

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE
GENERAL HEARING

Tuesday, April 4, 2017

7:00 p.m.

in

Second Floor Meeting Room
344 Broadway
Cambridge, Massachusetts

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

Iram Farooq, Assistant City Manager for Community
Development

Community Development Staff:

Liza Paden
Jeff Roberts
Swaathi Joseph

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PUBLIC HEARING

8:00 p.m. (Continued) 195 & 211 Concord Turnpike, CPC-T Holdings LLC dba Criterion Development Partners seeks special permits pursuant to Sections 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)	51
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PROCEEDINGS

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H. THEODORE COHEN: Good evening, everyone, welcome to the April 4th meeting of the Planning Board. We'll start with our update from Community Development Department.

IRAM FAROOQ: Good evening. Thank you, Mr. Chair. So tonight's meeting includes discussion of Planning Board procedures including exciting things like the start time of the meeting and such. And then we have a public hearing on the Lanes and Games project which is a continued hearing. The Board had asked them to bring back some additional information which they have.

The next meeting will be April 18th and you will have a public hearing on the City Council petition for allowing rooftop uses in

Harvard Square and having them be exempt from FAR, similar to what was permitted as part of the Central Square rezoning recently. There's also on that same night a design review of Building 5 of MIT's South of Main project.

On April 25th the board will have a hearing on the zoning petition to create a requirement for registration of abandoned buildings. And in general business you will have a pre-application discussion of EF's third building in North Point.

May 2nd there will be a public hearing on the Rafferty petition which is a zoning petition which is a rezoning petition for the corner of Cambridge Street and Third Street. For those same zoning petitions the Ordinance Committee hearings are April 6th for the Harvard Square rooftop FAR exemption; April 19th for

registration of abandoned buildings; and May 3rd for the Rafferty petition.

Also items of interest coming up, the Volpe Working Group will be meeting this Thursday, the 6th, and then again the following Thursday, the 13th. It's almost like the Planning Board now.

And then on the 12th, next week, is a public meeting of the Climate Change Preparedness and Resiliency Planning with a focus on Alewife.

And then I think perhaps the biggest piece of news that I wanted to mention for the Board is that at last night's Council meeting the City Council adopted the changes to the Inclusionary Zoning Ordinance so our -- exactly. So our provisions are now -- the requirement for set aside of inclusionary units is up to 15 percent and then in June moving up to 20 percent.

And so congratulations to everybody.

Thank you, Councillor Devereux.

COUNCILLOR JAN DEVEREUX: Did it all by myself.

H. THEODORE COHEN: Liza, are there any transcripts?

LIZA PADEN: There is a transcript, but I forgot to write down the date of it so I'll have to bring it for the next meeting.

JEFF ROBERTS: February 7th.

H. THEODORE COHEN: So I guess we're going to start with the matters of general business relating to the BZA cases.

LIZA PADEN: Well, my question did you want to do the BZA cases or the starting time for the Planning Board?

TOM SIENIEWICZ: Starting time.

H. THEODORE COHEN: Why don't we do the

starting time.

LIZA PADEN: Okay.

H. THEODORE COHEN: Catherine and I had a meeting with staff a couple of weeks ago because it was essentially a year ago that we adopted our new regulations to discuss how they were working, and also have a general discussion of, you know, what's working, what's not working, what we could do to try to streamline things a little bit since, you know, we're in theory meet twice a month and we've been meeting at least three times a month if not four times a month, and as difficult as it is for us, it's also difficult for staff. And I think the first thing that came out of that meeting was a desire, if possible, for us to start our meetings at 6:30.

The issue was not -- the idea is not to add a half hour to our meetings, but to be able

to end a half hour earlier. And if I generally think of meetings running from seven to ten, sort of ideally this would be 6:30 to 9:30. My understanding is we're about the only Board that starts so late in the evening, and that this would bring us more in line with the rest of the City Boards. And it seemed to be better for staff and also better for the public who comes for public hearings.

So I know in the past there have been some people who were been unable to make a 6:30 start time. And so the question is now is there anyone who has a problem with that or could we move to 6:30?

AHMED NUR: I think we can. I think it was Bill. He's no longer with us.

H. THEODORE COHEN: Right, Bill is no longer -- once upon a time Hugh might have had

some problems because of the location of his office and now that's not such an issue.

LOUIS J. BACCI, JR.: Most of the time it's okay.

H. THEODORE COHEN: So I guess we're all in agreement, we'll start at 6:30? Great.

STEVEN COHEN: And finish at 9:30?

H. THEODORE COHEN: Well, hopefully no later than 9:30.

Just a couple of other things that came out of that meeting that I'll mention. When we have public hearings, I mean it seems that the light system is working, and we want to -- we're clearly instituted for presenters, too. And that according to our rules, they're anticipated to not go more than 30 minutes. Not to say that we need people to take the full 30 minutes, but some big projects do. But we're going to start using

the lighting system for the presenters, too. And you may have noticed when we did it a couple of meetings ago with MIT, David Manfredi was speaking very quickly, which worked. It got us through things.

The other issues, after the presentation we would -- unless there were questions that the Board absolutely had to ask right away in order to prevent some misunderstanding, we would go right to public comment. And then after the public comment, we would go to the Board's questions and Proponent's responses, and then if we might reach a conclusion to our discussion, and what staff would really like is if we could separate our questions that we have that we need answers to before we can make a decision and questions that we want staff to be thinking about when they're proceeding with projects, assuming

we have approved them. So if we can try to separate in our own minds and make clear to staff exactly what we want them to look at. I think one of the things staff talked about is to get clearer direction from us as to what they were supposed to be looking at and what issues, if any, really would need to come back to us at some future time.

STEVEN COHEN: May I say something?

H. THEODORE COHEN: Sure.

STEVEN COHEN: One comment on that. I think the notion of having some questions before the public comment were the opportunity to ask questions of fact that might be helpful to clarify the application and it might be helpful to the public to hear the answers to those matters of effect. I thought that rather made sense.

H. THEODORE COHEN: Yeah, I think that's fine. Those are sort of the type of questions that I think make it clear to us what they said in the presentation and what the public needs to know so that they don't come up and say well, you're going to do X, Y and Z, when really they weren't saying that and we could clarify it for them.

STEVEN COHEN: Okay, so we could still have questions of fact?

H. THEODORE COHEN: Yeah, I mean not, you know, we're not attempting to shut up anybody on the Board or anybody in the public and let everybody get their full opportunity to speak, but that if we saved questions that were not immediately necessary to be answered until after the public, we thought that would help speed things along a bit.

CATHERINE PRESTON CONNOLLY: Ted, if I
can add --

H. THEODORE COHEN: Yes, go ahead.

CATHERINE PRESTON CONNOLLY: So I think
some of the idea, we've done this sometimes, I
think, actually with the first night of
discussion on the Lanes and Games when we did
this reasonably well, getting those questions out
on the table that we need the Proponent to
respond to before we can make a decision, enables
the Proponent to tell us whether or not they can
answer those questions that night. And then we
can all decide, okay, then we can deliberate
tonight or not, and we know where we're going
somewhat earlier in the evening rather than kind
of circling around and around until we figure
out, okay, we're not going to get the answers.
So I think that's a lot of the idea, is I think

Steve's right, to the extent that we have a yes, no, fact based is there an answer to this question before the public hearing, that's fine. But it's okay, here are some very substantive questions I need answered before I can make a decision on this, those are the kinds of things we want to have after the public hearing but before discussion and then, you know, to the -- those are the ones that we specifically need to give the Proponent a chance to respond to whether that same night or at a continued hearing.

H. THEODORE COHEN: A couple other points.

Just so everybody is very clear on this, that while we do generally try to seek consensus on everything, that consensus is not necessary. You know, if somebody strongly feels one way and the rest of the Board feels differently, so be

it. The majority rules and, you know, we've, we've generally continued things if one person objected and felt that an answer or some clarification might change things, that's fine. But if it becomes clear that we simply have a difference of opinion, then it will -- we'll just take the vote and it will be whatever it is.

And then I guess the last thing was for me or whoever is Chair to try to mix up who we turn to first for comments. So that will be what I will attempt to do.

Jeff, Iram, did you have any other issues that you wanted us to talk about?

IRAM FAROOQ: We're trying out a new microphone so tell me how it works, because we wanted to make sure that we can speak from here but also when Proponent is speaking and they turn to the screen or move to a model, that they have

something that they can carry with them. So just a reminder of how critical it is to be speaking into the mics.

But to your question, Mr. Chair, one other thing I would add is just all of this is in the interest of efficiency of the meeting. So that half hour sort of earlier start time does not result in meetings that still go on until eleven or later. So we're really trying to make sure that we can attempt to be done by 9:30 or 10:00.

So the only thing that I will add is that if it -- sometimes there's a lot of discussion and it's, it's not always clear if a decision can be reached that night. And so it would be helpful if the Chair could at that point just seek the advice of the rest of the Board to see if there is a chance that they will be able to

reach decision that night or maybe just if it's going to be continued, to be able to do that in a timely fashion earlier on and then lay out the questions that are important for the Proponent to respond to rather than, you know, not having a lot of discussion that same night. So that's just another suggestion that came up.

H. THEODORE COHEN: Yes, we'll see the sense of the meeting what it looks like. We may or may not be able to go forward and try to figure it out.

Liza --

CATHERINE PRESTON CONNOLLY: Tom, did you want to --

TOM SIENIEWICZ: I like the thinking of trying to streamline things, but I also understand that this is a Board and it's a wisdom of a collective, right? It would be nice to be

linear and say, okay, I can't make a decision tonight, but obviously insights occur to me as the wisdom of my fellow board members is already revealed in the course of a discussion. So it's a little more dynamic than I think we have sketched out right now. But there is definitely a point where we all sense that, all right, there's no way we can get to the finish line tonight.

H. THEODORE COHEN: Right. It's not the intention to not give everybody the opportunity to think everything through and to say as much as they want to say about it and to, if necessary try to convince other members of the Board to their point of view, but it's an attempt to see if we can just streamline how we're going about that and we'll see how things work. You know, if things aren't working, then we'll change it.

AHMED NUR: Just for a point of clarification for me. So we continue with our tradition of normally having the public hearing first, testing the waters to see if maybe a lot of public saying this project we're not given enough time, if it's a special hearing, for example, a public hearing, we feel like we were rushed or the documents were not on-line or weren't provided or things weren't available to us, normally that would be sort of things that you, we look up to you and the Vice to see, you know, necessarily what we're saying we'll ask where the Planning Board whether we'll be making a decision tonight or continuance. Is that after the public hearing?

H. THEODORE COHEN: That's still going to be the same. If something comes up from the public that they didn't feel that they were

included appropriately in accordance with early meeting, early engagement process, and if documents came in very late, even though they're not supposed to, and felt that we and the public needed a time to consider them, I'm sure that would be a rationale for continuing the hearing.

AHMED NUR: Thank you.

And then part B of that in terms of majority rules, so we decided we're going to make an agreement or reach a decision tonight and then most of us are saying Yay and maybe there's one person that says Nay, in that case, are you planning on saying something or we just continue to vote majority rules or is there a point where you ask the Planning Board members --

H. THEODORE COHEN: Well, at some point we'll decide if we're ready to take a vote. And if we are, then the majority rules subject to,

you know, we need two-thirds vote for Special Permits. But if somebody indicates they're not ready to go forward and want additional information or additional opportunity -- I don't think we're really going to change what we've been doing, just making it a little clearer what we're doing.

AHMED NUR: Thank you.

IRAM FAROOQ: And, Mr. Chair, one other thing that prior versions of the Board several years ago have done is to just take a straw poll before you vote to make sure that there is general agreement one way or the other.

H. THEODORE COHEN: Yeah.

IRAM FAROOQ: Without an official vote.

One other thought that we had after our conversation with you was to -- this is something that we have not actually talked to Proponents

but wanted to feel out the Board's thoughts on, is because now that we are streaming and we are -- the way that the camera works, there's one camera on the right-hand side there, so it gets the room, but it doesn't actually get the presentation. So there would be some value to thinking about having the presentation the night before from the Proponent so that the morning of the meeting or during the daytime of the meeting we could post it so that the presentation is available at the same time as the meeting if somebody wants to watch. But what that will mean is that we will have to set a hard deadline for Proponents to deliver the presentation to us the night before so that we can post it ahead of the meeting, and we will have to hold them to that presentation, which I know that most Proponents are often making changes to the very last moment.

But I don't know what the Board -- if you have thoughts about that.

LOUIS J. BACCI, JR.: Sounds like it could create a big problem.

HUGH RUSSELL: I guess I would prefer that we try to encourage the tech guys to have a way to switch between a camera that shows the screen and not us. I don't know who would do that. Jeff is sitting over there at his computer and he can probably do it already.

IRAM FAROOQ: So the only challenge with that is that we're going to need to have a tech guy who's here and is manually moving things around which is currently beyond our capability because the folks from the TV station are -- I mean, the City TV are so flat out because they're essentially serving a lot of the Council meetings and are out many nights of the week already so

that would be a little bit challenging.

H. THEODORE COHEN: Well, rather than having the camera focus on us, what if the camera was focussed on the screen above us?

IRAM FAROOQ: What that would mean is that when there is nothing on the screen, they would just be seeing a black box.

H. THEODORE COHEN: Rather than seeing us sitting here?

CATHERINE PRESTON CONNOLLY: It's also the case that when it focuses on the screen, they can't see it, right? Yeah, it doesn't show up.

H. THEODORE COHEN: Oh, really?

CATHERINE PRESTON CONNOLLY: Yeah. So it literally has to feed from the computer into the system. It can't just take a picture of the screen.

JEFF ROBERTS: I'll just interject here

because I'm sure there's lots of ideas for how this could happen. We've asked about this, we've been thoughtful about it. As you know, it's taken a long time to get the system set up.

There were a lot of bumps along the way. I think at this point we've been told that the technical capabilities of the system, beyond having a person here to do it, just the system is really not really set up to do that right now, but we'll continue to push on that and to try to find opportunities to make sure that -- to see if there's a way we can make that visible at the same time that the camera view is also visible.

LOUIS J. BACCI, JR.: I just want to -- am I correct in assuming that they would make two different presentations; one to staff and one to us?

IRAM FAROOQ: No. So in the scenario

that I was describing, they would have to lock in their presentation the night before, and what we would show on the screen is what they sent to us, they would not be allowed to make -- I mean, they would not be able to make changes and bring anything new.

TOM SIENIEWICZ: Just the graphics.

CATHERINE PRESTON CONNOLLY: Right.

So I mean, I'm sure the folks who are used to making architectural presentations have more substantive experience on this than I do, but to my view, that eliminates a number of technical challenges aside from just locking it in and making sure that that is available to the public, which I think is important. It also means that we can have all of the presentations in advance loaded on to a computer that the staff controls. And it means that we're not switching

between computers and we know that it always works and that the cables are always the right cables and all of those things. And I agree that, you know, it's certainly challenging to think about what do you do if there are changes to the design at last minute. I have long been an advocate for deadlines on this stuff. And I think a deadline is a deadline. And they can talk to us about other ideas they've had since they've submitted the material. But, I would be interested in hearing from other Board Members on this. I think it would be good to set the deadline the night before.

H. THEODORE COHEN: I have no feelings one way or the other. I mean, I think a deadline might be good and would help the public. Whether that creates issues for the presenters, I don't know. And, you know, I don't know, Tom, Hugh,

you are the ones who make presentations.

HUGH RUSSELL: What effectively you're saying is you have to make your presentation in a PowerPoint format because -- electronic format.

And, you know, not everybody does that here. And it's -- the other thing that I've found in making presentations like five or six people, it's good to be able to respond to what's happening on the Board. You know, if people, you know, aren't interested in something which you can sometimes tell by body language or something else. You're trying to communicate to the Board, and if you're stuck with something that's been set in place as a preconception, you may not be doing the best job. It just requires a lot of technology that maybe some of the most, the largest and most sophisticated clients can do, but certainly not something all clients can do.

H. THEODORE COHEN: I can, I guess I can see some problems with people coming in with models we're now requiring.

HUGH RUSSELL: Yeah.

H. THEODORE COHEN: You know, if it's just shown flatly on the screen, obviously -- I don't know. I mean, it seems to me there are arguments in each way. Maybe staff can talk to some of the people who frequently make presentations and get some input from them.

TOM SIENIEWICZ: There might be a simple solution which would be to simply ask for a numbering system on the submissions that we're getting already, you know? So you can say I'm on page 25. Or I'm referring to, you know, illustration 14 or something so that -- all of those materials are already available on the web. So you can flip. And if you had two computers, I

suppose. I have to admit I did watch some Planning Board TV from California last week. The models show up. You can see them all. You can hear everybody when they use the microphones. It actually works really well. You can't see any of the -- the screen appears just as a white screen. The models show up. But if you could say I'm looking at, you know, the perspective 15 which is this, and we'll make that reference. There is a way in which the existing materials can be deployed.

HUGH RUSSELL: I'm also wondering if you could use split screen technology. Because we're basically a horizontal view from up there and we could take up the bottom half of the screen and the top half could be for computer feed if there is one. If there isn't, then we just be blank.

H. THEODORE COHEN: So I'm unclear. When

there is a computer feed now, they're not, they're not seeing it because it's being shown on the screen? But if -- with your suggestion of a split screen, if there were a computer feed that you didn't get in advance, would you be able to do that split screen type of process?

IRAM FAROOQ: So just two things, actually maybe you have something on the split screen. I'm not sure we can do the split screen. But what -- the suggestion was sort of a simple suggestion to utilize the system that we have now, whereby it would just get posted, the presentation would get posted where all the documents are right now so that somebody could open up two windows next to each other and be able to see the -- follow the presentation. It wouldn't replace -- I was not suggesting that the model would go away or somehow would be presented

in a different way. The model would still be required and would be a physical manifestation. It would just be the slide show that we'd get then uploaded to the website before the meeting.

H. THEODORE COHEN: I suppose maybe it ought to be sort of a voluntary thing, that if a presenter could do it and was willing to do it, could give you the material so that it could be posted. But if somebody is not doing a PowerPoint or not prepared, it would --

IRAM FAROOQ: Yes. I mean if somebody were not going to do a slide show, we wouldn't ask them necessarily to do it. But essentially what it would do is change the deadline from Tuesday night to Monday night for the people who are presenting or who are preparing the presentation. I think that would really be the key difference for the Proponent.

THACHER TIFFANY: Can I ask a related question? Does the presentation that people give end up in the public record?

JEFF ROBERTS: Yes.

THACHER TIFFANY: Okay.

JEFF ROBERTS: Generally, and the practice in the past has been that we haven't been requiring the presentations be submitted in advance, but when they give a presentation here at the Planning Board, we then receive it after the fact. Either they have -- they give us a print out of it and then we get a digital file of it so that it's in the record.

THACHER TIFFANY: Because often it's right out of the original submissions, but sometimes there's like one or two where they've been working on a better rendering and came up with some better ideas and that changes. And it

does seem like that should be available to someone watching from home despite these technical issues.

H. THEODORE COHEN: Well, do we think we can reach a decision on this matter? Do we need more information?

TOM SIENIEWICZ: Or do we leave it with staff?

H. THEODORE COHEN: Or do we leave it with staff? I would suggest that maybe staff investigate it a little further and let us know, you know, whether there's a feeling this creates difficulty for people who usually present or that's no problem.

CATHERINE PRESTON CONNOLLY: I mean, we can try it on a volumetry basis essentially.

H. THEODORE COHEN: Yeah.

CATHERINE PRESTON CONNOLLY: My

impression is -- and if staff has a hard time enforcing such deadlines, unless the Planning Board has said it's a deadline. So I think encouraging it on a voluntary basis is a good way to start. If we start hearing from the public that it's not available and they -- and it becomes a problem, we may need to revisit it.

STEVEN COHEN: Mr. Chair, would it be appropriate to hear from John, being half our age who has greater technical resources, and he might say something useful?

H. THEODORE COHEN: Surely.

JOHN HAWKINSON: Thank you, Mr. Chair. I think the tenth or maybe a fifth or a twentieth of your collective ages. I just want to put it out there with respect to the technical issues, I think I went through all of these with staff earlier, and really the problem is the system was

engineered only to show one video and one video alone. And split screen or having it automatically switch to the video, all of these things would be great. And I think what staff needs to hear is that you need them to put resources into doing so. And I think that is an important thing for you to say.

With respect to the question of whether to enforce a deadline, I would be agnostic on that because it's a really hard call and it changes things. It's also tricky with things like video.

Thank you.

H. THEODORE COHEN: Well, I would be happy to say that if the staff can get more money out of the City Manager to upgrade the system to allow these things, it would be great.

Why don't we move on. Well, my first

question is, Liza, will we be able to start at 9:30 -- I'm sorry, at 6:30 on April 18th?

LIZA PADEN: No.

H. THEODORE COHEN: Or has that already been advertised for seven o'clock?

LIZA PADEN: No. The first meeting that you'll be able to start your 6:30 hearings is because of the advertising would be the May 2nd meeting. So both the 18th and 25th have been advertised for seven o'clock. And I don't know that we have any general business which would be 30 minutes long. So this will start May 2nd.

H. THEODORE COHEN: Okay, fine. Thank you.

So now let's go to the BZA cases.

LIZA PADEN: So one of the Zoning Board of appeal cases that's in front of Ted right now is the We Work flag variance. And we do have the

sign fabricator here to discuss the variances if you have any questions.

This building is the old Woolworth's building in Central Square. It's now today covered with scaffolding for re-pointing. There's three existing flagpoles. They haven't had any flags on them for quite a long time. And the Zoning Ordinance for signs, if you have a flag that's a municipality, state, or federal flag, it does not count in your sign allocation. But they would like to have a sign as a flag on the building to give notice for the second floor office use. As I said, the Applicant's sign fabricator is here if you have questions.

H. THEODORE COHEN: And my understanding is that that sign if it were on the flagpole would be above the height that the sign is allowed?

LIZA PADEN: So it does exceed the 20 foot height limit. And it also exceeds the size limit for a projecting sign, which is 13 square feet.

H. THEODORE COHEN: Okay.

THACHER TIFFANY: But it won't be on the flagpole; is that right?

LIZA PADEN: It will be on the flagpole. There's three flagpoles. It will be on one of the three flagpoles.

STEVEN COHEN: Oh, just one?

LIZA PADEN: Yes.

LOUIS J. BACCI, JR.: Just one?

H. THEODORE COHEN: I asked this to be held. It seems we're in the same territory we've talked about before. You know, we have a sign ordinance, it mandates certain things, and I don't particularly see any rationale for not

following the sign ordinance. And especially I think the concept of putting flags at, you know, a corporate label or an advertisement on a flagpole which I think was really intended to be for governmental flags or perhaps some celebratory flag or something like that, I see no particular reason why they ought to grant a variance for this. But there must be ways to come up with an acceptable sign that complies with the Ordinance.

HUGH RUSSELL: I agree with you on that. I just had a historical -- when the banners first started showing up, the Board at that time thought it was -- that it would be for agricultural institutions, museums in particular, and we thought at that time this was a way to specially, you know, recognize that use and to celebrate that use because of the cultural

significance. That was -- that's when they sort of started happening later.

H. THEODORE COHEN: And I believe we also recommended to the BZA the banner on the Lesley's new dormitory building on that side, both because it was a university and it was a wayfaring sign. And the BZA did not approve that.

HUGH RUSSELL: Right.

H. THEODORE COHEN: And so, I --

STEVEN COHEN: For what it's worth, my own sense is that our current sign regulations are unduly restrictive myself. And, you know, we seem to be treating signs as some terrible imposition on the landscape, and certainly some are, but I think that could be addressed with judgment and aesthetic if you rather than with no restrictive cogent that we have. I mean, you know, there's the notion of this sort of festival

marketplace where signs are a contributing element of it. And there are times and places where it's inappropriate and others where it's not. And I personally just wish that we had more leeway in order to make those judgments.

On this particular one, I don't feel personally the need to advocate for those particular banners on the flagpole, but I wish there was such a thing as saying that I don't object to them either. I don't think they detract. I don't think they're detrimental to the streetscape.

H. THEODORE COHEN: Steve, a little history. Before you were on the Board, this Board had supported an amendment to the Zoning Ordinance which would have allowed more sort of identification signs and branding signs. And City Council adopted it. And then there was

tremendous opposition. And ultimately City Council revoked it. So I think the public and the City Council spoke pretty clearly a couple of years ago that they didn't want to do this. My recollection is that it was sort of a Special Permit process and that they wanted to leave it as a Variance.

STEVEN COHEN: I understand. You know, witness our President, sometimes democracy makes mistakes.

CATHERINE PRESTON CONNOLLY: Be that as it may, I agree with Ted that in light of the fact that the political process has given us the Ordinance we have, I don't see anything compelling about this application to say that we should recommend a Variance for it. I think that we should recommend that they comply with the Ordinance.

H. THEODORE COHEN: So are we comfortable with that?

(All Board Members in Agreement.)

H. THEODORE COHEN: So we do not recommend.

LIZA PADEN: Okay, the next case that the Board wanted some comment on was the 850 Cambridge Street, which is the Special Permit that the Planning Board recently granted for the King Open School and the Cambridge Street upper school. And if you remember the discussion during the case, is that there is a Variance requested for some of the features of the administration function that's going to be at the school. And Hugh requested it be on the agenda. Usually when there's a Planning Board Special Permit granted, I send a copy of the decision as well as a recommendation in favor of the Variance

requested to the Board of Zoning Appeal.

HUGH RUSSELL: I just wanted to make sure that our sentiment in favor of the building was communicated as a favorable recommendation.

H. THEODORE COHEN: I didn't sit on that matter, but it was my understanding that the Board knew that there was going to be a request for a Variance when they granted the Special Permit, and so it seems appropriate for the Board to support the Variance request.

TOM SIENIEWICZ: Yes.

H. THEODORE COHEN: Are we in agreement with that?

(All Board Members in Agreement.)

LIZA PADEN: The next Board of Zoning Appeal case are the two telecommunications.

The case at Concord Avenue is at the Sancta Maria Hospital. And this is a case that

was under discussion for a very long time two to three years ago. The Board of Zoning Appeal granted the Special Permit, and in the grant they said one of the conditions was that the permit would be valid for two years, and at the end of two years the Applicant needs to come back and reapply for the Special Permit and to address any issues that had arisen during the two-year period of time.

So there's no changes to the installation. It's exactly the same. They're not going to do anything to the installation.

H. THEODORE COHEN: Do you know has anybody ever made any comments about the installation?

LIZA PADEN: No. But I usually don't get the comments about the installation. They'd go directly to the Special Permit authority at the

BZA.

H. THEODORE COHEN: At the BZA?

Anybody have any feelings one way or the other?

HUGH RUSSELL: Let them continue their process.

LOUIS J. BACCI, JR.: Yeah.

LIZA PADEN: So no comment?

H. THEODORE COHEN: No comment. Okay.

LIZA PADEN: No comment. Okay.

The second antenna installation is at 1654 Mass. Avenue. And in case you don't recognize the building, this is a photograph of it. The proposed installation is going to be the same as what was approved in 2006. The antenna's being upgraded with replacements. And the lawyer's position is that it's not subject to design review. But they can appreciate the

Planning Board's desire to weigh in on applications for new facilities, but this upgrade is being done under federal law.

H. THEODORE COHEN: Yeah, well under federal law covers a lot of the issues that others have come back and talked to us about. But are they making -- very quickly are they making any changes to the -- so they're just upgrading and leaving things in exactly the same location?

LIZA PADEN: Yes.

The Board of Zoning Appeal staff has said that any time you do any work on the antennas, they require a Special Permit. So this is -- this has been wielding its way through various discussions.

TOM SIENIEWICZ: So I would, you know, the Zoning Board should just make sure there are

no changes, you know, that's all. Just double check it. And they will. They're very diligent.

H. THEODORE COHEN: I couldn't tell whether any of them broke the line.

TOM SIENIEWICZ: I can't tell. They look bigger.

LIZA PADEN: One of the things I was proposing to do was to send the standard comments that Suzannah's developed for the antenna installations to the Board of Zoning Appeal. If you want to do that.

H. THEODORE COHEN: Yeah.

LIZA PADEN: Okay.

H. THEODORE COHEN: Have we seen them?

LIZA PADEN: The comments?

H. THEODORE COHEN: Yes.

LIZA PADEN: You saw them last year. I could send them again if you'd like.

H. THEODORE COHEN: Yeah, if you would, that would be great.

LIZA PADEN: Okay. I'll send them out tomorrow.

And if I can make a plug for some of the board members to do the state ethics training and send me the certificate, that would be great.

H. THEODORE COHEN: You're getting it via e-mail, is that sufficient or you have to have it --

LIZA PADEN: E-mail is fine.

H. THEODORE COHEN: Okay, thank you.

Well, the next matter of business is at eight o'clock hearing about the Lanes and Games property. So we will take a break until eight o'clock:

(A short recess was taken.)

CATHERINE PRESTON CONNOLLY: The

appointed hour having arrived, I think we're going to get started here.

All right so we are moving on to the next matter, which is a public hearing on Planning Board No. 326, 195-211 Concord Turnpike. We're first going to hear from the Proponent. And as a reminder, we are going to be using the timer to keep track of your time, so about 30 minutes and we'll go from there.

RICHARD McKINNON: That's what we're aiming for.

CATHERINE PRESTON CONNOLLY: All right.

RICHARD McKINNON: Thank you.

CATHERINE PRESTON CONNOLLY: And please do use the microphones so that folks who are streaming can hear you.

RICHARD McKINNON: Thank you Madam Chair and members of the Board. My name is Rich

McKinnon and I live at One Leighton Street at North Point. And I'm here on behalf of Criterion Development Partners. First of all, I just want to acknowledge something on our rendering. In honor of Carol O'Hare, that's an illegal sign and we won't be asking the Planning Board to approve it. It somehow or other slipped through and I just spotted it when I took a look at it tonight. So that's not part of the request.

Over the last week since our February 21st hearing we've spent an awful lot of time working with your staff here at CDD, and in particular an enormous amount of time working with Kathy Watkins down at DPW on issues that obviously are a concern to the Board, to the public, issues of flooding, safety in the event of floods. Also spent time working with the fire department and Kathy on emergency management

procedures, many of which we have in place, but many of them to be developed over time as we deal, you know, with new climates and they're going to put all of us I think to the test.

I think you're in receipt of letters from CDD, the Traffic Department, DPW, as well as in a prior iteration you received the notice of intent from the Cambridge Conservation Commission.

We have spent more time I think on the subject of flood, and in particular the subject of safety of the residents in the event of flooding than any other subject in this application. We've spent even more time working with some additional measures that we're going to be taking that I do believe you saw in Kathy's letter in the most recent DPW letter to the Board.

We're convinced that in the event of

flood that leaves the roadways impassible so the emergency vehicles can't get on route to or on Route 16, that's an event that doesn't affect just our building. We're talking about an event that's a major event that affects most of North Cambridge, Fresh Pond, and neighboring communities. And having studied this and looked at it in really close detail, I'm convinced that this building, unlike many of the other buildings in the evacuated area, would be one where the residents would return to dry, safe homes because we're putting the units up in the second floor where all their belongings, their possessions, their furnishings would be dry and secure. And that with the installation down the road of the floodgates, even their cars will be secure in the garage. So that's the type of design we've had for the building, and I think it stands up to all

the tests and models that we put it through, including the 2000 and 71 percent model.

With that, I'm going to turn it over to the staff. I'm going to have Katie Moniz from BSC talk about this issue with some of the diagrams that you requested in more detail. And then we'll do some of the architectural work that you had requested us to do. And finally Jack will talk about some of the mitigation measures, additional ones that were asked of us in our traffic letter.

So Katie Moniz from BSC.

KATIE MONIZ: Thank you, Rich.

I think he hit on some of the key points here. We've been working with Kathy, and I'm sure as reflected in her letter, we've been with DPW on this project for about a year now. Back to last February we really started planning this

out. And what we were trying to consider here is knowing that the vulnerability assessment was going to provide us with projected 2030 and 2070 flood elevation.

How can we design a site that we felt was suitable for this location? So one of the things that we did at first is to decide what would be on each level. So our first floor level would be a parking level and a lobby level only. No one would live on the first floor of this building. And that would be located above the projected 2030 flood elevation.

So we are able to provide additional compensatory flood storage on this site up to the 2030 storms to allow for another 900 cubic yards here that can provide some relief for the neighborhood and for Route 2. We're relocating all of our residential units up on that second

floor, and the second floor is above the 2070 storm surge flood projection. We expect that there would be no floodwater in the buildings during 2030 and that we would have adaptation measures for projected 2070 storm events. We would make sure that our first floor was made of non-porous mold and mildew resistant type materials so that recovery would be easy from a large storm event. And that we would make sure that all of our ground level mechanical rooms were all waterproofed.

So, looking at that, that means that our building is built on a deep foundation system. We have piles or piers, which are structurally designed to withstand the flooding event. It allows for water to come underneath the building, and it's similar in construction type to the Vox on 2 site, which is that we are allowing

floodwater to ebb underneath the building and to naturally recede. And all of that happens up to the 2030 elevation underneath the parking level.

Our first floor level, again, uses that are non-residential; they would be a lobby, made of resistant material and structured parking. And all of our residents here are up at about elevation 19, and that's seven feet above any projected storm surge from the 2070 climate model.

You can see here on the edge we've shown where that 2030 elevation runs into us here when you're out on Route 2. Obviously it is impactful for Route 2 itself.

And then we look at 2070. And 2070 is the breach of the Amelia Earhart Dam. It creates a storm and surge condition. And for that we consider adaptation measures.

2070 is fairly far into the future, and the model is using the best information that it has today, but it doesn't know what types of adaptations that people may undertake. So one of the things you'll see in Kathy's letter is that the City of Cambridge is actively working with DCR and with the State of Massachusetts what the dam protocol might be, whether or not there will be improvements at the Amelia Earhart. So not knowing that, we've committed to an adaptation plan that allows us to adapt what the 2070 elevation may end up being. So every five years the site would meet with DPW and with the fire department and truly kind of understand what we're seeing for storm events and what might be needed on this site to make sure that everybody is safe. We would do a strong notification protocol so that people who are living in the

building get advanced warning. Obviously in the age of cellphones, most people are fairly well-informed. But we would like them to know particularly what might be happening at this site and what the site itself might be doing to help them to be better prepared.

We have shelter in place protocol. So that means that there's a community space available to residents up on the second floor so they would be out of the potential storm surge zone. It would be a climate controlled space. First aid supplies, if anyone might need them, backup battery, ability to charge your cellphone, to run a fan, to make sure that the elevators on the higher floors are working.

We would have evacuation procedure. People would be well informed as to know where do they meet in case of a large storm event in 2070.

And then part of the action plan is to just consider how do we mitigate in the future? It's possible that a solution at the dam would mean that storm surge would not be a potential problem for this site going forward. But we also know that the state may not implement that in time. It's possible that the climate models are wrong, either higher or lower. And I think, you know, we're all very concerned that there's a possibility that the projections may start to come in a little different as we start to see adaptations we've made sort of as a society and also locally just to kind of understand those impacts. And so looking forward, we want to make sure we can protect vehicles that would be considering floodgates in the parking garage entry points. So to take it up to 2070, that's about a three-foot gate. And you can kind of see

Looking back here that you can use systems like a passive gate system built in at grade to the floor of the parking structure that the floodwater itself would actually cause to deploy. Water fills into underneath the gate and it would pop up there.

And then we would make sure that we have other procedural equipment on-site. So that would be sandbags. It might be ladders to come and go from the evacuation points. And all of this is really in coordination with both DPW and the fire department.

Going to move on a little bit here and let Nancy tell you a little bit more about the building.

NANCY LUDWIG: Good evening. I'm Nancy Ludwig from Icon Architecture. And we want to show you how we've addressed your concerns and

comments from last meeting.

This is the site plan we showed you the last time we were here in February. And I'm kind of grouping some concerns, but key points we heard from you were concerns about a need to refine the site circulation. A lot of talk about enhancing the connections on the south side of the site into the neighborhood that bounds us. And a desire to create more and better usable open space.

So to address those concerns, I really want to focus on this southern part of the site. And I think some of you were standing up here as we came in to talk about the model, but we actually changed the footprint of building 2 here that you see, the dotted line. So we've pushed the western elevation in and we've pulled the southern elevation up. And we have relocated

what was a side entry along a narrower path that ran from north to south. And we've taken that vestibule and lobby and put it on the south side of the building. By broadening that southern face we've been able to increase the dimensions of this space and to create a much broader sidewalk, sort of promenade, that comes down from what is the north entry in this building, comes down south on the site, gives us plenty of dimension to provide a nice box of trees against the paved easement and drive that comes through the site, still allows us a 12-foot wide path that is actually, axially oriented to our new playground where we imagine sort of lively play structure or something that captures one's view. But brings residents who would gather from the various lobbies and entries of the project down here, and then invites them to turn along this

entry facade of the building, carries along and up and a proposed connection to Discovery Park at its edge. It really becomes the most direct path and becomes the connector for all the lobbies that sit to the north down, across, and is a short distance to connect to that sidewalk along Discovery Way.

Also in support of connecting the circulation, we've incorporated a raised table with a nice paving material across it just as we had done between the two sections of building 1. And although we still have cars and people and bikes in this area, it's a broad raised table that slows people down. It feels like a place where you could cross directly or diagonally and encourages the connections into this path system.

So big change.

When you look at the model, you can see

the difference that that makes. The building used to sit out here. By pulling it back and aligning with the step in the facade here, we've really been able to have a very clear line coming down. Again, a deep planting area along our neighbor, and a broad 12-foot path that carries all the way down.

What does that look like? So now I'm standing on the drive path at the edge of the site that allows fire trucks to come here if needed. We're imagining pervious pavement for that path so it also is walkable. But, you know, there will be some kind of play elements within this playground yet to be designed. I don't say it's gonna look like that, but the idea is there of some taller element that actually draws you, encourages you to come down this path and provides a safe place for kids to play and enjoy.

The landscape architect has also been able to create a nice seating area in this really nice southern light that will be on the site and in front of kind of this raised path that comes up to come into our new entry on this side of the building. Because it is a southern elevation and we have units above, we've incorporated a series of decks. It's going to be a nice place to be and great units looking out over the extensive parking area here.

If I now come back to the end of that path, you can see here I am looking the other direction. You note the play structure here. Although this is a garage we're imagining, and again yet to be designed, but a line of planting along this edge. The same wood look material that we've got continuously along the base of the buildings. Windows looking in to some of the

bike parking areas, some planting areas, and just the sense of these very liveable open balconies coming down to the ground.

Other major changes. We heard a lot of comments about the facades along Route 1 feeling rather wall-like and we've taken your comments to heart and come back tonight with a proposal that really takes more liberty with the pushes and pulls on both facades. I show you the image that we had here back in February. I think it was rather continuous in the expression of the fifth floor height. We may have gone too big with the trellised continuously along that facade.

So here we've kind of taken the same ethic of materials and kind of in and out playfulness of the facades, but we've actually begun to carve back and push the upper floors back. And in fact the sixth level as you can see

in the model, pushed quite a bit back. How did we do this and wind up with the same unit count? We had some duplex units that were in this bridge part of the building, we turned them back into flats, figured out another way to get access with our cores up through the building and that really did allow us to carve back those projecting volumes and really give them some interest. And we carried that idea all the way along. We still want the buildings to feel like cousins, but they have a different feel. And so now when I come over and look at building 2, we still have kind of this tripartite division with the facade with some deep breaks within the pieces, but we've had some fun kind of pushing back further and stepping up. And here we've pulled what was a trellis cornice down to a deep cornice now down to the fifth floor.

Looking back we had some comments last time about the forecourt. We explained that we were imagining have a trellis that would provide a place for people to wait, if you called an Uber or if you had a friend picking you up. So I think this is a clearer representation of that kind of looking from above. We did change the parking to allow parallel parking along here or a pull-up parking area against the head-in parking that's on the other side.

And you also had a number of questions about what was it going to feel like to drive under the building? As part of the circulation pattern, because we have a one way in and a one way out, we really do need this second drive to the front of the site to be able to allow people to circulate through. And so we're imagining pulling the same materials we've got along the

base of the building into the facades of this area. And well maybe not illustrated quite right, we're going to take the opportunity to cove the ceiling and provide a nice line of light in those recessed volumes. So it will feel like an open area and more welcoming. The intent is that it not feel like just a garage, but that it brings the same facade warm materials into its expression.

Open space and connections. I wanted to show you this image that now draws back and kind of looks at that raised table area that connects the paths and allows them -- residents to circulate across from the first building.

And with that I'm going to turn the presentation over to Jack Englert.

JACK ENGLERT: Thank you. Madam Chair, members of the Board, I'm Jack Englert from

Criterion Development Partners. I'm really here just to talk about two issues; the transportation mitigation that was discussed a little bit at the last hearing and also what we can do in terms of the community engagement.

Madam Chair, you made a point how do we make this more into a community. We're sort of surrounded by what is a garage now. We do have Vox fortunately with 228 apartments to one side of us. We have Discovery Park behind us. And how do we engage them all? So we have a couple of slides of ideas that we would hope to use.

In terms of transportation there were several things we had agreed upon earlier. You know, \$25,000 Hubway, \$25,000 to investigate an HOV or bus lane, \$75,000 to fund a study on the pedestrian connection over the train tracks, but we've also now thinking that another thing that

we could do is to pave the path through, where it starts at Cambridge Discovery Park and makes its way to the train station. I don't know if anyone's been out there on a rainy night or day like today, but it does get a little bit muddy and it isn't a best connection. In terms of a lot of pedestrians and a lot of bikes going across that, we thought the best thing we could do is put some money where our mouth is and actually improve that so that it makes some more sense for those that are using it. And that's one of the things we are going to do. If for some reason under the Conservation Commission would not like that or it's pervious versus impervious and we can't come up with that, we're willing to dedicate the money that we would have spent on that path to some other use that the Traffic Department thinks might be beneficial to

the city. So that is one of the things we are trying to do on that.

The other thing that came up was a shuttle between where we are and both the Alewife train station, which we had already agreed to, but also how people can avoid getting in their cars if there aren't going to be as many cars or if they don't want to take a ZipCar to a shopping center, how do we do that? We did speak with the people at Vox. They would be interested to joining us. Whether they do or not, we are committed to have a service where shuttles actually leave our site and go to the Fresh Pond Mall, the Alewife Shopping Center there. So people can go to Trader Joe's and those sorts of places, CVS, to shop without having to have a car. And really be relying upon their bikes and walking to the trains that exist here.

We'll figure out the best way to do it, whether it's on a Saturday morning, Saturday afternoon, you know, however it works, we are committed to having that survey done with our residents and updated on occasion so that we can make sure that we're addressing all the needs in terms of shopping for all the residents in our development. That's a step in the right direction.

In terms of neighborhood engagement, what can we do out there that would really start to tie this area in together? I mean, there's a lot going on in the Alewife Brook. There are things we can do in terms of sponsoring seminars. So different colleges come out and give talks on what has happening at the Brook, what we could do to preserve the Brook, how sensitive the Brook is to a lot of different uses, and what can we do to

inform people both inviting Discovery Park tenants to these meetings and inviting the Vox tenants and our own tenants. So one of those meetings on an annual or, you know, or we could do it several times a year, really, to just get people aware of where they're living, what it's all about, and how nice of an area it happens to be. We can do social events, you know, invite people over for chess tournaments. We have cooking classes and displays and happy to open that up to the Discovery Park tenants. The Vox tenants, they have some of their own that happen over there, but we're willing to share. We want to create the community as we can create it out there.

I mentioned the shuttle service and have the Vox participate in that, but whether they do or not, we're still moving forward with it.

And of course, you know, we have so many different displays throughout the clubhouse and the development in terms of screens and televisions and, you know, we can tell you when the next train is coming, when the next Uber -- how far an Uber is, and that's all on display, but we can also post different notifications about what's going on in the community and try to get our people engaged as they typically are in many of our developments across this part of the state.

So those are the things that we are working on for now. And I think we'll leave it to you.

RICHARD McKINNON: That's 28 minutes. We've used up our time. Thank you very much. We appreciate it and we'll obviously answer questions after public testimony.

CATHERINE PRESTON CONNOLLY: Okay.

Thanks very much.

Are there questions from the Board that we need to have answered before we go to public testimony?

Thacher.

THACHER TIFFANY: Just one clarification. When you're talking about a 2030 flood or a 2070 flood, you're talking about the one percent chance flood at that time? The so-called hundred year flood.

KATIE MONIZ: Moving back to the podium, sorry. So 2030 storm that is based on 100-year coastal event in this case. I know the City's done a lot of work here to actually talk about some smaller storm events and more routine, and they've been slowly bringing out information about what a ten year storm would look like, but

when we talk about relief, what we've designed we're talking about that 100-year coastal event.

CATHERINE PRESTON CONNOLLY: Okay.

All right, so we're going to go to public testimony. We have a fair number of speakers here. When I call your name, you can come forward to the podium. You'll speak for three minutes. We have our timer. Tom's going to man the timing. And when the light turns red, we'll ask you to wrap up.

The first speaker on the list here is Lawrence Harvey.

LAWRENCE HARVEY: Hi. Lawrence Harvey. I live at 253 1/2 Broadway. Seeing as everything that's going on in Cambridge with the big MIT job and, you know, all these companies coming into Cambridge, it makes me happy to see that there's more residential properties going up, and I'm all

for this property, especially if Lanes and Games -- I mean, I remember Lanes and Games over there, and ever since that pretty much, there hasn't been anything exciting over there. And this seems exciting. I like the way the building is now, how they redesigned it. Driving down Route 2 it would definitely look better, and that's pretty much it.

One other thing, though, how they said they would donate money to Cambridge. I think all further projects in Cambridge they should donate money and it should go towards the rat problem that's going on in Cambridge. You know, they got to go somewhere and they're starting to come into our yards and houses. So you guys get money from these developers, you should throw some money towards the rat problem that's starting to occur in Cambridge. But I'm all for

this project.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Next on the list is Stephen Kaiser.

STEVE KAISER: Yes, today's New York Times has a very interesting article about flooding.

CATHERINE PRESTON CONNOLLY: Sorry, Steve, can you give your name and address for the record?

STEVE KAISER: Sorry. Steve Kaiser, 191 Hamilton Street.

Today's New York Times has a very interesting article on the flood arrangements they're making for the future. And the tremendous investments they're having to make because of the memory of Hurricane Sandy. I'm happy to see that Cambridge is also doing this

sort of thing in combination with the state. In just their recent reports that have come out in the last past couple weeks or so, couple of months have really helped us. But what I'd like to do is one gap in where we stand right now which is if you were concerned with emergency access to the site in a major hurricane situation, how can you plan without knowing what the depth of the water is on the various roadways? And I couldn't find anything in any of the memos that had been written that gives the depth of the water. But they do give the indication of what the 2070 flood elevation would be. And all you need is a topo plan to do the difference between the water elevation and the topo and you've got the elevation. So here is what I came up with.

Is the first to flood is Alewife Brook

Parkway in North Cambridge near the playground.

The water would be six feet deep.

Acorn Park Road would be the low point in the whole place. Seven and a half feet deep water.

Route 2 down by Lake Street, that's the low point for Route 2, six feet deep.

Route 2 right at the project site, five and a half feet.

CambridgePark Drive, four feet deep.

Cambridge T ramp, coming from the T station up to Route 2, that would be four feet deep.

Rindge Avenue, one and a half feet deep.

The power electric substation, two and a half feet deep.

55 Wheeler Street and down Wheeler Street, two and a half to three feet deep.

Concord Avenue, three feet.

And now we get to a rather unpleasant, difficult one which is a Fresh Pond Pathway, four feet deep. The water's into the reservoir.

Now the site is calling itself Residence at Alewife Station, and if I may digress a little bit on traffic, Alewife Station is riding transit. So I really think the 243 parking spaces should be cut in half. Make it 120 and of those 120, 50 percent are reserved for shared vehicle use. It's a rather dramatic change, but we don't have the traffic space available at Alewife. But to be an Alewife Station you've got to have the Red Line. And now nobody has mentioned the question of at what point does the Red Line flood? I don't have those numbers. And I think it would be a very helpful exercise if these, if these developers could help us on that

matter. Figure out what the elevation is before they -- the station starts to flood and give us an indication of how serious that is.

CATHERINE PRESTON CONNOLLY: Steve, can you wrap up, please?

STEVE KAISER: Sure, very quickly.

The solution to this, particularly with water getting into the reservoir, is you better look at the Earhart Dam. We need to start doing that thinking right now. The water goes around the dam. So if you build up the land on either side of the dam, that could help mitigate things. We need that kind of thinking and doing it fast.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Next on the list is Mike Makagawa.

MIKE NAKAGAWA: My name is Mike Nakagawa, N-A-K-A-G-A-W-A, and I'm at 51 Madison Avenue.

Hi, thank you for letting me speak. One of the things I -- just as background, I was invited to be part of the Cambridge Climate Change Preparedness and Resiliency Planning with the Alewife Working Group so I've been over the passed months looking at and trying to understand the climate risks that the City has been involved with. One of the areas that we're concerned with is the vulnerable populations and that's my concern with this site. I'm not so worried about the market rate units and helping people who might take the risk to live there, but people are looking for an opportunity for affordable housing, they're gonna focus on a place to live and they won't understand or be able to handle the risks of a flood. They lack the financial and social support structure to handle the big flood. They can't just get to a hotel and eat

out until their renter's insurance settles their accounts. They're going to be stressed here. As I put them out there, if you look at the edge of the blue region, that's the 100-year flood -- current 100-year flood boundary which is at 6.8 feet above sea level. And anything inside that is going to be lower than 6.8 feet.

The 2070 you see otherwise is the 10.9 feet. That's the 100-year flood. So that's four feet. Anywhere that's blue, in the blue area is gonna be under at least four feet of water and some places more as Steve had alluded to earlier. So you can see the pictorial area that that is. So that's four feet of water, and how are the emergency vehicles gonna get on-site to these people that might be trapped?

Another concern that we have with the climate change group is heat effects. We're

planning 2070 for 68 days in a year to being over 90 degrees. And when the heat goes up, the air pollution from cars goes up. We get smog going there. And we're building right next to the highway. And we're looking for families to move in, affordable units for families, and they're going to be exposed to air pollution. Young lungs really can't handle that sort of impact for the 68 days of 90 degrees. That would be a lot of smog.

And unfortunately (inaudible) the zoning that we have encourages people to take the risks to live in these things in order to get a house or a place to live. So I'm suggesting that perhaps we can put the affordable units elsewhere, transfer them through the affordable housing trust. Put them somewhere safer for these vulnerable people to live both from

flooding and air quality standpoints.

The other issue I wanted to bring up, I have a handout on the asbestos that might be there. This was a former site -- the active use limitation shows as an auto repair facility, and those indicate that you should look for in the soil for asbestos because brakes have a lot of asbestos. We have, as part of the asbestos production ordinance group that signed up, so I just wanted to say that we need to test for asbestos in the soil as part of that. And if there is asbestos found, that might be costly so we need to figure those things out, too, with the Public Health Department. And just found that out recently so it's surprising to me.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Next is Peggy -- Peggy, I can't read your

last name. Barns Lart (phonetic)?

PEGGY BARNES LEONARD: Barns Leonard.

CATHERINE PRESTON CONNOLLY: Thank you.

I apologize for my pronunciation.

PEGGY BARNES LEONARD: Good evening.

Thank you for this opportunity to speak. I live at 115 Fayerweather Street. Peggy Barnes Leonard. I'm speaking tonight mainly on a letter that we did submit. I understand that you do have it. It's dated April 4th. And I'm elaborating on a question that we raised last month in our letter, and that's regarding the environmental history of the site. In that letter we asked are there any toxic contaminants, contamination at the site? And after a recent review of the site's history as contained in Mass. DEP file number, RTF etcetera, the answer is definitely yes. In fact the environmental

case stretches back as far as 20 years. And an AUL activity and use limitation prohibiting all residential uses has been applied on the site since 1997. Now AUL, as you probably all know, restrictions are actually quite common in West Cambridge due to the past history of industrial use prior to development. And in order to remove -- we are concerned about it in this case. In order to remove the negotiated limitations, which in this case would include disturbing the existing site and soil and using it for child-related purposes such as a playground, daycare center, it's necessary to eventually remediate the site. Such a clean-up is guided by a release abatement manager and RAM plan. It's overseen by a licensed site professional and monitored by Mass. DEP.

Today despite 20 years of awareness of

this continuing environmental problem, no such plan has been produced as far as we understand. And so at this time we respectfully ask to see a new ground and environmental testing followed by an approved RAM plan on file with Mass. DEP and the Cambridge Public Health Department prior to the issuance of new permits, special or otherwise. And why do we feel this is important?

Primarily the site is heavily contaminated according to previous soil samplings. 500 times the permitted level of lead as well as numerous other industrial chemicals to name just a few in the soil and the ground water at the site.

The existing tests results are now extremely out of date.

And third, the same owner/developer has completed the construction of 227 unit

residential building immediately next-door as well as there is an AC -- the Vox on 2 and the AC Hotel. So they're all at risk for these high levels of contaminants.

As Mike brought up, we would also like to ask new testing on the site to include asbestos due to previous use.

And lastly, we would like to ask the project involvement and oversight by the Cambridge Health Department, and for that reason we have CC'd Sam Lipson.

Thank you for considering our comments.

CATHERINE PRESTON CONNOLLY: Thank you.

Next is Michael Brandon.

MICHAEL BRANDON: Good evening, folks.

I'm Michael Brandon, 27 Seven Pines Avenue. I'm just back from a week out of state dealing with a family emergency, so I'm going to be even more

disorganized than I usually am in my comments so please bear with me.

I guess the first point I would make is when you've heard me make before. I would urge you to stop issuing permits for dense development in the Alewife floodplain and floodway. It's a recipe for disaster. If we get or when we get this sort of flooding that we anticipate, will occur.

I'd also ask that you continue the hearing to obtain more details in various areas that I think happen to be addressed, mainly about the environmental contamination on this site which has recently come to light. I don't think in any of the submitted materials or the supplemental materials it's even discussed, and that's a critical matter, especially if there's going to be residential use on the property.

On the flooding issue, I would urge you to push back and ask that the project be redesigned to address the 2070 scenario for 100-year flood, not just for recovery from that but that the ground floors, the garage is not flooded. You're gonna have automotive fluids flowing out, automobiles destroyed. 2030 is not sufficient. And the -- well.... I think the recovery plans that they have are inadequate for 2070 that they talk about. There used to be a helicopter pad adjacent to the site that Arthur D. Little had, maybe that's what should be brought back into the plans, because you're not gonna be able to get people out. Maybe there should be lifeboats, not just floodgates. It's not gonna be accessible by highway.

I wondered in the plans for water to flow under the podium, what happens if there's a

winter storm or a winter like we had a couple of years ago, and there are feet of ice and snow blocking the edges? What happens then?

CATHERINE PRESTON CONNOLLY: Michael, you're at your time.

MICHAEL BRANDON: Oh, no. Well, can I just do a few bullets then?

CATHERINE PRESTON CONNOLLY: We have an extensive list and a long agenda tonight. I think I need to ask you to wrap up.

MICHAEL BRANDON: Well, okay I'll just submit a copy of the activity and use limitation that prohibits residential uses, playgrounds such as being proposed. And, again, urge you to continue this. And I can submit others.

CATHERINE PRESTON CONNOLLY: Thank you.

All right, thanks very much.

All right, next on the list is Leroy

Wood.

LERoy WOOD: Leroy Wood. Good evening, everybody. My name is Leroy Wood. I reside at 8 Modern Place, Cambridge. I'm here basically for the first time. And any type of residence that's thought of being built in the Cambridge area is a good thing. There's a lot of people that are homeless in Cambridge that could, you know, use a home, and it's been a while since some nice residential apartments that are affordable, both market and percentage wise, 25 percent -- 33 percent of the income has been available. And myself, I am for this project for that reason. I've been hearing some other reasons about the contamination of the site which I, you know, would like for the panel to consider, you know, because we don't want people to move in to a site that is dangerous and possibly could die from it.

So I just, you know, I'm here just in support of any type of projects that will allow homeless people to have homes, residents to come into Cambridge newly and that grew up here. You know, it's a good thing. And this panel's doing a good job in what you're doing and I appreciate that and continue the good work.

Thank you very much.

CATHERINE PRESTON CONNOLLY: Thank you.

So the next person that I have listed who has asked to speak is Allison Field-Juma.

There are a number of you who've indicated that you don't want to speak. I'll go back once I've gone through everyone who does want to speak and see if there's anyone who has changed their mind or if there's anyone who didn't sign up. So you'll still have an opportunity even if originally you said you

didn't want to speak.

Allison Field-Juma.

ALLISON FIELD-JUMA: Thank you. Allison Field-Juma, 363 Concord Avenue.

F-I-E-L-D-J-U-M-A.

We did submit a letter from the Fresh Pond Residence Alliance. There are just a couple of points that I wanted to bring up because of new information that came up since the last hearing. In particular there was information about in fact that the traffic study that had been presented was that there were no accidents in that -- along Route 2 there. And as we -- a very quick review by one of our members turned up, I'll just read his e-mail. (Reading) I got home, he says, at the last Planning Board meeting the traffic consulted stated unequivocally there had been no accidents along Route 2, in the

vicinity of the proposed development. I did a straightforward Google search that took no effort and discovered a serious accident less than a year ago reported in the Cambridge Chronicle. And he goes on to just saying, you know, have people really experienced what it's like to try to pull out into the traffic there?

A little further digging showed that there had been a lot of accidents. A lot of accidents. It's an accident hotspot along there. And so we're really concerned that a traffic study has been submitted, testimony has been made that was incorrect, and to continue without that traffic study being actually reassessed, we don't think is -- really makes -- it makes any sense. So we would ask that before any approval is made of this project, that the questions about traffic, about the hazardous nature of that

location, of having an entrance on, right on to a -- this is just, it's been limited access highway up to that point. And to suddenly have cars pulling in to a limited -- what has been a limited access highway, is an extremely dangerous situation as has been approved by the accident reports by the state.

And the other thing is that we're still concerned about the number that it's, that it's rental properties. We don't know if there's been now a change with the improvements that have been made to the facade. The loss of some units, are they the three-family units? That wasn't explained. So it's A, very important to maintain -- three-family, sorry, three-bedroom units, and to try to address this question of transients. How long do people stay in their apartments? Because that's not really serving

our community if people are not finding that it's a good place to live.

And respectfully ask that this hearing be kept open until these questions, and I think the questions of contamination are resolved to everyone's satisfaction.

Thank you very much.

CATHERINE PRESTON CONNOLLY: Thank you.

Next on the list is Alice Heller.

ALICE HELLER: Alice Heller, 22 Corporal Burns Road. I am opposed to this project, and I just wanted to put that out. I feel the need to speak for many residents that are not aware of what's going on. And I appreciate the changes from the last hearing and listening to some valid concerns about the project and where it is, but for me the big question is around liveability and should we be building on a floodway? And should

we be putting vulnerable populations that may not have access or availability that other people living in luxury housing could have?

I think that if this really does happen, I think that there was talk about display in the lobby. I think it should show the risks to what flooding could happen. There probably should be in their lease something that they have to sign, or a waiver around accountability and liability. If in the event people are living there and something happens since it is a floodway. I also feel that that there needs to be a reevaluation of the cost and benefits of this project, and if that is something that the City of Cambridge wants to really look at. I am for more housing, and I understand that that is an important issue in Cambridge, but I think that some of these environmental concerns outweigh some of the

benefits.

And due to the new contamination now that we have more awareness about contamination issues around asbestos, lead, increased lead levels, I would respectfully request that the Planning Board continue the hearing so we can get some complete information.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

That is the end of the list of people who had said they want to speak. Is there anyone who has either signed up previously saying they didn't want to speak and have changed their mind or who didn't sign up at all who would like to be heard on this matter?

Ma'am.

CHERYL BAYNES: Hi. I'm Cheryl Baynes.

I live 17 Poke in Charlestown. Good evening,

members of the board. My name is Cheryl Baynes and I live in Charlestown. I came here to speak at the first hearing at a parent looking for affordable housing in Cambridge. What I heard from people in the audience was so insulting and upsetting to me that I made arrangements for a babysitter so I could return tonight. Just because people are on a list for affordable housing doesn't make us such desperate members of society that we would put our family or our children in danger. We are good parents. We care greatly about the safety and well-being of our children. It is for those very reasons that I want to leave subsidized housing in Boston and move into this beautiful development in Cambridge with my two young children.

The people who spoke make us seem helpless, irresponsible, and unfit parents.

Whether they know it or not, what I heard from them is the same coded language -- is the same coded language women like me have been hearing for years. I would respectfully ask the Planning Board to approve this project so that my family may apply here with the hopes of living here. I do not need people of means who have their own housing telling me that they're helping me by denying me a home. And during future periods if evacuation or special measures may be -- if evacuation or special measures must be used, I promise you my children will be in excellent hands. By the way, we live in Boston, we have plenty -- we have -- excuse me. We have plenty of experience dealing with ice storms, blizzards, and all kinds of bad weather and we do just fine.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Yes, Ms. O'Hare.

CAROL O'HARE: Carol O'Hare, 172 Magazine Street. I am not going to talk about signs. I have to say that it's shocking that the environmental contamination issues would come up at this point and that I can't imagine or I hope certainly that you would continue this until you hear how they are going to be dealt with, because I think that you don't want children playing on contaminated ground. And presumably the developer will clean it up to the extent that it's required, but approving it without knowing that is I think euphemistically a disservice to the future residents.

Thank you.

CATHERINE PRESTON CONNOLLY: Thank you.

Any further comments from the public?

Anyone else who wants to be heard on this matter?

(No Response.)

CATHERINE PRESTON CONNOLLY: Okay. So, Board Members, as we talked about earlier this evening now we're going to kind of put together our list of questions that we need answered before deliberation, whether from the proponent or from staff, and then see if either are prepared to answer those. So does anyone have questions that they would like to pose for staff or the proponent to elaborate on?

Tom.

TOM SIENIEWICZ: I think it would be good to get on the record clarity about jurisdiction over the environmental authority and stewardship for permitting, whether that in fact lies at the Planning Board or in some other agency either at the city or at the state, and I think just for everybody's education I think that would be

really good if staff could address it if possible, that would be great.

CATHERINE PRESTON CONNOLLY: Other questions?

Steve? Oh, Hugh.

STEVEN COHEN: Just following up on that, if perhaps the proponent could simply explain the role of an LSP and the responsibilities of an LSP. Not this moment. The responsibilities of an LSP in reporting to DEP and state agencies, and even though it isn't actually our jurisdiction, I think a very short exposition of the matter would be useful to the public.

I guess one other thing that I would raise would be traffic flow. First of all, left turns, I guess they really aren't left turns, but what we due in lieu of left turns and out? In other words, driving from Cambridge how does one

turn into the site? And from the site how does one head west on Route 2?

That's all I have for now.

CATHERINE PRESTON CONNOLLY: Okay.

Hugh.

HUGH RUSSELL: I'd like if Joe or Adam could discuss the accident question. I didn't read that and didn't really study the traffic report.

Thank you.

CATHERINE PRESTON CONNOLLY: Okay.

Ahmed.

AHMED NUR: Along those lines, the relationship of the speed to the ramp as you're headed towards Alewife east of Route 2 and turning into site, that radius. I know currently that there is an issue because you don't know where to take a right. There is a couple of

misleadings and then there's the Lanes and Games.
And so I've seen people spin off into the site
and almost hitting the people in there. So that
would be good.

And also clarification on the soil
testing. You know, 500 times over lead. That
kind of stuff. Hydraulics and soil intakes.

CATHERINE PRESTON CONNOLLY: All right.
Lou.

LOUIS J. BACCI, JR.: I have one
concerning the electrical supply to this place.
Everywhere I read about the resiliency depended
on their off-site electric maintaining. If it
wasn't maintained, that all bets were off. So
I'd like to know if it has backup electric.

CATHERINE PRESTON CONNOLLY: Okay.
Yeah, Hugh.

HUGH RUSSELL: The committee made a

comment about the sidewalk on Route 2, and again I'd like Traffic and Parking to just talk about that.

CATHERINE PRESTON CONNOLLY: Okay.

STEVEN COHEN: Catherine, one other followup. I raised this last time around and actually came up in comments today, and that is just clearly some risk for one living here from flooding in future years, and you've designed various engineering solutions to it. I mean, but there's also the question of disclosing the risk to residents. So if you could address what your proposed procedure is to assure that all residents, if they desire to live here, knowingly assume the risk of doing so.

CATHERINE PRESTON CONNOLLY: Okay.

Thacher, anything?

THACHER TIFFANY: I think we hit all the

ones on my list.

CATHERINE PRESTON CONNOLLY: All right.

So I'm going to start with staff, then, and ask Jeff to speak to the jurisdiction question. And then, Traffic and Parking, maybe you can speak to the number of traffic questions and then we'll hear from the proponent on any remaining matters or anything you'd like to add for color.

JEFF ROBERTS: So on the environmental point, I think most of it is going -- I'm going to put back over to the Applicant to explain how they're managing the remediation process for the site. I think just in the broader sense as the Planning Board looks at environmental questions from a land use point of view, really what the Planning Board is looking at or what types of environmental concerns might be created by the

proposed new use or new development or uses that are surrounding the site as we get into the process of how that change of land use would occur and what the existing conditions are and how they would be remediated, that falls more into under the -- falls under state jurisdiction. And so there is a process in place. We've discussed this with regard to other projects, and I think that they can, they can describe how they're going to be managing that.

The one other point that I have on this list that I could briefly respond to, because I don't -- there isn't someone from Public Works here at the meeting, I don't think, but regarding the disclosure point, one of the comments, if you reviewed the memo from Public Works, talks about developing a site action plan as a condition -- and the DPW's recommending that as a condition of

the Special Permit; that action plan would be developed and reviewed by DPW and the fire department. And one of the pieces to be included would be a provision for notification that would be included in the leases for new residents. So those are the two questions that I can at least touch on.

CATHERINE PRESTON CONNOLLY: Great.

Thank you.

Joe.

JOSEPH BARR: If I could ask your indulgence to help remind me of the questions.

CATHERINE PRESTON CONNOLLY: Okay, so I think we have questions regarding the discrepancy and description of accidents coming in and out of the site.

Speeds in general on Route 2 at that location in particular, because there does some

to be concern. And then the pedestrian access, particularly along Route 2, the Pedestrian Committee did submit a letter asking for a better protection along that and what your feelings are on that.

JOSEPH BARR: Sure. And for the record --

CATHERINE PRESTON CONNOLLY: And excuse me, and I forgot the left turn question.

Thank you, Steve.

JOSEPH BARR: -- Joseph Barr, Traffic Parking and Transportation.

So in terms of the crash reports, the -- it gets a little confusing because the crash that referred to in 2016 is too recent to be in the reports that the -- from massDOT that the Applicant would have been reviewing, so -- and also not every crash that people see gets

reported because it requires a police response and a crash report and review from a state facility, saying anything that I shouldn't say, they're not necessarily responsive as they would be to look -- as the Cambridge Police look at crashes on local streets. So, you know, people may just decide to exchange insurance information and move on. It's hard to know in a lot of these cases. So, the fact that it's not in the report is totally understandable.

In terms of the reality of crashes in that location, and also kind of going to the design of the driveway, it's important to remember that there is an active driveway there right now with a fairly high trip generation land use, at least at certain times of the day. And so I think it's -- and the current access is I would argue significantly less safe than what is

proposed or what was put in Vox on 2. So although it is a strange situation where we have what appears to be a limited access highway turning into a non-limited access highway, it's the reality of the situation. There is no right of way line that you can enforce. And so there's no ability to not grant for the state, it's a state road, there's no ability for the state to grant a curb cut or permit or access to the facility. So I think the information we've gotten from massDOT is that they're comfortable with the design as proposed. It's very similar to what was done on Vox on 2. The district engineering office is, you know, within a mile of this location so they're extremely familiar with the location. And so I would say if they're okay with it and they're okay with the prior design, that I don't think it's a huge, you know, it's

again, it's a strange issue, strange location, but given the reality of the situation, I think it's actually reasonably well designed. Yes, there are crashes there. Do they have anything to do with this site? Probably not. I mean, it's a very high volume location with a lot of congestion. And so it's -- you're going to see rear end crashes. You're going to see, you know, the types of crashes that occur during congestive times. The types of crashes that are in those crashes are not sideswipes or, you know, angle accidents you would expect at a curb cut or a driveway. So it does not appear that the existing Vox on 2 is a part of the problem, and, again, I think it's improving the situation and this new project would improve the situation even further.

My own personal opinion, not the opinion

of the City of Cambridge, is that Route 2 should be converted into a full boulevard its entire length and stop being a limited access highway, but that's a whole different discussion. If you look at the volumes of traffic it carries, it should not be a four lane limited access highway. But in any case, that's my both personal and professional opinion on the curb cut issue.

In terms of turns out of the facility or lesser, assuming no one tries to make an actual left turn, that would definitely be a recipe for a crash. The solution is to, is most likely to go to use the off ramp that you sort of are -- it's easiest to get on to from the site, and then circle back underneath and come back out heading west on Route 2. That's -- depending on the time of day, that could be very congestive. A maneuver I will say that from, you know,

anecdotal observations, the project that the state did at that intersection, the main intersection, has helped that return route through the jughandle ramp coming back out in particular, there's no longer a need to make this blind merge as you travel through the intersection. There's now a -- there's sort of three lanes and then they merge just before they cross the bridge over the Minuteman. And so the safety and the capacity of that has increased. The safety considerably. The capacity less so, but is a much smoother operation. So I think that's a less difficult maneuver, or at least less time consuming maneuver than it was a couple of years ago. So that's a solution? Is it a great -- that's the option. Is it a great option? I'll leave that up to people who choose to live in buildings in locations like this to

decide.

STEVEN COHEN: And the left turns in?

JOSEPH BARR: The left turns. Oh, that is -- yes, that's even more complicated. So that's going to require coming up, you know, all the way to Lake Street in Arlington, taking a left, taking another left, and coming back down onto Route 2. And, again, they're not intersections that we control. As an Arlington resident, it's not clear to me who is in control of the intersections. They're not operating in a sensible manner. But in any case, I'm adding way too much personal opinion tonight.

So, but I'll just say that, yeah, it's, it's not a great vehicular access. I think that's why with the existing Vox on 2 you see, you know, better transit access than you might expect, although it is obviously relatively close

to the station. But, again, I don't think, you know, from my perspective, you know, there's traffic operations concerns, but in terms of the security, again, I think I would leave up to the residents to decide if they're okay with doing that and whatever their travels are. If it makes them less likely to drive into Cambridge, then that maybe is a good thing from our perspective.

And then the last question about the pedestrian connectivity -- and I guess, yeah, it's true, it's not a great sidewalk. It's not heavily used sidewalk either. And I guess given the improvements that the proponent is making and the other improvements that have happened in the general vicinity, you know, including the pathway connections to back to the station which, you know, the proponent has proposed to pave, and we've had earlier discussions of both DCR and the

Conservation Commission indicating that that's something that they would be at least willing to consider. So we seem to have a positive read on that piece. And, you know, the Discovery Park improvements. I think that most people who are accessing this site, particularly as it redevelops, and, you know, some of the changes that they have made to the site plan and more focus on the south side, I don't see that as a heavily used sidewalk. The bus stop that used to be located there is now removed into Acorn Park. So, again, it's -- I certainly understand the concern for the Pedestrian Committee. I just don't expect that it's a place where we would see a lot of pedestrians and so -- and normally, you know, well, that's not a good thing, but in this case it's just the function of the site plan as well as the unpleasant nature for pedestrians and

so I think sort of investing too much in that sidewalk might not be a great use of resources. And frankly, I think that the Applicant's, you know, commitment to try to pave that path and try to make it accessible at all times of the year is a much more important commitment in terms of pedestrian connectivity.

CATHERINE PRESTON CONNOLLY: Okay, before I let Joe go, did that prompt any additional questions for him?

(No Response.)

CATHERINE PRESTON CONNOLLY: Okay, thank you.

Is that a sign you wanted to say something, Iram?

IRAM FAROOQ: Yes. It's actually related to your earlier question about jurisdiction related to mobile issues, and I think we'll

obviously hear from the proponent, but the one thing I did want to say that there's precedent in prior permits where there are contaminated sites for the Board to put in explicit language in the conditions to make sure that the construction management plan, for instance, addresses how they will be dealing with the soil contamination or preventing pollution discharges and so on which is not always the case. And then also before -- and that's before a building permit is issued. And before a CFO is issued, you could in fact, you could request that they provide copies of all of the permitting documents just so that the city can be assured that they have in fact been properly obtained. And in prior instances such as the Cambridge research project in Kendall Square where there was significant contamination to be dealt with, the CHA was absolutely

involved. I think we couldn't keep them away if we wanted to. So I don't think that we're in danger of them not being involved if there is work to be done, remediation work to be done.

Yes.

CATHERINE PRESTON CONNOLLY: Okay. Thank you for that.

Rich, do you or someone from your team want to speak to any of the issues that were brought up or any of the questions?

RICHARD McKINNON: I think there were just a couple. The question of disclosure --

IRAM FAROOQ: Rich, if you're speaking you want to use this.

RICHARD McKINNON: The questions of disclosure and also the question of jurisdiction.

CATHERINE PRESTON CONNOLLY: Great.

JACK ENGLERT: Jack Englert from

Criterion Development Partners. I'll talk a little bit about disclosure.

I just want to point out that today that we are not exposing anyone to any hazardous situation with respect to flooding. We meet the standard. The flood levels are well below our residents and well below the lobbies, right? We have designed the project so that it can withstand the current flood situation as projected, and we did the same thing with Vox.

In the year 2030, the disclosure will be similar, that you aren't in any jeopardy because we are above -- the lobby is above the 2030 flood, and the parking is as well. And of course the residents are up another ten feet. We would be in that situation, however, more than willing to say but in the event there is a major flood and the Amelia Earhart Dam hasn't been solved and

there are all kinds of problems that we need to deal with, you may be in a situation where even though the lobby is accessible, your car is accessible, you may not be able to drive out of there and you're going to have to shelter in place. And so that disclosure, whether it be in the year 2017 saying that in the future this may occur, we don't know, but it may occur. Or if we say, you know, if you happen to be here in the year 2070, we have another problem we have to deal with in terms of that. And so I'm not trying to say that -- we would be happy to do whatever disclosure the Planning Board thinks is appropriate with respect to the flooding. So that's off the table, no problem. Okay.

The traffic. I just want to mention the one traffic accident that was disclosed in front of our -- it had nothing to do with anyone coming

in or going out of Vox. It was a traffic accident that happened on Route 2. It happened to happen in front of one of our driveways. And if you read the report, it's pretty explicit that that was the case. So it's funny that it comes up as a traffic issue generated by one of our projects, because in fact we've spent a lot of time with massDOT trying to understand how best to pull in, how best to exit. And so I just want to bring that up. Probably shouldn't.

With respect to the environmental situation, I will say that every site that we deal on -- with, and we've dealt with several in this general area, maybe 20, has had some sort of environmental contamination. Vox on 2 actually had some environmental contamination, and the best thing that we could do is clean it up and not leave it there. Especially in a situation

where there's all this talk about the flooding, and seeping into the ground and perhaps moving that environmental issue. The best way to enclose and encapsulate is either two things: One, we move it, which we often have to do and it's done in conjunction with a licensed site professional. And that's how it works in Massachusetts. They put their name on the line that what we are doing is the right thing to do, and it's part of a remedial action plan that solves the problem and certainly puts it in a better situation than it is today. We've used Haley and Aldrich on 90 percent of our developments. They're on this development right now. We didn't recently uncover some environmental issue. These environmental issues have been part of that DEP record. We have done further testing. We understand what we have to

deal with out there. We're ready to make those changes and implement what the licensed site professional has asked us to do to make it safe. There aren't children playing on contaminated soil. And areas where it's exposed, we remove it and replace it with clean soil. In areas where it's not exposed, the process of our building is putting the garage on the first level and units above provides ten feet of air space between anything that's encapsulated under concrete. And in this case under a vault, which is under the parking which is then under the units. And that triple layer is ventilated, and it's actually a better way to treat it than to just leave it under the ground. So as part of this development we will take every action necessary to clean-up what is needed to be cleaned up, to remove it when needed to be removed or encapsulate it such

that it cannot affect any of our residents.

That's what I want to say on the environmental.

RICHARD McKINNON: Jack, if you could on the benefit of the gates to the parking garage integrity.

JACK ENGLERT: Yes.

In the 2030, again, the parking garages are out of the water fill. But in the 2070, we have a situation where we can protect against the garages being flooded. We're gonna, and actually Mr. Bacci, you had a question about electrical systems and those sorts of things. We are gonna seal all of our electrical rooms so that in the event of a flooding, nothing can seep in, first of all.

No. 2, we have a proposed solution where every five years we will look and assess where

the flooding situation is headed. If by some certain year whether it's 2030 or 2035 or 2020 if you want, there doesn't seem to be any progress with Amelia Earhart and all the other things that need to happen and should be happening to prevent this sort of flooding. We're willing to install the grates at both garages, and they're activated mechanically. So when the water level rises, the gate actually opens. We have a situation where we have two entrances that we can seal tight with a particular product that they've made to address these sorts of situations which will keep the garages dry in a 2070 flood. And I think those were the --

CATHERINE PRESTON CONNOLLY: Okay, it looks like we have more questions for you.

Steve, you first.

STEVEN COHEN: Just one follow-up

question. The notion of a floodgate, my understanding is that one of the engineering criteria here is actually the opposite, that it should be designed to flood and that the floodgates would actually have the effect of displacing floodwaters, in essence, increasing the floodwaters on surrounding properties. Do I understand that general principle correctly? And how does the floodgate concept apply?

JACK ENGLERT: I know enough to do that.

KATIE MONIZ: It's a great question because flooding is regulated into a lot of things, and when we talk about the Wetlands Protection Act. One of the things you can't do is prohibit the flow of floodwater. That actually is not inclusive of your building. The way that we modelled this site, we exclude the building footprint itself from the area that's

available to flood. And so what we do under this building is provide extra flood storage.

Now in 2070 there really is no benefit to creating even more extra flood storage because the situation in storm surges is so significant, if there were to be a breach of the dam, that you really can't build to that level of storage. And that's where I think we really see from DPW 2070, and I think Mr. Kaiser really said it best, is a regional solution for Cambridge and particularly for this site. But for floodgates you are certainly allowed to protect your building, but we are creating a vault which we consider to be exclusive of our building underneath to allow for excessive floodwater from 2030.

Was there a followup to that?

LOUIS J. BACCI, JR.: Yes, I do.

CATHERINE PRESTON CONNOLLY: Lou.

LOUIS J. BACCI, JR.: Still curious about any backup generation on the site.

KATIE MONIZ: Sure. So one of the things that is in our letter with DPW is an understanding that we do need to work with the electric company in particular about locating transformers on our site. Right now our transformers are elevated to be approximately a foot above the 2030 elevation when they're installed on top of pads. We do need to keep those at a level where they're accessible to National Grid and -- to Eversource in this case. And so what we'll be doing there is working them to make sure that we have the best precautions going forward for any further reinforcing of our transformers. Inside the building we'll have waterproofed rooms to protect our electrical supply. But should they turn the substation off,

which sometimes in a very significant event happens, we have backup battery generation for the elevators to allow people to come from the higher levels down to the community space. And in that community space we do battery backup generation to allow people with batteries to charge their cellphones, to run the heating or cooling, whether that be fans or heaters in which to keep people in the shelter in place location, and that would be our backup electrical.

LOUIS J. BACCI, JR.: More concerned with are you going to need electricity to control the water --

KATIE MONIZ: Oh, absolutely.

LOUIS J. BACCI, JR.: -- flooding?

So if you don't have backup generation, how do you do that if you lose electricity?

KATIE MONIZ: Yes. So we are not

proposing any mechanical pumping of floodwater in any respect. And we're not actually proposing the type of floodgates that require electricity. It's a great question because a lot of the systems for floodgates previously have relied on the fact that either someone had to go out and pull them up. Hard to count on your property manager to get there and to get these things in place. And then the other piece being if you were to lose electricity, that they wouldn't manually come up. So we had a detail that we showed before, and it actually is a pan. So the floodgate is a metal gate that sits inside of a pan. When water from the flood actually fills that pan, the floodwater itself is what's actually what's activating the gate. It causes the gate to rise with the water elevation and eventually to snap it into place. It will seal

on either side and that is watertight to a concrete wall.

LOUIS J. BACCI, JR.: It was more along the lines of pumping. You won't be doing any pumping?

KATIE MONIZ: We will be doing no pumping.

LOUIS J. BACCI, JR.: So you won't depend on electricity?

KATIE MONIZ: No.

CATHERINE PRESTON CONNOLLY: Okay. Other questions?

(No Response.)

CATHERINE PRESTON CONNOLLY: Great. SO I think we're ready to move to deliberation and comments from the Board. And as we talked about in our earlier process discussion, when you're making your comments, it would be really helpful

to staff if you could distinguish between things that, you know, you're concerned about but are comfortable that staff can follow up on later versus things you really are concerned about and make you uncomfortable with moving forward tonight on this matter.

So does someone want to volunteer to go first or do I have to call on someone to start mixing it up?

Hugh.

HUGH RUSSELL: So I just my comments would be that I'm at this point satisfied with the architectural changes and the parts that didn't change that we didn't identify that needed change. So I'm -- I have no residual questions or reservations on the architectural design. It's different than most anything in building and it's a different kind of a situation. I kind of

look forward to seeing it. I think it's going to do the right job, you know, from all the various points of view. I think the site plan was basically worked out, but the changes that have been made to improve the pedestrian open space, the taught lot, and the walkway that ultimately leads to the station, is -- they've done I think what needs to be done. I have quite a bit of experience with the state regulating hazardous materials and it's an extremely exacting process. And so I feel confident that if they go through the process and they don't have any choice really, that things at the end will be as Mr. Englert has said, they're going to clean it up.

I was very -- I thought Joe's comments helped me understand the traffic accidents and all the rest. And I think it's not unreasonable

to build a building here. The way in which they're addressing the traffic is reasonable. I thought -- I particularly liked Joe's answer. Somebody thought it was too difficult to make, to get there, well, they didn't have to rent there. Or they, you know, just -- apparently Vox on 2, which has the same configuration, is renting. So it might be some limit that for every building in the city had that kind of access, we would be in trouble. But every building doesn't.

So, I think my bottom line is I don't have any outstanding issues. I think they've addressed the points, and so I would be prepared to support the necessary Special Permits to go forward on this project.

CATHERINE PRESTON CONNOLLY: Great.

Okay, Lou.

LOUIS J. BACCI, JR.: I think I'm going

to do the same thing and I think most of my questions were answered in the returning material.

It does feel funny to think about improving something that could turn into an island and no one can tell when. It's just the flooding is a concern, but I think they've done everything they can to mitigate these problems. So I'm pretty well along, all set.

CATHERINE PRESTON CONNOLLY: Tom.

TOM SIENIEWICZ: I'm happy with how the building evolved. I mean, I wouldn't design it that way, but that's not the question. You know, I made some comments, this architect has responded very directly to them. I very much also like the format that you used very clearly stating what you understood the questions to be and what your responses were, not just

architecturally, but with traffic, with environmental concerns, and LEED standards. So I did very much appreciate a very respectful kind of response.

RICHARD McKINNON: Thank you.

TOM SIENIEWICZ: And so I, too, am encouraged by the way the site has evolved. You heard us. I think it's much better. I too have built on some of the brownest fields in the Commonwealth, including the old incinerator site in Boston. So I understand the state procedures pretty clearly. They have to be followed. So there's some reassurance there. That notwithstanding I appreciate Iram's comments that we should perhaps add conditions given the concerns of the community here and what we know about the history of this site to be doubly sure that there's -- we've crossed it -- I was going

to say dot the T's and cross the I's and dotted the I's and crossed the T's relative to environmental compliance here.

On the issue of flooding I think we've got some creative solutions here. And I was moved by the Charlestown resident who came here and offered that perspective. That was important to me to understand the importance -- that perspective was really welcome for me to understand a project of this moving forward and balancing that against the very real and well articulated concerns of my neighbors about the potential threat of living here. So I'm prepared to vote on the Special Permit and the conditions tonight.

CATHERINE PRESTON CONNOLLY: Okay.

Steve.

STEVEN COHEN: I guess I don't have too

much to add. I also appreciate the evolution of the architecture. I must say that if this were raw unzoned land and we were here discussing what was the best use for this site and what was the best way to zone it, I don't think I personally would support zoning it to permit this sort of project in this location in part because of environmental issues and but because of, you know, traffic and circulation issues as well. I think it's kind of a funny place to do this project. I probably would have provided greater setbacks from the highway as well, but that's not what we're here to do today. It is zoned and I think given how it is zoned, I think that the design proposal is good and has been noted several times. It's up to residents if they want to knowingly assume the risk of potential flooding, environmental issues and knowingly I

assume the inconvenience of an extremely awkward circulation pattern for vehicular access, and I don't think we have to (inaudible) about protecting residents involved in instances. I think it's important that we make sure that they understand issues. But having done so, it's up to them to decide. You know, maybe we'll find that this building is entirely empty when it's built in three years, but I doubt it.

So with those reservations and caveats, I think it's a good design and I will support granting permits this evening.

CATHERINE PRESTON CONNOLLY: Okay.

Ahmed.

AHMED NUR: Also I have not really seen a building -- well, the building that's there now, Lanes and Games, the only comment I have is I support this project. It's residential, it's for

Cambridge, it's in a place that is appropriate. However, I just wish the proponents maybe said the first floor would have a lobby area and not going to have an apartment. But the building that's there now, you mentioned the neighborhood engagement and the service into our community, what's there now is a really important site to me anyway, my friends. I mean, we have people coming all the way to Lowell and playing bowling and they have different sizes. Go upstairs for the bigger bowls. Downstairs, Rich, I don't have to tell you, there's pool tables and gaming for kids and families, they have youth and incorporation and so on and so forth. All the neighbors come together to have a good time in this place and places like that are disappearing because obviously it comes down to the end of the night how much money can you make out of this?

So I just I guess just wanted to bring that out to your attention that maybe before the 2070 or '30 that that empty area we can save this bowling alley or something could be worked out.

CATHERINE PRESTON CONNOLLY: Okay.

Thacher.

THACHER TIFFANY: I guess my two substantive comments would just be to agree with my colleagues. I think we should have a condition ensuring that the environmental clean-up is done. I don't know what the words are, but figure that out.

And maybe also a condition on disclosure to residents about flooding issues or potential flooding issues in the future. Those two seemed like things we want to do.

I'll add an aside like Steve on sort of the planning issues here, I mean -- but maybe

from a little bit of a different direction. To me the greatest pain of this site is how poorly it integrates with the neighborhood behind it. And it's just, it just pains me that we don't have the opportunity to do better there. You know, even the pedestrian connection is not great, and I imagine you've done the best you can because that's the best -- that's going to be an important connection for your residents to the T. But if we did this all again, that would be my biggest focus is how do we create one neighborhood instead of like one building wrapping around a parking garage that is the back of another neighborhood situation. I feel less concerned about, you know, kind of building buildings out on Route 2. I think it actually begins to make Route 2 into a better street, and I think that's kind of exciting. I bet Route 2

is probably narrower than the Champ Elysees here. So we're on our way to a boulevard. So I am in support of this project with those conditions mentioned previously.

CATHERINE PRESTON CONNOLLY: Okay. So in terms of my comments, I really appreciated the really thorough memo from Public Works which does include in it quite a few details on the action plan, including the disclosure in the lease that was mentioned. So I would also encourage us to include that as a condition of the permit because I think it goes a long way personally to reassuring me that the consultation with DPW and with the fire department has occurred and is ongoing and will ensure that residents who are trapped in a major flooding event have an ability to safely shelter in place. And that to the extent that it is possible to get emergency

vehicles in there, that that has been thought through and in a safe and really good way. So I was very encouraged to see how much effort the applicant has put into that along with DPW and the fire department already and that was very, very helpful.

I will say my experience with 21E sites, the environment contamination is that they're going to have a hard time getting their funding if they can't show their lender that they've complied. And if they have an AUL on the site still, they're going to have a hard time getting their funding from their lender. But that said, I have no objection to including it as part of our permit. I think it's important and it should be addressed, but I am also very confident that they will get it done because lenders are not going to sign off on people living here with an

AUL in place saying there can't be residential use.

I think the traffic questions have been well addressed. I did appreciate Joe mentioning that, you know, this is an existing curb cut that Mass. Highway doesn't have the right to evoke from this property owner. And as was mentioned with the other planning concerns with this site, if I had to do it over again, not sure they would have that curb cut. But they do, and it is a property right that they're entitled to and that they have thoughtfully approached with Mass. Highway and are improving an existing situation which is not, which is already not ideal, they're making it better. That counts for a lot in my book.

So I think all of my concerns were addressed and I'm also prepared to move forward.

So I think we -- CDD's memo went through the findings that we need to make on this because there are a number of Special Permits to be granted. So if folks are ready, we can turn to that and look at the findings specifically.

Jeff, do I need to go through anything else before I start doing the findings?

JEFF ROBERTS: No, I don't think so. I'll see if I can provide some assistance to get through the conditions.

CATHERINE PRESTON CONNOLLY: That would be good. Since I don't do this nearly as often as Ted does, I always appreciate the assistance and guidance if I'm missing something.

So for this project we are going to be granting project review Special Permits, Special Permit to alter the green area open space in the front yard. And folks remember that's because

the front yard is the one that abuts Route 2.

Construction in the Floodplain Overlay District.

Waiver of GFA for parking facilities in Floodplain Overlay District. That's because they're covered first floor parking would normally count as a GFA except in a case like this where the nature of the site we find makes sense.

Reduction in required parking.

Exceedance of allowed curb cut width. Again, this is one that they're already entitled to, a curb cut, and the changes they're making are going to improve safety.

Exceedance of building height in special district. And then the general and Special Permit criteria.

So, Jeff, is it -- do you need a separate

vote on each of those or can we do them all at once?

JEFF ROBERTS: It doesn't require a vote. I think the Planning Board just needs to affirmatively state that the criteria in each of those are met.

CATHERINE PRESTON CONNOLLY: Okay.

All right. So we'll go through them one by one then.

For the project review Special Permit, the project -- we have to make a finding that the project will have no substantial adverse impact on city traffic within study area upon review of the traffic impact indicators analyzing the transportation impact study litigation along with the mitigation efforts proposed, and that the project is consistent with the urban design objectives of the city. So with regard to the

traffic, we've heard quite a bit about how this overall improves the traffic situation and the -- and excuse me -- and with the mitigation measures that have been proposed, including the \$125,000 in mitigation measures plus 75,000 if they can't pave the community path will improve the traffic.

Are people comfortable with the traffic one of those. Yes?

(All Board Members in Agreement.)

CATHERINE PRESTON CONNOLLY: And we've talked about the design objectives. And I agree with Thacher, that, you know, aside from the fact it would be better if we could design the whole neighborhood together, this site has met the urban criteria for the site. Yes? Okay.

Good?

So we can make that finding.

Altering the required green area open

space. We have to find that we shall consider compliance with the requirements specified and the recommendations made in the 1979 report Entitled, "The Alewife Revitalization," and the criteria specified in Section 10.43.

And that the Board may grant such a permit upon its determination that the development proposal will better serve the objectives of the section than if the standards were followed regarding the open space. And that the criteria specified in 10.43 will be satisfied.

So, again this is -- does the reduction in the front yard open space abutting Route 2 better serve the open space objectives of the site by allowing it to configure the rest of the site to allow for more usable open space? Everyone's comfortable with that finding?

(All Board Members in Agreement.)

CATHERINE PRESTON CONNOLLY: Good.

Construction in the Floodplain Overlay District.

There's no encroachment of the floodway or displacement of water retention capacity unless it is fully offset.

Floodwater system shall not cause nuisance, hazard, or detriment to the site or the abutters.

Development is consistent with zoning, area plans, guidelines, and all applicable laws including Wetlands Protection Act.

And has been viewed by the City Engineer and Conservation Commission. So we previously received the Conservation Commission's findings on this and both the February memo and the most recent memo from DPW fully go into how the encroachment, the capacity, the lack of nuisance,

and compliance with laws has been addressed.

So are folks comfortable with that criteria?

(All Board Members in Agreement.)

CATHERINE PRESTON CONNOLLY: Good.

Waiver of GFA for parking facilities in the Floodplain Overlay District. Basically we have to find that this design of parking makes sense considering that it's in the floodplain and that it leads to better design for the building and urban design than if we tried to do other structures.

Folks comfortable with that?

(All Board Members in Agreement.)

CATHERINE PRESTON CONNOLLY: Excellent.

Reduction in required parking. I think that for exactly the reasons with the access that Steve was noting and in addition to its

accessibility to the Alewife station and as was shown in the TIS and the traffic mitigation measures, the Applicant has shown that the reduction of required parking is probably the best thing for this site so that people can get in their cars less.

STEVEN COHEN: We should prohibit all parking?

CATHERINE PRESTON CONNOLLY: Wait, Steve, I'd like you to say that into the mic.

STEVEN COHEN: No thanks.

CATHERINE PRESTON CONNOLLY: Steve would like to prohibit all parking. Just for the record. I've never heard him say that before even in jest. I think it shows we are comfortable that that's the right decision for this site. Yes?

(All Board Members in Agreement.)

CATHERINE PRESTON CONNOLLY: Okay.

Exceedance of allowed curb cut width. I think the Applicant will make the site safer.

Yes?

(All Board Members in Agreement.)

CATHERINE PRESTON CONNOLLY: Exceedance of building height. That the additional height will better serve the objectives to increase the amount of open space in the district and to limit the extent to which the building and other hard surfaces covered the ground. Again, that allows for them to do this development with a better integration of the green space and open space with the surrounding environment and to provide more green space to the residents. So that should be good.

(All Board Members in Agreement.)

CATHERINE PRESTON CONNOLLY: All right.

I'm not going to go through the general special criteria which I believe you are all well familiar with at this point.

Are folks generally comfortable that this meets the general Special Permit criteria?

(All Board Members in Agreement.)

CATHERINE PRESTON CONNOLLY: Excellent.

So given that we are comfortable making the findings required for each of the Special Permits, Rich, did I miss anything?

RICHARD McKINNON: Just one thing to keep my lawyer from jumping out of the seat.

CATHERINE PRESTON CONNOLLY: You need to use the mic.

RICHARD McKINNON: Just to make my lawyer happy. The easement between us and Discovery Park, if we could just make note that that does require their consent. We feel very confident

that we're going to have it, but I don't want to give Robert Slater (phonetic) all of the powers of the Cambridge Planning Board. He's tough to deal with as an abutter. Okay?

CATHERINE PRESTON CONNOLLY: Fair enough. That was one of the mitigation measures that was proposed, and certainly I think that we can agree that they should -- the Applicant should attempt to secure that easement to make circulation with their neighbors more favorable and --

RICHARD McKINNON: Thank you.

CATHERINE PRESTON CONNOLLY: -- and should that not be possible, that would certainly be a shame for everyone.

RICHARD McKINNON: Well, I'm confident that it will be.

HUGH RUSSELL: We'll have another chance to Mr. Slater because he's got two buildings yet

to be permitted.

CATHERINE PRESTON CONNOLLY: There you go.

HUGH RUSSELL: Or reviewed or something.

CATHERINE PRESTON CONNOLLY: Okay. So given that we have everything that -- we've gone over all the findings, does someone wants to make a Motion to approve the enumerated Special Permits with the findings we've made?

TOM SIENIEWICZ: I would make the Motion also on the noted conditions about the environmental, the special environmental review of the communication with the City of Cambridge. I believe that those were special conditions we wanted to add?

CATHERINE PRESTON CONNOLLY: Yeah, in addition to the any conditions in the memos from staff; CDD, Traffic and Parking, and DPW.

TOM SIENIEWICZ: So moved. Friendly amendment.

HUGH RUSSELL: And I guess do we need to enumerate any outstanding issues over to site issues for staff's review? There's a list on page 7 of their recommendation.

CATHERINE PRESTON CONNOLLY: Jeff, do we need to enumerate those or can we say that we're reserving those for staff review as enumerated in the staff memo?

JEFF ROBERTS: I'm looking them over right now. I don't -- I believe these are, you know, what we would consider to be the routine types of ongoing review items. So the actual selection of colors and materials on facades, landscaping details, some just clarification, clarification of floor plans, review of parking and bicycle parking by Traffic and Parking, and

DPW has their issues to review. And I just, I would add that I did look at some previous Special Permits the Planning Board has granted which refer to requirements for a construction management program which is provided for in the Zoning Ordinance and adds that it would be reviewed in addition to Public Works, which typically reviews it by the Cambridge Public Health Department, including plan for site remediation in accordance with applicable local, state, and federal requirements.

CATHERINE PRESTON CONNOLLY: I think that sounds like what we have in mind for a condition regarding the environmental condition. Okay.

So with -- Tom has made the Motion that as amended.

Do we have a second?

STEVEN COHEN: Second.

CATHERINE PRESTON CONNOLLY: All those in favor?

(Show of hands.)

CATHERINE PRESTON CONNOLLY: Unanimous.

Thank you very much.

RICHARD McKINNON: Thank you very much.

CATHERINE PRESTON CONNOLLY: I think we addressed everything else on the agenda prior to the hearing so we are adjourned.

(Whereupon, at 9:55 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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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 19th day of May, 2017.

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

My Commission Expires:
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