PLANNING BOARD
FOR THE
CITY OF CAMBRIDGE

GENERAL HEARING
TUESDAY, MAY 23, 2023
6:30 p.m.
Remote Meeting
Cambridge, Massachusetts

Mary T. Flynn, Chair
Catherine Preston Connolly, Vice Chair
Louis J. Bacci, Jr.

H Theodore Cohen

Hugh Russell

Ashley Tan

Community Development Staff
Iram Farooq, Assistant City Manager
Daniel Messplay
Swaathi Joseph
Melissa Peters
Evan Spetrini
Erik Thorkildsen
Khalil Mogassabi
Mason Wells
Adithi Moogoor



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• Our Cambridge Street	

1 PROCEEDINGS 2 3 (6:32 p.m.) Sitting Members: Mary T. Flynn, Catherine Preston Connolly, 4 5 Louis J. Bacci, Jr., H Theodore Cohen, 6 Hugh Russell, and Ashley Tan 7 MARY FLYNN: Good evening. Welcome to the May 23, 8 2023 meeting of the Cambridge Planning Board. My name is 9 Mary Flynn; I am the Chair. 10 Pursuant to Chapter 2 of the Acts of the Acts of 11 2023 adopted by the Massachusetts General Court and approved 12 by the Governor, the City is authorized to use remote 13 participation at meetings of the Cambridge planning Board. 14 All Board members, applicants, and members of the 15 public will state their name before speaking. All votes will be taken by roll call. 16 17 This meeting is being video and audio recorded and 18 is being streamed live on the City of Cambridge online meeting portal and on cable television Channel 22, within 19 20 Cambridge. There will also be a transcript of the 21 proceedings. 22 I'll start by asking Staff to take Board member

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attendance and verify that all members are audible.
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               DANIEL MESSPLAY: Lou Bacci, are you present, and
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     is the meeting visible and audible to you?
               LOUIS J. BACCI, JR.: Present, visible, and
 4
     audible.
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 6
               DANIEL MESSPLAY: Thank you. H Theodore Cohen,
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    are you present, and is the meeting visible and audible to
    you?
9
               H THEODORE COHEN: Present, visible, and audible.
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               DANIEL MESSPLAY: Steve Cohen, are you present,
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    and is the meeting visible and audible to you?
12
               [Pause]
                        Tom Sieniewicz, are you present, and is
13
               Absent.
14
     the meeting visible and audible to you?
15
               [Pause]
16
               Absent. Hugh Russell, are you present, and is the
17
    meeting visible and audible to you?
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               HUGH RUSSELL: Present, visible, audible.
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               DANIEL MESSPLAY: Ashley Tan, are you present, and
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     is the meeting visible and audible to you?
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               ASHLEY TAN: Present, visible, and audible.
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               DANIEL MESSPLAY: Catherine Preston Connolly, are
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you present, and is the meeting visible and audible to you?
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               CATHERINE PRESTON CONNOLLY: Present, visible, and
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     audible.
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               DANIEL MESSPLAY: And Mary Flynn, are you present,
     and is the meeting visible and audible to you?
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               MARY FLYNN: Present, visible, and audible.
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 7
               DANIEL MESSPLAY: Thank you. That is six members
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    present and two members absent, which constitutes a quorum.
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               MARY FLYNN: Excellent. Great.
                                                Thank you very
    much, Daniel.
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12
     (6:35 p.m.)
13
     Sitting Members: Mary T. Flynn, Catherine Preston Connolly,
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                       Louis J. Bacci, Jr., H Theodore Cohen,
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                       Hugh Russell, and Ashley Tan
               MARY FLYNN: The first item this evening is an
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    Update from the Community Development Department. You can
18
     also introduce other Staff present at the meeting; I would
     appreciate it. Thank you, Daniel.
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               DANIEL MESSPLAY: Thank you, Chair Flynn.
                                                          Ι'm
    Daniel Messplay, Acting Director in the Zoning and
21
22
    Development Division here at CDD. We've got quite a few
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City Staff with us this evening, despite the relatively
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 2
     light agenda. So we've got a full Zoning team here --
               MARY FLYNN:
 3
                            Hm.
 4
               DANIEL MESSPLAY: -- Swaathi Joseph, Evan
     Spetrini, Mason Wells, and Adithi Moogoor, all from the
 5
 6
     Zoning and Development Division. We've got Iram Faroog, the
 7
    Assistant City Manager for Community Development; and Khalil
    Mogassabi, our Chief Planner and Deputy Director of
 9
    Administration in CDD here with us this evening.
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               We also have Melissa Peters, our Director of
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     Community Planning in CDD; and also, from the Community
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     Planning Division, we have Erik Thorkildsen with our Urban
     Designers; and we are also joined by Adam Shulman, who is
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14
     from Traffic, Parking and Transportation.
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               I think that's all the City Staff here.
     apologize if I missed anybody. I think it will actually
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     take -- it will take longer to introduce the Staff than to
18
     give the update tonight.
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               But tonight, we've got -- you know, all matters of
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     General Business. So we'll start with a Design Update for
     759 Mass Avenue. This is an improved cannabis retail store.
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    We also are going to consider an Extension Request for 727
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Mass Ave, and then we will hear from Melissa Peters in
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 2
     Community Planning on some Planning Updates related the
 3
    Alewife Zoning Working Group process, and the Our Cambridge
 4
     Street Study process.
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               Just as a reminder, there will be no Planning
    Board meeting next Tuesday on May 30 because of the Memorial
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    Day holiday, and then to kick off the month of June, we'll
    have two public hearings on two new residential projects:
     one at 48-50 Bishop Allen Drive and one at 2161 Mass Ave.
9
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               In the realm of Ordinance Committee matters of
11
     interest, so tomorrow at 3:00 there is an Ordinance
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     Committee hearing on the Franklin et al. Citizen Zoning
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     Petition, which the Board heard last week and voted to
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     forward a negative recommendation to City Council.
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               And that concludes the CDD Update, so I will turn
     it back to the Chair.
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               MARY FLYNN: Okay. Thank you very much. Do Board
    members have any questions?
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19
               [Pause]
20
               Okay. Seeing none, let's proceed.
21
22
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1 2 (6:37 p.m.)3 Sitting Members: Mary T. Flynn, Catherine Preston Connolly, Louis J. Bacci, Jr., H Theodore Cohen, 4 5 Hugh Russell, and Ashley Tan 6 MARY FLYNN: The next item on the agenda is a 7 Design Update on case PB-365, a previously granted special permit for a cannabis retail store at 759 Massachusetts 9 Avenue. Our CDD Staff will start us off by providing an 10 update. 11 DANIEL MESSPLAY: Thank you, Chair Flynn. So this 12 special permit was originally approved by the Planning Board 13 in 2020. 14 Since that time, the applicant has been preparing 15 a building permit application for the cannabis retail store, which includes some changes that differ from what the 16 17 Planning Board originally approved, including some changes 18 to the proposed pedestrian circulation and layout of the store, and some changes to the employee long-term bicycle 19 20 parking. Before starting the Staff review of the building 21 22 permit stage, CDD's Urban Design Staff wanted to inform the

Board of the design refinements that were made.

So the Design Team will present the updated layout and plans to you. We have Erik Thorkildsen who has worked on this project here to discuss some of the design changes, and as I mentioned before, we also have Adam Shulman here to discuss some of the changes related to the circulation and long-term bicycle parking.

So that concludes the update.

MARY FLYNN: Thank you, Daniel.

The presenter for the applicant this evening is William Chalfant. Mr. Chalfant, you will have up to 30 minutes for your presentation, but we hope you'll be as concise as possible. If you would please introduce your project team and begin.

WILLIAM CHALFANT: Thank you, Madam Chair and members of the Board. And my name is Will Chalfant from Khalsa Design. I'm joined by the applicant, Taba Moses, from Green Soul Organics.

And I am not sure if there's anyone else from the team here, I can't see the full crew, but I think for this presentation that should be sufficient. So I'll just jump right in to this.

I'm not sure if we can go to the next slide?

Okay. So again, a lot of these changes -- well, not a lot of them, but many of the internal changes are the result of Green Soul finally taking over the space and exploratory demolition, realizing some walls simply aren't going to -- weren't going to move, because they were supporting four or five stories above it. And so, we sort of worked within our existing conditions.

So on the left-hand side is the originally submitted basement plan, and on the right is the updated version.

From a program standpoint, everything is still down here. We just revised some locations based on these existing large masonry walls and some floor elevations and such.

So at the top of the page is the stair coming down from the upper level, wrapping the handicapped lift that we're providing, which will bring accessible employees up and down between the floors.

The kitchenette still exists, as well as a break area, employee lockers, manager's office, and of course the large vault for the dispensary itself.

The toilet is located towards Mass Ave, at the bottom of the page. There's -- existing plumbing was discovered there, and this is going to be the least invasive location for that as far as pulling the slab, as well as mechanical space at base, and our Security and IT room.

Next slide, please?

So again, on the left is the original submission. We had a large queuing are in the front, dedicated exit door on the right-hand side, and the sales floor space in the center with the back of the house, including the delivery receiving area, internal bike parking for employees, and then the service counter.

So again, on the right of the updated version, for the most part it's the same, except that we have proposed relocating the bicycles to the alley. We don't have a lot of space to work with here; around 880 square feet, I believe, on the main level.

And the belief was if we could, we would prefer to go with weather-resistant and secure bike lockers in the rear alley, in the space of that alley that is dedicated to this commercial space. This frees up some of the circulation within the back of house space, and we just feel

that it works better for the project.

Within the space itself -- I'll get to it shortly, but the applicant has designed -- the experience that they're looking for, rather -- is that of a city within the store.

So you have these different vignettes -- spaces here, there's a newsstand. The entry is intended to mimic a train Station, a T station, as well as a pizza area, a laundromat, and a check cashing cart, and there are some feature walls which we'll get to, which are intended for social media posts and such.

We have shrunk the waiting area, and this was twofold: One, to provide more floor space, secondly, since we
originally presented this project, there have been several
other cannabis dispensaries that have opened up in the area,
in Cambridge in particular, and we feel that the queuing is
not going to be as drastic as it was, say, when we all saw
what happened in Brookline at the onset of legalization.

So as a result, we've shrunk that space. And as part of that entry sequence, we were originally intending to have a dedicated indoor on the left-hand side, and a dedicated exit door on the right-hand side.

That is still the case, except that the sidewalk that we thought we could work with, we were under the impression that was a topping slab over the existing sidewalk. That sidewalk is actually the roof of the space below.

So -- and unfortunately, the slope of it does not meet ADA guidelines as far as a sloped entranceway for someone who's disabled.

Therefore, the intention is to install an ADA accessible button on the return of the wall on the right.

This will notify staff inside that there's someone that needs to get access into that door, because that's obviously a secured door otherwise.

Secondly, the location of the Security vestibule is such where that is a clear window, and they can easily see if there is someone approaching that needs access.

And the intention would be for that person to then be granted access via a security professional to let them in, where their ID will be checked through an additional window in that booth, and then let in to the store.

Next slide, please?

So from the exterior, the far left, you can see

the original -- well, as it was, the Hair Collage that inhabits the space.

And then directly next to it is what we were proposing. As you can see, there's a larger queuing area with the artwork that we spoke about for local artists.

And the proposed submission is very much the same on the exterior with a few small changes. One, the existing -- what appears to be stone at the base of these at the storefront -- is actually like a tile -- not a great tile, it's got some cracks in it, and so, our intention is to cover that with the brake metal to match the storefront to sort of clean that whole base up.

Now, the fire -- the sprinkler hookup and fire in there are obviously not moving. They're omitted in this rendering. That's an oversight on my part, but that will remain as is. But you will see the inside of that space, as we'll get to in the next slide, is intended to look like a train station.

The right-hand side, which is all going to be local artists -- let's see -- there will be art there, there will be information on there as well as transportation information, and then you can see clearly in the middle the

transparent security booth beyond.

Next slide, please?

So here is some imagery of what the inside of this space is intended to look like. So I'll start down the bottom left. This is the check-in area, which, as you can see, is intended to look like the inside of a Green Line car or another subway car; I don't know if the Green Line has that much head height. But we've got imagery on there, as well as some artwork mimicking the doors of a train.

So the idea is for this to really feel like you're entering into a train, and then yet you're entering this unique space beyond.

So the ticket booth on the image above, on the left -- second one up on the left -- is the security check.

That's where your ID will be checked and then if old enough, granted access within the space.

Once in there, the top left image will greet you, and that is intended to be the sort of, you know, market space, similar to maybe a bodega you would see with some plants out front, you know, signage of -- that mimics that of a bodega.

Again, try to create sort of a city within the

space using briquettes on the wall to give the space some warmth and just -- again, create this unique atmosphere within the Green Soul space.

At the top right, we have some more of the spaces there -- the laundromat, pizza shop, that market again, the accessory cases, which will be adorned with nice lighting and artwork logos and such.

And then the bottom two images, the left one is the -- as you're progressing towards the exit, that's some of the artwork -- this is obviously just sort of representational at that, but there will be some artwork on that wall, which will be visible from the street, because this space is not going to contain any product necessarily, it's more of a checkout and egress location.

And on the bottom right is the back left of the space. That rollup door is intended to be a place for folks to take selfies and things like that to post on social media.

Again, the intent of the online pickup is that of a check cashing place, and you can see the ceiling we're going to have some interesting design and artwork.

And again, the intention is really for this to be

a unique and exciting space inside, albeit small. 1 2 Next slide, please? 3 So originally the -- we had three bicycles on two 4 racks within the space. And our preference, as mentioned 5 before, is to relocate that to the rear, providing shelter, weatherproof, and secure bike lockers for employees, while 6 7 maintaining egress in and out of the space, but also more importantly being out of the way of the -- for lack of a 9 better term -- hustle and bustle of the employees within the 10 back of the house as they're bringing product from 11 downstairs upstairs to be distributed. 12 And that is the presentation. So I will kick it back to the Board for questions, comments. 13 14 MARY FLYNN: Thank you so much. Appreciate your 15 presentation. Are there questions or concerns from Board members? 16 17 [Pause] 18 I'm not seeing any from anyone. Do I take that that Board members have no concerns about the proposed 19 20 changes? I guess I do. Okay. 21 I just have one question, and that had to do with

the bike lockers. I know the space behind the building is

22

1 very, very tight.

So is it going to be in any way blocking like deliveries or anything like that in that area?

WILLIAM CHALFANT: Yeah, we -- actually it's deceivingly -- it's a little bit wider than you think. It's actually 11'.

MARY FLYNN: Okay.

WILLIAM CHALFANT: And it -- I'll be honest, I didn't think it was the first time I the first thing I looked down that alley. But we got the tape measure out there and it is.

MARY FLYNN: Okay.

WILLIAM CHALFANT: And the intention is to push them against that rear wall. There's a dumpster adjacent for Life Alive Café. Green Soul has been in communication with them since the beginning of this about -- you know, making sure everyone kind of keeps their own space and keeps that area clear, as that is going to be the delivery and access point, as well as mostly any employee riding a bicycle. So it's -- you know, it's not luxurious in space, but we -- it meets the requirements for getting maneuverability around those lots.

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              MARY FLYNN: Okay. All right. Thank you.
                                                           All
2
    right. Last call for comments or questions.
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               [Pause]
              All right. Seeing none, is there a motion from
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    the Board, then, to conclude the Design Update?
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              LOUIS J. BACCI, JR.: So moved.
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              MARY FLYNN: Is there a second?
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              H THEODORE COHEN: Second.
              MARY FLYNN: Ted. Okay. Daniel, could we have a
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    roll call, please?
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               DANIEL MESSPLAY: Sure. Roll call on that motion:
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    Lou Bacci?
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              LOUIS J. BACCI, JR.: Yes.
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              DANIEL MESSPLAY: H Theodore Cohen?
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              H THEODORE COHEN: Yes.
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              DANIEL MESSPLAY: Hugh Russell?
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              HUGH RUSSELL: Yes.
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              DANIEL MESSPLAY: Ashley Tan?
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              ASHLEY TAN: Yes.
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              DANIEL MESSPLAY: Catherine Preston Connolly?
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              CATHERINE PRESTON CONNOLLY: Yes.
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              DANIEL MESSPLAY: And Mary Flynn?
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               MARY FLYNN: Yes.
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               [All vote YES]
 3
               DANIEL MESSPLAY: That is all members voting in
     favor.
 4
5
               MARY FLYNN: Okay. Thank you, Daniel, and thank
 6
     you to Mr. Chalfant and the -- and your group for coming in
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    and giving us the update. Appreciate it.
8
               WILLIAM CHALFANT: Thank you very much.
9
    good evening.
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              MARY FLYNN: Thank you.
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12
     (6:52 p.m.)
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     Sitting Members: Mary T. Flynn, Catherine Preston Connolly,
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                       Louis J. Bacci, Jr., H Theodore Cohen,
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                       Hugh Russell, and Ashley Tan
                            The next item on our agenda is a
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               MARY FLYNN:
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     request for an extension of time to commence construction on
18
     Planning Board Case PB-361 -- a previously granted special
    permit at 727 Massachusetts Avenue. CDD Staff will begin by
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     summarizing why this is before us.
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               DANIEL MESSPLAY: Thank you, Chair Flynn. So this
22
     special permit was granted on July 27, 2021.
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Page 21

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1
               Approved special permits must apply for a building
 2
    permit to begin construction within two years of the special
 3
    permit being granted, which would be July 27 of this year.
    Otherwise, the special permit expires.
 4
 5
               And the applicant has submitted a letter to the
    Board requesting a one-year extension of the special permit
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7
     approval to July 27, 2024. The applicant noted in the
     letter several efforts made to advance construction.
 9
               And I believe representatives of the applicant are
    present to provide some additional details and answer any
10
11
     questions the Board may have.
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               MARY FLYNN: All right. Thank you. Do members of
     the Board have any questions either for Staff or for the
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14
     applicant?
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               Once again, I'm seeing none. Okay. No questions.
     So, then, is there a motion to agree to this extension of
16
17
     time?
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               H THEODORE COHEN: So moved.
              MARY FLYNN: Thanks.
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               LOUIS J. BACCI, JR.: Second.
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              MARY FLYNN:
                            Thank you, Lou. Roll call vote,
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    Daniel?
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               DANIEL MESSPLAY: On that motion, Lou Bacci?
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               LOUIS J. BACCI, JR.: Yes.
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               DANIEL MESSPLAY: H Theodore Cohen?
              H THEODORE COHEN: Yes.
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               DANIEL MESSPLAY: Hugh Russell?
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               HUGH RUSSELL: Yes.
7
               DANIEL MESSPLAY: Ashley Tan?
              ASHLEY TAN: Yes.
9
               DANIEL MESSPLAY: Catherine Preston Connolly?
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               CATHERINE PRESTON CONNOLLY: Yes.
11
               DANIEL MESSPLAY: And Mary Flynn?
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              MARY FLYNN: Yes.
13
               [All vote YES]
14
               DANIEL MESSPLAY: That is all members voting in
15
    favor.
16
              MARY FLYNN: Very good. Thank you to the
17
    applicant for attending.
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               COLLECTIVE: Thank you very much, thank you.
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20
    (6:54 p.m.)
21
    Sitting Members: Mary T. Flynn, Catherine Preston Connolly,
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                       Louis J. Bacci, Jr., H Theodore Cohen,
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1 Hugh Russell, and Ashley Tan 2 MARY FLYNN: All right. We're moving right along. 3 This wouldn't have anything to do with the Celtics game tonight, would it? Just kidding. 4 5 The next item on the agenda is a Planning Update on the Alewife Zoning Working Group, and the Our Cambridge 6 7 Street Planning Study. We will address these items individually. 9 First, we will hear a presentation on the Alewife Working Group and discuss among the Board members. And then 10 11 we're going to do the same for the Our Cambridge Street 12 Study. We'll begin with an update on the Alewife Zoning 13 14 Working Group. The presentation will be led by Melissa 15 Peters, Director of Community Planning. Melissa, if you would introduce yourself and any 16 17 other members from the team who will be helping with your 18 presentation? You are free to begin. You're muted, though. 19 [Pause] 20 DANIEL MESSPLAY: Hey, Melissa. Yeah, we still can't hear you, even though your mic shows as being unmuted. 21

I don't know if you want to try either reconnecting, or you

22

1 could dial in to the meeting as well. 2 [Pause] 3 MARY FLYNN: No. Every once in a while, this does happen. Last week we had the same problem. Dialing in 4 5 seemed to solve the problem. 6 [Pause] MARY FLYNN: Still nothing. 7 8 MELISSA PETERS: How about now? 9 MARY FLYNN: Oh, there you go. Okay. Yep, loud and clear. Great. Thank you. 10 11 MELISSA PETERS: I will share my screen. 12 Apologies for that. Thank you, Madam Chair. It's a 13 pleasure to be here this evening. 14 As stated, I'll give two presentations, the first 15 on the Alewife Zoning Working Group and then the second on Our Cambridge Street Planning Study. Both should take 16 17 approximately 20 minutes in presentation, and then obviously 18 we'll follow that up with a discussion and Q&A period with the Board. 19 20 I do just want to note Erik Thorkildsen from community Planning helped tremendously on both of these 21 22 Planning efforts, and also obviously we worked very closely

with the Zoning and Development team, particularly Daniel Messplay and Jeff Roberts on the Alewife Zoning Working Group.

So I'll start tonight talking about the background of the Working Group process, Envision and goals, and then end with recommendations before we get into discussion.

So as you all know, in 2016 we started the Alewife District planning process as part of Envision Cambridge. We concluded that in 2019.

There was a developer-led zoning petition that followed soon after, led by Cabot, Cabot & Forbes, that essentially failed on Council votes, and in response to additional commercial development, the City Council adopted a moratorium that is in place until December of this year for commercial development, or until new zoning is adopted for this area.

The City Council specifically asked CDD to -Staff at Alewife Zoning Working Group -- to identify zoning
for AOD 1-5. I'll note that specifically the zoning that
we've come up with is for AOD -- for the Quad.

We didn't cover AOD-5, which is the shopping center, because there wasn't clear consensus from the

Working Group on how that area will develop. And we do expect to start a process to figure out planning and zoning for that area after this zoning is passed.

So the charge of the Working Group was meant to come up with new zoning based on the community's planning and urban design priorities. It really was building off of Envision Cambridge and Alewife District Plan of 2019, but also incorporating lessons learned from Zoning and Development review that's happened since the plan was passed.

So we've learned a lot of good lessons as we've been talking with developers of how to implement some of the recommendations of the Alewife District Plan, particularly in regard to Urban Design recommendations and we're able to refine and make improvements to that plan which really reflected in this zoning.

The Working Group consists of a diverse group of residents, business owners, property owners, developers, and institutions. We'll say this group had very different views on how the areas should be developed. And it's really a testament to their ability to come together and find consensus that -- come together with a great plan that I

think everyone is supportive of.

We started this process last summer and had a series of meetings monthly. We wrapped up early this year and then led by Zoning and Development started drafting Zoning text to be reviewed by the Working Group.

And if you were following City Council last night, we referred -- the Zoning text was given to City Council and referred to Planning Board and Ordinance Committee last night.

So the goals of the plan -- again -- build off of the Alewife District Plan, which is to have a mixed-use district that really integrates Alewife with the rest of Cambridge. There was an emphasis on academic opportunity, and as you'll recall from discussions back then, there was an emphasis on light industrial jobs that a lot of the legacy businesses in Alewife are jobs like wood manufacturing, medical manufacturing, beverage manufacturing.

And these are the types of businesses that would get replaced by new development. And how can we preserve and attract those types of businesses, which pay a living wage, unless other jobs in the area. So that was a major

1 focus.

Also focused on how we can build sustainably. We know this area is prone to flooding; it's in a floodplain; how we can be resilient; how we can incorporate public realm improvements, make it a walkable, vibrant neighborhood. And obviously focus on open space and connectivity throughout the region.

So the planning objectives of the Working Group are not dissimilar from those set from the Alewife District Plan, but really honed in on the need to create a mixed-use district that balances economic growth with housing development. This really is a forward-looking housing plan, and the Group wanted to significantly increase housing supply, including affordable housing.

The one probably distinction from the Alewife
District Plan is that while light industrial uses still
remain an important goal, and we want to preserve those
legacy business, there was a lot of conversation around the
need to have a variety of ground floor uses.

And in fact, they came up with a term that's in the Zoning called, "Neighborhood Uses" which really is a combination of retail, supportive services, dental office,

medical offices, child care, and really businesses and services that are needed for daily life in the area.

We also talked a lot about the importance of infrastructure needs in this area, and how we can prioritize infrastructure early. Infrastructure not only includes new streets and sidewalks, but a bike/ped bridge from the Quadrangle to the Triangle and other amenities.

We talked a lot about where height is most appropriate. And again, there was consensus around allowing height for residential development. And then for commercial development more appropriate for the tallest commercial heights to be near the track.

And then the Cambridge Highlands in particular, we wanted to preserve the existing buffer to the Cambridge Highlands Neighborhood, and make sure that the height scaled down to the existing neighborhood.

We came up with a vision plan of how this could be built out, based on the proposed zoning. And just showing here are the mix of uses -- yellow Residential, red Commercial, and the teal is what we're calling our "Neighborhood Uses" or "Light Industrial" uses.

And again, it's a combination of creating new open

spaces, having new streets and sidewalks, having that buffer to Cambridge Highlands.

There was a discussion around the DPW facility adjacent to Highlands, and they preferred the location there versus a more higher-density development.

Also talked about what they deemed their three priority infrastructure projects: One, the bike/ped bridge from the Quad to the Triangle; second, a commuter-rail station; and three, our Terminal Road connection.

And just to talk about what this means in terms of development outcomes for the area. So we looked at existing development and also compared how this area could develop under the current zoning and this new proposed zoning. And this would result in 3,000 new housing units, which would be approximately 6,000 residents. That would be about 600 inclusionary or affordable units, and about 4,700 jobs.

And as you can see, as compared to existing land use, we're really shifting the land use mix to residential. And this was super important for the Working Group that it be a mix of uses, residential and commercial, and we're really excited about how this really skews -- shifts the balance to residential to provide for the much needed

housing supply in the city.

We put this in terms of numbers. You'll see that most of the increase is in residential development. There is increase in commercial development, but what's unique about the zoning is that we're tying any increases in commercial density to providing necessary housing or infrastructure improvements. And I'll talk a little bit more about that in a second.

So key recommendations: Again, really focused on increasing residential density and heights throughout the district, except for the buffer for the Cambridge Highlands, tying commercial density heights to the production of public benefits, so making sure that commercial development produces neighborhood uses, contributes to open space, contributes to transportation infrastructure.

We implemented a PUD review process. We're incentivizing neighborhood uses, increasing open space requirements, and expanding development bonuses. And I'll talk about each of these in the next two slides.

So first, for the overall zoning structure, as per usual, we have our as-of-right development, and those are where the lowest heights and densities are allowed. We then

have a special permit, but then also added a PUD Review Process.

And within our PUD Review Process, there are two types of PUDs. For the basic PUD, this is where you can access taller heights and density. And in exchange, you have to do 40 percent minimum requirement of housing.

The infrastructure PUD you still have to do 40 percent minimum housing, and you can get additional height and density if you deliver on some of the infrastructure. So if you deliver the bike/ped bridge, the commuter rail, you get additional FAR density that's applied to your entire development.

For the special permit, this is really limited for buildings of 250,000 square feet or less. You still have to pay into a housing and infrastructure fund. So if you're not contributing in kind infrastructure, you have to pay a fee to infrastructure that will be used to help pay for the necessary transportation infrastructure of the district.

And you also, since it's not feasible on smaller sites, necessarily, to build housing, we are requiring that those single site special permits contribute to housing through a fee.

So we came up with three subdistricts for heights and densities. The Quadrangle North, which is where the highest -- dense heights and densities are allowed,

Quadrangle South, and then the Quadrangle West, which really purports to that Cambridge Highlands buffer. And that's where the lowest heights and densities are allowed.

So for residential, really the takeaway is that 12 stories, 145' residential buildings with an FAR of 4.0, 5.2 with inclusionary zoning bonus applied in most of the quad, except for the West Zone, where we're still limited to three stories.

For non-residential heights and densities, this is where the Basic PUD and the Infrastructure PUD really comes into place.

So again, you get additional density and heights if you do Infrastructure PUD. So again, this is if you provide -- you build, construct the bike/ped bridge or deliver in the commuter rail station, you can get up to 125' in Quadrangle North, 95' in the south, and you can access 1.5 FAR.

The Basic PUD if you don't deliver on that infrastructure, you get 1.25 and 80', and of course, and

then the special permit, you get a lower FAR and lower height thresholds.

Just to reiterate, this buffer is an existing buffer in the current zoning. It's also recommended in the Alewife District Plan and was really important for the neighbors to include.

So I spoke about this [unclear] to emphasize for the Infrastructure PUD you get a bonus applied to the entire lot area for the PUD development if you deliver on either that bike/ped bridge or the commuter rail stop. And this of course would be subject to Planning Board review and approval.

We also have additional density bonuses for conveyance of land for other public use. So this is not dissimilar to what we have in our existing zoning, that you would get 1.5 x the applicable FAR for the area of land conveyed for either open space, new streets, paths, municipal facilities.

We also added additional things based on conversations with the Working Group like district stormwater and district energy.

To emphasize the requirement for housing -- again,

this is pro-housing plan -- we want this to be a mixed-use area that PUDs must have a minimum of 40 percent housing. You're not allowed to offset that payment. And the special permit you can pay a fee in lieu of that that would go to the Affordable Housing Trust.

For transportation recommendations, we set maximum parking ratios aligned with recommendations from the Alewife District Plan. We also are allowing pooled and principal use parking, subject to Planning Board review. And we're instituting for all new commercial development at \$20 per square foot, which would go to a fund specifically for infrastructure purpose.

I talked about the group's desire to create a term for Neighborhood Uses. We -- the Zoning wants to incentivize these, so we're exempting the GFA, and we're also giving a density bonus for these uses.

And then not at the exclusion of light industrial uses, we still want to allow and include light industrial uses to remain in the area, so still that focus on these light industrial uses that offer these good-paying, low barrier entry jobs.

Spent a lot of time in the 2019 plan and also

additionally with this Working Group talking about open space and setbacks.

A lot of conversation about creating a continuous street wall, having Build-to zones to allow for buildings to elevate to the flood elevation in a way that's meaningful for the public realm.

We've increased the open space requirement from 15 to 20 percent, and we're also requiring additional -- no side yards and no rear -- and no front setbacks to really concentrate the open space in the rear in meaningful locations so it's contiguous and useable. And there was a lot of discussion with the Working Group about those recommendations.

In terms of Design Standards, we're limiting façade length to 200'. And every 200' you have to have a minimum of 10'x 30' recess. And the ground-floor height needs to be a minimum of 18' high.

Lastly, our Sustainability recommendations.

Again, this incorporates all the climate and Green Factors, the zoning that was adopted. We're recommending our street tree planting for the Alewife District Plan and every 30' for street trees.

And of course, it would apply to our LEED and Article 22 Standards.

So as I mentioned at the beginning of this presentation, we submitted the Working Group's recommendation and the zoning petition to Council for yesterday's Council hearing. Last night, the City Council referred it to the Planning Board and Ordinance Committee, and so this will be in front of you shortly for your review and discussion.

MARY FLYNN: Great. Thank you so much, Melissa.

You and the group -- the Working Group have just done a

tremendous amount of work, so my thanks for that.

Board members, questions, comments, thoughts for Melissa? Hugh.

HUGH RUSSELL: Oh, a couple years ago you were in the middle of reviewing a proposal. I think it was on the corner of Smith Place and Wilson Road, and R&D building.

And I'm curious to know if that building needs to be redesigned, or if you've had any discussion with the owner of the land or what they intend to do?

MARY FLYNN: Yeah.

DANIEL MESSPLAY: I could probably jump in on that

one. Thanks, Hugh.

And I want to preface this by saying I'm not a lawyer, and I'm not representing Cambridge in that capacity with this answer.

I think it's something that we're still figuring out, but I think -- you know, when the moratorium was put in place, we had a lot of conversation about sort of what gets caught and what can ultimately proceed.

And our thinking at that time was that, you know, if a project received a special permit from the Planning Board, and that special permit remained active through the moratorium process, then we believe that there's a pathway for projects to be able to move forward under a special permit that's been granted that has not expired.

If there is a project that was proposed but didn't get special permit approval, you know, obviously that project would need to be updated and redesigned to meet the new zoning.

But again, that's -- please just understand that that's not an official answer from the City, that's sort of where our understanding was back then. I'm sure your exact question will pop up again during the Zoning Petition Review

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process, and we'll probably have the Law Department provide
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     additional guidance on that.
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               MARY FLYNN: Any other question at this point,
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    Hugh?
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               HUGH RUSSELL: No.
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               MARY FLYNN: Okay.
                                   Thank you.
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               Ted? Question or comment or both?
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               H THEODORE COHEN: Well, the first is a question.
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    Ever since I've been on this Board, I've been hearing about
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     the bike/pedestrian bridge and the commuter rail station,
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     and it's always been presented as just a near impossibility
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     that I think Cabot, Cabot & Forbes seemed to have the
    possibility -- sincere possibility of building a bridge, but
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     in a location that was not where the City particularly
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    wanted it.
               So the question now is is there any likelihood of
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     a bridge, or is this just -- you know, true wishful
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     thinking.
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               And similarly, for the commuter rail station,
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    because I gather -- you know, heard rumors in the past if
    there was a commuter rail station there, then maybe they'd
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    eliminate the one at Porter, or maybe they'd do something
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1 else.

So the first question is what is the status of those two, as to any possibility?

Second question, been reading more and more articles and books about how parking and the demand for parking and the requirement for minimums and maximum has really skewed our cities and our zoning ordinances, and the argument for much less parking.

I'm wondering how much that has been taken into account. I know we've been inching it back bit by bit, but perhaps in this Alewife area, is it possible that we could really experiment with much more drastic reductions of parking? You know, those are my two immediate questions.

Everything else is very interesting, and I'll look forward to, you know, actually looking at the proposed zoning when it comes to us but I just really wonder where things stand in those two areas.

MARY FLYNN: Melissa, are you able to do an update on those things, or --

MELISSA PETERS: Sure, happy to. I didn't know if you wanted to run through all the questions, and then I could respond.

MARY FLYNN: Whatever way you would prefer it. 1 2 don't mind going one by one, but --3 MELISSA PETERS: This is great, because my memory is not what it used to be. 4 5 MARY FLYNN: Yeah, yeah. Okay. MELISSA PETERS: So thanks, Ted. Those are great 6 7 questions. I would say the bridge has always been, as you've stated, in the zoning as available with a density 9 bonus. 10 I think what we've noticed is that the density 11 bonus wasn't calibrated right, where they couldn't -- if 12 they got the additional FAR, they couldn't access it because the heights were limited. We really focused on calibrating 13 14 that so that if they want to access these heights, they need 15 to get to that 1.5 FAR. And so, we really paid close attention to that. 16 17 I think, you know, Healthpeak is the developer who's interested and in conversations with the MBTA. 18 19 think we're hopeful and I think there's a real strong 20 possibility. I'll also say that with the amount of development 21 22 that's happening, it's really to the benefit of the

developers and the City that this bridge gets built. So I think a collaboration is -- will happen and it needs to happen.

The commuter rail I think we're less -- it's less eminent. I think you're right; the MBTA is kind of the question mark in that regard. I think we all know the benefits of a commuter rail station.

You know, is that in the short-term view? I don't think so. I think that they're having conversations about if it's at Alewife, it can't be at Porter. Obviously, that's, you know, not an acceptable response.

So I think we continually need to work and speak with the MBTA. And I think as development happens and the area evolves, that conversation will get easier to have.

Parking ratios: Yeah, as you know, the City
Council eliminated minimum parking requirements. These
maximum ratios are very aggressive.

So as you may recall from the Alewife District

Plan, we did a Critical Sums Analysis, which is a

transportation basically demand of how intersections will

work in the future, based on future development projections.

We updated that analysis during this Working Group

process, and really tied those parking ratios to how much vehicles the intersections can support. So these are — these are Kendall Square—esque parking ratios. And we think they're the appropriate level. And hopefully as development happens, and as ways of commuting evolve, we can continue to ratchet that down.

It's also one of the ideas we are proposing:

Principal Use parking. Because the idea is if we don't have accessory use parking, then at a later date, we can convert those parking garages to another use when it's no longer needed.

MARY FLYNN: Great. Okay. More questions. Let's see. Ashley, do you have a question or not?

ASHLEY TAN: Thank you. Yep. So I was wondering for -- there was that concept plan or drawing of land uses and distribution of land uses: I think that's great, and I was just wondering how -- and I may have missed this entirely, but, like, what were the -- how is it going to be implemented? Is it via zoning map or is it just going to remain in the Alewife District Plan or the Design Guidelines? Particularly for the neighborhood uses. I know those are along certain corridors.

MELISSA PETERS: Yeah. So generally, the residential or commercial use is allowed district wide. So in selecting which sites we're more likely to develop one way or the other, it was a combination of understanding ownership patterns, what developers are likely to build there. We've obviously seen development plans from certain developers.

Also looking at, you know, parcel size and what's -- you know, what can be built there.

And so, it is -- it's not a clear prediction of what's going to happen, but it kind of lays out a vision that we think is helpful to guide development, particularly to guide the Planning Board in Project Review.

The Neighborhood Uses: There was a lengthy discussion of where those should be located. I think, you know, obviously there was conversations that needs to be visible, so there were conversations at the time like should it be on Concord Ave, should it be on Smith Place?

There's also the New Street Connection that will happen in the middle of the Raytheon complex, but I think Healthpeak is imagining a lot of ground floor uses along that New Street there.

So I think the idea was have them be concentrated. Recognize what the needs are for the district; that there might need to be a stand-alone restaurant in the back of the Quad to service commercial buildings there, and then more concentrated, mixed-in retail and other uses on Smith or this new Main Street that they're talking about.

MARY FLYNN: Okay, then, Lou. You have your hand up as well.

LOUIS J. BACCI, JR.: Yeah. I'm just curious in a kind of broad way, what was the response from the large landowners and so forth and developers? Was this something they felt they could work with, or this really just hang for a long time?

You know, if there isn't enough there for the developers to use it, then we'll have some more sales and a long time of doldrums. So I'm curious how -- what their reactions were to this. Kind of broad, and obviously this is very broad, so --

MELISSA PETERS: Yeah, absolutely. And we had developers represented on the Working Group. So we had Healthpeak representing the large developers. We also had the single site commercial and residential developers, and

1 kind of the more smaller-scale developers represented.

And I -- generally, it was really positive feedback.

I think, you know, there was a lot of discussion around of what the community wanted, but also what's needed in terms of if you really want to incentivize residential development.

So I think this mix really works, and there was a lot of transparency and openness between all parties of how we can actually make something that's actionable. And I also say, like, there was a back and forth of if we're really trying to get some of these lower-density legacy industrial, commercial businesses to turn into residential, how do we -- We need to allow for taller heights and a higher FAR for housing, which this does allow.

Infrastructure FAR: Will a developer just be able to contribute a partial amount to this, or will they need to provide the bridge and substation -- commuter rail station, or -- because that's what we've seen through the years is a lot of payments into this fund, but no bridge.

DANIEL MESSPLAY: Yeah. I might jump in there,

Melissa, if that's okay. 1 2 So Lou, you hit the nail on the head. I think one 3 of the first things we talked about during the Working Group 4 was the way the zoning is set up now almost seems like there's too many outs for somebody who wants to get that 5 6 bonus. 7 You could build a bridge, you could also, you 8 know, have land set aside for the bridge, you could make 9 other contributions. And the Working Group was very clear: No bridge, no bonus. 10 11 So what we did was revise that bonus language to 12 be very simple, very concise, very clear. If you want the 13 bonus, you have to build the bridge. There's no other way 14 to get the bonus. 15 LOUIS J. BACCI, JR.: Good idea. That's a hard one to crack, though. You're going to get a big development 16 17 to get that bridge. And that's all I have right at the 18 moment. 19 MARY FLYNN: All right, thank you. 20 Catherine, did you have any questions? CATHERINE PRESTON CONNOLLY: No, I -- as I think 21

many of the Board members will remember, I was on the

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initial Planning Working Group for the district plan and was
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    not able to serve on the Zoning -- continuing -- Working
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    Group because of time constraints, but really pleased to see
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    how it's been reflected in the zoning, and, frankly, that
    people have continued to learn from experience and be open
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6
    to what neighbors of all kinds -- whether the large
7
    developers or individual single-family homeowners have to
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    say.
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I do think the last development before the moratorium that got proposed set the precedent for exactly what Lou was talking about; that no bridge no bonus.

It's nice to see that that continues to be the -a point on which people have agreement, especially given
that there's a new developer in the room with the potential
to actually, you know, put together a project big enough to
sustain that.

So I just want to commend the Committee on their work, look forward to seeing the details, and to seeing this move forward and become the kind of place that I know everybody wants it to be.

MARY FLYNN: Great. Thanks. Yeah, I -- it just seems like such a switch to me from what we've talking about

all along in terms of the Light Industrial jobs and, you know, with a greater push towards housing, which clearly is needed. I have no problems with more housing.

I think, too, the idea that the idea of having the Neighborhood Uses is really important, because there are going to be transportation issues, no matter what, in this area. And so to the extent you can have the people who live there have their services very close by and not having to get into a car and go somewhere to get, you know, their half-gallon of milk is really going to be very, very useful.

But I am concerned about, you know, the Light

Industrial Uses that are in there, as well as -- you know,

new ones that might be wanting to locate. It's not -- is

the sense that you want to maintain -- at least maintain the

existing level of those jobs, or is it not that specific?

I mean, obviously there will be new jobs that come with the Neighborhood Uses, but they're not going to be the same quality of job and as what potentially is going to be lost.

So I'm just curious what kind of analysis was done on that, and how was the decision made to let that be less of a driving force?

MELISSA PETERS: Yeah. That's a great, great question, Mary. And it actually came back up significantly at our Working Group meeting last week when we presented the draft zoning and got feedback -- or two weeks ago got feedback from them that, you know, it's really both and Neighborhood Uses and Light Industry.

MARY FLYNN: Yep.

MELISSA PETERS: The Alewife District Plan had, as you recall, a separated -- or it's own zoning district for Light Industrial Uses, which didn't allow residential. And the idea was that the commercial development, the additional density allotted to that, would subsidize the ground-floor Light Industrial.

And I think when people actually realized what that meant in terms of traffic and the mix of housing and commercial throughout the district, people wanted more residential. And while they want that Light Industrial, they wanted that mix of ground uses. So it was a little bit of, like, how do we get all of these things that we want?

And so, I think it is a challenge and a tradeoff.

And, you know, I'm hoping that the incentives that we have
in place in the zoning can realize this in the future, and

particularly keep those businesses that are there now to 1 2 remain. 3 MARY FLYNN: Yeah, great. Yeah, that would be --4 would be helpful. Those are the kind of jobs that, you know, there's a whole population in the city that really 5 6 needs that type of job. And we're just not seeing too much 7 of it elsewhere in the city. So it's just something to think about. 9 But I do love the idea of creating this neighborhood that -- yeah, has much more vitality and 10 11 integration than what we've talked about before. 12 Are there any other comments from Board members? 13 Any final questions before we move on? 14 Well, as Melissa said, we'll be seeing the zoning 15 petition soon, so we'll have plenty of time to talk about 16 this in greater depth. 17 Okay, then, should we move on to the Our Cambridge 18 Street Study? MELISSA PETERS: Great. Okay. Me again. 19 I feel 20 like I should switch my blazer or something. So Our 21 Cambridge Street -- as you recall, we were here, I believe,

last fall presenting an Update to the Planning Board on the

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Our Cambridge Street Planning process.

Drew Kane, our Project Manager, kind of led this effort. He apologizes that he can't be there tonight. He had a family obligation. So I'm stepping in for him. So hope to do him justice.

Envision Cambridge identify the corridors as a place for moderate growth [unclear] the city and really a way to address many of the City's goals around increasing housing supply, improving mobility infrastructure, supporting small businesses.

And Cambridge Street in particular was identified as an area of initial study to take place, partly because of its location to all the development pressure that's happening in Union Square and Boynton Yards, also how it's in between Kendall Square and Cambridge Crossing, and really is at this crossroads.

It has a lot of opportunity with the Green Line Extension and just the nature of the area.

So we -- last time we were here we talked a lot about the process and the existing conditions analysis.

We'll focus more on what we learned from the public process and our study, as well as the vision and goals, and then

some high-level recommendations from the plan.

So just as a reminder, we did a very wide-ranging engagement strategy for this plan. We held community meetings, had in-person popups, Focus Groups with underserved communities, spoke with different stakeholder groups, had surveys. Really felt like we heard from a diverse range of Cantabridgians.

The study area was Cambridge Street from essentially is quite to Lechmere. We looked in terms of looking at residents within a quarter mile and looked a half ago mile from people who consider this part of their neighborhood.

We also recognize that Inman Square is a destination. And so, we wanted to also capture feedback from people who visit and come to the area to dine and play.

So the study area has about 22,000 residents -over 10,000 households. Tracks similarly to the city
average on age and income. There's slightly more seniors in
this area of the city and slightly higher poverty than the
rest of the city.

The population has been changing over time. Like the city, it's growing. It's actually gotten more diverse.

The diversity has changed from a few decades ago and is now more African-American than in the past.

We often think of Cambridgeside and particularly
Inman Square as kind of the restaurant scene for the city
and the region. And that is true. There's a number of
restaurants on Cambridge Street.

But there's actually a lot of variety of businesses which really makes this area so unique, diverse and resilient. So a variety of salons, neighborhood services, day cares. I'm surprised at how many actual barber shops there are in this area. So if you need a haircut, this is the place to go.

Part of -- again, that kind of diversity really makes this really resilient neighborhood Main Stret. It's also impacted by major national trends such as online shopping.

The new development that's coming from Boynton

Yards and others is going to be adding not only additional

commercial inventory that will compete with some of these

businesses, but also additional customer base in the form of

new residents.

What's unique about Cambridge Street is small

ground-floor spaces which kind of constrains the type of tenants, but also lends them to be more affordable generally than other places of the city.

And then of course because of kind of the heavy food beverage businesses on the corridor, there are a lot of intense deliveries.

Again, not unlike the rest of the city, there's a need for affordable housing. It's -- you know, like everywhere in Cambridge the cost of land is high. There's not a lot of suitable sites.

But in particular here, the parcel sizes are small. So it kind of limits a project to lower density construction. And the current zoning is limited to four stories. So the offsets to the additional development does not make for a lot of soft sites in the area.

So generally, we know Cambridge to be a diverse community; a really unique area with its own kind of small business feel; a lot of immigrants, business owners. We're certainly challenged with what this means in terms of housing and how these retail services are going to compete as the area evolves.

So the plan was organized around four themes: So

vision: Our Cambridge Street is the model for 21 -century main streets. It's inviting, local, affordable, accessible, and resilient. So what do we mean by each of these?

Inviting: This is really about maintaining a welcoming place for people to come live and visit, kind of celebrate the history and diversity of Cambridge Street and staying true to its uniqueness.

Local: This is about recognize the importance of the small business community and looking for opportunities to help support them and support diverse businesses in this area and allowing residents to be able to meet their daily needs on the corridor.

Affordable: The affordable really is about affordable housing and how can more people stay in Cambridge and move to Cambridge. So talked a lot about recommendations about using Cambridge Street as opportunity for additional housing development.

Accessible and Resilient: This is about making
Cambridge safer for everyone. We didn't talk specifically
about the right of way, because we aren't designing for the
right of way, but certainly this plan talked about how
people can feel safe moving around the corridor, how you can

walk, bike, take the bus and drive and how all of that can be accommodated, including loading and delivery needs.

And then we talked about how we can improve public space and public realm on Cambridge Street, including making it more resilient to climate change.

So Recommendations: The recommendations are categorized by theme.

So Inviting: How can we continue to welcome diversity and celebrate our history as a destination and a culture, while embracing change? So the first recommendation was celebrate the unique identities along Cambridge Street from one block to the next.

We often think of Inman Square as the destination center of this corridor, but really there are so many unique, interesting points along the corridor that need to be celebrated and elevated, and a lot of improvements we can make to their identities and connection to people who live and work here.

Something I think this corridor does extremely well -- bring the community together and celebrate diversity. Just this past Sunday, there was Inman Eats & Crafts. Lots of festivities that happen throughout the

year, often we continue to feed additional programming, festivals and events.

Local: How can we support a mix of vibrant local and small businesses? Some recommendations for this theme were around helping small businesses create active ground floor frontages. This includes things like expanding our storefront improvement program, marketing our city programs like outdoor dining, public patios, developing Design Standards and Guidelines.

As you know, we're simultaneously working on citywide Urban Design Guidelines that are going to have recommendations for the public realm.

Continue to celebrate diverse businesses: Again, continuing our work with the BIPOC Business Advisory

Committee, really targeting and uplifting women and minority-owned business and adding grants and technical assistance to existing legacy businesses.

Work to maintain abstinence and supply of affordable commercial spaces: Ideas include how we can leverage new development to subsidize affordable storefronts. So an idea to look at the idea of creating inclusionary commercial spaces, maybe even looking at a

master lease model with a land trust or redevelopment authority, where businesses can have a predetermined price that will allow for more opportunities for people to access and start their own business.

Affordable: How can families, seniors, children, foreign born residents, people of color; those with disabilities and all economic and educational backgrounds continue to call this street home?

First, we've got to preserve the existing housing stock we have. There are a lot of low-density, preexisting residential uses on Cambridge Street. We want to make sure that those aren't converted, first and foremost.

Secondly, is we want to encourage higher density mixed-use residential development along Cambridge Street.

So what the plan is recommending it that the current BA

Zoning District would be a new Cambridge Street Zoning

District, and that we would increase the allowable heights for mixed use residential buildings from four stories to six stories.

We would incent that the ground floor be an active use. So you can see in this example for a building on a 10,000 SF parcel at the current zoning, you can do three to

four stories and yield approximately 10 units. Under this new zoning, you'd get approximately 24 units, and also trigger the inclusionary zoning.

Maintain density limits at commercial only buildings: So while we're increasing heights and density for residential, we're keeping commercial the same. This, again, is really the focus on housing, and we don't want to encourage additional commercial only buildings, only have that active ground floor uses.

Additionally, we recognize the importance of stepping down to neighboring zones. And so, we're recommending that the fifth floor there be a stepback, and also on the side streets.

And we did recognize that, you know, while most of the corridor is not very wide, that there are opportunities for additional density and height, and in particular along the Webster, Columbia Street and Windsor Street area. And this is where we're recommending 11-12 stories of residential development.

And we're also recommending that the frontage of that be limited to six stories, and then you can build higher in the interior of the site up to 12 stories.

Again, we want to continue Cambridge Street to be a main street, so incentivizing desired ground floor uses, everything from our beloved retail and restaurants and bars, but also other things like libraries and community spaces and arts and cultural spaces.

Accessible and Resilient: How can we create a truly safe and sustainable public realm and a healthy, walkable environment that serves as the heart of our community?

So we talked a lot about how we can enchance the street for people walking. As you know, the sidewalks on Cambridge Street are very narrow. We want to provide opportunities for additional sidewalk width during new construction, so we're recommending that there be a building setback in areas where there could be space for outdoor dining or other public use.

And this space would also be used for resiliency measures as well.

Look for opportunities to streamline deliveries:

So we recognize that deliveries and loading are an important part of our current management strategy; how can we designate areas that are loading zones to make it safer for

all users? And so, that is a recommendation of this plan.

And Looking for opportunities to address parking:
So there's a citywide parking study that's recommending
changes, particularly how we can find opportunities to use
existing inventory as efficiently as possible.

And Maximize all open spaces as assets to cultivate community interaction: So really looking at the design of the public realm on Cambridge Street, how we can transform existing open spaces so they're more utilized and welcoming. And also, we have opportunities for new public spaces, which you may know is part of the Grand Junction Project.

We're getting a new pocket park on Cambridge

Street along the path. While that construction is, you

know, several years out for that permanent park, we are

hoping to have a temporary installation later this year at
that site.

Also want to partner with our private property owners to create new temporary public spaces. I think we learned from COVID the potential of our community to come together and meet outside and create these welcoming spaces. How can we continue to do that, both on private and public

1 spaces.

And then lastly, Integrating measures to future Cambridge Streets; of course integrating our climate change adaptation measures into this zoning.

So I'll end there.

MARY FLYNN: All right. Thank you. So let's turn to Planning Board, then. Who has a question at this point or a comment? We can do those.

[Pause]

Quiet group. No, here comes Lou. Lou, what's your thoughts?

LOUIS J. BACCI, JR.: Well, you may not agree. A lot of the environmental things I agree with: More trees, some timed loading zones.

I think it will be a long time before we gain any wider sidewalks, hopefully, because I think that development is actually the death note for Cambridge Street in its present condition that we enjoy.

Right now, within a quarter of a mile in each direction where I live there are four businesses that are closed now. There is increasing pressure. If there is any development, we'd lose our existing businesses. This is

kind of a proven thing now. They never come back. The duration of construction and the higher rents; they never seem to come back.

And talking with some of the business owners and property owners in the neighborhood, basically they're waiting for this change to occur, and they're gone.

The additional FAR that would be gained in a lot of these properties are basically an early buyout for retirement money. They're going to sell their properties and run. This is really going to take the soul out of Cambridge Street. It just becomes an Anywhere U.S.A.

The reason why it has been successful so far is because basically it was left alone. There wasn't a lot of involvement from the City. People took care of it, supported their local businesses. I don't know if that's exactly going to happen if we double the population. It just won't be the same place.

Some of the additional height: I understand what we're trying to do, but we're just going to build more expensive housing. The property values will go up, because of the additional FAR, and therefore the prices will have to go up to match. Never mind the shading problems of all the

properties behind all these taller buildings on the north side.

I don't know. I hate to be this negative. But I think this is the end of Cambridge Street as we know it, and I don't think it will be a positive change. So that's where I am.

And talking with my -- and by the way, I hate to be this negative, but the outreach was horrible. I live 600 feet from Cambridge Street; I was never invited to any of this. And a lot of the residents of East Cambridge feel the same.

A lot of our newer residents seem to have been involved in this, and I watched every video of every meeting. And I didn't se any of my neighbors. I didn't see any of the business owners. I don't know why they weren't involved, but I know they weren't. And this is a shame.

And it's going -- I don't know if people think this is just inevitable and they don't have enough input to make any changes. This is a sad situation. Most of the long-term residents here just don't think this is a positive move. Very little of it.

Some of it is okay. I mean, like I said, there is

some positive stuff about trees and loading zones, and maybe we should have timed loading zones and trying to make the place a little more livable.

But increasing the FAR and the rest: It's just going to change it, and it won't be overnight maybe, but it will be quicker than you think. I think the development community is waiting for this.

And high-priced apartments are -- I'll give you a perfect example: On my street, 2,700-square-foot lot, single-family house was there. Got bought by a developer. How it has three million-dollar condominiums being built.

I don't know who we're helping with this. These will be bought by investors and rented out for very high prices, and we lose our community. We have a very transient population now. And it's just going to get worse. No one can stay.

So that's where I see it. Sorry to be that negative, but that's how it see it from this end of the city.

MARY FLYNN: Melissa, I'm curious in terms of some of the businesses, just to follow up on Lou's issues. You know, I noticed on the chart, like the time that you did the

analysis, there were like 23 vacant storefronts. And I'm curious as to whether there were conversations with the owners of those spaces as to why they were either choosing not to rent out or why they couldn't? You know, what were the forces that they were up against?

MELISSA PETERS: Yeah. So we did have a number of interviews with business stakeholders. I'll say to Lou's comment, we -- Lou's comment about engagement, it certainly wasn't a one-side-fits-all approach. We didn't expect everyone to come into a public meeting; we would capture them different ways.

So there were surveys. We had the consulting team and staff go door-to-door to businesses, set up meetings and talk to them about what they see as major issues. Not surprising: Loading was up there, rents.

You know, we went to the neighboring groups, East Cambridge Planning Team, Inman Square Neighborhood Association, had many conversations with different groups, as well as tried to catch people who were just visiting the area at popup events. So it really was a wide net to kind of capture as many people as possible. Certainly, we're not going to capture all 20,000 residents but we do hope that

people knew the process was active and could participate if they wanted.

But yeah, you know, I -- you know, Lou, I hear you. I think, you know, you made valid points. And I think there's definitely a change that's coming that is just scary for people who have been here for a long time. And I recognize that.

MARY FLYNN: It's interesting. I mean, growing up in the city, it does feel like one of the few places that hasn't really changed all that much but -- and I think it's due to the success of so many smaller businesses, really, that have -- you know, been passed down through generations.

And, you know, even in my own neighborhood up here, I mean, I see some of the that stopping. You know, we used to have this wonderful little grocery store down the street, which is still a retail store.

But the family -- you know, they managed it for three generations. They just didn't want to do it anymore. So, you know, I mean sometimes it is just hard to hang on -- you know, because people have different ideas about what they want to do with their property and their lives.

So Ashley -- oh, I'm sorry, Melissa, did you want

to say something more?

MELISSA PETERS: No, just quickly, like, I think, you know, I think what Cambridge Street still has going for itself is the small parcel sizes, so that these --

MARY FLYNN: Yeah.

ASHLEY TAN: -- are small and can, you know, attract more affordable rents. And I -- and again, we really looked at different economic development strategies of how we can have master leases and inclusionary type units.

So we do recognize that that is a risk to the valuable diversity that these businesses bring to the life of Cambridge Street. I'm -- I live on Cambridge Street as well. It's my favorite part of the city. I don't know if I should say that publicly. But it's -- you know, recognized, like, the unique diversity and kind of charm that Cambridge Street has, and how we can preserve that, while also allowing new people to move to Cambridge, stay in Cambridge, recognizing that, you know, housing supply on Cambridge Street alone won't solve the housing crisis, but throughout the city and regionally, how we can start to bend the curve.

And then, obviously, create and trigger the

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Inclusionary Zoning Ordinance, which does allow people of
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 2
     low incomes to let them stay in the city.
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               MARY FLYNN: Ashley, your hand is up. What
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     question or comment do you have?
 5
                            Thank you. Mine is a comment.
               ASHLEY TAN:
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     think one of the things I think makes Cambridge Street so
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     charming is it's quiet and it's -- I guess lack of density.
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               On the other hand, it also means there is a lack
 9
     of squares -- or it's hard to -- it's hard to go to
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     Cambridge Street, like one cross-section to get multiple
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     things. And so, I like the idea of the squares.
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               And maybe one thing that -- to Lou's point --
    maybe one way to address some of his concerns, and I don't
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14
     know if it is something that was thought of as maybe phasing
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     in this Cambridge Street new zoning by focusing on the
     squares first, and then years later, you know, that's going
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    well then to extend that to the rest of Cambridge Street.
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     That was just something I was thinking of.
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               MARY FLYNN: Thank you. Ted?
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               H THEODORE COHEN: Well, my first question is was
     there -- this study and this work, was it mostly in house by
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22
     Staff, or was there are committee similar to the Alewife
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Study Group? Because I was looking for names of people who might have been involved in it, just to see what the diversity of people was. Just curious about that.

But I mean I acknowledge what Lou was saying, but from my point of view, you know, we're at a strange time where we keep talking about first floor, ground floor retail, when retail is really undergoing massive changes -- you know, worldwide. And there are vacancies, you know, all over Cambridge, all over Boston, all over Manhattan -- just everywhere it's the same situation.

So, you know, trying to plan for filling all these spots I think is difficult right now. On the other hand, we just have to build housing.

I mean, you know, Steve is not here tonight, but he would argue that everything's going to be expensive because the cost of construction is expensive. And to simply -- I don't think we can simply turn our backs and say we're not going to build anything.

And so, the fact that there are so many one-story buildings all along Cambridge Street, or two-story buildings that all ought to be, you know, three- four- five- and you know, if you have setbacks and you can go to six- and seven

- in some other areas, it just seems to me we have to be building this.

There is pressure for more and more people to come to Cambridge. There's pressure for, you know, as the Volpe parcels get developed, there's going to be tremendous influx of people who are working in there, and the residence they're building there, it is not going to be sufficient for all the people who want to live near where they work.

And yes, it's going to displace existing people, but I think we've got to do as much as we can to build more housing. And, you know, it has to happen here, it has to happen in North Cambridge, it has to happen in West Cambridge. It's just got to happen throughout the city.

And, you know, it seems like this is a logical plan. I don't agree with everything, but it seems to me that, you know, these are things we have to be looking at and thinking about, and, you know, working on for the future of the city.

And I acknowledge it's going to be tough for a lot of people but, you know, things change. You know, we're in the 21. We're talking about different technologies and different attitudes, and we can't just say that, well, you

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know, the people have always lived this way and we shouldn't
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 2
     change things. So that's where I am. But I would be
 3
     curious to know who was involved in coming up with this
 4
    plan.
 5
               That's my comments.
               MARY FLYNN: Is that information on the website,
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7
    Melissa?
               MELISSA PETERS: So all of our project materials
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     are on the website. To answer Ted's question, we did not
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    have Working Group, like we did for the Alewife zoning
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    process. We think, you know, Working Groups are excellent,
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    but only when they're truly representative.
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               And we decided at this time it was in the middle
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     of COVID, and we didn't think we could get a diverse and
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     representative group. So what we did instead was use the
    variety of engagement methods to hear from everyone and
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17
    worked with the consultant team to synthesize and understand
     the diverse views of the community.
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               MARY FLYNN: Catherine or Hugh, do you have
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     anything you want to add? Questions/Comments?
               CATHERINE PRESTON CONNOLLY: Well, I can chime in.
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     I mean, I think Lou and Ted have accurately synthesized the
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1 tension --

MARY FLYNN: Yes.

CATHERINE PRESTON CONNOLLY: -- that the City is dealing with here. And it would be naïve to pretend that tension doesn't exist. It is -- I do think it's unfortunate that we don't have that same kind of Working Group for a study like this, because it is challenging to get agreement on it.

People will always feel not represented if the outcome is not what they expected or wanted. But, if they at least feel like people like them are in the room, then there's a better chance that they may say," Well, I didn't get it, but I understand how we got here, and I may not like it, but I was in the room." And sometimes that's the best we can do.

So I don't love that, you know, I will say I live further away from Cambridge Street than Lou does, and I definitely got flyers and notices about events in Inman Square, which is about a mile from my house. So there was some outreach that got to people. Maybe not to everyone, and during COVID is a hard time to reach everybody.

Yeah, it's just -- it's unfortunate, because it's

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so important, and frankly I tend to agree with Ted in terms of we need housing, it's an appropriate place for more zoning -- or for more housing, for more density.
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And to a certain extent, I do feel like, you know, there's an inevitability here. But I also think it's really important to hear from the stakeholders who are living there now, and where they're not feeling heard from, I take that seriously.

So I just -- I guess I'm more concerned about the process than necessarily the recommendations. The recommendations, you know, might be 100 percent fine with me, but I live a mile away, I haven't been in Cambridge my entire life -- more than half of it at this particular, but not my entire life.

And, you know, it's just -- I know nobody wants to lose three years out of their lives. God knows, none of us wanted it. But it is -- boy, it -- it's important to make sure that we're taking the time to get these things right. So that's where I am.

MELISSA PETERS: Yes. If I could just respond to that, Mary?

22 MARY FLYNN: Sure.

MELISSA PETERS: Thanks, Catherine. Agreed completely. It's -- you know, I think a Working Group really is helpful to have that synthesis of information and decision-making.

The concern, again, was during that time in COVID, like, we didn't think we'd get a diverse group, and it would just exacerbate the problem. And the people who were most harmed by COVID wouldn't be able to participate who we want to participate. So that was a consideration.

We also, to your point -- and this was more in the presentation in October, and we can continue to emphasize this -- we did track demographics for all our different outreach efforts. And it still skewed predominantly, as all processes skew: Whites, older, homeowner, affluent. And that's -- and then we continue to modify our approach in outreach to reach people we were missing. So there really was an intentional effort to reach and have a representative group.

I think COVID did provide a daunting challenge to an always daunting problem for planners, but we do recognize your point, and it's good feedback.

MARY FLYNN: Yeah. And there may be a way moving

forward to consider having a Working Group to work on or modify some of the -- what's been done so far, or, you know, suggest modifications anyway.

Because my sense of it is just that there are so many competing wants and needs for this very small area of real estate, you know, whether it be the trees or bigger sidewalks and -- you know, there's only so much real estate, right? Between the property line and the property line across the street.

So, you know, trying to figure out how to deal with the loading and -- again, you know, it's like sometimes I think, you know, the zoning will provide opportunities for people to be commenting.

So maybe you have a district like we have in Central Square or Harvard Square where people and a community review it and comment on things before they come to that, or as part of the Planning Board special permit process.

I mean, I think there are still a lot of ways that community can be involved with. But one question I do have is sort of what is the status of, like, the zoning proposal and what are the next steps in all of this? Because I'm not

1 really clear on all of that.

MELISSA PETERS: Yes, so our goal is -- you know, always quickly to move from Planning to Zoning implementation and in a short period of time, we've been working with the Zoning and Development team to draft zoning that would realize the goals of this planning process.

The goal is to get something to Council this year -- hopefully in the next two to three months.

MARY FLYNN: Yeah. Well, I think it's worth taking -- in my opinion, anyway, it's worth taking a little bit of a breather, just among staff and thinking about, again, sort of this, you know, sort of dichotomy of -- I'm not -- Catherine phrased it better in terms of the tension.

And just see if maybe there is a way to add in, like, one final layer that does ensure the right mix -- "right" is not the right word, but you know, a mix that is a little bit more reflective of the immediate community.

And I'm not saying throwing the whole thing out,

I'm saying just get more comments from them on what works

and what doesn't from their perspective. I know it's -- you

know, a lot of work has already gone into it, but it is

going to have an impact on this area, and a significant one.

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And it just seems as though, with everything else
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     that's going on in the city that it's one area where maybe
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     you could take a little bit of a breather and just make sure
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     that the package that's finally put together does address a
     lot of -- or at least acknowledges a lot of those concerns.
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               Lou, your hand is up. Is that from before? Yeah.
 6
7
    Okay. Are there any --
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               LOUIS J. BACCI, JR.: No, that's -- no, it's -- I
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     kept it up. I put it back up and it's been up for a while,
10
    but I wanted to --
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              MARY FLYNN: Oh, okay.
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               LOUIS J. BACCI, JR.: -- let everybody speak.
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              MARY FLYNN: Okay. Do you have anything --
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              LOUIS J. BACCI, JR.: I do see how this is a fait
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     accompli. This is going to be implemented in months, and
     then construction will start in a couple of years. And I
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     don't blame -- I'm trying not to blame the City for the
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     outreach problem. There were some technical problems that
19
    were hard to overcome.
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               But as far as I saw on all the meetings, we
    contacted about 1,400 people participated in this overall,
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    out of what, 30,000? 20,000? It's not a very big number.
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And it looked -- like I said, I watched all the videos. I went through from the first to the last. I didn't see a good representation there.

Early on there was a little bit more of a broader representation then later on into the meetings, I don't know if it just became fatigue -- you know, but the representation seemed to narrow quick. That's all I can say.

And this is going to be implemented. Everyone knows this is -- there's no -- this is on a fairly fast track to be implemented, whether we like it or not, and that's the problem.

So I don't know what it'll take, but I don't think it was well done. I don't think -- I think the outcome will be disastrous. I think a lot of my neighbors and longtime residents in the area think so also, and basically, they're not participating because of what I just said: This is inevitable, this is going to happen, whether they like it or not.

And that's a sad thing, because we're going to lose -- I think what has been for the last couple hundred years a pretty stable neighborhood, and where else do we

have these feasts and outdoor activities and longtime -we've lost a lot, but longtime retail. This doesn't happen
anymore.

And I think with the changes that are coming, we will lose it, and I think that's a very valuable thing to lose. And it's kind of a sad day. So that -- again, I try to be upbeat on this stuff, but man, this one's kind of hitting home. So I had to say something.

MARY FLYNN: All right. Well, your comments are very well taken. I understand where you're coming from.

Iram, did you want to say something?

about the potential outcomes of what is being discussed.

But I did want to step in and push back a little bit on the process question because I have seen 1,400 people during the height of COVID in one process centered on one corridor is actually an astoundingly large number.

There are very few Planning processes that are able to engage that number of people, even when we are looking at larger areas like all of East Cambridge and all of Kendall Square.

We -- it's not common to engage with that large of

a group. It is possible that it is in fact -- you might say that the team did a -- did what we are not always successful at doing, in actually engaging a broader group than we normally are able to engage. Because normally we get the same folks. And this team actually stretched that.

And I think that that -- that might be what is being witnessed in terms of people that are new and different who are in the meetings.

And I will say that I really do appreciate this, the concern about Cambridge Street and about Inman Square.

And they've been -- they're such a unique part of Cambridge.

And this corridor has been, you know, sort of like the classic when you think, even as an urban planner you think about it.

I don't live on Cambridge Street anymore, but I did. And it was wonderful to be able to say that you live in a mixed-use building on a mixed-use corridor in this really diverse neighborhood. It is still important to know -- I mean, to remind ourselves that the -- we have all worked very hard on getting the Green Line Extension --

MARY FLYNN: Mm-hm.

IRAM FAROOQ: -- and getting all of those

connections that will get people on the train and better connect Cambridge, the eastern part of Cambridge to -- both to downtown Boston and communities west.

And what that means is that there is now a train Station really close to Inman Square, and an area that was not previously as transit connected is now going to be much more transit-rich and will draw people in a way that it never did before.

Which means that the -- if we don't in fact allow change and encourage additional housing, what we have there is likely to transform into more expensive housing anyway.

So I think that in some ways there are -- we are dealing with some aspects that are inevitable, and trying to given the circumstances at this point, which are actually positive things, but they have repercussions that mean that we have to adapt and change and figure out how to make things work for the Cambridge community as well.

And I would say that having more -- you know, when you think about the retail -- having more residents in the area is one of the only things at this point that can in fact support the retail that we do have, because as Ted was saying, people are not -- like there are different patterns

of consumption and different patterns of shopping. And so we need more people than we ever did before, in order to support the same amount of retail and for it to be successful and thrive.

So I just -- I do want to make sure though that the -- when we walk out of here, that the sense is not that this was -- this was not a good process, because I will say that I'm very proud of what we were able to achieve in this process, even in the midst of COVID, in engaging an extraordinarily large spectrum of the population and go deeper into communities that we're not typically able to reach.

MARY FLYNN: Yeah. I think, you know, accomplishing something like this not -- at any time, much less COVID -- as you say, it's a very high number of people participating.

I understand Lou's point when he says he didn't see people in the room. And, you know, as he said, maybe they all did just think it was inevitable.

But, you know, again I -- certainly getting that number of participants and using the various methodologies that you did use, I think is -- is terrific. And you guys

should be commended for all the hard work.

And, you know, I think that Lou's point is just that, you know, if there is a group out there that is a long-term group that's feeling disenfranchised for whatever reason, you know, that needs to be acknowledged, and, you know, perhaps there's a way at this point -- I'm just thinking of ways to either make them more familiar with it, address some of their concerns.

I know I say it -- it sounds like it's easy -- I know it's not; I know it is -- it takes a lot of time and effort. But, you know, when I go back -- and I do think that, you know, change is inevitable.

And when I worked for the City many, many years ago and we started the East Cambridge Stabilization

Committee, we did it because we wanted to be sure that the Riverfront project didn't have -- didn't result in the gentrification of the neighborhood; that it didn't -- you know, impact property values to a huge extent.

So, you know, it engaged a group of residents to help work on things that were of value to the community that would have them stay. But that was -- dare I say it -- like 40 years ago.

And at a time when the city was having a hard time bringing development in and now, you know, the entire region has development, and a lot of it. And so, these economic pressures are unlike we've ever seen or at least -- you know, in recent years. I mean it's just crazy what the city is facing. So I understand. I mean, I would love to see Cambridge Street stay the way it is. I think it's just awesome. But it's just not realistic. It doesn't mean that you can't do things like you're trying to do to keep the retail and all of that.

But, you know, even -- there are so many of us who are Amazon shoppers these days; we're not helping out our own local community and that's -- I'm one of them. So I'm chiding myself. So.

Anyway, just more food for thought. There will be way more discussion when we get to zoning. And I'm sure there will be lots of other implementation things that come out of it, because as I said, you get all of these other issues with street trees and parking spaces and loading areas and there will be a lot of further discussion.

Alright, any last comments before we wrap up? No. Okay. Well, thank you all very much.

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Melissa, thank you for the presentations.
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2
     you to my fellow Board members for your candid comments.
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     They are much appreciated. And could I have a motion to
    conclude this discussion?
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              LOUIS J. BACCI, JR.: So moved.
              MARY FLYNN: Thank you, Lou. Is there a second?
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 7
              CATHERINE PRESTON CONNOLLY: Catherine second.
 8
              MARY FLYNN: Thank you, Catherine. Could we have
9
    a roll call vote, Daniel?
10
               DANIEL MESSPLAY: Sure. Roll call on that motion.
11
    Lou Bacci?
               LOUIS J. BACCI, JR.: Yes.
12
13
               DANIEL MESSPLAY: H Theodore Cohen?
14
              H THEODORE COHEN: Yes.
15
              DANIEL MESSPLAY: Hugh Russell?
              HUGH RUSSELL: Yes.
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17
               DANIEL MESSPLAY: Ashley Tan?
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              ASHLEY TAN: Yes.
               DANIEL MESSPLAY: Catherine Preston Connolly?
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20
              CATHERINE PRESTON CONNOLLY: Yes.
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               DANIEL MESSPLAY: And Mary Flynn?
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              MARY FLYNN: Yes.
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               [All vote YES]
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               DANIEL MESSPLAY: That's all members voting in
     favor.
 3
              MARY FLYNN: Thank you, Daniel. So that concludes
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     our business this evening. Are there any additional
    comments from Staff?
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               DANIEL MESSPLAY: Not at this time. Just a
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    reminder we've got the holiday next week, so no Planning
    Board next week. We'll see you guys in June. Have a great
9
10
    holiday.
11
              MARY FLYNN: Okay. Board members, anything more?
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    No? All right.
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               Well, it was great to see everyone, and have a
14
    very happy Memorial Day weekend. Hopefully the weather will
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    be great. And with that, we are adjourned. See you in a
     couple weeks. Thank you.
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17
               COLLECTIVE: Thank you, goodnight.
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               UNIDENTIFIED: Thank you, everyone. Goodnight.
     [08:28 p.m. End of proceedings.]
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2	Page Line 'Change From' 'Change To' Reason for change
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16	Board, and except for any corrections or changes noted
17	above, I hereby subscribe to the transcript as an accurate
18	record of the proceedings.
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21	Name Date
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2	Commonwealth of Massachusetts
3	Middlesex, ss.
4	I, Michele Dent, Notary Public in and for the
5	Commonwealth of Massachusetts, do hereby certify that the
6	above transcript is a true record, to the best of my
7	ability, of the proceedings.
8	I further certify that I am neither related to nor
9	employed by any of the parties in or counsel to this action,
10	nor am I financially interested in the outcome of this
11	action.
12	In witness whereof, I have hereunto set my hand this
13	
14 15	MolulOluX
16	Notary Public
17	My commission expires:
18	June 12, 2026
19	
20	Michele Y. Dent Notary Public COMMONWEALTH OF MASSACHUSETTS
21	My Commission Expires June 12, 2026
22	

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