one of the things that went to the words Vox was that it had so few letters.

STEVEN COHEN: Right, you know, for that fourth letter, if it had a fourth letter I would have felt otherwise.

RICHARD MCKINNON: Well, you know, and usually it has substantially more than four on these signs.

STEVEN COHEN: For me anyway it is an aesthetic judgment.

RICHARD McKINNON: And that's why it's here. So we'll take all of this back.

STEVEN WINTER: May I say something, Mr. Chair?

HUGH RUSSELL: Sure.

STEVEN WINTER: I would say I like the name Vox. I think it's kind of personal and it has a -- if it's an on top, you know, a Walter Schroeder property or something like that, that just doesn't happen. But Vox is kind of cute. And we, you know, long for the day when you get in a cab in Harvard Square and say "Vox" and they know where to go. So I think it's kind of nice.

RICHARD McKINNON: There you go.

CATHERINE PRESTON CONNOLLY:

Mr. Chair --

RICHARD McKINNON: It's caught people's attention I must say.

CATHERINE PRESTON CONNOLLY: You know, since we're getting all our feelings on the actual sign proposed on the record, I would like to second Ted's concern. I don't care for branding of buildings. That's not, you know, the Ordinance. It doesn't -- it has that height limit for a reason, and to me it's not a question of how many letters it is or how tastefully the materials are selected, you know, I think that there's a reason we've moved away from that and I agree with him.

HUGH RUSSELL: So I will go on the record to say that I wish we could allow the branding signs of buildings because I -- that's a personal point of view. We do not allow it now, but there are enough of them around that it seems unfair not to allow more

people to do it in cases where it seems reasonable and it has been well designed. I'm not -- you know, I think there's some point of scale of the sign makes some difference in this, and I would -- if we were, if we were supporting this, I would be asking that it be a little smaller. But since we're not supporting it, not a lot smaller but just -- so that right now it looks like the building has been constructed as a border around the sign, and I think I'd rather see a branding sign be a little as (inaudible) used to say, canaries in the forest, little bright things that were there.

RICHARD MCKINNON: Not occupy the entire space as it seems to.

HUGH RUSSELL: Right.

STEVEN WINTER: Mr. Chair, I think it's also interesting to recall that building

having a name other than its address is old school. And we can drive down Mass. Ave. and see, you know, there's the Pierce and the Belmont, and there's, you know, New York City has apartment buildings that, you know, the Roxbury and all that. So there's something friendly about it, I think, for us humans to be able to call it a name as well.

STEVEN COHEN: Yeah, I agree with the statement. And I think the distinction I think as Steve mentioned was really valid. You know, Schroeder properties, there's a purely commercial sign as distinguished from, I don't know, you know, what term you would use it to distinguish this from a commercial identification, but it's a name.

RICHARD McKINNON: It's a name.

STEVEN COHEN: It's a name. And I think that's an important distinction which

would make a difference to me.

RICHARD McKINNON: We don't expect to have Vox all over North America. I don't see this personally as branding at all. It's the name of this particular building. There is no other nor is there any plan to have another. So as Steve says, we look at it more as locational identity really, you know.

HUGH RUSSELL: But there are going to be a whole bunch of others, EVA, which is Avalon Bays, Hip Berman brand (phonetic) and they have big letters saying AVA on them.

PAMELA WINTERS: Too bad the edges was 5,010 that would be Roman Numerals. I guess that wouldn't really be 5,010 in Roman Numerals.

HUGH RUSSELL: Anyway.

PAMELA WINTERS: Anyway.

HUGH RUSSELL: I think we should go

on to our regular business.

RICHARD McKINNON: Can I ask the Board to allow us to return with another pass at this?

HUGH RUSSELL: Yes, sure.

RICHARD McKINNON: Thank you.

HUGH RUSSELL: Okay, next item on our agenda is the first item, the update.

Mr. Murphy.

BRIAN MURPHY: And then just give you an update first thing to let you know what's going on with the Council. Tomorrow at four o'clock the Ordinance Committee has the marijuana dispensary hearing at four o'clock tomorrow.

Thursday, the 21st at 3:30 the Lutz Petition is before the Ordinance Committee. Friday morning at 10:30 the Chun petition will be before the Ordinance Committee. And

just to let you all know that on Monday, November 25th at 5:00 there will be a volunteer presentation ceremony which you're all invited to since you probably realized by now this that is a volunteer activity that you spend many hours on.

And also the Council Monday, December 9th will be the Ames Street hearing with 2.110.

Returning back to the Planning Board December 3rd there's a hearing on 10 Essex Street at 7:20. The Ames Street land disposition at 8:00 p.m., and City Council petition for Linear Park at 8:15. As well as looks like a couple more antennae.

On December 17th we've got a public hearing on 75 New Street, Lutz petition, as well as Planning Board No. 287 for 1868 Mass. Ave. residential development. And then we

turn into the new year where we're still sort of nailing things down.

One date that is locked in is February 4th is schedule to be Town Gown reports at the Senior Center.

HUGH RUSSELL: Okay, thank you.

And we'll go to the public hearing on the John Chun, et al Zoning Petition.

Who is going to present this?

JOHN CHUN: I'd like to start off, please.

HUGH RUSSELL: Okay, Mr. Chun.

JOHN CHUN: Good evening. My name is John Chun, and my name is on the petition. And I've been -- I live at 48 Loomis Street in Cambridge. And I've been living in the neighborhood for the last 15 years. And over the years what used to be a quiet neighborhood of modest size houses we have

seen some developers come in, demolish some small houses, single-family homes and then building multi-unit condos. And in trying to maximize their profits, they will squeeze in the maximum size building there with a maximum number of units. And I also happen to have witnessed some developers who come in with an absolutely no regards for their neighbors whatsoever and they would, again, start building some condos. In fact, around my house I have some of the new condos that went up in the last ten years or so. And they have really affected our neighborhood in negatives ways in that they have increased the traffic on the street. And we have a street Griswold as well as Loomis Street, they would only allow traffic in one direction. And then many times we would have to pull over trying to let the oncoming

traffic to pass through. And that's inconvenience enough. However, what we have also witnessed is many residents living in some of the condos that turn into apartment buildings, they would just ran down on the street, speeding perhaps over 30 miles per hour, and we have a many kid living in the neighborhood, playing hockey on the streets, and we are always concerned for our kids. And I have myself have six and eight-year-old and I never let them play in the street because, again, the cars will be speeding around the neighborhood. And they have gotten worse once we got those new condos built around the neighborhood.

And also my house used to be at the end of Loomis Street and some developers came in and they actually extended the Loomis Street beyond where it used to end. And then they,

again, built some condos in the extended areas of the neighborhood.

And by submitting this petition here, we have spoken with a number of neighbors, and our attempt here is to really slow down development in the neighborhood. Trying to preserve what the beauty of the neighborhood by not allowing condos to be built in the neighborhood. And that is what we're trying to accomplish here.

I understand that the A-2 may be a little restrictive even for some of the neighbors, however, we're willing to work out the details and then come up with a Zoning that's appropriate for our neighborhood.

Thank you so much.

HUGH RUSSELL: Okay, thank you.

So the staff has sent us a memo and I wonder if it would be a good idea to kind of

go through quickly the highlights so that people who might be planning to talk will be able to have the benefit of that additional information and we'll go to public testimony after that?

JEFF ROBERTS: Yes, I'll take that.

Jeff Roberts, Community Development. I don't know if this is working or not. It is on. So, we just prepared -- it's a fairly straight forward proposal, and we prepared some information in a memo. I think there's copies available that just outlines the substance of the Zoning change. It's a proposal to change from a Residence B designation to a Residence A-2 designation. Residence B is a single-family and two-family residential neighborhood Zoning and it also includes the potential for townhouse development. I think that was largely what

the Petitioner was referring to and in discussing condos was townhouse-style development which is dwellings that are attached with a party wall along the sides.

The Residence A-2 is a -- really a single-family neighborhood. So it allows only single-family detached dwellings, not attached. It doesn't allow the attached townhouse-style dwellings.

Two-family dwellings such as duplexes or sort of a house with an apartment within it, are only allowed to the extent that they're converted from an existing single-family home.

So the interestingly enough, the FAR does not change significantly. In fact, the allowed FAR goes up a little bit when it's a rezoned from Residence B to Residence A-2, because in the Residence B District for

larger lots, over 5,000 square feet in area, you have to actually dial down the allowed FAR and the allowed dwelling unit density. And that remains -- the FAR remains 0.5 in Residence A-2. The lot area per dwelling unit does go, does go up, meaning you are not allowed to have as many dwellings -- as many dwelling units on a property. 4500 square feet in Residence A-2.

And so I guess the way to think about it is if you think about a 9,000 square foot lot, which there aren't a whole lot of in this district, a 9,000 square foot lot will allow three dwelling units in Residence B. It would allow two dwelling units in A-2. And in A-2 they would have to be detached dwellings.

The building height is the same. The open space requirement is close. It goes up

a little bit to 50 percent of a lot area. And the setback requirements are similar, but they're a little bit higher rather than say two. And the minimum lot size increases which is another interesting thing that makes some lots non-conforming just based on the, just based on the size of the lot.

So in the second part of the analysis we did just a little bit of review of how the Zoning requirements measure up for against the development that's currently there in the district. It is mostly single-family homes currently. There are a sizable number of two-family dwellings and a handful of townhouse-style, one multi-family, which was probably grandfathered in from sometime in the past.

The lot sizes, there are -- they're about half of the lots, a little less than

half of the lots. They're less than 5,000 square feet. So they're currently non-conforming. There's another 24 percent or a quarter of the lots that are between 5,000 and 6,000 square feet. So those would become non-conforming lot sizes with the proposed Zoning change.

The FAR, I mentioned, didn't really change that much. A few lots might have a few extra FAR to play with.

And then for the units, I did a little analysis of how many -- basically where the current number of units on the lot stacks up against what's allowed. And I looked at whether more units are allowed, whether it has the exact number of units that are allowed, whether it has fewer units than would be allowed. And the change from Residence B to Residence A-2 sort of shifts

that dynamic. Right now about half of the lots have exactly the number of units that are allowed on the lot. And then a small number of them have more than allowed. A number of units have fewer than allowed. And then if the Zoning were changed, the majority of lots would be overbuilt in terms of the number of units allowed.

So that's basically it. I'm happy to answer any questions before I sit back down.

STEVEN WINTER: Mr. Chair?

HUGH RUSSELL: Go ahead.

STEVEN WINTER: Jeff, I have two.

And you may have to help me get to the second one. Could you help me understand elderly or (inaudible) congregate housing by Special Permit. So then in fact do we define elderly oriented congregate housing somewhere?

JEFF ROBERTS: Yes.

STEVEN WINTER: Okay.

JEFF ROBERTS: It's a very specific kind of use that was created in the Ordinance. It has a particular set of rules about the number of units and the way the, the way the -- the way the project or the building is certified and it has to be -- I think it's 80 percent. Elderly oriented congregate residence has to have at least 80 percent residents above the age of 62 maybe. I'm actually just making that up. I could certainly look it up for you, but there are particular age restrictions which means that you have to certify it. It's that type of use. And then the Inspectional Services Department would have to check and recertify every two years to make sure that the use continues to meet that residency age requirement.

STEVEN WINTER: Does congregate housing mean something other than apartment block or flats or what?

HUGH RUSSELL: Maybe I can actually answer this a little better because it was the result of an action of a woman's volunteer committee that I was a member of 25 or 30 years ago. I was impanelled by Councillor Cornelia Wheeler after she left the Council, and she was finding that many of her friends as they aged were having needing assistance or needing kind of socialization because they were less mobile than they were before. And one model for dealing with this was to have a house in which everybody had a small apartment if indeed it might be called a micro-apartment today, in today's jargon. And there would be some community rooms. There might be a living room and a dining

room and a guest room. And that it was thought that these would be popular for certain people. And I'm not sure there's more than one in existence. The house next-door to Ken Reeves' house on Harvard Street is like 330-something, 4, 6 or 8, something like that, was developed by a member of the Committee (Names), Oak Tree developer. And actually the history was they found it difficult to tenant the building. There were very few people who were willing to make that commitment initially, and so initially there were -- there was a wider age range in the building. I don't know what the -- what it is today.

H. THEODORE COHEN: What is on Harvey Street?

STEVEN COHEN: I think that's congregate.

LIZA PADEN: No.

HUGH RUSSELL: I think it's
congregate, but it's not elderly oriented.

This will lack some of the provisions
of the Ordinance because of the single
occupant apartments which were almost -- that
would seem to be the case. And so anyway,
it's there in the Ordinance for someone who
might choose to use it and some reader or
watcher of our -- reader of our minutes will
get inspired to do -- so, but don't believe
this -- it was important to allow it in the
A-2 District because they were large houses.
Part of the problem was people living in
large houses and unable to maintain them.
And so -- and there are some on Harvard
Street that was converted was originally
built as one large house. I think it was
actually a rooming house before. But so in

some sense the use didn't change a lot, just the level of finish.

STEVEN WINTER: Thank you, Mr. Chair. I appreciate that.

HUGH RUSSELL: Sorry for the long version.

JEFF ROBERTS: It's a better answer that I could given.

STEVEN WINTER: The other question that I have is on page 2 of 3, is that the existing units compared to allowed units?

JEFF ROBERTS: Yes.

UNIDENTIFIED AUDIENCE MEMBER:
(Inaudible).

HUGH RUSSELL: Sir, if you want to speak, there will be a time for that.

STEVEN WINTER: And I guess, Jeff, what I'd like you to do is tell me what's the antidote that those figures tell us?

JEFF ROBERTS: I'll do my best.

STEVEN WINTER: Okay.

JEFF ROBERTS: Of course, I think that's the story that tells is a good subject for a some discussion. But generally we use these measures to try to understand how well the Zoning fits to the district. And so it's really just one way of looking at what -- how does the, how does what's there match up with what's anticipated in the Zoning? And with all of these cases, never have a perfectly uniform Zoning District. There's always a range of different scales of development and different types of development within any district. And so understanding what the, what the dwelling unit -- sort of the character, I guess, the dwelling unit character of the neighborhood is -- can be, at least partially gleaned by looking at

where the -- you know, whether it's right where it's allowed under Zoning or whether it's allowed under Zoning or a little above what's allowed under Zoning. And we tend to look at it by thinking about how balanced the district is in relation to -- if you think of the Zoning Regulations sort of a full room and think about is the predominant character of the neighborhood something that fits the Zoning even if not every particular parcel fits.

And I think the story here is that the -- clearly the -- under the current Zoning if there were some parcels that are currently single-family, there are some number of single-family homes in the district that could add a second unit, and we don't really know how they would do that, if it would be by adding on to a house or subdividing a

house or adding a second structure.

STEVEN WINTER: It might never happen.

JEFF ROBERTS: Or -- yeah, it may never happen. Or there are some parcels that could do that. I can say just in its -- and it's not really on this sheet, but sort of go off it a little bit. If you look at the size of lots in the district and think about the concern about development of townhouse units rather than single or two families, there's probably about ten parcels in the district. It's a relatively small number of parcels that have just the required size to fit more than two units. That the required -- I should say the required lot area to allow for more than two units on the lot. So, while there are, there are some parcels that have already -- that have already built, you know,

like I said, as it says up above, a few that have actually built, three, four, five, or in one case seven units, that was an unusually large lot right on the edge of the district along Loomis Street which I think was mentioned by the Petitioner.

There really aren't that many that you would expect to see that three plus unit townhouse development.

STEVEN WINTER: Thank you.

STEVEN COHEN: Jeff, I have a couple of questions.

HUGH RUSSELL: Just if I could just follow up on that. The developer might acquire like two adjacent parcels and --

JEFF ROBERTS: That's true.

HUGH RUSSELL: -- and that's more difficult, more expensive, but that is another possibility.

STEVEN COHEN: So a couple of questions, Jeff. With this Zoning, to pass a significant number of homes in the neighborhood that are now conforming would be rendered non-conforming. And overall combined with those already that are non-conforming, something in the neighborhood of 70 percent of the homes I think end up being non-conforming either by virtue of the size of the lot or the number of units. And I guess I'm trying to figure out exactly what that would mean. If you own a home or a lot which is non-conforming and you want to add a dormer or add a small addition to the back or even just change a window, I mean what does that mean? What additional hurdles would one have to jump in order to get that sort of permission.

JEFF ROBERTS: There are a few ways

to address that question. I'll try to hit some of the points quickly, but it could be a long conversation. First, you should caution in term of conforming versus non-conforming, in order for a lot to be conforming, it has to meet all of the rules. And the analysis that we've done here is really only looking at specific dimensions of the Zoning. So just because a lot currently has a conforming lot size and the Zoning change would make it a non-conforming lot size, it could be, it could already be non-conforming in other ways. So this is really as I was saying before --

HUGH RUSSELL: Most of the setback.

JEFF ROBERTS: What's that?

HUGH RUSSELL: Most of the structures appear to be close to the lot line on one side or the other.

JEFF ROBERTS: Right. So they could be non-conforming prior setback requirements on the yard requirement.

STEVEN COHEN: So may very well be more than 70 percent that would ultimately be non-conforming.

JEFF ROBERTS: Right. So the number -- it's difficult to determine just exactly how many parcels are perfectly conforming now but then would be -- become sort of non-conforming status. We can only look at the individual development regulations. So that's one piece of it.

If there -- if a parcel does become non-conforming and wants to make an alteration, the rule is that a non- -- an existing non-conformity is legal. If it was, if it was at the time it was built, at the time it was established, it was conforming,

the issues come up when you try to make a change that would increase the non-conformity. So if a parcel currently has the ability to add a second unit and then the Zoning were changed and it now no longer has the ability to add the second unit without seeking a Variance.

If it, if it becomes -- if it already has the second unit and then it becomes non-conforming, the second unit is still okay. But if it were going to be enlarged in some way or changed in some way, that would extend an either a setback non-conformity or some other, some other non-conformity that it would -- it would need to go to get a Variance. So that's one aspect of issues. I know that there also can be issues when -- because I get phone calls about this when houses are bought and sold, and whether

they're in a conforming or non-conforming status. If a house for some reason is demolished, if it burns down or something, it has to be rebuilt according to the Zoning. So you have, so you have that issue where a lender might look at that and say well, even though this is -- even though your house is a two-family house, I know that at some point in the future it could get reduced to just a single-family and that can be taken into account.

STEVEN COHEN: Jeff, if you wanted to make a change which doesn't extend the non-conformity but the house is non-conforming to begin with, can one do that or does that require a Special Permit?

JEFF ROBERTS: It depends. There are certain -- there are certain changes that can be made to a non-conforming building.

It's actually a specific list that's in a section of the Zoning Ordinance that says these are the changes that you can make --

HUGH RUSSELL: However --

JEFF ROBERTS: -- to a structure.

HUGH RUSSELL: However, being an owner of such a structure proposed to make that change, I was told by the Building Commissioner because the structure was non-conforming in other ways, I had to get a Variance.

JEFF ROBERTS: That is really the difficult thing when you get into the specific -- when you get into the specific, when you get into the very specific change that you're going to make, it becomes, it becomes much harder to avoid a situation where you don't, you don't necessarily need a Variance in every case. It's not a blanket

you need a Variance in every case, but it becomes much more difficult to avoid making a change that won't require a Variance.

STEVEN COHEN: One more question, Jeff.

HUGH RUSSELL: And that's I think -- just to comment. I think that's a consequence of some court decisions when the Zoning cases have been challenged. And so that's allowed the Commissioner of buildings to be very conservative because he doesn't, you know, he feels he has that direction from the court decisions. So I think that's why he does what he does.

STEVEN COHEN: So, Jeff, one other question. Under the existing Zoning, if a property owner -- we heard stories of condos being built or townhouses or additional units, under the existing unit is it -- I'm

sorry, under the existing Zoning, is there any design review or I assume there isn't a neighborhood conservation district commission, is there any oversight or review that, you know, by which, you know, the quality or the design receives any input or oversight by any Boards or is it really a free for all?

JEFF ROBERTS: This isn't a district that has any really required design review, and given the scale of development is already so limited to small development, it would not generally be -- not generally be subject to any review. I think the one case where it might is if you have a particularly large lot, that where you can build at least six -- a townhouse development of at least six units. So a particular -- if it's a single unit with six or more units, than it would

fall under the townhouse Special Permit criteria and that would be a Planning Board review. But generally, generally speaking no, they don't have any design review or any discretionary permits unless they need to see the Variance.

STEVEN COHEN: One last quick one. Are there any Zoning Districts that are more restrictive than B but perhaps less restrictive than the A-2? Or is that pretty much the next step up?

JEFF ROBERTS: No, we don't really have a designation that's in between those two. As I mentioned when I walked through, most of the dimensional requirements are similar. I think the key difference is going from single-family to -- from a district that allows only single-family to a district that allows single-family, two-family, and

townhouse.

STEVEN COHEN: Thank you.

HUGH RUSSELL: I'm going to follow up on that. Would it be possible to create a district that had -- essentially the only change the Petitioner is looking for is to not allow townhouses because -- so is it possible to construct a district where it wouldn't change the -- any of the other dimension requirements, it just wouldn't allow townhouses?

JEFF ROBERTS: Sure. That would be -- it would be possible if that were adopted.

H. THEODORE COHEN: Just a quick question. Has the Department ever looked into the issue of whether townhouses are appropriate or inappropriate for this particular area of the city?

JEFF ROBERTS: I can maybe say a little bit about that. I'm kind of craning around me and looking at Roger and Stuart and maybe now I'm talking about things that I'm not historically familiar with. But my understanding of the Townhouse Ordinance was really that it was created to provide an attractive alternative to multi-family apartment-style sort of flat-style development, and that it's been applied in that way. I know -- and I know that there have been changes to the townhouse to sort of the definition and the particular requirements that make something a townhouse development or not that I think were largely in response to townhouse development and eliciting a similar reaction to the multi-family development that was intended to take its place. I don't know if that's an

accurate characterization.

HUGH RUSSELL: Probably.

JEFF ROBERTS: So, again, I think that's why particularly in the Residence B that is the district where townhouse development is allowed but multi-family residential development is not allowed. So I think, again, townhouse, I think it was seen as sort of a medium in between two-family detached dwellings and multi-family dwellings.

H. THEODORE COHEN: And do we have any -- do we know when this area was zoned as Residence B?

JEFF ROBERTS: I don't.

PAMELA WINTERS: Hugh knows I bet.

HUGH RUSSELL: I'll look it up to the extent I can find it.

JEFF ROBERTS: I have the historical

Zoning maps sitting on my desk. I was looking at them earlier.

H. THEODORE COHEN: The two gentlemen behind you don't have the historical information?

STUART DASH: Not fully at hand.

HUGH RUSSELL: I'm trying to find a...so in 1974 it was Residence B.

1970 it was Residence B. So then we have to go back to 1943. There I don't have any -- I haven't got any Zoning maps between '73 and '70.

H. THEODORE COHEN: So it's been Residence B for at least 50 or 60 years?

HUGH RUSSELL: Right. And I think before that I believe in '43 it was also a Residence B, but I'm not -- yeah, Residence B District was created in 1943. So this was Zoned that way and in 1924 -- in 1924, I'm

having difficulty.

UNIDENTIFIED AUDIENCE MEMBER: There were hardly any houses in the neighborhood.

JEFF ROBERTS: I don't know if we had Residence A, B, and C in 1924.

HUGH RUSSELL: We had R1, 2, 3, 4.

H. THEODORE COHEN: And do we know when townhouses came in?

HUGH RUSSELL: Sometime in the seventies.

JEFF ROBERTS: When they were defined as a distinct housing type. they've --

H. THEODORE COHEN: They've been allowed in each district?

HUGH RUSSELL: Yes.

PAMELA WINTERS: So I have a question. So if we do allow a Zoning recommendation that allows townhouses, it

would ultimately have to go before the City Council to be approved; is that correct?

JEFF ROBERTS: Yes.

PAMELA WINTERS: And what would be the advantage again of disallowing townhouses?

HUGH RUSSELL: Well, maybe we should -- let's hear from the public.

PAMELA WINTERS: Hear from the public?

HUGH RUSSELL: Hear from the public. Part of the reason we've been discussing this is to try to give you an idea of questions that we're asking and so now maybe it's time to go and hear some answers.

STEVEN WINTER: Thank you, Jeff, very much.

HUGH RUSSELL: Liza is bringing me the sign-up sheet. The way it works is I'll

read the names from the sign-up sheet first. Everybody, when I call you, you can come up to the podium, give your name to the person who is recording the meeting, spell your name so she can -- she likes the names to be correct in her transcripts, and then you have three minutes to speak. Pam is the timekeeper. Again, three minutes she'll --

LIZA PADEN: Nobody signed up.

HUGH RUSSELL: So then, after I go through the list which is now been completed, does anyone wish to speak on this petition?

Yes, sir.

PATRICK REILLY: My name is Patrick Reilly, R-e-i-l-l-y. We've been living on the street for several years and this year my wife and I and young son have purchased a home at 75 Griswold. I share the concerns of the community about the growth of traffic and

development that has occurred recently, some of which just before and at the end of Loomis Street while we were there. It is a very -- I mean, I think it's a very special neighborhood. It's -- it is a very family-oriented neighborhood. The houses are set back from the street and, you know, it's a wide tree strewn area. There's a good sense of community. And I just like to voice my support for controlling the development of, you know, sort of the townhouse, you know, condo multi-family occupancy beyond. I mean, you know, there are a number of two-family homes on the street and, you know, and plenty of single-family homes, but that is very much the character of neighborhood. And, you know, raising my son and, you know, being a resident and owner on the street now, I very much like to preserve the character as

it stands and would very much support the idea of doing away with further townhouse development or condo development. And I'd like the, I believe you're the Chair, sir? I'd like to suggestion that we might go back to maybe not go to the A-2 designation if that's not necessary, but to attach some sort of rider prohibiting townhouse in such development in the existing Zoning. If that can't be managed, then I would prefer A-2 to further townhouses.

HUGH RUSSELL: Thank you.

Yes, sir, do you want to speak?

ROLAND LAFAMME: Thank you. I'm Roland Lafamme, L-a-f-a-m-m-e. And I've been living in this neighborhood since 1943. And at that time all the roads were dirt except for Normandy Road which was a tile and gravel road and the houses are all well kept and

there were no problems with anything. And they tried to at one time to get industrial in there, but it was voted out by the City Council. They took it out. And according to this it says you have to have 4500 (sic) feet of space to build a building. That's what it says here. I have 8,871 feet. That means that I am 129 feet short so I cannot build a house according to this.

Right now I have developers knocking on my door wanting to buy it and build on it but I don't want to do that. I want to keep it. But if I keep it and you pass this, I lose my lot. That's what happens. So I'm really not for it. Like I said the neighborhood, they built a townhouse two down from me. There's no problems. The people come and go. There's no -- I don't see any problem.

Thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak?

DAVID WEINSTEIN: David Weinstein, W-e-i-n-s-t-e-i-n and I'm a much more recent addition to that neighborhood, living on South Normandy Ave. for a few months. And I'm not on a street that directly connects to the townhouses in question, so I certainly can't speak to their direct impact, although the nature of the neighborhood is very much as people described it. My concern with some of the aspects of the switch, at least if it were directed to A-2, is issues like setbacks since so many, I don't have exact numbers, and the existing homes are so close to or already non-conforming. If people with homes like mine, which are pretty small, want to make some modifications, even modest modifications, hopefully to allow them to,

you know, stay in the neighborhood, maybe with a growing family, I have a couple young kids and just enough space, type of dormer and things that appears to be an ongoing thing in the neighborhood and the Zoning become more restrictive in that way, I think it would be even more difficult for people to make modifications that neighbors would be happy with but would now have a higher hurdle. I realize that's a separate question potentially from whether townhouses are allowed or some of the other limitations. So I would just be concerned about using a blunt instrument impact, and if there are some concerns which I haven't been directly affected by and appreciate are part of the neighborhood that any resolution tries to address those concerns specifically without inadvertently creating hurdles to things that

have been long customer in the neighborhood. And it appears to be me that as a recent addition to the neighborhood is that something that neighbors are generally happy about or comfortable with. And I've seen this in various states from older additions to proposals that are I think underway right now that seem to have, have at least approval of neighbors.

Thanks.

HUGH RUSSELL: Thank you.

DANICA MARI: My name is Danica Mari. D-a-n-i-c-a M-a-r-i. I live on Normandy Ave. I've been there about two years. It just sounds like this is kind of a drastic change for solving a traffic problem. I think there might be other ways that we can perhaps address a traffic problem, speed bumps or whatever. I think, you know, the

Zoning if I understood Jeff correctly, it sounds like he was implying maybe more homes non-conforming would affect home values in the area which might bring down home values in the neighborhood for more than just those that are additionally non-conforming. I'm not really excited about my house losing value since I just bought it two years ago. So, I really like the idea of trying to find some other way of dealing with the traffic, which that seemed to be the problem I can see as the most significant thing. If we don't want more people in the neighborhood, sure then we can restrict townhouse buildings. My main concern is my home value.

So, thank you.

HUGH RUSSELL: Thank you.

Yes.

MITCHELL GOLDSTEIN: Hi. My name is

Mitchell Goldstein. I live at 17 Normandy Terrace. I wasn't going to speak and I don't really have a strong opinion about this, but I just wanted to share with you that it seems like speakers, the neighborhood isn't really divided into two geographically, but for the purposes of this discussion I think the residents who oppose the change, live in the Normandies. And the residents who support the change live in the Loomis, Griswold area. And I suspect one of the reasons that the folks in Loomis, and I'm not speaking for them, but I live on Normandy Terrace. It's at the end of the dead end street. And I've live there for 30 years. And since I lived there until recently, Loomis as was a dead end street also. And then they broke down the barrier and that's where they built a lot of these townhouses. And I think there's a

palpable real fear from a lot of people that that extension is going to continue. I suspect, and I could be wrong, and I wish people would speak up to agree with me or refute me, but I think that's really the genesis of a lot of the problem is this inflection of townhouses. When they've lifted that barrier, nobody even realized that that could happen but it did because the dead end street is no longer a dead end street. And it's feared that it might extend all the way to Concord Avenue and really have more traffic and make it more industrial and that's the bad thing. If that's the real problem, it would be great if something could be done about that.

Thank you.

HUGH RUSSELL: Thank you.

Does anybody else wish to speak?

PATRICIA AMOROSO: Good evening. My name is Patricia Amoroso, A-m-o-r-o-s-o. I have lived in the neighborhood for 40-something years, several members of my family have been there 50 years. I -- my feeling is that, you know, we -- it has such a fifties, sixties neighborhood feel. It's a throwback neighborhood. Yeah, there is, you know, we do have the traffic concerns and we've known all about traffic calming now with what's gone on on Concord Avenue and even on Griswold Street. We have our first stop sign. And, you know, we welcome change, but I think that we just like to keep it, you know, the way it is as far as the homes and the -- a few condos and things. But our fear is that with the townhouses, it's a numbers things, you know, the whole flavor changes. You don't know who your neighbors are.

There's more cars, safety, even, you know, fire trucks getting down Loomis Street, and where are they going to turn around. I mean, it was all a concern when Loomis Street extended recently. And snow removal, I mean we have a lot of concerns, and yet A-2, you know, district might be quite restrictive, but I think we can work on things in the future. I can't speak to what that might be. But we just don't want it to be the condo craze as it is. I mean, this is -- some of us have been there for many, many, many years. And, you know, we've grown to enjoy it and raised our families and we like it that way. But we do welcome change and hope that the Board can understand some of our concerns.

Thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak? Yes, sir.

FRANK MULLEN: Hi. My name is Frank Mullen, M-u-l-l-e-n. And I live at 52 Griswold Street. I've been living on Griswold Street for over 50 years and I've seen the neighborhood change and kind of be what it is now today. There's been a lot of changes over the years where there wasn't a lot of families in there. Now looking at it, there's a lot of young families in there with a lot of young children, and if they put say ten more condos down the end of the street on multi-unit buildings, what do they say it is 1.5 cars in the neighborhood? You know, it's more of a safety issue with all these cars coming down there. You know, these people don't realize what they're getting into with all these young kids. I mean, if a kid's

walking down the street and all of a sudden he runs out and, you know, he gets hit, these people are just not aware of it. Speed bumps. We tried to address speed bumps. The City was totally opposed to it. They said they didn't want to put them there. Fire trucks can't get over them. They can. Believe me I know they can. All we want to have is a safe neighborhood. And seeing the way the neighborhood is now, it's really nice. It's one of the strongholds left in the City for neighbors. When I look out there, and I wish it was like that when my children were smaller, because you see all the little guys running up and down the street playing, you know, on the sidewalks and stuff, and you're -- and you really want them to be safe. And my understanding on this is if you wanted to add an addition on

your house, there are ways of getting it. It's not a restriction on like, you know, trying to keep people in the city. You can do that from what I understand. We just don't want mega, you know, condos in there, townhouses. It's just not fitting in with the neighborhood flavor.

Thank you.

HUGH RUSSELL: Okay, thank you.

Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: I see no one.

We have a lot on our agenda tonight and I propose that we -- if there are any questions that we want the staff to research and not try to reach a decision tonight.

TOM SIENIEWICZ: Sure. Mr. Chair, just doing a little research on the iPad here and flying through the neighborhood, amazing

planning tool, I do note you can see the townhouses that the Petitioner has pointed out at the end of the street. I do note that a portion of those townhouses are in an adjacent district. They're actually being developed in an IB-2 District. Not in the district in question. So I just have a question for staff about I know no housing is not permitted in any of our districts in the City of Cambridge, but whether we address the Zoning District in this here in this B District rather in fact the issue exists in an adjacent district to the right-hand side of the map that we've been given. So that's the first step that I'd like to understand that.

HUGH RUSSELL: So I'm wondering if it could be an Overlay District that this particular Residence B District you can only

have one- and two-family houses. So that would maybe accomplish what's trying to be accomplished.

TOM SIENIEWICZ: Yes.

HUGH RUSSELL: And it would be consistent with the notion of basic planning principle which would protect neighbors as they exist and not try to keep character of the neighborhood from changing.

H. THEODORE COHEN: I would be happy if staff looked into that, but I'd also like them to try to address the related question whether if we were to support a prohibition upon townhouse development here whether there is a rationale for it occurring in this neighborhood as opposed to some other neighborhoods in Cambridge. You know, if there's something so unique about this neighborhood and its set up that would

justify doing it when we haven't done it elsewhere.

HUGH RUSSELL: I think that might be possible to make that argument in this particular case, because I mean the unusual nature of this neighborhood developed I guess probably around World War II lots of little simple houses, and they don't put it in places much like that.

H. THEODORE COHEN: That may be. I mean, but to hear what staff has to say before we take a position on it.

HUGH RUSSELL: Yes.

PAMELA WINTERS: And I also liked the person -- it seems as though traffic is an issue for the children playing in the street and so maybe the Traffic Department could take a look at the possibility of putting in speed bumps in the street to slow

down the traffic. I don't know.

HUGH RUSSELL: Or just in general.

PAMELA WINTERS: Look in general at the traffic situation there, yeah.

HUGH RUSSELL: What might be done.

PAMELA WINTERS: Yeah. Thanks.

STEVEN COHEN: And I just want to pick up on the point that Tom said. I mean that was my interest and perspective as well. It seems to me that the potential for a great deal of development in a Residence B Zone is highly limited to begin with. And I'm wondering, and I really would like a clear answer to what extent is this pressure or potential pressure coming from the surrounding districts where the development is actually in the surrounding district but then the access is through the B District. And to the extent that that's the case,

how -- what would be the best mechanism to control that. And maybe the Overlay District that the Chair has suggested, an overlay which extends beyond the B. But I'm just wondering and suspecting that the problem isn't in the B itself. It's in the surrounding district.

CATHERINE PRESTON CONNOLLY:

Mr. Chair, if I can build on that. I think that we should also ask for some background on this extension of Loomis Street that surrounded the district to the B District and, you know, how that happens, whether it continues, and if it should be anticipated that there will be further access integration between the neighborhoods.

STEVEN WINTER: I concur with my colleagues strongly on that. And the other issue that I would like to know more about is

what restrictions would owners have on renovations, building on to their own house if we made changes in the Zoning and are they different whether it's an overlay or a different kind of a tool? And what we're looking for is to make sure that people don't lose existing value in homes. And I know that, Ted, what you're looking for is not so much that you feel this way or that way about whether it should be done, but you're looking for a defensible decision.

H. THEODORE COHEN: Correct.

STEVEN WINTER: A decision in the end that will stay in the Land Court.

H. THEODORE COHEN: That justifies that change as opposed to some other places where we've had some Petitioner say it's not an appropriate change.

STEVEN COHEN: I guess I would add

one final point. I for one, I don't think there's anything inherently troublesome about condos or townhouses. And to the extent that, you know, that's what we keep referring to, condos and townhouses, I somehow suspect that that's not really the right category to be dealing with. I think it may be, you know, the size of the development, especially if it's in these less restrictive surrounding districts. It may also be designed, and as one who sat for 16 years on the Mid Cambridge Neighborhood Conservation District Commission where our primary focus was on the massing and then design to assure that new developments were consistent with the patterns of development and the styles of development in the neighborhood. I just wonder whether and to what extent that may be part of the problem here and that's some

remedy of a different nature might be considered to address the design of new development.

HUGH RUSSELL: Okay.

So, it's 8:30. We're ready to go on to our design review?

PAMELA WINTERS: Two of them.

HUGH RUSSELL: Let's go to Planning Board case 243, 50 Binney Street.

ATTORNEY JAMES RAFFERTY: Good evening, Mr. Chairman, members of the Board. For the record, James Rafferty appearing on behalf of the applicant Alexandria Real Estate Equities. Joseph Maguire and Thomas Andrews from Alexandria are here.

The Board is, of course, familiar with PB case No. 243. The PUD Special Permit granted back in 2010 that controls the Alexandria project along Binney Street.

We're here tonight with two requests:

One is a Minor Amendment. And the Minor Amendment involves an alteration to the location of the parking for the Athenaeum Building. The Athenaeum Building I'm sure most board members know is the historic structure at 215 First Street, Cambridge Racquetball Club is in there and perhaps other uses that Board members might be familiar with. And adjacent to that is a significant parking lot. In fact, that is what we refer to as 50 Binney Street. And tonight's proposal involves essentially a redesign of 50 Binney Street.

In the original PUD Special Permit that was approved by the Board, the thinking at that time was that Alexandria would seek to relocate that parking in a below grade garage at the adjoining block at 100 Binney Street.

And there's a provision that's specifically authorizes that in the PUD decision itself. For a variety of reasons the Petitioner wishes to relocate that parking into the below grade garage at 50 Binney Street. So it's actually going to be more proximate to the existing -- to the principal use that it serves. It doesn't alter in any way the number of parking spaces or the relationship between the parking and the principal structure. But it since it's identified as being located in the transfer of that parking to 100 Binney Street is specifically set forth in the decision. We're asking for a Minor Amendment to modify that provision to also -- to allow for a relocation but to 50 Binney Street.

The second issue we have before you is a design review, whereas you know in this

PUD, as in most PUDs, the Petitioner comes before the Planning Board each time it is prepared to undertake a design or prior to the construction of the building.

In this case some of you may be experienced a slight case of deja vu because we were here a few years ago with 50 Binney Street, and frankly back then the thinking was that 50 and 100 Binney Street would be, perhaps, among the first projects that would begin. But it was always acknowledged both in our presentations and in the Special Permit itself, that market forces are even greater at times than the Planning Board phasing schedules. So it turned out that the first building that has just completed construction is the 225 Binney Street. Which if you have not yet had an opportunity to go by, it's down here between Fifth and Sixth

Street. It's the world corporate headquarters of Biogen, a Cambridge-based company that flirted with the suburbs for a few years, and saw the error of its ways and returned to Cambridge. And this building here was frankly one of the outlier locations. But the architect you'll be hearing from tonight Mr. Spagnolo, it was his firm that designed this building with a lot of input and advice from this Board and the staff. It has two distinctive features: The retention of two historic structures on either end of the building, which admittedly when the notion of retaining them first emerged, there was some reluctance, I would suggest, on the part of the developer anticipating that prospective tenants might prefer to clear the block and build themselves a building. But to Mr. Maguire's

credit he was able to convince his perspective tenants that these two structures actually add a level of distinction to the block. And I think the work of Mr. Spagnolo in restoring those buildings, as well as Mr. Matthews' landscape work on behalf of Van Valkenburgh, in the new building itself is really one of the more handsome additions to the streetscape there.

So Mr. Maguire's here tonight to just briefly explain why it is that 50 Binney is back before you. But it has much to do with the success of 225 Binney Street, both in terms of its design and programatically in terms of what the industry is looking for. In short, the redesign here that we're seeking design approval for involves creating two buildings; 50 and 60 Binney Street. And as Mr. Maguire will explain, one is

anticipated as a traditional --

HUGH RUSSELL: If you leave him anything left to explain.

ATTORNEY JAMES RAFFERTY: Yeah, I know people always say that. So in that subtle way of telling me to be quiet, I'll introduce Mr. Maguire and let him tell you something. But thank you for that.

JOSEPH MAQUIRE: I don't have much to add to Jim's eloquent presentation here. But --

ATTORNEY JAMES RAFFERTY: Tell them why.

JOSEPH MAQUIRE: I'm Joe Maguire, President of Alexandria Real Estate Equities, and I represent a team of folks that are here with me tonight; Tom Andrews, Michelle Lauer as well as on staff as well as the folks from Michael van Valkenburgh and Al Spagnolo,

Spagnolo's firm.

We want to come back to you tonight because the markets do change and we had second thoughts about the building that we first proposed. Its use was going to be laboratory and thinking. And we had found that the marketplace and the market demands that are out there really need to be better mixed. So what we have for you tonight is a presentation that will show 50 and 60 Binney Street in a two-phase project with a garage that will be underneath it in its entirety. And it's meant to be both office and laboratory. It's not -- so it's not laboratory centric. It will allow a mix. It will be a better way for us to meet the market. And I've always said that our designs need to meet the market. So without much else to say, I'd like to really get --

dive into the presentation and have Al Spagnolo present the design that we have. We're very proud of what happened with 225 Binney Street and we asked Al to pick up the pen and computer to design yet another building, and I think we've got -- we have some improvements in our thinking that will come through in tonight's presentation.

So with that, Al, would you like to speak?

AL SPAGNOLO: Thank you, Joe. I'm Al Spagnolo with Spagnolo, Gisness and Associates. And it's a privilege to once again be here before this Board.

As Joe indicated, the change in the marketplace, excuse me, really provided some opportunities to tackle the issue of creating two distinct buildings on this site. From the context plan that's before you, you're

familiar with 50 Binney Street, and it's an important relationship to Land Boulevard, First Street, Triangle Park, and the Charles River. It's an ideal location for the Alexandria's Development here along Binney Street. But I think as we progress through the images, you'll see how we took advantage of the opportunities to create these two distinct urban forms.

As I go through the presentation, I'll also explain some of the differences and some of the similarities to what this Board approved in March of 2011. And I want to reassure the Board that I read through the transcripts both from January of 2011 as well as March 2011. There were some very excellent ideas that were shared with the architect at that time. I think we've reinterpreted some of those suggestions, and

I think hopefully you'll still find them an important part of our design.

In this aerial view with Longfellow off to the left and the Charles and obviously the Esplanade, you get a great sense of the relationship of our proposed buildings within the context of Binney Street. 75-125, that's well underway. The proposed 100 Binney Street building is also illustrate here. Certainly the importance of the Athenaeum building as well as some future development here at 161. The recently reviewed building at 270 Third Avenue. So within the context of this portion of the district, as you'll recall the height that's allowed here is 140 feet, exclusive of the penthouse element.

Looking at the urban design connections and the importance of this site is illustrated by, I think, this diagram;

pedestrian movement and points of transit through the site are important both from the Kendall Square Red Line Station all the way up to the Lechmere Station.

Our site itself will be adjacent to the mixed mode transportation hub that's adjacent to the one, to the 41 Linskey project, but we anticipate with the changes that you'll see tonight that not only will pedestrian movement be encouraged up through this through-block corridor, but also across to Linskey we've made some significant changes to this street wall here that will provide for an important entrance opposite 215 First Street, the Athenaeum building. So we think that because of the way in which we've treated the public realm, we hope a lot of vibrancy will be added and there will be an opportunity to enliven the public realm that

along all of the edges of our proposed building.

A close-up of the plan, the proposed site plan will illustrate that in more detail, again, with Binney Street at the top of the plan here; Second, First Street. One of the things you'll notice immediately is the abundance of public realm space that wraps the edges of the building. We've actually have extended some of that along Linskey.

I'll start along this edge. Being now a two building complex, entries are very important. And the presence of -- and the location for retail is critical to create that activation that we all desire in this particular area of East Cambridge. So we have two entry points, buildings will have certainly a strong identity for the proposed

tenants. The building to the right, which we're referring to as 50 Binney Street, will be the technology-oriented companies. The tech offices will be the prominent type of occupants here. Life science will occupy the building to the west. So it's going to be a great potential to combine two workforces here.

Retail is pretty much where it had been shown back in March of 2011. We envision through the RE program and they were fortunate, we're fortunate to have on our team Grafito, and their understanding of the market forces here in Cambridge. They've been working in a highly collaborative way with us. But we envision a strong retail presence here at the intersection of First and Binney.

A second retail, this one is

approximately 450 square feet, another retail element here that will anchor this important corner right opposite the mixed mode transportation hub at Linskey. And there's opportunity for additional retail. We've actually introduced some changes by relocating from the previous scheme the bike parking to the midpoint of Linskey Street. It provides an opportunity to activate this corner as well and extend that activation, this active use onto Linskey. And the same is true opposite Triangle Park where there's an opportunity here for some type of active use. We're still in the early stages of identifying those types of uses, but with the transparency of the glass line here, we think there are several ways to create an enhanced pedestrian experience in this particular design.

Key to this plan is that the midpoint opposite the second entrance of 215 First Street that there will be a through-block connector, internal space that provide access off of Linskey. So folks coming up from the Red Line can extend, can actually enter the building here adjacent to the bicycle parking and continue on through and experience this through-block connection. There's another connection that we're proposing opposite the mixed transportation hub here as well. So it will provide access off the Second Street into these lobbies. Again, that will create a high level of kinetic energy within the building. The parking, the bicycle parking provides readily available access for the buildings that those who cycle and arrive at the site. Chris will get into more of the details, Chris Matthews of MVA about the

landscape plan and the proposed parking. So we intentionally brought the bicycle parking close to the entry on Linskey. It provides a convenience. So this building really serves the interests of pedestrians and bicyclists who arrive at the site.

Along Linskey the curb cut for the service area remains as it was approved by this Board or reviewed by this Board back in March of 2011. The access to the ramped access to parking has moved approximately 60 feet to the east. We've reviewed this with Sue Clippinger and her group. We think we've got adequate separation here from this important corner to manage our transportation needs. There are 752 vehicles planned for a five level garage. That's two levels more than the plan that was reviewed in March of 2011. That parking now will include parking

for our needs within 50 and 60 Binney Street, spaces here for the tenants of 215 First Street, and a transfer of those spaces from 300 to our building. The site conditions here are much more conducive to deep excavations than the 100 Binney Street blocks. So it's a sensible transition in the parking counts.

A view from -- a roof view of the two buildings. Again 50 to the right. 60 extends right up to this particular point on 50 Binney Street. You'll see in a prospectus in a moment, the importance of how we've managed this extension by creating notches here to really emphasize, again, the separation between the two buildings. But at the same time we could have a floor plate that meets the needs of 21st century life science users. The same is true on 50

Binney.

As we get further into the presentation, you'll notice a series of terraced elements here that really takes its cue, and our inspiration comes from its proximity to Land Boulevard, the river, and the park. This is somewhat similar to the plan, although it has some distinct differences to what this Board really liked about the March 2011 design of the softening of that edge. We've expanded that expression and have activated these roof terraces to be green but also accessible. Tenants tend to be more willing to go outdoors, especially Millennials, we see that in many of the spaces that we've designed over in the Seaport. We are going to take full advantage of that, extraordinary views to the river and beyond.

And an enlarged plan of, again, of just

emphasizing some of the elements here that will distribute around all of the edges.

This area here around the center which I'll explain a bit in the perspective, we're still programming that type of active use. We envision a highly collaborative space that will be I think a way to celebrate the activities that occur not only along the street level but within the tenant mix itself.

Typical upper floors. Get a good sense of the -- they're similar floor plates here. I should point out the GFA for this particular project is less than what you approved in March of 2011. So we're approximately 470,000 square feet of GFA. It's a reduction of about 16,000 square feet from the previous scheme. And, again, by the core elements you can probably understand,

too, the difference in core arrangements. This is a much more tense core for life science and office building or tech office users. It's a less infrastructure internally.

Each of these plans, I'll illustrate the change at the -- in the floor plate designs from the red line indicates what was reviewed by this Board in 2011 versus our floor plate. The biggest difference is -- and I think I just want to go back for a moment and I want to point this out. The red line here indicates the profile of 50 Binney Street from March of 2011. We have extended the facade out a bit towards the Triangle Park, but it also building terraces back more significantly than the (inaudible) design.

But what we have now, which I think is an opportunity to activate these edges along

Binney Street, we've transferred some of that area to improve the pedestrian flow and experiences along Binney Street. So beyond that Red Line where the building is notched back and set back, it just provides more opportunities for active uses. We've done the same here at the corner of Second and Binney. By pulling in this corner it provides for opportunities to create outdoor activities, perhaps for a restaurant use there, and at the same time we've also took into consideration most very importantly Linskey Street. So you can see there's a series of setbacks, especially here at the bike parking and a more pronounced entry on Linskey that would help to activate this particular portion of the site as well.

Next image.

Let's go to the next image.

And, again, on the upper floor you'll see these relief points here. The notching in particular where these are done intentionally to intensify the urban form and the contrast between the two buildings.

And lastly you'll see here that our building at this very point is quite similar to the extension of 50 Binney Street towards Triangle Park.

And you'll have a series of perspectives starting at the corner of First and Binney Street with our backs towards the Esplanade.

Here you can see the first building being 50 Binney Street with a strong expressive element here at the corner. Soft curve that continues from the ground plane up to its crown within the design guidelines integration of the facade into the penthouse

is a very important aspect, and we've captured that we think in this design statement.

Along the park, Triangle Park being here, is a series of setbacks here. The angular terraces will be activated and it provides for some greening of those roofs. And all the way up to the top floor where there's more extensive opportunity for a green roof, the design guidelines also call for a contrast in penthouse design. So by breaking this building down, the building is in two distinct expressions. We've had an opportunity to create a great deal of relief in variation and contrast along this entire roof line. From 50 Binney Street with this grid extending up and concealing the penthouse here on the north side to the, to some of the same celebratory elements that

I'll present on the west side in a moment.

Active two-story bays that rest the entire building that clearly delineates the Binney Street datum at 75 feet.

John, the next image.

This is the view, Athenaeum is to your left, getting a sense of the way in which these two elements contrast one another along Linskey. I'll get into some of the materials at the moment. But I think you can see from the depiction here that we're looking for contrast, not only in the building forms, but the coloration and the type of materials being employed to clad the building. You get a good view as well here of the continuation of this terracing. The softening of the edge along Triangle Park and how it culminates here. And we also like the fact that we've returned this glass element onto Linskey and

have interrupted this more tectonic expression of facade at a key point along that First Street/Linskey intersection.

It's important to note, too, there's a hierarchy of forms here. The east building is about 24 to 26 feet lower than the original design in March of 2011. Being a tech office type building, the penthouse intensity is much less. So this hierarchy of form continues not only from the terracing that you had seen along Triangle Park but that continues into the penthouse and then it steps up to what is very close to the design height of the original 50 Binney Street.

One of the things that we think is successful here is that we've captured in the life science building an abundant amount of blast which was called for within the design guidelines and have extended that up to

conceal the impact of this penthouse. You can see the open trellis as well to maximize the amount of natural light that will enhance the lab spaces within this building.

And then there's a base, middle, and upper level building articulation along Second opposite the mixed mode transportation hub to your right. There -- sorry, John, let's just go back for a moment while we're in this view, I think it's captured nicely. A more tectonic frame that supports the expression of the tech-oriented building here. We're introducing some additional panels that create some color, some variation. There's a break here between the two buildings where you transition from 50 to 60. This glass element is framed by two-story high elements that again accentuate the verticality of this building and provide

ample natural light.

This is the view at the corner of Second and Linskey. We're exploring the idea of a rain screen system, has a vertical orientation that again complements, I think, the glass expression here that extends up from the ground plane. There's a break visually here before we transition to the penthouse. The west building penthouse will be clad and metal. We're looking at extruded elements to create some shadow and create some pattern and some visual interest. It picks up the general architecture and design of the planes that surround that particular portion of the building.

You get a good sense, too, that continuation of the slightly different pattern, deeper suggested fenestration along here on the Linskey building. We're

proposing this building to be clad in masonry or brick. I think it creates a relationship to some of its older neighbors, the Athenaeum and more historic, but also the residential buildings that are brick. Looking at more contemporary interpretation of brick or 21st century application of brick. But we think that variety of architecture along Linskey will really enhance what currently exists there certainly, but will enhance the entire pedestrian experience along that particular corridor.

A view from Longfellow Bridge, its relationship to the Esplanade, which is slightly taller than our proposed buildings. But, again, I think this clearly indicates the contrast in building forms. You get a good sense of what I referred to earlier, that hierarchy of building forms. This

penthouse being about 20 feet, 22 feet lower than the penthouse to the left that caps the 60 Binney Street building.

We have a series of elevations that I think will start to portray quite nicely. Where we focussed a great deal of our design effort is the enhancement of the public realm and how to enliven Binney Street, Second, and First Street along Triangle Park. And it's not just a building with glass meaning grey, we're looking at a variety of materials here that create visual interest and pattern, clearly identified entry points for both 50 and 60. This pause here between the two buildings, remember again this is 60 and this is the edge to 50. But by creating a more passive transition point we think, again, it puts a lot of emphasis on the design of the two facades and emphasizes that difference

and celebrates it. You'll see more of the detail of this retail podium in the additional renderings that I'm going to present. Let's continue, John.

This is just to help you with a comparative overlay of the whole block design of March 2011 in red versus what we're proposing this evening. So here you can clearly see the change in massing and scale, especially in this particular view. The relatively somewhat similar in positions to the park, our building if we cut away this curved element here, actually terraces back pretty dramatically to what was proposed back in March of 2011.

Again, the use of glass extending from Binney Street and this wonderful effort at cascading balconies down to what is now a one-story retail expression here. We felt

that carrying a two-story expression along the Triangle Park would change the scale greatly. We felt that one story here works much better from a pedestrian experience, still provides for ample opportunity to activate that particular portion of the street. You'll get a sense, too, here of the activated roof planes here with access by occupants. Some greening of the roof, the more extensive balcony at the top. The integration of this entire composition with this corner element. The capping of the penthouse and how it's integrated into curtain wall system. And a view on Second Avenue, again, a nice comparison from one-story element over on Triangle Park to a two-story expression here on Second opposite the mixed mode transportation hub.

The celebration of this more prominent

corner element opposite at 75-125, and I described earlier the vertical of the fenestration.

John, let's move to the public realm perspectives. Well, stop there for a moment.

I think this points out the opportunity for great diversity along Linskey. The 60 building, but still there's some language communicating here where there's an expressive two-story appearance to the windows, and I think it's a fenestration I think that creates certainly some language that links the two schemes. You get a good sense of the terracing that pulls back from the park. And we have a few public realm perspectives coming up that -- keep going, John.

This is the First at Second and Binney. We have an overhang here. We're looking at

the introduction to some warmer materials, some materials that recycled content that actually resembles wood overhead. Some of these panels will be extended down to create a lot of pattern and visual interest with then the two-story high retail podium. And the importance of activating this edge. You can see the entrance well marked here and so a nice rhythm of active uses. And the next view will take us to the corner of First and Binney. That same activation continues along this edge. It pauses a bit at this corner element and then intensifies again opposite the park. This is where the facade is pulled back. We have a more organic form of an ample amount of space for dining outdoor activities.

And a view to the west. Really great sense of what MVA has designed here along

this public realm with bicycle with the bike track here. Ample landscaping. And importance, again, to stress the active uses along this edge. To break the glass plane here as well we're introducing a series of openings where that activity in nicer weather can spill out from the interior of the building and enliven the public realm experience.

Most important about this design are the sustainable virtues. In this view here of the two buildings -- and you'll see a difference obviously in the penthouse elements here because there's less intensity on the tech office buildings. But we have on both buildings high efficiency mechanical systems. This particular roof is ready for PV, photovoltaic ready. Apply that (inaudible) maximizing daylight views. More

efficient landscaping. We've reduced -- obviously we've reheated aisle effect by eliminating the parking lot that's there. Rooftop store water management system as it's spelled out in the narrative. And we had the opportunity as well to introduce co-generation. Once a life science user is established, we can go in there with technology that's available and harvest those heat lows and generate power from that.

This building will reduce its -- the typical energy usage one would assume for this building which meets both LEED and the stretch energy code, it's going to be based on a reduction of at least 26 percent which is substantial.

And this last view I'll have Chris Matthews come up and describe the landscape plan and then we just have a quick 30 second

video.

Matt.

CHRIS MATTHEWS: Chris Matthews with Michael van Valkenburgh Landscape Architect. I think you did a pretty good job of covering most of what I might say.

The street trees around the building continue the master plan concept of completing the avenue of London plain trees along Binney Street. At the moment there are no street trees. Actually, there's no trees on the site at all right now. So on the north side of the building they're all brand new along the plain trees. And we're installing the same trees on First Street because that's really -- the most people coming off of Land Boulevard, the entrance to the home of the Alexandria area the beginning of Binney Street as it were. We have new

street trees on Second Street and Linskey Way also.

And we're continuing with the idea of making a kind of seamless connection between what's privately owned by Alexandria and what are public sidewalks. Alexandria will look after public sidewalks and the materials throw from one to the other very subtle markings so you can actually see where one transitions to the other, but it's supposed to feel like, you know, one realm, one super generous sidewalk area.

The cycle track runs between the new parallel parking on Binney Street and the street trees. And then the pedestrians are between the street trees and the building obviously.

We've had new sidewalks across the Triangle Park and then across to the

multi-modal transit hub on the west side of Second Street. So it's all much better connected than it is at present, but very much part of the overall landscape aesthetic for six buildings on the master plan.

AL SPAGNOLO: Thanks, Chris.

One last thing, and I'll just play the video so you can observe and hopefully see how this reinforces my description of a design.

(Playing video, No Audio.)

AL SPAGNOLO: Obviously we're along Binney Street to Second.

And lastly Linskey. And a nice pause opposite Triangle Park.

That concludes our presentation and we welcome your comments.

Thank you.

HUGH RUSSELL: Thank you.

Roger, you sent us a memo. Would you like to refresh your memories?

ROGER BOOTHE: The scheme as has been said several times in several ways has been a great improvement over what we've seen before. I think there were aspects of the previous scheme that the Board liked, especially the edge along the park, but we were very worried about the massiveness, and I think they've done many, many things to break that down. So I'm just extremely pleased at how much progress has been made overall and especially the way that it's worked so well with the van Valkenburgh ground scheme is just what I was hoping for.

HUGH RUSSELL: So, I guess I would just echo Roger's viewpoint for those of you who were not on the Board three years ago, that it's the height of the building is a big

challenge and the length is a big challenge. And we felt like we had an overwhelming problem with those things that we were struggling with David Manfredi to resolve. And I think that it's an interesting situation where a second architect comes in and look at what's been done by the first architect and say oh, I like this, I like that. This is good, this works well. Here are the things that I think I can bring to the project. And so it's like the street edge that Manfredi brought to it is largely retained, enhanced with some more space, but it represents -- I guess I should tell my Jose (inaudible) story. I worked for Jose for four years. And I came to understand why he was such a good architect because he would do something that would get us to the level of, say, design development and I'd say this

is great. And certainly think oh, no, let's start over again. And a particular building I worked on he had a 20th scale model that was built within a few months at the time that the building started and it was quite recognizable. It would be recognizable today. And then he thought, no, I've got to see this bigger. And so then he built an eighth scale model and things changed. And then he felt he had to build a quarter scale model. Well, the quarter scale model was about 50 feet long and we were in the carriage house building on Church Street which was only about 25 feet wide. And when he started the half scale model, we pointed this out to him and he said, no, no, I don't want to build the whole building, I just think I've got to look at it again at the arcade and how it works, which is the Harvard

science center if you haven't figured that out. The starting again and again and going back is a powerful technique. And I think this is, this is an example of how, you know, there's a dialogue between this design and the old design and that -- so we have the project as now solves some of the problems that seemed unsolvable the first time, and some of them were because of the problematic changes, you know, that gave us the opportunities to do that.

When you sit here you try to do design review and you think well, what could be done better? I'm having trouble answering that question. So maybe some of my colleagues have thoughts and maybe they -- people's idea that it's very daunting to make a point and say well that's not quite right.

Ted I think wanted to say something

earlier.

H. THEODORE COHEN: You know, well, I'm not a design person and I have to say I like the massing a lot. I don't like the facades at all. I miss, you know, maybe it didn't work. I missed the 2011 glass drama facing the park. But actually the facing the park is the part of this building that I do like the best. I'm not wildly enthusiastic about materials that change to me are totally arbitrarily and it seems to me in trying to articulate this as two different buildings. The materials change, seemingly to me, arbitrarily many times within each of the buildings and so then you end up with what seems to me to be just a total jumble of different materials and different designs and floor plates that don't seem to match each other or sort of match each other in a skewed

manner. You know, I just -- you know, it seems like so much is going on that it's not working for me as a whole. And maybe I'm, you know, the outlier on the Board who thinks that.

HUGH RUSSELL: We'll find out.

STEVEN COHEN: You know that's what makes for horse races. I wasn't here for the first go-round so I'm not familiar with the history of the process, but I don't feel I need to be. Seeing what I am seeing here, I think the design is stupendous. I really think it's remarkably successful. You know, it's not worth going through all the elements I like. I mean, the visual interest, the texture, the breaking down the mass, I think the variety of materials, you know, is great. It's interesting. I haven't been on the Board all that long, but it is for me a hands

down the best design, the best building that I've seen in my stay here. You know, I'm sure as the discussion goes along, we can find some nuances to comment on, but I'm not even going to take a stab at that. I think it's a remarkable design and I congratulate you on it.

HUGH RUSSELL: Other comments?

TOM SIENIEWICZ: I had some questions actually on the plan, especially as they related to the public realm. I noted on the plan some dotted lines in which I suspect I'm putting together with the renderings are overhangs on the buildings. So I just wanted to make sure I wasn't misinterpreting that on the 2011 presentation. I'm looking at -- well at least in my package it was this plan here, page 14.

Yes, that plan. So there's a couple of

dotted lines there. But just starting, say, on the triangle side of the park there, the roof plan shows that a straight geometry and obviously there's curved geometry here, so I suspect there's an overhang right on the side. So I just want to understand the dimension of that over the (inaudible). It's difficult to look at this, because it just looks like a street. But there's a -- I want to understand what the edge of the building is exactly on the east side and also on the north side.

ATTORNEY JAMES RAFFERTY: Should we respond now?

HUGH RUSSELL: Yes.

AL SPAGNOLO: And you're correct. The opening here and then there's that significant terracing that occurs as well.

TOM SIENIEWICZ: So what's the depth

of that overhang at the maximum dimension?

AL SPAGNOLO: At the maximum dimension is 15 -- 18 feet.

TOM SIENIEWICZ: 18 feet?

And then on the north side there's the same sort of condition?

AL SPAGNOLO: This is 12 feet here and this is six, and here its widest point is about 10 feet.

TOM SIENIEWICZ: The building extends 12 feet over the sidewalk on the north side?

AL SPAGNOLO: That's correct.

TOM SIENIEWICZ: Close to the entrance?

And that -- and then in section, as I understand it, it's a two-story height on the north side, and then only a one-story height on the Triangle Park side; is that correct?

AL SPAGNOLO: That's correct, Tom.
Right along here we've made that transition
beyond this corner marker --

TOM SIENIEWICZ: Yes.

AL SPAGNOLO: -- to a one-story
expression opposite the park.

TOM SIENIEWICZ: Okay, so that's 14
foot, six inches minus the construction of
the soffit; right?

Can you tell me what the height of the
overhang would be on the triangular, triangle
side of the site?

AL SPAGNOLO: We're approximately --
it's about 16 feet clear.

TOM SIENIEWICZ: Okay.

And then on the north side it's higher;
right?

AL SPAGNOLO: On the north side it's
higher. We're at about 30 feet clear, and I

can present that perspective view at both locations if you like.

TOM SIENIEWICZ: Okay. Just while we're on this, this plan, I see that spaces marked retail. You referred to active -- exploring active uses both on Second Street and First Street on the corners. Could you expand a little bit on what -- if it's not retail, what those active -- what you're imagining those active uses might be on those large frontages?

ATTORNEY JAMES RAFFERTY: Joe can.

JOSEPH MAQUIRE: Going back to our Special Permit we were required to have approximately 8,000 square feet of retail in its first generation. So the two pods that you see on the two ends are meant to fill that requirement of active uses on the ground floor.

Further -- and second generations beyond additional retail could occur at these ground floors and that's the way they're designed.

TOM SIENIEWICZ: Okay. So if you can't find a retail tenant, there will be some kind of active --

JOSEPH MAQUIRE: We need to be successful at both of these locations with our Special Permit. And that's why we have folks at Grafito to help us for pulling our retail and Grafito folks are with us here tonight.

TOM SIENIEWICZ: If I may, Mr. Chair, if I could keep going just a couple of more questions on this plan. I want to understand the start of the discussion was with an urban design diagram that suggested that there was now in the

revised plan a desire line that ran down Linskey Way across the loading dock to a doorway on the back. And I want to understand a little bit of what this nature of that environment. It doesn't look promising, the two noses of the 53-foot trucks there, I want to understand a little bit of what that's going to look like.

AL SPAGNOLO: Can I take you to the elevation? That might help to explain that.

TOM SIENIEWICZ: Yes, please.

AL SPAGNOLO: Just bear with me for a moment.

Second Street being to your left. 41 Linskey.

TOM SIENIEWICZ: Yes.

AL SPAGNOLO: That opportunity to extend some of these active uses along the edge, Tom, occurs up to this point.

TOM SIENIEWICZ: Right.

AL SPAGNOLO: We have a service area here that's required. It's in the same location as the previous design.

TOM SIENIEWICZ: Yes.

AL SPAGNOLO: There's a very nice transition point here with bicycle parking which I think will activate that edge will be a great deal of glass to provide visual access. And as you saw in the plan, it then allows us to extend this entry expression so it's visible as one meanders along Linskey. So that glass expression extends out towards 215 First Street.

The ramp system itself, we're still exploring this type of materials for this next transition point.

TOM SIENIEWICZ: Yes.

AL SPAGNOLO: This is the access to

the underground parking. And then we did take the opportunity here to extend the glass line back from Triangle Park right up to the edge of the ramp.

TOM SIENIEWICZ: Right.

AL SPAGNOLO: Trying to diminish the more service-oriented elements of that streetscape.

TOM SIENIEWICZ: Okay, so there's metal overhead doors -- just back to the urban design diagram, that detail there, the public is -- those doors will largely be closed and then serviced after hours? Okay.

And then one last question on the plan, I'm sorry to make you flip back. Actually, it relates to both the corner on Second and First Street. I noticed on the sidewalk that this is the simply the turning radius at the corner. That turning radius on the Second

and Linskey Way is -- I don't know what the actual dimension is, but a modest -- if you compare that to the geometry of the streets, on First Street you have an enormous curve. I wonder why VHB is suggesting one geometry which seems more friendly and supportive of a pedestrian environment to one on First Street which is more akin to a high speed traffic maneuver. I know the speeds of the traffic are different on the two streets, but it seems as somebody who wants to advocate for the pedestrian, we might want to look at that challenge. It's just, it makes the crossing so much wider when the radius is so large.

HUGH RUSSELL: Well, it looks like what you've done here is --

AL SPAGNOLO: We have a representative here from VHB.

HUGH RUSSELL: -- what you've done

is you've moved across the back to the narrow point so you have to sort of verge slightly in.

TOM SIENIEWICZ: Yes, away from the corner. And it's actually not safe for the pedestrian as I understand the rules. But all details the public realm which I think are more properly is where our comments need to be focussed tonight, but just some questions.

AL SPAGNOLO: We'll explore that further.

TOM SIENIEWICZ: Why that is the way it is.

AL SPAGNOLO: That's a good point. We'll explore how we can improve that experience.

SUSAN SLOAN-ROSSITER: I'll just comment. All the roadway work, all of our

buildings designed --

ATTORNEY JAMES RAFFERTY: Just identify yourself.

SUSAN SLOAN-ROSSITER: Susan Sloan-Rossiter from Vanasse, Hagan, and Brustlin. All of the roadway work on First Street, Linskey, Second, all Binney Street, all the roads have been designed with the Public Works and the Traffic and Parking Department. And specifically I think in both of those cases we were providing turning radius diagrams for the size truck that the city wanted us to design to. We can look to see whether or not we can change those, but just to comment that all of them had been done in coordination with the City departments.

TOM SIENIEWICZ: Yes, I appreciate it. Thank you for doing that. And just

taking the perspective of somebody who walks everywhere. That's it for now.

I have some questions on the overall massing and architecture and I wasn't sure where the Chairman's suggestion was going, whether he was going to suggest that the architect go back to the drawing board, but I don't think that's what we're looking at here tonight. Although I appreciated my fellow Board member here saying he's not a design person, but he seemed to get at something that I wanted to discuss.

CATHERINE PRESTON CONNOLLY:

Mr. Chair, if I can take advantage of Susan being in the front row now. I'm not a design person either, but I do know something about bicycles and bicycle parking. And so that's what I want to ask about.

SUSAN SLOAN-ROSSITER: Okay.

CATHERINE PRESTON CONNOLLY: First, I'm not seeing any short-term bicycle parking supporting the retail and I'm wondering about that.

And the second is having pulled the long-term bicycle parking away from that corner, I'm now -- you have to enter 50 Binney Street proper to get to the bicycle parking. And I guess operationally I want to make sure that people who are working in 60 Binney will be able to do that. And I also, especially given the location of the cycle track, would be concerned that when the primary entrance on Binney Street is revolving door, it's not particularly bike friendly to get through there and then all the way to the back to the bicycle parking. So I guess if you could share some -- point out where our short-term parking is and talk

about how the operations of that are expected to work, that would be great.

SUSAN SLOAN-ROSSITER: Okay. I'll probably invite Chris up to help me with the location of the short-term parking. We do have, I believe, have 54 short-term parking spaces that we have around the site. Many of them are located by entrance doors and by the retail. We have had conversations with Kara Seiderman about the locations, particularly the situations where previously we had some on public property because we wanted them close to the cycle track and now understand that there are some pros and cons that we're looking at of whether or not we want them more on the private property versus the public. And then so we're in discussions with the Kara about that.

The design itself of the bike room of

the 110 parking spaces, that's all in accordance with the new zoning for the bike regulations. That's actually greater than when we actually went through our Zoning process and we have included spaces for the tandem bikes as well.

In terms of access, and I'll have our design person for the building, John speak to it, it is my sense that we're anticipating that the cyclist will come onto Linskey to access the building and the parking versus going through the corridor. But I'll let John speak to that.

JOHN SULLIVAN: Hi. John Sullivan with Spagnolo, Gisness and Associates. So I think what you noticed about the long-term bike parking facility was that it was dependent on entrance to the 50 Binney Street which can be the case. It can be controlled

in such a way that it grants you access into the room. But it's also -- we've recessed an area of the site. We've recessed an area of the site next to the room from the outside so there's -- there's an opportunity to add the next interior dedicated to the room. So I think that either way we can grant access to that room for both uses.

HUGH RUSSELL: So following up.

JOSEPH MAQUIRE: If I can add something to that for a moment, if you don't mind. It is that operationally -- he touched on operations, 50 and 60 on the ground floor planning will operate as one building even though it's two. As you notice, there is a -- there's one set of garage doors and garage entrances. Well, there's common -- there's a common corridor that's running through that that the two buildings will need

to have access to. So there will be common access. I just wanted to make that point.

HUGH RUSSELL: Well, that was the point I was going to bring up because there's a service corridor that connects the loading dock. But I don't see -- if you park in the bicycle parking, it looks like you have to walk out through the building and out on the street and go back in and it's hundreds and hundreds of feet of walking.

JOSEPH MAQUIRE: So, again, someone will be able to come into the bicycle parking and be able to go up the corridor to the north and walk across the -- this is a, you know, a 60,000 plus square foot site that we're looking at here. It is a large site. We understand that, but we can work together with Kara in terms of addressing any additional bicycle needs that is felt is

appropriate.

HUGH RUSSELL: What's the space between the two lobbies facing Binney Street used for? Is that open or is that two things that you can't get through?

JOSEPH MAQUIRE: So, you're talking about the mid area?

HUGH RUSSELL: Right.

JOSEPH MAQUIRE: So, what I would describe it to you is that we're investigating a co-working scheme for that location that will have a hybrid retail/active use at the ground floor. We're thinking that that could have an area where there's benching that would be available. And so it's a scheme that's not unlike many tech-type environments that are being brought about in the community through places, you know, whether it be look at the Cambridge

Innovation Center or look at places like the work bar. So I'm thinking it's a hybrid, and the main fact being, you know, something like a coffee bar, work bar, you know, just an active environment at that particular location that's attractive to people coming in and land there. So, you know, it's a work in progress. That's why it's so blank like that. But that's, I think something like that is probably going to end up in that middle.

HUGH RUSSELL: So you could cut through there?

JOSEPH MAQUIRE: Yes.

HUGH RUSSELL: Any other comments?

STEVEN WINTER: Yes.

Mr. Chair, I concur with you on this design. I think the proponent has done very well. And the facades of the building are

interesting because it's almost like when you go a 360-degree view on the whole thing, it's like you're walking around it, it appears to be a couple of different buildings, but I find that very appealing. I like that. And I like the nod to the old brick, and I think we've done pretty well.

HUGH RUSSELL: Pam.

PAMELA WINTERS: I really like the top, the way that you hid the rooftop mechanicals. It's very clean and I think I like that a lot.

I also -- we received a letter from Barbara Broussard from the East Cambridge Planning Team and it seems as though the residents are pretty much supportive of the building.

And I guess I have a question for Ted. It's kind of lingering here. Ted, did you

want -- and I think Tom had also mentioned something, did you want something more subtle in terms of the facade changes? Is that what the two of you were getting at? Or maybe I could hear a little bit more about that from --

H. THEODORE COHEN: I don't know what Tom's comments are.

TOM SIENIEWICZ: No, just painfully aware I don't want to monopolize the conversation here. I think by in large the building architecture is very, very rich in a good way. And I agree with many of my fellow Board members about that. My question was I guess about the range of materials, the collection of materials, the movie that you ended the presentation with probably because it's production quality on some level sort of made them all look much more similar than

they look in the renderings. And I thought that was more successful, but I really am painfully aware that I'm getting into questions of taste here and you are very skilled designers and I don't mean to be meddling with something that you thought long and hard about. I really respect that. So, just in my quick view tonight my blink as it were, with all due respect, that the movie looked to me more successful because it did sort of blend the materials and bring them closer together. But as I say, bordering on the question of taste, so which may be inappropriate. So that's my opinion about that.

I had some questions about the sustainable approaches, but I can actually -- I can just look at my notes.

PAMELA WINTERS: Okay, thank you.

HUGH RUSSELL: So, I'll weigh in on this. I'm not a fan of collision architecture, and there's a building close by that's a collision architecture building. And I don't believe that's what's happening here.

TOM SIENIEWICZ: Okay.

HUGH RUSSELL: And what I see is basically it's a glass building that has screens placed over it in various places. And I happen to like screens better than the unscreened portions myself. So, you know, I would ask Ted if, you know, if he looked at the Second Street view, is that more successful from your point of view?

H. THEODORE COHEN: I mean, I agree with Tom that it's really a matter of taste. And that I never heard the term collision architecture. But I think that's great

because I think that does summarize what I don't like about a lot of modern buildings. So I can start to say I think the Hancock building is fabulous, you know.

There are other buildings where I just think that there's an arbitrary placement of, you know, a glass, two floors in the middle of a brick building or vice versa. And that's not my personally preferred type of building. And, you know, if when I'm looking at this, you know, I like, you know, the glass that's facing the park. But then it sort of turns the corner and it's, it turns the corner and I hear the architect explain what he's doing and why and I, you know, I can accept that, but then it just sort of seems to me it arbitrarily stops at one point and picks up with, you know, sort of a brick screen. And then -- and there's this nice

top around the penthouse. And then, you know, you're on -- I guess, what is it? Linskey Street. And suddenly we turn and change the materials. And that almost works, but we change the penthouse top there. And I understand it's two buildings, but it's not really two buildings. And the screen on, I guess it's 60 on the Linskey Street side, the floor plates seem to be different than the screen on the -- what is it Third Street? Second Street? Which again then screens part way and then becomes glass and becomes a green soleil up at the top and it's just a lot going on from my point of view. A lot of changes and things and it's not my taste, you know. I guess that's all I can say. And it doesn't bother me if I'm the only one who feels that way. And, you know, maybe it's going to be the greatest building that was

ever built in Cambridge but just, you know, this does not appeal to me in particular that -- this, the screening and the glass just seems arbitrary where it is. That's all I can say about it.

HUGH RUSSELL: Okay.

You remember on the, I guess it's the 350 Mass. Avenue case there was a building which had mixed screen --

H. THEODORE COHEN: Right.

HUGH RUSSELL: -- and glass? And at that point we kind of agreed with a number of other people who said it's -- it doesn't feel like Mass. Ave. We want to see somehow that balance to shift. And they came up with something which I never would have imagined they would have done, and it was a way of changing the transparency of the screens essentially, but keeping the screen in more

areas. So I don't think it's unfair to say this is a reaction and that, you know, it's like, the corner I don't like is the Second Street, Binney corner because there isn't enough of the screen left. I don't think it's horrible. I just, you know, it's like gee, that screen is really -- the screen is really remarkably (inaudible). And I think the way in which the scaling elements, the decision to make it, you know, double story height and on the Second Street thing, stopping the screen two-stories from the top and making it a glass element that's a very, very smart thing to do because it makes that top sort of get less material. So there's a lot of very, very wonderful thought here. But that doesn't mean that there couldn't be a little bit more.

And sort of the nature of our design

reviews that we put out questions and opinions, do this or do that, it's just that these are the reactions. And you hear the reactions and maybe it spurs you to do something and maybe it doesn't.

TOM SIENIEWICZ: Well, maybe if we hear a little bit more about why the screen does what it does and given locations might help. You know, I don't know tonight or in iterations potentially if we're asking them to come back, might be helpful.

I will say that when asked just quickly I really appreciate the balconies of which you're going to get to watch the fireworks from Triangle Park. I think that will be amazing. You know, the series of parties that will be happening there on the 4th of July. So I think that's a terrific thing. I think for me that I find most difficult to

understand is what that space is going to look like on the north side with that much of an overhang and shadow, you know, the sort of seven months of the year when it's cold and dark around here and I want to be reassured by really the landscape architect that I really admire that those trees are going to survive on the north side of the building where they're sited. So that's actually my question. What's that space going to look like urbanistically with that big overhang on the north side? In August I can see its advantage but I don't know about October, November, February.

HUGH RUSSELL: Yes. It's like my sense is that it's not going to feel very enclosed even though there's a big overhangs because they're so high.

TOM SIENIEWICZ: So high. It's 30

feet.

HUGH RUSSELL: But that's something that one could set the marker on the perspective generator saying, you know, walking down that sidewalk in a way you would -- you have the drive video. Maybe we should have the walk video that walks along that sidewalk as a way of thinking about that.

PAMELA WINTERS: If Bill Tibbs were here that's what he would want.

TOM SIENIEWICZ: But he's not.

PAMELA WINTERS: But he's not, right.

HUGH RUSSELL: But he taught us.

PAMELA WINTERS: Right.

HUGH RUSSELL: So I think we should also -- it seems like we're kind of winding down on the design review. I think we

probably should address the Minor Amendment on the parking. And it seems to me it is indeed a Minor Amendment. And from our point of view it makes very little difference under which building that parking goes. You know, if we would pick one, you would probably pick this 50-60 block because it's a little more convenient. But so we should probably make a motion to approve the Minor Amendment for that.

STEVEN COHEN: So moved.

H. THEODORE COHEN: Second.

CATHERINE PRESTON CONNOLLY: Second.

HUGH RUSSELL: Catherine's hand was up first.

H. THEODORE COHEN: She's the parking person.

HUGH RUSSELL: Right.

I hope everyone sees her role as

broader than that.

But okay, on the motion, all those in favor?

(Raising hands).

HUGH RUSSELL: And everyone's voting in favor on the Minor Amendment.

So I think we'd like to be kept updated on the design as this design progresses. It sounds like you don't have a current tenant. You're designing a building so you can get a tenant; is that correct?

JOSEPH MAQUIRE: That is correct. We're reflecting market decisions with our design.

HUGH RUSSELL: Right. So there is an opportunity to think about some of these things in a leisurely fashion. And many tenants would show up and maybe bring their own interest into the design, particularly as

you sit here programming and stuff like that.

JOSEPH MAQUIRE: Right.

HUGH RUSSELL: Okay, I would say that we are complete. We now need this -- Mr. -- we're not complete?

ATTORNEY JAMES RAFFERTY: Well, no, I'm looking for some clarification as to the status of the design review process. If we -- is it anticipated that we'll continue to work with Mr. Boothe and explore concepts or is this something we should anticipate returning to the Board with? I just am not clear.

ROGER BOOTHE: I think I heard pretty positive commentary and certainly we understand the concerns about changing materials and so forth. And that's what I suggested in my memo, is that we would keep looking at that and bring it back at some

point when it's more firmed up. But I would say it's a very enthusiastic step that has been taken from what I'm hearing.

HUGH RUSSELL: Right. My sense is we've done the design review, we made our comments, and we'd like to in the future -- we have not said no, no, you've got to fix that before we'll approve it. Those are the kind two decisions.

ROGER BOOTHE: We certainly will bring it back as it progresses.

HUGH RUSSELL: Okay.

Is that acceptable to the Board?

So now we have to take a brief break and then we'll go on to Norris Street.

ATTORNEY JAMES RAFFERTY: Thank you.

(A short recess was taken.)

HUGH RUSSELL: We're going to hear about 40 Norris Street now. And those of you

who long time Planning Board people know that in the old days the Planning Board would go to midnight or one o'clock and still be fresh, but we've lost those people and the best we can do is probably about 10:45. So we would like a quick, succinct and complete explanation as to why you're here and then we'll ask for some comments of the people out here who are interested in this building for the development time and then we will probably go home and try to discuss it at a later date. So if you would like to make your presentation.

MOUHAB RIZKALLAH: Yes. My name is Mouhab Rizkallah. And I'm the owner and developer at 40 Norris Street school building. To give you a little bit of background, we were required in our Planning Board approval for about a year ago to do a

variety of things as requested by the Historical Commission which included restoration of the certain areas of cornus, certain restoration of brick. And, in fact, our work thus far has been far more extensive in terms of surpassing the requirements. We have restored the entire cornus around the building. We have re-pointed the majority of the brick as well as the majority of the limestone. We were thrilled to remove the signage that had the North Cambridge Catholic High School signage on it, which was beautiful signage, but to find the old Ellis School limestone signage there. We were disappointed to see that signage was actually damaged and we are planning to restore it. I've had the privilege of working with Sarah Burks and Charlie Sullivan at the Historic Commission who have been a tremendous

resource to helping us to figure out how to use the right materials, to make the right decisions, to be proper stewards of this tremendous building.

As part of our discussion with them, we have walked the site with them with regards to this cooling tower pit, and that's what brings us here today, is the cooling tower pit.

The requirements of the Planning Board, as well as the Ordinances for construction in Cambridge require that we have proper cooling for that building. And the tonnage performance requirements for that building, we have found after studying the building, after getting our permit and starting our construction, after studying the building, we found that we needed 90 tons to support the cooling ease of that building. Additionally

the requirement of the Noise Ordinance puts us at a 60 decibel number prior to six p.m. and 50 decibels after six p.m. The conflict of those two points comes when we discuss the size of this cooling tower pit.

Our original approval for the cooling tower pit, according to Inspectional Services, was approximately 12-by-18 in dimension. Now 12-by-18 puts us at an open square foot of 216 square feet of open pit. The original design was a pit that you would walk by the sidewalk, where the pit was located in the front of the building, where this cooling tower was set in this underground pit, and you could see the cooling tower. You could see the machinery with this tremendous historic building background brick and limestone. I always thought that a little bit odd, but I accepted

it as sort of a requirement.

Projecting from the ground was about let's -- we'll say 50 to 55 inches of concrete on top of that being a railing of 42 inches. So the overall structure height came to about here or higher according to our plans, and they were kind of schematic in the original plans. They didn't call out exactly the number. But we had some examples that I'll be showing to you in a moment.

That 216 square feet is an important number because that open pit area we have reduced in our redesign so that the opening of the pit is now down to 137 square feet of opening and the height of the overall structure has dropped to about half of its original size. So I mean you start going to that diagram over there and point some things out.

So this is the front of the building. Down here it shows the landscaping as you're walking by the building. And here we have basically three panels that show what you would look at if you walked by the building. That's with the landscaping in place. What you would look at -- I don't want --

STEVEN COHEN: Can you turn or slide it so the audience can see it as well?

STUART DASH: And sit up front if you want to see it closer.

MOUHAB RIZKALLAH: What you would be looking at is the landscaping area as you're walking by. If you remove the landscaping area, what you're seeing a brick veneer that matches the brick that's existing on the building. That's matching the brick on the building, it blends out on the background of the building. And then this shows a cutout

of what's actually happening behind that brick and underground. Our original plan was for a unit that was a little bit smaller than this size here, but what was not accounted for, though, in our original plan was that to get down to the Ordinance requirements of sound, we had to add on either side of the unit a two-and-a-half foot and another two-and-a-half foot inlet attenuator for sound. And then above it we had to add a four-foot attenuator. Now, when you do all that math, what that means is that you have to expand the overall underground and you have to -- you don't want the thing to project a lot out of the ground. You have to deepen it.

To give you an understanding of the complexity of this dig for us, this is a very difficult thing to do. Because the space in

front of the building is not very big. And I'll show that to you in the next diagram.

So this is the L-1 plan. And on the L-1 plan here you can see that from brick of the building which rises about 80 feet to the front of this area here, you've got all of about 18 to 20 feet. Now, the site conditions here are that basically this entire site is sand. And the footing of the building is ten feet deep, and the dig we had to do was 17 feet. And we're four feet away from the footing. And this is 80 feet of brick. This was a very difficult feat to accomplish this. In fact, we had to rent a shoring system that -- and the shoring system alone was \$17,000. And we had to pound it into the ground just to get that -- to hide this machine that deep to get it into the ground as low as we ended up getting it. But

what we did, because of that 216 square foot requirement in terms of our approval from the Planning Board, is that we actually solved the landscaping requirement by putting a planter on top of the machine so that now as you walk by the machine, you can't see the machine at all. And I show that in the next diagram where basically this is a close-up bird's eye view of the unit. You've got the structural walls. And inside that structural wall is a pocket inside the concrete for an I-beam to go from here to here. Another I-beam to go from here to here. And then on top of that we have deep planters made out of steel that are welded to those I-beams to be able to put dirt in it as well as irrigation in it. And the effect of that is that we're able then to put junipers and drape all over this what was otherwise an open pit with a

machine in it.

And then we put in some grading here, some grading here, some grading here, so that its height is now 26 inches off of the ground. The top of this -- I've already showed you the veneer surrounding it. It's basically matching the brick of the building. And the top of it is matching Indiana limestone coping that's really -- that's following the same contours of some of the work that's already in the existing building architecture.

I think just for brevity, I think that's what covers what we're doing here. I think what I would like to do is simply summarize that this has already been reviewed by the Historic Commission and the Historic Commission has unanimously approved our design.

Thank you.

HUGH RUSSELL: And so you're asking us to accept the modified -- these plans as modified plans and approve them for the permit that we already issued? That's the formal step.

MOUHAB RIZKALLAH: Especially in light of the fact that this was the only design that we could find that allows us to get to the performance levels and the decibel ratings that were required.

HUGH RUSSELL: Okay, thank you.

Shall we ask people if they'd like to speak now?

PAMELA WINTERS: Sure.

HUGH RUSSELL: Okay, so who would like to speak? Mr. Kim or is it Mr. Young? I forget.

YOUNG KIM: I'm getting very old at

this. My name is Young Kim, 70 Norris Street. I'll try to be brief.

My two concerns, No. 1, there are all this changes to the approved plans that you approved and this is just one example, most visible example of changes that's going on. And our frustration is that we spent a lot of time -- you spent a lot of time trying to make this project fit into the neighborhood, to -- and, you know, from both aesthetic looks from the outside, as well as the density side. And we have no voice or no visibility as to what the changes are doing to the issues that we are concerned about. And I can go through all the details of changes that I'm aware of if you permit me, because time is short, I'll just continue on.

The other thing is being an engineer, if I have to come to a meeting like this and

say this is what I had to do. No. 1, I would have come to you before I dug in and spent all the money building this. And this is the things that I found and these are the changes that we need to make, could you please approve this. That's the way I should have done -- I would have done. And even if I had gone ahead and built it, I would have provided enough documentation to prove that this will work.

Now, from my own personal stupid mistake I have -- I have burnt up a microwave oven prematurely because as I keep pushing the button, it kept moving back and it abutted against the wall and it blocked the ventilation. So with the planters on the top, do we have statement from the manufacturer that this will work?

And No. 2, we are comparing apples to

oranges here. The original manufacturer was by -- the original design called for 40 ton. And I have contacted the manufacturer to find out. And given the GFA, their guideline is that they will require 125 ton of cooling capacity. And I asked them can the machine be completely underground? Because the picture that we have seen is kind of hedge surrounding the pit with a fence. That's what we remembered. So I asked them can this be completely underground? And they said so long as it's open on the top, it's okay. So then there is nothing is sticking up. So I said okay. In that case 40 ton met the daytime noise level of 60 DB because their maximum was 57 DB. But it did not meet the 50 DB after six p.m.

Now, so I ask them, and looking at the spec for the 125 ton, it was 61 DB maximum.

So it did not meet the daytime. So I asked is there any way you can put some kind of baffling so that it would be quieter and they said no.

But so I know -- I understand why he had to go and look at other manufacturer but trying to -- you have to make a comparison of apples to, you know, in kind. So the original 40 ton cooling tower was relatively small. And with 125 feet it was 72 inches wide. 72 inches square with -- and they say in order to be underground, it has to have four feet on either side all around.

So this is the kind of data that we need to look at. So, I just wanted to bring that kind of information and I'm sure that you have all received my letter.

One thing that I want to point out is that he mentioned that the ISD approved --

ISD size was 12-by-18. Now, that according to Inspector Grover is his best guesstimate from looking at the Droid and trying to scale it and measure it, but there was no annotation whatsoever that it was 12-by-18. The only annotation that was in the approved plan was in the landscape plan that says 10 foot square pit for air handler. So the plan that you approved, the original size was 10-foot-by-10-foot, and that went from that to 25 foot to 14 feet which is three and a half times larger. And the cooling power is going from 40 ton to -- according to his estimate, 90 ton. And to our other manufacturer 125 ton. So I would, on a larger size, you know, to have some extra capacity.

So if, again, putting my engineering hat on, if I estimate -- if I did -- if I had

the right person to start the cooling power analysis and if it required that much power, that might have been affected my design. I might not have gone through three layers of in-fill. By reducing it to maybe two, it will reduce area to cool and, therefore, you'll a smaller unit. So this kind of analysis should have been done at the beginning.

HUGH RUSSELL: Okay.

YOUNG KIM: And as I mentioned at the beginning, there are all this other changes that going on, and I have no idea how to go about what the procedure is to get that kind of plans approved.

Thank you.

HUGH RUSSELL: Okay, thank you.

Does anyone else wish to speak? Kevin.

ATTORNEY KEVIN CRANE: Do I need to

adjust this as usual?

HUGH RUSSELL: It would be a good idea.

ATTORNEY KEVIN CRANE: Thank you.

Mr. Chairman, members of the Board, my name is Kevin Crane. I reside at 27 Norris Street in Cambridge directly across the street from this site.

First of all, just as far as the context of why we are here, it should be noted that we are here as a result of a stop work order that was issued by the Inspectional Services Department in the beginning of October. This is not a voluntary presentation by a developer who had discovered something during the development process that he couldn't have known beforehand and requested an amendment to his plans to the permit. This is an instance

where someone was caught and that is why we're here tonight looking over these plans.

Now, you know, the question always is do we ask for forgiveness later or permission in advance? And I would hope that we would be asking for permission in advance.

The developer noted the number of 216 square feet which is 12-by-18. I'll give him the benefit of the doubt there, although there is a question as far as whether it should be 10-by-10. But in any event, 24-by-14 is 336 square feet. So if we're going from 216 square feet to 336 square feet, the best case scenario for the developer, that is still in excess of 50 percent increase in the concrete slab that's in front of that building right now.

As far as the plans are concerned, I would note to you that the plans that this

Board approved March 16, 2012, A-400 shows this unit totally below grade. It was never presented that this unit would be above grade.

The plans dated October 25, 2012, which were signed off by Community Development Department, sheet A-5, show the front of the building. Nothing about the service. And I would request that the Board -- well, you have your own thoughts as far as the designs are concerned, but on this particular issue we end up with a concrete slab in front of the building which was never approved and will make the presentation of the building a lot uglier than it was before.

Thank you.

HUGH RUSSELL: Thank you.

MOUHAB RIZKALLAH: Can I speak to some of that?

HUGH RUSSELL: No, you can't.

Yes, does someone else wish to speak?

MIKE FOWLER: Hi, thank you. Mike Fowler, 58 Norris Street. Before I start I do have one nice thing to say. We had some trouble with the tenants in the existing units that Doctor Rizkallah owns and noise and he did address that for us. So we're starting to get to know him as a neighbor as well as a developer and I appreciate his response.

On the issue in front of you tonight, I have just one concern I want to share, which is the capacity of this cooling unit. There seems to be some -- for me anyway, some confusion about how many tons this thing is allowed to be. And that in and of itself may not be a concern, but where I get concerned is that it seems that there potentially have

been some changes to the layout on the inside of the building, maybe square foot living space, and if it's the case that it was originally designed to be, you know, a certain amount of inhabitable space inside, that required 40 tons, and now he's putting in a bigger unit, 90 tons or whatever it is, it makes me wonder is that because there have been changes to the way he's planning to use the inside of the building that have not been reviewed by the Board.

Thanks.

HUGH RUSSELL: Does anyone else wish to speak?

COUNCILLOR CRAIG KELLEY: Good evening, Mr. Chair, and members of the Board. My name is Craig Kelley. I live at 6 St. Gerard Terrace. I don't think that this is a simple problem. There is the issue of just

this sort of faith in the process. This was a very, very contentious process at the beginning. And then when one has that sort of contentious process, it's really hoped that things get sorted out ahead of time. And then have something be so unsorted out raises an awful lot of questions about, you know, was this ever really going to work? Is in fact, and I don't know what the plans -- I I've heard that perhaps the inside of the building is not what it was anticipated to be and that extra space requires an extra cooling tower. But the reality perhaps is this was too much, which is of course what I said in the beginning, this was too much to ask for this building in the first place. And, you know, arguably people knew it and now are coming in and trying to make it work apparently without asking permission. And I

think that sends in a crowded city with very high land values where a lot of interesting things can happen. I think it sends the right message to be very, very deliberate about this and to really try and figure out what's going on, what happened, and how we all got here so that the process retains its integrity, not just for this project but for a whole lot of other projects down the line.

Thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak?

DAVID BASS: Thank you. I'm David Bass, 23 Norris Street.

I think from my perspective one reason why we're here is that we were not expecting to see what we see now. The pictures we saw showed something much smaller.

Understandably they were conceptual and they

needed to be fleshed out, but all the pictures that we saw, the last plans that I saw which were at least November 26, 2012, were showing something -- a much smaller than this, extending out of the ground much less than this does. And then this large thing goes in and it's concrete, and it's not faced with anything. It's much bigger. It comes out of the ground more because the, you know, it's not terraced yet up to it or graded up to it yet. And it's very jarring to see this, and that's why people are I suspect are so upset. I greatly appreciate all the work that Doctor Rizkallah has done to make this building more beautiful than it was. This does not look beautiful and that is disturbing. We all agree this building must be air conditioned. I would have hoped that it could be done with geothermal if that were

possible because that would be inherently quiet and unobtrusive.

In my conversations with Doctor Rizkallah, I understand that he looked into this and determined that it was not practical. I don't know enough about the technology to know whether it would be practical or not. I wish I did. And I would have loved to have had access to that study as so many of my neighbors were also engineers would have loved to have seen, but water under the bridge I suppose. I just wanted to express my feelings as to why we're here and why emotions might be running so high.

Thank you.

HUGH RUSSELL: Thank you.

Does anyone who has not spoken wish to speak?

(No Response.)

HUGH RUSSELL: Does the Board want to offer Doctor Rizkallah an opportunity to respond?

STEVEN COHEN: I think he should.

MOUHAB RIZKALLAH: Thank you.

HUGH RUSSELL: In the next four minutes if you would.

PAMELA WINTERS: Briefly.

MOUHAB RIZKALLAH: There are a lot of misunderstandings here. You know, I'm willing to say sorry about anything here if that comes across as humble and appropriate. It's not a problem for me. But I do think that there's something that needs to be understood, and that is that when we submitted our original plans in December of 2012, we did not have our HVAC plans. That was a work in progress. And we submitted our

HVAC plans in March. Well, when we submitted our (inaudible), I handed the building inspector a roll and I went through with him in March, that week they changed their system. They didn't get anymore. It was done electronically. I took it down to the basement, they scanned it into the computer and then they issued me a permit by e-mail.

These are the plans. These plans showed that's the size of that table. I was more surprised than anybody in this room as to the size of that dig. That dig was a \$100,000 dig to put that in the ground.

I would have loved to have done geothermal. That was actually my first choice. And when I sat with the engineers to discuss the geothermal, and all they kept saying was you can't do geothermal. Well, why not? Because your entire storm water

retention system takes up the entire rear of the building. You have no place to put it. Yeah, but it would be a lot more economical long term. No, actually we can produce a system that's extremely economical. And they showed me multiple paths to get there. And then we took the most expensive path for that building. So the idea I wouldn't choose geothermal doesn't make any sense.

The idea that we did this giant dig in the front of the building in a way that we thought would hide something, doesn't make any sense. We actually thought that we had the approval.

Furthermore, we walked with Historical Commission through the front of the building and discussed where we were going to end the switch back ramp, where we were going to end the pit. It was my understanding that we

actually had all of our approvals. When it came back and they said, we want you to stop work, and my dialogue with them person to person was well, we think this is going to be a staff approval. And then they all got together and the discussion was we'd like you to go back in front of the different Boards. Really? How did I get there? That's actually what happened.

So if the idea here is that anything was done in any kind of sneaky way, you realize I put an elephant in front of the building. There's nothing sneaky about it. I didn't want to do it. But the wonderful thing is at the end of the day we did get a unanimous approval from the Historical Commission because the design is actually better than what it was. And that was actually the comments that came from the

Historical Commission. They said you've actually added landscape. You've taken open space away that was otherwise a pit. There's clearly a more expensive solution, but the design is better. That's it.

HUGH RUSSELL: Thank you.

So we will take this under advisement and we'll discuss it at a subsequent meeting.

Thank you. And I think Jeff wants to hand out --

STEVEN COHEN: Mr. Chair, before we leave, I'm still left with some confusion. I wonder if when we do revisit this at that subsequent meeting, if the staff could clarify for us what we approved because I --

STUART DASH: Sure.

HUGH RUSSELL: Right. I guess the other thing I would like staff to do is just confirm that any changes that may have been

made are within the realm of changes that ordinarily happen. I mean, I can't imagine that there's much any added square footage in the building because they mind every square foot to start with, and there is no place to put more square feet. So I don't think that's a significant thing there, but I don't know.

STEVEN COHEN: And both, we would want to know and I think the neighbors would want to know and to hear from you know objective --

PAMELA WINTERS: Impartial.

STEVEN COHEN: Exactly. Professional third party whether and to what extent there have been any changes.

STUART DASH: We know Inspectional has been working on it and Jeff Roberts has an Inspectional meeting with that.

HUGH RUSSELL: There's always changes in construction. If construction were easy, then everybody would do it. It's difficult, complicated, and so the question is are there changes to change the concept and the substance of the project that was approved? And that's a narrow question in many ways.

STEVEN COHEN: Yes.

HUGH RUSSELL: Okay, sorry to be so late. That's the way our agenda worked tonight. And Jeff wants to pass out some information for the next hearing that has to come to us tonight.

JEFF ROBERTS: I think the Board members have that, so just in case you're wondering what that is, that's for the meeting on December 3rd.

(Whereupon, at 10:45 p.m., the
Planning Board Adjourned.)

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