

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE
GENERAL HEARING

Tuesday, January 24, 2017

7:10 p.m.

in

Second Floor Meeting Room
344 Broadway
Cambridge, Massachusetts

H. Theodore Cohen, Chair
Hugh Russell, Member
Tom Sieniewicz, Member
Louis J. Bacci, Jr., Member
Ahmed Nur, Associate Member
Thacher Tiffany, Associate Member

Iram Farooq, Assistant City Manager

Community Development Staff:

Jeff Roberts
Suzannah Bigolin
Swaathi Joseph

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Public Hearings

7:00 p.m. (Continued) 55 Regent Street, the applicant Robert Purdy, seeks special permits pursuant to Section 5.28.2 Conversion of Non-Residential Structure to Residential Use and Article 2.000 -- Definition of Gross Floor Area, exemption of basement and cellars for a proposal to convert a nonresidential structure to three dwelling units with six off street parking spaces. This proposal will also require Board of Zoning Appeal dimensional relief for an addition resulting in non-conformance with Section 5.30 Gross Floor Area and Section 8.22.3 Alteration of an Existing Non-conforming Structure. 7

8:00 p.m. (Continued) 411-413; 415-429; 433-445 and 453-457 Massachusetts Avenue; 9-19 and 25 Columbia Street; and 65 Bishop Allen Drive, special permit for construction of 285 residential units with ground flood retail pursuant to Section 19.20 Project Review, 22.33.2 Functional Green Roof and 10.40 Special Permit. Watermark Central Venture, LLC is the applicant. 88

Keyword Index

PROCEEDINGS

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H. THEODORE COHEN: All right, good evening everyone. Welcome to the January 24th meeting of the Planning Board. We will start with our update from the Community Development Department.

IRAM FAROOQ: Thank you, Mr. Chair.

For tonight's meeting we have two hearings, two continued hearings:

The first one being Regent Street, 55 Regent Street, and the second being Mass. and Main. And the next meeting is January 31st which will include a public hearing on the King Open School on Cambridge Street and design review of MIT project building 4. This is the Main Street project. And I just wanted to mention that while that hearing is scheduled for -- the King Open

Hearing is scheduled for seven p.m., the deputy City Manager Lisa Peterson who was scheduled to be presenting during that hearing has actually been pulled into a City Council session that will go late. And so we are going to move the actual -- while the notice is for seven o'clock, we will send out a notice telling people that that case will be heard actually at eight o'clock. And since the other, the MIT item is a general business item, that will be moved up to seven.

And then on February 7th we anticipate having -- well, we will have the Town Gown reports. The universities will be here to present.

The one thing I did want to say in terms of today's cases, the Mass. and Main project that is going to be before you, on yesterday's City

Council agenda there was a rezoning petition filed that impacts that project. It's called the Mass. and Main residential mixed income subdistrict petition, and it essentially speaks about increasing the affordable housing contribution and reduced heights on that parcel. Councillor Toomey exercised charter rights, so the council will not have further discussions on that for weeks. So I just wanted to mention that to the Board so that you are aware that that is on the table.

Thank you.

H. THEODORE COHEN: Iram, so the Town Gown meeting, will that be at the senior center?

IRAM FAROOQ: That will be -- Jeff, is that at the senior center? I believe we are looking at the senior center.

JEFF ROBERTS: Yes, as usual that will be

at the senior center. We can put that update on the web page.

AHMED NUR: Iram, clarification. You said the next meeting is January 31st. Looking at January 3rd, 17th, and 24th agendas and 31st shows something else. I just wanted to clarify.

IRAM FAROOQ: January 31st the Planning Board meeting?

AHMED NUR: Yeah, I think that's what you just said.

IRAM FAROOQ: Yes.

AHMED NUR: Okay, so this will be on January 31st?

H. THEODORE COHEN: On the 31st is the King Open School and design review of MIT.

AHMED NUR: Okay. Right.

H. THEODORE COHEN: That's what it says on the Planning Board website.

AHMED NUR: Yes.

IRAM FAROOQ: Thank you.

H. THEODORE COHEN: Okay.

Jeff, do you know were there any transcripts?

JEFF ROBERTS: There are no new transcripts since last week.

H. THEODORE COHEN: Okay. Thank you.

All right, then we now have a continued public hearing with regard to 55 Regent Street which seeks Special Permits pursuant to Section 5.28.2 for conversion of nonresidential structure to residential use and Article 2.000, definition of gross floor area, exemption of basement and cellars for a proposal to convert a nonresidential structure to three dwelling units with six off-street parking spaces. And assuming it's still true that the proposal will also

require Board of Zoning Appeal dimensional relief for an addition resulting in nonconformance with Section 5.30 Gross Floor Area and Section 8.22.3 alteration of an existing nonconforming structure.

Mr. Boyes-Watson, are you making the presentation?

MARK BOYES-WATSON: Yeah. I'm Mark Boyes-Watson, Boyes-Watson architects and with me is Bob Purdy who is the project owner and developer and he's going to talk a little bit about the process and then I'll go through the drawings.

H. THEODORE COHEN: Thank you.

ROBERT PURDY: I'm Bob Purdy, the owner of the building, and I just wanted to talk to the fact of why we're back here. When we left last time, we had arrived thinking that we'd had a

couple meetings with the neighbors and that everything was resolved and that we thought we had a pretty good project. But obviously from the conversations that you all heard, there were many issues. The first one was parking. And you sent us off looking for a few things. You wanted us to get a parking study which we did, which I think you have.

We had conversations I think along with the parking was the density issue. A number of the neighbors thought that four units was too many and whether we could actually consider having a successful project with only three, and we've come to a resolution that we are going to do that.

And then there were a number of questions about privacy, especially in the rear of the building and to the left side. And as you can

see from the model, we've addressed most of those and certainly addressed them with the neighbors at a subsequent meeting in November.

And then the other concern that was spoken to was for the ground water depletion. And you asked us to get a geotech representation of what they thought the best solution for that would be, and we will have that as well.

So we had a meeting with the neighbors which I think went well after last time. We'll find out in a few minutes. But I think things got resolved and we addressed all the things that you gentlemen asked us to address. So Mark's gonna walk through what the changes are and then we'll see what people have to say.

Thank you.

H. THEODORE COHEN: Thank you.

MARK BOYES-WATSON: So, yeah, I'm just

gonna go through the drawings we submitted and just review the changes and point out some things so that it's clear.

So just to reiterate some basics we're obviously down by the railroad tracks here. It is a little erratic with this cursor. In the zone where there were some of these more industrial type buildings near the railroad tracks. So -- and this is the subject property right here, 55 Regent. And it's a brick building. We actually -- one of the comments that came up was -- from the neighbors was to make sure that that building actually is sound. And we actually had our structural engineer review the building. And actually although it's pretty tawdry looking, it's actually in good shape. The masonry walls that are the primary structural element of this building are in good

shape and they were very well founded. And I'll speak to that a little bit later when I talk about ground water.

So this is the building as it is today, a couple of views. And it is, as Iram pointed out, it was an existing nonconforming building with an industrial use, and the proposal is to use 5.28 and convert it into what is now three residential units. These are just some views of the outside of it will be when it's done. So, yes, the -- one of the primary things about this is that Bob Purdy has had us completely redesign the building to enclose only three units. And there were a couple more things about the redesign that are interesting. As we did that also, we were, we were previously making more openings or reusing existing openings in the structure in what you saw before. And as we've reduced those openings

to deal with privacy concerns that came up at the last meeting and at the community meetings, it's put more focus on how we bring light into the building itself. So you'll see that as we move through and I'll move on to some plans, that we've increased the number of courtyards, we've increased the size of the courtyards, and we are really using those courtyards as our primary lighting so that we can really address the privacy concerns of our neighbors.

The other thing that was really a big idea, and I'm going to just take us from the bottom to the top of the building, so I'll deal with it now, was parking. Because Regent Street is a street where I think it gets a little bit of overspill parking from Porter, and I think the neighbors are really concerned that since we are using 5.28 and going -- using three new units and

introducing them onto the street, that we should provide adequate parking. So Bob Purdy has instructed us to -- this is the old garage with the four parking spaces, and so -- and that was where we were last time. And so what we made sure is that we have actually, actually two parking spaces per unit as illustrated here. They're still all in this basement garage. It's actually -- the parking situation is made a little better because there was a discussion of actually servicing the three units further, you know, visitors, etcetera, etcetera. So just to point out that as we alter this building, street parking also becomes available. So that hopefully helps alleviate impacts beyond even the impact of this building.

So, what I have here is the -- what I showed you before and in general that's the

format that I have of this presentation. So this is where we were. We had four units around a shed sort of courtyard entry here, and courtyards at the back here. And the redesign has us with only three units and around these larger courtyards that actually become internal to each unit. So we're also dealing with privacy and open space internal to our project at the same time that we're trying to deal with those issues for our neighbors.

So, again, I'm on the second floor now and I'm not going to speak a lot to this, but one of the things that was happening before is that we were opening up some of these perimeter windows, and I'll show you on the elevation of putting glass block in them. They're existing framed openings and sometimes they have windows in and sometimes they're blocked up, whether it's

this facade, the rear, or the sides. And I'll show you that in the elevations. But as I go on -- so this is the new second floor and you could see the courtyards again. And then as we come up there, this was -- the structures that are above the roof that give access onto these roof decks, and one of the major concerns that we discussed with the neighbors was the way that these, especially at the back here, there's encroachment on the private open space on the back, and these decks used to face the rear. So -- and of course there's still four units and four decks.

In the revised scheme there's nothing facing back here. Here there's high sills back here on the decks are all turned internal to the roof here. So these spaces now give off the roof decks that are actually sort of within the

structure of this third floor structure with this exception. This roof deck here faces the street and also there's this roof of the level of the house that's next-door.

So just speaking a little bit to the way that the elevations work that reiterate some of those things a little bit more clearly maybe is that here you're seeing the existing building, and these openings, this is a prior scheme, again, and we had suggested that these would be glass block. And there was a sense that that could be intrusive with light, etcetera, etcetera, so being very close to the neighbors on both the left and the right side. So the new proposal would have all of these remaining brick in so they are not used in our scheme. So we're not using either -- and I'm going to go to the other side here, either on the left or right-hand

side, we're not using these windows, these existing windows. We're not reopening them anymore.

What is also illustrated on these elevations and before I go by it, is that I spoke on the plan about those decks that are internal to the plan. They were also concerned that there were still sight line connections to some surrounding buildings. So Bob Purdy has said that he's gonna work with the neighbors to make sure that these screens are well located so that there's no, even with the relocation of them, there's still no, you know, sight line intrusions from side to side of the building and that's what you're seeing illustrated right here.

And this on the other side, that's the new one.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

Which side is that?

MARK BOYES-WATSON: This one. So this is the rear and this is the street here.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

So that means that you can see --

H. THEODORE COHEN: Please don't ask questions or speak.

MARK BOYES-WATSON: So just here where I'm -- this is just looking out of the front, both the front on the left and the rear on the right. This was the prior proposal. And so the front is not much altered in the sense that we still have windows on the front. This was how we were at the last meeting at the rear. And I'm just going -- you'll see fairly clearly what's happening. So this is the existing rear facade, and you can see all of those openings that were made in the prior scheme of now not being made.

And just these existing openings have glass block that's not see through, translucent glass block in them. So there's a huge reduction in the amount of window here.

This facade is not dissimilar except that the building was reconfigured so that the main entrance now is here and a more stoop-like entry. And here's the garage door that's still here. So the big change here is closing up to stop those privacy intrusions on that rear facade which is more or less on the back of the property line.

This structure which is on the third floor is set at the, you know, respecting the Res B 25-foot yard setback and it's there you see that it doesn't face this way, it's got these high windows for light and it faces the other way in fact.

So, we addressed the density, the

parking, and the privacy. Those were all major things and of course a major redesign.

We also did a lot of back and forth with both structural engineering, geotechnical engineering, because this neighborhood, as I think you heard described at the last hearing, has buildings in this neighborhood of various sorts of subsurface issues. And so I think that there was an understandably a concern that whatever's done on this property not exacerbate or impact those issues.

So we've worked with the structural engineer and the geotechnical engineer first to try to understand what's going on on our site and also to have them predict for us how we can design the building so it won't impact any neighboring structures. So what that involved is that we, the red area in this slide is -- oh, let

me start it in different ways.

These big exterior masonry walls are here now and there's no -- there was and there is no underpinning. I think when they built this building, they took these big mason walls down so they hit something firm and that's why they're in good shape and they've been great. So these walls stay in place and we do not go beneath those walls. We leave those footings the way that they were and the way that they interface with the ground as is.

The red is an excavated area that allows us to get all this parking on this site. And in our previous scheme, I mean ground water is an interesting thing, but we were lower with the garage. So what we did is the geotechnical engineer worked with us to establish a higher elevation for that basement slab. And not only

that, but to make sure -- I think one of the things as I said, I hear it anecdotally that's going on is there's a building in the neighborhood that may be dewatering. And there was a real concern that we design our building with no dewatering. So what that means is that we not only have lifted up that slab so it's not predicted to impact the ground water, but in case there is an event that's an unusual event that would bring the ground water higher, we have a structural slab that will be fully waterproofed underneath it so that we are deliberately not, we are not using a dewatering technique to handle ground water. We are basically -- but that leaves us able to build a building without impacting ground water. And so that it backs on surrounding buildings, do not become an issue.

So, that, so that's -- that's a dual

thing. Raise the slab, waterproof the slab, no dewatering.

That went back and forth with some of the technical issues around, you know, do you have a gas/oil separator, etcetera, etcetera? So we went through all the construction issues to make sure that even the construction people -- and we don't have a gas/oil separator, so we're not deep down into the ground like they have to go. So that even during our construction phase we need only -- we're actually -- the geotechnical engineer -- barely, the geotechnical barely impact that --

THE STENOGRAPHER: I'm sorry?

MARK BOYES-WATSON: Barely, barely -- the geotechnical engineer, but then again, we are unlikely to impact that. And if we do locally, it would just be for the circumference within the

building itself that we will dewater on the cycle. In other words, we will take the water temporarily out of -- it's basically in the crushed stone layer underneath the footings as we lay them, that we will pump it out, and that we will just recharge locally right in our site.

So basically neither during the final building configuration nor during its construction will we be dewatering.

So I think that that's the kernel of our response of what we both heard here and the meetings with the community.

H. THEODORE COHEN: Is that it?

Okay, thank you. Do board members have any questions or comments right now?

(No Response.)

H. THEODORE COHEN: If not, why don't we go to the public comment.

So when I call your name, please come forward to the podium and state your name and address. And we ask that you speak for only three minutes. There's a light system and it will turn yellow when you're near the end of your time and it will turn red when your time is up. And if there's anybody whose name is not on this list, you will still have an opportunity to speak.

Anne Collette.

ANNE COLLETTE: My name is Anne Collette. I live at 50 Creighton Street. I am the abutter in the rear of the building. The building extends across almost my entire backyard. I first want to acknowledge that Mr. Purdy did take on a lot of our concerns very seriously. He did make a couple of changes that I think I can live with. I do need to hear more about courtyards

because we didn't talk about them. But I will say in terms of moving the roof decks forward, he was very agreeable to that. I still have concerns naturally about light and sound, but those are secondary to my number one concern which is the issue of digging and the effects that it's had on the neighborhood on Regent Street. My home is all I have. I have lived in this area -- I've lived on Creighton Street for roughly 50 years. I've seen a lot of change. I expect to see change, but I don't expect change to make me worry that the foundation of my house is going to be affected, that I will not be able to rent out my first floor apartment because I need that income. So I can't support this proposal as long as there's any kind of digging. And I understood what he said about the -- what this gentleman said about the reports, but it's

not like anyone really knows. It's not like anyone really knows what kind of change. Nobody expected -- you're gonna hear testimony later. Nobody expected to have their houses have this type of damage. There used to be a stream down the end of Creighton Street and you have -- and I'm sure if anyone knows, you guys know where porterhouse steak came from. And the slaughterhouse was down there. And there was a stream they used which is no longer there. I don't know enough to explain to you how it disappeared. But the point is there's a lot of water there, no one knows what our houses are built on, and I am terrified that if something happens to mine, I will be put in a position where I get -- I have a -- at my job I only get paid twice a year. And banks will not loan me money. I've already tried to get a loan. So if

something -- structural damage happens to my house, I'm, I'm in a terrible shape. I'm in terrible shape. So I cannot support this project though I do want to acknowledge Mr. Purdy made serious effort. Though I would complain about the fact that we didn't get all the plans, these finalized plans until last night, and maybe not everyone had a chance to see them. But still I want to give credit where credit is due but I can't support the proposal.

H. THEODORE COHEN: Thank you.

Isabelle Petipas.

ISABELLE PETIPAS: My name is Isabelle Petipas, P-E-T-I-P-A-S. I live at 49 Regent Street.

H. THEODORE COHEN: Could you please speak into the microphone?

ISABELLE PETIPAS: Oh, I'm sorry. I

thought I should speak there.

H. THEODORE COHEN: No. Speak to us.

ISABELLE PETIPAS: Are we all set?

I have spoken last time and you were very courteous to me and I was very happy to have been able to speak. I am 90-years-old. I have lived in that house for 70 years with my family. We have four generations that live in the house now. We were very frightened about our house because we thought it was gonna be condemned because it was sloped. It was -- people that came in would see that the house leaned and it was getting worse and worse and worse. So, we got engineers and we got all kinds of people in, and they said the house would not be condemned, but it had to be repaired. The foundation had to be repaired. So, it cost us over a hundred thousand dollars to have the foundation repaired. So, now we're -- I

was told, and not only me, that if anything happened to the foundation, which they told us it couldn't happen, but if it did, they said that they would take pictures and they would repair it. I mean, I'm spending all this money and trying to pay it back, why should I have to repay -- I mean, you know, have it refixed? That's the -- repaired? So that is my big concern with more digging and whatnot.

Thank you very much for listening to me.

H. THEODORE COHEN: Thank you.

And I'm sorry, Ms. Petipas, I didn't hear what your address was.

ISABELLE PETIPAS: It's 49 Regent Street.

H. THEODORE COHEN: Thank you.

ISABELLE PETIPAS: The second house from the building.

H. THEODORE COHEN: Okay, thank you.

Daniel Smith.

DANIEL SMITH: Daniel Smith, 45 Regent Street. Hello. I came to the last meeting and spoke against the original proposal. My objections were to do with density, which I felt was too high. And the parking, because as was mentioned earlier, we do have a fairly severe parking issue on our street. And as was mentioned because of other things going on in the neighborhood and other developments. And in the past other developers have agreed to put in additional parking spaces and that has helped. And also the fact that the process with the developers I don't think was working very well in terms of dealing with the issues of the neighbors. Since that time we've met with the developers, and I think they've responded very well to the issues that we have. They reduced

the number of units from four to three. They increased the number of parking spaces to two places per units, and they reduced the depth of the basement to a level which is I think not unusual for cellars in the neighborhood. So I have to say that I'm pleased, very pleased with the results of the new design and I support it.

I do feel that there are neighbors who have had issues, real issues with settlements with their foundation so they need to be reassured that nothing about this project will impact their houses in the future.

Thank you.

H. THEODORE COHEN: Thank you.

Elaine Soo Hoo.

ELAINE SOO HOO: Elaine Soo Hoo, 45 Regent Street. S-0-0 H-0-0. I attended the last hearing and I also attended the community

discussion that was organized by Bob and the architect. I want to thank them for organizing the meeting, and I think that I'm very pleased that they responded to my concern about the parking and the density.

Let's see. The only thing I felt bad about is that you posted the information last night and I didn't feel like I had enough time to look at all the reports and review the drawings. Other than that, I think I also would want to have more reassurance about the foundation issue because we're three houses down. Although we have not had any problems with our foundation, I wouldn't want anything to happen to our house and for us to have to spend additional money to repair. So I want to thank you and thank the Planning Board for, you know, allowing us to voice our opinion.

Thank you.

H. THEODORE COHEN: Well, thank you.

Dylan Black.

DYLAN BLACK: Good evening. Dylan Black, 28 Jay Street. I would just like to speak in support of Purdy Construction. I've seen firsthand their professionalism, their responsibility to, but not limited to, abutting neighbors. And I just wanted to show support for this project, and that's it.

H. THEODORE COHEN: Thank you.

DYLAN BLACK: Thank you.

H. THEODORE COHEN: Jasanne Blanchard.

JASANNE BLANCHARD: Hi. I'll be very brief. My name is Jasanne Blanchard, J-A-S-A-N-N-E B-L-A-N-C-H-A-R-D, I'm from Cambridge. I live at 45 Regent Street and I'm here to say I support this project. That's all.

H. THEODORE COHEN: Mary Bodwell.

MARY BODWELL: Hi. My name is Mary Bodwell. I'm at 51-53 Regent Street. I'm an abutter. The entire length of my property abuts this building.

So, I assume that many, most of you own a home. Maybe you've been in that home for a short time or many -- maybe for many years. Let's say you bought a home before you started a family. It was a stretch for you, your partner was still in grad school, but you wanted to put down roots. So you found, you find a small home with a small yard on a quiet street near where you work and you hope to build a life there. A few years after you move the auto body shop across the street sells its property to a contractor. You think okay, new neighbors. You watch the construction site, your house shaking as giant

pieces of concrete get smashed. The city's called in and it turns out that what the contractor is doing is illegal and he's made to stop. The contractor then cuts stone, it's early morning, cuts stone without any protection, the street's one big cloud of fine dust. By then you have little children. The city's called again and the necessary precautions are put in place. One begins to think that the city is protecting you. The city cares about its citizens, will act when something illegal is happening. The hole in the ground across the street continues to grow. It's wet. They go deeper and deeper, each scoop taking out -- that they take out is watery, wet. A very deep parking garage goes in, not as deep as the hole that was dug, but steep. Construction done, people move in, it rains. Trucks fill the street to pump the water out of

the garage. The people who live there can't park in the garage. This happens with every rainstorm, water gushes into the street from huge hoses snaking up from the garage. You watch this. You don't think too much of it. Your own house is okay until it starts sinking. You begin to hear stories on the street, one house dropped eight inches. The water pipe separated eight inches. Your own walls start cracking. You call the city and an engineer comes out, explains to you how underground parking can't affect the water table. It's normal subsidence. There's no correlation between the cracks in your once stable 100-year-old house and the garage across the street. He shrugs his shoulders, he laughs at you, and then leaves. Your neighbor's house drops eight inches. They pay 100,000 to have it propped up. Your own house continues to sink.

You ask the city, What's happening to all the water that we saw coming out of the garage that was put in the street? On the permit to construct that building was a question about dewatering. How was that question answered? We've heard it was left blank. Was there a final inspection of that building? All we want to know is what's happening to all that water we saw, where is it going, why are houses on our street sinking? We will not agree to underground parking on our street until we have an answer to the question. And I think if this were your house, you would do the same.

H. THEODORE COHEN: Thank you.

Steve Bodwell.

STEPHEN BODWELL: Stephen Bodwell. I live at 51-53 Regent Street, the abutting building. I'm not going to say too much because

my wife did. I agree with the previous commenters that the developers of 55 Regent have done a great job on the exterior. They met, I think, just about all of the, all of the objections that abutters had. However, I cannot support this project given the lack of support by the city for people who have been having these problems with basements subsidence. Until we get some answers, I'm not supporting this project. And I think there's a big question mark about the condo project across the street from us, what they're doing as far as pumping water. No one's ever answered that. And I would like to see an actual inspection inside that building to determine what on earth is going on there because that building was supposed to have been built with a bathtub as they call it or a boat, a sealed basement that would not allow penetration

of water. The first year after that building was built what my wife was talking about, it had to have emergency pumping of that basement several times. Then it stopped. So something was done there to correct the problem. It's not in any documentation, and we want to know what it is before we agree to anything next-door.

Thank you.

H. THEODORE COHEN: Thank you.

I'm sorry, Alison Rock -- Roche, I can't read your handwriting.

ALISON GOUNDENROCK: Hi. My name is Alison Goundenrock, G-O-U-N-D-E-N-R-O-C-K. I live in 61 Regent, 57, unit 2, and that's the unit directly next-door to this unit. It's all the way down the property line and it's closest one to two feet of our structure at 57.

So, together with all of the unit owners

in 57, we sent an e-mail expressing our concerns.

I have three main concerns.

Firstly, the foundation. Just the -- there's already settlement and subsidence particularly at 57. Concerned very much about any structural damage to our property as it's so close. We have concerns around the digging. And there's already significant flooding all the way down the street where we park on the other side, and so we have a very -- every time it rains, we have a lot of surface water. So digging -- I mean, I'm not a structural engineer but I have concerns about where that water after rainstorms would go.

Second concerns -- the first foundation, second concerns around privacy. The whole side of the unit directly looks over all of our bedrooms. We've -- until now have not been

overlooked. The deck would directly look into our bedrooms from the top sight line coming down and into all three bedrooms of our units. So foundation, privacy.

And the third and last concern is just a question to you about construction. Just during the process what would the mitigation kind of, if there were concerns, what would the communication process be? It would be very helpful to know that. We haven't really talked to you before, but it would be helpful to know what you would do. So I can't support until those concerns are addressed, but thank you.

H. THEODORE COHEN: Thank you.

I'm sorry, I don't know the last name Joseph Elder? Someone Joseph here?

(No Response.)

H. THEODORE COHEN: From 243 Broadway?

No.

Okay, is there anyone else who wishes to speak? Yes, please come forward.

UNIDENTIFIED MEMBER FROM THE AUDIENCE: I want to ask one simple question.

H. THEODORE COHEN: Yes.

THE STENOGRAPHER: Nice and loud.

UNIDENTIFIED MEMBER FROM THE AUDIENCE: I'm living on 50 Regent Street which is directly opposite 55, and I wasn't able to go to the other meetings because I had to travel. And today you concentrated very much on the sides and the back. And I wanted to know how far above the existing roof of 55 does that leave the deck? Is it the deck building at the top?

ROBERT PURDY: The same as yours, eight feet.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

It has to be pushed forward. So is the top level --

H. THEODORE COHEN: Could you please come forward and use the microphone. If you have a question, please ask us the question and we'll address the developer. So you have a question about the height of the building?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

Yeah, I beg your pardon, yes.

H. THEODORE COHEN: And is there anything else?

PAULINE PETERS: No. My name is Pauline Peters and I live at 50 Regent Street directly opposite 55. And the presentation focussed on the back and the sides. And of course I'm interested in the front. And I wonder if you could show me a drawing somehow of --

H. THEODORE COHEN: We will ask and

you'll get your answer.

PAULINE PETERS: Okay, sorry.

H. THEODORE COHEN: That's all right.

I'm sorry, there's another person who wishes to speak?

CHRIS THORNER: My name is Chris Thorner, T-H-O-R-N-E-R. I live at 24 Regent Street. I just had a concern, but first I'd like to say I appreciate the care that the developer and the architect have shown in considering the needs and concerns of the neighbors. And I appreciate that they've gone back and revised the plan.

Two things: One is the height of the building. I was wondering if that had changed in the redesign and what it would -- how it would be in comparison to the neighboring buildings?

The other comment I want to make is that even in my location, which is several buildings

away, I am having settlement issues with my foundation. So I feel that there are soil issues on the street. I'm on the same side of the street as the condo development that was referenced, and we are having major foundation cracking and wall cracking and sloping within our house. Some of it was present when we moved, which was four years ago, into the building but some of it is new. So I feel that the stability of the soil is of great concern for a new building both for the integrity of that building and also for how it might impact the neighboring buildings.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: None appearing. Then I guess first, Mr. Boyes-Watson, could you tell

us what the height of the building is and whether it's different from the earlier plans and how it compares to surrounding buildings?

MARK BOYES-WATSON: The building -- we're leaving the existing building -- the existing building is the existing building. So the parapet stays the same. The penthouses are up on the third floor are about nine feet above the parapet, which is very similar to now. We didn't change that in the new design. So that's not really a change. The height limit in the zone is 35. The eave of the penthouse is at 32 feet above grade, average grade. I would estimate that the houses -- we're a flat roof structure and some pitched roof, mixture of roof systems around the neighborhood, but I would say that that's general characteristic that kind of height for the buildings in the neighborhood.

The penthouses are set back from the edges of our building as well. So although it's not a pitched roof, if you drew a line from, the rear of the penthouses are 25 feet from the rear lot line. Am I right? 25?

And the front is 10 feet back. So we are, we're below a 45 degree incline plane from either the sides or the front at a lot more than that from the rear.

H. THEODORE COHEN: Thank you.

Members, do we have questions, comments?

ROBERT PURDY: Could I make one comment about the ground water issue? It seems to be still a lot of concern.

H. THEODORE COHEN: Certainly.

ROBERT PURDY: Could you pull up the shot that we have, the red hashed lines.

So one thing I want to make really

clear --

H. THEODORE COHEN: Please use the microphone.

ROBERT PURDY: One thing I want to make really clear about the excavation and it's here, but maybe it's been overlooked.

If you look at the red hatch, which is the area that we're going to excavate. That is all fill. That's not the natural soil that was in place. That was all removed in order to do the footings and the foundations that were there. It's not the same soil as everyone's. It doesn't impact anyone else's soil in the neighborhood. And we are not at any time leaving the perimeter of the four sides of this building, except for as you come in from the garage, there is no impact to either side or the rear. I just want to make that clear. It's gonna be hydrostatic well above

the high water water table line, and it does not impact other people's soil. It's the nature of how that building was built.

H. THEODORE COHEN: Tom.

TOM SIENIEWICZ: Yes, just since this is a primary focus of many questions and concerns tonight, including I suspect on the Planning Board as well, none of us being geotechnical engineers, you did furnish us and the neighborhood with a report from a geotechnical engineer, albeit we hear that it was posted late. If it would be possible, could you indulge us a little bit on the methodology that the geotechnical engineer used to draw up her report? Did she make borings? Did she visit the site? What's her resume like?

ROBERT PURDY: We initially did one boring, and then the abutters asked that we do

more than one boring. So she came back and did two more. So we had them in centralized locations throughout. And they all, they came back from that. She determined what there was in our particular fill area, and then in the peat and the rest of the ground water below. And I'm happy to read you that summary if you want it read aloud to the crowd.

TOM SIENIEWICZ: You could do some of that but also geotechnical engineering to some degree in my experience is an art. You have to make some educated guesses based on experience and based on mapping about subsoils. If you can give us a little bit of a review on what this person's qualifications are relative to geotechnical engineering. How much experience does she have?

MARK BOYES-WATSON: Yeah, I mean --

ROBERT PURDY: She's been our geotech for many years.

MARK BOYES-WATSON: Yeah, I don't know her full bio, so please excuse me if it's not overly technical. So Geotechnical Partnership, Inc. Has been around for a long time. We've used her practice going back 20 years. I think that in her report -- one of the things that's interesting here, and clearly there are issues in this neighborhood. So what she was doing, unlike many buildings where, you know, geotechnical engineering is focusing a lot on the stability of the building in question, what we were asking her here is to do something that is, is -- since we can't go and find out what's causing these problems in the whole neighborhood. So we were specifically directing her to think very clearly about things that we might be doing that could

then have an off-site impact. So, and the things that she -- she was very careful not to say, and I'm sorry but I have to say also then that you can't -- we're not saying that when we built this building, that other people's foundations won't continue to sink. What the geotechnical shows in this neighborhood and even on our site, is that there are, there is peat. There's clearly different amounts of peat in different places. We actually, and I think the stability of the structural wall around the building, this particular No. 55 is actually very stable and is not sinking. There's no cracking. So -- but what we were asking her to do is to say well, is there anything that in our design that might have an impact? And she was clear to say that if you go into that water, I can't tell you you will not have an effect on abutting structures. So she

said you need to stay out of that water. So we went back and forth with the structural engineer. And I'm sorry to hear from the neighbors that they feel that, that an adjacent project they didn't follow through on this, but the methodology of constructing a waterproof slab is well known. We actually have, I think 12 inches of concrete from our structural engineer. So I think that what was focussed on here was that we can't predict what will happen in the whole neighborhood. What she was confident in saying is that the things that we're doing in our building will not affect the surrounding neighborhood. Not to say what will happen in the surrounding neighborhood, we will not affect it. So that was the focus. And I think that she worked over a period of time and took a lot of care in writing her report and care in advising

the design team how to behave to avoid that problem.

TOM SIENIEWICZ: Thank you.

AHMED NUR: May I?

H. THEODORE COHEN: Ahmed.

AHMED NUR: Just a quick clarification for -- while we're on this because it seems to be at least four people are concerned with water or soil movement due to excavation. So you clearly wrote on the map behind you that the cross section presents removal of fill?

ROBERT PURDY: Of fill.

AHMED NUR: Which my understanding as a contractor myself, a fill is a soil that you removed from or for the footings and then you filled it in in an area that was untouched and now you want to get that out of there.

ROBERT PURDY: That's right.

AHMED NUR: So, therefore, you intend to not to have any boulders or rocks or any concrete that would shake or cause vibration to your own building let alone the neighbors?

ROBERT PURDY: That's right. There are some footings in there that will have --

THE STENOGRAPHER: I'm sorry, I can't hear you.

ROBERT PURDY: I'm sorry. It's supported on columns in here. And those are sitting on individual footings. So when you say there are no boulders, there are some concrete structures in there that will get broken up just down to the level that we're digging to. But, no, there's natural stone. There's no movement in general of seismic, of anything other than loose fill which is what the original lawn geotech report that we submitted for the first meeting shows.

AHMED NUR: And just so that I understand. You take this fill and then you pour concrete on it and you have to jackhammer that --

ROBERT PURDY: No, no. The building is -- you excavate for a foundation.

AHMED NUR: Yeah.

ROBERT PURDY: Right? You put in the foundation walls.

AHMED NUR: Yeah.

ROBERT PURDY: You pour footings and then you backfill.

AHMED NUR: Yeah.

ROBERT PURDY: So those footings are what I'm talking about.

AHMED NUR: Okay, I see.

ROBERT PURDY: So those may well go down below the water table. We're only going to take them off to the depth that we need the slab.

AHMED NUR: So now you'll be above water. I see you have negative 10 elevation on the bottom of the footings.

ROBERT PURDY: That's right.

AHMED NUR: And that you do have a plus three for basically somewhere. So the neighbors are saying there's going to be flood rushing into your garage according to their data. So you are going to waterproof by probably putting some sort of a water barrier and pour in 12-inch concrete. Are you going to have a sump pump to get the water out of the garage when there is water in that garage?

ROBERT PURDY: No, there won't be water in the garage.

AHMED NUR: There won't be water.

ROBERT PURDY: No. There's a hydrostatic membrane underneath the slab entirely.

AHMED NUR: Yeah.

ROBERT PURDY: And it goes up on the sides of the walls for at least two feet.

MARK BOYES-WATSON: But I think that's -- just to be clear.

AHMED NUR: Yeah.

MARK BOYES-WATSON: The way that the borings indicate water levels, I don't know what the plus three is over there, but the water levels, the borings are all indicating water levels below the level of the slab roof. So that -- the waterproofing of the bottom of the slab is we don't have a reading that would say that that would be impacted, but we are trying to behave conservatively and responsibly because, you know, unless you go out there in the worst of the -- like today, maybe a bad day to go out there. So actually, we are not -- we are not in the water

day-to-day. We'll be in the water maybe momentarily as we place our interior footings, and then, unless there's serious up fluctuation in the ground water, in which case it would impact our waterproof slab, we are actually out -- we are above the ground water, that's what the geotechnical report suggests. And in our waterproof slab is a conservative measure in case we are impacted. So we are actually pretty high out of the ground. We're moving up out of the ground water so that it is not an every day occurrence that we're sitting with that water on our slab. It's below our slab.

AHMED NUR: Thank you for the clarification.

H. THEODORE COHEN: Any other questions?
Comments?

LOUIS J. BACCI, JR.: While I have him

there.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: So your waterproof membrane. Do you expect to have your interior footings below that membrane?

MARK BOYES-WATSON: No.

STEVE HISERODT: No, we can put the footings right into the membrane.

LOUIS J. BACCI, JR.: I figured you would build them into the slab.

STEVE HISERODT: Yeah.

LOUIS J. BACCI, JR.: Thank you.

H. THEODORE COHEN: Any other comments?

(No Response.)

H. THEODORE COHEN: Any further information the board members feel they need or are we prepared to move forward whether this meets the criteria for granting or not granting?

TOM SIENIEWICZ: I'm prepared to move forward.

LOUIS J. BACCI, JR.: Me, too.

H. THEODORE COHEN: Okay.

So this conversion of a nonresidential structure to residential use under Section 5.28.2. So we need to find that it would increase -- the increased number of dwelling units will not affect on-street parking demand in the neighborhood.

We've now heard that there will be four parking spots -- I'm sorry, six spots for three units and plus curb cuts in front of the existing building will be --

ROBERT PURDY: Two more spots.

H. THEODORE COHEN: Two spots.

The location, orientation, and use of the structure in yard at the new housing use will not

impact the privacy of residential neighbors.

We've heard testimony last hearing and this hearing about the what the issues were, the privacy issues. There's been a lot of work to resolve some of those privacy issues. And I note that the applicant has indicated to continue to work with the -- at least the neighbor behind to determine, you know --

ROBERT PURDY: With any neighbor. And there's no need not to --

H. THEODORE COHEN: With any of the neighbors to deal with ongoing privacy issues.

Does anyone have any problems with the ongoing privacy issues?

(No Response.)

H. THEODORE COHEN: All right.

Then due consideration has been given to address the impacts of reduction in private open

space.

I don't think there's been any reduction in private open space. And in fact, it's been increased because they're creating interior courtyards.

Reasonable efforts have been taken to address concerns raised by abutters and neighbors.

And I think quite substantial efforts have been taken to address those concerns.

So, then are we prepared to say that the, that building could be converted to residential use?

AHMED NUR: Yes.

H. THEODORE COHEN: Okay.

And now the question is the exemption of basement area and the calculation of gross floor area. The uses occupying such exempted GFA

support the character of the neighborhood or district in which the applicable lot is located.

I think the basement is shown as some storage areas for the three units and parking.

HUGH RUSSELL: I'm having trouble understanding what that language means.

H. THEODORE COHEN: Jeff, perhaps you want to --

JEFF ROBERTS: Well, just to point out the parking is already exempt just by virtue of the zoning. Below grade parking is exempt from gross floor area. So I believe the request and the applicant and their consultants can correct me if I'm wrong, is to exempt a couple of small storage areas that are included in the basement which otherwise would be included in gross floor area.

Can you remind me what the amount?

ROBERT PURDY: Mechanicals are down there.

JEFF ROBERTS: Mechanicals I think also would be exempt as a matter of course. Can you just explain what areas and how big they are to be exempt?

MARK BOYES-WATSON: We actually -- just to be clear on that, and I didn't dwell on it. There are -- there were obviously as the parking was increased in the basement, is less of this area. But we have for each unit a room, it doesn't have windows, so it's really a storage room. But it -- we are, we'd like to make it tall enough that you could put an exercise bike down there or something like that. So on the plan here it's called out -- I think the cursor's gone. They call it media room on the plans. You'll see, so here, here, and here. So this

does have windows, beg pardon. On the front facade. So -- and so it's for those rooms, as Jeff was saying, that the parking is exempt, the mechanical is exempt, but those rooms are one. It's a just small area. I would say each of those rooms is in the order of 250 square feet, something like that.

STEVE HISERODT: Yes.

MARK BOYES-WATSON: So in it for each unit. Just to make those rooms -- it's not a huge big deal in this project, but it makes those rooms more universally usable.

H. THEODORE COHEN: And since you went down to three units, you no longer need to have long-term bike storage?

MARK BOYES-WATSON: That's correct. And in fact we are expecting that one of the functions -- there's plenty of room in this

garage and we're not subject to the exact dimensional requirements of the bike parking ordinance, but we are expecting to put bikes in the garage in this scheme.

H. THEODORE COHEN: In those storage areas?

MARK BOYES-WATSON: And may indeed in those rooms. It depends on the quality and type of your bicycle. I think there's actually room next to the parking spaces and in those rooms. So we'd expect it to be used for all those purposes.

H. THEODORE COHEN: Okay.

AHMED NUR: May I please --

H. THEODORE COHEN: Yes.

AHMED NUR: While we're in the --

HUGH RUSSELL: I'm sorry, my question wasn't answered. I want to know what the

language of the ordinance means. What is --

H. THEODORE COHEN: Supporting the character of the neighborhood or district?

HUGH RUSSELL: Yeah. What does that mean?

JEFF ROBERTS: I would love to be able to -- this was language that was adopted about a year ago as part of the Barrett Zoning Amendment. Barrett, et al Zoning Petition which dealt with the basement space. The interpretation I think is to Planning Board. The language as it was proposed by the petitioners and as adopted by the City Council. So I can't necessarily provide any further guidance from staff because it wasn't, it wasn't really part of our initiative. But the, I mean I think that it's a general -- it is relatively general criteria that applies, I think broadly to most of what the Planning Board views

as to whether the proposal, as with anything in zoning, is meant to establish a uniform pattern of development. So if what's being proposed helps to establish and sustain that uniform pattern of development throughout the neighborhood, then that would be appropriate.

HUGH RUSSELL: So we would say this is essentially basement space and most of the other houses in the neighborhood have basements and therefore it's consistent.

LOUIS J. BACCI, JR.: Sounds like it, yeah.

H. THEODORE COHEN: And not large enough for a unit apartment in the basement.

AHMED NUR: So, while we're talking about the basement, if I may, that there seems to be that unit that might have a bathroom and a bedroom in there, that one unit, that one off of

that. And if that was the case, we don't see it in the plans and we don't really get into it, but I want to make sure the indoor air quality since there's no windows in there, the supply and return, carbon monoxide and so and so forth.

ROBERT PURDY: That unit does have windows in the front?

AHMED NUR: It does?

ROBERT PURDY: Yeah. There's four egress windows in the front.

AHMED NUR: I see. All right, well I don't see the ceiling nonetheless --

ROBERT PURDY: No, you can't tell from there but from the elevation.

AHMED NUR: But you define garage -- there's precautions you want to take and I just wanted to say that on the record.

ROBERT PURDY: It looks, can you see it

from here? (Inaudible).

THE STENOGRAPHER: I'm sorry, I can't hear you.

AHMED NUR: He said you see those windows?

H. THEODORE COHEN: Okay.

And then the third -- the general Special Permit criteria under Section 10.43 which as we know Special Permits will normally be granted when zoning requirements are met. What is found not to be found in the public interest due to one of the criteria enumerated in such as in 10.43, which we are familiar with.

Does anyone have a problem with any of those criteria?

HUGH RUSSELL: So this is a place where we have to we believe the geotechnical report is -- makes sense, their a logic behind it makes

sense, and that we accept the conclusions of the report that if the work is done as they propose, it will not impact the construction either positive or negatively. It won't change what's going on.

H. THEODORE COHEN: I believe we received a report from Department of Public Works back in October about storm water management, but I don't know that it really addresses any of these issues.

Jeff, have you had any further conversation with DPW with regard to the watering issue?

JEFF ROBERTS: I would just say that the only communication I've had is that the engineer did receive the reports that were performed by the applicant and didn't have any further comments to add. But the memo that was submitted

back in October does explain what types of review would routinely be conducted by Public Works as part of their building permit application.

H. THEODORE COHEN: So I guess we're back to your comment that do we rely upon these geotechnical reports and the comments that Mr. Purdy and Mr. Boyes-Watson have made or do we think they're not conclusive and there's something further we wish to obtain?

TOM SIENIEWICZ: Well, I agree that the engineering logic is sound. The geotechnical engineer is well known. It's an established practice that goes back to 1987. Somebody who I'm actually also familiar with. So there's significant experience in the author of that report. It's also very clear as Mr. Boyes-Watson articulated that her charge was to be very sure that the details that were being proposed by this

development would not impact adjoining properties. And that, by the way, is consistent with 10.43 as Hugh was rightfully pointing out, that the affect of the Special Permit will not affect adjacent properties. So that goes to the very heart of what that geotechnical report has addressed. That notwithstanding, I understand through very clear testimony from the neighbors the problems in the community. The report alludes to the fact that, to some suggestion about why that might be happening, but that's separate and outside our purview. We can't hold this property owner's ability to develop this property against the properties that are happening that may or may not be a caused by another developer.

THE STENOGRAPHER: I'm sorry, may or may not?

TOM SIENIEWICZ: I'll try to remember what I said.

HUGH RUSSELL: May or may not be caused by another --

TOM SIENIEWICZ: So the Planning Board's sympathetic to the issues going on in the community, but this particular development -- and we've asked for exceptional due diligence around the issue of the ground water and settlement. And they commissioned the geotechnical report to satisfy this Board and to assuage the concerns of the community the best they could. But the Planning Board can't hold up beyond that the ability of this -- despite the emotion around this issue, I understand that, can't hold up the ability of this property owner to come up with a reasonable use of his property based on the -- what may or may not be the results of a previous

development. We just can't do that.

HUGH RUSSELL: And I guess, and the other thing I would just note is that two of the members of this Board are engaged in the construction business and have a lot experience.

JOHN HAWKINSON: Excuse me, Mr. Chair, it's particularly difficult to hear tonight. Thank you.

HUGH RUSSELL: That there's two members of the Board are in the construction business in various roles and two of us are architects, so that I think we, we understand these kinds of issues. We've dealt with them, some of us for decades. And so we're not treating this lightly.

TOM SIENIEWICZ: No.

LOUIS J. BACCI, JR.: No.

HUGH RUSSELL: We're bringing our own experience to bear.

AHMED NUR: Yes. And I might add that this developer is also well known, and I don't think that they would take a chance to damage their own building, because after all if there is an excavation of touching of raw materials, they'll be the first ones to go. And so they're working inside their footprint, and I do believe they've taken enough precautions to protect themselves and thus to protect the neighbors. But I do want to encourage them to continue to work with the neighbors and be transparent and let them know what is coming forth if there is anything.

H. THEODORE COHEN: And, Jeff, I have a question. This project still needs variances from the BZA?

JEFF ROBERTS: As I understand it does due to the addition of the --

H. THEODORE COHEN: Roof decks.

JEFF ROBERTS: -- the penthouse which is above the -- which is outside the envelope of the existing building.

H. THEODORE COHEN: Okay.

So, are we ready to proceed? We've gone through all the findings.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

May I just say I don't believe you read Craig Kelley's letter into the record. Did you not receive it? Councillor Craig Kelley, he sent you a letter about this particular issue.

H. THEODORE COHEN: I have not received such a letter. So if it is received, it will go into the file.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

AND we can't read it aloud now?

H. THEODORE COHEN: No.

Jeff, have you received a letter from councillor Kelley.

JEFF ROBERTS: I believe I received something earlier and I'm looking to see exactly when it was received.

IRAM FAROOQ: It was Tuesday.

JEFF ROBERTS: That's today.

H. THEODORE COHEN: Iram, do you have it?

IRAM FAROOQ: I do have it.

JEFF ROBERTS: I have it as well. Would you like me to read it?

H. THEODORE COHEN: Please.

JEFF ROBERTS: Okay. This is me quoting:
Dear Planning Board Members, I ask that you not approve the Special Permit application for 55 Regent Street until neighbors feel sufficiently protected from adverse impacts from the project; specifically possible foundational impacts and

noise from roof decks. As to foundations, neighbors worry that the project's subterranean work will alter ground water flow resulting in either more or less water in and around neighboring foundations. While flooded basements would be a serious nuisance and should be considered in any permitting discussion, ground water flow changes that might impact foundation's integrity could make buildings uninhabitable, result in the inability to rent apartments, and to keep property owners from getting a mortgage to carry out needed safety improvements. I understand that the house at 47-49 Regent Street sank last spring underscoring the relevance that this threat has to the neighbors whose financial health and retirement plans are largely based on their homes remaining in sound condition. I worked unsuccessfully with a woman whose

foundation who has been damaged by interior construction work. Her three-unit property in the heart of Cambridgeport cannot be lived in nor can she get a reasonable mortgage to fix it.

Entering her elder years, she is in a horrible predicament of, through no fault of her own, not being able to fix her home without having to condoize it. Not to be too redundant, but it is imperative that as long as there is any doubt about the impact of this project on neighboring foundations, the application cannot be approved.

While roof decks present less of a safety and financial problem, they historically have potential to negatively impact dense residential districts by creating places where people quietly chatting at night will keep neighbors awake when windows are open on a warm evening. To the extent that roof decks are acceptable to

neighbors, I think they are fine, but I urge the Board to seriously consider neighbors' potential concerns that even relatively quiet rooftop events late at night can be very disruptive. Please let me know if you have any questions or concerns about this communication. Thank you for your service to the city. Sincerely, Craig Kelley, Cambridge City Council.

H. THEODORE COHEN: Okay, thank you.

As I think my colleagues have said, we have taken the watering issues and the privacy issues very seriously and I am prepared to go forward.

Other board members?

AHMED NUR: Yes.

HUGH RUSSELL: Well, also the rooftop privacy issue will be before the Zoning Board.

H. THEODORE COHEN: Will be before the

Zoning Board. People will have an opportunity to discuss that again.

HUGH RUSSELL: Yes.

H. THEODORE COHEN: So, could -- and CDD's memo has of course included matters for continuing review, review of landscaping details, including planter beds in the front yard.

Review of all exterior materials, color facade alterations and details with staff and Historical Commission as is appropriate.

And the review of the storm water management and the dewatering issues with the DPW.

HUGH RUSSELL: And could we add to that review of the screening of the rooftop decks?

H. THEODORE COHEN: Certainly.

Review of the screening and I guess the opaque nature of the glass blocks that may be

used. I think that will fall within CDD's general, staff general review.

HUGH RUSSELL: If they're opaque then they wouldn't be glass block.

JEFF ROBERTS: I'm going to have to ask you to repeat that myself. I didn't catch that.

H. THEODORE COHEN: Well, I'm being told that it's opaque. It's not glass block, but the type of glass block that's being used.

HUGH RUSSELL: It's translucent.

H. THEODORE COHEN: It looks okay to me.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:
You don't live behind it.

H. THEODORE COHEN: Could I have a motion to authorize the conversion of a nonresidential structure, residential use pursuant to Section 5.28.2, an exemption of the basement area from the calculation of gross floor area under Section

-- definition of Section 2.0, and that this complies with the General Special Permit criteria in Section 10.43 subject to the conditions that we have just discussed?

TOM SIENIEWICZ: So moved.

LOUIS J. BACCI, JR.: Second.

H. THEODORE COHEN: Second?

All those -- and, Jeff, do I have to designate someone?

JEFF ROBERTS: There are six Planning Board Members. I believe both associate members will need to be designated to act on this case.

H. THEODORE COHEN: Okay.

Thacher and Ahmed if you would please take a position on this.

So all those in favor?

(Show of hands.)

H. THEODORE COHEN: It is unanimous.

Thank you all very much. And if you still have questions and concerns, neighbors, please go to the ZBA hearing and hear your concerns there again.

We will take a five minute break and then we will have a hearing continuation with regard to the Mass and Main project.

(A short recess was taken.)

H. THEODORE COHEN: Welcome back. What I failed to say at the beginning of this meeting was that we are being videotaped this evening. It's a test of the system in the room, and the videotape is not going to be dispersed or decimated to anyone, it's just a test by the team setting it up. But it is happening.

So now we are having a continuation of the Special Permit hearing in case No. 321 for property located at 411-413; 415-429; 433-445;

and 453-457 Massachusetts Avenue; 9-19 and 25 Columbia Street, and 65 Bishop Allen Drive.

Seeking basically a Special Permit pursuant to Section 19.20 project review, Section 22.33.2 Special Permit for functional green roof area, and a Special Permit on the Section 10.40 for a proposal to construct 283 residential units with retail.

Mr. Twining.

ALEX TWINING: Thank you. My name is Alex Twining, CEO of Twining Properties.

Mr. Chair and Members of the Planning Board, I'm delighted to be here tonight. We started on this journey over four years ago from over a thousand community conversations, meetings with the wide array of city departments, and hours of public commentary and review by the City Council and the Planning Board. Together we've

all shaped what I hope you agree is a better project and worthy of Central Square. But we see this as more than a project. We're making a great urban place at Mass. and Main.

Over a two and half year of community process, we've shaped new zoning at the site which was completed in mid 2015. Over the last 18 months we designed a project that is even better than the early zoning studies and importantly is 100 percent in compliance with that zoning. We then prepared and submitted an exhaustive Special Permit application which assessed all the design, environmental, and community impacts. After working with CDD, DPW, TPT, and many other city departments, we further refined the project.

We presented the project to you in our first hearing over two months ago on November 15,

2016. At that hearing the Board had a number of questions. Most of them had to do with site circulation and design refinements. We have now assessed all of those issues and work with the city staff to come up with solutions to each of those questions and concerns. And those are our architects and transportation experts will take you through.

And so I wanted to quickly give you a quick refresher of where we've been and hope that we do get on to taking a vote tonight which will be great.

So I'm just going it to flip through this. I was going to say something, but I'm just going to just go through really quickly since it's been a few months, I think, just to show you and remind you that the intersection that we're located at. Highly accessible, cultural with the

history of this location and trying to create a place that really welcomes everyone and changes the end of Central Square.

And it's a highly diverse mixed income housing project with multiple different buildings, each appealing to different types of folks really all ages and all incomes. And, again, since the zoning, we've increased the number of two and three bedrooms and we've increased the amount of affordable housing both moderate and low income. I'll let the architects talk more about the scale. The scale of the city and the scale of the street. And really trying to amplify the -- one of the few public parks in the middle of Central Square, Jill Rhone Park, and draw that in through the project and connecting with the neighborhood. And likewise having a very high percentage of retail lining

all the streets and taking you back through the parking lot which hopefully one day might be transformed into something more.

As I mentioned, many meetings and after all this really a high number of bike parking, low number of cars, and we hope even fewer cars over time. And I think we've tried to come up with a diversified select of benefits and make this a highly transit-oriented development worthy of its location. We've had a long history of building green buildings. In fact, we got the first LEED ED building in the country right down the street in Kendall Square. And we actually were given an award by the city back then. And we really looked at pioneering and make this go even further in this project.

Just a few slides to remind you of the project. And at this point I will turn this over

to first our transportation consultant Susan Sloan-Rossiter who will take you through some of the site circulation issues and then afterwards David Nagahiro from CBT.

SUSAN SLOAN-ROSSITER: Hello. I'm Susan Sloan-Rossiter from VHB and I'm going to be focusing on the site access questions that you asked at the last meeting. And I just wanted to walk you through how the building will be accessed from the parking lot in particular from the city parking lot.

We've worked very closely with Department of Public Works as well as transportation to work through the various access requirements being sure to maintain the future opportunities of the city lot for the city itself.

So, this is going to be a pointer.
Great. I'll try to speak loud enough so that I

can use the pointer.

This is Bishop Allen Drive just to orient you, and we're showing a one way circulation entering in for the vehicles, for the cars going to the garage, coming in this way and exiting out one way in that direction. Okay?

And for trucks, again, coming in one way and using this area here as the drop off location and exiting out. And I just wanted to emphasize that we've looked at a lot of different configurations, but one way really provided the most flexibility for the future opportunities, and we think it also works best from a safety perspective in terms of visibility for people.

Also I want to point out that we have the pedestrian walkways on all sides of the parking lot which I think is a really great improvement, and we have a ten-foot sidewalk at this location.

And, you know, this is our retail activity area so there would be a lot of people walking through. And something to point out just how different this would be in terms of the permeability of the site being able to get through and to the neighborhood and back and forth to Mass. Ave. and Bishop Allen.

Here again we have another sidewalk. This one is six feet. And back along this site is an eight-foot pedestrian sidewalk as well.

So question was asked how will Mass. Ave. be served? And the focus on this is really -- I'm sorry. The focus on this is where the service areas have been located in relationship to the access points. And I want to point out -- I just want to point out the delivery area. So this is really where deliveries will be held for both move-in and retail. Retail trash is

separate and it's located in this area.

Residential trash is in this area for this building. And I'll move over to the Columbia building in a second. And here, again, is the garage ramp.

We have two bicycle rooms; one in each building. So this provides great access for the bicycles from this direction. Notice that we have through movements through both buildings for pedestrians to be able to, you know, make their way through, cut through as well. And we have this residential trash room in this location, and that was important because we were going to be wheeling out the trash for the trucks that will be located and parked in this area and this will all be done on the property of the building on the city lots property. And that was something we were looking at hopefully to provide.

So this is really pointing out how the parking lot will be affected because there are future plans. The city has a lot of different ideas of what they'd like to do in the future. We wanted to show that we really maintained the ability for the city to maximize their opportunity and their space. Perhaps this could be a shared area for servicing, but as you can see, this one way pattern had the dimensions that had been reserved, preserved for the city is something that we worked closely with. Just to mention that the project will be working towards getting their agreements for the easements, the legal agreements that will be necessary. They're in the process of doing a survey for meets and bounds so that should be taken care of by the spring.

I wanted to add that in terms of the

loading and management of the loading, there will be a dock manager working, you know, aggressively to manage the trash -- the different trucks, the trash, and any other trucks that would be coming for move-in and move-out. We have a transportation coordinator who will also be part of that management team. And it will be aggressively managed in terms of people loading and unloading in this area. I know that was a question that had been particularly brought up at the last meeting.

We've done a lot of work with the city's Traffic and Parking Department as well as CDD on short-term bicycle parking and the location and trying to maintain the active environment for the retail at the same time as providing the required and needed short-term bicycle parking around the site. So this is where we've located the 15

bicycle racks. So that would be 30 short-term parking spaces. And they've been located along the front, and we tried to distribute them. And in this area along in the back as well. Five additional bike racks with ten more spaces will be provided by -- providing funds for the city to locate those bicycle racks either on the site or off the site. That's still being discussed. But that's a city program that we're gonna be utilizing that the city has agreed because of the amount of activity on the site that the 30 bicycle racks should be sufficient for handling the on-site short-term bicycle parking needs.

At this time I'm going to hand it over to David Nagahiro who is going to walk us through the rest of the site and your questions.

DAVID NAGAHIRO: Thank you, Susan.

I'm David Nagahiro CDT. I'll be

continuing the questions on the design portion of the tower.

The first is the, is there sufficient width to the Columbus Street sidewalk? And part of the concern as we were talking with the city is the idea of coming from off the square down Columbia Street and knowing the building will be right up against the property line and the dimension of the sidewalk. So the overall -- and in our coordination with the city, the goal was to really achieve an eight-foot sidewalk as well as getting a tree in that location. And because of the narrow dimensions between Columbia Street and the city parking lot, the site is really tight in that location. So we've maintained the property line on the building up above, but really pushed the ground floor storefront back. So we're achieving an eight-foot, four and

eight-foot, eight dimension where you see the storefront and the tree. And the narrow dimension is seven-foot, four and seven-foot, eight at the column itself. So the dashed line is the column. The red line is where the storefront is. So we were able to accommodate that dimension.

The next image is looking at the location at the lights, the trees, and the furniture along Mass. Ave. and what types are being proposed. That what you see currently in this plan is a reflection of the city's standard for the sidewalks. The grey area being the walking path. And the red is the accent brick strip. So this is inconsistent with the city standard. So we'll be working with the city and ongoing conversation to really coordinate the lighting, the trees, and the furniture as well as really trying to

consider other furniture that's to be considered along Mass. Ave. and make sure they're compatible. And at this, you could also see the dashed line which is really anticipating any sort of temporary seating that might spill out into the sidewalk and potentially looking at those enclosures as well. So that's something that we will looking to work with the city on.

One of the other questions that came up was the nature of that central market space and can we close in the ends or enclose it to really create a four season use. This was something that was quite a discussion last time. And working with the city and many conversations within the office, we really prefer to keep the ends open and that these are the following reasons:

The idea of really preserving the public

easement and the neighborhood connections that's very reminiscent with many of the passageways through the site. It's just the idea that through Bishop Allen and the parking lots, these passageways are very important in making those visual connections, not only for a safety security point of view but really having that feel like a free passageway.

They will still be glass covered. And the intention is to use heat lamps for the shoulder seasons to expand the use of that space. We feel that we will still have the glass over the top. We're also looking at trying to avoid the idea of privatizing that central space. Really encouraging the retailers to spill out into that space, the sense is that the glass would sort of impede that freed movement. Although we do believe and had conversations with

over time in the future if we think that it would benefit from that enclosure, we can enclose it.

The next question was the brick and is the red brick appropriate? And as you know, Central Square's made up of wide variety of materials. The brick is really one of the staple materials within Central Square. We like the tradition, the permanence, the texture, and the scale of the material, and really looking to use it in a contemporary way. We've had conversations with the city and most recently with Charlie Sullivan about the appropriate use of the brick, the color, and the type. And we've built a material pallet that you see on the table, and I'll show you in just a second the use of the scan and medium brown spot brick which has a really crafted quality to it. When you see the texture, it's quite dynamic. It's not a

homogeneous or a flat break and it's a wide variety in the brick itself.

This is an image of the brick in different sunlights. What's nice about the brick is that it does have the modeled quality that bricks aren't homogeneous and they're sort of depiction in their color. One of the things that's also important is the mortar color and that conversation with Charlie Sullivan with the idea if we use a too dark of a mortar, the whole thing will blend together. We're looking to come up with a mortar color that depicts the modular itself and that's something we'll be working with the city on as well.

You can see as the sun hits the brick in a certain angle, all these images that are actually the same brick, but when you look at the brick at a certain angle, it has a sheen to it

and that's the iron spot in the brick. So we have -- we're looking at 70 percent and 30 percent mix or 60/40 percent to make sure that we get that sort of sheen in the brick and it will be a great complement to the metal panel which I'll talk about in just a second.

What you see on the left-hand side is where we were back in November. There are many comments that were made about the facade. One was about the arbitrary nature of the window pattern. So what I'll do is I'll go through the explanation of the revisions of the evolution of the design on the right-hand side. We'll start with the building looking like an office building. So we'll focus in on the base of the building and talk a little bit about the retail print. As you go up into the tower and the precast portion of the building, we're talking

about the framework. And part of the concern with the city also was the depth of the skin, and that's something that we're very cognizant of.

As you move over to the metal panel, the white metal panel side, we'll be looking at the depths that we're achieving in the details there as well as the window patterning that we're looking at and sending it up to the roof and the penthouse.

And then lastly we'll talk about the eyebrows as sort of those quirky questions of whether they're appropriate on the building or not. And so I'll go through that as well.

So we'll start with looking at the base of the building. And with the image that you see on the left-hand side is where we were in November. The comments about it because of the regularity of the windows and the patterning, it

looks like an office building. And you see the office building next-door and you're correct.

The proportions were very office-like. So what you see on the right-hand side is the evolution of the design, the breaking of windows pattern down. We're also looking at the --

AHMED NUR: I'm sorry, you're left or our left?

DAVID NAGAHIRO: Your left is the existing and the right-hand side is the new.

AHMED NUR: Okay.

DAVID NAGAHIRO: The right-hand side is the new breaking window patterning down. We're also looking to extend the frames to create another level of the detail on the building, and I'll explain that in a little bit more later.

So as you're looking at the base of the building, we're looking as you're walking on the

sidewalk, the first image that you see here, the idea of setting the building back for the first two levels creating that scaling element. We're looking at a head or course of the openings setting the building back and have a darker panel looking at design guidelines and the retail signage for the canopies really creating those pedestrian scaling elements.

As you look at the detail at the top, this one here, starting to talk about the depth of the panel itself. It is a precast panel that has brick on top of it. Again, looking at the header course over a social course of the windows, looking at a precast accent panel, and here's where we're looking to extend the metal frame. So we're extending the window frames out two inches to cast that shadow pattern and we're setting it back four inches again to create that

depth within the scale.

As we go up into the tower itself, you notice on the lower portion of the building we have sort of a one-story treatment in here. And as you go up into the building where that's where we have the doubling height scale, and we're sort of creating a little bit of lighter feel for the framework. So in the hierarchy of how you view it, we're really looking at the brick sort of framework first as we have primary framework and then supporting it with that precast panel and broke it down into that sort of panelized sizes, and then the extension of the window frames, again, extending it out two inches to cast that shadow and then four inches back to create a little bit more depth in the overall skin.

As we look at the metal panel facade, this is where we've sort of changed the facade

quite significantly. We used to have windows that were shifting back and forth. And one of the comments was a little bit of the arbitrary nature of the windows. So we've regularized the windows and the panels that you see between really accentuate the verticality. So you see the panel continuing up here and the windows being a little bit more regular. One of the things we were looking at was creating depth through a series of accent panels which I'll described to you in just a second.

But this is a white metal panel. It has a sort of an iridescent quality to it so it picks up the light and has a really nice sheen to it. We're looking at introducing a Chevron shape or a folded panel also with the detail next to the windows as you see here. So on both sides one would be a white panel, so it's almost as if the

panels sort of pulled and crinkled and the idea of creating that interesting shadow pattern here, and then a darker accent panel here on the other side creating a little bit of interest in the depth of the skin as well.

The image on the upper right-hand side is the material. It's just showing that we'll be using similar depths to what we did at Twenty 20 at North Point, so this is very similar to the depths that we achieved there and the shadow lines.

The image there on the top with materials, again, where we're using this sort of mortar panel which has -- that plays with the accent of the light, the way that hits the top of the building. The things that we're looking at is highly trade of something is a little bit more interesting at the top of the building, a little

softer and really a play on light and you see that in this location. Again, really trying to accentuate the verticality by the taking of those lines up into the penthouse in between those lines where the folded metal planes would be. We're also looking at integrating the base of the bow of the building so it doesn't feel like the top is actually landing but really integrated into it. And this is where we're also pulling the panel that Chevron shape panel down back into the facade as well as well as integrating it.

So this sort of leads to the question should the top be more exciting? One of the questions is how exciting should the top be? And we deliberately designed the top to be, you know, really simple and understated, an elegant extension sort of the base of the tower; not a cap that lands on the top, not a top that screams

for attention. I think the sense is that from the neighborhood, it wants to be something that's integrated with the building base. It's something that's a little softer on the skyline, but it's not really screaming for attention and accentuating the height.

I think the overall building design itself -- there were a couple of questions could it be a little bit more expressive maybe. So the sense is that, again, we wanted to create something that was understated and elegant, not flamboyant and overly expressed. Picking up on the traditions of the materials from Central Square, the scaling elements that make it pedestrian friendly, and sort of the quirkiness that is also in Central Square that we find in the eyebrows that I'll be describing in just a second. But really clearly detailing it in a way

that has a fresh feel, a timeless feel at the end of the day.

And following up with the finishing on the top is the top rooftop mechanical systems adequately shielded. We will follow the regulations for the acoustic enclosures for the rooftop mechanical and also pay careful attention to the sight lines from the neighborhood. The intention is to really pull down the penthouse as much as possible to sort of minimize the impact, but at the same time make sure that we're paying attention to those sight lines to the mechanicals on the rooftop.

And lastly talking about the eyebrows. Are the eyebrows arbitrary and do we need them? I think this creates sort of a point of debate within our office at the same time. But I think the sense was that, you know, from a distance

what's nice about the building is that you do view it from many different angles from the port, from Cambridgeport as you're coming from Harvard Square and also coming up from MIT to Central Square at the same time. So it has these long distance views. So we're -- the intention is to have, you know, a long distance scale so that you see the composition of the brick and the metal panel. As you get closer to the building, you start so see some of these eyebrows. And this one sort of breaks the metal panel as it breaks down to the entry. This one demarcates the amenity floor and the amenity area in the building as it spills out onto the rooftop.

As you're coming from Columbia Street, coming back looking over the Columbia Street building, you see the massing and the metal panel as it turns. And a couple floors down, again, we

have one of these eyebrows that creates a little accent on the building and a little point of interest.

As you're coming from Harvard Square towards Central Square, again, you see the continuity of the street wall about the seventh floor of the building sets back and about a third of the way up the building you see another one of the eyebrows. So we really feel like this is a really important medium scale accent on the building, and the intention is as you get closer to the building, as you're walking along the sidewalk, as you're up against the building, you appreciate the richness of the brick, the under spot brick. You see the things, the scaling elements like the canopies and the central coarsing over the windows. You start to see the precast windows accents, the extended frames that

create the shadows, the Chevron shape or the trace of the interesting shadow patterns on the windows themselves, and elongated up into the rooftop. So it's really trying to find that richness and the materials as you get closer to the building.

So, thank you.

I can go through the materials at the same time or take any questions.

H. THEODORE COHEN: Please.

DAVID NAGAHIRO: So the materials that we're looking at are the brick. This is a -- so the iron spot brick that you see here, and I think in our conversations with Suzannah and Stuart and Charlie Sullivan, we were leaning towards the darker brick, but we've since decided to go to a little bit lighter brick. And you see what's interesting about it is that when we do

see it with the light on it, it has much of a richer sort of depth to it. And I think as you see it at an angle, you start to pick up on the iron spot. And it goes a little more silvery and it starts to pick up on the white metal panel. It has a really nice color and it has sort of an iridescent quality to it. And when the light hits it it really picks up on the color in the sky.

As the brick comes down to the ground, we're looking at touching upon a granite, a darker base, puts the building, the accent panel within the precast -- the spandrels will be a darker grey panel and then the windows will be traced with this darker creat metal which again is extending out beyond the brick to create that shadow line and extend back four inches to get that depth.

Within the metal panel that's predominantly this color, we're looking at a sort of Chevron panel shape here that will be a little bit more crisp in the break of the metal, but the idea that you'll be able to see that sort of play in the light in the different surfaces. The accent will be a little darker grey and wooden base of the building and then color as it reaches up towards the top, it will also be this sort of lighter color.

Any questions?

H. THEODORE COHEN: Tom.

TOM SIENIEWICZ: Sorry, I just have a clarifying question. If you could flip back to that slide that said -- one more back. One more. One more. Yes, so that one. If you compare -- the rendering shows a tall white mass, right, which breaks where the brick tower comes back,

and then if I compare that to the axonometric view on the other side, the penthouse white material extends much further back and it completely changes the proportion of the white tower. Which is -- what's the intention?

DAVID NAGAHIRO: Oh, here and here?

TOM SIENIEWICZ: Which building are you proposing?

DAVID NAGAHIRO: We are proposing....

TOM SIENIEWICZ: It seems the axonometric shows one building. The renderings are consistently showing this more slender expression of the white tower.

DAVID NAGAHIRO: Up here?

TOM SIENIEWICZ: Yeah.

DAVID NAGAHIRO: Yeah, so this is where we we're turning this material here and then it'll be that material there.

TOM SIENIEWICZ: Okay. We'll get back to.

H. THEODORE COHEN: I'm sorry, I don't quite understand your question.

HUGH RUSSELL: It's very important.

TOM SIENIEWICZ: So this isn't the right slide to see it from. I'll try to be clearer. It's just a -- so, okay, this is a great perspective. You see the way that breaks, right where you've got the pointer. So the white metal panel tower appears to be essentially square and proportionate that it rises up.

DAVID NAGAHIRO: Right.

TOM SIENIEWICZ: Quite slender and vertical.

DAVID NAGAHIRO: Right.

TOM SIENIEWICZ: The axonometric, the drafted version or the computer drafted version

show a very different building, which shows the white panels extending over the brick so you would read the tower as being not square in plan but longer, the white. It's a very different building.

H. THEODORE COHEN: And that drawing on the right is not an accurate depiction of what they're proposing?

TOM SIENIEWICZ: No, no, I just don't which is the accurate depiction because they described two different buildings.

DAVID NAGAHIRO: This one is correct. And I think we would be working on -- we've been working on this because of the changing of the material.

TOM SIENIEWICZ: I don't want to hang up here.

H. THEODORE COHEN: Correct or not

correct?

DAVID NAGAHIRO: This is correct.

TOM SIENIEWICZ: We'll get back to that later.

DAVID NAGAHIRO: Yeah.

THACHER TIFFANY: Another clarification.

In a lot of the renderings it looks like the window frames on the left side of the building in the brick portion of the building looks like the window frames are like a whitish material. But I think you picked up that black piece?

DAVID NAGAHIRO: Yes, it's going to be dark.

THACHER TIFFANY: So you're shifting to a darker color?

DAVID NAGAHIRO: Yes. It's one of things when you see it in the subway, the light it looks brighter.

THACHER TIFFANY: Okay.

HUGH RUSSELL: So the brick openings have windows and they also have a panel next to them. You can see that in the slide that you just had up. This one, yeah. And is the panel the darker metal panel you showed us?

DAVID NAGAHIRO: Yes. It's going to be the precast color.

HUGH RUSSELL: No, right up on the third floor say on the brick -- that guy.

DAVID NAGAHIRO: Yeah. It's gonna be this precast. This right here.

HUGH RUSSELL: What plane is that precast in?

DAVID NAGAHIRO: It's close to the plane of the brick, because the brick is literally it's this thick.

HUGH RUSSELL: Yeah.

DAVID NAGAHIRO: It's not a half brick dimension.

HUGH RUSSELL: Right. It's a thin brick that's cast in. And are you, are you using the -- there's a forming system that creates sort of faux joints using rubber inserts in between the bricks.

DAVID NAGAHIRO: Yes. But then they'll be -- the mortar will be struck separately after. So it will be hand tooled for the mortar.

HUGH RUSSELL: Okay.

AHMED NUR: On just a -- I can't tell. On the windows of the tower on the right, white, all the windows showed on your dimensions that the headers and the windowsills are projected maybe precasted are four inches out? Is it a slanted? No, to the right of that. All those windows, yeah.

DAVID NAGAHIRO: Yeah, those the windows aren't projected out. The metal panel, in the precast it is.

AHMED NUR: In the precast it is? Is it slanted? Snow and icicles and all that you took into consideration?

DAVID NAGAHIRO: Yes. Yeah, we'll definitely pitch the sills so that they won't --

AHMED NUR: Otherwise you have a problem.

DAVID NAGAHIRO: We learned our lesson.

H. THEODORE COHEN: Is that the conclusion of your presentation?

DAVID NAGAHIRO: Yes.

H. THEODORE COHEN: Well, before we go on, I have a question. Could you explain what the proposal is with regard to the two additional units and why you're doing that?

ALEX TWINING: Yes. The two additional

units are actually in the Apollo, the historic building.

H. THEODORE COHEN: Right.

ALEX TWINING: Okay. So we were debating how much amenity space we were to put in. We decided to put more of the amenity space in the base building so that gave us some room for having two units in the older structure. So it's, I believe, it's a three-bedroom and a studio.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

That's correct.

ALEX TWINING: And the point of that.

H. THEODORE COHEN: So what amenity space was there is being picked up someplace else?

ALEX TWINING: Yes, it was enlarged. In the back of the low rise building where it steps back, we have a green roof there, so we enlarged

that amenity space somewhat, yes.

H. THEODORE COHEN: So there isn't a loss of amenity space?

ALEX TWINING: Correct. There is still amenity space.

H. THEODORE COHEN: Just hold on, please.

Do board members have any other questions or comments right now?

(No Response.)

H. THEODORE COHEN: Then we will go to public comment.

Okay. When I call your name, please come forward and state your name and spell it for the stenographer and state your address. And, you know, we've got quite a list of names. So we don't need to have people repeating the same thing over and over again. We do want to hear your comments and what you like and what you

don't like, but if you're simply adding to a former speaker, you can just say "I concur."

We have a system with lights. So when you come forward, there will be a green light on and we ask that you speak for only three minutes. As you get near the end of that time, it will turn to yellow and then it will turn to red and then we ask that you conclude your comments at that point.

This is the second session of this hearing. It is really not necessary for you to repeat things you may have said last time, but we do want to hear especially what you think about the changes that have been proposed.

So we will start with Alex Taylor.

ALEX TAYLOR: Alex Taylor, 33 Parker Street. And I want to speak on behalf of the Cambridge Transit Advisory Committee. So in

general, the committee wants to express its support for this project because it addresses the demand for residential space in Central Square and because its location near the Red Line and multiple bus routes makes it feasible for residents and employees to choose transit options over they're driving. As the traffic impact study describes, development is expected to generate a meaningful number of transit trips. So we recommend that transit -- greater measures be put in place to encourage transit use and support the transit system. Especially since there are several other ongoing major developments in the area versus the MXD in-fill and NoMa, SoMa which will also increase transit ridership.

So first we think that considering the scope of the development, it's appropriate for

the developer to consider funding improvements to the usability and reliability of the transit system. Just as similar contributions have been made by some of the other major developments in the area. Specific ideas for use of the funds include supporting implementation of bus priority treatments such as (inaudible), and bus single priority on Mass. Ave., for routing improvements for busses that serve Central Square or improvements to the existing shelters in Central Square. But shelters that is.

Next we want to suggest that the development subsidized transit passes for Mass. and Main residents and employees. At 50 percent for all employees and for residents at 100 percent for three months and 50 percent for the remainder of the year.

And finally we want to lend our support

to a parking plan that both limits the number of available residential parking spaces and specifically charges residents, tenants for those spaces as an add on to their additional rent so that they're aware of what they're paying for parking. We recognize that some of these -- some of the measures that we recommend overlap with specific points laid out by Traffic and Parking or TDM, and so we are relevant, we want to lend our support to those measures.

So in conclusion, we offer our general support for the project but do ask that further measures be put in place to encourage transit over driving.

Thanks.

H. THEODORE COHEN: Thank you. Before we proceed since you've raised a lot of questions about transit, we did receive a memo from

Traffic, Parking and Transportation, however, it only came in today. And perhaps, Mr. Barr, you could come forward and summarize some of the things in the memo so that perhaps it will short circuit some of the public's questions and comments.

JOSEPH BARR: Sure. Thank you, Mr. Chair. Joseph Barr, Director of Traffic, Parking, and Transportation.

So as the Chair said, I just want, since we only kind of settled on most of what's in here earlier today with the applicant, this came to you very late, so my apologies for that. But I wanted to give an opportunity to quickly go through it and then answer any questions you might have now or after public comment.

So, the -- much of what's in here is fairly standard items for residential projects so

I don't want to go into too much detail on those but I'll try to quickly summarize. And also point out a couple of areas where I think we're looking for guidance from the Board in terms of how to proceed and want to get your feedback and not just sort of present a decision from our end but really ask the questions.

So, just to mention in terms of the parking, the parking for the project is fairly limited. Most of it will be provided underground at the site and some will be provided off site. And as was suggested by the transit committee and others, we have included requirements that the developer charge residents separately for parking so that they see that cost directly. So that's just a point on parking.

The applicant is meeting the bicycle parking requirements, including making

contribution to the City's bicycle parking fund for some of the short-term parking. And I'll just mention that we do -- we have allowed this, generally we try to avoid this particularly for new developments, but after fairly likely discussions about this, we determined that it was, it was gonna be not beneficial for them to provide additional short-term bicycle parking on their site and so we are willing to accept that the contribution for a portion of that in this case.

In terms of TDM for the residents, we have what I would consider to be a sort of fairly standard at this point set of requirements for residential TDM. It's not quite what was just described by the transit committee, but the sort of 50 percent subsidy for three months for each new tenant in the building for up to two people,

and the same kind of idea for subsidizing Hubway membership. As people move in, the idea is to give people access to those options and then have them be able to decide if they want to do that on their own going forward. For those two items, the applicant has suggested or has asked about doing a sort of opt-out process where if they're meeting a 75 percent non-SOV mode split in years four and five after the development is occupied, that they will be allowed to stop doing those two measures. And, you know, if they're doing other things that we feel or they feel residents are responding to that will help, you know, get people out of their cars. And I guess we're open to this kind of a flexible arrangement, but it does raise a number of issues. You know, obviously part of the reason why we do all those things or ask developers to do all those things

is to make sure they provide the encouragement they need, we're concerned that if they stop doing them, that the numbers would creep back up. We could handle that by some sort of ongoing monitoring and they might kick back in if the problems occur and they're not meeting those requirements. On the flip side of that, you know, we know from experience this can be challenging and we have to realize on us as the city to really make sure that we get the right data so we can make that evaluation.

And then finally, we haven't done this before, and, you know, like I said, it's an interesting concept to provide the developer with some flexibility in how they do TDM, but on the other hand this could open, you know, the door to others who are requesting the same thing. And so I guess that's part of what I really felt the

Board could provide some guidance on, because you know, it will come back to you and to us in terms of those kind of requests going forward. So, again, I didn't want to just present this as a decision or something we had agreed to and wait to see if you ask questions. I want to sort of pose the question to the Board. So we can certainly come back to that. But I just wanted to kind of put that out there.

The rest of the TDM measures are fairly standard and not subject to that opt out provision, and so -- but they're pretty much the same kind of things we've seen on other recently approved residential projects.

For retail employees, we also are looking at subsidy for MBTA passes, but only for the larger retail spaces. One of the concerns that the applicant had, you know, is very reasonable

is that given the desire to create small, local, you know, almost startup retail space, is that if we started to have too many conditions and that could inhibit that, but on the flip side, you know, those retail spaces do generate trips and we need to be concerned for the trips being generated. So I think, again, we're looking for some guidance from the Board in terms of the retail TDM measures that we have suggested. And, again, you know, the applicant has suggested that we could maybe look at more performance-based standards with 80 percent non-SOV mode for a goal. And, again, you know, particularly given the concerns about not having an overly burdensome TDM measures that, again, we'd be open to this, but just want to make sure the Board is comfortable with that type of approach in this case as well.

And then finally in terms of mitigation, moving beyond just TDM measures, you know, as was mentioned there will be -- I think it was mentioned in one of the hearings, they will be using a portion of our public parking lot for construction as will DPW for their water tank, and so they'll be rebuilding the lot subsequent to that construction being completed. We still need to work out the details of the easement and of the design, but I think we're all more or less on the same page with that. We've asked and they've agreed to look at installing a separated bicycle lane that's more of a cycle track design at sidewalk level, assuming it's feasible, on the block from Sidney Street to Douglas Street. And so, again, you know, we feel like we've already put in a kind of temporary or a more sort of quick implementation of separated bike lane on

that block, and this will be bringing that up to a kind of more permanent facility that's more like what you see on Western Avenue. Again, we'll try to define the scope of that similar to what we did for the MXD project so that there's some certainty for the applicant in terms of what they're committing themselves to. And if it turns out there's some unforeseen complexity when they actually go to build this thing, we have to come back and discuss how that gets funded. We're not expecting them to repair the Red Line tunnel, you know, for the T as part of doing this. So we want to be realistic about what's possible.

And then the last couple things relate also to transit. We're concerned about the capacity of the Red Line stairway closest to the building, which is if you're familiar with it,

extremely narrow. So we've asked them to do a little more work in terms of feasibility of widening that. We don't certainly expect them to pay for the actual widening, but having some more detailed information about what that would cost and how complex it could be, could be very useful. We are asking them to provide space for a Hubway station as well as fund the ongoing operating and maintenance cost of the existing station that's already in the Lafayette Square area, which is, you know, consistent of what we've asked for developers recently.

And then finally we're asking for a 60,000 contribution to help fund additional transit improvement, the transit studies, and that could include, you know, shelter improvements, real time information, further studies of the stair expansion, or other things

that we determine to be necessary. And so that kind of goes to some of the comments from the transit advisory committee in terms of additional contributions to transit.

And then at the end there's the monitoring program which, again, is fairly standard. But, again, I'll just say if we do go with some these performance-based approaches to the TDM, then we really need to make sure that monitoring program is done very well because we'll be basing a lot of our decisionmaking on what kind of mode split the applicant is achieving.

So I'm happy to answer questions now or after public comment, whichever the Board prefers.

H. THEODORE COHEN: Well, the one question I have is with the exception of the two

areas where you left them open questions, has the applicant agreed to everything in this memo?

JOSEPH BARR: Yes, yes.

H. THEODORE COHEN: Okay.

Board members have any other questions right now?

(No Response.)

H. THEODORE COHEN: Thank you. Let's continue with the public comments.

Olivia Fisk.

OLIVIA FISK: Thank you. I'm very delighted to be here and I am in support of this project. I have written a statement which I will leave here with you? No? Somebody.

Thank you.

H. THEODORE COHEN: Thank you.

Michael Simon.

MICHAEL SIMON: My name is Michael Simon.

I'm the manager of Central Property Limited partnership in Cambridge. I spoke at the last meeting. Just to remind you my family has been involved in Central Square for over 60 years and many of our tenants are iconic tenants in the square and I'm there everyday. I'm very close to the situation and I just want to say that I strongly support this project. It will help the -- my tenants and it will provide very, very needed housing for the area. I also want to say that I have seen the changes between last meeting and this meeting and I think that they really work very well with the comments that I heard.

H. THEODORE COHEN: Thank you.

Carolyn Fuller.

CAROLYN FULLER: Carolyn Fuller, 12 Douglas Street, the tiny little house behind this project. And I'm here as a strong supporter for

the project and for transit-oriented housing in general. And I want to thank the transportation people for pushing for more ways to get people out of their cars. I like it.

Thank you.

H. THEODORE COHEN: Thank you.

Bill McAvinney.

BILL McAVINNEY: Hi. I'm Bill McAvinney.

I also live at 12 Douglas Street. And it's M-c-A-V-I-N-N-E-Y. I'm here to strongly support this project. I feel like we need residential housing. I do think this is an -- I think we've come a long way in making this really fit in to the neighborhood. I'm gonna address two particular issues; the eyebrows.

Those of us who live in Central Square are a quirky bunch. We are very diverse, and I like that little -- I like something that would

break up that building and that does that.

The other feature that I wanted to talk about specifically was the walk through. We really -- we don't tend to walk through closed buildings, especially in the winter. And having it open is really a nice feature. It's much more welcoming, much more integrating of the building with the community. So I like that feature as well.

One other thing that hasn't been mentioned is that I believe that there are short-term rental car rental.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

Shared parking, that's right, three spaces.

BILL McAVINNEY: Three spaces?

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

Correct.

BILL McAVINNEY: Thank you.

H. THEODORE COHEN: Thank you.

Matt Larue.

MATT LARUE: Matt Larue, 88 School Street. That's L-A-R-U-E. I live just around the corner from the project site, and I pass through this block almost everyday. I've been to many, many meetings about this over the past few years since the inception of the project, and I'm in very strong support of it where it is today. I continue to have some reservations about the overall massing of the project, but I think the detailed level of improvements and the material selection that they've shown tonight, I think have improved the project, especially when we look at the surrounds around the windows in the residential portion, I think that level of care and detail will enhance the experience of viewing this project. I challenge that there could be a

little bit more of that level of care brought down to the first two floors right at the street level where you're gonna see it in close contact more. I support what the previous speaker, Bill, said about the closing off the passageway. I feel that it should also be left open. And I also strongly support the idea of creating a cycle track for that portion of the block of Mass. Ave. I'm a bike rider and I know I would use that feature myself.

Thank you.

H. THEODORE COHEN: Thank you.

Jesse Kanson-Benanav.

JESSE KANSON-BENANAV: My name is Jesse Kanson-Benanav, K-A-N-S-O-N-B-E-N-A-N-A-V. I live at 26 Willow Street. I'm Chairman of A Better Cambridge, a citywide organization of residents from across the city who believe that a

strong 21st century Cambridge is one that provides housing opportunities for all. I have some written comments that I can leave, reflect some comments that I made in November, similar comments that I made during the zoning process last year. We are in strong support of this project. We believe there is a serious housing crisis that faces Cambridge and our region, and creating sustainability, high-density, transit-oriented development in our city is integral to addressing the crisis that we face. We need more housing now. We need to build it right away. We need to approve this Special Permit so that construction can begin as soon as possible. We cannot wait any longer. I would echo some of the e-mails that I know you received over the last week or so from many of our members, as well as some of our members who just

spoke before me in support of this project and in support of some of the elements that were presented. We believe strongly in transit-oriented development that does mean ensuring that residents have the opportunity and encouragement to leave their vehicles. I'm thankful for some of the elements that were presented by Traffic and Transportation Department and I thank the developer for agreeing to those. I would also personally echo what the previous presenter said about the walkway. I think it's critical to keep that open, to keep that a four season accessible pathway to create a vibrant mixed use development which we really need on this site.

So, again, we strongly support this as A Better Cambridge. We encourage you, implore you to please approve this Special Permit tonight.

Thank you.

H. THEODORE COHEN: Please.

Owen Kennett.

OWEN KENNETT: Hi there, my name is Owen Kennett. That's O-W-E-N K-E-N-N-E-T-T. I will keep this extremely brief because I know we are passed our time. There are many more people to speak after me. I am here on behalf of Nabil and Joe Sater from the Middle East Restaurant and Nightclub. Nabil has been living here for a really long time. It's been over 40 years at the Middle East Nightclub and restaurant. It's been a thing and it is a wonderful thing right there in the heart of it all. He is a huge fan of this project and of increase in housing. I will echo some of Jesse's comments from a moment ago, a lot of my staff depends directly on the kindness of customers coming in who will pay for their meal

and leave them tips especially during the winter, that is critical for them. It is a slower season and residents in the area are directly responsible for a lot of their money which they can use to pay for bills. So on behalf of workers everywhere in the Central Square area who depend on residents, I think we really, really need more housing. And I think this project's gone above and beyond to provide affordable housing component, and I think they've done everything they can to make that reasonable. But changes they've made I think are very positive. I would agree that I think the walkthrough should be left open to make it more accessible, and I also like the eyebrows.

Thank you, everyone, for your time.

H. THEODORE COHEN: Thank you.

Craig Nicholson.

CRAIG NICHOLSON: Craig Nicholson,
N-I-C-H-O-L-S-O-N. I'm with Just a Start
Corporation. We're a CDC here in Cambridge and
we are offering to lend our support for this --
just for the amount of affordable housing that's
being put into place. And like the overall
concept of transit-oriented and the design that
allows for that sort of density to
cross-subsidize affordable housing in this town.

Thank you.

H. THEODORE COHEN: Thank you.

Carol Bellow.

CAROL BELLEW: Carol Bellow, B-E-L-L-E-W,
257 Charles Street. We worked with this
developer over in East Cambridge and we couldn't
say enough nice things about him. He is at the
table. He listens to you, and he actually
cooperates. So I couldn't say enough to support

him. And I'm sorry to see that Central Square has no housing, but now if this goes through, there will be a lot of housing just like we have over in Kendall Square. He put two buildings up for us over in East Cambridge.

Thank you.

H. THEODORE COHEN: Thank you.

Neil McCollough.

UNIDENTIFIED MEMBER FROM THE AUDIENCE:

He had to leave.

H. THEODORE COHEN: Okay, thank you.

Chris Gully.

Chris Gully: Good evening. My name is Chris Gully, C-H-R-I-S G-U-L-L-Y. I'm a member of the Central Square Business Association and a Chair on that and I also am a member of the Central Square Advisory Committee. However, I'm speaking just as a public citizen here and in

that behalf. I'm an architect and also own a business, it's a gym that has a lot of members that live in the community and like Owen, speaking to how having more people living in the square is good for business, I agree 100 percent. I think we're in dire need of housing as soon as possible. And I like there's so much affordable housing included here. I like the progressive view on the transportation, and I believe that everyone having their own car is gonna be a thing of the past soon anyways. So I like this. I have been to several meetings along the way and seen the progression of this. I think it addresses much of what we had wanted to see come to fruition in the C2 initiative, and I appreciate the design development that's taken place between the last meeting and this one and generally echo a lot of comments before regarding

that. I also would like to see the passage stay an open air arcade. That really can draw people through and engage the community.

And lastly I think to have that many new businesses opening up around us is exciting. Maybe some will be competitors but it's good for business overall. It makes it a much more exciting place for people to come visit, and I look forward to working with them as part of the business association.

Thank you.

H. THEODORE COHEN: Thank you.

Jeff Byrnes.

JEFF BYRNES: Hi, my name is Jeff Byrnes. That's J-E-F-F B-Y-R-N-E-S. Thanks for pronouncing it correctly. And, yeah, I work at 46 Green Street and I used to live in Cambridgeport until just very recently. I just

want to echo the comments of others. I'm in support of this project. I've been coming to meetings here and there off and on. I do agree we do need lots more housing right now. So I encourage you to approve this permit and help this project move forward as quickly as it can.

Thank you.

H. THEODORE COHEN: Thank you.

Barry Abel.

BARRY ABEL: Hi, I'm Barry Abel, A-B-E-L, 625 Putnam Avenue, apartment 207. I concur with all of the remarks supporting this project. I would just add that I'm very sensitive to my surroundings, and when I first showed up in Central Square when I had an apartment to look at in Cambridgeport, I was a bit shocked because it was kind of dead on that corner. I just -- that's where I happen to pass through and this is

just such a huge improvement. I've been dismayed to run into people who seem to have the attitude that if we improve Central Square, we're somehow going to be doing something wrong. I'm not used to living in communities like that, and I'm just very happy to see this kind of change take place. So please approve this project.

H. THEODORE COHEN: Thank you.

Lee Farris.

LEE FARRIS: Lee L-E-E Farris

F-A-R-R-I-S, 269 Norfolk Street. I also have been here before so I'll try to be brief.

I like some changes from tonight, particularly the change of the brick color, but I also do have more questions.

I don't think there's been much description of the use of the rooftop spaces and the green roofs and whether parties will be held

there and so forth. That could be okay depending on how it's handled, but it could be a problem.

There is a phrase in the new documents that says, applicant respectfully requests that in order to accommodate potentially larger retail tenants, minor deviations to the retail residential allocation of project GFA up to five percent shall be permitted subject to approval by CDD.

Blah, blah, blah. So what does that mean and why is it there? I don't think it's been addressed tonight. And particularly given that a lot of it focussed on the retail in this project is a commitment to smaller and local retail spaces, why is it calling for five percent more for larger retail?

Similar but smaller question, on the documents why does the two lobbies show as retail but the B1 lobby does not?

And during construction will pedestrian pathway by the McDonald's be maintained or closed off?

And more importantly these -- those are just the new questions, but I still think that it's very important since I do think that this project should have had at least 25 percent affordable given the magnitude of its increase over the current zoning. 25 percent affordable housing. That at the very least I would like the Planning Board to require that the vast majority of the three-bedroom units be designated affordable and use the tradeoff scheme that is being discussed in the current inclusionary zoning to do that. I also would like to see requirements for construction jobs going to residents with priorities for people of color and women as they do in Boston.

And I think -- I reviewed which again also has not been much discussed, the new information that I saw on the CDD website or the Planning Board website today about the construction process, but I still don't see exactly a construction mitigation program that includes monitoring of foundation conditions, ground water levels in all those surrounding buildings. And, you know, given that I raised that last time, I think it's pretty important. There have been abutters coming here saying they're worried about their buildings. So I'm kind of surprised that the applicant hasn't spoken to that either in writing or verbally.

H. THEODORE COHEN: Could you wrap up your comments, please?

LEE FARRIS: Okay, thanks. I'll conclude there. Thank you.

H. THEODORE COHEN: Thank you.

John Cusack.

JOHN CUSACK: My name is John Cusack, C-U-S-A-C-K. I'm a business representative for Carpenter's Local 40 in Cambridge at 10 Holworthy Street, and I have the privilege of speaking for over 40 men and women who are lifelong residents of Cambridge, who are in support of this project because of the work opportunities it will provide, but also because the nature of Cambridge, the commitment to affordability will also allow them to stay here and live in the same communities with their families.

So thank you. If you consider for approval, I would certainly appreciate it.

H. THEODORE COHEN: Thank you.

Paul Haverty.

ATTORNEY PAUL HAVERTY: Good evening,

Mr. Chairman. For the record, Paul Haverty, Blatman, Bobrowski and Haverty in Concord, Massachusetts. I'm here representing the Massasoit Elks Lodge 129 regarding their property located at 55 Bishop Allen Drive. I saw a lot of the presentation that was made tonight, some very good architectural depictions showing what the project's going to look like from Massachusetts Avenue. I've heard a lot of testimony from people in the area who are very excited about the thought of having this project here and how it will benefit Massachusetts Avenue. What I really have not heard much of is how it's going to impact Bishop Allen Drive, in particular how it's going to impact my client's property. I saw the proposed circulations for the drives, access and egress, which is going to impact my client's property. My client is very, very concerned with

regard to how the construction process is going to impact; how long it's going to take, what measures will be taken to ensure that access to their property is not blocked. One of the, one of the things that you need to look at in determining whether or not to issue a Special Permit, pursuant to Section 10.43(c) is the impact of the development on future use of this property. My client is very, very concerned, you know, whether or not five years down the road, you know, they're even gonna have their fraternal lodge still operating at this site. We have a 19-story building certainly going to impact the character of the existing neighborhood, of their property with very, very direct impact upon them. One of the issues that I took a look at in the CDD memo, also it talked about the storm water. I haven't heard anything tonight regarding storm

water and whether or not that process and that review has been completed. So we certainly would be interested in taking a look at how that's going to impact my client's property as well. My understanding is that there are significant water table issues in this area, and they certainly want to know that they're not gonna wind up with problems on their property as a result of this.

And, again, so to the extent that the applicant isn't willing to agree to reduce the size of the building, the height of the building, I certainly wanted to see something tonight that really gave a better idea as to what it was going to look like from Bishop Allen Drive, not only how it's going to look from Mass. Ave., which I understand is an important concern and the Board should be cognizant by that. But there are other properties impacted, and I haven't seen much

focus on that.

Thank you.

H. THEODORE COHEN: Thank you.

Donald Harding.

DONALD HARDING: Good evening. I actually have a statement from Kenneth Reeves that I'm gonna read and he wanted the Board to get a copy of this. I don't know who I give it to.

Thank you.

And this is a statement of Kenneth E. Reeves regarding Mass. and Main Twining project. (Reading) A petition has been filed by Cambridge citizens to prohibit the building of proposed Mass. and Main Twining Project to the proposed 200 feet. This petition would reduce the height of the proposed tower by 40 feet. I signed the petition because I'm certain that the 200-foot

height is avoidable -- is an avoidable mistake that the Council and city planning officials must remedy before it occurs. This proposal, which has changed now to include two additional parcels, is completely out of context with its surroundings. There's a reason why no one has ever proposed a 200-foot tower in Harvard Square. It's because Harvard Square is understood to be a historic area where new buildings which should reference the historic context. Central Square is also an established historic context, and the proposed Mass. and Main Twining proposal both ignores the historical context and overwhelms the nearby 19th and 20th century architecture. Why does Mass. and Main Twining project have to be so tall? The additional height is said to be necessary to accommodate 40 units of housing. I don't think that this is the honest answer.

Those who are more informed than the public say that the rationale driving the large project is that the developer paid too much for the parcels, and that this project is so large in order to recoup those losses. Please let me remind the city representatives and decision makers that the citizens have no responsibility to remedy the mistakes of developers. I believe that more affordable housing is a good thing. I do not believe that overwhelming this corner of Area 4 with a mammoth tower is good at all. In fact, I could easily live without the proposal ever being built.

Two prominent abutters, St. Paul AME Church and the Massasoit Elks Lodge have indicated their opposition to the Mass. and Main proposal and the housing proposed for Bishop Allen Drive. They have expressed serious

concerns about the project's impact on parking in the area, disruption during construction period, disturbance of the fragile water table, decrease in sunlight, etcetera. These concerns have not been addressed to the satisfaction of these significant abutters who will inhabit a fully charged and changed environment which is not what they would enjoy. The city decision makers must understand that the Mass. and Main proposals mark the entry of real estate speculatives in the Central Square development. For decades Central Square commercial real estate has been mostly in the hands of a group of owners who control several significant parcels of land. Our city officials must be the ones who look out for the interests of the citizens to maintain the soul of the context of the existing building environment. Kendall Square is a different case. In essence

there has been no there for sometime (sic). It lends itself to a new vision that includes higher heights. The Mayor's Red Ribbon Commission on the delights and concerns of Central Square which he chaired, concludes that Central Square is a municipal center; a food and restaurant destination, a religious and social service center, a dance theatre, music entertainment center. The report concludes that the future development in Central Square should reflect the curation of the established strengths of Central Square. The too big, too dense, non-contextual for 200-foot tower is not predicated upon the best interest of Central Square. It is predicated upon the best interest of the New York City big developer who will not live in the -- with the burdens of this mistake if it occurs. Why risk the change of the fundamental character

of Central Square when affordable housing can be built all over the square at lower heights.

Please do not harm Central Square when this harm can be avoided.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

ROBERT WINTERS: Hi. I'm Robert Winters.

I live at 366 Broadway. I'm also happy to serve on the Central Square Advisory Committee, but I'm speaking just as an individual. I think this is a pretty good project. I'm really looking forward to it. I appreciate all the work that everybody has put in to helping to refine it.

The only thing I will ask, and I hope the project is built soon, the sooner the better. I hope that the new residents in the project we all find a way of integrating them into the existing

community, and that we make sure that we don't have sort of a separate place, you know, where only the new people go to the new businesses but we have the existing people use the businesses and the new residents use the existing businesses. Let's all integrate everybody here.

Thank you.

H. THEODORE COHEN: Thank you.

I'm sorry.

MARK BOYES-WATSON: Mark Boyes-Watson, 100 Pacific Street. I moved to Cambridgeport in 1986 and a great lover of Central Square, it's been my square for all of that time. I would say that I'm also a housing architect in the city and I think that the city has underperformed in the creation of housing. And so although I'm not accustomed to design 200-foot towers, I am in absolute support of this project thinking that

increasing the density of housing in Central Square will benefit all the citizens of Cambridge in terms of its economic impact and its provision of affordable housing. So I personally would urge the Planning Board to expedite this project. And I think that Central Square is long overdue for investment and beneficial change.

Thanks very much.

H. THEODORE COHEN: Thank you.

RICHARD HARDING: Good evening. Good evening. I promise to be brief. I just want to speak as a chief principle signature on --

H. THEODORE COHEN: Your name and address, please.

RICHARD HARDING: Richard Harding, 189 Winters Street. On the down zoning petition, I just want to be clear, I, too, like many of the people here are, you know, I'm a product of

public housing. I grew up in Washington Newtowne Court, so I understand exactly the impact it can have on families. And so I don't want this to be an anti-housing -- my testimony to be anti-housing because I'm for that. I also would want to let you know that I'm not necessarily antidevelopment. I understand that all great cities need development that's responsible, and I would hope for sure that, because I'd imagine that this is going to go through in some form or fashion, that we do have our good brothers in organized labor signed up to work on this project. That being said, I do think that the petition that I submitted that was heard last night at the City Council is a reasonable approach to any project, particularly this project. It asks really for a little less height and a little more affordability. As you know

growing up here in the projects, that to really keep family-friendly housing and the affordability that we talk about, in the spirit of it, you really have to think more about, you know, less single -- you know, one bedrooms and more family-friendly buildings. I would also say that affordable housing, while it's good, you have to balance, right, the affordable housing where it sits in the community. And I think for The Port we are a little stretched on affordable housing. And as someone said, I think it was Mr. Boyes-Watson, that look, we're not accustomed to big towers because that's not how we necessarily build things, but I would say that there has to be further conversation about what the responsibility is of the developer to really meet the needs, particularly of the abutters on this -- Mr. Reeves said in his letter St. Paul's

and others, but also to make sure that we're doing this in a way that is responsible. And I think the down zoning petition that I filed is very responsible. It isn't a lay in the middle of the bulldozer petition. It really talks more about having a little less height and a little more affordability. So I would hope that you postpone any vote tonight understanding that there are other things to be considered.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

RAY BARTLETT: How you doing? My name is Ray Bartlett, B-A-R-T-L-E-T-T. I'm member of Massasoit Lodge and I just have a few bullet points here that I'd like to express that came from the members.

When they first heard about this project,

I am not sure if it's four years or two years ago, they all weren't fully familiar with the scope and the practices and processes of development in the city. Since then it's our understanding that the project has been sold several times and the investors -- other investors have come into play, and the original person who started this has profited from that. The lack of transparency has us concerned about the commitment of the immediate community. It is also understanding that the City of Cambridge is considering developing additional low income housing in this very same area. In light of these new developments, we would ask the Planning Board to reevaluate the scale and the size and the new development impact to the abutters and the community and the commitment of the developers to the community.

Additional concern is the amount of disruption that we will be anticipating as a result of these plans. The developer expressed that there would be no disruption on his part because of the project and the city projects in this area would be the only impact that would directly affect us. However, the amount of construction equipment necessary to complete this project and the impact to our building may cause significant destruction. The members are not against community development, but we must request the abutters to the project be given due consideration and an opportunity to be a part of the new development that will affect all of Area 4 and all abutters be treated fairly.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: None appearing,
then --

JAMES WILLIAMSON: Yes.

James Williamson, 1000 Jackson Place. It occurred to me on my way over here when I learned that the hearing was getting underway maybe a little later than expected, that given the significant concerns that are being expressed by people, especially in the African-American community, who are neighbors and abutters, who are in a very important part of our community and who deserve to be heard, I wondered as I walked over here if there might not be, might not be advisable to consider inviting the various people, parties to this situation to get together with some kind of a mediator before maybe being invited to come back here and to see if

discussions among the parties couldn't help address and perhaps arrive at some kind of an agreeable solution that wouldn't, it would be agreeable. I know that's hard to imagine perhaps, but it seems like something if it hasn't been brought up, it hasn't been considered, would be worth your consideration.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: Then none appearing, Board Members, do you have any questions or comments right now?

AHMED NUR: I do. Do you?

H. THEODORE COHEN: Ahmed.

AHMED NUR: Yeah, I just don't recall seeing anything about wind study or the ground

water. Those are two things that I would like to see about. Everything else seems pretty good for me. I'm excited about the project. To see little houses all over the place and this is a giant building, so I want to see if there was a wind study as well ground water.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: I just wanted to put on the record the communication from the Committee on Public Planting which we received in writing. And they asked that there's some issues that might improve the public planting, probably should be put in as conditions to be discussed during the development of the project in terms of tree species and the ground irrigation continuous planting beds. These are issues that they always bring up because they're important issues, and I don't think we have to stop until these are

resolved, but during the development of the project these issues should be looked at.

TOM SIENIEWICZ: So I also saw that memo and I did a little research to find out who the committee on public planting was. Whether they were self-appointed. They are in fact not. They're appointed by the DPW, they work directly with the arborist and advise the City and the DPW officially on good practices for the maintenance and construction of tree canopies. So I was struck by I think quite reasonable and quite sound recommendations that they had, and I would also recommend that these be made conditions should we vote tonight for ongoing discussions. These are I think really important details that should be included in the project of this scale.

H. THEODORE COHEN: Are there other comments by members?

(No Response.)

H. THEODORE COHEN: Are we prepared to go forward at this point or do people have additional information they wish to receive?

TOM SIENIEWICZ: I want it on the record to address a few concerns that were raised tonight in particular.

The questions about the prospectus from Bishop Allen Drive and the effects of the development there. There was of course that whole separate hearing on that particular housing project, you know, which we went through that in enormous detail, extended detail. So we took testimony at that time and there was consideration and concerns expressed by the Board publicly on the effects of the development on the project and on the AME Church. So there was a lot of due consideration made to the impacts of

this particular development on those properties in my opinion. And then I guess lastly in summary, I would say consistent with the speakers, sustainable high density affordable housing, we need it, we need transit-oriented development. We need affordable housing. This represents an increase of ten percent of the units within this neighborhood. It's a huge production of housing. I believe like Mr. Boyes-Watson that we've underperformed in the production of housing and this makes a big jump here.

It's also a 21st century view of development. It's very forward looking and it connects with the Traffic and Parking memo very direct relationships with our public transportation system and future modes of transportation; car sharing, bicycles, and so

I'm -- I am very much in favor of this. I think there's been a lot of, a lot of discussion, extended discussion over I believe I'm quoting a developer, a thousand conversations around this, and it's time to make a decision at the Planning Board about we think should happen.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: I would like to proceed tonight because I am in strong support of this project. There's one additional condition I would like to see which was introduced by Matt Larue. The development of the two-story high storefront facade seems to be not as rich as some of the rest of the building, but I think that's probably because there weren't any signs shown. And so as that design develops I think it would be useful to have a sign -- retail signage plan and that might cause that elevation to be a

little bit more, more lively and interesting.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: I think it's ready and I think we need it and we need it soon.

H. THEODORE COHEN: Thacher.

THACHER TIFFANY: I only had one comment on what we saw tonight.

There were some -- in the bike parking areas, the outside bike parking areas, there were some spots that were put somewhat close to the building where I think the intention is to have outdoor seating. And I was a little surprised by that location. You know, I don't think this is something we need you to come back for or a condition, but I would encourage staff to make sure that's the right place for the parking. I'm sure you're balancing a lot of considerations, but to me that, that corner that faces south,

it's got the retail, it's got the setback, that should be a really central spot. You know, I'm a biker. I need bike parking. But it doesn't feel like the right, it doesn't feel like the right place. We want that place to be as successful as, you know, the space in front of Cafe Luna now and I'm sure that's your vision. So I don't, we shouldn't let that get in the way.

H. THEODORE COHEN: Okay.

Jeff, I'm trying to recall whether there -- you received a memo from DPW with regard to the project?

JEFF ROBERTS: Yes, Mr. Chair, there was a memo that was -- it's disappearing on my machine. It was received I believe dated November 10th. Just that one part of the memo is disappearing. It addresses the fact that the applicant has met with Public Works and will

continue to work with the applicant as they normally do on dealing with building resiliency and flood impacts. Any impacts on public infrastructure, including sewer and meeting the DPW storm water management standards. Those are things that are routinely looked at as part of the building permit in detail but they, they will look at the -- they do look at the projects at this stage to make sure that there aren't any potential issues that they feel would be impossible to resolve given the current design. So I think they feel comfortable that it can proceed to the building stage.

H. THEODORE COHEN: And I seem to recall seeing there was a construction management plan that was submitted?

JEFF ROBERTS: There was a construction -- so the construction management

plan typically is a -- there was a document submitted. Typically it's -- and if the Planning Board wishes to in this case, it's an ongoing condition of review that the construction management plan is reviewed and approved by relevant city departments prior to construction activity.

H. THEODORE COHEN: Okay.

JEFF ROBERTS: If there were particular questions the Board had about what was submitted, I'm sure those could be incorporated or conveyed to the appropriate departments.

H. THEODORE COHEN: No, I think there was a question was raised about the impact it would have on other properties, and I recollected reading the construction management plan and what it intended to do.

Just briefly I think we need the

housing -- I think we need the retail, and I think we need to, you know, improve Central Square and really give it a shot in the arm. I think that this -- as the developer says, there's probably been a thousand hearings and meetings. And certainly we reviewed, this Board reviewed the proposed rezoning several years ago, City Council reviewed it. City Council voted in the zoning, and this proposal does comply with that zoning in all respects.

I will say I may be a minority, I'm not a great fan of the eyebrows, but it seems like many other people are and I would also say that I prefer the lighter redder brick than the darker brick, but I know that will all be subject to ongoing discussion.

So, I think the two issues we probably ought to discuss, or one issue is that as Joe

indicated, there were two areas in the TDM plan where there was a proposal or a suggestion by the developer that if over time they had reached certain criteria, that they could be authorized to cease doing the, I think, the Charlie cards and the --

JOSEPH BARR: The Hubway.

H. THEODORE COHEN: -- and the Hubway.

JOSEPH BARR: Membership.

H. THEODORE COHEN: And as Joe indicated, this has not been done elsewhere and so it's something new. Whether we wish to go along with some sort of experiment or whether we think that this is not a good idea and ought to be, you know, an absolute requirement that does not change. You know, Joe's indicated he's not particularly opposed to it. So I would think that perhaps if there were a condition that they

have to do this, but if there was at some subsequent point in time a meeting of the minds between the proponent and Traffic and Parking that they could be authorized to try some alternative means of dealing with the Charlie cards and the Hubway subject to ongoing monitoring and possibility of reinstating the condition if monitoring supports that. But I don't have strong feelings one way or the other.

HUGH RUSSELL: I guess I feel like we shouldn't open that door to building by building negotiations about how TDM works. I think it's true that if ten years from now it doesn't make sense, you know, it's possible to renegotiate things, and they require the Board to accept a Minor Amendment to that effect. Maybe we can put in our decision that, you know, revisions to a PTDM conditions would be considered Minor

Amendments so they could be approved more easily.

But I think it's a pretty challenging process and making another level of complexity in it doesn't necessarily serve it. I mean, I don't see why things would change and it's always been valuable to teach new people who come into the city about the resources and the commitment, although it's a cost, not an enormous cost, compared to the rental income that these people will be paying.

I mean, it's true that there's only one source of money on a rental apartment building, it's the tenants. So, you know, it doesn't come from any place else. So this cost gets borne by the tenants or if it -- in some way it gets borne by the tenants.

H. THEODORE COHEN: It seems the concept of making a Minor Amendment seems like it would address the issue very nicely.

TOM SIENIEWICZ: Yes, that's a good idea.

H. THEODORE COHEN: Leave it open to some future discussion and rather than set a precedent for other buildings. We in agreement with that?

TOM SIENIEWICZ: Yes.

LOUIS J. BACCI, JR.: Yes.

AHMED NUR: I'd like to make a comment at least.

H. THEODORE COHEN: Sure.

AHMED NUR: Now that I know that the board members are going forth with this, I just wanted to add on a couple of comments on why I supported this project. I support it because it's the sustainability, transit use meets the parking requirement which is really for projects in this size and its location, really hard to come up with that.

Brings in a ton of housing, which what I

hear from the community, usually we're lucky if we get I support, but we got tons of strongly support which I congratulate the proponent.

Although I encourage that the last four -- or four or five abutters' concerns to take it very seriously to see if you can work with them.

Because if you can get all these strong supports, I'm sure you can bring everyone on board that's your abutter. Because this is the gateway to Central Square. This is everyone's, this is long waited for. And I know we should be satisfied.

H. THEODORE COHEN: Okay, well we have quite a number of findings to make.

So this is a Section 19.20 project review. And if I run through them quickly.

Project will have no substantial adverse impact on city traffic within the study area upon review of the traffic impact indicators analyzed

in the TIS and mitigation efforts proposed.

So we have received actually two memos, I believe, from Traffic and very extensive TDM mitigation measures that were set forth in the conditions to this permit.

And then the project is consistent with the urban design objectives set forth in Section 19.30. Which the citywide urban design objectives are that the project should be responsive to the existing or anticipated pattern of development with transition to lower scale neighborhoods, consistency with established streetscape, compatibility with adjacent uses, and consideration of nearby historic buildings. I think that zoning was crafted to promote all of those objectives, and that the building is in conformance with it and they are as a minimum incorporating the Apollo building into it, a

historic building, and they're working with the Historic Commission to determine the appropriate brick and the appropriate mortar.

Development should be pedestrian and bicycle friendly with positive relationship to its surroundings.

It should have inhabited ground floor spaces.

Discourage ground floor parking.

Windows on the ground floor orienting entries to pedestrian pathways and safe and convenient to that bicycle and pedestrian access.

Part of the TDM is doing many of these things with regard to both pedestrians and bikes. And we're looking at retail on the ground floor and to improve pedestrian feel both on Mass. Ave. and on Columbia Street.

Building and site design should mitigate

adverse environmental impacts of the development upon its neighbors.

The location impact of mechanical equipment.

Location impact of loading and trash handling, storm water management, shadow impacts, retaining walls, provided building scale and wall treatment, outdoor lighting, tree protection.

So, again, it is in compliance with the zoning which was designed to mitigate those impacts. I guess we have not discussed the outdoor lighting, but there is certainly an outdoor lighting ordinance and it may also be -- it's not an ordinance.

There is not an ordinance now, but there is one in the works. And I don't know maybe we wish to --

LOUIS J. BACCI, JR.: Pose the question.

HUGH RUSSELL: It should be a design review question.

H. THEODORE COHEN: Design review of what the outdoor lighting could be and I think it could be handled by staff and it could come back to us if there are any questions.

Project should not overburden the city infrastructure services.

And I think we have received information from Public Works that that's not an issue.

New construction should reinforce and enhance the complex urban aspects of Cambridge as it's developed historically.

That we are preserving historic structures' environment. We're providing mostly housing and retail to really reinforce and enhance the nature of Central Square and of Cambridge. And we heard quite forcibly from both

advocates for housing that the need for the housing and also by retail owners of the benefit of having additional retail competition and also having more people in the neighborhood.

Certainly it's expansion of the inventory housing in the city is encouraged, and there's going to be 20 percent affordable housing, both low and moderate and both low and moderate and middle income housing in this project which is greater than what is required otherwise currently in affordable housing is subject to the zoning.

Enhancement and expansion of the open space amenities in the city.

Publicly beneficial open space providing large partial and commercial development.

And enhanced open space complimenting existing pedestrian bicycle networks.

We're going to have -- so we'll have a

tremendous amount of open space in this project. There are a couple of green roofs, but we are having upgrades to the pedestrian and bicycle networks. And there will be the four season market between the buildings and also they're going to be under the memorandum of understanding to passageways instead of the one passageway to Mass. Ave.

There are the Central Square design guidelines. They are set forth in CDD memo and --

HUGH RUSSELL: Just skim through them and act like textbook list of what this project is doing.

H. THEODORE COHEN: Right.

Streets and sidewalks. We heard testimony about what they're going to do with street and sidewalks.

Integrated building with public places.

We're going to be creating new outdoor and indoor dining spaces and improvements to the Jill Rhone Brown park.

Ground floor design should have storefronts oriented to pedestrians and provide visual interests both day and night on Mass. Avenue and Main Street.

Pedestrians should be encouraged to window shop and have ground floor facades. And in addition to the ground floor facades, we'll have the four season marketplace.

Well, I can stop there. There seemed to be an overwhelming desire that the four season marketplace not be enclosed. And I know that, Hugh, you suggested the possibility of enclosing it. Are you comfortable with the current plan of leaving it open but the possibility at some time

in the future enclosing it if that should be a desired change?

HUGH RUSSELL: Yes, I'm comfortable with the notion that they can, should it be desirable, enclose it at certain times of the year. And, you know, three seasons it's going to be fine open. It's the -- and indeed we're kind of in our fourth season this year is kind of like a third season so far. You've lot of people hanging out in Central Square.

H. THEODORE COHEN: Right.

Okay, continuing. Ground floor design efforts should be made to create welcoming storefronts and express individual building or store identity.

Windows should be expansive and illuminated.

And I think we've -- all the requirements

for ground floor design are being complied with.

Building form height. Variation of height is encouraged. There is variations of height in actually one, two, three, four buildings I think. And breaking up the form into various components with various materials all tend to mitigate the height.

Building form massing, continuation of strong linear retail frontage is critical. Building front should maintain a strong linear edge along Mass. Avenue. Alleyways are not encouraged except that identify locations when public pedestrian passages are desirable.

That's all happening.

I think, you know, added height in accordance why the zoning is encouraged where it can help buildings serve as attractive landmarks.

Street walk height should step down

towards the neighborhoods, which it does.

HUGH RUSSELL: I was thinking about height. We didn't point -- that point Tom made about the portion of the penthouse that overlaps the brick that should be an item on the list of things to be studied.

H. THEODORE COHEN: So do I take it, Tom, Hugh, you both think it should not overlap into the brick area?

HUGH RUSSELL: Well --

TOM SIENIEWICZ: It should step back.

HUGH RUSSELL: Yeah, it should probably step back more than it does.

TOM SIENIEWICZ: Right.

H. THEODORE COHEN: Suzannah, I hope you understand that better than I do.

SUZANNAH BIGOLIN: I think so, yeah.

H. THEODORE COHEN: Okay. So that can be

one of our conditions, too, Jeff, although it's part of ongoing design with Suzannah.

And building facades are supposed to respond to orientation with regards to environment, place, and site while providing context by acknowledging points of building profile edges and corners, which I think it does and especially with this step back.

New project should be conceived with enduring durable qualities such that many, many years from their conception they be seen as strong contributors to the liveliness of the square and to presenting a diverse set of architectural statements over a century or more.

I think this is a very significant site in Cambridge and in Central Square, and I think it will be a large, make a very large contribution to the square.

Parking and service -- off street parking and service areas should be screened.

So the parking we know is, part of it is underground and part of it is on the other lot on Bishop Allen Drive.

And enrich neighborhood walkability safer in streets or promote use of transportation modes other than driving.

And this is really a poster child of transit-oriented development. And this is certainly the one of the best places in the city to do it with the all the busses and the subways.

So, are we comfortable with all of those findings?

TOM SIENIEWICZ: Yes.

LOUIS J. BACCI, JR.: Yes.

H. THEODORE COHEN: Then we also have to give a floor area exemption for functional green

roof area under Section 22.33.

Demonstrate the functional and various designs such as vegetation which will withstand the foot traffic intended with its anticipated use.

And we should consider the potential visual, noise, and privacy impacts of the anticipated use on neighbors.

Here the green roof area is seven stories up. And I, you know, I think tenants in the building might hear something, but it's also going to be basically a benefit for them.

AHMED NUR: Right.

H. THEODORE COHEN: And then we have this general Special Permit criteria which we are all familiar with, and unless somebody has a concern about any of those comfortable to say we'll make all of those findings.

So then conditions on the property are all of the conditions set forth in Traffic and Parking's memo with the additional comment that the aspect of the TDM programs, especially with regard to Charlie cards and Hubway could be viewed as a Minor Amendment at some future time if its proposal is agreed to by Traffic and Parking.

Other conditions would include the comments made by the planning committee of --

MARK BARER: Can I make a clarification to that? Mark Barer with Twining Properties. Could I -- just had a question on that.

H. THEODORE COHEN: Yeah.

MARK BARER: So given that we've just received the letter on Friday, we will hundred percent commit to evaluate what's there, but as we all know, there's a lot of coordination with

Eversource and with DPW, understanding what's in the sidewalk. We got six feet to work with to put a duct stake in there. There's just a lot of logistics to understand. We'll be there to commit and evaluate and to see if it's feasible. But to say right now all four of those items as listed in the planting committee is -- we just don't have enough information at this moment.

H. THEODORE COHEN: Okay.

HUGH RUSSELL: That's why it's a not a specific requirement. It's a something to be studied.

H. THEODORE COHEN: Something to be studied and discussed with the staff. And if there is a, let's say if there's difference of opinion as to whether it could be done or not, it could come back to this Board as can any other issue that staff may have. And certainly other

conditions would be those set forth in the CDD memos with regard to continuing review. And certainly with regard to, I assume there will be a mockup of the facade elements that will be made available to the board members to look at and to comment upon.

I don't know if we have any other conditions that board members felt would be appropriate.

JEFF ROBERTS: Mr. Chair, I do want to add one thing. It is slightly there in the list, in the most recent memo. It's explained in more detail in the previous CDD memo, that one of the things that we like to do for projects like this is have a significant amount of retail is to make sure that the permittee is in contact with our economic development division prior to the initiation of marketing and tenanting efforts for

that retail. And that's really just -- I think the best way to approach that is really just a meeting to discuss what efforts are going to be made, what kinds of tenants might -- or talk about different ways to reach different types of local tenants, different programs that potential tenants might want to be aware of, and just discuss other issues that are an issue for independent local business.

H. THEODORE COHEN: Sounds like an excellent condition to make sure it's there.

Okay. If there's -- no one has any other additions, could we have a motion to grant the various Special Permits as outlined in accordance with the findings we've made subject to the conditions we've just discussed?

AHMED NUR: So moved.

H. THEODORE COHEN: Is there a second?

LOUIS J. BACCI, JR.: Second.

H. THEODORE COHEN: And, Jeff, I guess all of us need to vote on this?

JEFF ROBERTS: Yes, I'm trying to recall if we -- I'm trying to recall if it was a full Board when they first met. I assume that everyone sitting here was part of the first hearing as well. So all six members would then be qualified to vote.

H. THEODORE COHEN: Okay.

So all those in favor?

(Show of hands.)

H. THEODORE COHEN: It is unanimous.

Thank you very much. We really look forward to this project.

And I think we have no other business before us tonight, so we are adjourned.

(At 10:50 p.m., Planning Board Adjourned.)

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.

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 28th day of February, 2017.

Catherine L. Zelinski
Notary Public
Certified Shorthand Reporter
License No. 147703

My Commission Expires:
April 29, 2022

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ANY RESPECT UNLESS UNDER THE DIRECT CONTROL AND/OR
DIRECTION OF THE CERTIFYING REPORTER.**

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