



# ORDINANCE COMMITTEE

## COMMITTEE MEETING

~ MINUTES ~

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Wednesday, October 23, 2019

5:00 PM

Sullivan Chamber

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### Call to Order

Attendee Name	Present	Absent	Late	Arrived
Dennis J. Carlone	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Jan Devereux	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Craig A. Kelley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Alanna Mallon	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Marc C. McGovern	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E. Denise Simmons	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Sumbul Siddiqui	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Timothy J. Toomey	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	5:45 PM
Quinton Zondervan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**The Ordinance Committee will conduct a public hearing on the Zoning petition to create an Alewife Quadrangle Northwest Overlay District**



**CAMBRIDGE CITY COUNCIL ORDINANCE COMMITTEE**

COUNCILLOR DENNIS J. CARLONE, CHAIR

COMMITTEE MEETING

TRANSCRIPT OF PROCEEDINGS

OCTOBER 23, 2019

5:00 PM, SULLIVAN CHAMBER

**COUNCILLOR DENNIS J. CARLONE:** Thank you, John.

Welcome everyone. We're going to start. The call of the hearing is as follows, pardon me. The Ordinance Committee will conduct a public hearing on the Zoning petition to create an Alewife Quadrangle Northwest Overlay District. Um, this hearing is being audio-- You may sit at the table. Uh, this hearing is being, uh, audio and video recorded and separately recorded by the press.

Uh, there is an attendee signup sheet right where you see, um, Patty Nolan and others signing it up to speak. If you wish not to speak, there'll be a box and you can write no in it, uh, but we will ask if anybody who hasn't signed up at the end of the public, um, discussion period, uh, if they at that point wish to talk. So, if you haven't signed up at this moment on the list, you'll still have an option. If you have reach-in comments, we heartily recommend that you leave them.

There should be a basket somewhere near the podium. Uh, if not, you can put it on the chair in front of the podium. We use that, uh, to have our record, uh, for the city clerk to be able to make sure that we capture your point of view accurately.

The format of the hearing is as follows. We'll be hearing from the petitioners first at the front desk. Uh, there'll be a moment where, uh, council members, and we do expect, uh, at least one more to be joining us, to ask clarifying questions. That is if something was not clear in the presentation or wasn't mentioned, uh, councillors will have the opportunity to talk.

We know there was a Planning Board meeting last night, um, and city staff are here to update us on the discussion last night issues that the Planning Board has brought up, what the public has brought up, at which point we might again have a question, uh, response discussion where councillors could ask staff for clarification.

After that, there'll be public comment and anyone who signs up is allowed to have three minutes to raise their points. We ask you not to repeat, uh, everything that's said before, but you could say that indeed you agree with this point and that point and then focus on the other points that you wish to make unless there's an overriding point that you want to emphasize.

After public comment is closed, the council will be open, uh, for discussion just among the councillors, uh,

who include Mayor McGovern, excuse me, at my left, Councillor Mallon, uh, to his left, Vice Mayor Devereux on my right, and Co-Chair of the Ordinance Committee, Councillor Kelley, to the Vice Mayor's left. And I'm Dennis Carlone, Co-Chair of the Ordinance Committee.

At the conclusion of the hearing, uh, just like last night in the Planning Board, we'll make a recommendation. It might be to keep everything in committee, uh, and ask for responses that we'll get in a--in the time forward, uh, or making a recommendation moving this forward. So, I thank everyone, uh, for coming today. Um, we look forward to the presentation.

Uh, when you do make public comments, we ask you not to applaud other people, applaud or--or make, uh, negative, uh, comments. Uh, this is meant to be a neutral location where points can be made and people don't feel that they're being pressured to speak or not to speak. So, this is an open session. So, we welcome the petition team, and we ask you to introduce yourselves and--and begin your presentation when you're ready.

**JAY DOHERTY:** Hi. Thank you, Mr. Chairman. I'm Jay Doherty, uh, CEO of Cabot, Cabot & Forbes, and with me is,

uh, Jacob Vance, the project manager, as well as John Sullivan, who is our Executive Vice President of Development and Construction, as well as several of the consultants that are assisting with the project, including Sasaki and BSC and Vanasse. Go ahead.

Um, I want to, uh, start off by saying what we're here to do tonight is to, uh, explain the rationale, the reason why the Zoning petition is before you. Um, we are not advancing a special permit proposal. Um, we--we haven't done that yet, and we would need to figure out what the fate of this petition is before we proceed to do that.

Notwithstanding that, after, um, after I've finished the first part of this presentation, if people would like us to review where we stand with the project, we're very happy to do that and we brought along some of the conceptual stuff.

About three years ago, we began, uh, assembling, uh, a group of industrial properties in the Northwest Quad. You see that up there. It's outlined in red. Uh, it took three years of work. Um, it includes the Mabardy Parcels as well as, uh, Mr. Martignetti's Parcel and 127 Smith Place, the current home of Central Rock Gym.

Um, and we set to work looking at what we had and what we wanted to do. As I said, these are industrial parcels. Uh, it's basically, uh, fully industrial on all 11.9 acres, and at the heart of it is a transfer station that the Mabardy's have been operating. They've been winding that down and I believe will conclude operations very shortly. Go ahead.

Um, so as we looked at this 12 acres, we looked most seriously at--at two things. One is the barrier to mobility that is created by that commuter rail line. We have developed before in the Quadrangle at the Atmark. Um, we were fortunate to have a shuttle working with the employers in the area, but as congestion continues to grow on the parkways and roadways, those shuttles have become less effective. Um, and there's been a long desire to have a bridge. Um, that hasn't been able to happen, but we began to look at that more seriously.

The second thing that we noticed that was informative to us is that as in all of the Quadrangle and to some significant extent in the Triangle, the--the area is barren of any amenities, places where people can get coffee, places where people can meet.

Um, there is an interesting, uh, agglomeration of health and fitness operations. Um, if they were to try and, uh, uh, stay and be part of a Class A development, uh, both their functionality, which we'll talk about, and their rents would be very, very difficult, if not impossible for landlord and, and, uh, tenant to agree upon.

And Central Rock, which is on the property, which is a, a very, uh, interesting and, and, uh, energetic, uh, group that is very popular with people in and around Cambridge is, one, across the street at 180 is a children's gym and you find operations like this spread throughout the Alewife area in the Quadrangle.

So, we started looking very seriously at two things. One, many of you may have heard we've been doing, and that is focusing on a bridge connection. Um, and we've been working very hard at that. You see where it's indicated. It runs from the north, uh, eastern corner of our site across the tracks, uh, to the northern side, approximately at 200 Cambridge Parkway, the, uh, lab building.

Um, fortunately, uh, because of the ownership of the land, we are able to accommodate everything that is needed for ramps and supporting infrastructure as part of the



project and we're able to bring the bridge across and land it, uh, in the MBTA right of way. And we've been working for some time with the MBTA.

Um, we have, uh, adopted their guidance on placing the supporting foundations. Uh, the clear height is to be 20 feet, 8 inches. And so, at this point, we have enough design information that we've been able to work with the city manager, the head of the DPW traffic, uh, the Planning Department, and others to take in comments, uh, about what the city's goals and desires are and what they see as issues related to the bridge.

And we're in the middle of that now, although, um, we do have some advances in the drawings, which we could share with you, that reflect some of the comments. The second thing, um, yeah, it's an open-air bridge. Uh, we have much more detail on this if you want to get into it later. Um, the second thing is, uh, the amenities base, uh, and the lack thereof.

And as we, uh, delved into that and talked with Ed Hardy and talked with craft brewers and talked with, uh, the owners of Evolve Fitness, who are looking at a pending, uh, potential eviction from their lease, and we talked with

incubator spaces and stuff, it began to dawn upon us that these were significant sized operations, you know, 15 to 20,000 square feet, and many of them had a need for greater than average ceiling height on the ground floor, the ground floor operations.

And if you're doing a rock-climbing club, you don't do it in 10 feet of height, you do it in 20 feet of height. And so we began to look at that and we began to think about the bridge and we began to conclude that, uh, go back to that drawing if you can, uh, that the way we should try and shape this was to, uh, aggregate those active uses, uh, on grade, uh, creating a better place, creating a more walkable environment, creating a place that favors, uh, activity in a lively way and putting it such that it was co-located with the bridge so that it would be a set of amenities available to the area.

That is to, uh, the residents and new employees on Cambridge Park Drive, as well as to the Quadrangle so that anybody who wants to participate in those health facilities or in restaurants that might be here really doesn't have, uh, a long and terrible walk to get there. And of course, we, uh, create the mobility that we need.

So, somebody who's in the Quadrangle, uh, doesn't have to manoeuvre through heavy traffic by car or by shuttle, uh, and can make a pedestrian crossing here at the bridge and at the top of Cambridge Park Drive. So, we have done the work with MBTA, we'll be working with them some more, and we're now, uh, immersed in work with your city agencies. Um, when we began to look at combining all this, uh, we found there was a significant issue, which is that we want to-- Uh, we worked with the Highlands and the Highlands had a very distinctive appetite for having, uh, residential use, uh, abutting them.

And those were the yellow buildings you saw there. Uh, there's setbacks and step downs, um, and for asking us to put the commercial uses at the opposite end of the project, at the eastern end. And that was kind of the natural destination for the active uses anyway. Um, but when we tried to integrate those active uses, we found that the existing AOD-1 height limit, which is 55 feet, residential can be up to 80 feet, but the existing 55 foot height limit caused a problem. And you can see the problem.

Uh, it was very difficult to put together an adequate ceiling height. 11 feet, four inches, uh, even 15 feet

floor to floor, um, just isn't adequate for a user, um, that needs, uh, the volume of space that a fitness company often needs or prefers, uh, a craft brewer needs, and then the upper floors also became quite constrained. Whether or not they're, um, even workable for lab uses, I don't know. Probably a question mark that we'd have to really look at harder, but it's very difficult with these heights.

Um, so the reason for the petition is to ask that the commercial heights, uh, where there are these active uses, uh, be, um, allowed to at the discretion of the Planning Board and subject to a number of conditions, uh, including our overall conformance with city planning goals and would require performance of other things, such as the development of the bridge would be raised to 85 feet.

And that would allow us to have a generous ground floor for active use and to, uh, still maintain, uh, commercially, uh, effective floors above. And that's really the key to this. That's really what this petition is about. It's not about, uh, creating more density. It does, uh, facilitate, uh, not only the amenities, but, um, the FAR bonus associated with the, uh, bridge is really hard to, uh, make available to the project unless we want to, uh,

fully capture, uh, height, uh, on the residences. And we would rather push height to this end.

So, because of the FAR bonus being curtailed by the 55 feet and because, uh, I really think that, um, the amenities here are really important to, uh, you know, we built the Atmark, we know the residents, uh, we listen to the managers. It's really challenging for people to feel comfortable and their only alternative if you're in the, uh, Triangle, yes, you can access the T, but it's very hard to access Fresh Pond or, uh, Chipotles on the, uh, western side of Alewife Brook Parkway and you have to cross Alewife Brook Parkway to get to Whole Foods. That is true of the Quadrangle as well, but for the Quadrangle, the daily problem is getting to the T.

So, between the bridge and the amenities, that's the problem we're trying to attack, and the, uh, thing we are asking you for is to consider allowing that, uh, commercial height to be subject to conditions and subject to, um, fulfilment of some of the things that we are bringing to this, uh, including the bridge, uh, something that the Planning Board can work with us on.

We have also asked the other issue that goes with

these, uh, active uses, and it's just something you have to recognize and embrace, is that, um, this is not really-- Go back, if you would. This is not really a retail development. It is intended to be a Cambridge amenities base. It's intended to retain people like Central Rock and recruit, uh, the other amenities maybe to provide a home for others who are challenged to stay in Cambridge, such as Evolve Fitness, and to bring them here.

And we do not expect that if, uh, if an office rent here were 60 or \$70 a square foot and a retail rent was 70 or \$75 a square foot, uh, that is not the objective of what we're trying to do here. We're not trying to create, uh, Chipotle's location where we can achieve those rents. What we're trying to do is bring together a set of uses that create a place and make the project as good a project as it can be. There is a project that does work at 55 feet.

It is more challenged to, uh, provide, uh, the funding that we would like to provide to the bridge and it's certainly almost impossible to integrate the tall uses. That's not the project we want to build, um, but we can't move forward on any project until we see whether this kind of approach is something you wanna endorse, uh, through

this Zoning petition.

Now, as I said, we can proceed, um, to quickly-- Oh, yeah, that's a good point. Um, one thing I want to be very clear about is that, uh, the setbacks from public open space and setbacks from the Highlands residences are not changed by this petition. Nothing is changed except for the height and the FAR exclusion associated with the amenities. Everything else remains in place.

Um, so you can see that setback here. You can see it, uh, going further south in AOD-1. You can see the residence is there and, uh, the active uses, uh, aggregated towards these eastern two thirds of the site. Um, now if you wish, we can take a quick spin through what the project is--what direction the project is heading in if that's, uh, something you'd like to see. Go ahead then. Jacob's gonna run most of this presentation, please.

**JACOB VANCE:** Uh, so my name is Jacob, uh, project manager, as Jay mentioned. Um, one other point, uh, kind of in support of this, uh, 85 foot height limit. And something that's, uh, in our Zoning petition is that the height would be, we're proposing that the height would be measured from the finished floored elevation of the buildings or the

finished grade.

And this is important also for resiliency in the sense that, um, the 20-70 100-year, uh, storm surge, uh, elevation is 22.4. Um, one way to approach this is, uh, through kind of this raised plinth approach where you're kind of-- Here's an example here that's taken outta the Envision study where you're walking up and you're ramping up to these buildings.

Um, I think that approach works if you're kind of doing a one-off building. Um, alternatively, we own both sides of Mooney Street in this instance and we see an opportunity to perhaps raise the grade of Mooney Street in some instances to create a flush condition and really enhance the amenities, um, that'll be on those ground floors.

So, this is just kind of one example of a portion of Mooney Street that could be raised, uh, to get flush. And again, that 85 foot height limit, uh, measured from the, uh, finished grade is, uh, an important aspect to achieve this type of condition. Um, we talked about the bridge. I can, uh, zip back to that if there's further questions there. Um, one other, uh, point to mention is just kind of



overall--

**JAY DOHERTY:** Let's go back to the bridge for one second.

**JACOB VANCE:** Sure.

**JAY DOHERTY:** Uh, we have been working with the agencies. Um, most of the discussions have focused on, um, the ramps and handicapped access. Um, and what you see there are ramp designs that we've, uh, recently produced that allow for convenient, uh, wheelchair access on the ramps. Uh, in addition, we're supplementing the, uh, southern side. It's hard to see in that picture.

We're supplementing the southern, southern side, uh, with an elevator so that someone who comes over the bridge can go directly down into the amenity space. In addition, you can see in that diagram an amphitheater, and that's an amphitheater where people can sit and eat and have coffee, but also a pedestrian can cross the bridge and rather than winding around behind the longer ramp that goes behind our building, they can just walk down, uh, the stairways associated with that amphitheater.

So those are some of the comments we're beginning to take in from the Cambridge agencies.

**JACOB VANCE:** Uh, and just to kind of round out the public infrastructure conversation. So, we're also aware of the city's goals and our goals to extend Fawcett Street and create, uh, north-south and east-west, uh, grid connections, uh, from a pedestrian, vehicular, and bicycle. So, uh, one of the objectives that we're trying to help solve is to extend Fawcett Street to the west.

Um, we don't own the portion of this, uh, land that would kind of allow Fawcett Street to do a straight shot across, um, but we own a good chunk of it and we're thinking about this and our plans incorporate, uh, at least kind of three quarters of a street or, you know, kind of a street that would then be improved upon should these properties to the south be developed.

So, again, these are all things that we're working through with the city agencies, but, um, you know, we've talked a lot about, um, kind of the overarching goals and how we can begin to approach them during the special permit process. Um, and then lastly, this is just a more detailed, uh, site plan. Um, it touches upon a lot of the themes that Jay already talked about, but essentially we have six buildings.

Uh, we have two residential building, I'll call it two and a half residential Buildings, A and B. Our, uh, fully residential, uh, without kind of this active use areas, we're keeping those towards the east, as Jay mentioned. Um, building C is a shared structured parking garage, uh, as it's primary use, and then screening that garage on the south side, uh, facing Mooney Street are about 40 to 50 residential units. And then we have Buildings D, E, and F, uh, which are all contemplated as office/lab uses primarily, uh, again, kind of concentrating those active uses on the ground floor, ideally with these higher heights.

Um, and then just to briefly touch on open space, uh, we kind of have these three open space zones. Uh, one would be to the far east, and that's really a compliment to a lot of the active uses that we are programming on the ground floors there. The main kind of central area of open space we have is you can see that kind of central quad or central square area in between building C, D, E, and F.

Um, that we are hoping to keep as kind of a flex space and we've had some good initial conversations with, uh, some of the city departments about how exactly to program

that, um, via a mixture of materials and, uh, you know, open space, hardscape, pervious area.

Um, you know, we envision that as like a food truck zone maybe, or like a pop-up, uh, kind of pop-up market type of thing that they have in Copley Square, for example, um, and all of our active uses kind of corner and look into that space, that zone. Um, and so we're working through with some of the city departments how to best, uh, effectuate kind of that vision.

Um, and then, yeah, and that's pretty much it. And then, you know, you see the Fawcett Street extension kind of, uh, running along the south side of our property. That could then be improved upon should 67 Smith or if, uh, the proposal that Davis has, uh, at 109, 115 Smith Place directly to the south of Building F, uh, perhaps, uh, you know, we could work with them to straighten out that Fawcett Street, uh, extension across the intersection there.

So, um, those are kind of the main themes and, um, you know, we can talk more to specifics should there be any, uh, further comments, but, um, that's, uh, further kind of opens this up to Q&A.

**JAY DOHERTY:** Thanks for allowing us to present that.

**COUNCILLOR DENNIS J. CARLONE:** Uh, councillors, any clarifying questions? Mayor McGovern.

**MAYOR MARC C. MCGOVERN:** Yeah, just a couple quick questions. Um, so in terms of the height relief you're asking for, it's just for those three commercial buildings to go from the allowed 55 to 85?

**JAY DOHERTY:** Yes.

**MAYOR MARC C. MCGOVERN:** Okay.

**JACOB VANCE:** Yeah. So, uh, I hesitate to put kind of too detailed of a slide on the screen, but, um, basically what we're asking for is there's a provision in Zoning that says that if a proponent comes forward and says, uh, they will construct or contribute an easement or what have you towards that bridge connection, that special permit is afforded a 0.25 FAR bonus across the entire lot.

In addition, the height that is otherwise allowed by special permit for residential is 65 feet. That jumps to 80 feet, but there's no change in the commercial height limit under the existing Zoning. So, our petition says, because, you know, why is it necessarily that the residential is only getting the benefit of that additional FAR in terms of

height? And we're asking for that benefit to be extended to the commercial uses as well.

**MAYOR MARC C. MCGOVERN:** Okay. And I assume that that's 85 feet not including mechanicals or is it including?

**JACOB VANCE:** Not including mechanicals.

**JAY DOHERTY:** Not including mechanicals. No.

**MAYOR MARC C. MCGOVERN:** Any idea what it will be with mechanicals?

**JACOB VANCE:** I would say approximately 10 to 15 feet.

**JAY DOHERTY:** 10 feet. Yeah.

**MAYOR MARC C. MCGOVERN:** Okay.

**JACOB VANCE:** 15 feet.

**MAYOR MARC C. MCGOVERN:** Okay. And then there was a question that we received from, uh, the neighborhood that I'm just gonna read it and ask it 'cause I think it's pretty clear that the proposed residential buildings will be rental. Current Zoning Section 20.95.2 Section (1) A provides 200 feet, not 100 feet between residential open space and gradual scaling up of building height. So are you requesting that if it's 200 feet, are you requesting we drop down to 100 feet in this petition or are you meaning

that-

**JACOB VANCE:** No, not at all. So, all the-- So the step downs in height, uh, you can kind of see labeled in dash lines as you go further to the east. Um, it starts with a 25 foot no build area. Between the 25 and 100 foot between, uh, the open space and residential districts, the height limit is 35 feet. Between 100 feet and 200 feet of the residential open space districts, the height is 45 feet and thereafter it gets into the 65 or or 80 feet, or as we're proposing, uh, 85 feet for commercial. We're not, uh, at all proposing to touch those.

**MAYOR MARC C. MCGOVERN:** Okay. And then lastly, through you, Mr. Chair, um, just the, you know, the question of retail and amenities. I think we're starting to see this in Kendall Square now where, you know, Kendall Square went through a number of transitions, right? And it became, you know, from empty lots to the commercial center and now you're seeing more and more residential being built there and more amenities.

Like there's a grocery store opening up there, there's, you know, I think a CVS or some kind of other pharmacy is coming. There's more, uh, amenities for people

who actually live there as opposed to just work and, you know, there's only so many times you can go out to a microbrewery for dinner, right?

And I just wonder about, I think this has been a lost opportunity in Alewife. Um, I've talked frequently about Riverview Apartments in Medford and, you know, you go past Assembly Row, you go over the Mystic River and on your right, there are these-- It was much like Alewife, it's on a highway, there was nothing there before. It's next to a T station.

And what they did was, you know, I think they have six or seven storeys of housing, but on the ground floor, the retail is, you have two sort of anchor restaurants. It's like a Margarita's and a Regina's, but then the other retail there, there's a dry cleaner, there's a CVS or Walgreens, there's a pizza shop, a convenience store.

There are things that actually people living there can actually use in their daily lives that really also helps them not have cars, right? Because if you can get 80% of your needs met right there, um, and I know we can ask for this kind of stuff. I can want a dry cleaner there, but if no dry cleaner wants to open a business there, we're not



gonna get one.

But we can do things like making sure that the retail space is not so massive that it excludes certain types of, uh, of retailers. So, I mean, what are your thoughts around those? I mean, I see a lot of amenities that are sort of, you know, they're really nice and there's a market, but again, like I want the people who are gonna be living there not just to be housed there, but to actually have more of a neighborhood, have more being able to get their needs met. So, what have you-- Have you thought about that?

**JACOB VANCE:** I think we're in agreement with you. I think for purposes of the Zoning presentation, we do overemphasize, uh, the unique users that are here and that want to be here and are uniquely Cambridge, uh, as opposed to, uh, Margaritas, uh, in Medford. Um, but in addition, we would, uh, we plan to, uh, have restaurants across a diversity of restaurants, a diversity of prices, services, and types of food.

And I agree with you that there's some badly needed simple amenities. Uh, I don't know if you want to call dry cleaners amenities, but yes. So, we would like to fill that role as well and I think that, um, we are--we are gonna be

able to do that through this petition because it gives us more, um, flexibility to--to go ahead and program and know that we'll have people visiting.

One thing we want to be careful about is, uh, this is not a front door location. If I go to a retail broker, he'll say to me, "Oh, I don't want to do that because I can't get Margaritas to go in the back. I want to put them on Concord Ave. So, we've gotta create an attraction and we want to make sure it's got a lot of variety so that we can attract and there's enough people that live and work here that that should succeed, even if it primarily depends upon pedestrian traffic.

So, we want a real mix of uses and we definitely want to be able to serve the needs of the many residents that have come here and what people just need in the course of a day, you know, buying toothpaste.

**JAY DOHERTY:** Right. 'Cause I know, you know, people are obviously very concerned about traffic. It's atrocious everywhere. Um, but if you have to get in your-- I mean, still, even if you're living here in the closest, uh, grocery stores, Trader Joe's or Whole Foods, I mean, most of those--most of those folks are gonna drive there because

they're not gonna carry, you know, eight bags of groceries or, I don't know, I can't afford eight bags of groceries from Whole Foods, but, um, you know.

And so, the more amenity-- And I do think a dry cleaner may not be an amenity, but it is a-- And I use that as an example, but if we can help keep people out of their cars and get most of their needs met within that neighborhood, that's gonna be better for everybody.

**JACOB VANCE:** I think you're actually putting your finger on exactly why we're here tonight because what you're speaking of is the need to develop that plan that incorporates those features. And to develop that plan to the level we would need to for a special permit, for example, uh, we need to know where we are going so we can consult with retail experts and authorities and find out is--is this right? Does this work? Uh, are we on the right track or do we need to do something different to attract those 'cause we want those as well? And we really can't get into that, we can't get our hands on that if we don't know where we're starting.

**MAYOR MARC C. MCGOVERN:** And one last question, Mr. Chair, through you. I know another concern has been raised

about, again, this is having to do with the traffic of, um, you know, people cutting through the neighborhood. Is there-- Are you connecting streets that are gonna go through the neighborhood or are we gonna have people sort of cutting through the Highlands to kind of get around the traffic or?

**JACOB VANCE:** No, we have, uh, we--we have made a solemn vow and, uh, we will abide by it. Uh, no, the traffic will be handled within the Quadrangle Road Network and will not connect to, uh, any of the local streets in the Highlands. And we are open to, uh, the Highlands neighborhood as to how they want to be able to access the bridge and the amenities, if and--if and where they would like pedestrian pass that they feel comfortable with, and we'll be working with them so we can identify those locales, but no road connections.

**MAYOR MARC C. MCGOVERN:** Thank you, Mr. Chair. Thank you.

**COUNCILLOR DENNIS J. CARLONE:** Thank you. Any other, yes, Councillor Mallon, clarifying questions?

**COUNCILLOR ALANNA M. MALLON:** Yes. Thank you, Mr. Chair. Through you, um, thank you for the presentation. Um,

I had a question about, and perhaps this maybe is a better question for our staff. I haven't seen their staff memo, um, on this particular Zoning change, but when I'm looking through Envision Alewife, I don't see, uh, labs as a particular need for this area.

I'm wondering, um, it seems to be a pretty predominant phallic in your presentation, D, E, and F are all office/lab and I'm not sure how many of those buildings are actually going to be lab buildings. And then to, um, the Mayor's point about mechanicals, my understanding is I've been in enough of these meetings, uh, that labs have a much higher mechanical than 10 to 15 feet, much higher.

So, I'm just curious, I know that you haven't fully envisioned what these buildings will all be. First on the lab, will there be labs? Are there labs envisioned in all three buildings, in one of the buildings?

**JAY DOHERTY:** The way one builds a commercial building today in Cambridge, you build it so that it can accommodate lab. It also has, uh, the--the other industries that are evolving tend to have similar requirements to lab so that the building shall you build that says office lab, I would call it office R&D lab. Some of the other industries that

we would be paying attention to would include robotics.

And in fact, we spent a great deal of time with the robotics industry and what their needs are. And their needs look a lot like what is in the Envision study. Robust ground floors, taller ground floors. We've spoken about the amenities that we need in the taller ground floors, um, but the commercial users themselves, particularly robotics, there is a welter of new energy companies.

Uh, and you can walk through Greentown Labs and see Form Energy and others. So, we're not-- When we use the word lab, I don't know that we would, uh, by no means limiting the market we're looking for. It's kind of a shorthand. It seems that the way the world has evolved that no plain vanilla office takes shape, uh, and no plain vanilla industrial.

Time and time again, we see a merger where people who are working on R&D are actually working as well on more robust facilities in the lower floors. As, uh, the biopharma industry evolves, they're making drug manufacturing in smaller batches within their facilities because it's more personalized medicine and doesn't need larger batches, but it needs a lot more attention.

So, no, the buildings are much more broadly intended than that. I'm sure the lab market will have an interest, but it's--it's not by any means meant to be limited to that.

**COUNCILLOR ALANNA M. MALLON:** Well, through you, Mr. Chair, you have two different slides that, um, there's a typical section where it says office is nine feet, four inches for each floor, and then the office/lab indicate 11 feet, six inches.

So, I guess what I'm asking is, if you're saying you want to build these buildings so that they're flexible enough to have labs, are they all gonna be 11 feet floors? And will they--will they need to have the same--the mechanicals in case they have labs?

**JAY DOHERTY:** The way the buildings will be built is that they will be, uh, placeholders for mechanicals and for vertical chases, but, uh, they are not limited to applicability to labs. For example, with the robotics companies, often the second and third floors will be less robust, but tall requirement uses.

So, they would take advantage of those--those tall heights as well. And the very tall height on the ground

floor, um, that may be where they're doing, uh, for example, uh, actual robotic testing. If you visit these users, uh, it's a--it's an amazing world that's--that's being built, but, uh, a lot of the ground floor uses and some of the upper floor uses, they're not plain vanilla, uh, office space.

Uh, Ava Robotics is here in 180, uh, and one of their big problems, Ava Robotics makes a roving robot that is able to, uh, patrol, uh, a hospital and be used with online visual communication between a hospital operating surgeon and a remote location. Um, and one of their biggest problems was trying to put the company into the space because the space wasn't tall enough for--for what they need to do with these robots.

And we're just seeing a lot more things happening in space where I think flexibility is--is--is much prized, not merely by lab. It's--it's by, uh, a much bigger array of--of users, some of whom really begin to, um, have a workforce as well that is more the kind of blue collar workforce. I don't know, it's blue collar, but--but middle income workforce that, uh, Envision talks about.

**COUNCILLOR DENNIS J. CARLONE:** Councillor?



**COUNCILLOR ALANNA M. MALLON:** Yeah. So just to follow on that, um, I know through the Envision Alewife plan, there was a big plan for low barrier to entry jobs, and when you're talking about robotics and some of these other things that you're talking about, doesn't seem to be jiving to me.

So, I'm gonna save those questions for our staff when they come up. I did have one more question about, um, just switching gears a little bit, the neighborhood and looking at the no build of 25 feet. I know that in conversations with the neighborhood, they have expressed interest in having a larger no build, particularly near where their homes are. Um, and is that something that you have been discussing with the neighborhood? Is that something that we could, um, possibly talk about today? I'm sure it will come up with some of the neighbors that are here.

**COUNCILLOR DENNIS J. CARLONE:** Uh, we've just been notified that the public can't hear you on TV. You have to get closer and directly in front of the microphone. We're not gonna have you start all over. That's the good news. You can just answer the counselor's question.

**JACOB VANCE:** Um, we actually haven't heard that,

although I'm not contesting that necessarily. Um, we--we did, I wish I had the slide with me, but we do have, uh, an image that shows this plan and it shows the distance between, uh, the nearest houses that are kind of on the edge of the Highlands neighborhood. I think our minimum distance is around 75 feet, um, in terms of the actual back of that house to the front--to the closest face of our building.

So, while the setback and the No Build Zone is 25 feet from the edge of the district that they're in, in terms of the actual buffer from their living quarters, their house, it's at least 75 feet in some cases, you know, closer to 100 105 feet. So, um, I can follow up with you and share that if that would be helpful, but, um, at least in our conversations, we haven't heard that specific, uh, comment.

**COUNCILLOR ALANNA M. MALLON:** Okay. Well, thank you. I'm--I'm sure that we'll hear it during public comment. Thank you.

**COUNCILLOR DENNIS J. CARLONE:** Thank you. Vice Mayor.

**VICE MAYOR JAN DEVEREUX:** Um, well, one--one question I have is, does anybody have a copy, a printed copy of this presentation? No. Okay. So, I'm--I'm kind of struggling

'cause there's a lot of information on these slides. So, I would appreciate a printed copy at some point. Ditto, um, for the Envision plan, I cannot read 170 page PDF on my computer. Um, it's just--it's overwhelming. So, um, I have a lot of thoughts, but my one clarifying question is this Fawcett Street extension, would that--that be elevated too?

**JACOB VANCE:** That's a tricky grading right there.

**COUNCILLOR DENNIS J. CARLONE:** Move closer to the mic.

**JACOB VANCE:** Sorry, I'll talk right into the mic. Um, the grading changes, uh, a little bit in that zone. Um, it's not fully, you know, raised. Neither is Mooney Street. So, we're still kind of working on our grading plan. Um, this kind of ties into the resiliency efforts and our flood storage efforts.

Um, like I said, Mooney Street is kind of only raised or only proposed to be raised, uh, subject to a special permit and the--and flood storage considerations in that Central Quading area, Central Quad area. Um, the Fawcett Street extension, I think the grade kind of shifts I wanna say, what is it? Like five feet maybe.

It's roughly, uh, you know, the grade difference is roughly about, you know, three to five feet between one--

one end to the other in--in various locations.

**VICE MAYOR JAN DEVEREUX:** Okay. Yeah. Um, and since you mentioned it, that--that, uh, green rectangle that you're calling the Quad area, there's a street in the middle of that, right?

**JACOB VANCE:** There is, yeah. And, uh, let me go back to this precedent image. Oops, I am sorry. Hold on. Oops, I'll talk while I'm trying to find the slide. Here you go.

**JAY DOHERTY:** I think that- Yeah, go ahead.

**JACOB VANCE:** So, the idea is, uh, something along these lines, um, where, yes, there is a street in the middle, but it's being, uh, raised. So that's flushed with the curb, um, in this specific location, and, you know, that kind of provides the, uh, direct access into the active uses that corner that zone.

Um, this is something that is by no means finalized. This is our--our concept and would certainly be subject to, you know, the special permit considerations of the Planning Board in particular on, um, you know, potential--potential flood storage areas as you're raising that much, uh, grade.

**JAY DOHERTY:** The--the idea is that to--is that it is a, uh, an area--Mooney Street would be an area of low

vehicle usage generally and, um, that the preferred driver route to get in would be the Fawcett Street extension and then, uh, turn into the buildings and garages at the midpoint. We see the eastern half of the project being very much in this vein. So, you know, our thought is that it is a vehicular street, um, but not intended to be nor designed to be, uh, a street that induces and invites a lot of, say, commuter traffic.

**JACOB VANCE:** So, it's five miles per hour pedestrian, bicycles. They're all equivalent.

**JAY DOHERTY:** Yeah, I think that that's the stuff that we will get into with the Planning Board and that's our goal. Our goal is a very low key street relative to vehicle uses. This image is--is quite representative of what our goal would be.

**COUNCILLOR DENNIS J. CARLONE:** Vice Mayor.

**VICE MAYOR JAN DEVEREUX:** And--and can you also just go back to the, um, big map of the Quad that shows the district you're rezoning?

**JACOB VANCE:** This one?

**VICE MAYOR JAN DEVEREUX:** It might have been the other one.

**JAY DOHERTY:** Go to the ownership map.

**VICE MAYOR JAN DEVEREUX:** Because you-- Yeah, that's more the one I'm looking at. So, you only own what's in--or you're only talking about what's in red now?

**JACOB VANCE:** The proposal is for all the highlighted, uh, areas, which is the AOD-1. Uh, what we own today is outlined in that dashed kind of magenta line.

**VICE MAYOR JAN DEVEREUX:** And where is the postal facility that I've heard about?

**JAY DOHERTY:** It's labeled USPS, um, and it's in the upper right hand corner of our Quad property.

**VICE MAYOR JAN DEVEREUX:** I see. Okay. And--and what is the status of that at this point?

**JAY DOHERTY:** Um, their lease, uh, expires in 30 days. It's been a 15-year lease. Um, we have offered them more time on the lease to find a new location. Uh, we have brought them other sites for relocation. We have worked with their broker, Jones Lang LaSalle.

Um, to say they are challenging to work with would be very kind and generous. Uh, we continue to try and work with them. Uh, I think, uh, our objective is to, um, uh, find a place they can remain in business, uh, doing what

they do.

They, uh, would like to downsize considerably from the existing building. The--the difficulty that we're having in our discussions with them is they consume two acres of parking. They have a very large parking requirement, and, you know, the delivery vans are one thing, 60 delivery vans, okay, but they provide free parking for all their employees and that's another acre and a half.

Uh, and they seem to feel that whatever happens, they should be able to continue to exist in that kind of vein. Uh, build another single storey building, provide, you know, generous parking in a completely paved area. Uh, oh, and by the way, you know, uh, we'd like to pay, uh, rents that really dated from 2005.

We've tried very hard and we're gonna continue very hard and our, uh, resolution is to--is to get them to another acceptable location. Uh, it has to, I think, be in this area. It's very difficult, uh, to-- One of the reasons that we're working so hard with, uh, people like Central Rock Gym and Evolve is that if--if we can't work with them, they're not here. And that is true with the Postal Service too.

We've got to find them a location in West Cambridge, probably in Alewife, probably in the Quadrangle, uh, that we can make work for them. And we are working with abutting landowners. We've given them different schemes to integrate them into the project. It's--it's-- As a federal agency, they waived the right of-- They--they claim sovereign immunity, uh, from local and private affairs. And so, it makes it difficult.

Um, we're hoping to renew the conversation soon. Um, we've been working on it since six months before the acquisition. It's one of those problems we're just gonna have to keep working hard on. I don't think that we can simply say it's not gonna be. We gotta keep it. Um, and this is gonna have to be kept in this area and I think that in the end, it falls to us to find a solution to the problem.

**COUNCILLOR DENNIS J. CARLONE:** Vice Mayor.

**VICE MAYOR JAN DEVEREUX:** I guess that's enough for now. Thank you.

**COUNCILLOR DENNIS J. CARLONE:** Thank you.

**VICE MAYOR JAN DEVEREUX:** Thank you.

**COUNCILLOR DENNIS J. CARLONE:** Councillor Kelley.



**COUNCILLOR CRAIG KELLEY:** Thank you, Mr. Chair. Uh, this is all very interesting. Looking at the zoning, I didn't see a hardwired crossing of the railroad tracks. Did I miss something?

**JAY DOHERTY:** Oh, no, it's-- Yeah, I don't know if you missed it, but yeah, it's-- I'm not sure I've heard the question. You mean the bridge?

**COUNCILLOR CRAIG KELLEY:** Yeah.

**JAY DOHERTY:** No, we-- Go to the bridge.

**JACOB VANCE:** Are you talking about in the petition itself?

**COUNCILLOR CRAIG KELLEY:** Yes.

**JACOB VANCE:** So the--the--

**JAY DOHERTY:** Oh, I see.

**JACOB VANCE:** The threshold test that the petition references is Section 20.95.11 at the very top. So, what-- what it basically says is, if a proponent is coming forward and benefiting from the public infrastructure pursuant to Section 20.95.11, then the project and--and also that you're installing these amenity uses on the ground floor of such commercial buildings and you're doing a fraud resiliency program consistent with what we discussed today,

then the special--then the Planning Board would have the authority to go up to 85 feet.

**JAY DOHERTY:** Another way of saying that is if you're not doing those things and you're not doing the bridge, the, um, the features including this, uh, Zoning petition are not available to you.

**JACOB VANCE:** Correct.

**JAY DOHERTY:** It's a threshold--it's a threshold accomplishment.

**JACOB VANCE:** The key section is 20.95.11. If you go back to the Zoning Code and look at that section, that's where the FAR bonus for the bridge is contemplated currently.

**COUNCILLOR CRAIG KELLEY:** So, the bridge is specifically called out as something in 20.95.11?

**JACOB VANCE:** It's called Public Infrastructure.

**JAY DOHERTY:** Yes. Yes, it is.

**COUNCILLOR CRAIG KELLEY:** Okay, I'll take a look at that. Thank you.

**JAY DOHERTY:** Yep.

**COUNCILLOR DENNIS J. CARLONE:** Well, welcome Councillor Toomey. Uh, the councillor has just been able to

join us. We've had a discussion. I assume you might not have any questions yet, but you can ask later in the discussion. Thank you and welcome. Uh, I have, um, a few questions. Um, I take it that a 0.25 FAR bonus is the equivalent of just under 120,000 square feet.

**JAY DOHERTY:** I think it is approximately. Yeah

**JACOB VANCE:** Approximately.

**COUNCILLOR DENNIS J. CARLONE:** Yes.

**JACOB VANCE:** It's about 120, 130. Yep.

**COUNCILLOR DENNIS J. CARLONE:** Yes. Um, the reason, uh, Councillor Mallon, one of the reasons she brought up the mechanical penthouse is, um, she's absolutely right. A lab mechanical penthouse is 30, sometimes 35 feet and covers most of the roof. So that changes the whole feeling of your buildings. We also know labs rent much higher than office, and we understand that it's going to be a mixture, um, but I think the representation has to show that.

And that's one reason why we ask for sections and we ask for imagery and we'll ask for more later. I know you've--you've done more, but, um, uh, we have to be honest here, um, about what is being proposed. I don't know if you know. Yeah, I know--

**JAY DOHERTY:** The next one.

**COUNCILLOR DENNIS J. CARLONE:** It's quite misleading. Uh, yeah, there's a dotted line, but you know, you're gonna do labs because if you're gonna build an office lab building, you're building lab, you're planning for lab mechanical.

**JAY DOHERTY:** Yep.

**COUNCILLOR DENNIS J. CARLONE:** So, you're gonna build that.

**JAY DOHERTY:** Yep.

**COUNCILLOR DENNIS J. CARLONE:** At least the outskirts of it and all the connections so you could expand. I've done lab buildings and I know what the roof looks like. Um, so if you're gonna have office labs show it as such is--is one thing. Um, so the setbacks in the existing residential edge zone that you showed is in the existing zoning, the 100 foot to 200 foot?

**JACOB VANCE:** Correct.

**JAY DOHERTY:** Yes.

**COUNCILLOR DENNIS J. CARLONE:** I just wanted to be sure that-- I want you to know that we've had policy orders that anything over a 25 foot height in mechanical

penthouses, anything over that comes out of the height of the building. That's not zoning yet. That's a concern.

And at least one developer has paid a premium to suppress their mechanical and their, uh, proposal, uh, and we just want you to be heads up on that. Um, in your uses, I find this interesting. And that doesn't mean it's bad, it's just I've never quite seen it this way. In your modifications to encourage landowners to retain existing Alewife Overlay District tenants, you've said that, to attract similar tenants and other amenity uses to the Alewife area, to encourage creation of space for collaboration use, and to facilitate the provision of local government facilities.

Um, I mean, that's pretty sweeping. Um, and I understand you want the flexibility to make your point. The big point is the bridge and the bonus and then how do you use the bonus in a fair way? Uh, that's how I've always read it.

**JAY DOHERTY:** Well, I think more generally, um, when we address these uses, um, there are a surprising number of uses that have these needs. We probably won't be able to address them at all.

For example, the city itself has significant space. Um, light industrial is what I would call it for the fire department. Um, it has it for the police department. Uh, the contract vendor on ambulances has, uh, a 35,000 square feet here. Uh, I think that-- I am hopeful that as the area develops, uh, and as civic needs are identified such as, uh, fire station or EMD facility, that the development community here can respond and respond aggressively.

Uh, I concede that the, uh, FAR exclusion is complicated, um, and, uh, it may not survive the test of trying to get it done. Um, it would be helpful in being able to facilitate--being able to welcome these particular users primarily because most of these users, including say, city municipal users, um, really are not in the ability to pay market rents. And having the FAR exclusion is a, uh, a helpful way to soften the blow of giving away the space.

**COUNCILLOR DENNIS J. CARLONE:** And what is the proposed retail exclusion square footage?

**JAY DOHERTY:** Uh, there's not a square footage mentioned.

**JACOB VANCE:** Meaning how much are we currently planning in the development?

**COUNCILLOR DENNIS J. CARLONE:** You've asked for exclusion for retail, and I'm just asking what does that work out to be about?

**JACOB VANCE:** Currently we have about 60,000 square feet of, uh, uses that would fall under those categories.

**COUNCILLOR DENNIS J. CARLONE:** Yes. But you're not expecting all of them to be rock climbing and, uh, fire stations.

**JACOB VANCE:** Actually, if you take the requested totals of Central Rock, um, a local, uh, fitness facility, uh, and a craft brewery, each of those is at least 15,000 square feet. Um, take if all fitness that's currently 17,000 square feet, they'd like to be at home in 20. Central Rock is currently in 18,000 square feet, I think.

Um, so those three uses alone, which I consider the core of the amenities base, could very well take up 50 or 60,000 square feet. I don't see a lot of true retail space beyond the fact that we need to find home for the conveniences that the mayor referenced and for restaurants. Fortunately, restaurants don't tend to be large consumers of space, 2,500, 5,000 feet. And I think there should be several restaurants.

So, but I don't--I don't really see true retail as having much of a place here. It's gonna be a place for congregating, for meeting, and it's gonna be primarily composed of those users.

**COUNCILLOR DENNIS J. CARLONE:** Okay. All I'm getting at is if you're asking for exclusion, we need to have some sense of what it is, and we ask you to think about that. I have no problem with 40 to 50 range, but, um, it's an exclusion.

**JACOB VANCE:** That's probably the right--

**JAY DOHERTY:** It should be a cap.

**JACOB VANCE:** Yeah, that's probably the right range.

**COUNCILLOR DENNIS J. CARLONE:** And the location also outlining, um, whether it's the main street or your new street, that kind of thing. I think that's all my questions, and unless--

**COUNCILLOR CRAIG KELLEY:** Mr. Chair--

**COUNCILLOR DENNIS J. CARLONE:** Yes, Councillor Kelly.

**COUNCILLOR CRAIG KELLEY:** I hadn't, I guess, phrased my question as well as I should have. So, in 20.95.11, the requirement to cross the railroad tracks is at the discretion of the Planning Board as an amenity.



That's my understanding. And you haven't changed that in your zoning. You haven't made it a requirement, you've-- you've kept it as a possibility that the Planning Board could--

**JAY DOHERTY:** The current zoning does not compel this project or any other project to either build or develop the bridge or to say single-handedly finance it. What we're saying with this is that the Planning Board subject to the conformance of the project with several items, including, uh, developing the bridge in a way that the Planning Board thinks is a meaningful step forward, or actually building the bridge is a precondition of using the zoning we're asking for.

**COUNCILLOR CRAIG KELLEY:** Oh, okay. But that's existed for all these other buildings that have been built there and there's still no bridge. So, your project was this to go forward would not necessarily build any more of a bridge than has already not been built thus far.

**JAY DOHERTY:** If it were to do that, then it would not be able-- It would work under the existing Zoning and it would not be able to take advantage of the Zoning petition we're here for tonight.

The reason we're here for this Zoning petition is that as we looked to address those two problems, the facilitation of the bridge and the FAR that goes with it and the creation of amenities, it just became apparent to us that working with a 55 foot height limit wouldn't do. It wouldn't work.

So, another way to look at this is if we stay within the existing zoning, you won't see a plan like this. I can't say that we wouldn't try to build the bridge. Uh, we probably would, but I can't guarantee that. I can guarantee that we would not be able to accommodate 60 or more 1,000 square feet of local amenity style users. It's just the square footage wouldn't be there and it wouldn't be economical.

So, the way to realize those two goals, and I'm very confident we can realize those goals with this 85 foot height for the commercial buildings as opposed to the 80 feet for residential. But you're correct, if--if, uh, if--if we were working under the existing zoning, um, there's no--there's no guarantee that we'll do it and there's no obligation to it. Remember, the--the zoning is on AOD-1 and we're thinking more broadly than building the bridge.

We're very aware that, uh, proper maintenance and operations is important. So, we've begun conversing with the city manager and others, uh, how should this bridge be owned? Who should own it? Um, certainly the city will have easement rights, but does the city want to own it? Um, we certainly are prepared to take the responsibility to build it, but then there also needs to be, uh, ongoing maintenance and operations and snowplowing.

We're hoping that doing this in AOD-1 will induce other employers and developers to become collaborative. And we could do that. Um, you know, in Boston, there's the Forensic Post Office Square. I know you've put a betterment improvement district into Central Square and some of those vehicles might be the way to do it. So that's kind of the philosophy behind trying to incorporate these features now.

**COUNCILLOR CRAIG KELLEY:** Thanks. I'm gonna ask this again 'cause there's a lot of words and there's only one real thing I care about, which is crossing the railroad tracks. And my understanding is, and you can tell me if it's correct or incorrect, that there is nothing in the zoning that you propose that will force a crossing of the railroad tracks as part of any construction that would

happen under that proposed zoning.

**JAY DOHERTY:** No.

**COUNCILLOR CRAIG KELLEY:** Okay. The standard of the--  
The bridge is a condition of using this Zoning petition  
facilitation. No, no, I don't think it is. The bridge is a  
possible condition. There's--there's a whole bunch of  
possible conditions. So, this is the clarification part.  
You talk about the bridge like it's something that will  
happen. And the way I read the Zoning, both what you've  
submitted and the existing Zoning, the bridge is a whole  
host of different amenities and--and they've been there  
since the Zoning got passed years ago and lots of buildings  
have gone up, but no bridge. So, I'm not sure why--

**JAY DOHERTY:** I think you're correct in that the  
obligation to build the bridge to use the Zoning is not  
black and white and is not firm. The concern that I've had  
about that is that we don't have, uh, an approved design  
for the bridge. I think we are comfortable with the bridge  
we've shown you tonight, um, and, uh, I think it's a  
reasonable investment of our project.

Um, I don't-- If somebody were to come to us and say,  
we want to do this, this, and this with that bridge and

triple its cost, then I don't think it would be the wisest policy to say, well, you shouldn't go forward with a major, uh, investment in the bridge or with building part of the bridge system. So no, it's not a black and white, uh, obligation.

It's the responsibility of the Planning Board to measure what it thinks the appropriate response is. I would say on the record, but in informal, uh, basis that the bridge we're proposing we view as eminently financially and physically feasible. If it became an enclosed bridge, if it became a bridge that, uh, had a number of other features, um, I--I don't know what the cost of that bridge would be and I don't know what its achievability would be.

**COUNCILLOR CRAIG KELLEY:** Okay, thank you.

**JAY DOHERTY:** That's why we put it to the Planning Board to be making--

**COUNCILLOR CRAIG KELLEY:** Right. So, my only point was if--

**JAY DOHERTY:** No, I think that's fair.

**COUNCILLOR CRAIG KELLEY:** If one cares absolutely about crossing the railroad tracks, there's nothing in this proposal that makes it an absolute.

**JAY DOHERTY:** You--you--you could pass a version of the petition that makes it an absolute and perhaps qualifies it with some language that says reasonable, uh, or an open air bridge, uh, of--of not less than 130 feet. I mean, you could put it in-- We're comfortable with that bridge. You know, the city sits in judgment of that bridge, but remember as well, we are in very good shape with the MBTA, but the MBTA is the MBTA.

The MBTA is perfectly capable of-- Uh, I built a project in Newton that is next to the Riverside Station. If you go out there and visit today-- It's a 500,000 square foot building. If you go out and visit it today, uh, Mayor Mallon and I, I forget the name of the alderman, um, we, uh, wanted to have people to be able to walk out the building, there's a boarding platform right there and walk upstairs and ramps to board the train.

So, we went to the MBTA and we said, we'd like to do this easement. We'll pay for it and if you want an easement amount, we'll pay for it. And the M BTA came back and basically looked for 15 or \$20 million for the easement of the city of Newton. And we said, that's not feasible and that's not there today.

And that's--that's a real true story. I don't anticipate that with this, but if we had a blanket obligation to build the bridge, um, and, uh, that kind of occurrence were to happen, it doesn't mean we'd abandon the idea, but we're trying to construct a vehicle where if we are to use that height, the overwhelming, um, uh, preponderance of what's set up in there is that we're building the bridge. And we'd be prepared to talk more about tightening that up.

**COUNCILLOR DENNIS J. CARLONE:** Councillor Kelley.

**COUNCILLOR CRAIG KELLEY:** That's good. Thanks.

**COUNCILLOR DENNIS J. CARLONE:** Councillor Toomey.

**COUNCILLOR TIMOTHY J. TOOMEY JR.:** Thank you, Mr. Chair, and, uh, to you too. I apologize first for me, um, running a little bit late, but, um, I have to say right at the outset, um, that my level of trust, uh, with Cabot, Cabot & Forbes is probably nil at this point.

Um, this is my first opportunity to publicly say to Representative Cabot, Cabot & Forbes three years ago in my neighborhood, there were negotiations with the neighborhood to do a development that everybody was very happy with, uh, for housing on the site, on Fawcett Street.

And unfortunately, Cabot, Cabot & Forbes flipped it at a very handsome profit and sold it to a power station that is going to be adjacent to a residential and a school in an open space. So, I'm sure people will be watching very carefully how your negotiations with the neighborhoods is, but I have just to say my trust in what, and I'm not disparaging, but I think clearly we will be watching every, um, statement and how you proceed in this. But your first negotiations with that issue was--

**JAY DOHERTY:** If I could, if I could, what you're referring to was--

**COUNCILLOR DENNIS J. CARLONE:** Please let the councillor--

**JAY DOHERTY:** I'm sorry.

**COUNCILLOR DENNIS J. CARLONE:** Finish his statement and then you will have your time. Please, Councillor.

**COUNCILLOR TIMOTHY J. TOOMEY JR.:** Just my final sentence was an insult to the neighborhood. I mean, they negotiated in good faith with the neighbors, with the East Cambridge Planning Team, and, you know, lo and behold, in one day, in a couple of hours, it was flipped, as I said, a very handsome profit to Cabot, Cabot & Forbes.



And so, I'm just saying to the neighbors just to, you know, use a lot of caution as you, um, as this, uh, Zoning proposal moves forward. Um, so it--it just, it--it really, you know, what is done to that neighborhood to have a proposed power station. You know, we got the school upset, the neighbors, everybody upset on how that happened. You know, if you sold it to somebody else that did something else, but the way--the way it was all handled was, you know, not very professional and not very ethical. And I'll leave it at that.

**JAY DOHERTY:** Well, if--if I could, to put it in context, that was part of a project. Um, it was 135 Fawcett Street. It was about one acre. And over a period of about three years, we had worked with the Brown family, the owners of Met Pipe, and the concept was to develop a residential development within the zoning of that parcel.

And the front part of that parcel is zoned for multi-family mid-rise residential. That's what's in the zoning today and that's what we planned for. The back third of the land, uh, is, uh, down zoned. It has much lesser density than the front two-thirds.

So, we were working with the Browns, we were

contemplating condominiums as part of the development in the front, and also trying to replace part of their facility on that location. Um, what--what basically happened is that, uh, the Browns were offered a check for \$80 million and they took the check and it wasn't subject to zoning.

I believe that developer today is trying to rezone the parcel for, um, for, uh, lab buildings. We were trying to execute a project within the zoning and what you see as transaction terms don't reflect the cost of the project. There were a lot more costs with that project working with the Browns than are reflected in that one transaction.

**COUNCILLOR DENNIS J. CARLONE:** Okay, I'm--I'm going--

**COUNCILLOR TIMOTHY J. TOOMEY JR.:** Just to--

**COUNCILLOR DENNIS J. CARLONE:** Please Councillor.

**COUNCILLOR TIMOTHY J. TOOMEY JR.:** The last comment, and I didn't have it too, but I don't think it was the Brown family that sold the property at the end for the \$6 million and you flipped for \$13 million.

**JAY DOHERTY:** No, I'm talking about, we were working on the Met Pipe site.

**COUNCILLOR TIMOTHY J. TOOMEY JR.:** I'm talking

specifically with Cabot, Cabot & Forbes--

**JAY DOHERTY:** Yes, I understand.

**COUNCILLOR TIMOTHY J. TOOMEY JR.:** Worth of two unit residential unit--

**JAY DOHERTY:** I understand.

**COUNCILLOR TIMOTHY J. TOOMEY JR.:** With a (crosstalk) company, not with Metropolitan Pipe.

**JAY DOHERTY:** I understand. Once the project broke down, we relapsed. That's correct.

**COUNCILLOR TIMOTHY J. TOOMEY JR.:** So, I think, again, I think shows to me again, you are not accepting the responsibility of what you actually did and trying to obfuscate what happened there.

**JAY DOHERTY:** No, when the--when the plan broke down, we liquidated the land. We did.

**COUNCILLOR TIMOTHY J. TOOMEY JR.:** It didn't break down. You made a nice profit. You used the neighborhood, the neighbors (crosstalk).

**JAY DOHERTY:** Not when you--not when you look at it in the context of three years of work planning the project.

**COUNCILLOR DENNIS J. CARLONE:** As Chair, I have to step in. This is going to be a secondary discussion. The

council has raised this point. You've responded and now I'm going to go to the project before us.

**COUNCILLOR ALANNA M. MALLON:** Mr. Chair. Hi, I just have one more clarifying question before we go to public comment whenever that needs to be.

**COUNCILLOR DENNIS J. CARLONE:** I haven't had mine yet.

**COUNCILLOR ALANNA M. MALLON:** That's fine. I just--

**COUNCILLOR DENNIS J. CARLONE:** Yes, thank you Councillor. I'll get back to you. So, when we saw this project, a few of us saw this project, the vice mayor and myself, we talked about a shuttle bridge. In fact, you brought it up. Um, there's no doubt in my mind from an urban design point of view, the Quadrangle needs more than a pedestrian, bicycle bridge in the middle of winter.

Um, and our winter can be four months plus long. And yes, it might be plowed, but when that wind comes, you don't take the bridge very often. You'll get in your car and stay warm while you get stuck in traffic.

So, I would like to hear-- And I know the shuttle bridge would cost more, but I also know 120,000 square feet of lab is worth a lot of money land costs wise, land value wise, because now some of the projects you alluded to in

East Cambridge, we're charging the developers for any increase in--in--in zoning one way or the other.

So, the bridge is the gift, but the bigger your land, the greater the bonus. Uh, so two questions. Do you own any other land in the AOD-1?

**JAY DOHERTY:** We have contract on 67 Smith that we continue to evaluate.

**COUNCILLOR DENNIS J. CARLONE:** And if you--if you--if you took that on, you would also have a 0.25 bonus?

**JAY DOHERTY:** That's not clear from the way the current zoning's worded. Um, if I could address the shuttle--

**COUNCILLOR DENNIS J. CARLONE:** Yes.

**JAY DOHERTY:** I hope we can re-earn good faith, um, because we are working hard on the shuttle in good faith. Um, the existing-- Uh, so we've been working, uh, on a shuttle system and you confront a number of issues. The first is the shuttle changes the required ramping. The ramping you see on the south, it's not incidental that that ramping would work for a shuttle.

So, we control that land, we control that ramp, we can do it. The ramping on the north does not adequately have

the pitch needed for a shuttle. It has to be a longer ramp. And that would mean that that ramp would have to swing behind the Windsor. And that's not necessarily-

**COUNCILLOR DENNIS J. CARLONE:** Behind the what? I'm sorry.

**JAY DOHERTY:** The Windsor, the apartment building.

**COUNCILLOR CRAIG KELLEY:** So, if you're looking at the slide right here, if you can imagine that the, what's labeled as the Slope Walkway, there's a little typo there, um, would extend as opposed to, uh, going up in between 200 Cambridge Park Drive and 160, it would run parallel to the tracks within the Right-of-Way behind 160 Cambridge Park Drive.

**JAY DOHERTY:** Yes.

**COUNCILLOR CRAIG KELLEY:** And then, uh, presumably keep going and then there will be a walkway within the Right-of-Way, and then there will be access on the other side of Cambridge Park, uh, the 160 Cambridge Park Drive.

**JAY DOHERTY:** Well, I think some of us would very much like to see that since the slope is identical on both sides.

**JACOB VANCE:** So that's--that's the first order of

consideration. I agree with you that--

**COUNCILLOR DENNIS J. CARLONE:** We can talk about it.

**JACOB VANCE:** That should be workable. We've been intrigued--

**COUNCILLOR DENNIS J. CARLONE:** We want to finish.

**JACOB VANCE:** Yeah.

**COUNCILLOR DENNIS J. CARLONE:** We're already an hour and 15 minutes. So, we can talk about this off cycle. Just know that it is an issue and this is frankly, either we do it now or we never do it.

**JACOB VANCE:** Yeah.

**COUNCILLOR DENNIS J. CARLONE:** And a ramp definitely helps, but it primarily serves your building and then you still have to walk in winter beyond that.

**JACOB VANCE:** I agree.

**COUNCILLOR DENNIS J. CARLONE:** And a shuttle on both bridges, the one proposed further east, all of a sudden there's a system that's 20th century thinking and we're in the 21st century.

**JAY DOHERTY:** Let me just comment the current screen. Um, for the past two years, we've been reviewing the technology of autonomous vehicle shuttles.

We've interviewed, uh, at least six or seven companies. Many of those companies have, uh, actually driven Alewife, mapped it. Uh, we have found one company that is commercially deploying in areas. It so happens that the west of Alewife, Cambridge Park Drive and the Quadrangle, is ideally suited to what they are doing.

And we spent a good deal of time with them yesterday and I'm myself pretty convinced that they can in fact execute a safe, effective autonomous shuttle that happens to be the kind of vehicle they use. Uh, I've ridden in them, uh, and that it would clearly be something we'd have to partner with the city on.

**COUNCILLOR DENNIS J. CARLONE:** Absolutely.

**JAY DOHERTY:** But I agree with you. I'm very concerned that we'd be able to get people in February to the bridge and to the amenity space. Um, preliminarily we're convinced this can work.

**COUNCILLOR DENNIS J. CARLONE:** Okay, we agree on that.

**JACOB VANCE:** Okay.

**COUNCILLOR DENNIS J. CARLONE:** Now getting to it is another thing, but unless, uh, Councillor Mallon did have another question, and then I believe we'll open up public



comment. Councillor. Thank you.

**COUNCILLOR ALANNA M. MALLON:** Thank you, Mr. Chair. Thank you for indulging one last clarifying question. So, I'm reading the 20.955, the additional Quadrangle Northwest District. So, we're not talking about all of AOD-1. We're talking about AOD-1 Northwest.

**JACOB VANCE:** It's the--it's the same.

**COUNCILLOR ALANNA M. MALLON:** It's the same. Okay. So, my question around the bridge is that it says the building is part of a project receiving a fire increase under section 20.95.11. Just to go back to what Councillor Kelley was saying, in 20.95.11, you'd have to provide one or more of the following things in order to receive the fire and density bump.

**JACOB VANCE:** Yep.

**COUNCILLOR ALANNA M. MALLON:** One of them is a bridge.

**JACOB VANCE:** Mm-hmm, that's correct.

**COUNCILLOR ALANNA M. MALLON:** There are a number of other things that you could--

**JACOB VANCE:** That are alternatives. Yes.

**COUNCILLOR ALANNA M. MALLON:** That are all alternatives. So, I do think that this-- Like one of them

is a pedestrian path. That could be anything. So, I do think there, to Councillor Kelley's point, there needs to be tightening up of this language in the zoning to specifically talk about a bridge versus, um, a conveyance fee or easement of property, public parks, other publicly accessible open space. I think-

**JAY DOHERTY:** I think the--I think that's a fair comment. I think the reason we've hesitated to, uh, work that language is that it is my hope that other landowners would participate in these endeavors, in the bridge itself, the maintenance of the bridge, and then ultimately in some of the transportation systems that could make use of these.

And some of those are gonna be, uh, adjacent to the Quad, uh, maybe down the street, and, uh, the thinking is that making the other alternatives available to them to participate would be an incentive for them to participate. Um, for ourselves, it's not--it's not, uh, terrific. It's not-- We can--we can tighten it for ourselves. It's more of a policy decision for you.

**COUNCILLOR ALANNA M. MALLON:** Yeah, I think, well, if you're talking about a bridge just in this--in the parcel that you own, I think if we're talking about a bridge, we

need to tighten it up and make sure we're talking about a bridge and it's somewhere so that these residents can feel safe and secure in the knowledge that they'll be getting a bridge. Back to Councillor Toomey's point, I do think that there's some trust issues here that we need to feel comfortable moving forward and making sure that we tighten up that language. That was my last clap. Thank you.

**JAY DOHERTY:** I think we're hopeful that our abutting landowners will also participate particularly in the long term. That's where we were headed with that.

**COUNCILLOR DENNIS J. CARLONE:** Well, thank you. And-- and thank you for the clarifying questions, Council. We're gonna move on to public comment. And as I said earlier, you'll have three minutes. The podium is just behind the Newell post of the railing, and I believe there's a basket there. Is there? Okay, there might not be a basket, but if you have written comments, you can leave it on the chair right in front of the podium and we will incorporate it into the, um, public document and final report. So, the first speaker listed is John Chun, followed by Ed Hardy. Welcome, John. Thank you. Just-- Perfect. Thank you, John. Just hit the button. There's a little-

## **PUBLIC COMMENT**

John Chun, 48 Leumah Street, asked a question about bonuses for additional lots purchased and made a comment about maximum height and mechanicals. He questioned about where the maximum height of 85 foot is being measured from. He also proposed an addition of buffer zone.

Ed Hardy, 127 Smith Place, supported the proposal. He talked about his rock climbing business which he co-founded with his brother and how it has expanded in Massachusetts and hence their clients desire a way to get to the red line more easily. He also said that the proposal was vital because it raises the ground floor ceiling height of the proposed development, which is an advantage to their business. He said that Envision Cambridge is also vital because it addresses themes and goals desired by the city and the local community.

Ann Stewart, address not provided, spoke about more home ownership proposals in the project. He proposed that the developer considers more home ownership in the project so as to bring housing stability.

Joe Salton, Allston, Massachusetts, talked about the housing crisis in Cambridge and proposed the petition. He

described his family history and how the housing crisis that was there back when his father came to Cambridge still continues today. He added that the bridge would actually change the area and improve its marketing. He was asked to list the properties which he owns, which he did.

Doug Brown, 35 Standish Street, talked about the zoning process and the released plan. He stated that responsible urban planning dictates that zoning follow planning and development follow zoning, but the process in the plan seemed backwards. He said that there is a possibility that the plan has been modified to better reflect the developer's desires.

Greg Moray, address not provided, talked about affordable housing, transfer tax, jobs, and apprenticeship programs. He noted that affordable housing has been talked about for a long time and it's not mentioned in the plan. He also noted that the congress lady is in favor of apprenticeship programs, which is what they want to do.

Patty Nolan, 184 Huron Ave, questioned about the up-zoning petition because the area is being studied for development, the climate planning in the area, and the proposal to think about net zero. He proposed that they

take a comprehensive view of the entire area and not only a specific part of it. She also noted that the bridge is an important element both for pedestrians, bikes and buses and shuttles.

Ilan Levy, 148 Spring Street, questioned about the trust to be put in Cabot, Cabot & Forbes. He said that the burden lies on them for not ensuring that infrastructure was there before permitting density. He also questioned what the city has been doing with the infrastructure.

Alison Field-Juma, 363 Concord Ave, supported Doug Brown's comments about planning and asked about the traffic implications of increasing the housing and green infrastructure and benefits to the city from the developer.

Lee Ferris, 269 Norfolk Street, talked about focusing on the whole area and not only the areas in red in the plan because any zoning that the council passes will apply to the whole area. She also suggested that they ask for a proforma that shows how much new value this up-zoning will create so that they can make sure that this city is getting an appropriate compensation. She also mentioned that the Planning Board was very concerned about the sweeping exemptions for GFA. She disagreed that there should be a

100% GFA exemption for structured parking or for retail.

She recommended that the city should own the bridge and it should be a shuttle bridge.

Mike Nakagawa, 51 Madison Avenue, disagreed with the idea about giving building bonuses for developers for them to do the right thing. He also talked about the climate in the area as it relates to building heights.

Derek Kopon, 8 Wright Street, talked about how the plan is good but the traffic could be a hindrance. He also said that they shouldn't only rely on trust, but they should have legally binding documents. He added that due to the developer giving money to councillors, there may be no legitimacy in the process.

Lucio Paolini, 201 Main Street, talked about the businesses he owns in the area and how the project will be a boost for business in the area. He appreciates CCNF for their willingness to work with them on an affordable lease.

David Stubbe, Lincoln, Massachusetts, talked about all the work they have done with Jay and Jacob and he said that he believes in their ability to ensure the success of the project.

**COUNCILLOR DENNIS J. CARLONE:** Thank you. Uh, we have

to pause for a moment. Uh, councillors, we need a motion to expend the ordinance hearing. So moved by Councillor Toomey.

**COUNCILLOR ALANNA M. MALLON:** Can--can we have a--a break? Well, no, I mean, are we gonna extend it indefinitely or are we gonna--

**COUNCILLOR DENNIS J. CARLONE:** We're gonna continue.

**COUNCILLOR ALANNA M. MALLON:** I know, but are we saying we'll just extend it for a half an hour? Is there any-- So I don't think we're gonna make a decision tonight.

**COUNCILLOR DENNIS J. CARLONE:** No, we're not going-- Well, I don't think we are either, but, uh, we haven't heard from the city about the Planning Board hearing last night. I would imagine it's at least 45 minutes more. And I know we're all excited about that. Um, but, uh, so the motion has been put forward. All those in favor say I. Thank you. And so, we continue the ordinance hearing. There was one other speaker. Please come forward. Thank you. Please tell us your name and address.

**PUBLIC COMMENT**

Kelley Dolan, Upland Road, suggested that they don't make the same mistake again that was made again with this



Zoning petition.

**COUNCILLOR DENNIS J. CARLONE:** Thank you. Any others?  
I don't see any hands. So, I'm going to close public  
comment.

**MAYOR MARC C. MCGOVERN:** Mr. Chair.

**COUNCILLOR DENNIS J. CARLONE:** Yes, Mayor.

**MAYOR MARC C. MCGOVERN:** I have to leave, but I just  
want to make one comment.

**COUNCILLOR DENNIS J. CARLONE:** Please, Vice Mayor, go  
ahead.

**MAYOR MARC C. MCGOVERN:** Um, I just-- 'Cause the  
process has come up a couple times and I just think people  
need to know what the legal process is. Anyone can file,  
regardless of what the zoning is, anyone can file an up-  
zoning, a downzoning, a zoning petition if they have enough  
signatures to bring before the Council. We have to hear  
that petition within a certain number of days, and we have  
a certain number of days to act on it.

So, for folks who are saying, you know, the timing of  
this and alluding to some kind of conspiracy, this is what  
we're legally obligated to do. And so, I just think it's  
important for people to understand that this was filed in

July.

We have 65 days, I think, to hold a hearing and then a certain number of days to actually act on it or it expires. I don't think this is anywhere close to being voted on. I told this to the Highland folks. This is not gonna be moved outta committee tonight. This is way too complicated, um, way too many moving parts, but I just, I think people need to understand that there is a legal obligation of this body that is the state law.

It is not us and people should know that so that they don't feel that there's something underhanded going on because we're just following what we're legally obligated to do. And with that, I have to go to another meeting, but thank you Mr. Chair. And I would not-- I assume we're not voting on this tonight, but if we were, I would vote not to keep this in committee. Thank you.

**COUNCILLOR DENNIS J. CARLONE:** You just dropped the mic and you're absolutely correct. That is the state law. Thank you. So, uh, we're going to ask, uh, the petitioners to move over, uh, to the seating on the side and we'll ask, uh, our city staff, uh, to give us an update their analysis on the proposal. If there's a written report that was

submitted last night to the Planning Board, we have not seen it. Um, and any information you can share with us will be, uh, greeted enthusiastically. Welcome, Ms. Farooq.

**IRAM FAROOQ:** Thank you, Mr. Chair. Um, I do wanna start by apologizing that we did not, in fact, we neglected to send the report that we, um, put together for the Planning Board, we neglected to send that to the Ordinance Committee. So, we will make sure that you have that report that was discussed by the committee--

**COUNCILLOR DENNIS J. CARLONE:** Can I suggest this? Please send us the report when you send it to the Planning Board. That way we have it a few days ahead of time and, um, we don't have to read it at this meeting or--or wait for it. Thank you.

**IRAM FAROOQ:** Understood. Yes. Um, we will keep that in mind going forward. Um, I did wanna address just a couple of things that, uh, that came up before I turn it over to Jeff Roberts to sort of debrief, uh, from last night's Planning Board meeting, um, on this matter. Uh, so it came up in the discussions in the, um, uh, public hearing piece of this, the public comments, um, some consternation about housing being discussed in this

particular district.

Um, and I--I do wanna emphasize that, um, that is something that is-- We have not suggested that housing is something that is required in this district. We have just in response to discussions at the--the last, uh, few committee meetings, uh, or working group meetings, and the last community meeting where there was some discussion about a desire for housing closer to the Highlands and not having it be commercial right next to the Highlands.

So, what, uh, what is recommended is removing the prohibition from doing housing. It's not actually suggesting that there ought to be large scale housing. And in the plan it still retains the, uh, the buffers, both the high buffers and the desire for, uh, vegetation in--in that buffer area, um, which is something that has-- In all of the planning and conversations we've had with the Highlands over the years, that has been a strong desire from that neighborhood to make sure that that is retained.

Um, uh, the second question that came up regarding the low barrier to entry jobs, uh, that continues to be--that was a really strong theme, um, in the, um, in the working group discussions and in the community discussions and, um,

that is really the impetus behind talking about some of the legacy businesses like the, um, the Central Rock Gym or the woodworking or Iggy's and just to have that diversity of employment opportunities.

And that is--that's really what's envisioned on the ground floors in addition to neighborhood serving, um, retail uses that are front ends to those kinds of, um, retail or light industrial uses. And I just finally wanted to, um, acknowledge that with regard to the question, uh, that Councillor Kelley and Councillor Mallon and others raised about, uh, the bridge and the reference in the zoning, um, that has been, uh, one of the strong, uh, comments back from staff to the proponent as well that it is really important to have clarity about what is in fact the proposal.

And if we are indeed talking about, uh, a bridge that, that needs to be clearly spelled out because that particular section is very broad and that, I mean, that line item could be invoked by a whole series of infrastructure improvements. Um, you know, for instance, the proponent talked about maybe having a pedestrian connection to the Highlands and, you know, transferring

something like that would actually trigger a yes, um, to that particular clause in the proposed zoning.

And we just wanna make sure that if this is being proposed, um, with particular infrastructure elements in mind that those really be specified, whether it's, uh, if it's appropriate in the zoning, if there are questions related to it, maybe in a, um, a letter of commitment, but one or the other just to have all of those elements laid out. That's been a, um, comment from staff back to the proponent as well.

So, I just wanted to lay out those 'cause I know that those are questions that have come up, uh, from council (crosstalk).

**COUNCILLOR DENNIS J. CARLONE:** So, a question related, just information related to what you just said, Wheeler Street Housing, how much of a bonus did they get for giving us land right of way I think?

**IRAM FAROOQ:** So, Mr. Chair, that particular-- I don't remember the exact like what is the benefit--

**COUNCILLOR DENNIS J. CARLONE:** But is it the 0.25?

**IRAM FAROOQ:** But this is exactly the, um, section of the zoning that was triggered in order for them to get the

additional density.

**COUNCILLOR DENNIS J. CARLONE:** But did they get the max 0.25? Because it seems ridiculous for when compared to the petitioner's bridge.

**IRAM FAROOQ:** I-- Do you remember? Yeah, I'm gonna turn it over to Jeff.

**JEFF ROBERTS:** I'll jump in Mr. Chair. So, the, um, so there are a couple of different elements of the provision. So, the, what you might call the big bonus in that part of the zoning is to provide the--the pedestrian/bicycle bridge crossing. And that provides the additional, um, a 0.25 FAR across the entire site.

Um, if you're doing something like creating a road connection, the bonus is a little different. The bonus is just applied to the land that's been conveyed to the city. And so, you can take the development rights that are attended to that and you get sort of an extra, which is equivalent to the-- You can sort of get to-- You sort of get to take that twice and--and add it to the--the development.

I'll come at it. I--I don't have all the details in front of me, but I believe in the case of Wheeler Street,

there was an issue that I remember we--we discussed as part of that review, which was that despite being able to use a considerable or having available a considerable bonus from conveying the street to the city, it was difficult to accommodate all of that bonus within the--the particular height limit of the--the district.

So, I don't think there was-- While that--that project did have the availability to use that bonus, I don't know if they fully utilized it just because of the dimensional constraints.

**COUNCILLOR DENNIS J. CARLONE:** Yeah. An urban design study had been done; you would've known that ahead of time. Um, I think we're-- Based on my fellow councillors' comments, we'll probably be looking at that provision as well. Um, again, a bridge makes sense to me. I'm not sure about everything else should be even remotely equivalent. Um, the other thing is the retail exclusion. I think in concept it's fine. Is there a period of time?

Is it forever that it's this kind of so-called amenity or can it be converted to a high price restaurant 20 years from now and--and yet it was excluded because it was an amenity?



**IRAM FAROOQ:** Um, so, Mr. Chair, if it's--if an exclusion is for retail, I believe restaurant use falls under that category. And so that would--

**COUNCILLOR DENNIS J. CARLONE:** But it's amenity retail or some word combination that I'd not heard before.

**IRAM FAROOQ:** Right. We--we only have the uses in the use table that exist. And so, if there is a desire to have some other component to that that relates to affordability, that would have to be somehow, um, articulated in a--in a different way because there isn't really a, uh, a price point element in the zoning. It's really about uses. Um, but I think with that, I'll--I'll just turn it over to Jeff Roberts, uh, to--to speak to the Planning Board's discussion.

**JEFF ROBERTS:** Thanks. And I'll be mercifully brief. Um, so the--the Planning Board held the hearing on this petition last night. Um, they heard public comment and had, uh, a very robust discussion. Part of the discussion was around the question of--of how to proceed with this particular proposal, um, given the--the status and timing. Um, the board ultimately came to consensus that they thought this merited further discussion.

And so, they continued the hearing, um, with a request for, uh, some additional information from the petitioner and, um, and several, uh, questions that still needed to be addressed. Um, there were a variety of, um, specific comments that were made, but a few of the big topics included, um, a, uh, thorough review of the recommendations of the Alewife plan, um, uh, and to provide a--a detailed response to the recommendations in that report as they relate to the proposal.

So that was something that the Planning Board would like the, um, the petitioner to, uh, to do. They also wanted to hear more about, uh, the development concept for, uh, the site that's owned by the, uh, by the--the developer. Um, there were comments about things such as, uh, floodwater management and--and topography of the site, but they also wanted to hear more about, uh, what could happen beyond the site owned by, uh, the developer that made this presentation, um, and to--to study what development outcomes could occur throughout the district. And, uh, another key point was the--the, uh, focus on the gross floor area exemption, which we're just discussing, um, and what uses would qualify for that exemption, and if

there is such an exemption, how can it be made more clear and specific how those uses would provide benefits to the community in perpetuity? So that was, uh, a-- There were a range of opinions and--and specific questions raised about that.

So, uh, we expect the petitioner will provide this additional information that was requested and then we'll schedule a continued hearing at the Planning Board.

**COUNCILLOR DENNIS J. CARLONE:** Thank you. And--and your report will repeat those three areas that the Planning Board asks for more information?

**JEFF ROBERTS:** Uh, so we expect that the petitioner will provide, or the petitioner's been asked to provide a response to those issues. Um, as we always do, we'll--we'll review that and provide some guidance to the Planning Board. And along with Iram, I would like to apologize for--for not providing our material, but I can assure you it was really our finest work.

**COUNCILLOR DENNIS J. CARLONE:** Um, I love your sense of humor and your thoroughness, and I have no doubt the report will be excellent and thorough, but my question was the three things you just solicited will be in the report

or are in the report? We don't have to note it here that we're getting that.

**JEFF ROBERTS:** So, the--the Planning Board has continued the hearing.

**COUNCILLOR DENNIS J. CARLONE:** Yes.

**JEFF ROBERTS:** So, they--they haven't, uh, concluded to send a report to the City Council.

**COUNCILLOR DENNIS J. CARLONE:** I see.

**JEFF ROBERTS:** So, they asked the petitioner to respond to a number of--of issues that were raised in the Planning Board's discussion and that will then come back to the Planning Board for a continued hearing. And at that point, the board will decide whether they're ready to--to wrap up and--and send a report to the City Council.

**COUNCILLOR DENNIS J. CARLONE:** Okay. Is there a further report?

**IRAM FAROOQ:** Mr. Chair, just to clarify, the report we were speaking of was the staff report that we do ahead of the Planning Board hearing. So, it does not include the, uh, summary of discussions from the Planning Board, um, but it will be the staff analysis that preceded that last night's discussion.

**COUNCILLOR DENNIS J. CARLONE:** Okay. But now I'm suggesting you add that summary since none of us were at the Planning Board last night and that way we know where the Planning Board is going. It's a three small paragraph edition. Um, you are our eyes with the Planning Board and we do learn from the Planning Board.

**IRAM FAROOQ:** We'd be happy to do that. Thank you.

**COUNCILLOR DENNIS J. CARLONE:** Thank you. Um, I have Councillor Mallon first. Welcome Councillor.

**COUNCILLOR ALANNA M. MALLON:** Thank you, Mr. Chair. Through you, I just have two quick questions. Um, so this petition was put in, as the mayor said earlier, at the end of July. And so, I've been working with the neighborhood, um, and working off this Envision Alewife report.

I understand there's some consternation in the community that the full report just came out, um, yesterday. Is it significantly different than what's in here? 'Cause this is what I've been looking at in terms of like height and density and what the usage should be. I know it's not the full report, but can you just talk a little bit about the difference if there is any?

**MELISSA PETERS:** No, thank you. Um, through you, Mr.

Chair, I'm Melissa Peters, Director of Community Planning. Uh, so yes, we've been referring people to the PDF on the website, the PowerPoint, which does summarize, um, what is in the plan, um, in terms of the--the vision, the intent, and the objectives. It's 99%, um, the same.

I would say the one, um, difference that, um, Iram alluded to was, um, when we originally talked about the light industrial district, we were discussing, um, prohibiting residential use in that area and now we are moving forward, instead of prohibiting it, we're incenting the commercial light industrial by lowering the residential heights.

Um, so, uh, the--the--the outcome is the same in that we are still, um, the intent is still to have a vibrant light industrial commercial district in the Northwest Quadrant. Um, and then we also heard through community feedback, discussions with, um, the Highlands neighborhood that there was still, um, desire to keep, um, the buffers and the transition in place on--on that western edge.

**COUNCILLOR ALANNA M. MALLON:** Okay, thank you. And I look forward to, um, the petitioners kind of working with their project, their proposed project and the findings of

the final report and kind of telling us how their project is meeting these goals.

I think my second and last question, um, is something around what Ms. Farooq was speaking to earlier about affordable retail. It's something that I wrote down when Mr. Paolini from Evolve Fitness was talking about how he was excited that this might be, um, an affordable space for him. I know that we are currently in a situation, uh, at Mass and Maine where we thought we were getting some affordable retail.

We're having a very difficult time because it was not written into zoning, um, and you mentioned it needed to be articulated in a different way. Could you just explain a little bit more what that looks like, Mr. Roberts or Ms. Farooq, either of you?

**IRAM FAROOQ:** I can-- To you, Mr. Chair, I could start off, uh, and then Jeff might want to add to this. Um, zoning, um, Councillor, typically focuses on the uses rather than on the, um, price point. So that's really the challenge in terms of including an affordability component, uh, into the zoning itself. And I know people sometimes say, well, we do it for housing, why can't we do it for,

uh, for retail?

But we have, uh, a lot of analysis that has gone, um, into coming up with what those numbers are for residential. We actually do a whole analysis and then have discussion before, um, things like inclusionary are put into place and we don't have that similar, um, analysis related to--to retail.

Um, so price point is a difficult thing, but if there is an element related to price that the council would wanna introduce, that ideally in terms of a separate vehicle, those are the kinds of things that you could talk about in a letter of commitment. Uh, that's the model that was used, um, in the Boston Properties rezoning in, um, Kendall Square.

Uh, we're speaking about, um, innovation space where we had talked about, uh, space that's suitable for, uh, start-ups, but typically, that can be at whatever is the market rate and that particular rezoning included a component that has--that spoke to-- Um, sorry, not the zoning, but the letter of commitment spoke to having that be affordable.

**COUNCILLOR ALANNA M. MALLON:** So, what you're--what



you're saying is the articulation in a different way is a letter of commitment versus the zoning. Okay, that's helpful. Thank you.

**COUNCILLOR DENNIS J. CARLONE:** Uh, thank you Councillor. The Councillor raised a good point. Again, if we're excluding FAR, there's value to that. And again, it's almost like a--a large shopping complex nearby. We don't know the numbers, we don't know the commitment. All that has to be worked out for us to seriously consider this. Thank you, Councillor. On this side, I'm looking. Councillor Kelley.

**COUNCILLOR CRAIG KELLEY:** Thanks. I'm gonna go back to the bridge part. Um, so I--I think we're clear that there's nothing in the zoning as currently written or as proposed that would require any sort of crossing of the railroad tracks. Is that true?

**IRAM FAROOQ:** That is true.

**COUNCILLOR CRAIG KELLEY:** Okay. And do you have any reason to believe that this proposal is any more likely to lead to crossing other railroad tracks under a special permit than any of the other many projects that have been built in the past 14 years there?

**IRAM FAROOQ:** Through you, Mr. Chair, um, well, the-- I would say the only difference is that none of the other developers in that area have talked about actually building a bridge as part of their project. So, this is the--the first instance where a developer has actually spoken about that. Normally, uh, we're the ones, you know, through the Planning Board process, um, asking for people to reserve landing sites on, um, either side for the, um, for the bridge, uh, and its ramps.

So, I would say that that is different, uh, but I would say in order to feel comfortable that this is, um, absolutely going to happen, I would--I would want to see what--what you all have mentioned, which is some sort of, um, clearer statement relating to that either in the zoning or in the letter of commitment.

**COUNCILLOR CRAIG KELLEY:** Thank you. Do you think your staff could come up with some sort of language that would solidify the connection between a bridge crossing and whatever new zoning the developer's intending to get?

**IRAM FAROOQ:** Um, I--I believe we could. I mean, I think just narrowing down, uh, instead of referencing the entire section, um, relating to, um, I forget the exact,

uh, section number 20.95.11, instead of referencing the whole section, if you do 20.95.11.1, or if we could even just call out that if it's at minimum a pedestrian/bicycle bridge, um, we could certainly-- You know, just making it explicit that way as one of those items would--would accomplish the purpose.

**COUNCILLOR CRAIG KELLEY:** So, I'm not asking you to draft the language now, but in theory you think there could be language that specifically says if a project is built to this type of zoning specification, a requirement before they get the CO or before they start construction or some other thing is to build a bridge? What we don't want is we, at least what I don't want, I don't want the project to go up and find no bridge and then we got a project there and no bridge and all sorts of other things happen. The company goes under, Lord knows what happened, and we are still left with the building, but no way to cross the tracks. Thank you.

**COUNCILLOR DENNIS J. CARLONE:** Vice Mayor, please.

**VICE MAYOR JAN DEVEREUX:** Are we just asking questions of CDD or are we now commenting? I have an early flight tomorrow and I--

**COUNCILLOR DENNIS J. CARLONE:** Go for it. Have a good flight.

**VICE MAYOR JAN DEVEREUX:** Well, yeah, I just--I just feel like, as we've said before, this isn't gonna be voted on tonight. I did--

**COUNCILLOR DENNIS J. CARLONE:** Please ask all you want.

**VICE MAYOR JAN DEVEREUX:** Well, I'll just--I'll ask some questions and I'll make some comments and then I'll probably take my leave 'cause I did actually listen to the Planning Board hearing last night and, um, it--it was interesting because the chair, uh, Catherine Preston Connolly, who sat on the Envision Alewife Task Force Working Group, um, was basically disinclined to even give it serious consideration because, uh, she did see more than a 1% difference, I believe, in the land use, um, planning for--for this area and I think she felt that it was gonna take a lot of time to massage, uh, a developer's zoning proposal into something that reflected the spirit of the plan that took several years, and I think we've heard that echoed today.

Um, the introduction of housing, I don't think it was

ever prohibited, but, you know, it's--it's really interesting to look at this up-zoning in the context of all of the other up-zonings that we've looked at over the--the past term and also in the context of the, um, discussion of housing and the relationship between creating commercial space and housing space.

And I think I sat in on many of the Envision Alewife, um, meetings myself and trying to create this sense of place, which is very much part of what that group was trying to do. They were really trying to create a unique sense of place that was not Kendall Square because otherwise, there is really no reason why you wouldn't say, why don't we create more housing since that's what the city needs? That's what the Highlands neighborhood wants.

People want housing. Yes, it would be bigger buildings than the Highlands neighborhood, but-- So the--the sense of place was supposed to be this light industrial, low barrier to entry job place. And yes, there would be some office above, but it now seems to have morphed into a sense of place that is essentially like Kendall Square or Assembly Square or any of those places, but it's not, even with a pedestrian/bike bridge, which I very much wanna see, it is

really still not transit-oriented development in--in the true sense because it's a long way from the transit.

And it's interesting to look at this slide because it's a fair distance still to Concord Avenue from, which is not in that slide. I believe the--the lowest thing under that warehouse light industrial is the parking lot that backs up against The Davis Companies buildings. And, you know, the distances out there are deceptively large. So, um, mobility is--is a huge challenge.

So, I am feeling kind of ambivalent about this now having morphed into just another mixed use district and we don't have--we haven't gotten any information about actually how much GFA. We've heard what would be excluded, but we haven't actually heard how many hundreds of thousands of square feet are being proposed, we haven't heard what-- I mean, all of the other up-zonings we've discussed this term, we've talked about trying to get an appropriate balance of housing and commercial. We haven't heard any offer of additional affordable housing for any of the proposed housing.

So, I'm assuming that it would just be the standard 20% inclusionary. All of the things that we talk about in--

in other things seem to have been sublimated to the discussion of the bridge, which I'm with Councillor Kelley and Mallon and everybody, I think that unless it's a requirement of the zoning, it's not--it's not happening.

Every single building on the other side of the tracks took advantage of that bonus for giving a landing spot and we haven't landed any bridges. And we don't need one bridge. We actually need three bridges. So, we still need the bridge by Wheeler Street and I don't know what's happened to that, and that was gonna incorporate the commuter rail, and we--we need a bridge, we need a crossing for the Ridge Avenue people.

You know, that's been densely built for four decades or whatever and--and they still can't get across to the park. So, you know, it all goes back to the fact that we have a huge planning problem and the Envision Alewife was supposed to begin to deal with that and it feels like this has jumped in.

And so, I see where the Chair of the Planning Board was going and--and several other members also echoed that there were, you know, a lot of questions. Um, we also have the Climate Resiliency Zoning Task Force, which is

underway, which is supposed to be producing actual zoning for floodplains, and this is the floodplain.

So, it feels, again, like we would be potentially rezoning 26 acres of a floodplain before we've even finished the recommendations from that task force. Um, I haven't heard anything about what the cost estimate of the bridge is, and I think, uh, Lee Farris's request for a proforma is perfectly appropriate given that there's a lot of, uh, lot of requests for exemptions and bonuses and--and amenities and so forth.

Um, so I guess I just--I just don't feel-- I mean, obviously I think we're--we're going to continue this, but I feel like it's a long way from being ready to actually ordained. And the question is about the rest of the land because this is 12 acres, I believe, in the red lines, but the other--the total district is 26 acres and--and there's a lot of places that could be redeveloped there.

And so, I think we need to be really careful before we say, oh, this is a--a modest change. And I admit that when it was first presented, I thought, oh, they're not asking for very much. And now I see that the simplicity is kind of deceptive in--in what could actually, um, evolve.



And--and just to close the loop with Evolve, I am perfectly delighted that Evolve is part of the conversation. In fact, it was I who suggested that Evolve talk to Cabot, Cabot, & Forbes because they do need a home. Um, that--that would be great. It would probably-- If they do build residential, it would mean they may not need to build fitness rooms in the apartment buildings because they'd have some great fitness and workout things, um, you know, right there.

So that's--that's a win-win for everybody. They can use the space and the other buildings for other purposes. Um, but I wouldn't--I wouldn't confuse Evolve as a light industrial job creating place. I mean, they have employees, but it's not a big job creator. So, if we were looking, I think the original intent of trying to view this district as a light industrial district was to create more than four or five jobs for people. It was gonna be meaningful.

Um, you know, whether they were, I think people talked about fabrication of various things. You know, I don't really know, but it--it didn't--it didn't sound like a fitness center. Um, a fitness center is a great amenity, but it's not a light industrial, uh, employer.

So, I think--I think this is-- Uh, I'll just close by saying this is just morphed into another mixed use development. So, it's sort of a philosophical question. Thank you.

**COUNCILLOR DENNIS J. CARLONE:** Thank you. I'll, uh, wrap it up just quickly that if we're going to exclude any space, amenity space, amenity retail space, whatever we wanna call it, all the rules have to be clear and it has to be ongoing. The space isn't going away, it's there. And having worked with the city over many decades, I know that new developers come in and think, new people who purchase properties come in and think they can change everything.

And I think it has to be really stated in--in any kind of, uh, legal agreement what is happening. I never thought light industrial was gonna take off here. I said that in the beginning. Maybe it still will, but on housing, I'm convinced this should be a major housing district, not the zone in front of us, all of the Quadrangle.

And I think the exceptions are, like this proposal, at crossings, at major streets going north and south as is in the proposal to help pay for that bridge.

But in my mind, it has to be a shuttle bridge. We are

absolutely foolish to let that go by because winter in New England, we all know is four months long and then comes the rainy season for a month and nobody's gonna want to cross a windy bridge in those conditions, even if the snow plow has cleaned all the snow off the bridge.

And it's not like the snow can be pushed onto the tracks below. You're gonna have a group called the MBTA that won't allow that. So, the 26 acre plan, any rezoning, we ask to see a site plan. How does these new rules or modified rules, how do they lay out not just in the red outline district, but in all the district? It doesn't have to be in as much detail.

We have to see where the thinking is to approve any kind of change. Um, at the other hand, I think there's many well-thought ideas in the scheme. Uh, the notion of the bridge takes a lot of creativity and imagination and cleverness to pull off and we're just asking more questions about the bridge as I said shuttle, and we would love to get a digital copy of the whole presentation, including the picture of the shuttle bus.

Uh, normally, um, we get that and--and there are printed copies by the development entity to bring, um, to

the presentation. So, with that, I think I would recommend that we leave this in Committee Council.

Um, so I'm going to move councillors, and I know you're all gonna say yes, that we leave this in committee. Excuse me. Thank you. Have a great trip. We leave this in committee. Um, the Planning Board is asked, uh, for those three bits of information and perhaps more. We'll get a list of what that is.

I would ask on top of that, um, the plans for the whole 26 acres. It can be very simplified street patterns. You have a great design team that can do this probably in their sleep. The notion of the retail exclusion, how that will be worked out, the shuttle bridges I've mentioned. Um, community development will look at the zoning implications as outlined by Councillors Mallon and Kelley, which I totally agree about.

And if there's anything else I've left out, um, please call out Councillors (inaudible). So, with that, thank you. Unless you have a response to community development. So, with that, thank you all for coming. So, I'm moving to adjourn--adjourn the meeting and we will have a meeting scheduled as soon as we have more information. Thank you

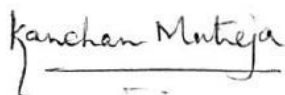
all for coming.

The Cambridge City Council Ordinance Committee  
adjourned at approximately XXXX

C E R T I F I C A T E

I, **Kanchan Mutreja**, a transcriber for Datagain, do hereby certify: That said proceedings were listened to and transcribed by me and were prepared using standard electronic transcription equipment under my direction and supervision; and I hereby certify that the foregoing transcript of the proceedings is a full, true, and accurate transcript to the best of my ability.

In witness whereof, I have hereunto subscribed my name this 17th day of December 2022.

A handwritten signature in cursive script that reads "Kanchan Mutreja". The signature is written in black ink and is positioned above a horizontal line.

Signature of Transcriber