

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, March 3, 2015

7:00 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

H. Theodore Cohen, Chair

Hugh Russell, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Louis J. Bacci, Jr., Member

Ahmed Nur, Associate Member

Thacher Tiffany, Associate Member

Iram Farooq, Acting Assistant City Manager  
for Community Development

**Community Development Staff:**

Liza Paden

Jeff Roberts

Stuart Dash

Suzannah Bigolin

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

Continued, PB#294, 88 Ames Street, Project Review Special Permit Section 19.20 -- Project Review Special Permit for a new development within the existing Cambridge Center block at 88 Ames Street. The proposal is for up to 280 housing units with ground floor retail. Petitioner seeks a modification to the bicycle parking requirements pursuant to Section 6.108, including Sec. 6.104 Location of bicycle Parking 6.104.1; Sect. 6.105 Design and Layout of bicycle Parking 6.105.1 (d) and (f); Sec. 6.106 Access Standards for bicycle Parking 6.106.1 (a) and (b). 42

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

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H. THEODORE COHEN: Good evening everyone, welcome to the Planning Board meeting for March 3rd.

You are all part of an experiment tonight as we see whether a somewhat different arrangement of tables and the podium for the speakers will work out. So if you have any input at the end of the evening, please feel free to tell us.

Iram.

IRAM FAROOQ: Thank you, Ted. It's Cambridge, we're always innovating. We'll try something next time if this doesn't work out today. But so far so good.

So just an update on coming hearings at the Planning Board. We have the Foundry Building Disposition scheduled for next week.

So this is a building that we got in the Alexandria rezoning. It's on Rogers Street right across from the Rogers Street Park, and the idea is that the city would get a long-term lease with the Cambridge Redevelopment Authority to transform, update, and program the building working with a development entity in the future.

And then on March -- so the other great news is March 17th looks like we may not have a meeting. So this is the most important news of the day.

March 24th will be a hearing on the First Street assemblage. I'm going to stop there.

And in terms of City Council updates, we have had two Ordinance Committee hearings on Zoning petitions in the last week since we met you. So Thursday was the Normandy

Twining Ordinance hearing. There were about three hours of public comment and very similar topics to issues to what came up at the Planning Board. The Council didn't really have time to deliberate, so they will be scheduling a follow-up hearing.

And today was the Whitehead Institute Zoning Ordinance hearing.

Then coming up is on March 18th, the Ordinance Committee will take up not really Zoning, but they want to talk about the planning for the central part of the K2-C2 study. And the Housing Committee on March 26th will be discussing the incentive zoning. I believe you all have received the study that Carl Simon, our consultant did on that, but the idea is to take a closer look at the incentive zoning and come up with some recommendations for changes.

And then April 6th the Council is scheduled a roundtable on the Volpe site. So it would be -- if Planning Board members are interested, that would actually be a good meeting to attend, and hopefully there will be some fruitful discussion there. So that's it for updates.

Thank you.

H. THEODORE COHEN: Thank you.

Well, since I just turned off my phone, would everybody else please turn off theirs.

And, Liza, were there any --

LIZA PADEN: We don't have any transcripts yet. We're expecting them for next week's meeting.

H. THEODORE COHEN: And now there are a couple of ZBA cases that we've been asked to review and have a couple of members have asked to talk about, look into.

So the first one is 10 Canal Park,  
Special Permit for replacement antenna  
installation.

LIZA PADEN: So we have Anne  
Reynolds here who represents the applicant  
and she can answer any questions that you  
have.

Can you use the microphone? You can  
use this one or the podium, either one.

H. THEODORE COHEN: Could you -- and  
before you start. Suzannah, have you had an  
opportunity to review this?

SUZANNAH BIGOLIN: Yes.

H. THEODORE COHEN: And do you have  
any comments about --

SUZANNAH BIGOLIN: Thank you. With  
the three new antennas being installed on the  
existing facility, there's a preference to  
see them symmetrically laid out on each of



the facade elevations which would be an improvement because there are existing antenna, and these are sort of adding to them so -- if they were symmetrical. It's -- a further step would be the full concealment option which we saw last week with the Santa Maria Hospital. So that could blend with the brick of the building and really make them disappear. So that would be a further option that the Planning Board could consider.

My -- I guess the concern would be the view from Land Boulevard as the sort of primary view of the installation.

H. THEODORE COHEN: And do you have any sims you want us to look at or anything or the ones we've already seen?

ATTORNEY ANNE REYNOLDS: I have sims. I have five copies I can give you.

H. THEODORE COHEN: So as I

understand it, you're not removing any of the existing antennas, you're just proposing to add two?

ATTORNEY ANNE REYNOLDS: Correct, there are three up there and we're proposing to add three more. Three different sectors. There's one per sector. We would add a second one per sector in the proposal.

And just on a couple of comments on the symmetrical. I checked after our meeting whether or not we can move that antenna, which is if you look at the plans -- sorry, the photos. It is the first set of photos. So you see the before, and that shows just one antenna. But the white antennas up there are not our antennas. The one that we're talking about, the existing for Sprint when you're looking at the photo on the left side on the corner there. And if you look at the

after photo on the next page, you'll see we're proposing to add a second antenna right next to that antenna. What had been requested was this new antenna be added on the other side of those four white antennas, but the problem with that, and I went and checked with the client, is that the antennas operate together. And the horizontal separation, if you do it on either side is too much, they wouldn't, they wouldn't effectively work so that's why they need to be side by side.

H. THEODORE COHEN: So the white ones I see are not Sprint's?

ATTORNEY ANNE REYNOLDS: Those are not Sprint's, no.

H. THEODORE COHEN: And the only one that's Sprint's now, the one up there that's been painted to match the brick?

ATTORNEY ANNE REYNOLDS: Correct.

H. THEODORE COHEN: And you're proposing a second one next to it?

ATTORNEY ANNE REYNOLDS: Correct. That would be painted as well.

H. THEODORE COHEN: There are leaves, no snow.

And so on the -- and that's true, I guess on the other, so on the other photo sim, two -- on the other side there are two brick colored ones now and you would be adding a third to that side?

ATTORNEY ANNE REYNOLDS: Correct. Immediately next to it.

H. THEODORE COHEN: And I'm sorry, I don't understand. You said that there were going to be four new ones?

ATTORNEY ANNE REYNOLDS: Three new antennas. Three new panel antennas, one per

sector and then three, they're called remote radio head antennas. They're small in size. They're mounted just directly below that panel antenna, sort of as an aid to the use of that antenna. You actually can't see it on that second page because it's so low. And I'm not sure you can even see it on the first page either, because it's low enough that the angle from any place that you can take a picture it's too low to see it unless you're up there.

H. THEODORE COHEN: Okay.

Well, I had been interested in the possibility of screening them completely since we saw a proposal last week where that had been accomplished, but I'm not sure that we can insist upon that or recommend that where the other four of the white ones are not Sprint's.

Do people have any other comments?

AHMED NUR: Yes, I do.

Thank you, Mr. Chairman. Thank you, Mr. Chairman, I do have a comment. And not towards this particular proponent but overall, it really -- and I don't know how Members of the Board feel, but I do think that instead of individual looking at these antennas, that we should have some sort of a Zoning language. I don't know who owns those four. Is it easy to say oh, yeah, it's not ours, and if it's illegally put. And I don't know if we have anybody that enforces these things. Some come and some don't. We're told separation of 20 feet or 30 feet. We're told many things. So I wish that the city would step in and maybe even if we have to appoint a committee for antennas to figure out something that could help us. I'm not

against technology. I appreciate the bars on my phone, but I think we could do better than just having this, for lack of a better word, cancer that starts from the top of the building.

Thank you.

HUGH RUSSELL: So I guess I would just disagree a little bit with Ahmed. I think it's more like a pimple and it's really --

AHMED NUR: (Inaudible).

HUGH RUSSELL: So that in these, you know, photographs of this canal and the trees and the building, the extra additional little pimple up there doesn't, I don't think is ever going to be perceived, and so I would not, not feel that we need to ask for changes.

H. THEODORE COHEN: I actually agree

with you. I was driving all around the area today trying to look at it. Certainly from the car it's virtually impossible to see any of them. Walking around, you might see some, but the way this particular building has the setbacks, it is very difficult to see them. And while I'm -- we've been fortunate in other matters, other antenna matters that come before us, they've generally been an upgrade where there's been a removal of some antennas and the replacement of the same or lesser number. This is the first one where there's just adding without making any changes in a while, but I agree that this is one that, you know, seems fairly inoffensive.

HUGH RUSSELL: Is this the building that wanted the sign?

LIZA PADEN: Yes.

HUGH RUSSELL: That's not a pimple.



That was not a pimple.

H. THEODORE COHEN: It's also the building that has the arcade that they're constantly talking about the inability to get retail on the first floor.

LIZA PADEN: The one that keeps coming to you is the one on First Street.

H. THEODORE COHEN: So I guess you know.

LIZA PADEN: No comment?

H. THEODORE COHEN: No comment.  
Thank you.

ATTORNEY ANNE REYNOLDS: Thank you.

HUGH RUSSELL: You can recycle your materials.

H. THEODORE COHEN: I think the next ZBA matter, inquired about was the Dinsmore Place. Dinsmore Court, which was for parking in the front yard setback requirement.

Does anyone have any questions or comments about that?

HUGH RUSSELL: I'd like to see a plan.

H. THEODORE COHEN: Liza, do you have anything?

LIZA PADEN: No, I don't, sorry.

H. THEODORE COHEN: There were plans on the website.

LIZA PADEN: I'm having a few technical difficulties with this new system. I mean, I can put this on the agenda for next week if you want to and I can see about printing out plans to bring to the meeting or sending them out ahead of time.

Do you want to do that?

AHMED NUR: Yes, please.

LIZA PADEN: Okay.

STEVEN COHEN: Just the ones that

somebody expresses an interest in.

LIZA PADEN: Correct.

H. THEODORE COHEN: If you wanted to look at them right now, I do have them in my iPad. But if you prefer to hold it until next week, that's fine.

HUGH RUSSELL: I can do either. I don't know how other board members feel.

TOM SIENIEWICZ: Let's hold it until next week.

H. THEODORE COHEN: Let's hold it until next week.

LIZA PADEN: Okay.

H. THEODORE COHEN: And then, so then the third matter was project for new apartments on Broadway. And do we have a presentation with regard to that? And so what we do is make a recommendation to the ZBA. So if you could keep this presentation

short just to inform us of what the project is and then if we have any questions we'll ask them.

ATTORNEY ANTHONY GALLUCCIO: By way of introduction, Anthony Galluccio of Galluccio and Watson. I'll be happy to answer any Zoning questions related to the application. Jai will do the presentation.

JAI SINGH KHALSA: Jai Singh Khalsa, Khalsa Design. We're proposing to do a six-unit residential building. The relief that we're asking for is front yard setback relief for the residence. The required front yard setback is 10 feet. It's a calculation from center line of street or 10 feet. We would fall into the 10-foot requirement. If this building was commercial, there would be no requirement for front yard setback. It would be zero.

We are on a pie-shaped lot that has frontage, front street frontage on three sides. All three sides of the pie. And then additionally the other relief that we're asking for is open space in that we have a requirement of 15 percent open space. We actually have 25 percent. It's just not all dimensionally compliant and it's all not at the ground, but otherwise it's -- the building complies.

The location of the building, proposed building is here. Fronts on Market, Clark, and Broadway. There's currently a gas station there. So that's the site photos around the site and this is the photo of what's there now. So you've got a gas station there now. And you've got a lot of three-story residential around it. We are proposing a three-story building.

This is a view looking down. You had the previous shot that I pointed to had the gas station here. This is Market. This is Broadway. And Clark is behind. So we're proposing a three-story building with a little green area out here and then a series of internalized decks where the -- over the parking areas.

This is a view looking down Broadway. We have front doors on Clark and also on the side on Market Street, but we don't have front doors on Broadway. Currently there's a lot of open curb cuts all along. We're proposing to cut all those curb cuts off as well as just have one way circulation coming in and off of Market and no pedestrian -- I'm sorry, no vehicular circulation coming off of Broadway.

This is your view down Market Street.

Your vehicular entrance occurs at this point here, and there would be a curb cut at that point. That's the only one we're looking at.

We've got three residential entrances happening -- I'm sorry, four residential entrances happening along Clark and three happening along Market.

We're proposing to use a series of cementitious finishes and brick masonry as well mixed in. Scale of some of the triple deckers in the neighborhood. Similar cornice treatments to the triple deckers. And here's where we pick up a lot of our open space. That's our drive-in garage. It's open air underneath. Individual garages for each unit, and that being part of the open landscape area there.

That's your existing site. Again, Market, Clark, Broadway. And we have this

challenging pie shaped lot.

We are proposing to keep one curb cut here on Market. You come in, you've got garages on this side, garages on that side. Three units clustered -- I'm sorry, four units clustered here and three units clustered here.

Those are your three units, your three garages, three garages here. You know what, it's six units total, not seven. I apologize. Three garages here, three garages here. You've got three in each segment of the building and you have an outside deck area divvied up between the units covering up the drive aisle of the parking area. Yet there are, this being your open green space out here. They're all basically, you know, duplex or triplex units up and down. Your elevation views, you can see a little more



clearly how we're coming across to pick up landscape area, also just be kind of a fun deck area in general and an interesting pratique for the building where you drive in and it would only be opened on one end to the parking. And that is the presentation. Keeping it brief.

H. THEODORE COHEN: Thank you.

The open deck, do each of the units have an open deck area?

JAI SINGH KHALSA: Each of the units either has an open deck -- well, you have four open deck areas here and you have a yard area here. This unit here we're proposing to put a roof deck on so that everybody has open space outside.

H. THEODORE COHEN: And the sidewalks around it, are they going to be standard width, city sidewalks?

JAI SINGH KHALSA: You actually have -- well, this sidewalk here is actually somewhat wider than the standard on Broadway. This is a little wider than standard. And then this is standard width here. Yeah.

So we're proposing to continue the brick patterning down the sidewalk that occurs at the corner here. And right now you've got a very long curb cut and we're proposing to continue that brick pattern right around.

H. THEODORE COHEN: Anyone have any questions or comments?

TOM SIENIEWICZ: A question for the attorney. What would the setbacks be required? How much of a Variance are we looking at?

ATTORNEY ANTHONY GALLUCCIO: I believe they're all front yard so 10 feet.

If it were commercial, it's that BA dichotomy, if it were commercial, it would be zero. They were built right out to the edge now, but we're asking for, we're asking to go right to the line, correct, Jai?

JAI SINGH KHALSA: Correct.

HUGH RUSSELL: What district is this?

ATTORNEY ANTHONY GALLUCCIO: BA.

STEVEN COHEN: Ten feet from the property line? I thought you said something from the street line or --

JAI SINGH KHALSA: It's by formula from the center line of the street at or 10 feet from the property line.

STEVEN COHEN: I see.

JAI SINGH KHALSA: Whichever is greater.

STEVEN COHEN: I see.

LOUIS J. BACCI, JR.: What's the parking arrangements on Clark Street at the moment? What's the traffic? Is the parking on both sides or one sides? Or one side is all curb cut from the gas station?

JAI SINGH KHALSA: The gas station is continuous on Clark and --

LOUIS J. BACCI, JR.: No, that's Hampshire, I mean --

JAI SINGH KHALSA: That's Clark there.

LIZA PADEN: Market.

LOUIS J. BACCI, JR.: No, that's Clark. Clark is the long.

JAI SINGH KHALSA: Let me go to the photo because quite frankly I don't know.

You have it?

ATTORNEY ANTHONY GALLUCCIO: That just shows Market.

LOUIS J. BACCI, JR.: That, correct, the parking on the left side?

JAI SINGH KHALSA: Right. Now you've got parking happening on both sides of the street there because that was -- that's your Google maps photo, you know.

LOUIS J. BACCI, JR.: I'm just looking at your entrances. Close.

JAI SINGH KHALSA: Well, we thought, we thought it was a location for residential entrance would be more interesting off of.

LOUIS J. BACCI, JR.: I gotcha.

ATTORNEY ANTHONY GALLUCCIO: It's pretty busy -- I think most of you are probably familiar with what ensues there now.

HUGH RUSSELL: I guess my opinion of that project is that it's feedbackishly clever, completely consistent with the kind of pattern of urban development in the area,

and that it should, you know, I'd rather see six houses there than a gas station unless my car was running out of gas. So, I think it, the relief that's sought is minimal relief due to the specific size and shape of the lot and which is very unusual.

LOUIS J. BACCI, JR.: It's a great design I think.

H. THEODORE COHEN: Jeff, did you have a comment?

JEFF ROBERTS: I wanted to chime in because this is a project that we looked at on the staff level, and we haven't met with the proponent on this, and we just saw it as you did on the BZA agenda, and we made the same sort of note: It's a rather prominent location. It's a location that has a gas station use. It's been somewhat troublesome for a while, and it's great to see the

improvement. We -- I was just going to make a few comments and then Suzannah I think had a couple of comments to chime in on as well that the Board might look at or think about as part of a recommendation.

The first is the sidewalks, and I think the proponent has answered that question about what the sidewalk treatment will be. This is a treatment that the city's Public Works Department developed through a community process. And with the sidewalk within the brick edging it continues down all the way down Broadway.

The brick edging section is meant for things like street trees, so it may be worth consideration of whether there's trees that can be added.

Another note that I had was it's not clear where the -- whether any bicycle

parking is provided for this. For a six-unit townhouse type development, it would be a standard one space per unit requirement. So I don't know if there would be space to accommodate it in accommodating a bike parking space in the garage or somewhere else on the entrance to the site or if that's something they're seeking relief for.

Suzannah, did you want to make some comments, too?

SUZANNAH BIGOLIN: I just wanted to add that we would have liked to see more on the landscape plan or the site plan in terms of the landscaping proposed at the tip of the triangle and that sort of prominent view line. And then also the first floor elevation on Broadway seems relatively blank, and if there was potential for additional windows or entries, we recognize that it's



the noisiest sort of traffic interface, but it will be the primary pedestrian experience along there, so if that was a possibility.

H. THEODORE COHEN: Thank you.

Tom, you had a comment?

TOM SIENIEWICZ: Just quickly. I was comparing this site to the adjacent sites of the triple deckers that are around, and indeed they had very little, if any, setback, but there's an important difference in terms of the way this section works here. Those 19th century buildings, the first floor are three to four feet above the public way, and so your views into living rooms or dwelling spaces are separated from the public way. And in this case, the first floor, if I understand it correctly, is fairly close to the grade. And so there's a very different relationship that it has in the dwelling

units than traditional pattern there. I don't know what can be done with that. Whether you jack up the building to get the stoops, but there's a way in which reducing -- getting rid of the setbacks entirely and bringing the rooms down to street level there's an odd relationship between public and private space. I really miss the way that the 19th century pattern works which is with the rooms three or four feet above and out of your view. I don't know what can be done about that. I think it's fiendishly clever. I think the density is appropriate and it's much better to have housing there than a gas station.

AHMED NUR: Mr. Chairman?

H. THEODORE COHEN: Ahmed.

AHMED NUR: I'm sorry. Yeah, I do want to shadow also what Suzannah, staff, and

Tom's comment. I'm very pleased with intent. I think it shows definitely what's needed in that location as opposed to an abandoned gas station. And I lived at Union Street in the 90s just a block this way, so I'm aware of the parking issues. It's really difficult. It's a one way street and parking on both ends as you can see, and when there's snow, it's really difficult. And so I would recommend the traffic to take a look at it very closely. In the meanwhile, I do think that coming out into the sidewalks with such a thin veneer if I may, I'll be allowed to use that word, it's not very quiet area. It could be loud, Broadway. And, you know, as I used to know anyway, so maybe I'd like to know about the windows. It would be great if the window shrunk in a little bit to welcome the pedestrians walking by. Maybe instead of

the plain facade covers that we're looking at, but maybe some planters of the fabric of the neighborhood would be great. It just seems, you know, things that we're building maybe 20 years ago in a way. And on the other hand, climate is changing so I'm looking at this roof, all the projecting on the sidewalk, we see icicles nowadays. I'm really having a hard time walking underneath these things. So I would like to see some roof drains or maybe everything being pitched in to catch that water and snow as opposed to, you know, throwing it out to the public sidewalk.

Thank you.

H. THEODORE COHEN: Okay. So what is the Board's pleasure? I mean, do we make a recommendation to the ZBA right now with comments and concerns about the areas that

we'd like them to look into further or do we want the proponent to see if he can come up with any answers and come back to us?

ATTORNEY ANTHONY GALLUCCIO:

Mr. Chair, can I just make a comment?

H. THEODORE COHEN: Yes.

ATTORNEY ANTHONY GALLUCCIO: There's always some backdrop that the Board doesn't get any sense of. Initially we looked at seven units which we could have -- we could have complied with FAR, but it would have -- it would have required relief for parking. And to the architect's credit, didn't believe it was a solid plan. And to the seller's credit, we were able to work that out and come back with six which doesn't change any of your comments, but I wanted you to be aware of that a lot of thought has gone into this plan.

H. THEODORE COHEN: Is there a quick answer to where the bike parking is going to be located?

JAI SINGH KHALSA: I can answer a number of things quickly.

H. THEODORE COHEN: Please.

JAI SINGH KHALSA: We do have adequate space on the ground floor to do bike parking to take it out of the living space and put it into the garage area for all of the units. So we will be providing bike parking.

This will be internally drained, and it is a hot roof so because it's a hot roof, it's gonna have a closed cell foam insulation and a high R-value so we shouldn't be getting ice damming problems.

Regarding landscape, I agree that a more rich landscape plan needs to be

developed for that curved piece on the corner. We will be developing that, but I think as far as reinforcing other landscape features, that should be done through street trees. And I think we're happy as we're redeveloping the sidewalk to introduce street trees as a planning department, you know, in a cooperative effort with the planning department.

I think that addresses everything.

Oh, in terms of the relationship with the ground floor, you know, it's challenging. They're small units and you start to try to pull the ground floor up and get the garage to work. Then you've got a whole other series of stairs to try to transition in it. And what now is essentially in most of the units, an entranceway that would really be not a, you know, a Home Office kind of space

or a transitional kind of space, not your main living spaces. I think as far as the functionality of the units themselves, that addresses the problem of not having -- the platform to raise them.

HUGH RUSSELL: So the living spaces are on the second floor?

JAI SINGH KHALSA: And the third.

HUGH RUSSELL: And the first floor has parking and entry and office space?

JAI SINGH KHALSA: For the bulk of the units, yeah.

HUGH RUSSELL: So, I would suggest that we convey to the Board of Zoning Appeal our general enthusiasm for the project and simply list a concern -- the items that have come up and things they might want to consider in their deliberations.

H. THEODORE COHEN: That seems



appropriate.

Everyone in agreement with that?

(All agree.)

H. THEODORE COHEN: Liza, you have enough information to transfer the information?

LIZA PADEN: Yes.

H. THEODORE COHEN: I personally think it's a really attractive building. And I especially want to congratulate you on the first image that you have, the Edward Hopper view of Cambridge and Broadway. They're not -- not that one, can you go to the first page?

That one.

STEVEN COHEN: That's the first building in Cambridge.

H. THEODORE COHEN: Yes. It's a lovely rendering. Never seen it, but thank

you.

Were there any other ZBA cases that anyone had any interest in?

JAI SINGH KHALSA: Thank you.

(No Response.)

H. THEODORE COHEN: So we're now going to go into the continued hearing in Planning Board No. 294 with regard to 88 Ames Street which is a project that's a Special Permit. And we had a hearing on this several months ago. This is a continuation of that hearing.

We raised several questions and concerns at that hearing, and CDD has and will comment about several of them today and the proponent will have an opportunity to discuss what changes they proposed. Then the public will have an opportunity to comment. We would appreciate if the public's comments

were limited to changes that have been made. We don't need to rehear comments that were made last time unless there's been a reason why those changes weren't made and the public wishes to comment about that.

So, Jeff, do you want to start?

JEFF ROBERTS: I'll just briefly remind the Planning Board of what this case is. It's an application for project review Special Permit. So for a project of 50,000 square feet or more. It's a little bit unusual that this is a project in the MXD Zoning District. The Planning Board in the past has not customarily reviewed projects in this zoning district, but due to some Zoning changes that have enabled this development, it has been required to come before the Planning Board.

The findings to be made are the traffic

impact findings and the urban design findings, which I think board members are familiar with.

The additional Special Permit being sought is a modification of bicycle parking requirements. The proponent has made some changes in the bicycle parking so that fewer modifications to the requirements are needed at this point, but they still are seeking some modifications having to do with the location and access to the bicycle parking spaces. But the redesign has made the layout and the spacing of the spaces conform.

So we have met with the proponent a number of times since the last hearing which was December 2nd. They have prepared a packet of materials which address the Planning Board's comments from last time, and we provided some additional comments on those

materials which we can talk about after the proponent has had a chance to present.

H. THEODORE COHEN: Mr. Rafferty?

ATTORNEY JAMES RAFFERTY: Mr. Stuart is going to take us.

DAVID STUART: Members of the Planning Board, good evening. My name is David Stuart. I'm with Boston Properties. With me tonight I thought I'd introduce the project team. I have a very well qualified group of individuals here to answer any questions you may have.

I have Ben Lavery who is with Boston Properties.

Mike O'Hearn in the white shirt with Boston Properties.

Our architects are John Schuyler and Dan Pisselli from FXFowle. Clara Batchelor from CBA Landscape Architects. You know Jim

Rafferty who is our legal counsel on this. And our site civil and traffic engineers from VHB, Mark Junghans and Sean Manning.

You have in front of you a copy of the presentation that we're going to give tonight. As Jeff referenced, we also submitted a fairly detailed memo in response to the comments that we heard at the December 2nd hearing. And in that memo there were basically seven categories of comments. So we tried to group it into themes and categories that we heard. Those were architecture, landscaping, the on-site bike parking and Hubway, Pioneer Way, the loading dock management procedures, the unit mix, and the wind comfort criteria. And what I thought we would do tonight in respect for your time is to -- there are four of the categories which were the architecture, the

landscaping, the on-site bike parking Hubway, and Pioneer Way seem to contain the I'll say most of the comments and the most crucial comments, and there are a fair number of changes that I think we'd like to go into detail on those and explain the resolution that we've had in all of the discussions that we've had with CDD staff and where we've come out. And we've had a lot of good discussion and I think you'll see the product we come back with is much more refined.

I'm happy to discuss any of the comments you had last time with some of those other categories that I would like -- but the memo sort of speaks for itself on those issues. And before I let John come up and talk about the architecture, our goal tonight is to, is to leave here with your approval so that we can go move forward on the project.

I think we've been pretty consistent when we've been up here saying that this is a great project. We believe in this project, and our goal is to move as quick as we can. We definitely appreciate all the work that CDD staff and you as well have done to get us to this point.

So with that, I'll pass it off to John and Dan to go through the architecture.

JOHN SCHUYLER: Thank you, David. My name is John Schuyler. I'm a partner with FXFowle Architects.

DAN PISSELLI: And Dan Pisselli.

JOHN SCHUYLER: So the concerns that we've heard about from the last meeting really fell into four basic categories. There was -- you wanted to hear more about the exterior materials and specifically what materials we're proposing. You wanted to see



some samples: The color, the finish, and how we were gonna be using them across the building. So we had the actual samples with us today. We're happy to show them to you in a few minutes.

And then there's two entry related issues: There's kind of our thinking behind say the fourth floor reveal. That setback that we had, that transition piece between the base and the tower, and sort of talk -- we want to talk to you a little bit more about that. And then that relates to the issue of verticality, how the building expresses itself from top to bottom, how the tower lands on the ground. So those are two interrelated issues.

And then the last was the issue of residential character, domesticity. How were we expressing that? What was our thinking of

that?

And so the presentation we're going -- has to do with -- covers some clarifications but also some design modifications that have come out through the process.

With that, so, this is a view of the overall project that we showed last December, and here's where it is today. And actually, everything looks quite similar. We're actually truthfully the kinds of changes we're talking about today are occurring in more of a fine grain. The overall concept remains the same and there's going to be some subsequent images which are closer in that will give you a sense about some of the changes in characters. But I think it's just to underscore that the kind of changes that we're talking about here are really evolutionary and not revolutionary. They're

kind of consistent with the refinement and process that we would normally go through.

So let's start with building materials. And when we were here in December, we talked about an overall concept and approach which had to do with using precast concrete panels as the primary material for the exterior of the building. And that the precast was gonna be done in three different values: A light, a medium, and a dark precast. And then some varying finishes that would be occurring. So Dan has the actual samples he's walking you through. And we can go back and forth with this, so feel free to ask follow-up questions on this.

So we have the precast concrete and the three different values. But then in addition, the second major material we talked about last time would have been the metal

panel. And that's used at the top of the building. And that's in a kind of a light value and in a medium grey value and that's for the top of the building. Two materials that we didn't talk about last time because we weren't sure exactly which way we were going to go on it, was the glass. And then the material that was going to be framing the lobby and the residential entrance.

And so the glass that we're proposing to use is a light blue-grey with a very slight reflective coating to it. It's fairly neutral in color. It can be a little tough to tell what it looks like from those actual samples, but that's the actual piece.

And then the other major material -- if you could go back one slide, Dan, just for a second -- and so the other material was this material that we wanted to use around the

entrances to the lobby. And in this case we wanted something that was a little bit warmer and we're proposing to use a wood-look phenolic resin and the panel. The pattern on it is wood. The tone we think it should go towards a little bit more is something that's a bit more brownish, reddish but adds a little bit of warmth. We think this is an important part of the overall composition. And I'm showing you some images where we apply it not just around the lobby but elsewhere around the building.

So, and does anybody want to see those samples again a little closer?

We're good.

So walking you through the building and how those are applied. Again, the overall concept that we were trying to emphasize, the verticality of the building. And so really

quite simply trying to take the value so that the light values are verticals and the horizontals would be more in the darker values. In this case the light precast would be the element you would use here. And then the medium grey precast and the darker precast would be the horizontals. Again, emphasizing verticals, downplaying the horizontals. The glass is the lightish blue grey that we're talking about. And the paint, the window frames themselves would be a medium dark grey. And, again, that's all to kind of downplay the horizontals, so you're emphasizing the verticals. At the top of the building, the mechanical penthouse, this would be a combination of two of the metal panels, both the light grey and the medium grey. Again, verticality.

Next.

At the base of the building you're continuing kind of that theme of verticality. It's the light grey precast panels through here, and then the medium greys would be running horizontally. And so, kind of again, bringing those things through. And this element right through here is a planted edge at the parapet. So this was something that was in the original design just wasn't very clear in the original drawings, so I say it's a category of a clarification. And then the metal column cover enclosures would be a medium grey. And, again, picking up on that overall grade. So those were kind of clarifications. In terms of modifications and design revisions that really falls into three different elements:

One is, you know, we selected the material for adjacent to the lobby. And

through here we've added additional mullions at the lobby itself to break down the scale. It's a little bit too monumental. And I know this isn't the view to present it. But there's a design modification for the canopy for the residential. And then we take -- hidden by that carefully placed tree.

And then we take the same material we were using here, the one with wood and that wood is going to be -- that wood material is going to be running underneath the soffits of the amenity space and at the reveal condition. So kind of tying that residential zone to the base of the building. And we'll show you that in other views. That's kind of an early preview for that. And you can see that scale and texture of the vertical elements through here and the contrast to the tower giving a little more of



that texture and residential scale that we're looking for.

So changing subjects. So one of the other issues, then, is the -- what was our thinking behind the definition of this fourth floor reveal and that transition piece? And then how do we want the tower to land on the ground? And it's kind of intertwined. And so we were working on the design, we studied very carefully what the existing context was. And as we were looking around at the buildings, we were seeing this kind of oh, four to five-story datum line, baseline that was through here, and whether or not it was in Three Cambridge Center and it's an actual setback or it's in these buildings here where there's a transition of the facade or along Main Street where you can see kind of very clearly kind of that line of low rise

buildings or the line of the low rise buildings. We thought those were pretty successful in the way they kind of made that transition to the street. More so than say these buildings coming down and they kind of look straight down. And I think especially on Ames Street where the street's going to be a little bit narrower, it's important to set that up properly so you can create a comfortable pedestrian environment.

So on the one hand there's kind of what we saw and how we thought about it. In addition, there's the design guidelines for the Kendall Square district that actually call for a datum line in that area, in that height, and whether or not that datum line is created by a setback or reveal. Anyway, we can talk about how best to do that, but we thought it was important and that made a lot

of sense, and the intent of that was to create pedestrian scale between that and the tower.

So, our takeaway on both of those things is that the overall massing approach be more successful and sympathetic to that particular location by breaking the tower down into a distinct kind of base, middle, top piece using the reveal as one of the transition elements.

So that's the view looking north on Ames Street before and now very similar.

The piece here is that, you know, it's interesting this is the flip of that. On the one hand we want to talk about the separation between the tower and the base with that reveal. And at the same time we want to talk about tying those two pieces together.

How do we, you know, integrate these so

there's a common theme from the bottom of the building to the top of the building and it's one coherent composition? And so we did this through a couple of different elements.

And the first is the language and vocabulary of these piers that run vertically from the base across the low rise portion and right up through the top of the building and they transition up and they work across all the facades.

The second is the structural frame itself, which kind of runs from, in this case, the bottom of the building to the top, but it becomes exposed here and you can even see it particularly at the corners of the buildings where it's visible. You can kind of read that continuity, and that measure, the meter, the structure of the building kind of gives an internal integrity from the

ground to the top. So it's those two vices in particular that are working from the bottom to the top to bring it together.

Next.

So, this is looking south on Ames Street before and after, very similar views. And this is the King Square. I think some of the modifications are going to show up a little clearer in some of the subsequent renderings that we're going to have.

On this view, though -- this is before looking towards the front of the building on Ames Street. And here's the proposed view. You can see kind of the continuity of those piers as they work their way up to the building, the continuity in the alignment of the structure with the piers, and kind of, you know, working their way straight up the building. If you do this, you can see them

as they expose themselves at the corners. Again, that thing is just kind of reading through with a little bit of a transition piece at the reveal zone. The other thing is the columns are doing is that they're defining the retail bays and that rhythm, you think that really helps to define, kind of the meter and measure as you go down along Ames Street and kind of breaks down that overall scale in an appropriate manner.

So that's kind of the overall discussion about the integration of top and bottom and it's kind of emphasis on verticality and how we were thinking about achieving that.

And let me switch and talk a little bit more about the residential character of the building and some of the devices we've been using to achieve that. And this falls into

the category of also probably clarifications. And then I think there's some design revisions that we've made through discussions over the last couple of weeks.

So, the first thing that gives the building kind of residential character, and probably the most important is going to be the scale and meter associated with the windows themselves. And so we're looking at a combination of small scale windows that are punched and then slightly larger scale windows, a kind of mixing of those two with mullions that are running through them that are the primary piece, and they kind of work in concert with the piers to get kind of an appropriate balance between kind of the solid and void and conveys the sense of, you know, domestic scale. The larger expanses of glass were kind of reserved for the corners of the

building where they tend to be more of the shared spaces and the views happen to be a little bit better. So it's really that combination.

And then at the top of the building where the views are really opening up, there's more glass up at the top, but in general through the majority of the building you're getting kind of this mix of one, two, and three windows combined up with the piers themselves. And it feels a residential scale.

And so another element, and well, another element of the windows you're seeing is the use of the operable windows. And I think in the earlier presentation it wasn't quite as clear, but I see those operable windows base of every single one of these windows. Of course they help break down the



overall scale of it, and they give a sense of habitation to the space and they'll be open and closed. And as they're changing, they'll change the reflectivity, the light quality, and immediately convey the sense that, you know, the people are using this for natural ventilation. People are using the space. So that's a very important element to it.

One of the design changes that we made had to do with this area right in through here where we took the ceiling and kind of the soffit area of the insight of the tower, and the ceiling of the amenity space as it projects out, and we brought that into alignment. And then we also clad that ceiling with the same material that we're proposing to use on the flanges at the entrance in the lobby for the residential area. So this is that warm wood colored

material through there.

Dan, would you just go back one and go forward. Just toggle.

You can kind of see kind of that sense that it sort of warms up the base of the building. It defines the residential zone at the base of the building a little bit more. And we also think that color is helpful because it ties back to the adjacent buildings. Yes, this is brick. Yes, this is a lighter color, but that cross-connection is going to be helpful to weave this building into the neighborhood.

As I mentioned earlier, I mentioned earlier this is a planting zone. So this will be across the entire edge of the parapet. And so between that and that color there and in this case it will really help to define that as a residential condition.

So the view looking down, you can see again that planting edge at the parapet kind of continuing through, and then the side panels entry into the lobby which would be that warm colored wood. Wood-like material.

So this is a view looking south on Ames Street. Kind of before and after. And just the main thing I'm going to talk to here really has to do with the way you see that material, that warm wood-like material flanking the sides of the lobby, but then also showing up at the soffit and through here and those two pieces kind of defining that residential zone between the lobby zone and the amenity zone.

Next.

So coming in a little closer. This is a view of the retail storefront area. And one of the things that came up through the

discussions, you know, you're asking us so how do you communicate residential character? What are you going to do? And when we went back to the drawing board and one of the things we were looking at was the canopy itself. It's one of the most important kind of signifiers. And, you know, frankly we liked the canopy that we had, but we actually thought it was a little cool, a little cold, a little crisp, maybe a little generic. It could have been a canopy connected through an office building. And so kind of took your concerns to heart and we wanted to -- and so sort of close up where we were, a little crisp, cool. We thought you needed something a little more solidity, a little more substance to it, a kind of classic domesticity, a classic residential entrance. And so there's a solid frame that would come

up with a skylight that would be inside within it. So there's a little light that would come through. We think that helps to give a little more scale and the texture that would be appropriate to the residential entrance and set it aside from a lot of the office building entrances and the other commercial entrances in the area.

So, I think that's -- so we'll hand it over to Clara.

CLARA BATCHELOR: Hi, I'm Clara Batchelor, CBA Landscape Architects. And I'm here to talk to you about the landscape.

So, one thing that hasn't changed is the site, and the landscaped areas remain as they were. We think of them as four general areas:

We have the north pocket park, the streetscape, the south pocket park, and then

Pioneer Way. So I'm going to talk to you about each one, one at a time, and I'm going to point out what we've changed, how we've responded to your comments, and the work with the staff. And I really think it's improved a great deal and I hope you agree with that.

So this is the pocket park before, and just to point out it will be clear when you see the rendering, but we, the suggestion was to add bicycle racks to the plant -- in this area of the pocket park. To enlarge the planted area, to change them to granite, to vary the heights.

Next.

So this is the before. There was also talk about the plant material wasn't developed, that it should have seasonal interests. And we've done that. And I'll talk to you about that when I show the next

rendering.

And then we had also talked about that we're following the city standards for the sidewalk that will have the brick edge and the concrete pedestrian path area, and then we've built that out towards the pocket park to signify this continues to be public space to make it a nice gathering space. And so you can see the big difference by changing the planters to granite, raising them at different heights. So this is 16 inches and 24 inches giving some variation in size. We've also added some trees to create a canopy to the area. We, it was asked if the benches had backs. They did have backs, but it wasn't shown in the rendering, so we showed that. We explored places to put a Hubway, and -- can we go back to the plan?

And we worked with the staff to look at

different Hubway locations, and it was generally agreed that this was a good location for the Hubway. It allowed enough maneuverability room to bring the bikes in and out and lock them up without interfering -- and still allowing for pedestrian circulation.

So let's go back to the rendering.

We have kept the vertical light elements. Those aren't the specific light fixtures, but we'd like to keep a tall cylindrical light to add to the verticality. I want to talk just point out a couple of things on the architecture.

The louvers on this wall, they used to be punch outs, now they're the entire facade. And that the graphics on those louvers have been made bolder. And another correction was the awnings on that building have always been



there. So this rendering shows the awnings as they are.

One thing about the plant materials, we have a varied pallet. We have evergreens, deciduous. We have flowers in the spring. We have interesting bark. We have winter berry. So the texture should be quite rich and varied throughout the seasons.

Next.

So, then the talk about the streetscape which had just a few changes to it. This is the before. The after, we've gone with the Cambridge standard bicycle rack. Here we've kept the sidewalk as the Cambridge standard sidewalk with brick and concrete. The only change we made was at the entrance leading to the front door to the residential entrance, we've given those some specialty pavements. And as before, this also includes the

architectural changes, the canopy and the fourth floor planters, the soffit and the additional mullions. So showing all this rendering.

Next.

And then we have the south pocket park here. This was before where it was suggested we do -- we enlarge the planters and make changes. So the next one you'll see that we have indeed enlarged the planters. We've added more bicycle racks here. We've made this area also the concrete, the sidewalk concrete, concrete. Saving the specialty pavement for Pioneer Way. Oh, and then the corner here of the building has changed. So the landscaper's response to the corner, the corner's been cut away to increase the visibility coming in and out of Pioneer Way, and the planter here has a granite edge now.

Before they were all steel. We've changed to granite everywhere. This is a granite edge. These planters have granite sides and they've been made higher so that you can sit on them.

Okay, let's see the next.

And so this is -- it's hard -- one thing weird about standing here, it's hard for me to see the slide. But anyway, this is, this is the before, you see. And this is the new -- we have the new bicycle racks. You see the granite, the height of the planter's been raised. This one was kept low because it's in front of a window that we have to protect that window. But this one's been raised to 16 inches here. You see the benches and the backs to the benches. You see the little planter over here with the granite edge and the cutaway corner.

Oh, and one other thing, these are the

planters that define the dining area for the outdoor dining area for Legal Seafood. These were always supposed to be a dark color. In the last presentation they were light color. They were the steel, the Cor-Ten steel and now they're just a charcoal grey.

And then we have Pioneer Way. And the some of the changes here were related to the shown on the south pocket park. We've increased the planting -- planter size, height and the richness of the plant material. We've also added a tree in the south pocket park as well as the north to give us some -- a canopy to the sitting area. Here you see the cutaway of the building again. We've -- we've emphasized the stop line there for people, for cars exiting, because this will be a multipurpose street, vehicular and pedestrian. This screen that

protects some of the storage for Legal Seafood has been made closer to the building to open up Pioneer Way or to make the pedestrian part wider.

And finally, the multi-leveled bike storage has been made a story higher which allows us to have the preferred spacing by the city of 36 inches between bike racks.

And so here you see the multilevel bike storage. And I also wanted to point out the mural. This is the loading dock which will be closed most of the time. And when it's closed, there will be a mural in front of it enhancing the pedestrian experience.

And so here you have Pioneer Way before and here you have afterwards. This one, the lighting in this allows you to see the colored pavements better. Here's the planting with the granite edge here, the

cutaway corner. This is the stop line just to point that out. Here's the planting from -- sort of borrowed from the south pocket park here.

The storefronts are aligned with the south facade of the tower. And the third floor added. So the multi-bike storage area here that you see there.

And that's now VHB is going to speak.

MARK JUNGHANS: I'm Mark Junghans VHB. I don't have any samples to share. Sorry. We were asked to try and pull together some examples of this shared street or the one up system as Jim pointed out last time. And I think a lot of us knew a few of these and when we pulled them all together. This wasn't even all of them. You know, we had time limits so we can't pull them all in. These are great examples of places that serve

multiple uses. And as you look at these, I ask you to look for things that are common. They use differing paving patterns to define the space as a whole or define different parts of the space. They use features such as planters, vertical lights, bollards to help guide the cars, flush curbs. Most of these are plush condition. Some of them use curbs depending on how that particular space works. And they all include loading, pedestrian activity, and, you know, really are important spaces where they are trying to serve more than one use. So the ones that we've identified, if you go back, some of them you may know. Cady's Alley in Washington, D.C. The two on the left.

Covent Garden in London. I haven't been to. It's one of the active.

Downtown Crossing which I imagine most

people are familiar with.

East Fourth Street in Cleveland, Ohio.

Pearl Alley in Columbus.

Next slide.

And Winthrop Street in Cambridge of course.

And Winter Street in Boston. And if you look at even these, we have flush the pavements. We have changes in pavement. We have people walking up the middle of the street.

Could you go back a slide?

Where appropriate, we have the use of bollards to help cars understand where they can be. Use of creative lighting, whether it's a vertical light or a category light. A lot of things we incorporated into our design that we found additional reference to out in the real world.



I'll turn it over to Sean to talk about the operations within the alley from the transportation point of view.

SEAN MANNING: Hi, everyone. I'm Sean Manning with VHB and I'm going to touch on the traffic things that -- since the last time we were here.

So first being egress from Pioneer Way. And I know sort of a common comment from the Planning Board was just that there was a lot going on on Pioneer Way. And is there a way that we could kind of dull that down a little bit? And one of the things that we worked on was restricting vehicle access or egress I should say from Pioneer Way. So initially what has been proposed for entrances and exits from Broadway and exits only from Pioneer Way, and what we've gone back and looked at is what would be an interesting way

to sort of restrict egress from that point to make it more inviting for pedestrians when it's a more pedestrian rich environment or particularly during the day?

And so what we looked at was restricting vehicle access altogether from five a.m. to three p.m., and that does a bunch of things.

The first thing it does is essentially eliminates vehicle activity with loading and service activity which more or less happens from five, six a.m. to about noon. There will be some activities later in the afternoon, but 80, 90 percent of it happens in the morning. And Mike O'Hearn is here from Boston Properties as to how it relates to how the loading dock is going to operate and how it's going to be managed in the future.

The other thing that it does from a traffic standpoint by allowing egress in the afternoon, is we were a little worried about if we restricted egress from Pioneer Way, we put a little bit too much pressure on Broadway. To have that dispersal in the afternoon, given that the vast majority of the east garage for employees who arrive in the morning, park all day, and leave in the afternoon. To have that dispersal would help to not have any undue impact on intersections of the study area. And we worked with CDD and TP&T on this, and we were actually requested to put -- submit an amendment to our traffic impact study which we did. You know, we got some positive feedback from TP&T on that.

And go to the next slide, Dan.

The next thing we did is we tried to

better articulate site distance vehicle egress from Pioneer Way. When you start to think about what is the motorist's decision point as they leave, we sort of separated this into pedestrian realm, cycle traffic, and then going out on to the street itself. And we can transition through these. This is showing what the motorist will need to see as it relates to exiting the garage and then getting to the sidewalk. So if you're a motorist and you're trying to go on to Ames Street, you're gonna reach the sidewalk, you're gonna look both ways, and understand that you can get beyond the sidewalk and then get to the cycle track and do the same thing and get to the street. These diagrams sort of speak to what the motorist is and the decisions the motorist is going to have to make as they exit on to the street.

Can we go back through the three? So there's two. And there's -- should be one more. And there's three.

And that was really it as it relates to traffic. And of course any other questions that you might have while we're here.

And I think I'll turn it back to Dave.

DAVID STUART: Thanks, Sean.

Thank you.

So that concludes the more formal part of your presentation and we're happy to take questions. I know we've given you a lot of material. As I said, the memo had covered three other categories that we didn't cover in the presentation. Happy to answer any questions you have and I'll serve as emcee and I have a team of professionals with me and call the appropriate person up to answer whatever questions you have.

H. THEODORE COHEN: Questions from the Board?

HUGH RUSSELL: Yeah, I have three questions that are completely unrelated to each other.

The first point is how do you maintain the plants at the edge of the fourth floor?

The second question is this will slide is a great one, probably for it, which is, is it correct that the columns get expressed at the ground floor level by having sort of a half column exposed? Because that seems to be, it's a very good detail and it really helps to ground the building.

And the third question is if you would review the -- there was a page in your submission about the number of vehicles in the, like, the four to six hour and the number of pedestrians. And as I read it, it

appeared there was about one vehicle a minute and there was less than one pedestrian a minute. And I'm just curious about is that actually correct? Because it seems like there's -- if there's only one vehicle and one pedestrian in a minute, they probably can maneuver around each other. Or is a pedestrian number an existing number that would be expected to grow? I mean, you showed 12 people in your rendering, that's like well, 15 minutes of people.

DAVID STUART: So I'll have -- I'll have in order -- Clara, do you want to talk about the planters and then I'll have John and then Sean.

CLARA BATCHELOR: The planters will be irrigated and they'll -- they have to be because they're on -- part of the way they're undercover and part of the way they're not,

not under.

HUGH RUSSELL: Is there a space for a person to get there to work at the plants?

CLARA BATCHELOR: Yes, the public's not allowed there. But there is room for maintenance.

HUGH RUSSELL: Right.

DAVID STUART: So, John, on the column question?

JOHN SCHUYLER: So, yes, you're absolutely right. The columns come down and you have to hack around the enclosures. Depending on the retail tenant, they might be able to complete the enclosure, but that is the same materials, same finish.

H. THEODORE COHEN: Could I follow-up from the column question before you proceed? So now you've changed the corner here and this column is very prominent.



JOHN SCHUYLER: Correct.

H. THEODORE COHEN: I like the columns and I like them on the fourth floor, too. And I would like to see even more if they were more prominent and especially if perhaps the other corner had a more visible column or maybe even along the front facade. I mean, it just seems somewhat odd that you just have one column coming down to the ground. And, you know, I agree with you, that the columns are very nice, especially since Three Cambridge has the columns coming down to the ground. And so I would appreciate if you could think about what you might do to articulate the columns even more.

JOHN SCHUYLER: It's a good point. I think that we can look at the actual value of the paint that we -- the color, the exact tuning of that to see how it works relative

to the other values, and we're trying to strike that balance so that it can both -- we don't want to compete with the other horizontals. We want it to meet vertically. So we can look at how to tune that so it has enough prominence without being too aggressive. So that's a longwinded way of saying, yes, we should look at that part again.

In terms of exposing other columns, if you go down the other ends, and I don't know if we can go to the elevation of the building on Ames Street? It's a very different condition. So I don't know if that would be applicable down at the other end.

DAVID STUART: Right there, right John?

JOHN SCHUYLER: Yes.

So it seemed relevant there because

people opened up the view and you're turning the corners and you're defining the park-like space. But we can look at it --

H. THEODORE COHEN: Thank you.

JOHN SCHUYLER: -- as we go forward.

H. THEODORE COHEN: Hugh, you had other questions?

HUGH RUSSELL: The third one was just review the kind of number of movements on Pioneer Way at peak hour.

SEAN MANNING: Sure. Well, from a traffic standpoint -- first of all, other than in the afternoon peak hour there are just not a lot of exits to think of because the garage is dominated by commuter traffic. So the act of restricting egress altogether on Pioneer Way doesn't create a big impact on Broadway because there aren't a lot of vehicles exiting there during the day to

begin with.

In the afternoon if -- Pioneer Way it's not a primary exit, but it's a more convenient exit for those who want to exit and in particular want to go westbound on Main Street as opposed to going all the way around the block, ending up on Ames Street again and then making the left. So the idea is that it would be more convenient to do that. And so, you know, while it's a measurable move, you know, it's not the primary move of those leaving the garage. And of course we're limiting this to monthlies as well. So, you know, transients that want to go in that direction, they're going to have to exit via Broadway and go around the block. So it is something of a 60-ish range, something like that. Is it more than a minute? Obviously dispersal, you

know, we could have four in one minute and then nothing for the next five minutes. It would be somewhat random in that regard.

And then in terms of pedestrian movements, if the pedestrian movements are gonna be to the bike facility, they're gonna be through the garage. We've defined some pedestrian movements to break up the block that you could get through the garage and get to Broadway. You know, I think people in the know are gonna do that. I think lots of people aren't gonna do that because they're not gonna identify that as a pedestrian movement. You know, in terms of through pedestrian movements, I don't know that you're gonna see hundreds of people walking down Pioneer Way. But it's certainly an option for those that know that it's there.

HUGH RUSSELL: Wasn't there a number

in the study that was in the 30 or 40 person range?

SEAN MANNING: Some. I was just leafing through -- I didn't bring that point out --

DAVID STUART: 27. I think that your question was in the four p.m. to five p.m.

JOHN HAWKINSON: And 32 in the five to six.

DAVID STUART: That's right.

HUGH RUSSELL: And that's -- and is that a current count or is that a projected?

SEAN MANNING: That's a current count.

HUGH RUSSELL: Yes.

H. THEODORE COHEN: Ahmed.

AHMED NUR: I want to maybe take one of the questions that Hugh had asked and then

I have a couple other questions.

One is, how are you maintaining the planters? I wondered also if you took into consideration if there's any screening from birds, because it looks like whatever you do, it's one of those operable windows that things just coming down and help themselves.

And so aside from that the -- in terms of landscape, this is, this is a beautiful project overall in terms of the skin, in terms of the pavers, welcoming pedestrians, families, and the neighborhood to be part of. There's a lot of hard work put into this and I have a lot of compliments as opposed to questions. But I did want to ask if there's any winter sort of plants/garden, greenery considered here since there's a lot of glass?

CLARA BATCHELOR: So I can answer that. So there are -- I left my plant list

up there, but some of the plants we're thinking of would be buxus or boxwood, which are small evergreen leaves. We have winter berry which has nice -- it's called sparkle berry. It has wonderful red berries that persist throughout the winter. We have a sort of a prostrate American holly. So we have a lot of -- we have a lot of winter interests. And we have evergreen and berries and good fall color in the fall. So I think there will be year round interest in the plant material.

AHMED NUR: Thank you.

As far as the -- I'm not sure what you call the vertical precast, that seems to change in size from going from bottom going up. Some of those verticals, are they, some of them seem to be short at the top it looks like. That's a question to you. Yes.



JOHN SCHUYLER: That's correct, and so the general concept was that the building was gradient transition from areas where there was porous views and closer to the adjacent buildings to more solid in those areas, to more glass and transparency where you get the largest views and most open.

And so, and so as you see it, gradient to the left, it's more open through there and then also to the top it also expresses this other connection that's going to open up lighter, fewer verticals to the top to obstruct your view. So you are reading that correctly. If I understand your question right.

AHMED NUR: And it is, that's fine. At first I was just somewhat wondering why we didn't go all the way up. But it does actually -- when you backed off in distance

and looked at it, it does give it a different, you know, meaning to it. And it looks attractive I guess. And I just wanted to know.

And then lastly, I guess our vice chair lady is not here with regard to TPSs and traffic, but I do understand that there is a request here and I'd like someone from traffic to maybe explain what they're asking here. The request of the broad modification of the TP&T for 116 and Cambridge Drive and 165, I'm not sure, Mr. Chair, if you want that addressed.

H. THEODORE COHEN: Well, why don't we hold that and get everybody else's comments and questions out and then we can have staff talk to us, address a number of questions.

AHMED NUR: Yes, thank you.

H. THEODORE COHEN: Anyone else have questions at the moment?

STEVEN COHEN: I just have a few minor questions.

The parking structure, it's now what, three levels? And how is it accessed? I'm sorry, the bicycle parking. The bicycle structure, is it accessed from the respective levels of the parking garage?

DAVID STUART: With the exception of the ground level. Dan, can you just go to the view down Pioneer Way? That works, right there.

It's a three-story structure. The ground floor would be accessible from the ground floor plane from Pioneer Way, and the other two levels would be accessed from behind right through the garage structure.

STEVEN COHEN: And how do you get

the bike up to that level in the garage, in an elevator or something?

DAVID STUART: An existing elevator at the end of the, at the end of the parking, the bike parking shed that you put the bike in. And that's one of the accommodations that we've asked for, is the existing elevator is half an inch in one dimension and an inch and a half less than what the Ordinance allows. That's one of the asks that we've asked for.

STEVEN COHEN: Half an inch. That's a tough ask.

Next, on the wind, as I read in the materials, and perhaps it was an answer to this that I missed, but something about wind screening devices to protect the public open space at the top of the parking garage? What's that about? And how was that

resolved? What is the wind screening device?

DAVID STUART: Well, I don't believe that we found it necessary for a wind screening device in the public open space. All of the -- when we looked at the study, all of the points on the, in the pedestrian realm met the criteria for safety. I think where we might need some wind screening. I don't know if you have a view, Dan, of the top, on the private terrace.

STEVEN COHEN: I guess that's -- you're talking about the roof?

DAVID STUART: We have a terrace. Our fourth floor amenity space, right, right there. So there may be a need there for some localized screening for the occupants of the building. But nothing in the -- we don't believe there's anything required for the -- in the pedestrian realm.

STEVEN COHEN: How do you determine that? How does that get resolved other than in this process?

DAVID STUART: For which piece?

STEVEN COHEN: Determine ultimately whether you need anything for wind and what you do for it?

DAVID STUART: In the private space or the public?

STEVEN COHEN: Just the private space?

DAVID STUART: Private space, that's right.

STEVEN COHEN: And you view that as an internal matter that you will deal with?

DAVID STUART: Correct.

STEVEN COHEN: One other thing, and perhaps I missed it, but is there a view from the east?

DAVID STUART: There should be.

DAN PISSELLI: The view from the east doesn't change so we have it in supplemental material if you would like to see it.

STEVEN COHEN: If it's readily available.

DAVID STUART: Could you find it, Dan? That would be helpful.

This was the view of --

DAN PISSELLI: There's like 50 slides here.

STEVEN COHEN: You could be looking for it while we're doing other stuff.

I'll gladly defer to a later date.

TOM SIENIEWICZ: Don't do that.

H. THEODORE COHEN: Do we have any other questions?

STEVEN COHEN: No, most of my

questions were addressed.

H. THEODORE COHEN: Tom?

TOM SIENIEWICZ: Sure.

How tall is the building to the top of the penthouse?

DAVID STUART: It's 250 to the top of the highest occupied floor. And the penthouse?

TOM SIENIEWICZ: Right.

DAVID STUART: And 286.

TOM SIENIEWICZ: 286?

JOHN SCHUYLER: Right.

DAVID STUART: Yeah.

TOM SIENIEWICZ: And so the -- I didn't see elevations, maybe I missed it. It's all shown in perspective, right? That's the new way I guess.

JOHN SCHUYLER: Yeah.

TOM SIENIEWICZ: Sorry, I'm old



school.

First of all, I want to thank you for addressing most of the questions that came up last time and I was -- I think I was following your description of the way that the columns work through the base. But I was puzzled by a couple of the vertical fins around the entrance and how they're consistent with your description here of the way that they transition. And there's, there's a way that a few of them sort of fall out of your system and maybe you could --

JOHN SCHUYLER: Right I know what you're -- okay.

TOM SIENIEWICZ: Help me with that one.

JOHN SCHUYLER: Not every pier at the top comes down to the ground. If that's your -- there's more texture at the top of

the building than there is at the base because the units at the base of the building are larger and -- well, they're series of microunits. And so those units have a specific module that's required to make those function. So we don't take every single element from the top and take it down through the bottom. We take the vast majority of them and those come down to the ground.

Is that your question?

TOM SIENIEWICZ: Yes. And now I understand the logic behind it to some degree. Okay.

I think the addition of the wood material is fantastic. Actually, there's a way in which that warmth and that scale does feel very domestic, and I think would be really, really beautiful and by that contrast the handsome skin that you've got set up on

the outside. I think it's really wonderful. You know, I'd like to see more of it actually. There's a way in which, I'm sure that material will begin to find itself in the retail details as they're involved, but I think those are -- I think that's really successful. I have a couple of comments on the landscape.

There is a -- the paving, so you're proposing to change the paving at the entrance here?

CLARA BATCHELOR: Yes, that's right.

TOM SIENIEWICZ: Across the public way?

CLARA BATCHELOR: If it's allowed. I know concrete is the preferred material. So it could be a colored concrete, a warmer concrete that leads you into the building so it could be the same material, but a

different color.

DAVID STUART: And our rationale for asking for that is really relates to the comment on the making this the residential look and feel. I mean, this is -- we're trying to put cues in the building so that the customer knows when I step on that part -- when I get to this zone in the public way, ah, I'm home. I see the wood panelling, you got the residential canopy, and we thought having something on the ground plane as well it just helps to signal that cue that this is somebody's home and it's a residential space as opposed to a retail or a commercial space.

TOM SIENIEWICZ: Yes, I don't mean to be dogmatic about this, but the clarity, I'm interested in public and private space and the definition between the two and, you

know, the public way is proudly the public way, and private space, the demarcations I find helpful. When they blur, I guess I have an issue with that. I -- the other place where that comes to fore and maybe this is a related question or observation is on the north plaza here where the -- that's this park area where the -- I want to understand why the specialized paving couldn't really occupy the park proper rather than the suddenly I need another, I need to double a little bit to the sidewalk somehow. A demarcation of saying, yeah, well, that's a -- a special space and it has a different scale to it. I'd sure like to see this paving be used to demark that park. I don't understand why the paving is in the geometry that it is there.

CLARA BATCHELOR: The idea was that

because this is the public, the public sidewalk because it's sort of a broadening of the sidewalk and the acknowledgement that this -- although it's on private property, has become public space.

TOM SIENIEWICZ: But it's very different from a sidewalk, right? It's a place where your renderings indicate that you're going to be sitting or resting or it's a different kind of activity that's going on in that space or --

CLARA BATCHELOR: Well, I mean I see -- I mean, it's really part of the sidewalk senior. You're watching the pedestrians go by. I saw this as sort of blending together. You have the bikes there. You park your Hubway bike, and then come and sit and rest for a while. So I see it as, you know, as -- I hate to say street activity

because pedestrian activity, but it's an enlivening of the sidewalk, a widening of the sidewalk, and creating a node there for activity; whether it's programmed activity or happenstance activity.

TOM SIENIEWICZ: Okay, I guess it's actually wonderful that we're down to this scale of discussion. You know, it's a measure actually how successful and how carefully the design has been gone through. And I, you know, different people can disagree on how one details it, but to my eye, it would be wonderful if this was marked more as a space that you rest and you stop in and there's another space that you walk in and there's a certain clarity about that, and -- but I think we can disagree. I don't understand how that's detailed.

So the last question I think relates a

little bit to Sean's presentation and also a paving question. So as, Sean, as we're exiting up Pioneer Way, do you anticipate that the car will come to a full stop or, you know, at the pedestrian way and then a second full stop at the bike way? How does that --

SEAN MANNING: You would hope that a responsible driver would stop three times because there's sort of three distinct decision points that they need to decide it's safe for me to continue. So, yes, back of sidewalk would be where they stop first and we have a stop bar and we'll have a stop sign denoting that.

TOM SIENIEWICZ: Okay.

SEAN MANNING: And one would assume once they make that decision, they're not going to just barrel through the cycle track and the parking lane and take a right or left



on Ames Street.

TOM SIENIEWICZ: Okay, when you call it a stop bar, like a textured piece of granite that the wheels are feeling?

SEAN MANNING: Yeah. I mean, normally it would be paint or thermal plastic, but because of the nature of the paving materials, I think it's a colored paving material.

Right, Clara?

CLARA BATCHELOR: That's right.

TOM SIENIEWICZ: Just a really tiny detail, should we not do the same thing then at the bike zone to suggest, yes, you know, actually you're only proceeding whatever, 10 feet properly, you should stop, look, and listen before you cross the bike line?

SEAN MANNING: You should, however, at the same time, if you think of any

commercial apron anywhere, I mean you really wouldn't put a stop line at a stop sign there. Think about any curb cut. Any -- it's sort of that back of sidewalk, and you really wouldn't have three stop signs.

TOM SIENIEWICZ: How about a textured piece of granite or something just to demark that so you don't go barrelling through there.

MARK JUNGHANS: There will be -- essentially you'll come up six inches and three feet there. It's a standard driveway detail so you're going to be coming down next, so I think that's going to slow anyone from coming off that space. So you're going to see a transition between what is a shared space, sidewalk space in the street. So I think that's going to cause you to treat that definitely increased space.

TOM SIENIEWICZ: Okay, I hope so.  
But you guys are the pros. So, thanks.

H. THEODORE COHEN: Anything else?

TOM SIENIEWICZ: That's it.

LOUIS J. BACCI, JR.: I have a few.  
After this is built, you don't see your  
monthly parkers going up, the numbers?

SEAN MANNING: The monthly parkers?  
I don't have the numbers in front of me, but  
they are -- the vast majority of the parkers  
in the garage to begin with. In terms of  
monthly parking as it relates to this project  
specifically?

LOUIS J. BACCI, JR.: Yes.

SEAN MANNING: We see on the order  
of -- and this is based on doing a vast  
number of these projects in Boston and  
Cambridge, that around a half a space per  
unit is sort of the max that you're seeing.

And in fact, there are plenty of comps where it's actually a little bit lower than that. And then in terms of who is actually driving on a typical basis, is probably half of that, half a space per unit. Namely, about half of those people actually use their car. You know, frequently everyday, you know, a couple days a week. And the other half just own an automobile when they have to park it somewhere and it just stays in storage all day.

LOUIS J. BACCI, JR.: How many units?

DAVID STUART: 280 units. So 140.

SEAN MANNING: About 140 parked cars, maybe 70 of them being used on a regular basis.

LOUIS J. BACCI, JR.: How many monthlies do you have now? Roughly.

DAVID STUART: Mike O'Hearn, do you know that?

MIKE O'HEARN: Roughly about 400 I think.

AHMED NUR: I'm sorry, could you repeat your name for the recorder?

MIKE O'HEARN: Michael O'Hearn.

AHMED NUR: If I may request going forward, we'd like everyone to use the microphone for that reason, please. It's been a standard practice.

LOUIS J. BACCI, JR.: And I guess one question for the landscape. The fourth floor planted area edge, no color? You got a pretty grey building.

CLARA BATCHELOR: It will definitely be green.

LOUIS J. BACCI, JR.: That would make it a little more homey I think at some

point in the year anyway.

CLARA BATCHELOR: You know, I haven't recommended a plant. I mean I was thinking about (inaudible) in that space out that you could see that would make its presence known and they do really well with wind and rooftop conditions so that has red berries and white flowers.

LOUIS J. BACCI, JR.: Flowers, something other than just green.

Thanks.

STEVEN COHEN: Hi, I'm sorry, I have one follow up I just wanted to get clear in my head about this wind issue again. Sorry for, you know, spewing too much wind myself on the subject. But I'm just reading the memo from staff, and my reading of it is that there was a recommendation that there be some sort of mitigation screening especially on

the impact of the open space atop the garage of the -- and frankly, wind isn't something that I personally put on the very top of my list of concerns, but I know in the past that members of the public have expressed a particular concern about the impact of this project on that very public space over there, so maybe I should address the question actually to Jeff and Suzannah to make sure that I'm not misunderstanding their words and in that section.

H. THEODORE COHEN: Why don't we hold off on that because then we'll have staff comment, make all their comments.

STEVEN COHEN: There's going to be staff comments later?

H. THEODORE COHEN: Yes.

STEVEN COHEN: Does that work, Jeff?

H. THEODORE COHEN: Okay, well I

have a couple of questions.

So we're settled on the number of floors in the building now; is that correct?

DAVID STUART: Yes.

H. THEODORE COHEN: And the height is the height that you described?

DAVID STUART: That's right.

H. THEODORE COHEN: The handling of the penthouse, I just want to be clear that that is completely encased and there's not going to be anything visible above the screening you have?

DAVID STUART: It will be encased on the four sides. We might have a well of -- so if you were a bird flying over --

H. THEODORE COHEN: I'm not concerned about birds. But if you were a pedestrian on the ground looking at the building or in some other building, you're



not going to see anything higher than the screening?

DAVID STUART: Correct.

H. THEODORE COHEN: Fine. Could I take a look at the wood-look material?

All right, it is as you described, has faux grain. I'll leave it to others on the Board and to staff. I find nothing more offensive than fake wood. And while the color is lovely, unless it truly looks like wood when it's applied, it reminds me of formica and other fake products. And I understand your desire to warm things up, and I personally would be happy if you did it with some material that didn't have fake grain.

HUGH RUSSELL: So if I could comment back to you on that. And this has been a thing I thought about mostly with hardy

siding which can come smooth or can come with a little texture on it. And in practice you don't see the texture when you get more than about 10 feet away, but the surface seems a little more lively when you're 10 feet away. And when you're within that last 10 feet seeing the faux embossed hardy grain, it's not fabulous, but it -- for most of the time you're looking at it from a farther distance, it enhances it. So, you know, if it gets too gross, I agree with you, but it sort of subtle I think it enhances things.

H. THEODORE COHEN: As I said, I would leave it to others to make a final decision on that because I indicated my comments.

Ahmed, did you have another question?

AHMED NUR: No, I think that Hugh actually said similar to what I was going to

say. If that bothers you, you can look at it possibly as stone, a warm stone. But I have fake hardwood floors now and I'm telling you in the basement, it's nice.

STEVEN COHEN: If I could say one thing, I used to be a purist on a lot of materials. I used to be a purist about true divided lights in residential applications, and, you know, the fakes were terrible. But then over the years they developed all sorts of different approaches to these windows and they started getting better and better and so I compromised my purism and now I establish between good fakes and bad fakes.

STUART DASH: This is all hardy bar.

AHMED NUR: And I might add --

STEVEN COHEN: I think this material might be a good fit.

AHMED NUR: And I might add that it

makes a huge difference. I would agree if it's internal stuff. Exterior, weathering, wood would just not last.

H. THEODORE COHEN: I can accept that.

What I would like to do is take a five minute break now and then come back and have staff make their comments and then we'll open it up for the public for the public's comments.

(A short recess was taken.)

H. THEODORE COHEN: Are we all set?

JEFF ROBERTS: The applicants are in the hall.

H. THEODORE COHEN: All right, thank you. If we could have comments from staff now. I mean, Jeff, you want to go through some of the -- you want to start with Suzannah? Great, thank you.

SUZANNAH BIGOLIN: Thank you. I'll just briefly summarize my memo.

Overall we're very positive with the proposal and happy with the changes that have been undertaken.

The improvements to the public open space and the park areas are really significant and have really helped to give those spaces more presence and verticality and a better relationship with the town we believe. And we also liked the changes that have occurred in the architecture. Although they are quite minor, they've really helped to sort of bring out that podium base. And the warmth of the wood I think is really a positive aspect of the design changes that have been incorporated and will help to sort of link the proposal with some of the surrounding buildings and it will be sort of

a visual element that you will see as a pedestrian.

In looking at some of the details, the corner of Pioneer Way that has been cut off for the site line is probably somewhere that I would have liked to have seen a better solution in terms of losing that corner element of architecturally I felt that was a bit of a loss, but it's understood it makes TPT requirements for side lines. That's all.

H. THEODORE COHEN: Does anyone have any questions for Suzannah?

HUGH RUSSELL: I just want to note that you, your short list of things you want to continue seeing as they get developed.

SUZANNAH BIGOLIN: Yes.

H. THEODORE COHEN: Jeff.

JEFF ROBERTS: So I'll pick up from there with just a few of the other things

that we discussed.

So the one, to address your question about wind, Steve, the -- we, you know, we took another look at the -- they made some comments in their materials and we took another look at the wind study that was submitted, and I think the point that you were making has to do with a thing from page 7. I'm not sure if there's -- people have the original application which included the wind study, but I'll just read what it says.

On page 7 to 8 of the wind study it talks about the impacts on the neighboring rooftop garden. It says: During the summer on a rooftop garden is generally desirable for wind conditions to be comfortable for sitting near benches and seating areas and comfortable for sitting or standing near pathways and then so forth.

And as it says: On the rooftop garden to the east of the proposed building, conditions comfortable for strolling and walking are expected during the summer. These wind speeds are generally due to exposure of winds from the south, southwest and higher winds. And then it identifies some locations. Due to strong winds from the east accelerating around the tower to the east of the garden. If it is desired to lower the wind speeds in this area, tall, porous parapets are recommended along the northeast and southwest edges of the garden as shown in image 10.

That was in the wind study, but it wasn't discussed in anything by the applicant. Of course this project isn't proposing any changes to the roof garden. Just a public open space. The reason just



for pointing that out and asking the proponent to respond to it and asking the Planning Board to look at it was to consider given it is a public open space. And there is some concern about the comfort of people using that space, whether the Board would want to see something done there. I don't know if we want to start necessarily designing anything into the, into that space quite yet, but maybe it's something that could be done through monitoring to see if there is an impact in the future that there would be some, some obligation to look at it and to, and to make some of the, to add some of the mitigating features that are recommended if it's found to have an impact.

STEVEN COHEN: So you're not making any recommendation?

JEFF ROBERTS: No, we're not making

any specific recommendations for the Planning Board except that perhaps to consider some additional maybe some monitoring and coordination with the city on any impacts of that space.

At this point we, I think in terms of the wind studies, it's still something that we're getting sort of getting comfortable looking at and trying to understand and interpret what those findings really mean. So it's not something where we have a specific set of, set of mitigation that we would recommend.

So that was one point. And then an additional point in the memo that CDD prepared has to do with the residential program, and we did communicate with the proponent about the Board's usual desire to see some element of three-bedroom unit mix in

the building that's also reflected in the citywide urban design objectives. And I think the proponent explained the rationale for why the mix of units has been selected. So it's, I guess, again for the Board to think about.

AHMED NUR: Mr. Chairman, can I just ask Jeff a question? Does anyone know the -- what's the percentage of market speaking of the bedrooms now of this residence? Market in terms of the proportions for affordability?

JEFF ROBERTS: For affordable housing requirements? So this would be subject -- this is subject to inclusionary housing. It would be determined at the time of Building Permit when the units are, the final unit count and layout are established. Then the city would look to enter into a

covenant which would identify the exact units that would be provided as affordable. Under the typical inclusionary requirements it's approximately eleven-and-a-half percent of the total units of the building would be required to be affordable because the bonus would offset, it would be 15 percent and then offset by the bonus.

IRAM FAROOQ: If I could just jump in. Ahmed, typically what happens is that once the design is detailed enough to know what the unit layouts are going to be like our housing staff sits down and looks in great detail at the full plan and identifies the unit so that there is, there is equitable distribution and spread throughout the project so that they're not clustered in one space, but then you also have units that are of similar size and similar locations

proportional to the mix of the unit sizes, but we do try to skew towards the larger unit sizes that could accommodate families because that's the greatest need in the affordable housing element in East Cambridge.

AHMED NUR: And this would be in the guidelines of K2 recommendations or no?

IRAM FAROOQ: This is citywide. It's part of the Inclusionary Zoning Ordinance.

AHMED NUR: Thank you.

H. THEODORE COHEN: Adam, are you or someone else from traffic going to speak to the various requests and where there seems to be a disagreement between staff and the proponent?

ADAM SHULMAN: Yes. So good evening. I'm Adam Shulman from the Cambridge Traffic Department. So I'm going to get to

the disagreement at the end, talk about the agreements first.

There's a lot of agreements. So the Traffic Department submitted a letter to the Board dated February 25, 2015. So the memo did talk about transportation management -- transportation demand management measure but it talked about the Pioneer Way operations and loading dock operations and the vehicle site lines and talked about bicycle parking.

So, beginning with the Pioneer Way. In response to concerns that were raised by the Board and others about conflicts between pedestrians and vehicles and trucks and Pioneer Way, as you heard, the applicant's proposing to not allow vehicles to leave the garage onto Pioneer Way until three p.m. on -- between three p.m. and five a.m. and that would reduce conflicts.

TPT, we're not opposed to this operational plan, but we do think there should be some flexibility in order to be able to modify it over time if it seems reasonable. So TPT is recommending a monitoring and reporting program, and that TPT director would have the flexibility to modify the operations plan if it was determined to be safe and functional and beneficial over time. Not wanting to make it a hard plan that can't be changed over time. So that's the comments at the Pioneer Way.

Regarding the loading dock operations, although it is small, TPT -- and we said this last time, we continue to believe that it's provide a, it's a suitably functional area to meet the needs and the activities if it's actively managed by loading dock operators. And so we make some recommendations in our

memo such as the loading dock manager has to be responsible to make sure all loading dock, all loading occurs in the loading dock and not on Ames Street, and that they make sure that there's no deliveries of tractor trailers and that they post. And it was one of the actually ideas by the applicants, which I thought was great, to post -- just post signage for phone calls, hotline number for people to be able to call the building manager if they -- there's issues and concerns they need to express, they can express it to the building manager and it could be addressed.

So there are some comments and recommendations in our letter on those operations of the loading dock.

Regarding the site lines, so TPT's satisfied with the modifications that they



made to the west corner of the building which I think you've seen here in this presentation. It improves the site lines between the vehicles exiting and say pedestrians who are on the sidewalk there. We also -- TPT also represents that they maintain transparent glass at the corner there and the renderings showed it, so that will help also, just at the corner so they can also see through.

And also for vehicles exiting the East Garage onto Pioneer Way, we recommend sort of those warning lights which you probably seen where it's a flashing vehicle exiting to let people know cars are coming out. It's additional safety measure. We generally don't recommend sound, just the flashing thing works.

So for the bicycle parking we're

supportive certainly of the modification of the bicycle parking plans where they put the bike racks 36 inches away or three feet from each other, which is, which meets Zoning. So, and in terms of those other two Special Permit requests that they talked about, were also supportive of the Special Permit for the size of the elevator, given it's an existing elevator. And it's literally just a few inches shy and we think that's reasonable.

And the other request for Special Permit is to allow a portion of the long-term bike parking spaces to be more than 200 feet from the pedestrian entrance of the building. And Traffic Department thinks that's reasonable. It will still provide convenient access and especially given the constraints of the site. So we're supportive of that Special Permit request.

So, lastly -- so TPT has, has, I believe, in having some recent productive discussions with Boston Properties regarding transportation, demand management measures, particularly the transit pass subsidies, the level of transit pass subsidies, that would help get more people to not drive. TPT, working closely with the city, CDD has indicated to them a week or so ago that we're comfortable with already making that program from twelve months to a six-month program so that new residents would be able to get 50 percent subsidy for transit for six months upon move-in. But that would also be with an addition a gold membership to Hubway. So that's if they, if they choose to become a member. I believe it's a \$50 a year, \$50 per person who chooses to be a member.

So, like I said, Traffic Department's

been working really closely with Community Development Department and Stephanie Groll who is the City's PTDM officer who specializes in these PTDM measures is here tonight. So I would actually like to invite her to give a few remarks if that's, you know, okay with the Board.

H. THEODORE COHEN: Definitely.

AHMED NUR: Questions for Adam?

H. THEODORE COHEN: Yes.

AHMED NUR: You said that typically you don't recommend sound upon exiting the loading dock. Would the Public Works then maybe catch ADA compliance for the blind since they can't see the flashing or is that something that usually....

STEPHANIE GROLL: It's a good question. I haven't actually thought about that myself. I've been -- we'll look into

that. We'll actually work with VHB, and on the final Building Permit designs and those details. It's a good question. It's not been recommended for the sound for those sounds because we've -- we've gotten lots of complaints over the years of people who live in the area and hear that.

AHMED NUR: Yes, I know.

STEPHANIE GROLL: And, you know, so, so to try to avoid that nuisance to people, you know, the notion of just having a flashing, flashing light or flashing warning light is sufficient. If someone's deaf, they should still be able to see, you know. If they're blind, then you're right.

AHMED NUR: Right, I mean I'm sure there's strips on the sidewalk maybe that there's guarding along the loading dock. I'm just putting it out there to make sure you're

doing the best.

STEPHANIE GROLL: That's a good point. And I'm sure there are civil engineers and traffic engineers and stuff we can work with at looking at that.

AHMED NUR: Thank you, Adam.

H. THEODORE COHEN: Adam, is there still an issue about the \$50,000 contribution to Kendall Square?

ADAM SHULMAN: Right. So my understanding is that they -- I mean, it's a question for Boston Properties I guess. My understanding is that they said they're fine with that.

H. THEODORE COHEN: Okay.

STEPHANIE GROLL: Thank you.  
Stephanie Groll, PTDM officer.

So the last issue that we're, we are in disagreement about is the transit subsidy for

residents of the building, and we have reduced our -- we have an alternate proposal to the proponent that they provide a six-month, 50 percent cost of bus/subway pass. And in addition to that, a gold level Hubway membership for new residents only. And we make this change based on concerns raised by Boston Properties because we believe that a combination of the T pass and Hubway membership will be equally effective and it's a better balance between benefits for modes, different modes.

I just wanted to make a point that Kendall Square is the city's most active job center, and we absolutely must be protective from the negative impact of traffic. This is why enhanced TDM was a very important element of the K2 recommendations and strong TDM measures are the best way we have to measure

the impacts of development.

And one of the, one of the features of this program in that it lasts only six months is that it's not ongoing. It's something that residents would receive when they move in to the building but it's not something that would continue for their entire tenure. And we're trying to establish a new habit when they move in, and we believe that six months is really necessary to establish that new transportation habit.

And that's all I want to say.

HUGH RUSSELL: So, in this means that every time there's a turnover, then the next tenant gets that benefit?

STEPHANIE GROLL: Right. It's my understanding there's anticipated to be an average of 50 percent turnover in the units.

DAVID STUART: That's right.



JOHN HAWKINSON: Per year?

STEPHANIE GROLL: Per year.

HUGH RUSSELL: There might be more turnover given that most of the units are small. So it means if there was a turnover every two years, then the transit pass would be like a 25 percent subsidy of 50 percent or whatever.

STEPHANIE GROLL: Right.

HUGH RUSSELL: Twenty percent five percent of the time for 25 percent of the people would have a subsidy at any given time. Yeah.

STEPHANIE GROLL: We do have this precedent in other approved projects in Alewife at 12 months for 50 percent, and we definitely believe this is the new standard in TDM. We've, we've come this far with traffic in the city up until now and we

definitely see in it an increase need to increase our TDM in these projects, especially in Kendall Square.

HUGH RUSSELL: And indeed all of the additional entitlement for new development is entirely dependent upon the success of the TDM program.

H. THEODORE COHEN: Right.

And am I also correct that similar requirements are in effect for various office buildings --

STEPHANIE GROLL: Oh, absolutely. For office buildings the standard is 100 percent transit subsidy.

HUGH RUSSELL: Have we had a reaction to the six-month proposal from, you know, Boston Properties?

DAVID STUART: David Stuart with Boston Properties. You know, I think a lot

of this has been -- we've tried to work out and, you know, Adam's been great about getting back to us and we've been trying to work it out, and unfortunately timing wise it's all sort of come down in the last week of where we're at and that's why we don't have agreement on what we're prepared to offer for the program. And I know it doesn't sound like a lot, but this project from the get-go has had to bear a lot of costs than an ordinary project wouldn't have to bear. We're putting almost \$4 million into the street, giving the city a brand new Ames Street that at the end of the project will require very little maintenance at least for the first few years. We're going to wind up on the -- on our side of Ames Street we'll be maintaining all of that sidewalk, all of the parks. We agreed to pay the city \$2 million

for a piece of land that was at a market value of 30 percent of that. So all of that, all of that was known and agreed to. We didn't know what the TDM measures were going to be and had we known what the city was asking for, we would have made some different, we would have made some different recommendations and different assumptions in terms of our underwriting what the project could bear.

The other thing we've given the city is an easement for the Third Street connection so that cars can turn from Broadway to get back on to Main from Third. All of that we agreed to do. So my point in saying this is a project like this can only carry so much. And although it may on the surface seem like these TDM measures aren't a lot, it's 50 percent. The issue we have with it is that

it's in perpetuity. So if the turnover as you mentioned, Hugh, the turnover's 50 percent a year, then it's -- then a 50 percent subsidy turns out to be 25 percent. If it's more, that could be a lot. That could be a lot more. And that's something that the building has to bear from an operational expense side year after year after year. And nobody on our side ever anticipated that, and the economics of the deal are so tight that it just can't bear it. So it's a long way of saying that my suggestion is that if we could, if this could be the only point that we don't have agreement on tonight, if we could at least get a thumb's up on the project and give us a little bit more time to go back and sit down with the City Manager's office and with CDD staff to come to a -- call it a better

resolution of what's more appropriate. I think we'd appreciate that.

H. THEODORE COHEN: And how long do you envision that would take you?

IRAM FAROOQ: We're slated to meet next week. So we're hoping for earlier resolution.

DAVID STUART: One, two meetings tops. It's really not a long amount of time, and I do apologize that we couldn't get it done before tonight. It's just the way things worked out.

H. THEODORE COHEN: Okay, the situation we're in is that, you know, we cannot, you know, make a final decision and make a final determination until we know what the final condition will be. Why don't we hear from the public, whatever public comment there is, and then we can discuss it in

greater detail.

ATTORNEY JAMES RAFFERTY: Could I just speak to that, Mr. Chairman? There are many areas where the details are left to the staff, and at the end of the day the staff -- so we're saying that we will obviously commit to a transit subsidy. The divide at the moment is that we're proposing a one-month transit subsidy and the staff is suggesting six months. It's obviously within the Board's purview, but it would seem to be perfectly consistent within your authority to have the program be a requirement, and the specific parameters be something ultimately be concluded -- the thinking for having additional time is that there may be other items that can be brought into the mix that would serve similar objectives. So, and it might be a level of detail that doesn't

require ongoing Planning Board involvement if the Board so decided.

H. THEODORE COHEN: I understand what you're saying, but I think it's actually -- since you're taking the position that it's a significant potential expense, it is a significant condition and what I was hoping is that there would be a resolution very quickly and that we could give some indication of what the Board feels about the project this evening but leave our final determination and the determination of the conditions to, I was hoping next week, but it sounds like that's not possible. We're not meeting on the 17th? The 24th? I don't remember.

LIZA PADEN: 24th is available.

H. THEODORE COHEN: 24th is what?

LIZA PADEN: Available.



H. THEODORE COHEN: Is available.

HUGH RUSSELL: The other thing we might be able to do is we might request that the decision be started. One of the things that takes several weeks to accomplish is the actual writing of the decision. So we could have it drafted and we could vote it in two or three weeks when that area was nailed down and it will be ready for finalization at that time.

H. THEODORE COHEN: If staff can live with that, we can proceed. But before we go any further, why don't we hear whatever public comment there may be.

So far the only person who has indicated that they wish to speak is Heather Hoffman.

HEATHER HOFFMAN: Hello. Heather Hoffman, 213 Hurley Street and I want to

start off with stick to your guns. I was really pleased with several of the things that the Board expressed interest in, and one of the reasons that I find it very hard to feel a whole lot of sympathy for Boston Properties on this is how much they have gotten from the city with the continuing promise of this building for something like 15 years. They have -- they were given the 200,000 square feet for free. They didn't pay anything for it. They got, they got that in the Zoning.

Then they got 300,000 square feet that was supposed to be for the Broad. And for that they promised to draw a picture of this building on the back of a cocktail napkin. And then they only used 250,000 square feet for the Broad and the other 50,000 was used to in part to obliterate the public garden.

So don't feel sorry for them. They've gotten a lot. And it has increased their profits on other buildings in this area. So stick to your guns.

And with respect to the roof garden, you may recall that more of the roof garden was taken because we were told that this building had to be 50 feet from the Google building. And it's not a connector. It's a 25,000 square foot building. So that was moved over and more of the garden was taken. And then low and behold when these plans came out, they built over half the garden, half the space that had to be between these buildings. So there's only 25 feet between the buildings. Don't feel sorry for them.

With respect to having to pay for Ames Street, well, that's because they didn't build this building when they were supposed

to. They didn't build it where they were supposed to. So they told us oh, well, it won't fit so we have to have part of the street. Once again, they made that for themselves. It is not the city's problem and it's not your problem. They've -- this is supposed to be a mixed district. This is the first mix we've gotten unless you want to consider, you know, office and labs a mix. So, once again don't feel sorry for them. Stick to your guns. You guys are on the right track. Between the Redevelopment Authority and this Board, I think we're pretty much guaranteed that this is going to be far and away the best building in the area, in the whole MXD District. So make sure that we get that because we all deserve it.

STEVEN COHEN: Please wrap up.

HEATHER HOFFMAN: Okay. It's not as though there's a ton of public comment. But I did want to speak with respect to the affordable housing, and this is something that is really important. You should get the entire 15 percent. And why? Because there are no bonuses. Why are there no bonuses? Because what is the lot area per dwelling unit here? It is zero. You can't get a bonus on that. The only limit takes on number of units is the Building Code and the laws of physics. So they don't get any bonuses. In addition, Boston Properties wrote the Zoning that said they get unlimited FAR.

H. THEODORE COHEN: Wrap up your comments.

HEATHER HOFFMAN: Once again no bonuses.

STEVEN COHEN: Heather, please wrap it up.

HEATHER HOFFMAN: Once again no bonuses. You guys are on the right track.

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

MINKA van BEUZEKON: Thank you. My name is Minka van Beuzekon. I was actually here for 206 or 209 Broadway or so but I couldn't resist, and this building as Heather said, really does have the potential to be a stellar building in Kendall Square. This is the place for height and density. So this is perfect.

But I am worried about one -- two things actually. That walkway is, to my untrained eye, I'm not really sure it's going to work the way you want it to work. It is not -- even from the drawings it's going to

feel inviting enough to really pull things through. There was a comment made only those in the know can know that you can cut through that huge block by going through. So I would ask you to put way finding or whatever it's called so that people know that they can walk through it. Just like over time people have figured out they can cut through the Marriott but it's really not obvious. But the thing that I, that really struck me was as Stephanie said about the PTDM. I mean Kendall Square is the, is the place where we have proven that you can have a lot of density of office and not have all the traffic. And this is also a place where we're going to need to maximize the PTDM efforts for residential. So I would think stick to your guns, let's do 12. Let's do -- they get -- their first year is free. As

Stephanie said, we want to encourage people to use it.

The T, the poor little T. I mean, we all need to support it. So I need -- one is just such a ridiculous token. I can't imagine that that would break this project. Twelve is where I would come down on. So stick with what the commercial people have to do especially in Alewife. So 12 months.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

TOM EVANS: Thank you. For the record, I'm Tom Evans. I'm the executive director of Cambridge Redevelopment Authority. I'm really here to speak on behalf of Kathy Bourne who apologizes for not being able to be here. She's out of state.



She wanted to express on behalf of the Board our continued support for this project, for the for the continued mixed use for Kendall Square. It's been a long time coming as Heather implied. And the unique site that's perhaps it's not the original site for the residential building, I think has provided a creative opportunity to come up with a very interesting building design and the massing and so forth which looked to be very responsive to its neighbors, the commercial buildings nearby.

We've had a presentation at the Board just a week and a half ago of the proposed changes, found them to be all very positive movements for the design. We specifically were impressed with the transitions in the landscape areas and the -- as a cyclist myself, very impressed by the three-story

bike structure. As far as I could tell, it's the only one of it's kind in New England or in the United States. So to have that monument to bike infrastructure was pretty impressive. And then it grew some more, so we were supportive of that.

The continued refinements of parting the way is an innovative way of how you can have shared space for different vehicle and traveler types, and also create a public space out of what's now just a service alley continues to be an area that we'll watch very carefully and make sure it is functioning as we all imagine it to.

And the continued refinement of facade materials and the building entry, all -- we agree with comments that as far as the warmth and the increased residential character, all these things we feel like are very positive

elements of the design and we will continue to watch over the design now as it goes through each stage.

The conversation about PTDM has been an interesting one. And one of the pieces that we've actually been thinking about staff has been known to ask us to weigh in on it, but also looking at whether a car sharing options are also a piece of the puzzle from a residential end as far as changing how people behave as residents. And so I think that there is -- as many people get a transit subsidy from their employer, the commercial side, but actually looking at reducing auto ownership altogether is often done through facilities of car sharing. So that's something that we've been discussing as we look at other projects in the area.

So thank you very much.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, so why don't we discuss our comments about the project, and I think I suspect we'll be left with the PTDM issue, which I think at this point my recommendation would be that we see if the proponent and staff can work something out in the very near future and then present it to us and if we approve it or not. And if they can't work it out, then, you know, we would have to make a decision on our own as to what we would recommend.

STEVEN COHEN: Mr. Chair, just from a procedural point for a moment, I think the way this is ordinarily or frequently addressed would be to simply provide as a

condition that this issue be worked out to the satisfaction of Parking and Traffic and leave it to the applicant to go and try to work it out with them.

H. THEODORE COHEN: You know, I had discussions with staff about that and we all seem to be in agreement that this is a condition that goes beyond one that ought to be left up to staff.

STEVEN COHEN: Oh, really?

H. THEODORE COHEN: And it is something that we ought to weigh in on. Hoping is just a blessing on what has been agreed to between staff and the parties. And so I'd like it if we could leave that one aside for the moment and address the other issues with regard to the project.

HUGH RUSSELL: I guess I'd like to comment on the PTDM issue.

H. THEODORE COHEN: Go ahead.

HUGH RUSSELL: It seems very likely that most of the people who are living in this building will be probably working in Kendall Square. And if so, then many of them are going to actually already have a transit pass from their employer. Is there any -- so does that mean that they have to have two?

IRAM FAROOQ: So, Hugh, people will not be forced to acquire a transit pass through their residence. This is just a program that the building would offer. So that's the proposal that the subsidy would be offered, and it's up to a resident whether they take it or not. And I think what you're saying is probably true and so the numbers that we're running or that TP is running is probably extremely conservative as a worse case cost scenario.

HUGH RUSSELL: You anticipated exactly where I was going, that you're not required to force passes on people. You're required to make them available. Do we have any data that tells us what residents do when presented with this choice?

IRAM FAROOQ: I'm looking at Stephanie and Adam and --

STEPHANIE GROLL: So in the past when we've required a one-month subsidy, the requirement has been upon move-in they hand them the pass so that there is no avoiding it. And this would be a different type of program. So we don't have experience with that yet, but we have the same requirement to make it available in at 88 Cambridge Park Drive. So once they're building is up and running, we'll have more experience with that.

HUGH RUSSELL: Okay, thank you.

That's all I want to say.

H. THEODORE COHEN: Would you like to start the discussion about the building in general?

HUGH RUSSELL: I think it's ready for approval. And I don't -- I think the general areas that Suzannah has outlined for further staff review are the appropriate areas, and I think they're really -- we're not looking at this -- I'm not looking for design changes, but as more information gets developed, I would ask Suzannah to review it.

H. THEODORE COHEN: Anyone else?

Ahmed.

AHMED NUR: I second that. Yes, I do think that this is actually the beacon of the MXD District. It's absolutely making the other buildings look like they need to walk



away and change their clubbing. And so it's, it's not much I can say other than, you know, it's beyond me. Great job.

And as far as traffic is concerned, I would leave it to the city because really I'm not an expert.

H. THEODORE COHEN: Thacher?

THACHER TIFFANY: My only temptation is to ask about something that which I think is beyond the boundary of this project and what we're being asked to do here, but since a lot of the right people are in the room I'm tempted to ask about the bike lane going both ways and how much Boston Properties have been involved in that discussion?

And if anyone knows, is that final?

Is that the plan going forward?

Is there debate that remains?

Should I go to another hearing and let

my voice be known?

IRAM FAROOQ: Do you think that's a bad idea, good idea?

THACHER TIFFANY: I don't quite understand how you use that to be honest. And I bike down here a lot. And if I was biking down Broadway and turning right onto Ames, I would just go in the traffic, I wouldn't use it. So that's -- if anyone knows, maybe after you could tell me about it. I don't want to delay us. We have -- we might get out of here by ten.

ATTORNEY JAMES RAFFERTY: In response to the question, it was a city decision.

THACHER TIFFANY: It's done outside of the scope of this?

ATTORNEY JAMES RAFFERTY: It's a city decision.

IRAM FAROOQ: It was done during the K2 process. We looked at all of the streets and their profiles and so that was, we can certainly talk in more detail.

THACHER TIFFANY: I'm just mainly curious, I would love to talk to you about it.

JOHN SCHUYLER: Yes, for sure.

THACHER TIFFANY: I'm supportive of the project.

TOM SIENIEWICZ: I absolutely think it's ready for approval. You know, I'm delighted, you know, despite being a fuss bucket for the architect, please tell them I admire the solution and I think it portrays a wonderful quality here. And I do agree that this is the place for height and density and I'm delighted to see something high and dense. And so my small quibbling with some

of the details in no way we should hang this up at all. We'll get back to the traffic, which I don't think is a small issue necessarily, the TDM issue, so congratulations on it. This is ready to go.

H. THEODORE COHEN: Steve.

STEVEN COHEN: I guess 30 some odd years ago when I was trying to make an honest living as an attorney, I actually represented Boston Properties in the first phases here, and I was doing it as Zoning opinions for the garage and some of the other elements here and we thought those red brick buildings were really cool.

Time sure does change perspective because I agree with you, Ahmed. They're looking kind of tired and uninspired at this point. And this building is such a great contrast. I mean, just an injection of life

to the whole block. And so for that personal reason as well as many other reasons, I do think this is a great project and certainly ready for approval.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: In getting back to those brick buildings, I carried a lot of those bricks. So I kind of like bricks, but I do believe this one's ready for approval.

Good job.

H. THEODORE COHEN: All right. I, too, think the building is ready for approval and that the request of Special Permits ought to be granted. I would like to see some three-bedroom units in it, but I'm accepting of the comments that have been made by the proponent as to why the mix is what it is.

What I would suggest is that the

proponent and staff try to reach resolution on the outstanding traffic issue, and that in the interim if staff could prepare a draft decision which would include the necessary findings with regard to the special project review and urban design and the requirements for the Special Permits and that hopefully on -- can we do it on the 24th? If we can schedule that right now, then I think, Liza, does it have to be published again?

JEFF ROBERTS: So the Board can certainly make the announcement that the hearing has been continued to March 24th.

I think that, you know, it also -- if the Planning Board, not to prolong anything too much longer, but if the Board wanted to just briefly state some of the findings for the record, then we could -- or I don't know, if you wanted to close the public hearing to

comment before doing that, it might help to make the decision, both the decision drafting and then the ultimate deciding a little quicker.

H. THEODORE COHEN: Okay.

Well, I think we can close the hearing to public comment.

If there is an agreement on the PTDM issue, then we'll have to decide on the zone having heard from anyone else. Could we have a vote to close the public hearing?

STEVEN COHEN: So moved.

HUGH RUSSELL: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Jeff, I was hoping that we would, the draft decision would set forth findings that we could then

discuss them, but if you prefer we can go through them, the requirements right now.

JEFF ROBERTS: It could just be a brief statement indicating that the Board Members and general agreement on the Board that you feel that it meets those specific findings that are on the front page of the memo. That would probably be enough.

H. THEODORE COHEN: Okay.

HUGH RUSSELL: Also there's a discussion of the various specific points in the application and in the Section 2.

H. THEODORE COHEN: In the application, right, Section 2. And the statements, the agreements that have been made with Traffic and Parking to date and the ongoing monitoring that has been discussed by you Jeff and by Suzannah and that they would all be conditions. And going back to your



memo, I think we can find that under Section 19.20 Special Permit review, that the project will have no substantial adverse impact on city traffic within the study area. That --

TOM SIENIEWICZ: Just holding on that one, sorry to quibble. But that relates so strongly in my mind to the TDM agreement, right? Whether they have an adverse effect, and I don't want to take the T out of the negotiations. That's going to happen in the next seven days. Seven to ten days. That's the intent of, you know, Stephanie articulately said that's what the intent of what they're trying to do there.

H. THEODORE COHEN: You are correct. So why don't we leave that one to a draft based upon whatever agreement there might be. If not, then we will have to make a finding on that. I think we can conclude that

otherwise the project is consistent with the design objectives that the city set forth in Section 19.30.

That we have heard from Traffic and Parking that the bicycle parking plan serves bicycle users in a way that's comparable, sufficiently comparable with the circumstances of the specific project to meet the Zoning requirements.

That the request for a slightly greater distance for long-term parking and the request for using the existing elevators are appropriate given the project and the site and conditions on-site.

And so we would agree to the modifications for the bicycle parking requirements set forth in Section 6.108.

And, Mr. Rafferty, is there anything else you need us to find?

ATTORNEY JAMES RAFFERTY: Well, I was just checking Mr. Roberts' memo, but as usual between his memo and your legal acumen, Mr. Chair, I think that's a pretty comprehensive.

And then of course the Board would take a final vote.

H. THEODORE COHEN: We will take the final vote on the 24th. We will have explicit findings in the draft decision and hopefully there will be agreement.

So this hearing, the public comment period has been closed but the hearing and the decision on the matter is continued until March 24th at a time to be determined and be -- Liza, should we specify a particular time right now?

LIZA PADEN: Yes, you could say 8:30 if you want.

H. THEODORE COHEN: 8:30?

March 24th at 8:30 p.m.

Thank you all for coming.

Is there any other business before the Board this evening?

So it's ten o'clock, and we are adjourned.

(Whereupon, at 10:00 p.m., the Planning Board Adjourned.)

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**ERRATA SHEET AND SIGNATURE INSTRUCTIONS**

The original transcript and Errata Sheet has been delivered to Community Development Department electronically.

**INSTRUCTIONS**

After reading this volume of the Planning Board transcript, note any change or correction and the reason therefor on this sheet. Sign and date this Errata Sheet.

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I have read the foregoing transcript of the Planning Board, and except for any corrections or changes noted above, I hereby subscribe to the transcript as an accurate record of the statement(s) made by me.

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**C E R T I F I C A T E****COMMONWEALTH OF MASSACHUSETTS  
BRISTOL, SS.**

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

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

**IN WITNESS WHEREOF**, I have hereunto set  
my hand this 17th day of April, 2015.

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