

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE
GENERAL HEARING
Tuesday, February 21, 2017
7:05 p.m.
in
Second Floor Meeting Room
344 Broadway
Cambridge, Massachusetts

Catherine Preston Connolly, Acting Chair
Hugh Russell, Member
Tom Sieniewicz, Member
Mary Flynn, Member
Steven Cohen, 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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I N D E X**PAGE****GENERAL BUSINESS**

Update from the Community
Development Department

Adoption of Planning Board meeting transcripts

Public Hearings

7:00 p.m. 907 Main Street, Patrick W. Barrett, III, seeks special permits pursuant to Article 2.000 Gross Floor Area exemption for basement and cellar spaces and Section 20.304.6(2) Waiver of Parking and Loading in the Central Square Overlay District to convert the existing mixed use building to a 58 room hotel with ground floor retail and rooftop bar. A small addition is to be constructed on the Columbia Street frontage.
(PB#324)

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I N D E X (Continued)**PAGE****Public Hearing**

8:00 p.m. 195 & 211 Concord Turnpike, CPC-T Holdings LLC dba Criterion Development Partners seeks special permits pursuant to Section 20.63.7 Parkway Overlay District, 20.70 Flood Plain Overlay District, 5.25.42 Flood Plain Overlay District to exclude above grade parking structure from the Floor Area Ratio, 6.35 reduction of the minimum off street parking requirement, 6.43.3(b) maximum curb cut widths, 17.42.3 height to exceed 60 feet in the Special District 4A, 19.20 Project Review and 17.42.2 to reduce the yard requirements in the Special District 4A to demolish the existing buildings and construct a new 320 unit residential building with approximately 324,440 square feet of Gross Floor Area and 243 off street parking spaces. (PB#326)

Keyword Index

PROCEEDINGS

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CATHERINE PRESTON CONNOLLY: The appointed hour having arrived and the quorum of the Board being present, we're going to get started here.

First on the agenda we have an update from CDD.

IRAM FAROOQ: Thank you, Madam Chair. Tonight's meeting we have two public hearings. The first one is 907 Main Street, which is conversion of an existing building to a boutique hotel. And the second hearing is 195-211 Concord Turnpike, also known as Lanes and Games which is a project to be redeveloped for that site of housing.

So our next meeting will be next week, February 28th, and we will have a public hearing

on the Healthy Pharms Medical Marijuana dispensary in Harvard Square. And then there will be two general business items. One of them is a Comprehensive Permit for residential development for 98 units at 675 Concord Avenue which is across from the Fresh Pond Reservation. It's Homeowner's Rehab Affordable Housing project.

And the second is design review for a building 3 of MIT's South of Main project.

The next meeting of the Board will be March 7th. And in between now and then a few other things of interest are that the Public Safety Committee will be having two meetings on short-term rentals and their impact on the -- well, how they might be regulated and their impact on the market and so on. And that's February 22nd at seven p.m. is the first meeting.

And the recommendations that are developed therein will be forwarded to the next meeting of that committee which will be March 1st at four p.m.

And then on February 28th -- February 22nd is tomorrow. February 28th at three p.m., the Ordinance Committee will hold a hearing on the Inclusionary Zoning Ordinance, and this petition doesn't expire until April 4th so hopefully that will be the final Ordinance Committee meeting and then we will move to the City Council ordination stage.

And I would say those are the key items coming up.

We do have -- I think we may have -- I think I mentioned earlier that we have engaged a consultant to work on a retail strategy for the City of Cambridge, and that process has begun.

There was a hearing at the neighborhood -- I'm sorry, at the Economic Development and University Relations Committee last week, and then there is a meeting with resident neighborhood groups planned for March 1st when our consultant who is New York-based will be back in town. So we're looking -- I know that's a topic that the Board often talks about, and so we're hoping that will be a useful process where we'll be focusing on all of the different squares and commercial districts in the city. Marshal clusters. And looking at each one to see what is unique about them. What are the values that need to be maintained? And not using dollar values but in the nature of the districts, and also what might be strategies to support retail and small businesses in those districts. So we hope that this is not a terribly long process, so we

should -- our goal is to wrap it up by the end of this fiscal year. So by the summer we should have some recommendations for the Board to look at.

H. THEODORE COHEN: Who is the consultant, do you know?

IRAM FAROOQ: And now I completely --

JOHN HAWKINSON: Marissa Ortiz.

IRAM FAROOQ: Marissa Ortiz and Associates.

Thank you.

CATHERINE PRESTON CONNOLLY: Jeff, do you know if there are transcripts?

JEFF ROBERTS: There are no transcripts.

A reminder for people who are new, we are recording the Planning Board meetings on video and audio. We are not at the point where we're live streaming and we're sort in the testing

phase, but we hope to have the videos available soon.

CATHERINE PRESTON CONNOLLY: Okay.

All right, so I guess then we will begin with our first public hearing on 907 Main Street.

Does the petitioner want to make a presentation?

PATRICK BARRETT, III: Yes.

Thank you very much. My name is Patrick Barrett. I'm the owner of the building. I'm also the developer and the attorney on the project.

Just so you guys can get your bangs for the relief that we're seeking, I'd like to take you briefly through the project to show you where we're at and sort of explain how we got to where we are and why we're asking for what we're asking for today.

This is sort of a historical briefing. This is sort of a retrospective of the area around where the T is. That's the building itself back in 1910. Part of this project is a restoration project we would like to bring the building as close to what it looked like originally when it was first built.

Hold it right there.

We're going to put the corner entrance in what you see in this picture here and while we plan on gusting up the roof a bit, it's -- you know, it's a building that's, you know, in its prime was quite beautiful, but in and over time it's sort of been wasting away. Those roof palace that you see on the top that was taken off. That was my predecessor that done that in 1995 as part of a roof renovation. It gives you sort of a bird's eye view of what those head

houses used to look like on top of the building. There you go. Which it's sort of interesting that that's what it used to look like. And we could go to what it looks like now. So, I'm over the time it was painted. Those roof houses were taken off. We are now with this sort of lovely beige and yellow. I bought the building in 2008 and sort have been maintaining it to sort of figure out what it is we could do with the property.

So the relief that we're asking for is to exempt GFA in the basement spaces for back of the house uses and to exempt parking as is allowed in the Central Square Overlay District. Currently our parking requirements would be five spaces. The parcel itself -- you can show the side-by-side-view of the existing. Part of the trick in this process has been trying to sort of

figure out how we'd work with inside the small envelope. The requirement for -- the electrical requirements as well as the requirement for rainwater retention, we have to put a 10,000 gallon tank on the site become problematic as we look to add the garage.

Hold it there.

This slide here, the as-of-right version underneath this garage is where a tank has to go. So we're now at seven-and-a-half feet going down to about 14 to 16 feet with the tank. We'd have to --

JOHN HAWKINSON: Is it recording with the microphone?

CATHERINE PRESTON CONNOLLY: If you can use the microphone.

PATRICK BARRETT, III: Sorry, I don't have an earpiece to walk and talk.

But it creates all sorts of issues especially at that back point, we have an oil and water separator we're required and we're all pumping up through about 16 feet. Of course not having to build a garage eliminates that necessity and we can still put the tank back there, but now we're able to drain by gravity which, you know, I think is much more desirable. I believe the DPW feels the same way.

The basement spaces right now are currently in use. They've been in use for, you know, since my tenure certainly and to speak for -- and the current residents, the commercial tenants Cinderellas had used it prior to that. And what we're looking to do is just to make as much use of the space as we have. We don't have a lot to work with. Our GFA right now, max GFA right now is 2.75. So we're sort of trying to do

the best we can with what we've got.

Part of what exempting the GFA in the basement allows us to do is to give my tenants Patty Chen's Dumpling Room and Toscanini's the ability to create more storage, create prep areas, for places for employees to use, and makes the space much more functional. We're not looking to put any other use in there but those what you see on this presentation. And given that the current uses are already pretty much the same as what we showed here, we don't feel like this is too much of a stretch from the current.

The requirements for this particular caveat of the Zoning Ordinance requires that we show that this is somewhat congruous with what is also used in the neighborhood. I sent a memo to the Planning Board a few weeks ago that's in our file that's showing the few properties right next

door us and around us that use the basements for similar uses; kitchens or gyms or nightclubs.

And the only real commercial use that's sort of is the kitchen but that kitchen's there now.

We're trying to do our best. I say we, I, I'm trying to do my best to keep my tenants

Cinderella's, Toscanini's, and Patty Chen's active while we do this. It's very complicated.

Toscanini's will stay in business throughout the entire project. They're not going to relocate. Patty Chen's will move to Columbia Street, which is why we need to use space down below for them to give them a better footprint and make a better use of storage and prep areas that they don't clutter up the first floor uses.

So, the, the -- I'm sort of limited by what I can talk about as far as the relief we're seeking. We're seeking to exempt space that

which we're using. We're seeking to exempt parking which we don't have. You know, there is a zoning petition that's currently floating through the Council. It was passed through to a second reading. That by in large would exempt most of what we're asking for.

I don't have any faith that anything passes until it passes, but here we are asking for this relief.

The Cinderella's use will expire. He's going to be leaving the space and I'll be taking over as part of the hotel. Part of our commitment to the neighborhood, which is in our parking and transportation management plan, I am on the Board of the Margaret Fuller House. I've already reached out to Christina Alexis and part of our plan is to do hiring through the neighborhood as we can. And I've spent a great

deal of time in Central Square probably to the point of exhaustion as you know. But I think given the scope of this project and what we're looking to do, it falls very nicely into Central Square Advisory Board, the Red Ribbon Plan.

Nearly every study that's been done on the area.

What I thought was kind of interesting actually, one of the reports for Central Square, showed -- and I think it was, I can show it to the Board, that the ability to put some rooftop uses was enumerated in a hotel. If we're allowed to exempt our GFA currently, we can take the space from our kitchen that we're currently using and put it on the roof.

And this is what we're able to achieve with that GFA. So just so people who are watching understand, the -- this bar here is all we're allowed to use. We don't have enough GFA

to build a deck. We would like to do that some day. It's a Variance right now. I plan on going to the BZA and looking for that Variance if we have to, but I think it's a very modest addition. It falls very well within, you know, you saw previous iterations of the building. It matches very similarly the head houses that were there before.

I had shown this to Charlie Sullivan. He was very happy to see all these elements coming back. And of course the building doesn't get knocked down, it gets reused, and we're taking the paint off of it. We're trying to make it look beautiful as much as possible at least.

So I am not sure what more I can tell you about my project other than, you know, this -- these two pieces of relief are vital as they create such a burden and cost and time. And as

far as, you know, we don't really talk about construction here. But if I'm building the parking garage, I'm shoring along all the edges of the property and underpinning the building and I'm tiling all along the side to get that line. I really not like to do that. I'm sure the neighborhood would like that as well.

Thank you.

CATHERINE PRESTON CONNOLLY: Any questions from the Board before we go to public comment?

HUGH RUSSELL: Is there going to be an architectural presentation?

CATHERINE PRESTON CONNOLLY: Mr. Barrett?

PATRICK BARRETT, III: An architectural presentation?

MARK BOYES-WATSON: That would be helpful?

HUGH RUSSELL: Yes.

MARK BOYES-WATSON: I'll do it.

So I'll probably work backwards through the slides just quickly. I think that -- Mark Boyes-Watson, Boyes-Watson Architects, working with Mr. Barrett on this project.

Let's start at the back of the slides.

So basically this -- why we -- I think we weren't going to do a big architectural presentation just to explain what the status of this project is. This project has gone through an as-of-right building permit process. It's currently permitted as a hotel and it has the basic features, and I'll go over the basic features. Can I get the rendering?

So the key ideas in the -- so here, this pair of slides shows the key idea. Basically if you look to the back, if you saw from -- as we're

flicking through the slides, the rear of the building.

So the -- basically the overall idea of the building is to increase the amount of retail and the consistency of the street fabric, right? So if you look at the top slide in this slide, the, you know, the Main -- the Main Street facade is intact, the historical facade. Columbia has, on the other hand, a very raw edge. So what the, what you're seeing on the left is elevation that has -- is this the next slide?

PATRICK BARRETT, III: Yeah.

MARK BOYES-WATSON: So in this slide you see that the, that that extension to the left of the building there is going down Columbia. So basically what we do and why we -- it's really useful to avoid a garage ramp, is that the retail, it can now run continuously down the Main

Street facade and full down Columbia. And we can also get the building to be consistent. And if we flip back, Patrick, to that slide back at the Main Street looking up Columbia. I just want to talk about the urban design so we can look at that rearview of all the lovely fire escapes, okay? Yeah.

So what's happening here is that this is what I call the raw edge on Columbia. So basically a building similar to the existing building is gonna close that off. So that view will not be, that will be a full facade. If you go to the shot that shows the view down there, down that street.

PATRICK BARRETT, III: Going back to where?

MARK BOYES-WATSON: Actually the view down the street.

Well, here again you can see that you got a consistent facade. And basically we close off the block. We don't control unfortunately the lots on the side. They're still the vacant lots. This fixes the urban streetscape on both Columbia and then restores the building.

If you go back to the first floor plan, Patrick. I'm going to go over the real differences.

On the first floor plan -- so if you look on the left, that's why it says building permitted scheme, is because that's where it's permitted.

And what's happening is that the -- as Patrick said, that the entrance to the hotel is on the corner of Columbia and Main. On the corner entry basically. Restoring of the key moment for the building on that, almost is not a

flat iron, on the flat iron of the corner. And then what you had in our, in that design where the Cinderella's is it becomes a restaurant that supports the hotel and the public and then Toscanini's remains. And so that's been a thing throughout the process is to maintain all of those street uses. And in fact the very particular local retailers. Patty Chen's, as Patrick was explaining, goes up to the north on Columbia and occupies that space at the top, left of the slide on the left. If we can eliminate the garage ramp and the curb cut entirely, we can get a much more consistent edge down Columbia. And you can see that the Patty Chen space gets larger. And if we can use the basement as well, we can really get a sustainable size piece of retail there, which I think is a goal and has been a goal in the C2 process, is to try and get

these retail uses and the pedestrian-friendly uses to start to turn down off Main and Mass. Ave. down the street, so I think it's very consistent with those kind of goals.

There is a space still that allows you to get to that rear courtyard. The rear courtyard is appearing in both plans, but the access to it is much better if we don't have to do the garage ramp and all of the associated shenanigans.

On the right-hand slide, you can see just behind the existing building there's a way through to that rear courtyard, but that courtyard is envisioned for the use so people can get out from all of the retailers and use that back space as an outside dining area and generally enhancing the retail. And you'll be able to get there through that system, that walk -- if we don't do the garage ramp, you can

get there through a relatively elegant walkway system that goes under the building and gets up in through courtyard. It also provides us a place to get porters and what have you to help people with baggage and come into the side of the hotel. We you look as that as sort of a back door to the hotel so the drop off can be on that part of Columbia. And having closed the curb cut, we actually have a nicer curb condition there, so that's another advantage of closing the curb cut.

I just -- quickly switching back to the basement for a second just to go back over what Patrick was saying in the basement. What's happening is basically in the hotel part of the basement, it's simply back of house for the hotel. And then in the other one, the Toscanini's and the restaurant, and just being

allowed -- the basement right now is pretty ropey. It hasn't really been cobbled together for many, many years. So this project, and you know, there's rubble and there's all sorts of interesting things down there, so it really needs a major renewal. So this will enable us to stabilize all the perimeter walls, stabilize the construction generally of what's above. And so what's happened over the years is things have been eroded as different retailers have been in there. So it allows us to do a full renovation of the basement spaces.

So that's what it will be in the basement there. Toscanini's basement, the restaurant basement, and then the back of house for the hotel and the front basement. And as you turn up Columbia, it will support the restaurant retail on Columbia.

And then if we go upstairs and see a typical plan. Going up. So the hotel, the hotel is basically -- just makes use of it. It's this kind of building, if you -- we were looking through some of the history of these kinds of buildings, it's very much like those residential hotels. You see them in Boston, and you know -- so this house -- this has that feel. So the hotel is really a very simple renovation. The exterior would be existing Main Street so it stays. We extend that piece down Columbia, and it's a pretty straightforward plan. And then as Patrick was explaining, if you can get up onto the roof, you can start to enjoy views back towards Central Square on the roof and that's enabled if we can just have, I think it's about a thousand square feet?

PATRICK BARRETT, III: Correct.

MARK BOYES-WATSON: A thousand square feet up there. So that's the idea.

CATHERINE PRESTON CONNOLLY: Okay, thank you very much. Any questions from the Board before we take comment?

AHMED NUR: I do.

CATHERINE PRESTON CONNOLLY: Okay.

AHMED NUR: A quick clarification on the existing chimneys to be -- it says as required. What does that mean? You're re-pointing it or not?

MARK BOYES-WATSON: Yeah, their set back. We don't have a picture of existing, do we? We are maintaining those chimneys.

AHMED NUR: Same height?

MARK BOYES-WATSON: Yeah, yeah.

AHMED NUR: All of them?

MARK BOYES-WATSON: I think so. Any

exception, Steve?

STEPHEN HISERODT: The ones that are right on Columbia Street right on the edge of the building, I would like to lose those.

AHMED NUR: Yes, because that looks overwhelming right now as existing.

MARK BOYES-WATSON: Yeah, they go the other way that way. You have those removed on your drawings.

STEPHEN HISERODT: Yes.

MARK BOYES-WATSON: You see the ones on Main Street stay. When they form, they actually allow us to grab on our rail system in between them.

AHMED NUR: They're existing anyway.
Okay.

CATHERINE PRESTON CONNOLLY: Okay.

STEVEN COHEN: Could I ask one question?

Sorry.

CATHERINE PRESTON CONNOLLY: Steve. Use your mic.

STEVEN COHEN: I'm sorry.

I guess you're at such a critical locus of intersections of streets there, I just wanted to get clear on something yet you've touched upon, and that is in the absence of the garage parking, there's a number of vehicular uses in a hotel; there's guest parking, there's a guest drop offs, and there's deliveries to service the hotel. And as I say, you know, at the intersection there isn't much wiggle room. So can you just explain again how each of those vehicular functions would be served in a manner to not create congestion or -- at that sort of tight busy intersection?

PATRICK BARRETT, III: Sure.

So with any hotel we are obviously going to be encouraging people to not use transit, but for loading in particular. Right now we have Toscanini's which has a very robust production facility on-site. Cinderella's, which has a very active delivery service on-site. Those two elements will be going away. They will not be part of the hotel project. Toscanini's will be moving production off-site, and Cinderella's is going away. The loading required for the hotel will be de minimus in comparison to the amount of delivery that's required for say the dairy production of the ice cream facility that we have, not to mention the delivery service use. The idea of closing this up would allow us to eliminate the curb cut and take vehicles sort of along this path down here. We talked to Traffic and Parking about the possibility of creating

some kind of loading area for the entire morning -- the entire area. Right now it's loading for where Mark's supply used to be and for Cafe Luna and uses there are somewhat tricky in that spot. We think that the reduction and traffic vis-a-vis the changing of uses creates a significantly less burden on the area. And as far as the transportation of actual patrons by closing it up, we're able to pull cars further down into this area, load them into the hotel, and by in large these locations are -- they're using transit that is either the T or they're using an Uber or they will have a valet service for the hotel and these cars will be parked off-site. We don't anticipate encouraging this nor do we anticipate that this will be (inaudible). We've gone over it with Traffic and Parking and they agree with us on that point.

MARK BOYES-WATSON: Patrick, can I just -- for those not completely familiar with this spot. So the curb cut right now runs down this section here. And then there's street parking starts right here along this side of Columbia. So once you close the curb cut, that drop off and loading area becomes available for precisely that without pulling off the street. So, so actually by closing the curb cut, you actually create the space to use to provide that kind of drop-off function.

Just as a sort of a side and it's not scientific, having done the Veritas Hotel in Harvard Square, they find that actually has extraordinarily expensive basement under it and it's unused. It just doesn't get used. And there, I think the loading in this kind of hotel, it -- probably loading is a big rate and maybe

Patrick should talk about it in more details, it might be for the retail, for the retailers and restaurants. The hotel is very minimal loading. So we will likely have (inaudible), but actually found there that it's operational and it's pretty modest what needs to happen there.

PATRICK BARRETT, III: Did that answer your question sufficiently or do you need more?

STEVEN COHEN: It's a start.

CATHERINE PRESTON CONNOLLY: Mary, did you have a question?

MARY FLYNN: My question was Steve's. Thank you.

LOUIS J. BACCI, JR.: I do have one. Did you just say you're going to have on-site laundry?

PATRICK BARRETT, III: No.

LOUIS J. BACCI, JR.: So that's more

loading?

PATRICK BARRETT, III: It will be more loading.

MARK BOYES-WATSON: You're sure you're not going to have on-site laundry?

PATRICK BARRETT, III: Yes.

CATHERINE PRESTON CONNOLLY: Hugh.

HUGH RUSSELL: So this is an unusual type of application for us because they have a permit to build a building to do most of the things that they want to do and they've gone through a process with the Historic Commission and the Traffic Department all in conjunction with that. And now they're basically coming back and saying we could make this project somewhat better by having open space, by putting some stuff on the roof, if you give us the Special Permit. So do we sort of only focus on those very narrow things

or do we look at the overall thing and say -- and I'm inclined to say it looks pretty good, so maybe we can just focus on the narrow issues. But that's a question that we'll have to address once we hear the case.

CATHERINE PRESTON CONNOLLY: Yeah, before we get into discussion, I think that that's a good thing for folks to have in mind while we're hearing comment. But let's hear from the public if that works for the Board. Okay?

There are a number of people listed here who have checked that they don't wish to speak. So I am going to skip you. If at the end you decide you want to speak anyway, there will be opportunity for those folks or anyone else who did not get a chance to sign up to say that they want to speak. When I call you, please come to the mic. You'll have three minutes to speak.

Tom, are you operating the timer.

TOM SIENIEWICZ: Yes.

CATHERINE PRESTON CONNOLLY: Tom will be operating the clock. We'll see, hopefully it works. But we'll -- either it or we will give you a warning when you're out of time. And use the mic so that you too can be heard.

First on the list then is Carol O'Hare.

CAROL O'HARE: Carol O'Hare, 172 Magazine Street. I'm here to support this project, but I would like you to consider imposing two conditions on it because -- for two reasons: The lighting ordinance hasn't been adopted, the outdoor lighting ordinance. But even -- and I'm talking about rooftop use. Even if it were to be adopted, it doesn't necessarily cover anything emanating from the roof. And because this project is near residential uses, I want to

suggest a condition about lighting that would be imposed. I have no doubt that Patrick will honor his neighbors, but we can't be assured that Patrick will be the permanent owner of this property. And I'm thinking of the Zinc building where the original owner made commitments, as you know, to have no rooftop lighting and then a subsequent owner, the current owner, ignored those commitments and blasted East Cambridge and elsewhere with lighting. So as to lights and also as to noise, because if the use -- rooftop is used for other than quiet dining, for music and sound amplification by a subsequent owner, that too would intrude on residential uses.

So my suggestion is that you impose conditions on the roof for sound, noise, no music or sound amplification with the goal being to minimize noise from rooftop uses that intrude

into the residential neighborhood. And that a condition with respect to light from the rooftop would be to mitigate light trespass and glare from the rooftop except for security and safety lighting.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Next on the list is Gerald Bergman.

GERALD BERGMAN: Gerald Bergman, 82 Elm Street speaking in opposition. One of the reasons is I would have liked the opportunity to attend a community meeting. That's usually required. He did say within the package that he had a meeting, three people attended, two of which were from MIT housing. One from Toscanini's. I don't think there ever was a community meeting for the Port that involved the community when you have 58 boutique apartments

that are going to rent for \$300, taking the place of 12, three-bedroom apartments. When you're going to build an addition to the existing property, that's gonna house ten boutique apartments, when you're going to create, I believe the traffic issues, parking issues, I believe that the community deserves a meaningful meeting as should be indicated, and I think is indicated in your guidelines. That reason alone I think there should be a delay.

I think there are stuff written in here that I can't quite follow. I know there's been a lot of representation about the building seemingly in terrible condition, ready to fall down. The assessor says in a 2017 report that it's in very good condition. So some of the selling of this project is to save the building. I don't know if that's the case. I think this

project is about making a lot of money. You buy a building for \$5 million, you create two bars, 58 units of boutique housing, I think we're talking about money. I think the Special Permit, in order to get rid of parking is really about the money. And I'm not so sure that Special Permits ought to be given for the money.

I think there are other issues that were talked about. He stated in some of the stuff that there would be additional on-street parking. Several, he says several on-street parking spaces. I don't see that happening. I think that's a misrepresentation.

I just wanted to send -- just the last comment, I think the failure of the Community Development Department in their report to really take up the issue of the loss of three-bedroom units. They say in there that it raises -- they

say it's a unique situation. We remove units that we desperately been fighting for and to provide boutique. They sort of suggest -- they look at it positively as the overall mix of uses. The City suggests that it maintains an economically diverse neighborhood shopping area. I don't believe that any of that is true. The City has no report, no backup to indicate that it wouldn't do anything for the economic diversity of the community. I think it's another effort that we see so often to have alternative facts without evidence. So if we're gonna push something for the mix, the economic diversity for the community, let's have the evidence, let's have the facts, and let's have a community meeting that really puts things on the table.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

There are no other speakers signed up.

Mr. Winters.

ROBERT WINTERS: Robert Winters, 366 Broadway. I just want to briefly say I'm in enthusiastic support of this project. I think it would be a wonderful way of completing this corner in Central Square. And I have a tremendous amount of respect for this particular owner's willingness to keep his tenants around through it all. I think that's an incredibly commendable thing and it's not something that we usually see around here. By the way, that also includes some of the upstairs tenants who he's helping to find places to live, too.

CATHERINE PRESTON CONNOLLY: Thank you.
Yes, sir.

ERIC GRUNBEAUM: Hi, Eric Grunbeaum,
G-R-U-N-B-E-A-U-M, 98 Montgomery Street. And I

also live around the corner and have a two-family house on Windsor Street, No. 271 Windsor. So I have a stake in this neighborhood still. And I just, I'm also enthusiastically supporting this project.

I think -- I like the wraparound on Columbia a lot.

I like also, just to reiterate, the keeping of Toscanini's particularly. My favorite spots.

I think that the light, the idea of being careful in whatever appropriate way with the lighting is reasonable.

I'm not as concerned about the noise, because I think there are ordinances in place for noise. I could be wrong about that.

But generally speaking, I think it's a reasonable plan and I like the improvements and

the overall scheme.

So that's all, thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Yes, Ma'am.

HUNTER ALDRICH: Hunter Aldrich at One Field Street. I don't know the particulars about this case, but I am familiar with developers who come in and their aim is to make a profit and that is the aim. And it seems like in this case the aim is to put in -- to make a profit for this individual or -- and I just think bringing in or creating a situation where you take out apartments where, if I understand from the other individual who opposed this project, three-bedroom apartments and putting in 58 units, I can only imagine the number of, you know, that it would create congestion with cars, traffic, just the amount of people in that area in an

already congested area. It's nothing that's going to benefit the community. And I think that's what the issue is. Are these projects that people come in with, that developers come in with, are they going to benefit the community? Whether it's Central, Harvard, or whatever parts of Cambridge they're developing in, are they -- are you looking at whether these projects, this project from this individual or other projects are going to benefit the community? Not just the individual who wants to, you know, make some money or do something for his benefit, but looking at the Central Square community, looking at the -- well, in this case is it really going to benefit the community? Or is it at least not going to hurt the community? And, you know, like I said, bringing in more cars because the hotel, more people, in that already congested area? I

don't see how it's going to benefit the community.

Thank you.

CATHERINE PRESTON CONNOLLY: Yes, sir.

KEVIN GRINBERG: Kevin Grinberg, 210 prospect Street. G-R-I-N-B-E-R-G. I speak in -- to the aspects of this project. It seems like a great project. I walk by there a couple times a week. The one thing I would note without repeating what everyone said earlier, is in comparing the particulars of -- as I understand this building was approved by right. So in comparing sort of what is gonna happen if the Board doesn't grant the permit versus what seemed like both reasonable adjustments that benefit the project and the area overall. The particulars versus permit versus no permit seem to be a no brainer.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Anyone else wish to be heard on this matter?

CHERYLLE BAYNES: My name is Cherylle Baynes. If it's okay I can read from my phone?

CATHERINE PRESTON CONNOLLY: That's fine.

CHERYLLE BAYNES: I am a single mom and I have lived with my two children in Charlestown. I have friends and family and I've spent lots of time in Cambridge over the years. We love it here, and frankly, it is so much safer than some of the places we've lived and have been asked to live by Boston Housing. I'm grateful for my public assistance and the housing I have now, but with two small children, I worry about their education as well. I would love for both of them to have a chance to be educated in your public

schools because they offer so much. I have followed this project on Co-urbanized site that I was told through my cousin. I would love to live in one of these units. The buildings are beautiful. The reservation is so -- is extremely nice behind it. I love the bike trails and the walking paths. And for me and my extended family, it would be so simple to have the Red Line behind us. And so close to us. The conversations --

CATHERINE PRESTON CONNOLLY: Excuse me, Ma'am?

CHERYL BAYNES: Yes.

CATHERINE PRESTON CONNOLLY: Sorry to interrupt you. Are you referring to the Concord Ave. Site?

CHERYL BAYNES: Alewife?

CATHERINE PRESTON CONNOLLY: Yes. So the

site we're talking about right now is on Main Street in Central Square.

AHMED NUR: That will be the next one.

CHERYLLE BAYNES: Okay.

CATHERINE PRESTON CONNOLLY: Thank you.

All right. So anyone else wish to be heard on the Main Street project?

(No Response.)

CATHERINE PRESTON CONNOLLY: Okay, seeing none.

From the Board, what's the pleasure? Do folks want to discuss? Are there more questions?

TOM SIENIEWICZ: Yes.

CATHERINE PRESTON CONNOLLY: Discuss it is.

TOM SIENIEWICZ: I think Hugh's framing of the central question requires a little bit of a response from the Board about what we should

consider here. It has been permitted as of right, and so I think we should be looking at the merits of the parking or not parking below grade and a waiver of the FAR in the basement. Those are just my two thoughts on that. It's not insignificant to alleviate the burden of pumping the water up. You know, for a city that's determined to be sustainable, there's no question that a gravity feed is the way to go and it's actually a safer, safer condition given that the flooding would happen, you know, at times of, you know, probably distress. So for that reason alone I would cistern unless there's really a good reason to eliminate the parking. I don't see a need for the parking for the hotel. The five spaces I don't think makes that much of a difference. And the elimination of that curb cut means that the use for loading is a positive

outcome for this place.

I would also say I know basement uses in the district and I find that argument persuasive as well. Already existing in that condition and there would be no material change for the City itself, and I support Mr. Sullivan's feelings that the roof structure would add to the architectural variety of Central Square and help restore this to (inaudible). I'm in favor.

CATHERINE PRESTON CONNOLLY: Shall we go that way?

MARY FLYNN: Sure. I agree that simply looking at the narrow topics are really requested is appropriate. I personally think that the Special Permit scheme is preferable because it does offer benefits that the as-of-right does not. I do like, I like the full patio. I think it's helpful to have the larger restaurant size

as well. I think the job creation is a benefit. That hopefully will benefit the community directly. I know you said you would be working with Margaret Fuller House, and I support that and hope you're successful at it. Again, I don't think five spaces is going to make a big difference either. And I think that that loading, dedicated loading area probably will help alleviate a lot of confusion that exists now since my understanding is there isn't a loading area. So I'm in support.

AHMED NUR: I also want to shadow my colleagues' point on both Article 2 and 2B basement. I was a big supporter of Patrick's amendment to the zoning with regards to the basements and why having the basements when we could have people looking for places to live.

In terms of parking, I don't think five

spaces would crowd out Central Square.

In addition to that, I worked with Patrick on Central Square Advisory Committee, and he's a community organizer himself. He's been part of this community in Central Square. He's not an outsider. He's not a developer coming in from somewhere else. He lives in and rejuvenated and has the best tenants in Central Square. I'm a big fan.

CATHERINE PRESTON CONNOLLY: Hugh.

HUGH RUSSELL: I'm in support of the Special Permits, but I have nothing to add.

THACHER TIFFANY: I'm in support, but I do want to respond to some of the comments we received on lighting and sound.

CATHERINE PRESTON CONNOLLY: Okay.

THACHER TIFFANY: But I have to reveal some of my ignorance. I don't know enough about

what happens if we say nothing about lighting and sound. What exists sort of at the city level? Does anyone on the Board or staff know enough to educate me?

CATHERINE PRESTON CONNOLLY: So I believe, and Jeff correct me if I'm wrong, that the light trespass issue -- ordinance is still pending before Council? Is that correct?

JEFF ROBERTS: Yes. So the lighting or the proposed municipal lighting ordinance was put in front of the Ordinance Committee. I believe it's still in Ordinance Committee. As that is not a Zoning Ordinance, it doesn't have the same statutory expiration. There was a zoning provision that was included in that. The Planning Board heard that petition, made a positive recommendation, but that is, that has since expired. So there are provisions in --

there are current provisions in the Zoning Ordinance about lighting, apply only in residential areas. The lighting is under general project review, purview of the Planning Board. So it's something that the Planning Board could look at, but otherwise that the petition that has been before the Planning Board hasn't been enacted.

CATHERINE PRESTON CONNOLLY: And in terms of the sound, if we are stay silent on that presuming they comply with the noise ordinance, they could get a license for entertainment and sound amplification; is that correct?

JEFF ROBERTS: I believe that that is -- I'm not that well versed in the License Commission processes, but that --

CATHERINE PRESTON CONNOLLY: That would be the venue?

JEFF ROBERTS: Right. That would be where they would consider issues of noise and amplification. And the noise ordinance has a particular decibel level that must be complied with.

CATHERINE PRESTON CONNOLLY: Yes.

Hugh.

HUGH RUSSELL: Just following up on the noise. So I got the decibel app on my iPhone and so I started measuring street musicians in Harvard Square whose volume ranged from 70 to 90 decibels. And the nighttime it's 50.

Now, the background in Harvard Square is over 50. If they played under 50, you wouldn't hear them. So 50 is actually quite a modest -- a stringent standard. If it's applied to rooftop restaurants -- I don't know if it's applied to rooftop restaurants, but it could be I think.

CATHERINE PRESTON CONNOLLY: And I think the point in terms of our work here is if we want to essentially be a check on amplification in particular, while the License Commission has independent authority over issuing licenses for entertainment and noise application, we could include a condition that any uses on the roof not include any sound amplification. That would be something we could do.

HUGH RUSSELL: We could, we could also say that --

TOM SIENIEWICZ: Just adhere to the sound ordinance. 50 dB at the property lines.

HUGH RUSSELL: So that if they failed to do that, then they could secretly, under a Special Permit as well as under the noise ordinance, which might be an extra avenue of enforcement. I mean I -- as you say, we're

permitting a use on a project and not a person.

CATHERINE PRESTON CONNOLLY: Right.

HUGH RUSSELL: And so someone might come along at a later time, how many years from now we don't know, who might be unaware of things, might not be connected, and might think it would be pretty to make too much noise for people living across Columbia Street.

AHMED NUR: Concerts right in front of them.

CATHERINE PRESTON CONNOLLY: Okay. So, Thacher, with that information....

THACHER TIFFANY: Thank you.

I don't know, to me on the sound it sounds like there is a process and a body so I'm -- my inclination is to not get ourselves tied up in it.

On the lighting, I mean I always hate to

see when there's more than necessary lighting used in places. I don't imagine that's the intention of this developer. And I don't know the right way to impose that, but I -- if there's something small we could do to ensure that appropriate lighting is used, not no lighting but simply appropriate lighting, I think that would be worthwhile.

TOM SIENIEWICZ: Just some practical experience because I represent a client in Cambridge. We looked at the draft ordinance because I wanted to be sure there was not going to be anything inconsistent with the sections of it that are unusually retroactive. So even though this could be constructed before the ordinance, maybe even ordained, the spirit of it, appropriately, is that it would be corrected and the night sky and light pollution would be

controlled into the future. So there's, I don't want to get ahead of the ordaining process there. It's really thoughtful. A lot of people have been working really hard and putting degrees on it. And I for one want to respect that.

THACHER TIFFANY: So a smart developer would likely comply with that in advance to avoid having to change any lights? Okay.

CATHERINE PRESTON CONNOLLY: Steve.

STEVEN COHEN: I think it's a great project. I really like the way it's extended down Columbia.

I certainly support the waiver with regard to a space in the basement for FAR purposes.

I support the use of the rooftop.

So I'm left with the parking issue. And to be honest, I don't really feel that I don't

have enough information really about the nature and intensity of the use and how it affects that particular location on the street. I don't have enough information one way or the other to have an opinion, and I feel that it's been dealt with somewhat casually. And the fact that we like and respect Patrick, you know, doesn't address that issue one way or the other. And the fact that we like the rest of the project doesn't address it one way or the other. So it's not that I have a problem with it, it's just I don't feel like I have enough information. I mean, I would perhaps like to hear something from Traffic and Parking, and it sounds like Mark was going to allay all of my concerns right now, so maybe he should have the opportunity to do so.

CATHERINE PRESTON CONNOLLY: So I think we probably will hear from both Traffic and

Parking and then from the applicant. But I want to kind of get through all the board members first. So, Lou.

LOUIS J. BACCI, JR.: I also have some -- I like the project. I like how it goes down Columbia Street. I do -- two concerns: Parking and loading. I'd like to hear from Traffic and Parking on this. And the idea that no one's going to drive to this site, never seems to sit well.

CATHERINE PRESTON CONNOLLY: Okay.

Joe, Adam, one of you want to speak to what your discussions with the applicant and why you're comfortable with the proposed parking and loading.

JOSEPH BARR: Sure. Unless you want to let the applicant speak first.

CATHERINE PRESTON CONNOLLY: Whichever.

Mark?

MARK BOYES-WATSON: I was simply going to refer to their memo.

CATHERINE PRESTON CONNOLLY: Nice try.

JOSEPH BARR: Thank you. Joe Barr, Director of Traffic, Parking and Transportation.

So I guess, you know, as I think the Board is aware, you know, this is, you know, the issues of reducing parking is some art and some science so I can't necessarily say that we have conclusive, definitive proof that there will be no impacts of this. But I guess just a couple of things I would say is that we do expect that for a use like this, given location, given the type of hotel it is, that it's, you know, it certainly wouldn't generate no vehicular traffic, but I think it's likely to generate a significant number. And I, you know, would expect mostly

taxi or livery or TNC activity if people are arriving by a car or renting a car and driving to Central Square. And then also a lot of people arriving by transit, and, you know, being picked up and dropped off by friends or whatever it might be. So I don't think we have significant concerns.

I also think any time you're talking about a small parking lot, like five spaces, it's almost -- this may sound a little strange, it's almost worse to have it than not to have it. It's not -- certainly, you know, if everyone drove here which obviously we don't expect, it's not like it's going to serve the majority of the users. But knowing that there is some parking, you might think oh, maybe I'll be the lucky one who actually gets the space. So I think that in some cases like this when you're sort of

providing a very small number, I'd almost rather just see it go away. And as I was reminded by looking at something else as Jeff showed me something earlier today, you know, if it was, you know, if there's a general citywide scheme that if you're required to have four or fewer parking spaces, then that could sort of be waived automatically or as of right. And so we're cutting right into that cusp. So I think given that and also given that the, you know, the applicant has agreed to really maintain and slightly enhance their transportation management program, which -- so if they have a PTDM plan in place, but which will then go away because of the five parking spaces going away, so we're basically the recommendations to the Board would maintain those mitigation measures in place, even though the parking's going away. So I think

given all of that -- and just the general location in Central Square, I think we feel reasonably comfortable that the, you know, the parking, the five parking spaces not being in place is not a source of significant concern.

As the applicant mentioned, I think we need to work with them a little bit more on the street side in terms of loading. But, you know, we're always happy to not have a curb cut. We're always happy to not have vehicles traverse on the sidewalk, and the dangers associated with that. So I think overall, you know, the basic plan works. And certainly if it enables these other positive aspects of the project, you know, and I'm not the right person to judge this in total, but it seems that's a reasonable tradeoff given the, you know, there are meaningful enhancements that occur from removing the parking and removing

the ramps. So it's kind of -- like I said, it's not like we can definitively say there will be no impact, but I think I'm reasonably confident that this is a good thing to do and that the impacts will be very limited. So....

LOUIS J. BACCI, JR.: I guess I have one question.

JOSEPH BARR: Yeah.

LOUIS J. BACCI, JR.: And I really didn't have a problem with doing away with the parking garage. Talking about people coming in, where do they park? You come from New Hampshire. You drive here half an hour. It's spillover parking.

JOSEPH BARR: If you come from New Hampshire, then --

LOUIS J. BACCI, JR.: It's spillover parking and so forth in the area of neighbors.

JOSEPH BARR: Yeah. There are parking

garages in the neighborhood. There's, you know, there is the Green Street garage that we own. It's not -- right there. If you're driving, you know, to a hotel, you know, you can unload and then go park. There's parking garages at University Park that aren't that far away. So, I don't, you know, it's not like the parking, there's a ton of commercial garages in immediate proximity, but I think there are options for people. So it's not like, it's not like this was somewhere in West Cambridge where there's just absolutely nowhere else to park other than on the street. There are options available. But I think it's a reasonable balance between having parking available, but not making it so convenient that it actually encourages people to want to drive to this location.

LOUIS J. BACCI, JR.: Does it also

seem -- to me it seems like it would be reasonable to have a drop-off area here?

JOSEPH BARR: Yeah, and I think that's part of what the loading zone would be aimed to do, is to provide -- yeah, because we don't want people double parked on, you know, on either of these -- you know, sort of double parked on Columbia Street is even sort of hard to imagine, but I think, you know, we want to make sure, and again, that's some of the discussions I think we still need to have with the applicant as they, you know, get -- you know, those are the kinds of things we can work out as we get closer to the building actually being in operation. So I -- I'll just say, we're working internally to try to come up with some better solutions to how we address sort of the growth and, you know, the T&C's and Uber and Lyft and services like that,

and better creating better regulatory structures for how we manage the curb. I don't have a great answer right now, but part of it is partnering with, you know, whether it's hotels or residential buildings to help, you know, ensure that that space gets managed in a reasonable way.

LOUIS J. BACCI, JR.: Yeah, because that's what I see here is Uber or whoever pulling up in front of this building on Main Street, double parking while there's loading going on.

JOSEPH BARR: Yes.

LOUIS J. BACCI, JR.: And while there's loading on Columbia Street.

Is there a bike lane on Columbia Street?

JOSEPH BARR: There is not. It's very narrow.

LOUIS J. BACCI, JR.: Right, that's part of the -- you know, when you allow -- yeah, it

could have loading on the other side, we kind of pushed against that for Mass. and Main. And now we have loading across the road again.

JOSEPH BARR: And like I said we, we can't have enforcement there every single minute or every single day, so a lot of it comes down to working with -- you know, when you have a use like this where there will be staff out or helping customers or front desk staff or whatever, trying to work with them trying to make sure this space gets managed appropriately. Which is a leap of faith.

LOUIS J. BACCI, JR.: It is.

STEVEN COHEN: Joe, is there parking on both sides of the street on Columbia?

JOSEPH BARR: On Columbia, no just on --

STEVEN COHEN: Just on this side?

JOSEPH BARR: Yeah, basically it's only

wide enough for the travel in each direction.

It's barely wide enough for a travel lane in each direction and parking on one side.

CATHERINE PRESTON CONNOLLY: Okay.

JOSEPH BARR: Okay?

CATHERINE PRESTON CONNOLLY: Thank you.

All right, Hugh.

HUGH RUSSELL: So I'm not a big traveller but the last several years I've driven my car to a small hotel in center city Philadelphia and a large B&B in Washington. And as a user, of course I asked before I even signed up to go there is there a place to put my car? You know? And the Philadelphia people said, yeah, there's two parking garages and they're usually about two blocks away. And then the Washington guy said, well, you know, you might find a street parking place, you know, a few blocks away, but there are

lots of regulations and meters and you know. So I think we're not assuming somebody comes down certainly from New Hampshire saying, you know, coming to this conference at MIT, it seems like a cool place. They're gonna ask the question and there are answers, which is parking usually works. It's not the cheapest thing to do, but if that's what you want to do, you could park out at Alewife and take the T.

LOUIS J. BACCI, JR.: Yeah. That's not happening.

CATHERINE PRESTON CONNOLLY: Okay. So, what's the pleasure of the Board? Are we prepared to make findings or do we have suggestions for the applicant to go back on and think about? What do folks want to do?

TOM SIENIEWICZ: I'm prepared to make findings.

STEVEN COHEN: Yeah, I think so.

MARY FLYNN: Findings, yeah.

CATHERINE PRESTON CONNOLLY: All right.

TOM SIENIEWICZ: It's a part of the Special Permit to eliminate the parking. There's actually more loading being providing when they close the curb cut than there would be under the permitting scheme. I think to all Lou's concerns, that it will be better. And I do -- relative to loading concerns. I do also believe that folk narrative or the narrative that it -- maybe it's traffic science, but if there's five spots, then there's a rush to try to be that lucky spot owner. So I'm convinced about that. So I think there's substantial grounds here to make a finding for a Special Permit to eliminate the requirement for parking without burdening adjacent property owners, but the reverse and

actually make the situation better. So it's a better scheme without the parking in my opinion. I would make that finding.

CATHERINE PRESTON CONNOLLY: Okay.

CDD has helpfully prepared a memo for us with summarized findings that we need to make on both the reduction of parking requirement and the exemption of the basement area and the calculation of the floor and the calculation of the gross floor area. So with respect to the reduction of the parking requirement we need to find that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses, or otherwise adversely impact the neighborhood or will provide positive environmental or other benefits to the users of that lot in the neighborhood, including the

assisting and provision of affordable housing units.

Improvements are in conformance with the objectives contained in Central Square Development Guidelines and the Central Square Action Plan.

No national register or contributing building is demolished or altered as to terminate or preclude its designation, either now or within the past five years.

And building and site designs adequately screened the parking provided and are sensitive to the contributing buildings in the vicinity.

So I think do -- Jeff, correct me if I'm wrong, we need a motion on each of these or can we do it all as one?

JEFF ROBERTS: I believe if the Board's in agreement on those general findings, the

motion is only needed to grant or to make a decision on the Special Permit.

CATHERINE PRESTON CONNOLLY: So, on -- sorry. On all in one then? For the -- okay.

JEFF ROBERTS: Yes.

CATHERINE PRESTON CONNOLLY: Thank you.

All right, so we have that.

And then for the exemption of the basement area, the uses occupying such exempted GFA support the character of the neighborhood or district in which the applicable lot is located.

And I'm not going to go through the general Special Permit criteria since the Board I presume is familiar with those.

(All Board Members Agree).

CATHERINE PRESTON CONNOLLY: All right, with those findings in mind, does someone want to make a motion?

HUGH RUSSELL: I move to grant the Special Permits.

CATHERINE PRESTON CONNOLLY: Do I have a second?

MARY FLYNN: Could I make a slight amendment to that? Since there were a few items for continuing review that were in the department memo.

CATHERINE PRESTON CONNOLLY: Yes, okay.

MARY FLYNN: Including review of the landscape details, review of all exterior materials, colors, facade alterations and restoration details. Reviewing that with the staff at CDD and the Historical Commission.

Review of the bicycle parking by Traffic, Parking and Transportation.

And review of storm water management by the DPW.

CATHERINE PRESTON CONNOLLY: So to confirm, those and the Traffic and Parking memo mitigation list would also be conditions of the Special Permit, correct?

JEFF ROBERTS: That's correct. That should be included in the Board's motion to incorporate those conditions.

CATHERINE PRESTON CONNOLLY: All right.

HUGH RUSSELL: That's a friendly amendment.

CATHERINE PRESTON CONNOLLY: All right, so including all of those including the motion to grant the Special Permit, do I have a second?

AHMED NUR: Second.

CATHERINE PRESTON CONNOLLY: Ahmed.
Okay.

All right, all those in favor?

(Show of hands.)

CATHERINE PRESTON CONNOLLY: The motion carries.

JEFF ROBERTS: And could, there was one more procedural note on this. There are eight members present, two associate members, so one associate member would need to be designated to be the --

CATHERINE PRESTON CONNOLLY: The voting member?

JEFF ROBERTS: -- the official voting member on the case.

CATHERINE PRESTON CONNOLLY: Since Ahmed was my second, I'll designate him.

All right, thank you very much.

We'll take a quick recess so that the applicant for the next matter can set up. And we'll be back in let's say at 8:25.

(A short recess was taken.) .

CATHERINE PRESTON CONNOLLY: It being 8:30, why don't we reconvene. So we are moving on to the second public hearing of the night. This is on the 195 to 211 Concord Turnpike. Mr. McKinnon, are you starting us off tonight?

RICHARD McKINNON: I am, Madam Chair.

CATHERINE PRESTON CONNOLLY: All right.

RICHARD McKINNON: Thank you. My name's I'm Rich McKinnon. I live at One Leighton Drive.

JOHN HAWKINSON: Are you using the mic?

RICHARD McKINNON: I am.

CATHERINE PRESTON CONNOLLY: Are you using the mic, Rich?

RICHARD McKINNON: How's that better?

CATHERINE PRESTON CONNOLLY: Okay.

RICHARD McKINNON: First time anyone told me I was not too loud.

CATHERINE PRESTON CONNOLLY: Well, we are

experimenting with recording it and broadcasting the meeting. So even those of us who are good in our volume in the room, we have to speak into the mic so it could be heard on the recordings.

RICHARD McKINNON: As a watcher of Council meetings, I know exactly what you mean.

I'm here tonight to speak about this project. And I'm here along with our development team, with my partners from Criterion Development and with someone who has really been like a partner to us is Tony Martinetti from the Martinetti family I who has owned a lot of the property along Route 2, and has really played a big part in I think in all of development in Special District 4.

When my kids were young, I used to always find a way to put them into the presentations of the Planning Board, whether it was having them

sit on -- out in front of the bowling alley or whatever the case. If I might, just tonight my son is actually with us. He's not such a little boy anymore, but if I could just introduce my son Luke who is here tonight.

Thank you.

STEVEN COHEN: He's cute.

RICHARD McKINNON: He'll kill me when we get home.

This will give you a little bit of site context. Our property is here in the light orange. We're bound by Route 2 Discovery Park behind us. And then over here is the Alewife T station. Our architect Nancy will go through that in more detail later.

We're here tonight to request a set of Special Permits as you know. They really fall into two categories. Some of them because we

happen to sit in districts that require Special Permits; floodplain overlay, special district 4, etcetera. And then there's another set of them that really are based on the fact that there are dimensions that are -- require no variances but they're above the baseline threshold, and so they require Special Permit with the consent of the Planning Board. An example would be this building is 69 feet tall. You can do 60 feet as a matter of right. You could go up to 90 feet by Special Permit. So we are in that zone there and it requires Special Permit of the Planning Board. That's the second set of Special Permits we're after.

In our application there's a whole series of paragraphs that really go through one by one each of the permits what the criterion are and how we meet that. In addition to that, there was

a long memo that you got from your own staff that really tracks the same thing, and we can go over any of those later on tonight.

Community engagement has been a part of this project all along. As you know, under the new Planning Board rules, there's a required community meeting. That one we held at the Peabody School. And in addition to that, we're in the, the geography that's governed by the North Cambridge Stabilization Committee. So we met with them. They asked us to return, which we did. And then in addition to that, we went over to the adjacent neighborhood and met with the Fresh Pond Residents Alliance. We've had several public hearings. One public hearing that went on over a period of two nights at the Conservation Commission. Because of where we are, I mean obviously it's a sensitive area where we're

building. We're building around the reservation. When we sat down to begin the project over a year ago, we met with the city engineer, Conservation Commission, and city staff, and all of us agreed that the best way to come to the Planning Board is to have gone through that process first and so we did that. And you have a letter from the city engineer that I think speaks to the fact we've been very, very aggressive and pro-active. We're trying to deal with all of the issues that have come up since the climate studies were published over a year ago. And we've also received notice of intent from the Conservation Commission. So that was another opportunity for the public to weigh in on it.

This is the last project of special district 4. All of the others have been either built or have been permitted by you and are about

to be built. The last two at Discovery Park. Two office buildings yet to be built, and the second garage which will be right on the right of our project. The old Faces disco was torn down. This always draws a smile from one member of the Board when I mention that. Mr. Bacci. But it was converted into Vox after sitting there. It was a burnt out spot for 20 years. So this is really the last one. I thought I would just take a minute to take a look at the entire district, see how we've done on what was an extraordinarily ambitious piece of zoning. The attempts to rezone this area had all failed for ten years. I think the last one before we succeeded was the Yoda petition. We decided that when Bulfinch bought it, I worked with them, we worked with the Martinetti family. And, then a group of neighbors who helped us bring in the National

Audubon Society, the Sierra Club, the Mystic River Watershed Association, Dan Gear (phonetic) who brought the Cambridge parking freeze to Cambridge. And we really spent an enormous amount of time trying to develop something that really dealt first and foremost with the fact that this was a development that was happening inside of a reservation in a floodplain. And so the burdens on it were very, very high.

Happily that received the unanimous recommendation after all those failures by the Planning Board to the City Council, and it received a unanimous vote by the City Council. So 13 years ago it began with the first building, that was the Whitehead Institute -- excuse me, the Smithsonian Institute for astrophysical science which relocated up here.

The district really includes the Route 2

properties, all of Cambridge Discovery Park, and then all of this other land, including, by the way, this site here which was owned by DCR, leased to Arthur D. Little and paved over.

This gives you an idea of what Cambridge Discovery Park and the Martinetti Properties looked at the very beginning before we began. So this is what it looks like now. And as you can see, the only way to have gotten here was to literally take down everything that was up there and start all over again. Pulled the development north of Acorn Park Drive. And instead of everything here that was built up against the Little River, restore all of that to the way it was before we started.

We also took on -- this is -- this is property owned by the DCR and the MDC which had been paved over, 465 cars. As you can see, the

very first thing we did was hire a truck, bring some neighbors down with a Caterpillar and began tearing up the asphalt.

This gives you an idea of what some of the restoration looks like. That asphalt parking lot now serves as a pathway that links Discovery Park, Vox, and hopefully our project, too. We're working on our easement with Bulfinch because we need their permission to put a connecting piece of easement on their property so that you can walk from our property down through Discovery Park and use the pathway as a safe, easier way to get down to the T station.

The environmental improvement's pretty substantial. I mean just to quantify, I think you can see just looking at the project, first thing that happened were ten acres were simply returned to open space and zoned as open space.

Over the period of the development of all of special district 4 there's now 3.7 acres more permeable space than there was when we began, and there's now, including our project, 360,000 cubic feet more available flood storage.

I understand and we have heard it, I think the Planning Board has heard it over the years, that you're not to build in the floodplain. You are not to have people live in a floodplain. To me, and I understand that, but to me the question is what floodplain? What are you building? And, how are you building it? And I don't think there's a prohibition. To have left this property the way it was, was to never taken advantage of the restoration was to have allowed all of the storm water, you know, off of surface washed with parking lots, to continue to run down into the Little River untreated, whereas now all

of the water goes through good new infrastructure, through storm water treatment systems before it goes into the Little River.

This is what we began with up here. And this is what we have now. It's a pretty dramatic transformation.

Just so I can wrap up and we'll get to our architect. So a number of goals that we started with the district. The environmental goals, reducing automobile dependence. We now have much reduced parking ratios that were there before. We have our own shuttle systems. And we're able to, working with others in all of Alewife, to finally create an Alewife GMA. So there was never one there before. And all of us now contribute to it. We hope sometime it will be like the Charles River TMA.

So the final thing is we wanted to have a

district that was mixed use with this building being built now, it really helps to restore the balance between the commercial development at Discovery Park and the residential development and the former site. And it's also given us an opportunity to add substantially to the city's affordable housing. I'm gonna wrap that up.

Our other consultants are here going into all of this in more detail after public testimony. Let me let Nancy from Icon come up and just give you a quick run through look at what the architecture is to look like.

HUGH RUSSELL: I wonder if I could interrupt.

CATHERINE PRESTON CONNOLLY: Okay.

HUGH RUSSELL: Rich mentioned there was a staff report? I didn't see a staff report.

CATHERINE PRESTON CONNOLLY: It was

e-mailed.

HUGH RUSSELL: Is it possible to have them printed so we can look at them?

CATHERINE PRESTON CONNOLLY: Swaathi?

We'll get copies for the Board. All right, thank you.

NANCY LUDWIG: Hi, I'm Nancy Ludwig from Icon Architecture. As Rich mentioned, we have a very deep slide show, not all of which I'm going to present tonight. We do have our traffic folks, our civil and environmental folks here as well, but my presentation tonight is really focussed on the urban design and building that you see built here.

So just to remind you where we are. I think you know. It's an interesting site. Our northern boundary is obviously Route 2. But with the properties already built out here, we have

this interesting U-shaped design that actually wraps around an existing garage and is really sandwiched between a proposed garage to the east and Vox on 2 already built now to the west.

We've chosen to tackle the design by actually dividing it into two buildings and actually developing a design that breaks down into an array of different masses.

We think it's important to have really created sort of ins and outs on the site plan to really take advantage of some of the landscaped features that we're proposing here. Overall, we're talking about building 1 with 182 apartments, building 2 with 138 apartments, a total of 320. And the proposal for parking is between podiums that sit under the buildings, and our on-site parking will have 243 cars. That amounts to 324,000 gross floor square feet and an

FAR of 1.95.

So how do we tackle the site? As you know, the vehicular access to the site would be coming off of Route 2 on the north. And working through the traffic issues associated with getting on and off of the site, it became clear that we want a single one way on and a single one way out accessing Route 2. But that meant that within the site we really had to create our own circulation. So we've provided really two drives, one to the north of the center point of building 1 and one between the existing garage and the southern side of our building 1 that allow people to circulate around this site as needed. If you were coming in and you wanted to stop and the entry forecourt and run into the office area for something, you could get back in your car, you could loop out, and you could use

what's shown in the orange bar as this two way drive to get into either garage on either side of that drive.

We also with the stars here indicating multiple entry points around the site, and I'll talk some more about that in another slide.

People are really important, though, on this site, too, and we expect that folks who would live here are likely gonna be walking to the Alewife T. We've provided multiple means to do that. Obviously along Route 2 we'll be enhancing the sidewalk, widening it, engaging into the existing sidewalk that's there now and replacing it. And I think with the 25-foot setback on our northern property line, that sidewalk is really engaged in some nice landscaped elements along there.

It will be important on the southwest

side to connect the existing bicycle path that comes behind Vox on 2, down into Discovery Way. I'll show you how we do that in a minute.

And then it will also be important to make connections on the eastern southern side of building 2, eastern side of the site, down to Discovery Way as well.

So while we have this northern connection and southern paths, it will be really important in our design to make those north/south connectors. We do that along what are fire lanes on either side, but most importantly internal, that center pedestrian way within the site that really is a link between the Route 2 path and then further down the site. And we're looking at a couple of options working with the neighboring property owner to actually look at some options for how then we connect down to Discovery Way.

And I think that the preference is actually for the option B connection. So residents will be able to move from these lobbies, connect over, come on this path, come across this building, and then come out. Obviously if that's the direction you're going to Alewife.

Residents who are now using this bike path or other folks along here, will still be able to come across the site and connect down into the sidewalk system and come around the site.

I think open space is a big part of the site as well. Obviously there's a 25-foot setback in the front that becomes a landscaped element as a forecourt to the building. But we've also held the legs of the building on the south back so that we can incorporate features along that edge as well.

It's a funny site, and that means we've got some buildings that have to wrap around existing elements. So the proposal is for a single loaded corridor that L's around the existing parking garage for building 1. This allows us to have an interesting corridor, but doesn't mean that residents are looking back out onto the garage.

In building 2 we have that same system incorporated on the eastern edge. And what this allows us to do is actually to project a series of volumes off of that single loaded corridor, creating a lot of kind of dynamic in and out on the site and really breaking down the scale of this long bar into a series of smaller volumes that really have a narrower scale and have the ability to have more interest on their front face.

We do lots of different things with the spaces that are created in between. There's many hollows. And even up on the podium we can use those spaces in between for raised courtyards. And kind of just looking across the way from west to east on the northern boundary, we create a rain garden at the northern corner. In the middle of the building 1 bar, we have this deep entry court which will be landscaped and also provide an opportunity, if you're coming to visit the site, for short-term parking. Where the drive exits out onto Route 2, we've created this sense of a pedestrian realm with sidewalks and parallel parking. And then of course we have the deep 25-foot landscape along building 2.

On the south I've already mentioned the bicycle connection continuing through, but in that area we'll have a rain garden. In fact,

that connection comes over a shallow -- a low bridge. And in at the southern leg of building 2 we've created a play area, and obviously this pedestrian connection that will come along to the east.

And here you see the rendering of that in the landscape drawing. And I'm not going to dive too deep into this because I want to get into some of the images of the building.

The first floor it's very important to keep interesting space up near Route 2. You can see the -- you can see our leasing and lobby and office areas which will really become the front face of that projected volume up near Route 2. We've chosen to distribute bicycle parking around the site in several different areas. So no matter what direction you're coming back from, you have different places where you could draw up

a bike.

On the building 2 northern boundary, in a nod to Lanes and Games, we're proposing to put back a couple of bowling lanes. It's a nice interesting linear facade. It will be glazed and open so when people are bowling, you will see them and you'll remember what was there before.

So we've worked hard to really keep -- I keep pointing that way. To keep activity along this front face, and also to create nice entries toward the southern side of the site realizing that people would be approaching from many different ways.

The building stacks with units in these same forms. On the second floor of the blue space is the amenity for the residents, and it really takes a central spot between the landscaped courtyards on either side, both of

which have a somewhat southwestern exposure and the long deep one which is really looking out toward the open landscape beyond.

We stack up on the typical floor and then have a ten-foot setback at the sixth floor.

Because these are apartments and they have individualized mechanical systems, we're talking about smaller systems that are grouped toward the center over our corridor so they fit far back from the edge of the roof; a fairly simple grid and neatly placed along that center of each spine.

I've talked about this setback.

Certainly you've seen the 25-foot landscape setback in the landscape plan, but also important as part of the design guidelines here is that ten-foot setback at the top that we've incorporated and it helps, again, break down

these projecting forms. And I should also mention without getting deeply into detail, that the building actually has a flood storage area under its, under its podium that will help with any flooding issues.

So, what does it look like? Along -- I'm now on Route 2 and my arrow is off the screen. I'm at the far end of the property and I'm looking east. So you get this sense of how this idea about the single loaded corridor and these projecting volumes pulling off of it really does help to break down the scale and mass of the building.

In addition, we've really tried to push back the corners so you begin to read these pieces as really separate volumes that are attached to this grid, but really have a scale that's complete in and of their own.

The basic design idea on this facade, you can see we've created this grid kind of like a scale or something, and then we playfully applied these projecting bays. It's kind of a tic-tac-toe pattern. And we've been a little bit strict on how we've applied it on building 1 -- on a regular grid. And we think this, you know, this pattern projecting out will provide an interesting, you know, kind of shaded edge. And obviously as you're driving by, it will kind of -- your perception of this will change, and we hope that it will add some interest and liveliness depending on what speed you're driving on Route 2.

Oh, I wanted to mention something about the materials as well. We've defined the base with -- it will be a wood look cementitious panel. We like the wood look because the base of

the building tends to be enveloped by the landscaping around its edges. So we like driving that down into the landscape. And then we'll be having siding above. We're proposing a wider grid along Route 2 and a narrower grid on the other elevations of the property.

Here are some of those materials and the expressions that we're talking about, and we brought some sample materials here tonight.

So, now I've come a little bit further down Route 2 and I'm actually looking right into the property. And here you see this deeply recessed entry court. Cars can drive in. They can drive straight through and head into the garages either to the right or to the left. We are proposing some parking in this entry court. We think it's important for short-term visitors, guests, whatever, as they come to this site. And

so one of the suggestions we had to kind of shield the view of those cars into the property was to create this fence along its edge. But I also want to show you another option for this. Because we have two of these kind of parallel streets within the development, we need to have the ability to get trucks and taller vehicles underneath the building at a couple of points. So we've proposed, in this sketch you see this bridge-like elements that kind of lifts up above. It's recessed, it's clad and more colorful and playful and, again, sort of tic-tac-toe like rhythm across its length to add some interest and liveliness as you drive underneath.

Here also you've seen the way we engaged the horizontal element in pulling forward to be a canopy over the door and provide some signage for the development.

Here is that courtyard image. Kind of if I were up in a drone looking back and you see the parking in either direction, kind of that 60-foot wide parking bay. When we were in to CDD, though, we did discuss another option that I wanted to talk about, which now you kind of have to reverse your head, but instead of having head-in parking on both sides, we would create three parallel parking spots on this side. It would allow us to deepen the landscape area here and provide some benches and a trellis-like screen still hiding the parking from view but you wouldn't get the headlights aiming out towards Route 2. I think we were waiting to get a final approval from the traffic folks that we could lose the four parking spaces here. That would make this plan possible, and I understand that they have said that's okay.

So this is now what we're proposing, something at the front of that courtyard which would be a trellis, again, screening the cars and providing a place to sit if you're waiting for somebody to show up. If, you know, waiting for an Uber or something, a place to wait and get picked up.

So I've now come further down Route 2 and I'm looking at the Route 2 facade of building 2. It's definitely a cousin of building 1, but we think we would be changing the coloring. This building, because its courtyard faces into the development, means we have a broader face here. But we've worked to have some deep recesses into the facade so that you really begin to read that same proportion in the building as it steps along Route 2. You can also see the setback at the sixth floor and we're proposing a deep trellis

structure at the top and engage your view of the sky.

Looking back, nothing so different here. You do see the windowing that we're proposing along the bowling alleys in the front of this building.

And now come onto the site if I were walking along Route 2 and I took a turn onto the site here, you can begin to see the character and the quality of the pedestrian realm that's here. We've tried to line our new drives and make them feel like streets. You've got parallel parking on both sides. You've got trees and tree grids and landscaping around.

Here you see the base of building 2 on the left. Again, it's this horizontal. It gets pulled out to be an inviting entry canopy over our lobby entries. And you see the, again, as

I'm looking down this drive, having sort of made this C-shape with this building, there's this nice recess that I get between the two end plains of this building, again, breaking down the scale.

I've now come further back on the site and I am at the back drive. And so you see, again, the parallel parking. You see kind of the repetition of the bridge-like form over the garage entry here. And even though these facades that you're looking at are single-loaded corridors and we've continued this staccato pattern along their length, along this horizontal grid, a flatter surface but still an interest with the way we've punctuated these lines.

I've now come back towards the garage and I'm looking towards Route 1 and here we see what really happens with the two ends of building 2. So this is the courtyard which steps deeply back

into -- and is surrounded by units. And then here you see a nice southern facing, you know, spot to come out and sit and enjoy being outdoors on the site. There will be benches, table and chairs. It's due south facing so it should be a nice place to hang out most of the day.

I've now kind of turned and I'm looking back. You see the courtyard above. You see the windowing in that base to the left, the lobby, and the middle of the drive entry -- sorry, garage entry.

And now I've looked to the right and I'm looking at the southern entry on building 2. Again, you're coming in into the podium here. There's a bike room to the back. We've got sort of a ramped path so that you can bring bikes in easily, and then I think I mentioned when I talked about the distributed lobbies in the

building that each has a vertical circulation core so you can come in, you can elevator up, you can take the stairs up, but it's a nice way to more easily move around the complex.

Now, I'm back on the drive that's behind building 1. You see kind of the scale and then narrowness of the bar underneath our two-story drive through. It lets some nice light in through between the buildings, again, breaking down the scale of the buildings of the grand plain.

And now I am back over at building 1 and taking a look at its southern entry. Here you see the bike path as it would come across the site. There's a small -- a not too tall bridge that would help make that possible over our wetland that's part of the site here. And you also see some balconies on this edge, and then

this is the main amenity deck which would be landscaped and have outdoor activity looking over this open space.

So in summary, 320 apartments, 243 parking spaces. We're talking about a five-story building over a podium of parking that reaches up that should say 69 feet. 324,000 square feet with a 1.95 FAR. And that's where I'm going to stop. And we do have experts here to talk about the site and the traffic and other issues and those slides are loaded.

CATHERINE PRESTON CONNOLLY: Okay.

NANCY LUDWIG: Thank you.

CATHERINE PRESTON CONNOLLY: Thank you very much.

Any questions from the Board at this time? Do we want to go to public comment?

HUGH RUSSELL: I think it might be

helpful to discuss the traffic issues. We received written comment on those.

RICHARD McKINNON: This is Scott Thornton from Vanasse. He's our traffic consultant. I think Scott's slides are loaded.

SCOTT THORNTON: Good evening. My name is Scott Thornton. I'm with Vanasse and Associates. We prepared the traffic assessment for the project. And what I'd like to do is just go through the process that we used to identify the impacts of the project and then wrap up with the mitigation that has been identified for the project. We've worked in concert with the Traffic Department and have really, I think, outlined the impacts and addressed the issues revolving around access and traffic for the project.

So the study area was identified through

scoping determinations, identified by the Traffic Department. We looked at existing conditions and looked at vehicle access issues related to pedestrians, bicycles. And another important part of the process was looking at the adjacent Vox on 2 project, because that's a very close comparable to the proposed project.

We also looked at background traffic growth, different projects in the area. Obviously our project traffic impacts from the project and then the proposed mitigation for the development.

So this slide identifies our study area, and you can see that the -- some of the intersections identified are signalized locations are identified with the tri-colored icons, and unsignalized locations are identified with just the yellow icon.

So the Route 2 obviously tying into Route 16, the site has been identified comprising the existing Gateway Inn and Lanes and Games developments.

These -- the site presently has four curb cuts out on to Route 2 which vary in width between 30 and 50 feet. And one of the, the two curb cuts that are closest to lanes and games are actually -- it's basically one long curb cut. There's, there's very little definition between those two driveways. All the driveways are entering and exiting, so the two-way traffic flow, and as Nancy had indicated, those driveways will be replaced by two, one-way driveways 22 feet with each.

We looked at, we did traffic counts out at these locations. We looked at vehicle queues. We looked at pedestrian volumes on -- at the

intersections on Route 2 through the existing path from Vox on 2 out to Discovery Park, and then through the access path through the former, through the DCR property. So fairly comprehensive review of the intersections and the study.

As I mentioned, the existing site is occupied. It's not a, it's not vacant as opposed to the Faces site as Rich had mentioned, had been vacant for sometime, not generating any traffic. The existing Gateway Inn and Lanes and Games site generates a fair amount of vehicle traffic. We observed these volumes, 31 vehicles entering, six vehicles exiting for a total of 37 vehicles in the morning peak hour. And in the evening there were 36 vehicles entering and 25 vehicles exiting for 61 vehicles total. And these were, this was just a typical day at the site. There were no

functions. There were no -- the Lanes and Games has leagues throughout the day, throughout the week, but there were no, there were no special seminars or special functions going on when these counts were conducted.

As I mentioned, we also looked at and did a monitoring study of the adjacent Vox on 2 development which is approximately -- I think it's 227 apartment units. At the time of our counts, it was leased to 98 percent I believe. But it's typically leased to 95 percent or higher indicating that it's a very successful development.

The mode type for all trips during the time period that we conducted the study included 35 percent single occupancy vehicle trips, 40 percent at ride share. The big number is really 45 percent of the residents using public and

private transit services. A smaller percentage using walking, biking, and also other percentages including working from home.

So the big number, as I mentioned, is the 45 percent using transit service. So when we compared, we did the traffic study for the initial Vox on 2 development and what we found is that the actual counts were 44 to 62 percent lower than the estimates identified for the traffic study when it was initially prepared. So clearly the site, there's a -- it generates less vehicle traffic than would typically be expected. There's a higher percentage of private and public transit, trip making than was anticipated. So there's less overall vehicle impact from this type of development.

This slide identifies some of the transit services, the public transit in the area coming

down Route 2 into Alewife station. There's also a network of private transit, including a shuttle bus that runs from the existing Vox on 2 development to Alewife station. There's the 128 Business Council, Alewife shuttle, as well as other shuttle buses that 128 Business Council runs to Alewife.

Discovery Park has a shuttle that loops from Alewife station through Acorn Park Drive and back out. And then this slide also indicates the Hubway stations that are really a form of transit as well with bicycles available for use.

Speaking of bicycles, we have a number of -- really a network of bicycle paths in the area, but the Fitchburg cutoff coming in from Belmont, the Minuteman Bikeway, it goes out to Bedford, the newer Alewife bike path, the Linear Path, that continues out into the Somerville and then

our existing multiuse path through DCR property that Rich had identified and the existing Vox on 2 path that will pass through a portion of the site.

We identified -- so we took the trip so we observed from the Vox on 2 development and identified a person trip rate and applied the mode split data that was observed into the monitoring site. And the numbers that we identified with a total trip estimate of 208 person trips in the morning and 172 person trips in the evening, we wind up with these, these actual trips, and these actual mode shares, where the SOV single occupant vehicle trips, ride share, and car and van pool. And, again, the line share 45 percent are made with using transit.

And compared with these SOV, basically

the vehicle impact for the project, vehicle impact is the combination of SOV and the ride share trips. When we compare that, those proposed totals with the existing totals, we find that we have a net increase of smaller trips than, smaller trip assessment that would be the case then if the, if it was a vacant site. So we're looking at 41 net new trips in the morning peak hour and only four net new trips in the evening peak hour. Again, because the existing site generates the level of traffic that it does.

We take that traffic, those new trips, and we assign it out onto the study area intersections. This graphic was in the traffic study. It identifies that the impact in term of change in delay at the intersections. And there's a lot going on in this graphic. But basically the left side of each circle is --

represents the delay change from existing to the build condition which is just existing and then existing plus the project.

The right side of the circle represents the delay change going from existing conditions to the future condition, which is five years out and includes the project as well as any background traffic growth.

If it's, if it's green, then the delay change is less than ten seconds. If it's yellow, the delay change is between 11 and 19 seconds. And if it's red, the delay changes greater than 20 seconds. So at the main, at the main change at the intersection of Acorn Park Drive and the Alewife access ramp and you see we have a change running from I think it's about 15 seconds in the morning time period going to build conditions and then it goes up to -- I'm not sure exactly the

number in the future condition. Similarly at the Route 2 and Route 16 intersection it goes up I think about 24 seconds in the future condition. Outside of that most of the other changes are on balance, less than 10 seconds.

Similar to the evening time period and it's even more pronounced here. I think there's a slight change here of 15 seconds where at Acorn Park Drive intersects Frontage Road and then there's another change at that same intersection with Route 16 and then the same intersection with Steel Place and Alewife exit ramp.

So when we look at -- so we looked at the delay changes. We also looked at as part of the Special Permit criteria planning analysis, trip generation, vehicle level of service, which I went through, traffic on residential streets, which doesn't really apply. Lane queue at the

intersections and then the provision of pedestrian and bike facilities including pedestrian bike level of service and the pedestrian bike utilities. And the total number of criteria that we looked at was 145. We had 130 criteria that were, that were below the threshold levels. And then the 15 that we're over the threshold levels, were actually over, under existing conditions. Basically at some of these intersections there are pedestrian delays that are above the threshold values that are, that case with or without us.

The next graphic identifies where these exceedances occur. Mass. Ave. and Alewife Brook Parkway intersection, you have some exceedances based on pedestrian -- time to cross the streets at the signalized intersection. Similar condition at the -- for the crosswalk or the

Alewife station exit at the Route 2 and Route 16 intersection, and then similarly at the access ramp intersection with Steel Place and the Alewife station exit intersection.

So the pedestrian bike exceedances total 14. And then because there's no bike facility or bike lane on Route 2, again, an existing condition, we -- that's categorized as an exceedance of the criteria.

So typically the pedestrian and bike criteria is something that gets exceeded at a lot of -- with a lot of these projects. So some of the things that we're looking at for mitigation include providing \$25,000 towards a, towards funding of a Hubway station in the Alewife area, providing \$25,000 towards a study of a bus lane or some type of queue jump lane for the -- to get busses into the, into Alewife station a little

quicker without having to get stuck behind the traffic queue with the intersection. And then also we're looking at providing \$75,000 towards feasibility study or design of the Alewife bicycle and pedestrian bridge and commuter rail station.

In terms of TDM, we're looking at providing a minimum of two car share parking spaces on-site, a minimum of one electric vehicle charging station that will cover two spaces. There's going to be 20 bicycles that will be available for tenants' use. It's going to be bicycle parking and also repair and tune up areas for bicycles on-site. Tenants are going to be charged separately for leasing and on-site parking space, so it will be separate from the ramp. We'll have an on-site transportation coordinator that will be responsible for

providing new tenants with information on, on the transportation services available. Probably the main -- or one of the main items is providing each adult tenant with a complimentary Charlie Card for three months. Upon this execution it encourages people to leave their cars behind when they come to the site. Also looking at joining the Alewife TMA and supporting the existing shuttle bus service to Alewife. In the lobby there will be a transportation information center with realtime multimodal conditions that will display delays on the various transit services, and the shuttle buses that are in the area.

And we're also looking at, as part of, as part of the mitigation, we expect to have to prepare annual monitoring reports in which case we would survey the residents similar to what was done for the Vox on 2 development.

So that's it for traffic. If you have any questions, maybe I can answer them.

MARY FLYNN: I do have a question.

Do you know how many parking spaces are available at the Vox on 2 project and what percentage of those is leased on a regular basis?

SCOTT THORNTON: So there's, I believe there's 222 to 225 spaces. And they're available for residents. The numbers fluctuate on the leasing levels. Sometimes they have 20 spaces available, sometimes they have five spaces available. But it's up and down.

MARY FLYNN: Thank you.

SCOTT THORNTON: Sure.

LOUIS J. BACCI, JR.: And what ratio is that built at?

SCOTT THORNTON: It was built at one to one. That said, we did counts for -- we did

parking counts as well as the modal split survey, and we found that the actual utilization rate went down as low as 0.76 spaces per unit. So there's -- they're not using all the spaces that they have available. In fact, some, in some cases if there's a demand for extra spaces, a resident can request to see if there are any spaces available and can use, can rent space, and extra space temporarily.

LOUIS J. BACCI, JR.: And that was kind of a changed with the seasons? June was your low spot and September was your high?

SCOTT THORNTON: Yeah, yeah, basically.

STEVEN COHEN: A couple of questions. First of all, maybe I misunderstood the question on the ratios. The parking ratio --

SCOTT THORNTON: Yeah.

STEVEN COHEN: -- 350 units and then I

thought it was 240.

SCOTT THORNTON: That's for the proposed use.

STEVEN COHEN: That's for the what?

SCOTT THORNTON: That's for the Vox project. The Vox project.

STEVEN COHEN: Oh, I'm sorry. Okay, I misunderstood.

LOUIS J. BACCI, JR.: They were comparing.

STEVEN COHEN: I missed something along the way.

LOUIS J. BACCI, JR.: Yeah, right.

STEVEN COHEN: One quick question. On Route 2 is there a deceleration lane, acceleration lane or are these curb cuts where you right off the travel lanes?

SCOTT THORNTON: There's three travel

lanes. The outside lane is really dedicated to go down to the Alewife station, but there is no, there is no deceleration. So it's really these, the driveways will come right out onto Route 2.

STEVEN COHEN: And how is the history on that? Is there any history of accidents in the other properties there?

SCOTT THORNTON: None, no.

STEVEN COHEN: No issues?

SCOTT THORNTON: No. In fact the -- back up. I have a real good slide of it. One of the things that we were concerned with, with the Vox on 2 development was you had, you had a proximity for kind of a merging, diverging issue here with the Frontage Road onramp that comes onto Route 2 eastbound where people are accelerating. At the same time you'd have cars decelerating to get into the Vox on 2 driveways. So that distance is

about 500 feet or so separation. And there haven't been any, there haven't been -- there's no crashes that have occurred out here that are registered in the database.

We're about 200 feet. The entrance driveway is about 200, maybe 220 feet from the exit driveway on -- for vox on 2. And we think that that's, that that's a sufficient separation. We've also had discussions with massDOT District 4, and they've seen that the access plan with the two driveways and they're comfortable with that design.

STEVEN COHEN: Thanks.

CATHERINE PRESTON CONNOLLY: Other questions?

MARY FLYNN: I have another one.

CATHERINE PRESTON CONNOLLY: Yes.

MARY FLYNN: You had shown a number of

public transportation routes which I assume includes busses.

SCOTT THORNTON: Yes.

MARY FLYNN: I wasn't clear like which ones come down Route 2 and do any of them like stop? I can't kind of think of a reason why they would stop but I'm just curious.

SCOTT THORNTON: Actually, I'm glad you mentioned that. So there's four that come down. I believe there's two busses that stop, that presently stop or used to stop in this area near the metal overpass it goes over to.

MARY FLYNN: Yes.

SCOTT THORNTON: And there's, there's been actually a -- there's a shelter that's there, kind of a bunker looking concrete structure that's there. Those bus stops have been relocated over to Acorn Park Drive. Now

instead of the busses, I believe one comes down from Lake Street and where present -- previously would go onto Route 2, stop here if there was demand, and then continue on to Alewife station. I think the other one comes right from Route 2 on the west. Now they come, they come down, they both come down through Lake Street to Acorn Park Drive and then stop in this area.

One of the things that we've been asked to do, and we will do, which is remove the bunker that's presently there near the overpass. And there's also a, there's an Alewife garage flashing sign that's right in the middle of the sidewalk conveniently, right in this area, so it reduces the effective sidewalk width from about five feet to two and a half feet. That sign will also be relocated as part of the project.

MARY FLYNN: And do all of the bus lines

terminate at Alewife?

SCOTT THORNTON: Yes.

MARY FLYNN: Yeah. Okay, thank you.

CATHERINE PRESTON CONNOLLY: Okay. Are we ready to move on to public comment?

LOUIS J. BACCI, JR.: One more.

CATHERINE PRESTON CONNOLLY: Lou has one more.

LOUIS J. BACCI, JR.: I'd like to know, this was tossed back and forth in a lot of the writing, the difference between the observed parking rate and the leased parking rate.

SCOTT THORNTON: Yeah.

LOUIS J. BACCI, JR.: And how that's used.

SCOTT THORNTON: So, we had identify -- we had done some parking studies at a -- at other developments in Cambridge, and we had looked at

sort of the rate that parking is requested and the rate at which parking is used. And we found that there's, there's kind of a discrepancy between the two. And when it's -- and it may -- I think part of it occurs because of that kind of fluctuating level of demand, but the ratio that the parking spaces were leased at was slightly higher than the utilization ratio which is the rate that they were being used at. And, you know, we, we found that that occurred at four other projects that we looked at, four other apartment complexes in Cambridge, and it also occurred at the Vox on 2 site. And really there may be, it could be that particular day that people aren't in town or it could be that there's just a, there's just a momentary drop in the demand rate. But it's something that we -- I'm not sure if it's a phenomenon but it's something

that we've identified now in five developments.

LOUIS J. BACCI, JR.: Thank you.

HUGH RUSSELL: Is the proposal to have assigned parking in the garage or is it a pool?

JACK ENGLERT: Jack Englert from Criterion Development. We've looked at two different scenarios here.

Right now the proposal is to match what we saw at Vox with assigned parking. We've also had a project where we don't assign any of the parking but you do have a right to a parking space or a clicker to get in. We find that if they're not necessarily assigned, there's more flexibility. People tend to rent a space but they tend to go away for a week or travel or weekends and it frees up some spaces. So right now because of the numbers, we want to mimic Vox the best we can because we think that's the most

relevant criteria that we have on the sign. But we have looked at others.

HUGH RUSSELL: I guess I'm concerned that if you're facing your utilization, your road share on the actual utilization, that more people that have actually paid for spaces, and then what's going to happen there won't be enough spaces for people who want to pay for them. Even though they will. Some significant portion. You know 10 or 15 percent won't actually be using them in a given day.

JACK ENGLERT: So we will not rent more spaces that we have developed. There may be a situation where someone comes and rents a unit and we have rented our parking spaces, and in that case we may lose that particular renter. I mean it has happened. The demand is such that we don't see it as a significant issue because in

those situations, if you have a car and it's vital to your every day, it probably won't be the place to rent and they'll move to another. We haven't had any issue in terms of demand at all levels those with cars and those without. So we are limited with the amount of spaces that we have and that is kind of the governor on it all.

CATHERINE PRESTON CONNOLLY: Okay.

RICHARD McKINNON: Just if I might.

CATHERINE PRESTON CONNOLLY: Sure.

RICHARD McKINNON: Exactly that issue, that is why we've had a long discussion with the Traffic Department about do we have enough parking? Are we providing enough?

CATHERINE PRESTON CONNOLLY: Okay.

All right. So now we're going to move to public comment. When I call your name, come to the microphone, give your name, and spell it for

the stenographer. Give your address. And then you'll have three minutes to speak. You'll see the green light when you are -- have plenty of time, a yellow light warning you, and a red light telling you to stop. And if you haven't had a chance to sign up, then we'll take additional speakers at the end. But we will start with the folks who signed up.

First on the list is Alison Field-Juma.

ALISON FIELD-JUMA: Thank you very much.

Alison Field-Juma, 363 Concord Ave. That's

A-L-I-S-O-N F-I-E-L-D-J-U-M-A.

Thank you for this presentation, and we can see that a lot of serious thought has gone into the design of this project, but as speaking from the Fresh Pond Residents Alliance, we appreciated that there was a presentation made to us last year and -- but we still have serious

concerns which we wanted to lay out for you today and elaborate more in writing. And so we also ask that the hearing be continued to allow to you fully be able to consider, to consider those comments and information that we're going to provide.

This project is a redevelopment that is not only within the current 100-year flood delineation but it is also within in the floodway itself. Under the City's climate vulnerability assessment, it will be subject to major flooding in the not distant future. All of that information is of course available through the Climate Vulnerability Study that the City has done. So in our view, housing is not an acceptable use of this site. And that's because it puts people in harm's way due to the extreme flooding it will experience. It will be

inaccessible to fire, ambulances, and other emergency services during flood events and this can't help but put people at serious risk.

Residents who are low to moderate income have fewer financial resource to replace cars or to relocate when the area floods. So this is also a problem with environmental justice.

The area's jammed by failing traffic intersections during rush hour. How would schools busses activate the site picking up children there? Out of the 320 units how many would have children? I don't think that information has been provided.

Parked cars that are in the floodplain will be irreparably damaged during the floods and would pollute the adjacent waterways in Alewife reservation. So that's about the housing and why we feel that it's really not an acceptable use

for this particular site.

The project would also make traffic incrementally worse by some 840 daily vehicle trips according to the TIS in addition to the cars from Vox on 2 and many, many more from CambridgePark Drive. We would like to see the TIS study and know in particular the data studies, the data collection. We ask that traffic studies will peak measurement of peak traffic also on peak days so that we're seeing -- sometimes we have seen some study where it's been collected during school vacations, during summer, things like that, and without the dates actually provided, it's hard to assess the study.

According to the developer's TIS study -- there's a yellow light. The development will generate a thousand daily transit trips. So we'd like to know what has the city done to contain

increased transit capacity at Alewife. That can be seen as a huge success if there's a lot more transit being used, but we also know that the transit is also completely overloaded.

We support the strength and pedestrian and bicycle connection to the Discovery Park which was described in the memo and the transportation demand measures, but we would like to see these more funding go to these and that they be funded now so that the work can proceed without further delay.

CATHERINE PRESTON CONNOLLY: Can you wrap up, please?

ALISON FIELD-JUMA: Yes, we will submit the rest in writing.

CATHERINE PRESTON CONNOLLY: Thank you very much.

Next on the list is Mike Nakagawa.

MIKE NAKAGAWA: Hi, my name is Mike Nakagawa, N-A-K-A-G-A-W-A, 51 Madison Avenue, Cambridge. I will try to go fast because there are a lot of points, but I'll stick to kind of a couple of things.

The current political climate I just felt I needed to speak up for the little people, the -- you may not hear. And this is a housing project. I mean we always hear about affordable housing, but the things that drive affordable -- the housing costs are those -- there's a lot of high wage tech jobs that have drawn people with a lot of money who could afford the housing. The new developments that we see are mainly luxury units with only a handful of affordable units which is driving the overall costs, and it's hard to get to work unless you live in the city. So those people with the extra money are now buying

out other properties.

And we're not gonna be able to increase the supply by providing handfuls of affordable housing when the demand is just converting a lot of existing units into -- out of affordability. This project contributes to two of the three units of luxury units more than affordable, and it's causing congestion right where the four lane limited access highway is coming into two lanes of residential parkway.

And who are going to live in this property, it's mainly going to be two groups; transient rich people who probably move out once they get spooked at walking at night through this area from Alewife or they can't drive during congestion periods or they're at risk from the -- when the people can speed. I was almost cut off the other day when someone was avoiding a car

coming out of Vox 2, jumped into my lane right in front of me. So there might not be accidents now but it doesn't mean there aren't dangerous situations.

But my main concern is what was discussed earlier, flooding and emergencies. I worked in resuscitation research for 15 years or so. And for each -- the survival rate for a cardiac arrest decreases 10 to 15 percent for each minute of delay of treatment, and 10 ten minutes you don't have much chance. Now if there's 30 feet of water around the building with these flood events, the ambulances can't get there in minutes. Firefighters are not going to be able to reach them. And when you have high density of people, you're going to increase the chance that there's going to be some sort of emergency.

I've been participating in the climate

change resilience Alewife working group and it's just -- there's no way to stop the water. So we're figuring -- and it's going to flood every five years in the 2050 time frame. I have some notes on how much ten feet of water by massDOT greater than 30 by the CCVA.

Building the first floor higher will save the building, but it doesn't help the humans inside. They're going to be trapped, and right now two wrongs don't make a right. There have been lots of prior mistakes. We can't make any more.

So wrapping up, I just want to say that putting large numbers of people in a known flood zone that has flood and is expecting to get worse, is not a great thing to do. And we see news reports of people being displaced by floods all the time. This is not a few rich homeowners

wanting to live in a nice place, these are a lot of people who just want a place to live with new housing, they expect that it's been vetted to be a safe place. And morally I don't know how you can justify putting people at risk even though they may legally be able to do -- fulfill the legal requirements but morally these are people being --

CATHERINE PRESTON CONNOLLY: Thank you.

MIKE NAKAGAWA: And I want to submit to the Board the numbers that I was saying from the city report.

CATHERINE PRESTON CONNOLLY: Thank you.

Next on the list is Hunter Aldrich.

HUNTER ALDRICH: Hunter Aldrich, One Field Street.

I would like to speak from the perspective of a neighbor. I have -- my family

has been in this area, that area, actually Fresh Pond Alewife area for 35 years. In the past five or ten years, I'm not sure, since the major developments have come about and certainly the applicants' properties have added significant numbers of people to the area, Alewife Fresh Pond area, has been significant traffic congestion at all hours of the day. It's just more buildings, more people, more cars. The impact of the applicant's current buildings has just had a negative impact to my neighborhood. My daily life is impacted because of these Special Permits that have been given to this and other developers to build in this floodplain area.

So he's proposing 320 units in a special flood hazard area. I don't know if you have calculated the human risk like others have mentioned before the potential dangers. The

floods that we know are happening, the human impact that will happen. I'd like you to think about that before you make a decision. I would like you to think about if you were -- I almost see this as if you were -- or the applicant was proposing, you know -- we know the floods are coming. This is a flood hazard zone. A floodplain. And it's almost as if you have an active, you're permitting housing to be permitted in an active volcanic area. You know the volcano is going to erupt. You know, there's going to be significant damage. And why would you allow something like that to happen? Why would you allow this developer or any other developer to build in a flood hazard area? Please consider that before you give out another Special Permit to a developer to develop in my neighborhood. I really wish that you would consider the future

impact -- while making a community investment in Alewife Fresh Pond area, developing the area as a green space, something that would mitigate floods, something that would add to our open space in the neighborhood and the community that would enhance the quality of life, you know, just for the current people with future generations. I don't think adding another, you know, hundreds of units and hundreds or potentially thousands of people, because I know that more development is proposed in that area, is going to benefit anyone who actually lives in area and would like to have a nice quality of life.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Mr. Martinetti.

TONY MARTINETTI: Good evening. My name is Tony Martinetti. I live at 21 Badger Road in

Medford, and I'm the owner of the land in question here and I'd like to say that in the 43 years that I've been in business on that land I've seen a lot of changes take place. And I can honestly say that I have never seen conditions better than they are today. The changes that took place with the Bullfinch property behind our property and the changes that took place with the Vox on 2 development have done miracles with problems with water, flooding, and the conditions are so much better today because of careful development and a great concern for the environment that I was surprised myself.

Another issue, of course, that I'd like to address is the fact that I practically live next-door to the Vox on 2 development. I'm at my hotel property and bowling alley nearly seven days a week, and I've gotten to know many of the

tenants at the Vox on 2 and I have met many people from all different walks of life, all different colors, all different religions and background, and I think that they've done a terrific job in creating a mixed community that is typical of Cambridge and one of the reasons why people love the city. And I fully expect that any project that they do in the future will be more successful in that respect. I also noticed that people walk. They walk to Alewife station. This is how I get to meet many of them. They're walking, I'm outside walking back and forth going between one business or another. And I see them and I shake hands and we start to talk, and before you know it we're on a first name basis. And I could probably name 20 or 30 of their tenants that I know well just by the fact that they're walking to the T station and

not diving cars.

So I think that the area is really set up to succeed. I fully expect that no matter what problem presents itself, Criterion Development Partners will do a great job with it. When I had the Faces property, I met with many, many top notch developers from all over the United States, and we failed to make deals for one reason or another, mostly due to the fact that they were very large and very arrogant. Criterion is a different kind of group altogether. Jack Englert and I have actually become friends over the years. And I hope we can keep that relationship. And the reason that we become friends is because I believe that he works very, very hard to address with his partners to address these issues, and I believe that he does a very good job addressing them.

You know, when I was a young guy, I never thought that this day would come when I would be thinking about retiring and getting out of my business. But there is one thing that I am happy about, I think that I'll be leaving my property in good hands. I'll be leaving it with people that will make it better than it ever has been. And it's not a matter of the money and it's not a matter of prestige, it's a matter that I always try to do the best I could and I feel that hopefully a deal with a Criterion to develop this property will be doing the best they could.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Next on the list is Alice Helley.

ALICE HELLEY: Alice Helley, H-E-L-L-E-Y.

First name A-L-I-C-E. 22 Corporal Burns Road.

I am also, besides living in this area,

part of Fresh Pond Residents Alliance and want to without reiterating a lot of what was said, I just want to highlight a couple of major concerns about this project. I think that Lanes and Games served a community benefit, something that benefitted a lot of people, not only in Cambridge but in other surrounding towns, and I know that housing is an issue in Cambridge, but there is already over 2,000 units already proposed or being built, and I feel that is this going to be a development that's gonna serve the larger community?

And my other major concern is around building on a floodway and with what I basically want to say is that the threats to human condition. People are living there. And we are going to have the floods, it's not an if, it's a when. Between emergency services and between

having people from -- maybe not from Cambridge know how to access emergency routes. How are we gonna be able to handle that? And who is accountable for making the decision to put more people in danger's way since it is a floodway?

So basically community value and safety and liveability are my two major issues, and I hope that you will consider that.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Next is Jay Yesselman.

JAY YESSELMAN: Jay Yesselman, Y-E-S-S-E-L-M-A-N. I live at 160 Vassal Lane in Cambridge. If I knew Rich was gonna have his son here, I would have invited my daughter so maybe we could have made a match.

Before Mr. Martinetti spoke, I was about to preface my remarks by making a claim that I

probably spent more time at Lanes and Games in the last few years than anyone else in the room. And so -- and that's meant that I've had to drive there and I've had to exit there. And the concern that Mr. Cohen raised about leaving Lanes and Games directly onto Route 2 is a real one, whether an accident has happened or not. It's treacherous and it's hairy all the time, particularly when cars are in the peak hours driving down Route 2 towards Alewife and people are a little bit frantic about if it's backed up. I'm gonna get into the lane to go through Alewife. People get frantic and people get crazy, and it's just -- an accident's gonna happen. So I think you need to figure out somewhat do you call it? Remediation for that situation.

The other point -- I was just struck

about the public transit coming in east. If that's supposed to be a benefit to that area, then what happens when you try to come back? Where do you get off the bus? And how do you get back, you know, over to where you're living over there? Maybe -- I know the public transit doesn't get off at lake and circle back around. Maybe that's how the shuttles do it. But I think there's a lot of question about -- I mean, we all know it's a mess there, but there are a lot of questions about introducing more people to live there and it's many questions about traffic.

So, thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Okay, that is everyone I have on the list. But I know there are more people here who want to speak. So can I get a show of hands of who still remains that wants to speak on this

matter?

Okay, Ma'am, why don't you come up and we can hear you now.

CHERYLLE BAYNES: Thank you. I'm going to read from my phone if that's okay.

CATHERINE PRESTON CONNOLLY: Absolutely. Just as a reminder, state your name and address for the record.

CHERYLLE BAYNES: My name is Cherylle Baynes C-H-E-R-Y-L-L-E Baynes B-A-Y-N-E-S. I live at 17 Polk Street in Charlestown.

I'm a single mom and I live with two small children in Charlestown. I have friends and family and I've spent lots of time in Cambridge over the years. We love it here. And frankly, it is so much safer than some of the places we have lived -- we have lived or been asked to live by Boston Housing. I'm grateful

for the public assistance I have for my housing now. But with two small children, I worry about their education as well. I would love for both of them to have a chance to be educated in your public schools. They offer so much. I have followed this project on Co-urbanized site. My cousin told me about it. We would love to live in one of these units. The buildings are beautiful. The reservation is extremely nice behind it. I love the bike trails and the walking paths. For me and my extended family, it would be so simple having the Red Line right there.

The conversations on coUrbanized talks about technical things, and there are disagreements about them. I just hope the Board doesn't forget about the affordable housing part of the equation. So I thought I would get a

sitter and come myself to remind you. For me and my kids, living here in an affordable apartment would literally change our lives.

Thank you for letting me speak.

CATHERINE PRESTON CONNOLLY: Thank you very much.

Mr. Brandon.

MICHAEL BRANDON: Thank you, Madam Chair. For the record, my name is Michael Brandon B-R-A-N-D-O-N. I live at 27 Seven Pines Avenue and I'm the clerk for the North Cambridge Stabilization Committee which is the neighborhood association that includes this site. We have had a couple of meetings with the proponent which were helpful, although we have not had an opportunity to review, to discuss -- review and discuss the actual Special Permit application, the numerous memos that apparently some members

of the Board haven't seen yet, the memos from the staff, various departments, or to see this model which I'm sure will inspire more questions from our members. So these comments are pretty much based on things we've heard on about the previous iterations. And a lot of them echo what you've heard from the previous neighborhood speakers who are familiar with Fresh Pond Alewife area.

We believe that this is the wrong project in the wrong place at the wrong time for the reasons that have been outlined. More we can present to you, I'm assuming you will continue this case to allow more time for the Board and the public to review the details, I guess some of which are still coming in as late as today, redesign along the Route 2 sidewalk, which is a concern that our group had raised. We're concerned that -- about the proposal to put

parking in the, that side, the front yard
basically inadequately screened we think.

But the prime issues really involve
health and safety, threats posed by building in a
floodplain, in a floodway. I hope none of you
are climate change deniers. But, you know, the
City has studied the issue, it's still studying
the issue, and there is no doubt that the future
doesn't bode well in terms of what's gonna happen
in terms of flooding in that area which already
floods.

The current proposal seeks to build to
plan for the flood in 2030 and we believe that
that's very short sided. If you're going to
build in the floodplain, at the very least the
planning should be the -- the plans should be
able to accommodate the 2070 year flood which you
can obtain the information.

Another big concern is the affordable housing, which everybody wants to see. We question whether it makes sense to put it in a place where lives are going to be endangered. Even though the apartment might flood, you're going to be stranded, emergency vehicles won't be able to reach you, and that may be the case even in because of the gridlock that exists now. I see my time is winding down. We have a lot more to say and we will communicate -- oh, just on the affordable housing, and this seems to be kind of rushed through, because as most of you know, the City Council is on the verge of increasing the required number or amount of affordable housing from roughly 11.5 percent to soon 20 percent. We would ask as we've asked Mr. Englert, to propose that and plan for that and that the Board certainly not grant permit prematurely where they

would be able to avoid that by receiving approval quickly.

So I'll wind up, thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Yes, Ma'am.

CAROL O'HARE: Carol O'Hare, 172 Magazine Street. I am just going to say that I concur about affordable housing. I can't imagine why the developer in this case when we need so much, and the affordable housing ordinance has been pending and is soon to be adopted, wouldn't as a matter of grace and honor, at least make a proposal to come out of the affordable housing that was imposed 20 years ago into this century and make some kind of accommodating offer even -- or that you delay approval until the ordinance is in fact amended.

Thank you.

CATHERINE PRESTON CONNOLLY: Okay. Just last call. Anyone else here? Mr. Simha (phonetic).

ROBERT SIMHA: Robert Simha, Six Blanchard Road, Cambridge.

I just want to make a short observation. One of the things that we've been looking at in the Fresh Pond Residents Alliance is the cumulative effect of all of the projects that are being developed in this area. In reviewing the staff report to you, one of the things I miss and I hope that you miss as well, is some indication of what the cumulative effect of what each of these projects mean as they -- as you look at the totality of the area. Between Vox, this project, the ones that Rich has completed in the triangle, the ones that are going to come before you shortly such as 55 Wheeler Street, and on and on,

we are looking at 20,000 dwelling units. We don't see the opportunity to see what the cumulative effect of these developments are. What the implications are for school registration. What the implications are for infrastructure requirements or the implications for additional public services are. I hope that somewhere along the line you'll ask for that from your staff so that the rest of us can share that information.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Okay. Anyone else who wants to speak on this?

(No Response.)

CATHERINE PRESTON CONNOLLY: All right.

We'll move to the Board then.

It being after ten o'clock already, I'm

going to ask that we go around once and give everybody a chance to kind of list initial thoughts, any comments that they want to hear, and we'll get all of the Board to give their comments first. And then depending on the time and where we're at and kind of how many comments there are, the applicant may have a chance to respond tonight or we may ask you to come back another time with responses to us cumulatively. Does that sound good for everyone?

(All Board Members in Agreement.)

CATHERINE PRESTON CONNOLLY: Steve, let's start with you tonight.

STEVEN COHEN: I'm not ready. Okay.

First of all, on the design of the buildings and the plan and so forth, I haven't dug deep into those details, but in general I respond positively to what I've seen here. So I

don't have any comments on that. I guess I have a few thoughts on various other elements of the proposal, however.

First of all, I see the parking ratio is about 0.75 spaces per unit. You know, there are lots of places in Cambridge where that would be enough, more than enough. You wonder if out here in a really automotive-oriented world whether that would be enough. Of course, we're near the T, but ultimately I look at and say, you know, other locations I'm concerned that if there's not enough parking, that cars will end up parking on the street and having an impact on the neighbors. That's simply not an issue in this location. And so if in fact it's not enough parking, the only impact will be on the owners of the building and I don't think there will be any impact on the community in any respect. So I make the comment

but it doesn't concern me.

I did ask about the deceleration/acceleration lane, you know, I am concerned. I think that it is a potentially dangerous situation. I know as I'm driving down Route 2, I'm usually driving at 75, 80 miles an hour, and I'm braking at this point hard because I know I'm approaching the light, you know. On the other hand, massDOT says it's okay and Joe feels it's okay.

JOSEPH BARR: I don't think it's okay for you to be going 75 miles per hour there.

STEVEN COHEN: There are only some subjects where I care event your opinion.

JOSEPH BARR: (Inaudible.)).

STEVEN COHEN: So I defer to them on that. But, you know, it is a kind of unusual situation that basically you have a high speed

limited access highway here and then you have ordinary curb cuts with traffic entering and leaving. That is an unusual situation. Not ideal but it is what it is.

Next comment. I look at some of the mitigation. I don't know what the right mitigation is, but frankly in the context of a project whose construction budget, you know, I would guess to be in the, I don't know, \$60 million range. I thought the numbers spent on mitigation were pretty small. Maybe the mitigation is enough and they don't require any more money, but the numbers were so small. And if there are other elements of mitigation that would make sense and be reasonable and helpful, I certainly think there's room in the budget of that magnitude to spend and provide some more good and benefits.

And on the question of affordable housing -- actually, what is it, Jeff, that actually grandfathers one? Is it the actual issuance of a Building Permit or is it an application?

JEFF ROBERTS: It's the issuance of the Special Permit.

STEVEN COHEN: Issuance of a Special Permit.

Well, I don't know about the internal economics or assumptions of a developer on this thing, but certainly when we are on the cusp of increasing the affordable requirement, which is something that we've been pressing for for sometime, it would be nice to see the process somehow resolve itself with 20 percent affordable and in this project, but we'll have to see how the timing and everything actually plays out.

Iram, you look like you're about to say something.

IRAM FAROOQ: If I might just jump in.

CATHERINE PRESTON CONNOLLY: Yes.

IRAM FAROOQ: It is the granting of the Special Permit that sort of grandfathers the project, but it has to be as of the -- you know, the project becomes subject to the new zoning as of the date of advertisement for the first public hearing.

CATHERINE PRESTON CONNOLLY: Right.

IRAM FAROOQ: So even if the Board were to grant this permit today, which you probably aren't going to given the hour, I think it would be -- I don't think, I know, it would still be subject to whatever gets approved assuming that the inclusionary zoning gets approved as part of this cycle, unless it's re-filed, which there's

no indication that the Council intends to re-file.

STEVEN COHEN: I see what you're saying that the critical government action is not ultimate passage of the new zoning law but the initial advertisement.

IRAM FAROOQ: Yes.

RICHARD McKINNON: Yes.

STEVEN COHEN: Gotcha.

And the last thing that I had a few thoughts on was the flooding. We've heard a lot in the past and certainly tonight about how people think it's inappropriate to build in a flood zone and that's putting people at risk, it's putting people in danger's way, and I guess that's probably true to some -- well, it is true. But the risk, certainly it's been designed in many respects to reduce, minimize, mitigate that

risk. But, again, there's still risk and access to emergency vehicles in the event of a flood is true and there probably would be damage to cars and so forth. It's also for those lawyers among us, something came to mind, you know, from first year of law school, the assumption of the risk. If people are aware of the risk and they decide to take it, well that changes the rules of the game. And, you know, I think people should be treated as adults. And if they understand the risk and decide to take it, so be it. But that led me to the question of are they aware of the risk? Probably not unless somebody tells them. And it led me to a thought, you know, which may be kind of novel, that is, you know, should tenants who are thinking of renting here be made aware of the risk; that this is a flood zone and what it means to be living in a flood zone. So I

would actually throw that thought out for discussion, and I would actually suggest that for projects that get built in a flood zone or other situations where there are potential risks to residents, that if we're going to grant permission, permit to build and develop in such potentially dangerous situations, that we simply require that residents be given a sheet, a disclosure simply disclosing the potential risk of doing so. Having made that disclosure, if a tenant decides to go ahead, I think people should be treated as adults and if they assume the risk so be it.

So those are my comments. Again architecturally, I'm not deep in the weeds, but I like what I see. But there are some of these peripheral issues, development issues that were of some interest and concern to me.

CATHERINE PRESTON CONNOLLY: Lou.

LOUIS J. BACCI, JR.: I guess I -- I guess I'll start with I really love the way the building looks. The layouts. I do have some concerns about the high speed traffic and the intersections, not so much the vehicles, pedestrians also. I know it's a little bit out of the ordinary for people to be in the road, but this is people on the sidewalk being passed by cars doing 50 miles an hour. They're very close. Also someone else, I forget who, spoke about the bus stop. I don't know how this is handled at the other projects in the area. How do we pick up the kids? Do they normally get walked from here? I don't understand.

And then I have one other and I haven't heard it, and it goes along with the flood -- flooding. The proposed use of flood gates to

control the flooding of the openings of this building. I'd like to hear -- hear it, see it explained. Never saw it. Never seen this before. I'd like to have some information on it.

CATHERINE PRESTON CONNOLLY: Okay.

Thacher.

THACHER TIFFANY: I mainly just want to get a handle on the flood issue I think. And I almost wonder if the applicant should give us some basic facts. I don't know if others are interested. But as far as I can understand from the materials, we're in the 100-year flood plain. We're also in the floodway. Under our, under the floodplain Overlay District there are certain requirements. The engineers have certified that they met those requirements, and I don't see any indication from staff that they hadn't met those requirements.

So is that essentially correct so far?

So I mean as much as I'm attempting to assess whether building in a floodplain is a good idea or not, I don't feel like that decision has been given to us. I'm interested in what others on the Board think. I think we have -- serve some specific things we need to assess, and that's -- maybe it should be one of them, but that's not how the zoning is written as far as I can tell. That's the floodway, floodplain.

I don't have any comments on design. Maybe my only comment on design and access is understanding a little better the connection through the adjacent site and towards the Alewife. That seems really important and not quite resolved. And I think we want to make sure that connection is there. That's really important getting to the train, but it's also

just making it important for a successful place for people to live. So I want them -- it sounded like there were two options but that access wasn't established. And that's all I have.

CATHERINE PRESTON CONNOLLY: All right. Hugh.

HUGH RUSSELL: I guess in my, what I'm wondering about with the flooding is what's the scenario under the 2030 projections? Under the 2070 projections? And what will be the depth of the water leading to generation of that water, that depth. How does that compare to the entrances to the building and the garage and the level of the garage? I know under the most 2070 assumptions for the current 2030 which are pretty bad, does the Boston Harbor, which the average mean high tide which I believe is only like ten feet below the elevation this building, will the

Boston Harbor backup through Amelia Earhart Dam, up the Alewife River, and is that going to be a component or is that not going to be a component? Because that would be a very different flood event than we experience now, which is that there is a ten square mile area that's going to drain down Alewife Brook and there's only ten feet of head and a few miles.

And then given all those facts, how do you answer people about emergency service or is there a corridor that's going to be flooded out? I think that in a sort of narrative form, you know, not in an engineering study but just how do you see that? I would like to see that.

STEVEN COHEN: And then give it to the tenants.

HUGH RUSSELL: I think that's a good idea. And so there are other things which

you're -- I mean is that entirely within our jurisdiction? You know, if they follow the floodplain rules, are we obligated to give them a permit even though we think that might be prudent? I don't know.

So one thing I'm concerned about is the parking under building 1 that is sort of an extension, the northerly driveway, because usually when you park under your buildings, there's some sort of harsh lighting, the finishes go all to hell. It doesn't look like a street. It looks like a basement parking garage. There are pipes overhead. It's a mess. And so I would -- I'd like that to be thought about. If this is, you know, an outdoor driveway or a piece of a circulation that just happens to be covered by a building, I think it ought not to look like the mean building garage which I have no problem

if it looks like a garage.

The affordability, if they're at the 20 percent or whatever the Council decides, then I think that's a great thing. And it sounds like Iram said, the chances are reasonably good that that will be the case.

We got a lot of criticism on some of the permits we gave on CambridgePark Drive because there weren't walkable services nearby, places to buy food, you know, drugstores, things like that, and we made efforts. Well, this is even worse. I mean, I guess if I lived there I could, I'd take my bike and ride through the nice bikeways to get down to the shopping center, and there's some problems with that, but it's actually not too bad. You just have to go across the Belmont Bridge, circle under, under the bridge. And also there's the Trader Joe's and other services there

in that area that are, I don't know from a bicyclist's point of view, real close. But it's, I don't see what they can do about that. Should they consider a shuttle route that would include the shopping centers? Is that something they should be advocating for? It might make sense for other developers in the area to be better connected to the Fresh Pond Shopping Center.

Quarter ventilation units. Are there going to be quarter ventilation buildings on top of the buildings they don't show now larger than the condensing units or is quarter ventilation being handled from the garage level going up? I don't need an answer today, but I'd like an answer to that because we, we're getting very prickly about large amounts of equipment showing up on top of buildings. There's a lot of opportunity to hide stuff, I think you could

probably hide the quarter ventilation unit pretty easily if it's going to work.

And then there's sort of the architectural character and there's a variety of different characters. I look at it as saying there's some materials that are common. There's some motifs that are common, but they're put together in different ways. So I happen to like building 2 quite a bit better than I like building 1. And I don't know how to deal with that. I, the porthole windows sort of bother me, but if I'm going by at 75 miles an hour, I'm not gonna notice them. I am actually doing about 45 at this point.

STEVEN COHEN: Different strokes.

HUGH RUSSELL: And if you need something that is more dramatic, just to make it an impact, I don't know.

I would like to see more exploration. I tend to be uncomfortable with projects where they're sort of arbitrary differences.

On the other hand, I really want to complement the design of the massing of the project and the notion of the spine where the buildings attach to it. I think that's -- that could be very successful assuming that we go forward with this and it's been done. You know, things are different. Different conditions around the site I think it's been very well thought out. Some of those pedestrian routes going through the site are not in places I would choose to walk because of the, you know, you've got a garage on both sides of you and it's 400 feet long and there are some trees trying to go there. But there's one route that's been created that is really, it has a very different

character, and it's the route that you want to take and it's not -- you know, in the right place. So the fact that there are other routes that maybe I'd only take on my bicycle, is -- I'm less concerned about that.

Those are my comments.

CATHERINE PRESTON CONNOLLY: Mary.

MARY FLYNN: Thank you. I think my -- the categories will be similar to what the other board members have spoken of.

Let me start with the flooding issues. I mean, clearly it's a concern. I mean, none of us want to think about what happens when, you know, a property floods out and what the, you know, potential impacts are. But the reality is more and more we have to pay attention to those things.

That being said, I worked in the

Charlestown Navy Yard for many years. And we know there's a lot of housing that's been built there and even some fairly new condominiums, townhouse condominiums which clearly are going to flood. So people are building in areas that are at risk and that potentially could put people at risk, not definitely put people at risk. But I guess the question is what is the response? So I think following up on Hugh's point, it's a very good idea. Even if it's not technically something that we need to review as part of the Board, I think it's helpful just to educate everyone for us to better understand what the implications are at each level of floodplain. And we could also get a sense of, you know, where is the city on emergency response planning and what potentially would happen in those, in those areas. Because it's not just Alewife. I mean,

along the Charles River, I'm sure there are plenty of sections of Cambridge -- not plenty, but certainly several that they're going to be subject to flooding. So I think it's helpful to understand the big picture not just for this project but as we move forward.

In terms of the architecture, I do like the way in which the building is broken up a bit with the setbacks in certain areas. I think that's very helpful. But there's something about the building when I look at the perspective, I just have this sense, and maybe it's because I'm thinking about the people who are going 75 miles an hour, or maybe even me who might be going pretty close to that, I just have this sense of like a wall of housing coming down Route 2 with none of it being particularly differentiated from each other, you know? I mean, I know they're

going to be looking different from each other but at that speed you're not going to be able to tell very much.

And I can't figure out what it is about this project, but I think what's bothering me is the height. Not the overall height, but the fact that it's similar all across the board. So while you have the ins and outs, and you don't have -- I mean, you have some nice treatment at the top, but it's all at the exact same level. I don't know that we actually change it up that much.

But I think that's what's bugging me. And to the extent that you could just take a look at it and see if that helps add to decreasing the feel of corridor and more of kind of a neighborhood sort of situation, that -- I would appreciate that.

The parking in the front of the building, I wasn't wild about. I do like the alternative

that you showed tonight better.

You know, when you talk about, you know, 20-foot setbacks or -- you know, again when it's on a parkway like that, even something that might seem generous in other places is going to seem kind of small I think. So to the extent that we can push in that courtyard area, the landscaping further in, I think that would be very helpful. And if you can do it in other places along the pedestrian way, I think that would help also.

I'd like some more information on the mix of units. There's a very high percentage of studios and one bedrooms and then the rest is just considered as two and three without sort of any differentiation of are there really going to be threes? You know. And also, to the extent you can fill us in a little bit more on who you think your tenants are going to be. There's a

lot of reference to the fact that people would be living there and working in the Alewife area. So I mean that's a big part of the whole traffic problem, too. I mean, to the extent that they -- those units really are targeted to people who are going to work in the area, then, you know, your traffic problems -- not just yours, but I mean the traffic in the area in general is going to be less affected.

And then I guess, I mean I know Steve was talking earlier, you know, is there enough parking? I guess my question is is there any sense at all to thinking of maybe providing less parking and more car sharing spaces? You know, probably hurts it from a marketing perspective and leasing perspective but, you know, or encouraging more people to use public transportation or do the ride sharing kind of

thing.

So that's it for me.

CATHERINE PRESTON CONNOLLY: Tom.

TOM SIENIEWICZ: Most of my points have already been covered so I'll try maybe a new tact. I want to talk about open space. And when I talk about open space, I don't mean the space that doesn't have buildings on it. I mean, space where you might walk your dog or you might grow a tomato plant or you might have a flagpole or there might be children. The only perspective that doesn't center on cars or driveways is this one which does have a child in it, but they're walking on someone else's land.

So I don't know why the pied piper was a design consultant here for the open space. It -- so that bothers me. I think you should, rather than have open space, have gardens, have

landscape rather than cars and traffic. And something that's supposed to be transient-oriented, it seems to be very much car-oriented. And I think that's not necessary. I think there's a way to redo the site.

There was a memo that came in fast and furious today. There was a memo from the Cambridge Committee on Public Planting which had some really good suggestions about the monoculture and some dimensions. And so I would ask you to have a look at that and see whether you could take that seriously. I think some very specific and helpful recommendations.

So on the buildings, I guess I'm in the minority here. I'm not overly enthusiastic about the architecture, but I want to be helpful and specific. I think Mary is absolutely on to something. That it's rampart-like, it's like a

city wall. And it is, you know, it is a major entry to our city and I think probably a modulation of the tight. And I appreciated the architect's description of trying to break down the mass of a long building within indents, but when I squinted and looked at it, it needs more work in order to make that look like three well-proportioned smaller buildings rather than one long building. The intent is absolutely correct. I would encourage you to squint at your own perspectives, you'll see the perspective from someone in the car and it looks more wall-like than it needs to be --

The conversation about the floodplain actually prompted this thought which was, you know, is the perspective 2030 which is less than 15 years away or is it more 2050 or 2070? And then I was thinking about the buildings, you

know, how long are the buildings made to stand up? So is it a 15-year -- what is it going to look like in 15 years? So I would like some description of what they're made out of commensurate if they're not temporary and cheap construction but actually something of substance that's worthy of the gateway to the City of Cambridge.

So then lastly, just the detail of the materials, actually the really thorough materials that the proponent put forward relative to LEED criteria. In an area that's flood prone, and that has to do really with a fundamental interest, not only public safety but, you know, of an important and progressive interest of the city to build in a sustainable way. You explained the ways in which you will be LEED certifiable. I think with a project of this

scale and this kind of investment, I think I -- this board member would like to hold your feet a little hotter to the fire and say don't make it certifiable, certify it. And don't just get it certified. I think you need to stretch your ambitions here. This is, this community and it should, gold, platinum, whatever you think you can achieve. I think that would also help with your marketing, and I think it's consistent with the sensitivity and the vulnerability of this particular site.

Those are my comments.

CATHERINE PRESTON CONNOLLY: Okay.

So my biggest thought on this actually has to do partly with the open space and the parking in the front, but also with the just the general idea of where the front door on this building is and what it's oriented to. Because

we have the beginnings of an actual neighborhood that's behind you, and granted the fact that you're wrapping around a parking garage makes that really challenging to deal with. So I don't think it has to be your only front door, but I would like to see a front door that acknowledges the rest of the community that you're building in. And that, you know, even though I get it, nobody wants to have windows onto that parking garage, I'd like to see something other than it's just the -- you know, that that's just the back of the building. You have, you have neighbors here. As you've acknowledged, your residents are going to be walking through that neighborhood to get to the T. That's going to be kind of their primary interaction with other property around them, is not going to be out, you know, in their car going out Route 2. It's going to be, you

know, walking around what green space there is. And I actually, I think I would go the other way for Mary on this and actually push you closer to Route 2 and say let's just acknowledge that there is not a lot of value to hanging out right next to that highway, and bring your open space more into the neighborhood so that it actually might be able to be a usable size or shape. And I'm not sure what that site will look like, because again, you're sandwiched between two garages. I think you have a better chance of finding a site layout if you don't think of it as having to be -- you know, having your open space up against Route 2. That to me is wasted space. Nobody is going to be -- you know, they might sit out there and wait for a bus, although apparently the bus is no longer stopping there. But and now that we're not even waiting for a bus or, you know,

again, I get the ingress/egress vehicularly has to be there. There has to be some nice front door. But let's rearrange things so that the site gives us some actual space where kids might play. Some space somebody might want to sit outside and read a book. Say hi to their neighbors as they walk passed on their way to the T.

I feel like this building is not connecting to the neighborhood it is immediately adjacent to. And I know it's a challenging neighborhood, but it's the neighborhood that you're building in. And to any extent anything is going to happen here, I think as a Planning Board we are obliged to think of, what does it take to make this a functioning neighborhood? Does it take easements with your neighbors to say, hey, we want to connect, we want to be part

of a neighborhood here. You know, we want to make our circulation work with you. We want to have a driveway that connects to your road. I mean, maybe that's not possible. But as far as I can tell, it hasn't even been explored. And I feel like, you know, that's your neighborhood. And as much as you're marketing is going to be on the Route 2 side, the living is gonna actually occur on the other side. And I'd like to see more of that.

I agree with the comments about the floodplain. I think we -- at this point we do need to see information about how high, how long, what's the impact on emergency services. I think we --

RICHARD McKINNON: We're actually doing that.

CATHERINE PRESTON CONNOLLY: Yeah. We

need to get that information.

And I don't think I have a lot else to add that people haven't otherwise covered. You know, people have asked a lot of really good questions about the mix of units. I think the, you know, some commitment, even though Iram, I trust is right on the timing of the affordable housing ordinance, but, you know, some actual discussion of what those units are, what would be good.

Anything else? Does the Board want to hear from anyone else tonight or are folks -- my sense of where we're going, and I'll just confirm this with everyone, is that we have a lot more we'd like to hear from you. And so my sense is we're continuing the hearing.

Yes?

(All Board Members in Agreement.)

CATHERINE PRESTON CONNOLLY: The only question is have we given you enough information to know what you need to come back with?

Steve.

STEVEN COHEN: Yeah, I would just -- I love to hear more from our architectural staff on this, because it just occurs to me that, you know, it's sort of a funny thing for us. In many respects this is more like a suburban location, suburban housing complex, and we're not used to that. We're not even terribly experienced or perhaps adept at talking about suburban housing. I mean, we keep talking in terms of neighborhood and so forth, but even the concept of neighborhood in this context is different.

CATHERINE PRESTON CONNOLLY: Agreed.

STEVEN COHEN: And so, you know, especially as you start talking about, you know,

some of the architectural elements, I'd love to hear from staff about, I mean what considerations might be applicable to this site and project that might be a little different than the way we usually think about such things.

CATHERINE PRESTON CONNOLLY: So I am mindful of the fact that a number of board members did not see Suzannah's memo before we gathered tonight.

Suzannah, do you have anything you want to add in addition to the memo or should we be looking at that before our next meeting?

STEVEN COHEN: Oh, I didn't see Suzannah back there.

SUZANNAH BIGOLIN: I think the memo is quite comprehensive and we had raised a lot of the issues that the Board raised in terms of the connections to the south of the site. That's an

area we've been focusing on with the applicant. And the front setback area was also something that they would be looking at. We're happy to see the reduced parking and the additional landscaping. There is a front setback requirement that requires that 25 feet.

CATHERINE PRESTON CONNOLLY: Okay.

SUZANNAH BIGOLIN: So I'm not sure about moving closer.

CATHERINE PRESTON CONNOLLY: Okay.

SUZANNAH BIGOLIN: And I think we would like to just make sure that a lot of the ground floor facades are interesting enough and activated enough for people at the back of the site so it does have those connects to the neighborhood. I think that's an area that we would like to focus on moving forward.

CATHERINE PRESTON CONNOLLY: Okay. So I

guess just as a reminder of the Board, everyone should have gotten hard copies tonight, but you should also have in your e-mail memos from CDD, Traffic and Parking, and DPW which specifically deals with the flood storage, floodplain issues. So I would say let's look at those and see if we have questions before the next meeting on that.

Anything else? I lost Rich.

NANCY LUDWIG: He's coming around.

CATHERINE PRESTON CONNOLLY: He's decided he had enough.

STEVEN COHEN: But other than all of that, it was a good project.

CATHERINE PRESTON CONNOLLY: Rich, do you need any additional clarification from us tonight?

RICHARD McKINNON: No, we have ink in all the pens to keep writing with all the comments.

I just had a minute to speak with Swaathi, and obviously we can't answer these questions tonight. We need time. They're complex. They're interconnected. Sometimes you, you know, push one down and another pops up.

CATHERINE PRESTON CONNOLLY: Sure.

RICHARD MCKINNON: There's a date available March 7th. That's not enough time to do a proper job in my opinion on the questions that you've asked. So I think the -- I think we need a month to really do the job right and come back if that's agreeable with the Board.

CATHERINE PRESTON CONNOLLY: Okay. So is the proposal that we're going to continue specifically to the 21st then? Swaathi? Or Jeff?

JEFF ROBERTS: I would recommend I think that when this was concluding, I was going to

have a conversation with the applicant about when next they should touch base with us to review the commentary and then we'll schedule a date. I'm sure it will be not too far off into the future.

CATHERINE PRESTON CONNOLLY: I wanted to be clear about that.

JEFF ROBERTS: There's a time frame on this.

ATTORNEY KEVIN RENNA: Kevin Renna from Goulston and Storrs. I'm the lawyer for the developer. We just heard that the apartments need per the notice requirements we need to state a specific date and time that we're extending to for the next hearing?

CATHERINE PRESTON CONNOLLY: Or we have to re-advertise.

ATTORNEY KEVIN RENNA: Or we have to re-advertise?

CATHERINE PRESTON CONNOLLY: Or we have to re-advertise.

JEFF ROBERTS: And we'll contact everyone and we'll run another ad in the paper when the hearing is scheduled.

CATHERINE PRESTON CONNOLLY: Yes. So I think given the kinds of questions that we have here and the need for staff to coordinate and frankly how full our agendas are in the coming months, I think we're looking at a situation where we're likely to have to re-advertise. And so let's plan on that. And when you're ready to come back, we will do that.

ATTORNEY KEVIN RENNA: And I mean just to press my luck a little bit, you could push us to the 21st and you can extend us again on the 21st if we don't extend with that date. If we have to go through the hassle and just do everything

again.

HUGH RUSSELL: So the -- given that the staff likes to review the materials before they go forward, I think we'd rather leave it in their hands to schedule it.

CATHERINE PRESTON CONNOLLY: Yes. I think we're going to leave this one open. All right. Thank you all very much. Thank you to everyone who came out tonight and provided feedback. We really appreciate that. And unless there's anything else, I think we're adjourned.

JOHN HAWKINSON: Was there a vote?

CATHERINE PRESTON CONNOLLY: No, we didn't actually -- Jeff, do we need to vote to continue to leave the hearing open?

JEFF ROBERTS: They don't always do that.

CATHERINE PRESTON CONNOLLY: No. Okay.

JEFF ROBERTS: But if the Board wants to

state on the record that the case is continued
then that's fine.

CATHERINE PRESTON CONNOLLY: The Board is
stating on the record that the case is continued
and the hearing is still open.

Thank you.

(Whereupon, at 10:50 p.m., the
Planning Board Adjourned.)

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ERRATA SHEET AND SIGNATURE INSTRUCTIONS

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

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 31st day of March, 2017.

Catherine L. Zelinski
Notary Public
Certified Shorthand Reporter
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My Commission Expires:
April 29, 2022

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