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PLANNING BOARD FOR THE CITY OF CAMBRIDGE  
GENERAL HEARING

Tuesday, July 26, 2011

7:00 p.m.

in

Second Floor Meeting Room, 344 Broadway  
City Hall Annex -- McCusker Building  
Cambridge, Massachusetts

Hugh Russell, Chair  
Thomas Anninger, Vice Chair  
Steven Winter, Member  
H. Theodore Cohen, Member  
Ahmed Nur, Associate Member

Community Development Staff:  
Susan Glazer  
Liza Paden  
Roger Boothe  
Jeff Roberts

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GENERAL BUSINESS

None

## P R O C E E D I N G S

(Sitting Members: Hugh Russell, Thomas Anninger, Steven Winter, H. Theodore Cohen.)

HUGH RUSSELL: Good evening. This is the meeting of the Cambridge Planning Board, and the first item on our agenda is the Board of Zoning Appeal cases.

LIZA PADEN: There are no Zoning Board of appeal cases. BZA cases aren't available until the next meeting which will be next week.

HUGH RUSSELL: Now, was there something that was being heard Thursday that we discussed at our last meeting?

LIZA PADEN: Well, I know that Brattle Circle is on the Board of Zoning Appeal case list for Thursday.

HUGH RUSSELL: Okay, that's it.

LIZA PADEN: I think that was it. And I think what you decided is after the hearing tonight you would have comments on

1 that.

2 HUGH RUSSELL: Okay, great.

3 And are there transcripts?

4 LIZA PADEN: I'm not caught up on  
5 the transcripts. I'm sorry.

6 HUGH RUSSELL: Okay. We're  
7 devastated.

8 Susan, would you like to give us an  
9 update?

10 SUSAN GLAZER: Okay. This is our  
11 last meeting in July.

12 Our next meetings are scheduled for  
13 August 2nd and August 16th. On August 2nd  
14 there will be a public hearing on a major  
15 amendment for the Homes Trust Building in  
16 Central Square. They'd like to convert some  
17 of their floor area that is now commercial to  
18 housing.

19 And then under General Business,  
20 there's an amendment for Cambridge Research  
21 Park for your review, as well as the design

1 review of 225 Binney Street. This is the  
2 third of the Alexandria buildings. This is  
3 -- would be a new building for Biogen IDEC,  
4 which is moving back to Cambridge.

5 On August 16th there are three --  
6 actually, two hearings if I'm right, Liza?  
7 The schedule keeps moving around. The Norris  
8 Street extension expires on the 7th of  
9 September, so the Board will have to take  
10 action as to whether to extend that or not.  
11 And then, also, there's a Harvey Street item  
12 that is still outstanding that I think the  
13 petitioners would like to take up again on  
14 August 16th.

15 In September the meetings are September  
16 6th and September 20th. On the 6th will be  
17 the first of the Special Permit public  
18 hearings for the new EF Building in the  
19 eastern part of Cambridge. And on the 20th  
20 there will be a public hearing on the  
21 conversion of part of the Archstone property,

1 the Maple Leaf Building, non-residential to  
2 residential use. And somewhere in September,  
3 we will have a continued discussion of the  
4 MIT zoning.

5 HUGH RUSSELL: Okay, thank you.

6 THOMAS ANNINGER: Can I ask you a  
7 question?

8 On the Biogen building, 225 Binney, did  
9 you say?

10 SUSAN GLAZER: Yes.

11 THOMAS ANNINGER: And you said that  
12 now belongs to Alexandria?

13 SUSAN GLAZER: Well, that is one of  
14 the parcels for which Alexandria received the  
15 PUD Special Permit. So it falls under the  
16 Alexandria PUD.

17 HUGH RUSSELL: So that's the last  
18 one down on the right so to speak as you're  
19 headed down --

20 THOMAS ANNINGER: Is that in the --

21 ROGER BOOTHE: It's across the

1 street. It's the one that has the two  
2 historical buildings which they promised to  
3 save which they are doing a really nice job  
4 integrating it into the building now.

5 THOMAS ANNINGER: That's what I  
6 thought, it was not the building in the curve  
7 because that's the MXD District.

8 ROGER BOOTHE: That's MXD, right.  
9 They are planning to do that building, but  
10 it's not a Special Permit.

11 THOMAS ANNINGER: That's exactly.  
12 Can I raise that, though, as something to  
13 talk about, because I was thinking as I read  
14 about Biogen, that we've always tried as best  
15 we could to have a representative working  
16 with you as they work with Boston Properties  
17 and Cambridge Redevelopment, and I don't  
18 think we have someone now to do that.

19 ROGER BOOTHE: I thought you were  
20 actually the last Planning Board  
21 representative who came to some of those

1 meetings, I'm not sure.

2 THOMAS ANNINGER: That was a long  
3 time ago.

4 ROGER BOOTHE: That's at the Board's  
5 pleasure, I guess, if you want to have  
6 someone there.

7 THOMAS ANNINGER: I don't think I'm  
8 the right person anymore for reasons that I  
9 don't think are worth talking about in this  
10 forum. But maybe Hugh, if he's willing to do  
11 it as Chair of the Board, and very familiar  
12 with those issues might be willing to do  
13 that. I think that's important. It's the  
14 best we've got with what can be a difficult  
15 situation.

16 ROGER BOOTHE: Well, it's the  
17 Board's pleasure. Certainly I'll be happy to  
18 coordinate if that's what you want to do.

19 HUGH RUSSELL: I think we do need to  
20 be represented. I think it can only help.  
21 Is Biogen proposing to build on the MXD site

1 also at this time?

2 ROGER BOOTHE: Biogen is planning to  
3 build on the site on the curve that Tom's  
4 referring to. And they're planning to do  
5 pretty much the same design that we looked at  
6 several years ago. They're not planning to  
7 modify the whole lot.

8 THOMAS ANNINGER: Right. That may  
9 be somewhat out of date as we've gotten  
10 better at Binney Street. And so there may be  
11 some call for updating. I think a lot of the  
12 buildings that came out, even as many as six  
13 years ago, look different today.

14 ROGER BOOTHE: Yes, I do think we've  
15 gotten better, especially with dealing with  
16 the rooftop mechanicals.

17 THOMAS ANNINGER: There's that and  
18 also however it relates to the street.

19 ROGER BOOTHE: Yes.

20 THOMAS ANNINGER: I was hoping that  
21 we would spend a moment on that before it

1 happens rather than when it gets hot.

2 ROGER BOOTHE: Well, I'll certainly  
3 be attending, and if the Board wants to have  
4 someone come along, just let me know and I'll  
5 make sure you know about the date.

6 HUGH RUSSELL: Okay, why don't you  
7 keep me and Tom informed about when the  
8 meetings are.

9 ROGER BOOTHE: Okay, I'll do that.

10 HUGH RUSSELL: Unless there are  
11 others who would be interested?

12 Are the meetings during the day?

13 ROGER BOOTHE: Beg your pardon?

14 HUGH RUSSELL: What time are the  
15 meetings?

16 ROGER BOOTHE: They typically have  
17 them at eight a.m. or thereabouts. Usually  
18 early morning meetings.

19 HUGH RUSSELL: Is there anything  
20 else we want to talk about? We have until  
21 7:20. We can start talking about the bicycle

1           peti ti on.

2                   SUSAN GLAZER:   Ri ght.

3                   HUGH RUSSELL:   Let' s do that.   Thi s  
4           i s a publ i c heari ng on the Ci ty Counci l  
5           peti ti on to create publ i c bi cycl e shari ng  
6           stati on as a part of the ci ty' s new regi onal  
7           bi ke share program.

8                   CARA SEIDERMAN:   Good eveni ng.   For  
9           the record, my name i s Cara Sei derman.

10           C-a-r-a S-e-i -d-e-r-m-a-n and I' m a  
11           transportati on program manager wi th the  
12           Communi ty Devel opment Pl anni ng Department.

13                   So, i n order to frame the di scussi on,  
14           we j ust wanted to gi ve a l i ttle background on  
15           what bi ke share i s and what i t mi ght l ook  
16           l i ke, and then j ust go qui ckly through the  
17           poi nts that are the recommendati on for the  
18           zoni ng.   And i f there are any questi ons, of  
19           course, I' m happy to answer them.   So i f  
20           there' s a poi nt you want to stop me, i t' s not  
21           that formal , so you can j ust go ahead and

1 stop me.

2 So what is bike share? It's a network  
3 of bicycles available at key origin and  
4 destination points in the city or in a region  
5 that are accessible to the public. They are  
6 meant for short station-to-station trips.  
7 It's not a bike rental kind of a system.  
8 We'll get into that in just a moment. And  
9 the systems themselves, the stations are  
10 modular, movable systems. They're not  
11 actually constructed in place and they're not  
12 wired. It's based on solar power. And all  
13 the technology is wireless power.

14 Why do you want to do bike share?  
15 Well, we're always looking to enhance the  
16 sustainable transportation network in the  
17 city. And this is an opportunity to provide  
18 bikes for use by members of the public who  
19 live here, who work here, or who visit here.  
20 Obviously the more opportunities there are,  
21 the more we can try to advance it's

1 sustainable transportation and travel goals.  
2 We do know from other places that have done  
3 bike share, the trips that people take  
4 actually do have an impact. Depending on  
5 where the system is, between five and 40  
6 percent of trips are actually replacing car  
7 trips.

8 The bike system also supports public  
9 health goals by having an active form of  
10 transportation more readily available. And  
11 also one thing that's important, it's a good  
12 connection with public transportation. We  
13 often talk about how you can get close to but  
14 not quite to your destination on public  
15 transportation, so this helps make that last  
16 leg of the trip very accessible.

17 A couple of examples in Cambridge,  
18 let's say you get to the Kendall Square  
19 station, you want to go to the cinema. It's  
20 just a little bit too much of a walk for some  
21 people, but if you get on a bike, it's just

1 two minutes away. Or if you get to Central  
2 Square and you want to get to Inman Square,  
3 again, it's a very short trip by bike.

4 Bike share systems exist around the  
5 world. They're about -- actually, by now  
6 there's about 250 systems that are  
7 established. The most dense network is in  
8 the European continent, but they do exist on  
9 almost all continents. And in North America  
10 they are growing. The largest systems are in  
11 Montreal, Washington, Minneapolis, Denver,  
12 and a large system is going -- is anticipated  
13 to open up in New York City as well.

14 So, how does the system work? Well,  
15 again, the stations are placed in locations  
16 that are where people are coming from or  
17 where they're going to. And people can  
18 access the stations and the bikes in a couple  
19 of ways:

20 They can purchase a yearly membership,  
21 or they can be what's called casual users and

1 they can get a day pass or a weekend pass.  
2 If you're a member, then you get a card. You  
3 walk up to any available bike, you swipe the  
4 card and you take the bike. And then you  
5 take it to another station. And it can be  
6 anywhere in the system. So it's starting out  
7 in Boston, but it is growing to Cambridge,  
8 Somerville and Brookline within this year,  
9 and then it could be anywhere within the  
10 Metropolitan region if it's a successful  
11 system. And every 30-minute trip is free  
12 once you pay that initial amount. And,  
13 again, that's -- it's key that it's not  
14 intended to be something you keep for the  
15 whole day. The intention is that there's a  
16 lot of bikes available for anybody to be able  
17 to use. So you don't want to have an  
18 incentive for people to keep them out. You  
19 want them to have an incentive to have them  
20 hopping from one short trip to short trip.  
21 And the bikes themselves are sturdy, durable.

1 They're three-speed upright bikes that are  
2 meant for anybody to be able to access.  
3 They're for adults only. They're not for  
4 children. You have to be 16 in order to use  
5 the bike.

6 This is what the station looks like.  
7 It is a station in Washington, DC. And the  
8 elements are, of course, the platform which  
9 is actually a modular platform. So there are  
10 different pieces that are attached. And each  
11 of these is called a dock. So each bike is  
12 in a dock. They're attached to each other by  
13 a connecting system. And there's also a  
14 terminal for rental transactions. Again,  
15 it's solar panel powered. And in the end  
16 there is a panel that has a map and  
17 instructions for how to access the system.

18 STEVEN WINTER: Cara, may I jump in  
19 if I could?

20 CARA SEIDERMAN: Yes.

21 STEVEN WINTER: Who owns the docks?

1 CARA SEIDERMAN: The City of  
2 Cambridge. The City of Cambridge purchases  
3 the components. We own the components. And  
4 there is a company called Alta Bike Share who  
5 is hired to do the management of the system.  
6 And that was done through a public bidding  
7 process by the Metropolitan Area of Bike  
8 Council. That was the selected vendor for  
9 the entire system. For the entire regional  
10 system, it's called Hubway. So there is one  
11 vendor, but each municipality, because we are  
12 many municipalities in the region, enters  
13 into a contract with the vendor. However,  
14 the system operates as one system. So to the  
15 end user they won't really notice a  
16 difference. The bikes and the -- we can look  
17 into it -- there will be, on the stations  
18 there might be different names on the  
19 stations and the bikes will have potentially  
20 different -- in Boston there will be some  
21 identification of the sponsor and that kind

1 of thing. But anybody can go from one  
2 station to the other within the entire  
3 system.

4 And that's important for also the  
5 Zoning, because the proposal is for the  
6 publicly owned and managed bike system. It's  
7 not just for anyone with the definition is  
8 and we can talk about that when we get to  
9 that point.

10 And just a couple of examples so we  
11 know what the experiences in other places.  
12 The one that's probably most comparable is  
13 the one in Washington, DC. It's, you know, a  
14 large urban area. They also are used in  
15 Arlington, Virginia. So they have somewhat  
16 of a two city system. And their first year  
17 they've had 118 stations, about 600,000  
18 trips, almost 5,000 a day. And 15,000  
19 members and 50,000 casual riders. And  
20 they're growing. And they've been very  
21 successful.

1           And in Minnesota and Minneapolis they  
2           have a system called Nice Ride. It's not  
3           quite as large, but it is a northern city  
4           that's fairly dense.

5           I wanted to also mention because it is  
6           important, that the system's only operate  
7           from March to November. And they're taken  
8           off of the street and stored for the winter  
9           with the acknowledgement that we have a lot  
10          of issues related to snow and ice and what  
11          not. So, that's the case in many of the  
12          other northern cities. Although in  
13          Washington they stay in place and just shut  
14          down the systems when the weather is too much  
15          of a problem.

16          And so just a couple of things that I  
17          thought were interesting in terms of the use  
18          of the system. In the Minneapolis system  
19          they did an extensive survey of their users,  
20          and they found that -- so this is -- there  
21          was a question where people were asked how

1 much did you ride before the system was in  
2 place? And how much did the system impact  
3 your riding? So, what was interesting was  
4 that for all groups, those who rode like  
5 every day a week, for those who rode less  
6 than once per month before the system was in  
7 place, they all increased the amount of  
8 riding that they did when the system was put  
9 in place. But the greatest increase was in  
10 the group of people who rarely rode at all.  
11 So it did have an impact for people riding.  
12 They did also ask people on their most recent  
13 trip, what would they have done? How would  
14 they have gotten to that place if they had  
15 not used a bicycle? And 19 percent said they  
16 would have driven a car. And 19 percent said  
17 they wouldn't have taken the trip at all.  
18 And you're getting people out and active and  
19 you're supporting the local economy, people  
20 are going on a shopping trip or some other  
21 trip that they might not have otherwise have

1 taken.

2 And the trips that people take are  
3 primarily transportation trips. So almost 90  
4 percent were transportation -- well, 11  
5 percent were recreation trips. And so those  
6 fell into the transportation trips, fall into  
7 categories of commuting, doing errands, going  
8 to the restaurants, going shopping, things  
9 like that. So there are some people who are  
10 just doing it for fun, but they really are  
11 being used for transportation purposes  
12 primarily.

13 Hubway is the system, again, in this  
14 region. This is a prototype type of what the  
15 bikes look like. The system is going to  
16 launch on Thursday in Boston, and anybody can  
17 try it out, even over there. You don't have  
18 to live in Boston to go and try it out. You  
19 can sign up. And if you want to just try it  
20 and get a day pass, you can do that and see  
21 how it works for you.

1           One of the other things I wanted to  
2           mention, it isn't relevant to the Zoning, but  
3           people often ask questions about, you know,  
4           all these new riders getting on the bikes and  
5           what do we do for them? And there's an  
6           extensive outreach plan that's actually being  
7           implemented by the system now, and we'll be  
8           continuing in all the different localities in  
9           brochures and outreach materials, on the  
10          website. And in fact, before you sign up,  
11          you're actually required to watch a safety  
12          video. You can't actually get on a bike  
13          until you've checked off that you've seen the  
14          safety video. There are free bike classes  
15          being offered, and we're already in  
16          conversations with people about bringing that  
17          kind of a system to Cambridge as well. And  
18          the other thing to just note is that the bike  
19          share system that's in place both in Europe  
20          and in North America have very, very good  
21          safety records. So when you look at actually

1 what's happening on the ground, there are  
2 very few incidents at all. And if you look  
3 at even in relation to the number of  
4 incidents for the larger population, it's  
5 even fewer. There's sort of all these  
6 theories about why there are fewer incidents,  
7 but there really have been no serious crashes  
8 in any of the North American or European  
9 cities. And in general we know that the more  
10 bikes that are out there, actually the safer  
11 the streets are. So it's a good thing  
12 all together.

13 There tends to be more awareness.

14 There's more people, you know, that are being  
15 more careful. So there are more issues that  
16 support the notion that this is going to be a  
17 fairly safe system that people will be using.

18 In Cambridge we plan, in the initial  
19 launch, to have 14 stations. We have  
20 contributions from Harvard and MIT for six of  
21 the stations. We would like, if it's

1 possible, to get started in the fall, but  
2 that's not a promise because there's a lot of  
3 logistics that need to be in place in order  
4 to make this happen. But our intent is  
5 whether even if we get a few stations in,  
6 that the full launch will be this coming  
7 spring in Cambridge. And we've looked  
8 throughout the city as likely locations.  
9 This is obviously more than 14, but primarily  
10 they're in the commercial districts and the  
11 universities and -- it's fairly obvious in  
12 Cambridge where people want to get to. And  
13 we're fairly a compact city, so people, the  
14 distances are very accessible for people on  
15 bike.

16 Okay, so the zoning proposal. So why  
17 do we need one? We actually don't need a  
18 zoning amendment to put the system in place  
19 if all we wanted to do is used public right  
20 of way in order to place the stations. But  
21 as you know, the space is currently available

1 on our sidewalks and on our plazas and what  
2 not is fairly limited, and there's a lot of  
3 desire and a lot of uses for that public  
4 right of way. Once we start looking at  
5 private property, then the opportunities  
6 expand enormously. Just looking, for  
7 example, the universities who have been very  
8 enthusiastic partners in all of these  
9 discussions, all of a sudden it opens up  
10 opportunities for where the stations might  
11 actually be placed. So because bike share is  
12 a new use that's not currently existing  
13 anywhere in the zoning document, it was felt  
14 that it would be clearer and neater and  
15 simpler if you just created, created the  
16 category and made it clear where it sits in  
17 the Zoning Ordinance.

18 And I think then I'm going to turn it  
19 over now to Jeff Roberts who is going to go  
20 over the details of the zoning piece of it.

21 H. THEODORE COHEN: Before we do

1 that, can I ask a couple of questions?

2 CARA SEIDERMAN: Yes.

3 H. THEODORE COHEN: Where you  
4 indicated the first 30 minutes were free.

5 CARA SEIDERMAN: Correct, for each  
6 trip.

7 H. THEODORE COHEN: What happens  
8 after that?

9 CARA SEIDERMAN: So, the next -- I  
10 can't remember if it's the next 30 minutes or  
11 the next hour is two dollars, and then it  
12 goes up exponentially because you want to  
13 provide a reason for people to want to bring  
14 it back. Because it's very inexpensive,  
15 people could just take it all day long. So,  
16 it's like two dollars for the next and then  
17 it goes up to \$10 and then it goes up to 20.  
18 If you kept it all day, it would be like  
19 \$100. So, two dollars is not a big deal. So  
20 if you kept it over a little over 30 minutes,  
21 that's not a problem. So up to an hour is

1 not really very expensive. But an all day  
2 system would be very expensive.

3 H. THEODORE COHEN: And I assume the  
4 system's all interrelated so that you can  
5 pick it up at one place and you drop it off  
6 someplace else and it checks you in?

7 CARA SEIDERMAN: Exactly, right.

8 H. THEODORE COHEN: My other  
9 question is: Is there any provision for  
10 helmets?

11 CARA SEIDERMAN: Yes. Right now if  
12 you sign up, then you can have a -- you can  
13 check off that you want to be sent a helmet.  
14 There aren't helmets right there available,  
15 but there is a system in place to identify  
16 where you can purchase helmets on those maps.  
17 And we're going to be working with a vendor  
18 for Cambridge as well. And then also working  
19 with local businesses to see who else might  
20 be willing to sell helmets at the point of --  
21 so they would be more readily available than

1 it is right now. It's less of an issue for  
2 subscribers, people who are annual users,  
3 they will have a helmet. It's more for the  
4 casual user, a person who might pick it up  
5 for the day. That's the plan in place that  
6 they'll be able to be available at local  
7 shop.

8 HUGH RUSSELL: So, what happens if  
9 you say you decide you want to go to the  
10 Kendall Square Cinema and when you get there  
11 all the slots are full and there's no place  
12 to put your bike?

13 CARA SEIDERMAN: Yes. No, that's a  
14 good question. So, one of the provisions is  
15 that if there is no slot available, then you  
16 -- I'm not sure exactly how you do this, but  
17 at that kiosk you indicate that there's  
18 nothing available. And it's all electronic  
19 so they can see there's nothing available.  
20 Then they give you an extra 30 minutes to go  
21 put it somewhere else. And so they tell you

1 in the system, the next open slot is at the,  
2 you know, One Kendall Square, just down the  
3 street. And this is also why it's important  
4 to have a pretty good network and to have  
5 things that are fairly close together. It  
6 doesn't help you for Kendall Square and it  
7 says well, you can go down to BU over the  
8 bridge and there's a slot there.

9 HUGH RUSSELL: Right.

10 CARA SEIDERMAN: So that's the plan.  
11 And then there's a lot of this that is  
12 monitored. And one of the things they do is  
13 rebalance things. So when things fill up,  
14 then they come and pull bikes out and  
15 rebalance them. That generally helps.  
16 Occasionally somebody will get  
17 inconvenienced, it is true, it is an issue.

18 HUGH RUSSELL: Sure, Tom.

19 THOMAS ANNINGER: Yes, I'd like to  
20 sort of follow up on the maintenance aspects  
21 of this and the company that you've hired. I

1 saw the system in Paris under great strain  
2 because I was there, maybe it was 18 months  
3 ago while they were having a strike of all  
4 the metro and the busses so that people were  
5 using these to the extreme, and all sorts of  
6 things were happening. I used it myself.  
7 You would come to a place and there were no  
8 bikes there. You would come to another place  
9 as Hugh just said, and there were too many  
10 bikes. Many of the bikes were in poor  
11 condition. You have to examine the tires.  
12 You have to examine the handlebars and so on.  
13 Some people would go so far as to lock --  
14 they take their own lock and lock it to the  
15 stand so that they would have a bike the next  
16 morning when they came by. It was under  
17 extreme conditions. And I assume that we're  
18 not going to have quite that. But I did see  
19 the maintenance in Paris where they would  
20 come to these huge trailers and bring bikes  
21 all over Paris at three in the morning and

1 fill them up. And it was actually pretty  
2 impressive, but they were running behind, of  
3 course. But I think in general they do a  
4 very good job. I guess I'd be interested to  
5 know what the record is of this maintenance  
6 company and whether they're really up to the  
7 task because I don't think it's as easy as  
8 that.

9 CARA SEIDERMAN: Well, Paris is  
10 infamous for the problems that it's had. And  
11 I would also say that it's an extreme, and  
12 none of the other monitoring systems have had  
13 those problems. There are older systems that  
14 have had those problems. One where they  
15 didn't have the kind of backup that this has.  
16 For instance, you can't take a bike out  
17 unless you have a credit card. So older  
18 systems didn't have that. So people just  
19 take the bike, I only have to put a \$100  
20 deposit and I get a free bike. Now you have  
21 to put a thousand dollars on the credit card

1 if you don't return the bike.

2 The company that now has a partnership  
3 with Montreal and running the one in  
4 Washington, and they have not seen these  
5 kinds of problems. Occasionally yes, there  
6 will be the rebalancing issue, and all of  
7 them is something that they're constantly  
8 working on. The contract that we have is  
9 explicit about how often they have to check,  
10 how often they have to come and go and look  
11 at every single bike. How often they need to  
12 make sure that there's -- that the stations  
13 are clean, there's no graffiti. There are  
14 requirements about that that are pretty  
15 rigid. And if a bike -- if there's anything  
16 wrong with a bike, it gets automatically  
17 registered like somebody will say come out  
18 that day and take the bike and take it into  
19 the maintenance and replace it with one of  
20 the replacement bikes. And I think that the  
21 record is much different than the one that's

1 in Paris. And we feel competent that it  
2 won't be like that. And that's, you know,  
3 again if we look at the ones that are  
4 comparable now and how they're running, then  
5 we're optimistic.

6 AHMED NUR: Okay. So the other  
7 question that I had was do these bikes -- do  
8 you get a printout once you rent one out?  
9 For example, if I went out and stopped by a  
10 coffee place and they're identical to the  
11 serial number or something that I can prove  
12 this is the one that I have since they're all  
13 the same color bikes?

14 CARA SEIDERMAN: So if you take out  
15 your bike and then you have to either lock it  
16 in another lock dock and it's not yours  
17 anymore.

18 AHMED NUR: Right.

19 CARA SEIDERMAN: But if you want to  
20 stop someplace, you have to bring your own  
21 lock. We had lots of conversations about

1 secondary locks.

2 AHMED NUR: Okay, so bring your own  
3 lock and lock it?

4 CARA SEIDERMAN: Yes.

5 AHMED NUR: And let's say that some  
6 person said this is my bike, it's not yours.  
7 I rented this one, so on and so forth. Is  
8 there is a serial number or something on this  
9 that would give me a receipt that I'm a  
10 renter?

11 CARA SEIDERMAN: That identifies --  
12 I understand that. I think so.

13 AHMED NUR: There is?

14 CARA SEIDERMAN: Yes, yes, I think  
15 it's all electronically monitored that when  
16 you check it out, that that's the one that's  
17 attached to your -- like if you're a member,  
18 that's the one that's attached to your card.

19 AHMED NUR: Right. Last question:  
20 What happens if it gets stolen while it's in  
21 my care or gets damaged? Who do I call and

1 what is the damage that I need to pay?

2 CARA SEIDERMAN: Well, there is a  
3 number that's available 24 hours a day. Well  
4 while the system is open, 365 days a year but  
5 not in the winter. And I guess in terms of  
6 what you would be responsible for would  
7 depend on what happened.

8 AHMED NUR: Stolen.

9 CARA SEIDERMAN: It was stolen  
10 because you didn't lock it?

11 AHMED NUR: Yes.

12 CARA SEIDERMAN: It's probably on  
13 you. But if --

14 AHMED NUR: What's the charge?

15 CARA SEIDERMAN: The bike itself, if  
16 it's totally damaged and irreparable or  
17 stolen, the bike is a thousand dollars is  
18 about what they cost because they're so  
19 durable. Now, you were actually bumped by a  
20 car, then the motorist would be responsible.  
21 Obviously you're not responsible for other

1 people's bad behavior.

2 AHMED NUR: Okay.

3 HUGH RUSSELL: So shall we take a  
4 tour through the zoning language?

5 CARA SEIDERMAN: I'm sure there will  
6 be more questions. Want to talk about the  
7 zoning?

8 JEFF ROBERTS: Okay. So, just to  
9 recap a little bit what Cara said, I get to  
10 do the fun part. The issue here is that if  
11 these are located within the public way,  
12 zoning doesn't apply. If you're locating  
13 them though within, within a private property  
14 or even public properties, like schools or  
15 buildings like this one or parks, then zoning  
16 comes into play. And like with -- we kind of  
17 encountered the same issue with wind  
18 turbines. This is a wholly new type of use.  
19 It's not really listed anywhere in our Zoning  
20 Ordinance. And so when we encounter those  
21 new types of uses, we find it's useful to be

1 clear about what those are and how they  
2 should be treated.

3 So, there's a little six-point zoning  
4 proposal. And I'll just briefly walk through  
5 each one of these points. They're fairly  
6 brief in themselves. The first one is just  
7 creating the definition -- in fact, this is  
8 probably the key part of the proposal is to  
9 clarify that really what we're talking about  
10 here are public bicycle sharing services and  
11 public bicycle sharing stations. These are  
12 part of the city operated systems. This  
13 doesn't mean that if I want to start Jeff's  
14 bike sharing service in my front yard, that  
15 it would fall under this. It would not. Any  
16 private person who wanted to rent bikes,  
17 would not fall under this definition.

18 So in that sense it's treated in much  
19 the same way as kind of a public  
20 transportation facility might be treated.

21 So point two has to do with gross floor

1 area. We wanted to make sure that just like  
2 bike parking, which this isn't the same as  
3 your bike parking facilities or bike racks,  
4 but we wanted to make sure that in terms of  
5 gross floor area, they would be treated in  
6 the same way which would be to exempt them.

7 On point three, the proposal is to make  
8 them an allowed use in all districts. I  
9 think that as Cara showed on her map, there  
10 are really a variety of different places  
11 where you might expect wanting to have these.  
12 And since the definition, the scope of the  
13 definition is very limited, it seemed like it  
14 made sense to allow them in a broadly in all  
15 districts.

16 Point four, has to do with yards.  
17 Again, setbacks. Currently the zoning --  
18 current Zoning Ordinance defines a variety of  
19 things that you can put in your setback  
20 without it actually encroaching upon the  
21 setback. And we just wanted to be clear that

1 a public bicycle sharing station is one of  
2 those types of things that if you put it in  
3 your setback it doesn't violate. Kind of  
4 important because if you think about where  
5 you want these thing to go on private  
6 property, you would want them to be somewhere  
7 near the public way, and that would probably  
8 -- in districts that do have a required  
9 setback that would probably put it in the  
10 setback.

11 Point five is just again a  
12 clarification that we're not talking about --  
13 the public bicycle sharing stations are not  
14 the same category as bicycle parking which is  
15 required in our Zoning Ordinance. And we  
16 didn't want these, because they do have some  
17 unique design characteristics, we didn't want  
18 them to be, to be pulled into those design  
19 requirements.

20 And point six is signage. So, again,  
21 there are a number of different types of

1 signage that are exempt from sign regulations  
2 such as traffic and directional signs and  
3 signs for -- regarding public safety. As you  
4 can see from some of the images here, these  
5 as a part of these stations, there's some  
6 informational signage, a map and controlling  
7 kiosks, electronic kiosks that you use to  
8 look up information and to rent the bikes.  
9 And so we wanted to make sure that those  
10 didn't get included within the considerations  
11 of signage that would be otherwise considered  
12 for commercial signage or other types of  
13 building signage.

14 And I'm happy to answer any questions  
15 about those or anything else.

16 STEVEN WINTER: Jeff, could you tell  
17 me what the whole illumination permitted  
18 means?

19 JEFF ROBERTS: Yes. So the sign  
20 article of the Zoning Ordinance defines  
21 different types of illumination; natural

1 illumination, meaning just what comes out of  
2 the sky. External, which is where you have  
3 an outside light shining on something. And  
4 then internal, which is something that kind  
5 of lights up from the inside. We just wanted  
6 to make clear here, as is made clear in some  
7 of these other points, that these can be  
8 signs that you would want people to read them  
9 at night presumably, and you wouldn't  
10 necessarily want a light kind of stuck  
11 outside of them that could get damaged or in  
12 some way. So it seemed like it would make  
13 sense to allow those to be internally  
14 illuminated, or illuminated in any way that  
15 seemed to make sense for the purpose of  
16 making them work.

17 AHMED NUR: You know, the car share  
18 we had certain distance away from a window.  
19 If this were to go into a private property or  
20 close to a public property, is there any  
21 distance in the zoning as of to distance

1 between a window residence and where the  
2 stations are?

3 JEFF ROBERTS: We didn't include  
4 that in this zoning proposal. And the reason  
5 is that unlike the car sharing -- the car  
6 sharing zoning proposal anticipated that  
7 private companies would make private  
8 arrangements with property owners to locate  
9 where they could find places to locate and  
10 would make arrangements that would be outside  
11 of the control of the city. Since this  
12 system is only for stations that are owned  
13 and controlled by the city and cited by the  
14 city, we felt that keeping the zoning fairly  
15 permissive and then letting the process of --  
16 the siting process be controlled by city  
17 staff and the City of Cambridge in general,  
18 then we would not want to put in zoning that  
19 would overly restrict what the siting would  
20 be. I think if the city -- well, first of  
21 all, you need to make an arrangement, you

1 need to make arrangements with property  
2 owners. And if the city were to say we're  
3 going to locate a station right here, and it  
4 was next to a use where it would have some  
5 impacts, then that conversation could be had  
6 between directly with the city and the  
7 abutter or the owner in order to resolve any  
8 issues.

9 AHMED NUR: Assuming the same goes  
10 for the noise ordinance, like, if it's  
11 midnight, these guys come down to service the  
12 bikes, are there particular times where they  
13 are servicing?

14 CARA SEIDERMAN: The servicing does  
15 happen in the early morning hours in general.  
16 Like, I believe it's like seven to -- some of  
17 the rebalancing or what not. And they might  
18 take them off -- if there's actual work that  
19 needs to be done, then they take them off the  
20 street and bring them back to the yard.  
21 Bring them back to the shop, yeah.

1                   JEFF ROBERTS: And with regard to  
2                   noise, this doesn't say anything about the  
3                   noise ordinance. The noise ordinance still  
4                   applies generally around the city as it would  
5                   anywhere else.

6                   AHMED NUR: Thank you.

7                   H. THEODORE COHEN: Just on the  
8                   public notice, in describing it, there are a  
9                   couple of typos that doesn't exist on the  
10                  highlighted. So I'm just wondering what's  
11                  the official version just to make sure that  
12                  it's correct.

13                  JEFF ROBERTS: The version that I'm  
14                  looking at, which is the version that was  
15                  included in the petition is dated June 20,  
16                  2011. So what --

17                  H. THEODORE COHEN: Is that what's  
18                  shown here as underlined?

19                  JEFF ROBERTS: Yes. That's the one.  
20                  That looks like the version that you have is  
21                  the one that's --

1 H. THEODORE COHEN: I think that's  
2 fine. It's just not in the notice, yes.

3 HUGH RUSSELL: Any more questions?  
4 We'll move to the public hearing  
5 portion.

6 First name is Charlie Marquardt.

7 CHARLES MARQUARDT: Charlie  
8 Marquardt, 10 Rogers Street.

9 First of all, thank you to Cara for  
10 making a great presentation. She took my  
11 sole concern right out of the way. So, I  
12 will hit a couple of zoning ideas I have  
13 after saying this is a great idea. If  
14 Cambridge can't do it, nobody can. I have  
15 some concern with signs. The all  
16 illumination scares me a little bit, but if  
17 you took away internal and made it external  
18 or some other type, and maybe inserted  
19 another little tweak, not to exceed greater  
20 than X square feet in there because right now  
21 there's no limitation.

1                   And that leads into my next concern.  
2                   And that's with when does a sign switch from  
3                   being a nice informational map to being an  
4                   advertisement? And we've seen that for the  
5                   bus shelters for the MBTA. When the MBTA  
6                   went out and started putting up nice little  
7                   signs for whatever. In this day and age when  
8                   money is needed by the cities and towns, I  
9                   hate to see us convert a nice bike share  
10                  program into a bike share plus an ad. So,  
11                  I'd just like to have that either in there or  
12                  they have to come before a Board in order to  
13                  do that.

14                  Another concern I have is what's the  
15                  public process with regard to the siting? I  
16                  mean, they mentioned talking to the owners of  
17                  the property to the extent that it's going on  
18                  the property, but there's an example in  
19                  Boston where they're going to site a bike  
20                  share in the middle of the center for Yards  
21                  Plaza right next to Hammers and Bistro, and

1 through a public process they found out that  
2 that site was too congested with the people,  
3 other bikes cutting through there, with the  
4 valets and the restaurant traffic. And they  
5 came up with a new location. But had there  
6 not been public process, it would have been a  
7 mess the first couple of weekends coming up  
8 after this weekend. So there seems to be no  
9 public involvement in the siting process  
10 here.

11 And the last thing is just overall  
12 maintenance, again. I'm really concerned  
13 about that. Jeff's picture shows it on  
14 grass. So that means part of the maintenance  
15 process. Whenever it happens is going to be  
16 to take it up, move it, mow the grass and put  
17 it back. And just that could get loud,  
18 cumbersome and taking over other places. I  
19 don't know if that's how it will be done  
20 here, but just looking at that picture there.

21 AHMED NUR: That's synthetic carpet

1 by the way.

2 CHARLES MARQUARDT: How am I  
3 supposed to know it's synthetic carpet? We  
4 use real grass here.

5 AHMED NUR: I'm only kidding.

6 CHARLES MARQUARDT: And just other  
7 uses as well. I mean, all these other uses  
8 in the public way go before the City Council  
9 and go before public boards, and now it's  
10 come out and because it's the city doing the  
11 work, it's now taken out the public realm and  
12 put into the government, administrative  
13 realm. And it's just nice to have the public  
14 board having them look over that. I'm sure  
15 they'll do a great job, but it's nice to have  
16 an extra set of eyes such as you have  
17 tonight.

18 Thank you.

19 HUGH RUSSELL: James.

20 JAMES WILLIAMSON: Thank you. My  
21 name is James Williamson. I live at 1000

1 Jackson Place in Cambridge. I have submitted  
2 a letter, a cover letter. I didn't have time  
3 to get copies for everybody, but I think the  
4 staff will usually help do that. And an  
5 article from the New York Times in early June  
6 about this issue in -- and the press release  
7 from Mayor Menino's office about this program  
8 back in April. My overarching concern about  
9 this is that we have a situation currently in  
10 the City of Cambridge where our sidewalks are  
11 not safe for pedestrians because of the way  
12 people ride their bikes on the sidewalks. We  
13 also -- the crosswalks aren't safe. Some of  
14 you may have seen the article by a Cambridge  
15 resident Ruth Danloff (phonetic) who was  
16 knocked unconscious and ended up having hip  
17 replacement surgery. It was not a bad piece  
18 in the Boston Globe a weekend or so ago. I  
19 can give other examples. The sidewalks are  
20 not safe from people riding their bicycles on  
21 the sidewalks, and the crosswalks are not.

1 And yet we're going forward with this  
2 ambitious new idea untested in a number of  
3 ways before we've really got control of our  
4 sidewalks. And my feeling is first, it's  
5 irresponsible and bad planning to go forward  
6 with something like this before we really  
7 done what we need to do to get control of our  
8 sidewalks and make them safe. That's what  
9 the -- that's the main theme of the letter,  
10 the enclosures have to do with some of the  
11 details of the program. It's called Hubway.  
12 Well, in case you don't know, it's New  
13 Balance Hubway. There's a corporate sponsor,  
14 New Balance. And it's already being  
15 called -- it's gonna be called New Balance  
16 Hubway. There's corporate sponsorship.  
17 There's information in Mayor Menino's press  
18 release about that. There's also in that  
19 press release reference to additional  
20 advertising. The safety information is  
21 safety for the riders. I looked in vein for

1 anything about anything serious about safety  
2 for pedestrians. But turning to the program  
3 itself, I really think you should put this on  
4 hold until some of these questions are  
5 answered.

6 First of all, who is going to benefit  
7 from this? It's five dollars to be a member.  
8 The minimum you can pay is five dollars for a  
9 day membership, minimum. Who's going to be  
10 able to afford this? Who are the people who  
11 are going to be benefitting from this? I'm  
12 not saying it's going to be fun for them.  
13 But it's going to be skewed toward people who  
14 have disposable income and, you know, can  
15 afford something like this. The advertising  
16 is an important issue, and as it relates to  
17 zoning, I think the signage is crucially  
18 important here. There's gonna be  
19 advertising. There's gonna be advertising on  
20 the bikes. There's gonna be advertising on  
21 those little kiosks where you use your credit

1 cards. Are we going to give up regulating  
2 that? One of the companies that was involved  
3 in this process that didn't bid on the New  
4 York job is the company Samusa (phonetic).  
5 Samusa is the same Spanish-owned company that  
6 owns -- that has the deal with the MBTA for  
7 the billboard advertising opportunities  
8 disguised as bus shelters in our city.  
9 Arlington turned those down. The City of  
10 Cambridge really didn't scrutinize that at  
11 all. Interestingly it's the same kinds of  
12 companies that are interested in these  
13 so-called bike share deals. Samusa, Decco  
14 (phonetic), Clear Channel.

15 So I would ask you to please look at  
16 the advertising implications and as that  
17 relating to signage. And also is this all  
18 gonna be on private land or if it's going to  
19 be on the public domain? I really like what  
20 Charlie said, and I support what Charlie said  
21 about public review of any public siting.

1 That is very important.

2 And that's about it. And I hope you'll  
3 have a look at the enclosures before you  
4 decide on this proposal tonight.

5 Thank you.

6 HUGH RUSSELL: Okay, thank you. Is  
7 there anyone else who wishes to be heard?

8 (Show of hands).

9 ROBERT WINTERS: I only have two  
10 things to say as an I'll be a non-user of  
11 this because I have my own bicycle thank you  
12 very much.

13 HUGH RUSSELL: Can you give us your  
14 name?

15 ROBERT WINTERS: Robert Winters, 266  
16 Broadway, just up the street. And the two  
17 things I was just going to mention that  
18 several of the other people have mentioned is  
19 I do have some concern about turning into an  
20 advertising opportunity, but I will be less  
21 animated than the previous speaker.

1                   And the other thing is, and I don't  
2 know if this is really specific to anything  
3 that has to do with zoning, but it does have  
4 to do with the placement of these facilities,  
5 which are fundamentally commercial activities  
6 on the public way, specifically as a resident  
7 if the city decided that they just wanted to,  
8 that you know, right in front of my house is  
9 this ideal location and they just decided  
10 this is where it's going to go, it would be  
11 very reassuring that I, as an abutter, I  
12 would have some ability to say no.

13                   That's it.

14                   HUGH RUSSELL: Thank you.

15                   Heather.

16                   HEATHER HOFFMAN: Hi, my name is  
17 Heather Hoffman and I live at 213 Hurley  
18 Street and I just had a couple of questions  
19 about safety that I didn't hear addressed. I  
20 think one of the most important issues of  
21 bicycle safety is being visible. That would

1 be lights at night, not just bicy -- not just  
2 helmets, but lights at night; a light in the  
3 front, a light in the back. And I have heard  
4 from Councilor Kelley that he has been  
5 treated with far more respect since he  
6 started wearing his brightly colored vest  
7 that I guess especially the color made people  
8 think that he might be a police officer so  
9 they treated him with respect.

10 So, I think that things like that would  
11 be really important to have on this because,  
12 you know, I think bikes on the road in  
13 general are fabulous because when I'm  
14 driving, they aren't really competing with  
15 me. You know, they aren't taking up space.  
16 They aren't going to be looking for a parking  
17 space. I think they're great, but I would  
18 hate to hit one because I couldn't see them.

19 Thanks.

20 HUGH RUSSELL: Thank you.

21 Anyone else wish to be heard?

1                   NI KKA van BEUZEKOM: My name is  
2                   Ni kka van Beuzekom v-a-n B-e-u-z-e-k-o-m, 20  
3                   Street.

4                   I thi nk thi s i s an absol utely  
5                   i ncredi ble opportuni ty for us to joi n the  
6                   other 240 ci ties around the worl d that are  
7                   doi ng somethi ng si mi lar. And my onl y -- and  
8                   we wi ll l earn a l ot. We won' t make the same  
9                   mi stakes that other ci ties have made because  
10                  they' ve gone before us. And I thi nk that we  
11                  shoul d get thi s goi ng as qui ckl y as we can.  
12                  Hopeful l y by the fal l. I di d joi n Hubway.  
13                  Ri ght now they' re havi ng a \$60 annual  
14                  membershi p. And I read through the l egal  
15                  agreement, whi ch i s real l y quite a l egal  
16                  agreement, requi ri ng you to understand al l  
17                  sorts of thi ngs about Hubway' s not  
18                  guaranteei ng that you' ll even have a pl ace to  
19                  be abl e to ri de safel y. I t' s al l onus i s on  
20                  you, whi ch i s fi ne. I t does say expl i ci tl y  
21                  that you' re not allowed to be on the

1 sidewalk. So I think that's a good thing  
2 that you have agreed to even if you didn't  
3 read the whole legal document.

4 So, so far 500 people have signed up  
5 for Boston's Hubway, and it hasn't even --  
6 Thursday is when the opening will be. So  
7 there's a lot of excitement already. We  
8 should find out what sorts of problems Boston  
9 anticipated in their zoning. Did they have  
10 to go through a process in order to add this  
11 as a use? Why not follow on their experience  
12 and see if they can share anything with us.

13 Let's see, so I agree with Heather that  
14 these bikes, and I know it's not this  
15 Planning Board's decision, but Hubway should  
16 absolutely have lights rear and front on all  
17 these bikes built into it. And maybe they  
18 have them already, I don't know. But that is  
19 an important part to make them visible.

20 And another thing about lighting, some  
21 of the pictures that we saw had the solar

1 panels for the internal illumination of the  
2 kiosk as well as whatever you need to run  
3 the, you know, the terminal so that you can  
4 charge your credit card, and check out a  
5 bike, so that should all be solar powered. I  
6 think -- I don't know, can we do that in the  
7 zoning and require it to be solar powered?  
8 Seems like a good idea. I agree that we  
9 should have an extra set of eyes, and there  
10 should be some kind of public process so  
11 people can say this is a good spot or this is  
12 not a good spot.

13 And I was just astonished that  
14 Washington, DC, 4800 trips in the first day.  
15 That's just phenomenal. Think about if we  
16 had that many people on bikes instead of  
17 using their cars for these very short trips.  
18 What an improvement it would be to public  
19 health, to traffic congestion, low level  
20 ozone. I mean just all kinds of wonderful  
21 benefits. So hopefully we can figure out how

1 to deal with the zoning and have a bike share  
2 here in Cambridge.

3 Thank you.

4 HUGH RUSSELL: Thank you.

5 Does anyone else wish to be heard?

6 Yes, sir.

7 JOHN NOLAN: Thank you. My name is  
8 John Nolan. I'm the director of  
9 transportation services at Harvard  
10 University. We strongly support this program  
11 and have been working with Cara and her team  
12 in terms of trying to implement a bike share.  
13 We've also been working with the City of  
14 Boston, and are very excited for the fact  
15 that we're sponsoring five stations in the  
16 City of Boston as well. Hopefully the  
17 committee has a letter from Harvard that was  
18 dated July the 22nd which outlined our  
19 support of the program. I think it's  
20 important for us and transportation services  
21 at the university to provide a whole host of

1 different choices for our faculty, staff and  
2 students to commute to the University, and by  
3 creating what we call an interconnectivity of  
4 a web-type basis of multiple transit  
5 subsidies if you will. And supporting bike  
6 share type programs we really are able to  
7 keep our single occupancy vehicle rates down.  
8 And we're very excited to continue to support  
9 programs like this.

10 We do see this, too, as a low cost  
11 transportation option as the young woman  
12 before me mentioned that it's about \$60 for  
13 the year. And then once you do that, you can  
14 basically ride for free if you keep your  
15 intervals down to a half hour at a time. So  
16 if you go from one station to another station  
17 within a half hour and you lock your bike up,  
18 you're all set. And you go and do whatever  
19 you need to do, you come back, and put your  
20 key in this particular case, you take it out,  
21 and you can ride for another half an hour

1 free of charge. I mean, it's supposed to be  
2 for short commutes. So it's not something  
3 that's meant to be expensive for the public,  
4 or in my particular case the faculty or  
5 staff.

6 A couple of things, all the stations  
7 are solar powered so that they don't require  
8 power to the stations. Alta is responsible  
9 also for all the maintenance and we just  
10 signed well -- we're about to sign an  
11 agreement with Alta on that.

12 In terms of signage, I think we need to  
13 be realistic. The signage on these bike  
14 stations are there to help support the  
15 overall program to keep the costs down. And  
16 in some particular cases I think that that's  
17 gonna be important. Important I know for us.  
18 I think important for the city as well. And  
19 in terms of regulating the signage, we have  
20 already done that in our agreement with Alta  
21 in terms of the type of signage that we will

1 allow. Certainly it City of Cambridge will  
2 outline and you will help outline the  
3 parameters behind, you know, how big the  
4 panels will be and that kind of thing and  
5 what can and cannot go off there on the  
6 signage. But clearly I think that there's  
7 plenty of opportunity to do that.

8 In terms of, you know, where these  
9 stations go, I mean, we're working with Cara  
10 and her team in terms of trying to position  
11 them so that they're certainly Harvard facing  
12 but they're also public facing. So we want  
13 to make sure that everybody gets a chance to  
14 use this. If I have any concern about this  
15 program, I'm concerned that 14 stations is  
16 not enough. Boston is rolling out 61. But  
17 the other thing that's important, I think,  
18 for the community to understand is that this  
19 is a regional bike program. So we have  
20 cities like Brookline and Somerville and  
21 Newton, and other cities that are very

1           excited about this. And Cara and her team  
2           have done an excellent job as well as trying  
3           to find additional grant money and support  
4           money to keep the costs reasonable. Just  
5           like public transit is subsidized, so is this  
6           because this is public transit.

7                        So anyways, those are my comments and  
8           thank you very much.

9                        HUGH RUSSELL: Thank you.

10                      Does anyone else wish to be heard?

11           Sure.

12                      CHARLES TEAGUE: I'm Charles Teague,  
13           23 Edmunds Street. I didn't plan to speak  
14           but this talk of signs is disturbing because  
15           I've gone around the neighborhood and after  
16           all the current legal signs, and so this is  
17           just waiving everything, especially  
18           illumination, is really troubling. And this  
19           just says that you can put up a 50-foot pylon  
20           sign, which we've been going after the pylon  
21           signs, and I know it's ridiculous, but it's

1 very difficult to get these old signs down.  
2 And the heights are -- it's the MTV put  
3 everything up ten feet high. Ten feet higher  
4 than the 20 foot allowed. But yeah, somebody  
5 has to keep after them. So this is -- I  
6 don't actually see the issue of conforming to  
7 the existing ordinance. The existing  
8 ordinance is pretty good, well understood,  
9 well documented, you know, let's keep the  
10 existing signs.

11 HUGH RUSSELL: Thank you.

12 Anyone else wishing to be heard?

13 (No Response.)

14 HUGH RUSSELL: Okay, then we'll  
15 close the hearing for public testimony.

16 (Board members agree).

17 HUGH RUSSELL: While this was going  
18 on, I thought about another concern of my own  
19 which is -- I actually commute by bicycle,  
20 and I find it difficult sometimes to find a  
21 parking place for my bicycle in Harvard

1 Square. There is, you know, some private  
2 bicycle racks. There's some public bicycle  
3 racks. It's pretty rare to have a space  
4 available at a public bicycle rack in Harvard  
5 Square. There are sign posts. So I guess  
6 I'm thinking if -- what's going to happen? I  
7 mean, are they going to install a station and  
8 rip out public, other bicycle racks because  
9 they're there in the right spot for the bike  
10 station? Are we going to actually lose  
11 parking for people that are already biking?

12 CARA SEIDERMAN: Do you want me to  
13 respond?

14 HUGH RUSSELL: Please.

15 CARA SEIDERMAN: I think what you  
16 have brought up is an important piece of why  
17 it's so important that we're able to put  
18 these stations on private property, because  
19 you are highlighting the fact that we don't  
20 have a lot of public property available to us  
21 for all these great -- so we want to do more

1 bike parking, public bike parking. We want  
2 to do other things like have sidewalk outdoor  
3 dining. We want more trees. We want all  
4 these things. So when the question comes up  
5 where are we going to put this? That really  
6 make it more obvious that it's important to  
7 be looking at the private property locations  
8 for it. And I think that our intent is that  
9 we continue to look for opportunities to have  
10 more and more regular bike parking, and we  
11 will have to, you know, judge to see whether  
12 this has an impact as we move forward. Or is  
13 the availability of this system make it that  
14 some people it's easier than having their own  
15 bikes. For some people that may very well be  
16 the case. They live in a small apartment.  
17 They don't have a place to park their bike  
18 easily and, therefore, they can have access  
19 to the bike share and they don't have to  
20 store their bikes, and they don't have to  
21 worry about maintenance. So for many people

1 in the area it actually makes it easier for  
2 them. But our intent is not to make it more  
3 difficult for people who ride their own bikes  
4 at all.

5 The bikes do have lights by the way.  
6 They have generator lights, front and back  
7 lights that are part the system.

8 HUGH RUSSELL: One other question is  
9 there's been some testimony about public  
10 oversight, and I'm wondering if the Cambridge  
11 Bicycle Committee has any role in this  
12 process?

13 CARA SEIDERMAN: Well, we are  
14 talking about exactly those kinds of issues  
15 involving bodies that would normally look at  
16 these kinds of things in terms of looking at  
17 the exact siting as well as the internal  
18 Public Works and the Traffic Department and  
19 all the other internal organizations. And so  
20 the bike committee would be one of those  
21 organizations. And then obviously they're

1 Looking at property owners and associations  
2 and what not in terms of the exact locations.

3 HUGH RUSSELL: Okay. It seems to me  
4 that many of the issues that come up are not  
5 zoning issues, they're operational issues and  
6 so we're going to be developing a way to work  
7 out those operational issues as the program  
8 goes along.

9 CARA SEIDERMAN: Yes.

10 HUGH RUSSELL: Because we don't want  
11 to do it before the City Council for every  
12 single issue.

13 CARA SEIDERMAN: Right.

14 HUGH RUSSELL: Any other?

15 STEVEN WINTER: I have a question  
16 for Cara.

17 First, it's a comment which is I think  
18 it would be good to get ahead of the curve.  
19 And we talked about climate change and  
20 metrics and how we see this affecting climate  
21 change metrics. I think if we decided now

1           what those metrics are, how they measure,  
2           it's going to make the grant writing a little  
3           easier and to actually have that in place to  
4           say this is how we're going to measure these  
5           metrics for the climate changes. This is how  
6           we're measuring the decrease of single  
7           occupancy vehicles. And I think that would  
8           just be good to get that upfront. And I  
9           don't know if you have it now or suggest it.

10           CARA SEIDERMAN: That's an excellent  
11           comment. And in fact, we just started to  
12           think about that. And I know in the DC  
13           system they actually require the vendor to,  
14           on a monthly basis, come up with calculate it  
15           as part of that. So that's -- you mentioned  
16           some -- yeah, a couple of those metrics that  
17           we should include, so thank you.

18           STEVEN WINTER: And the other  
19           question that I had, I'm not looking for an  
20           extraordinarily detailed answer, but I think  
21           this discussion that I'm going to ask you to

1 have is related to the advertising discussion  
2 in some way. What is the business model for  
3 the bike share? How does it generate cash  
4 flow to sustain itself?

5 CARA SEIDERMAN: Well, one thing I  
6 should just note is that each community is  
7 dealing with that in its own way. So Boston  
8 has decided that part of their important  
9 revenue is advertising, but that's not what  
10 we have developed. So, it's actually only  
11 New Balance Hubway in Boston. And once we  
12 join and that's going to not be called that  
13 on the website. So I just wanted to make  
14 that clear. So there is a major sponsor in  
15 Boston. The Boston stations will retain that  
16 kind of advertising, but it is not a  
17 system-wide, and so that's one thing I wanted  
18 to be clear upfront.

19 STEVEN WINTER: Yes, sure.

20 CARA SEIDERMAN: So we right now  
21 have funding to start the system that is some

1 city funds and a grant to -- a couple  
2 different grants that come from different  
3 federal sources. And then there are --  
4 there's income that comes from the people  
5 joining and casual end users payment. And  
6 we're actually, you know, working out the  
7 differences between the different cities and  
8 the user system. So those are details that  
9 are probably not really, that's probably too  
10 much information to get into. But the cost  
11 of -- the capital cost of the equipment is  
12 large, but actually running the system is on  
13 a yearly basis the first station is not that  
14 high. And then we do have, for example, we  
15 have the contributions of Harvard and MIT to  
16 help blend the system and run the system  
17 which is fabulous. So, that's what we have  
18 for right now for our launch, and we will  
19 certainly be looking for how we might be able  
20 to expand it as we see the system which we  
21 hope will be successful to succeed.

1 Does that answer the question?

2 STEVEN WINTER: Well, yes, I think  
3 we're getting -- so that in fact there's not  
4 an identified funding stream that comes --  
5 the fact that Boston sold those 500  
6 memberships at 60 a pop, that's 30,000 bucks  
7 which is not a lot of money in terms of  
8 long-term sustainability. So what I'm  
9 sensing is that there's really not, there's  
10 not a sustainable generating stream of  
11 funding and that what we'll probably be doing  
12 is looking for other public funds to match.  
13 And what I'm trying to get at is are we going  
14 to need to count on advertising in order to  
15 sustain the system?

16 CARA SEIDERMAN: Well, the amount of  
17 money that we have right now is for a  
18 three-year system, and that's what the  
19 contract is. And so we do have that money in  
20 place to establish the system for this number  
21 of stations for three years. So, other ways

1 of potentially getting money or other  
2 partners who would like to participate, and  
3 if you look at, for example, what's planned  
4 to be on some of the station names would be  
5 things like this is the, you know, this is  
6 the Harvard Law School station. And that's  
7 just on a little -- it's not a big kind of a  
8 sign. It's just a little name up on top of  
9 the station. And we have had inquiries from  
10 other companies who might also be interested  
11 in that kind of a thing in order to expand  
12 the system. But to maintain the number of  
13 stations that we've initially planned, the  
14 model that we have right now will cover that.

15 STEVEN WINTER: You need to go for  
16 three years?

17 CARA SEIDERMAN: Correct.

18 STEVEN WINTER: Yes, okay, thank  
19 you.

20 THOMAS ANNINGER: This is a very  
21 interesting discussion I have to admit. Just

1 sort of following up on this business about  
2 differences in funding and advertising and so  
3 on makes me want to ask what assurances do  
4 you have that the system will remain regional  
5 in its maintenance over a longer period of  
6 time than just the three-year contract? I  
7 can imagine Boston going its own way some day  
8 because they get a better deal from somebody  
9 other than the maintenance company, I forget  
10 their name already.

11 AHMED NUR: New Balance.

12 CARA SEIDERMAN: No, no. New  
13 Balance is -- Alta Bike Share.

14 THOMAS ANNINGER: So all Alta Bike  
15 Share. And Boston wants to go with Veta  
16 (phonetic). That would create a real  
17 complexity if we can take bikes from one city  
18 to another, but they have different  
19 maintenance systems with different  
20 rebalancing rules. What sense do we have  
21 that the regional system will survive over a

1 period of time?

2 CARA SEIDERMAN: I think at some  
3 point we're taking a leap that we -- it's in  
4 everybody's best interest -- it would not be  
5 in anybody's interest to make a system that  
6 was dysfunctional. I think that if you  
7 really want something to survive and do well,  
8 then it has -- there's a common sense that  
9 says well, you know, for the system to really  
10 work regionally, it's in our interest that  
11 there are stations in Somerville and Boston  
12 and Brookline, it's in their interest that  
13 there are ones here, that they all work and  
14 function well. I mean, nobody guarantees  
15 anything, right?

16 So, you know, we have the system in  
17 place for as long as we have it. And the  
18 hope is that if the amount of works --

19 THOMAS ANNINGER: We have an expert  
20 here.

21 STEVEN WINTER: If I may, there's a

1 group called the Metro Mayor's Coalition  
2 which is the Mayor's or town city managers of  
3 the 12 towns basically that are on the harbor  
4 and it includes Boston, Somerville, Cambridge  
5 and others. And this group -- this is one of  
6 the places where this is discussed, issues  
7 like this. I feel confident that there is  
8 enough of a dialogue among the mayors that  
9 was not happening ten years ago. Mayor  
10 Curtatone, Mayor Menino, Bob Healy. They're  
11 all involved in these discussions. So I  
12 think the places are there to have those  
13 conversations. We have to hope they happen.

14 THOMAS ANNINGER: Okay.

15 HUGH RUSSELL: Ted.

16 H. THEODORE COHEN: Could I jump in  
17 here? I mean, it is a very interesting  
18 discussion. I think a lot of it is unrelated  
19 to zoning and what we're here to talk about,  
20 but I would say it's not unlike, you know,  
21 independent trolley systems that operate all

1 throughout the Boston area, New England, and  
2 all over the eastern seaboard which  
3 consolidated over time and became systems  
4 that you could ride from one to the other.  
5 You know, New York City merged to all the  
6 different systems into one. The MBTA merged  
7 into a number of different things. I think  
8 as things developed, it will become a network  
9 that's going to work throughout the entire  
10 region. And I think it has to.

11 And talking about financing, I have two  
12 points of view on that. And one is that it  
13 could be viewed that this is simply the thing  
14 that the public should be supporting purely  
15 through tax dollars and not have any  
16 advertising, that it's not really different  
17 from saying public libraries or maintenance  
18 of the streets and highways that we do for  
19 automobiles or maintenance of the sidewalks  
20 for pedestrians. Or alternatively if we're  
21 looking at an advertising model, while it's

1 probably parenthetical for me to say it, I  
2 rather like the advertisements on the  
3 stations for the busses and the trolleys. I  
4 think they add to the fabric of the city and  
5 are reminiscent of the kiosks in Paris and  
6 other cities. So I have no difficulty, you  
7 know, with the model, the different models  
8 that may be. And I think it's, you know, we  
9 have various committees and entities in the  
10 city and other regions that can be looking at  
11 this and figuring out what's the best way to  
12 work it.

13 I also wanted to point out that we have  
14 all these letters from the Pedestrian  
15 Committee and Bicycle Committee and the  
16 Climate Change Committee, all talking about  
17 the benefits that we will be getting from  
18 this. And, you know, I've never used them  
19 myself, but I've always been enthralled by it  
20 in other cities. And I know my son in DC who  
21 does have a car uses, the bike share all the

1 time because it's just easier to commute that  
2 way and not worrying about finding a parking  
3 spot for short trips within the city is just  
4 an easy thing. His main concern, as the  
5 gentleman from Harvard commented, is that  
6 there's not always a bike available when he  
7 wants it because it's become such a popular  
8 program that, you know, there just hasn't  
9 been enough supply for the demand. And I  
10 think it would be great if we reached that  
11 situation where, you know, we have much more  
12 demand and then we can expand upon our  
13 supply.

14 HUGH RUSSELL: Question. Whether  
15 Jeff or someone else has read the other 200  
16 pages of the Ordinance for -- I mean I'm  
17 thinking when we start giving Special Permits  
18 to buildings that Sue Clippinger and Cara are  
19 going to come and say, you know, see if you  
20 can get them to put in a station, maybe even  
21 sponsor a station. And how does that fit

1 into the urban design objectives in say other  
2 parts of the Ordinance or Special Permit  
3 criteria where people support the system, it  
4 helps, it's a positive aspect for granting a  
5 public permits.

6 JEFF ROBERTS: Well, I can, from  
7 having reviewed, maybe not as exactly as you  
8 have, I think I don't -- I can't think of  
9 anything in the current Special Permit  
10 criteria in any cases that would discourage  
11 it. I think certainly a provision of  
12 pedestrian and bicycle friendly amenities and  
13 other amenities that help to reduce the  
14 reliance on automobile travel are very  
15 clearly stated as goals. But, well, maybe to  
16 the point you were getting at, if you wanted  
17 to recommend any additional language that  
18 made a more -- made that a more specific  
19 point, we could consider doing that. But it  
20 may be that just keeping the criteria more  
21 general and then giving the Planning Board

1           di screti on through conversati ons wi th Sue and  
2           other staff woul d be the approach to go wi th.

3           HUGH RUSSELL: I can' t think of any  
4           speci fi c paragraph, but I guess I' d ask you  
5           to maybe browse through the Ordi nance wi th  
6           that in mi nd one more time to see i f there  
7           are other opportuni ties. I mean, I' m  
8           thi nki ng that we mi ght make our  
9           recommendati ons thi s eveni ng.

10          STEVEN WINTER: I woul d l ike to do  
11          that.

12          HUGH RUSSELL: I don' t thi nk i t  
13          woul d hol d up the process, but j ust a  
14          thought.

15          Are we ready to go to a recommendati on?

16          AHMED NUR: Yes, l et' s go.

17          HUGH RUSSELL: I haven' t heard any  
18          comments that woul d suggest that there shoul d  
19          be changes i n the speci fi c zoni ng l anguage.

20          STEVEN WINTER: There are concerns  
21          about the si gnage, comments bei ng too gl obal

1 I think.

2 ROGER BOOTHE: Steve, could you  
3 speak into the mic, please?

4 STEVEN WINTER: I'm sorry. We heard  
5 about concerns about the signage being too  
6 global and its acceptance. I'm not sure that  
7 I'm there exactly. My concern is more the  
8 advertising, than the types of signage. But  
9 I think that it's not gonna stop me from  
10 supporting the changes, the proposed changes.

11 HUGH RUSSELL: I was convinced on  
12 that point that having staff review as part  
13 of the system, those issues can be properly  
14 addressed. The question of commercial  
15 signage, I'm not real excited about. Having  
16 a lot of commercial signage, it sounds like  
17 current proposal or contract doesn't  
18 contemplate that.

19 STEVEN WINTER: That's correct.

20 HUGH RUSSELL: So maybe in three  
21 years that will have to be looked at again,

1 but it seems to me that it's probably not --  
2 we're not going to be the one that's going to  
3 be monitoring this program. I think there's  
4 an appropriate city body to be doing that.  
5 So I can encourage Cara to, you know, three  
6 years from now have come up with, you know,  
7 an operating system that's operating. If it  
8 needs more, you know, zoning relief, well,  
9 then we deal with whenever that comes up.

10 STEVEN WINTER: Mr. Chair, I may  
11 find my point as I start talking, but the --  
12 I think that we're going to learn a lot when  
13 we get into this and we're going to benefit  
14 this from that learning. I think that the --  
15 the users are going to learn how to do the  
16 short hops and how to connect the dots and  
17 how to make that happen, and it's just going  
18 to take some learning. So I think we're  
19 going to get good at it because we're  
20 terrific here. We can do those things.

21 And probably fortunate for everyone.

1 I've totally forgotten the other point that I  
2 had.

3 HUGH RUSSELL: So would someone like  
4 to make a motion for a recommendation?

5 H. THEODORE COHEN: I move that we  
6 recommend to City Council the adoption of the  
7 amendments to the Zoning Board, and then to  
8 create the public bike sharing stations in  
9 accordance with the proposal that was  
10 presented to us and was in the notice of the  
11 public hearing for today.

12 I'll just leave it at that.

13 STEVEN WINTER: May I add a friendly  
14 amendment?

15 That the comments that will be made by  
16 staff based on these conversations, I think  
17 we should encourage staff to put those in the  
18 recommendations as they see fit. No?

19 THOMAS ANNINGER: I didn't hear too  
20 many.

21 STEVEN WINTER: Okay. Well, we've

1           asked Jeff --

2                   THOMAS ANNINGER: I thought if  
3 anything, I heard sort of the opposite, that  
4 many of the comments were of a nature that  
5 probably did not belong in zoning.

6                   STEVEN WINTER: So operational?

7                   THOMAS ANNINGER: That were more  
8 operational, and that we were still in the  
9 learning stage. So many of these things  
10 probably might find their way in the zoning  
11 at some other later time.

12                   STEVEN WINTER: The intent of my  
13 comment was to have us encourage the staff to  
14 contribute, as they feel is important to the  
15 recommendations that we're making to the  
16 Council on the technical zoning issues that  
17 they're looking at.

18                   H. THEODORE COHEN: I'm not sure I  
19 understand what that means. I mean, there's  
20 been discussion about advertising and  
21 signage. There's been discussion about

1           location. And I feel comfortable, but this  
2           falls under the jurisdiction of various  
3           different entities in the City that's going  
4           to be monitoring the program and entering  
5           into contracts with the developers, and that  
6           I assume that City Council will be having  
7           some -- will be hearing some of these same  
8           concerns.

9                     STEVEN WINTER: I have no problem  
10           with that.

11                    I withdraw the amendment.

12                    HUGH RUSSELL: This is essentially  
13           enabling legislation.

14                    JAMES WILLIAMSON: City Council  
15           already had the hearing.

16                    HUGH RUSSELL: Right.

17                    Okay, well I'm sure that anything that  
18           was said tonight that was new will be taken  
19           in by Cara and evaluated and passed on as  
20           appropriate.

21                    So we have a motion. Do we have a

1 second?

2 (Show of hands).

3 HUGH RUSSELL: I'll pick Steve  
4 because I saw his hand first.

5 All those in favor?

6 (Show of hands.)

7 HUGH RUSSELL: Five in favor.

8 (Russell, Anninger, Winter, Cohen,  
9 Nur.)

10 \* \* \* \* \*

11 HUGH RUSSELL: We're ready for our  
12 eight o'clock hearing. Are the people  
13 outside for the eight o'clock hearing?  
14 Brattle Street.

15 Okay, let's get started. The next item  
16 on our agenda is Planning Board case 261, 2  
17 through 10 Brattle Circle, Townhouse Special  
18 Permit. And the first question I would like  
19 to bring up is that the Petitioner has the  
20 right to be heard by a seven member Board,  
21 because any vote we take in the affirmative

1 vote has to be by five members of the Board.

2 So are you willing to be heard by a five  
3 member Board?

4 ATTORNEY JAMES RAFFERTY: Good  
5 evening, Mr. Chairman, Members of the Board.  
6 For the record, James Rafferty on behalf of  
7 the Applicant. Thank you, we were alerted to  
8 the issue involving the number of members by  
9 Ms. Paden and reviewed the matter with the  
10 Applicant and he is prepared to proceed with  
11 the Board as it's constituted this evening.

12 HUGH RUSSELL: Okay. Very good.  
13 And then it's clear for you to proceed.

14 ATTORNEY JAMES RAFFERTY: Thank you.  
15 This is an application, as noted by the  
16 Chair, for a Townhouse Special Permit. And  
17 within the authority of the Townhouse Special  
18 Permit there is also a provision to modify  
19 the open space requirements, and this project  
20 seeks relief under both of those.

21 This is a very interesting site,

1 Brattle Circle is perhaps not all that well  
2 known to the people of Cambridge. It's a  
3 small cul-de-sac on the stretch of Brattle  
4 beyond Fresh Pond Parkway before the end of  
5 Brattle Street where it intersects with Mount  
6 Auburn Street. The location is significant  
7 in several respects:

8 The existing conditions there are  
9 really quite remarkable. If you've had an  
10 opportunity to walk down Brattle Circle, you  
11 can see vestiges of what this might have  
12 been, and you can also see the impacts of  
13 significant period of deferred maintenance I  
14 think might be the best way to characterize  
15 the condition of the property. At any rate  
16 the Applicant, Hill Harder Development Group  
17 has acquired the property and is proceeding  
18 with the proposal to convert what is today a  
19 complex of 12 dwelling units, into a complex  
20 of 10 dwelling units. And Mr. Boyes-Watson,  
21 the project architect, will walk you through

1 the elements of how we propose to achieve  
2 that.

3 The project is multi-layered from a  
4 jurisdictional perspective. The Historical  
5 Commission has jurisdiction over the  
6 demolition aspects of the project, and as  
7 you'll learn today, there's a significant  
8 component of the demolition associated with  
9 this. There has been a preliminary  
10 determination by the Historical Commission in  
11 support of the application pending the  
12 outcome of the permitting.

13 There's also Variance relief being  
14 sought because the gross floor area of the  
15 new structures exceeds what the base  
16 Residential B District would allow. The  
17 matter is scheduled for a hearing on Thursday  
18 of this week before the BZA, and they will  
19 address the issues associated with the  
20 replacement structure. And those are largely  
21 setback and GFA issues and dwelling unit

1 issues.

2 So, the Townhouse Special Permit, as  
3 you know, is a permitted use in the Res B  
4 Zoning District. So the Townhouse Special  
5 Permit is the authority that rests with this  
6 Board, and so we're here in the context of  
7 the Townhouse Special Permit.

8 There's a reference in the application  
9 to relief for excess parking. We've since  
10 concluded with the Community Development  
11 Department that that is not, that is not  
12 needed. That that provision of Article 6  
13 applies to commercial parking in a commercial  
14 parking facility. And in this case the  
15 scheme as presently proposed has two, it has  
16 ten units with 12 parking spaces. So --

17 MARK BOYES-WATSON: 13.

18 ATTORNEY JAMES RAFFERTY: 13 parking  
19 spaces.

20 That's a suggestion I should stop  
21 talking specifics and facts and turn this

1 over to Mr. Boyes-Watson who as you know  
2 usual ly appears wi thout benefi t of counsel so  
3 I don' t thi nk there' s any benefi t for me to  
4 say anythi ng.

5 MARK BOYES-WATSON: I' m Mark  
6 Boyes-Watson, Boyes-Watson Archi tects.

7 As Ji m was sayi ng, thi s i s a compl ex  
8 si te and I' m goi ng to try to approach i t by  
9 -- we found that the onl y way that anyone can  
10 understand i s that we can show i n the model  
11 i s I woul d l i ke to take thi s sort of through  
12 si te context the way that these bui l di ngs  
13 relate to the bui l di ngs that preceded them i n  
14 the sense of what we' re taki ng down and by  
15 way of what we' re savi ng. And then have us  
16 l ook, maybe i n order to understand the  
17 three-di mensi onal rami fi cati ons of the  
18 proposal , the model' s actual ly the best tool .

19 So, j ust to pl ace thi s i n Cambri dge,  
20 the si te i s on Brattl e Ci rcl e whi ch i s a  
21 cul -de-sac off Brattl e Street j ust after you

1 cross passed Gerry's Landing. And it's  
2 bordered -- it has Brattle. It comes on the  
3 Brattle Circle. Mount Auburn is here. The  
4 cemetery is here. So, actually this site has  
5 the strong connection to the cemetery  
6 including the fact that the historic house at  
7 the front of the lot -- this house here, that  
8 we -- this house here, was the gardener's  
9 cottage for -- there used to be -- from Mount  
10 Auburn Cemetery, the gardener lived here, it  
11 was built for him. And there used to be all  
12 sorts of greenhouses that were used for the  
13 laying out in Mount Auburn that stretched out  
14 here in history. And you can still see some  
15 of that (inaudible) in that in photographs  
16 that Charlie Sullivan has. So that used to  
17 come down here.

18 So the proposal actually is a very  
19 strange and topographically difficult lot on  
20 its face. And then it has these very  
21 complicated buildings on it. So let me just

1 point out the site, though.

2 So the site is what I've outlined in  
3 green. And it consists of that historic  
4 gardener's house. The back L as Charlie  
5 Sullivan characterizes it, and a two-family  
6 house here facing Mount Auburn, but always  
7 accessed actually off Brattle Circle. And  
8 then kind of a strange four-story garage that  
9 is slightly over its lot lines down here on  
10 Mount Auburn and over on the adjacent  
11 property here.

12 So, basically what -- as Jim pointed  
13 out, there and you're probably better off  
14 with the things in front of you, but those  
15 familiar neighbors and those with the lot  
16 know that this is the historic house that  
17 actually consists of a house, and it has an L  
18 both of which we're saving and trying to  
19 reduce the size of the dormers, etcetera.  
20 And then in the back, it starts to break into  
21 an extraordinary sequence of buildings that

1 have all sorts of dormers and ingress and  
2 egress off metal staircases going three  
3 stories up, etcetera, etcetera. It's very  
4 complex buildings. Warren like buildings,  
5 which led the Hill Harder Development Group  
6 to -- they look at them and it's really --  
7 although there is 16,000 odd square feet on  
8 the lot, and the proposal actually is for  
9 slightly less than that, these buildings are  
10 really tricky and are of the kind that have  
11 reached the end of their useful life. That  
12 decision, though, not to pursue just simply  
13 renovating the buildings, plunges us into  
14 this complex approval process that we're now  
15 in, because we're actually 12 units now in a  
16 bigger buildings. We're coming back with a  
17 smaller proposal with less units but a lot of  
18 approval process.

19 So let me just sort of outline a bit of  
20 where that approval process comes from. So,  
21 the -- and it starts to get us into the

1            building. This is a diagram that shows, and  
2            I'm just going to orient it. This is Mount  
3            Auburn. This is the circle. This is -- I  
4            didn't say it, but there's a little private  
5            driveway down here. So, what you have, here  
6            is the gardener's cottage that basically gets  
7            saved and renovated. The grey is everything  
8            that's here today. Here's that garage right  
9            on the lot line, back L, and the existing  
10            gardener's house.

11            So what's proposed is actually to build  
12            -- you can see it's sort of roughly in the  
13            same configuration creating a courtyard. But  
14            what we're trying to do is actually increase  
15            the level of compliance of the variance  
16            elements, such that there's an existing  
17            non-conformity in these garden cottage that's  
18            too close to the circle. Now, that stays.  
19            Of course, if we then build on to that, we're  
20            actually non-conforming because we're  
21            extending a non-conforming building.

1           We' re actual ly reduci ng the conformi ty  
2 of the setbacks both down this side lot line.  
3 See, the grey is the existi ng, we' re pulli ng  
4 back off this lot line, down the side here.  
5 On Mount Auburn we' re demolishi ng thi s zero  
6 lot line garage pulli ng our bui ldi ng back.  
7 What the green doesn' t show is actual ly sort  
8 of a buried garage that you' ll see on the  
9 model . So actual ly there are, even though  
10 we' re pulli ng back here, there are still  
11 Vari ances in the proposed, and that' s what' s  
12 triggeri ng the Vari ances, let' s say, for  
13 front yard setback. They' re actual ly, in  
14 every case, less non-conformi ng but still  
15 requiri ng rel ief.

16           So, what the -- as we go through  
17 that -- and we go through 16,500 square feet  
18 project by about 15 percent smaller. We go  
19 down from 12 to 10 uni ts. And i nstead of  
20 havi ng a sort of Warren like layout, these  
21 are mostly very simple entrance and rear

1 entrance townhouses in the final proposal.

2 So this is the site plan as proposed for the  
3 10 units. And I'll just quickly go through  
4 that.

5 So here in the old original gardener's  
6 building, two units facing the circle. A  
7 third unit. A fourth and fifth unit that's  
8 actually one over the other, and that has  
9 something to do with the topography you can  
10 see the sloping land as you come down from --  
11 you come down from the driveway, the private  
12 driveway that comes up Brattle. Brattle  
13 Circle here. Mount Auburn is about ten feet  
14 lower than the portions at the top of the  
15 site. So the site is tangling a transition  
16 of grade down. The courtyard being more or  
17 less level with the circle, and that's  
18 important in a moment when I'll speak about  
19 the parking and how that's handled at the  
20 back of the site.

21 So basically you'll go 1, 2, 3, 4, 5,

1           6, 7, 8, 9, 10, units. The idea is to have a  
2           bucolic court off the traffic off Mount  
3           Auburn here that leads off the circle. That  
4           all of the entrances are off that quiet  
5           court. And then private open space is then  
6           distributed around -- behind each of the  
7           structures. So, it's a very simple sort of  
8           townhouse diagramming in a way on a complex  
9           site.

10                 So, what happens with the parking is  
11           that Hill Harder have been working with the  
12           neighbors and trying to work out the least  
13           impactful solutions. And so what resulted in  
14           that is in some ways -- well, it's a little  
15           interesting and I'll show you why. So right  
16           now there already is existing parking on the  
17           site, about eight spaces that are off a  
18           driveway that went into the courtyard. These  
19           spaces up here off this private driveway  
20           exist, and then the other four spaces were in  
21           those garages backing out on to Mount Auburn

1           which as you know it's pretty busy at that  
2           spot. So what we are planning is that we  
3           maintain these three parking spaces. We're  
4           eliminating any cars in the courtyard, but  
5           they are asking for this parking in the front  
6           yard here which is not normally -- are  
7           frowned upon by this Board and the Board of  
8           Zoning Appeal, but I find in this case with  
9           the strange sort of front yards in this  
10          property seems warranted and tucked away.  
11          And then actually all of the remainder of the  
12          parking is under this part of the building.  
13          And I can show you that better in the model  
14          another eight spaces down here tucked under  
15          the buildings.

16                 This, this has the required setbacks  
17                 and is all conforming at this end of the  
18                 site.

19                 So we actually are at grade here and  
20                 can go front and backwards. Front ways out  
21                 in and off Mount Auburn. Virtually at grade,

1 because by virtue of the fact that these  
2 first floors are only slightly above this  
3 courtyard, it is almost actually a full story  
4 above Mount Auburn. So you actually don't  
5 have a ramp or anything. It's a very modest  
6 maybe a foot or so below Mount Auburn. So,  
7 what -- I mean, the best tool -- I really  
8 found that I can't even explain to myself. I  
9 can't go through the elevations, but I just  
10 assume very quickly whip you around the  
11 model.

12 HUGH RUSSELL: Sure.

13 H. THEODORE COHEN: Before we get to  
14 that, can I ask a couple questions about  
15 existing?

16 MARK BOYES-WATSON: Yes. This is  
17 the existing surface.

18 H. THEODORE COHEN: On the other  
19 side of the circle there are what, two or  
20 three houses?

21 MARK BOYES-WATSON: So, what happens

1 now, the circle -- here's Brattle Street. So  
2 these houses front Brattle, right? The  
3 circle comes in through here and swells out.  
4 There's a house here. This house fronts on  
5 the circle. This house -- actually, on this  
6 stretch of Mount Auburn, they don't face  
7 Mount Auburn. They fundamentally face up the  
8 hill towards Brattle. So this house, this  
9 house, this house and indeed these houses all  
10 front the circle. When you go down this part  
11 of Mount Auburn, you almost don't realize  
12 you're passing these houses. It's like  
13 fenced. It's fairly ugly actually. And  
14 nothing fronts Mount Auburn along that part.  
15 It's really garden to the cemetery. It's a  
16 funny condition.

17 See these little driveways here? This,  
18 this property had the garages. These ones do  
19 have parking. It's lower down than the  
20 houses itself.

21 H. THEODORE COHEN: And the parking

1 now associated with the site is how many  
2 spots?

3 MARK BOYES-WATSON: Yeah. It's 1,  
4 2, 3 -- I think we counted 4, 5, 6, 7, 8.

5 No, there are two in here. Two in  
6 here. Two in here and four in the garage.  
7 So 1, 2, 3, 4, 5, 6, 7, 8. It doesn't  
8 matter. We only counted one in here because  
9 they're tandem. Anyway, that's where they  
10 are.

11 H. THEODORE COHEN: So there are now  
12 seven or eight spots?

13 MARK BOYES-WATSON: So, right now  
14 there are seven or eight spaces.

15 KELLY SPEAKMAN: (I naudi bl e).

16 MARK BOYES-WATSON: So where are  
17 they, Kelly, so we get it right.

18 KELLY SPEAKMAN: Right now they park  
19 two cars here.

20 MARK BOYES-WATSON: They're tandem?

21 KELLY SPEAKMAN: Right. So it's

1 one, two -- there's four here. Three here,  
2 and then one in the middle I think. Even  
3 though there's a really large paved driveway.

4 MARK BOYES-WATSON: We don't count  
5 in tandem. So that's what, because it's for  
6 zoning. One, two, three, four, five, six,  
7 seven, eight.

8 H. THEODORE COHEN: Eight. Thank  
9 you.

10 MARK BOYES-WATSON: So, actually --  
11 and we're going up to 13. And the  
12 increase -- so basically we end up with two  
13 that access off Brattle Circle in that front  
14 yard parking. We end up with these three  
15 retained on the balance down here off of  
16 Mount Auburn entrance.

17 Any other questions on the plan?

18 So, how that -- just very quickly then  
19 going through here. So the idea is the  
20 restoration of this house that we talked to  
21 the Historic about, the preservation of

1 reconstruction of this. So this is Kent.

2 These are the structures that were here  
3 before getting demolished and replaced.

4 And so the general idea is fairly  
5 simple forms on here, which are then  
6 concatenated with these little entrances.  
7 This one provides access up from the parking.  
8 You come around the other side, you can see  
9 that the -- there's that parking that comes  
10 down here, and it's a bit like the Castle  
11 Hill School that Hill Harder did on the  
12 corner of Harvard and Lee just up the road  
13 here. So you're coming off the side and  
14 coming in. A mixture of private gardens and  
15 garages covered. Here you're going -- there  
16 is -- over here there's a  
17 townhouse/condominium complex in this whole  
18 bit here.

19 And on the Google Earth you can see the  
20 townhouse development that abuts it right  
21 here. They come off a car court, and these

1 are outside of it. So that's what faces --  
2 that's what's over here is. This is strong  
3 pine that border already here. Parking is  
4 part of that project.

5 As you come around, you can see that  
6 what this is treated as the back of the --  
7 sort of the lower scale back L to the garden  
8 of this building. So it's sort of  
9 semi-submerged back here because you're high  
10 here and there's retaining walls that exist  
11 right now here. And so we step down into  
12 these gardens and down into our courtyard  
13 here through this little, these little gaps.

14 So basically they are two and three --  
15 so it's mostly three-story townhouses. This  
16 is two, these are three. They are  
17 traditional living room, dining room, kitchen  
18 on the first floor. Master bedrooms on the  
19 second floor, maybe a study and a pair of  
20 bedrooms on the third floor. So traditional  
21 townhouse layout.

1           The open space -- so the -- so the  
2           Townhouse Special Permit is really because we  
3           are taking away structures and these houses,  
4           and then putting them back thus triggering  
5           the Townhouse Ordinance. And it also means  
6           that we have to review the open space, which  
7           then actually are use -- we actually comply  
8           straight out for Res B which asks for 20  
9           percent open space usable and 20 permeable  
10          for a total of 40, which is the project has.  
11          The Townhouse Ordinance asks for 25 percent  
12          open space, but allows you to count things  
13          that are only 10 by 10 with the permission of  
14          the Board. We meet that requirement if the  
15          Board grants permission the first account of  
16          the 10 feet.

17                 So those are the two Special Permits  
18                 requested then as part of this application.

19                         HUGH RUSSELL: Okay.

20                         Any questions at this point from  
21                         members of the Board?

1 (No Response.)

2 HUGH RUSSELL: Does that conclude  
3 your presentati on?

4 ATTORNEY JAMES RAFFERTY: Thank you,  
5 yes.

6 HUGH RUSSELL: Just note that those  
7 of you not fami liar wi th the Pl anni ng Board.  
8 The publ ic heari ng I' ll call your name, first  
9 we readi ng from the sheets and then ask if  
10 there are other peopl e who haven' t signed up  
11 who wi sh to speak. When you come up, please  
12 gi ve your name and address for the record and  
13 l i mi t your comments to three mi nutes i n  
14 durati on.

15 So, the first person on the list is  
16 Rosal ie Hornbl ower. And she doesn' t wish to  
17 speak; is that correct?

18 And the second is Charli e Marquardt of  
19 Rogers Street.

20 CHARLES MARQUARDT: First of all --  
21 Charli e Marquardt, 10 Rogers Street.

1 I only have one question, I'll start  
2 with first, it's a nice project. What's  
3 there right now definitely had some, I think,  
4 Mr. Rafferty referred to as deferred  
5 maintenance, permanently deferred I guess is  
6 probably the best way to put it. My question  
7 really comes down to, and reading through the  
8 application, I saw that there were no  
9 inclusionary units which struck me as a  
10 little bit odd, because even though it's  
11 fewer than ten new units, it's only seven new  
12 units. There's 13, 14,000 square feet of  
13 space which it leads you to believe that it  
14 should be about two inclusionary units trying  
15 to get in there.

16 So that's really my only question.

17 Thanks.

18 HUGH RUSSELL: Thank you. So what's  
19 the Petitioner's response on inclusionary  
20 units?

21 ATTORNEY JAMES RAFFERTY: You want

1 us to respond?

2 HUGH RUSSELL: Yes.

3 ATTORNEY JAMES RAFFERTY: The  
4 provi si on of 11.200 requi res i ncl usi onary  
5 uni ts -- a project i s defi ned, i ncl usi onary  
6 project contai ns 10 or more new converted  
7 uni ts. We onl y have seven new uni ts who are  
8 retai ni ng the exi sti ng house wi th three  
9 uni ts. So, i t' s been our posi ti on that we  
10 don' t tri p that threshol d.

11 I wi ll say that that i s an ongoing  
12 conversati on we' re havi ng wi th the Bui l di ng  
13 Commi ssi oner. And at the moment we are not  
14 i n agreement on the i nterpretati on of that,  
15 but the appl i cati on refl ects our  
16 understandi ng of the 11.200, and I thi nk  
17 we' re -- the most recent conversati on I had  
18 there was a suggesti on that because we were  
19 changi ng to townhouse styl e uni ts, that we  
20 woul d somehow creati ng ten new uni ts. At the  
21 moment I can' t fi nd support for that

1           assertion in the language of the Ordinance.

2           So I suspect we'll continue to have

3           discussions with the Building Department.

4           Obviously no Building Permit can be issued

5           until it's resolved to the satisfaction of

6           the Building Commissioners.

7                       HUGH RUSSELL: If you were to not  
8           prevail in this discussion, would the design  
9           of the project change at all?

10                      ATTORNEY JAMES RAFFERTY: I think  
11           it's fair to say that's probably likely. I  
12           think the economics of this -- if this  
13           project were required to provide two  
14           affordable units, I don't believe the  
15           Petitioner thinks he can proceed at this  
16           scale. But we haven't had extensive  
17           conversation about that, but that's -- any,  
18           is that a reasonable assessment?

19                      MARTIN HILL: Yes, that's  
20           reasonable.

21                      HUGH RUSSELL: And the Building

1 Department's notion is that two are required?

2 ATTORNEY JAMES RAFFERTY: If it is  
3 indeed subject to 11.200, I think it's pretty  
4 clear that it would require two because you  
5 wouldn't get the benefit of the bonus units  
6 since the unit count there exceeds what the  
7 base unit counts permitted in the Res. B  
8 District.

9 We don't disagree with that conclusion.  
10 I think it's the threshold question as to  
11 whether or not it's subject to 11.200.

12 HUGH RUSSELL: Okay, thank you.

13 Are there others who wish to be heard?  
14 Heather, sure.

15 HEATHER HOFFMAN: Hi, my name is  
16 Heather Hoffman, I live at 213 Hurlley Street  
17 and I thought I'd have a little reading from  
18 the definition section of the inclusionary  
19 housing provisions. This is Section 11.201  
20 definitions: Inclusionary project shall mean  
21 any residential or mixed use development

1           containing or creating 10 or more newer  
2           converted dwelling units, including phase  
3           projects or -- and here's the part that we're  
4           talking about -- where fewer than 10 new or  
5           converted dwelling units are created,  
6           including phase projects, a residential  
7           development containing 10,000 square feet or  
8           more of gross floor area. In which case each  
9           1,000 square feet shall be considered a  
10          dwelling unit.

11                   HUGH RUSSELL: Okay, thank you.

12                   Does anyone else wish to be heard?

13                   (No Response.)

14                   HUGH RUSSELL: Okay. I see no one.

15                   So I would suggest that we would close  
16           the hearing for oral testimony and leave it  
17           open for written testimony?

18                   (Board members agree).

19                   HUGH RUSSELL: Now, we did receive a  
20           number of communications, and I haven't  
21           actually had a chance to read the ones that

1 hit the desk, my desk an hour or ten minutes  
2 ago. So what does the Historic Commission  
3 have to say?

4 AHMED NUR: They're in support of  
5 what's in front of us, the provisions.

6 HUGH RUSSELL: Okay.

7 So Rosalie Hornblower wishes to be on  
8 record as supporting.

9 Barbara Rosella (phonetic), Sebastian  
10 Morlotto (phonetic) must be in the condo  
11 development next-door, supporting. Hadley  
12 and Brattle Street resident is deeply  
13 concerned and feels new residences with  
14 additional cars would have a negative impact  
15 for the traffic on Brattle Street.

16 Now, there are 12 apartments and they  
17 have more square footage. Do you have any  
18 idea what the population was when the  
19 apartments were occupied?

20 MARK BOYES-WATSON: No, no. It was  
21 a bit desolate at the end there. There's

1 quite a lot of bedroom. It's quite warren  
2 like. But not sure how to make an  
3 estimation.

4 ATTORNEY JAMES RAFFERTY: Mr. Chair,  
5 if I may be permitted an observation.

6 HUGH RUSSELL: Sure.

7 ATTORNEY JAMES RAFFERTY: I've seen  
8 all the correspondence. And a few of them  
9 expressing concern have a certain formulaic  
10 style to them. But I think it's worth noting  
11 that most of them reference going from three  
12 units to ten. And I think by virtue of the  
13 application and the notice, we needed to  
14 apply that way. But it almost suggests to me  
15 a lack of understanding of the history of the  
16 12 units. And I only offer that because  
17 there have been some other people here this  
18 evening whom we've had conversation with from  
19 the neighborhood, who -- my sense was we're  
20 here out of a sense of concern, and having  
21 learned about the project, have chosen not to

1 speak at the public hearing. And I don't  
2 want to draw too much of an inference from  
3 that, but I do think from the exchanges that  
4 we've had that as people have understood the  
5 history in the 12 units, that some of the  
6 concerns that are being expressed about the  
7 density and the unit count seem to have --

8 HUGH RUSSELL: And so based on what  
9 we just heard, also that probably the number  
10 of bedrooms is actually decreased?

11 MARK BOYES-WATSON: We need to do a  
12 count. I can't remember how many there are.  
13 I think you're probably right, but I'm not  
14 sure about that. We'd have to do a count.

15 HUGH RUSSELL: Okay, so it's not a  
16 dramatic increase in any case. It might be a  
17 decrease.

18 MARK BOYES-WATSON: Right.

19 MARTIN HILL: I don't believe that  
20 it is an increase at all.

21 STEVEN WINTER: Mr. Chair?

1 HUGH RUSSELL: Yes, Steve.

2 STEVEN WINTER: I noted also that  
3 the abutters -- the immediate abutters seemed  
4 to be in favor of the project and content  
5 with the development and happy that something  
6 was happening. And the letters that were  
7 very strong in opposition were -- seemed to  
8 be not the abutters, but from -- and I'm not  
9 being pejorative but from two, three or four  
10 streets away. So I just wanted to make that  
11 observati on.

12 HUGH RUSSELL: Yes. I'm just trying  
13 to -- I mean, this new trend of everybody  
14 e-mailing us at the last moment makes it more  
15 difficult for us to actually appreciate all  
16 these things. So just -- I appreciate your  
17 comment and analysis.

18 THOMAS ANNINGER: And I think  
19 there's another comment. On the comments  
20 which is that they seem to be talking about  
21 traffic coming from Brattle Street, but we've

1 I earned that many of the cars will be coming  
2 from Mount Auburn Street. And so, it is an  
3 exaggeration to talk about 13 cars on Brattle  
4 Circle.

5 HUGH RUSSELL: Right. Because it's  
6 two on Brattle Circle and --

7 THOMAS ANNINGER: Two different  
8 driveways off of Brattle Street, and I forget  
9 already how many from Mount Auburn, but it's  
10 five or six at least.

11 MARK BOYES-WATSON: Eight.

12 THOMAS ANNINGER: Eight.

13 ATTORNEY JAMES RAFFERTY: Eight.

14 AHMED NUR: There's a comment made  
15 by Alexandria Leak (phonetic) of 19 Locklose  
16 (phonetic).

17 HUGH RUSSELL: Okay, so the criteria  
18 for the approval of townhouse development --

19 THOMAS ANNINGER: Very complex.

20 HUGH RUSSELL: And one is key  
21 features of the natural environment shall be

1           preserved to the maximum extent feasible.  
2           Tree removal shall be minimized, and other  
3           natural features of the site shall be  
4           maintained.

5                        So, I don't think we've heard about  
6           tree removal, but there is --

7                        MARK BOYES-WATSON:   Would you like  
8           me to give you a --

9                        HUGH RUSSELL:   Yes.

10                      MARK BOYES-WATSON:   I omitted to do  
11           that. There's nothing in the file about  
12           that, is there?

13                      LIZA PADEN:   We do have the  
14           arborist's report. And the arborist has  
15           agreed with the middle and with the proposed  
16           planting plan that's for this site.

17                      MARK BOYES-WATSON:   Which is --  
18           that's what I was going to review quickly.

19                      HUGH RUSSELL:   Okay.

20                      MARK BOYES-WATSON:   Do you want me  
21           still to review it?

1                   HUGH RUSSELL: So I guess we're  
2 taking that recommendation as satisfying this  
3 criterion?

4                   LIZA PADEN: Yes.

5                   HUGH RUSSELL: Great. I think we  
6 don't need to do that.

7                   New buildings should be sensitively  
8 related to the existing building environment,  
9 location, orientation, massing should avoid  
10 overwhelming existing buildings. Visual and  
11 functional disruptions should be avoided.

12                   I think here what we're really seeing  
13 is some minor changes that made improvements  
14 on the relationships that presently exist.  
15 So that we can easily make this finding.

16                   STEVEN WINTER: I'd like to add to  
17 that, Mr. Chair, that we're seeing that the  
18 housing is -- I don't know if you want to use  
19 the word clustered, but it is a much more  
20 compact footprint and which is what I would  
21 want to do in a dense urban environment which

1 is what we are in Cambridge. So I agree with  
2 you there.

3 HUGH RUSSELL: Okay.

4 Next is location arrangement and  
5 landscaping of open space to provide some  
6 visual benefits to abutters and passersby.  
7 As well as functional benefits of the  
8 occupants of the development.

9 What's the nature of the fence on Mount  
10 Auburn Street?

11 MARK BOYES-WATSON: The nature of  
12 the proposed fence on Mount Auburn Street is  
13 that there's a retaining wall on top of which  
14 there's a fence that allows -- you get --  
15 that's a bus lane there. And busy. And it's  
16 more or less the condition that is  
17 preponderant along this section of Mount  
18 Auburn. And I think that that is the --  
19 that's the sensibility of that thing which  
20 that it's gardens on the -- because the  
21 houses front onto Brattle Circle in the

1 courtyard, the backs of the houses are on  
2 Mount Auburn which is the consistent  
3 condition as you go down this little sequence  
4 of Mount Auburn which puts sort of this --  
5 sort of back garden fences on Mount Auburn  
6 opposite Mount Auburn Cemetery. And you have  
7 this thing with the very big trees that are  
8 down this side of Mount Auburn uniting across  
9 this fairly busy road. So that's how we've  
10 treated it. We've treated it consistent with  
11 that so we have a stone wall with a fence on  
12 top. So. . . .

13 HUGH RUSSELL: And it's an opaque  
14 fence?

15 MARK BOYES-WATSON: It's an opaque  
16 fence.

17 AHMED NUR: What's the height of the  
18 stone wall?

19 MARK BOYES-WATSON: The height of  
20 the stone wall is three feet.

21 AHMED NUR: That's fine.

1                   HUGH RUSSELL: And as the  
2                   presentati on i ndi cated, the bui ldi ngs are  
3                   bei ng pul led away from the abutters so  
4                   there' s more open space for the abutters  
5                   between the structures.

6                   Parki ng, next cri teri on i s parki ng  
7                   areas, i nternal roadways and access and  
8                   egress poi nts shoul d be safe and conveni ent.

9                   And I thi nk, you know, cl earl y there' s  
10                  a real i mprovement i n the way the parki ng i s  
11                  handl ed i n the access to and from Mount  
12                  Auburn Street compared to the existi ng, and  
13                  i t' s a standard safe arrangement. So I thi nk  
14                  that' s not a probl em.

15                  Parki ng area shoul d mi ni mi ze the  
16                  i ntrusi on of on-si te parki ng such that does  
17                  not substanti al l y attract the use or  
18                  enj oyment of proposed devel opment to  
19                  nei ghbori ng properti es.

20                  And I thi nk thi s i s l i ke textbook --

21                  STEVEN WINTER: Yes.

1                   HUGH RUSSELL: -- of an example of  
2                   how you do that.

3                   H. THEODORE COHEN: Yes.

4                   HUGH RUSSELL: A few cars scattered  
5                   around and then they go underground or under  
6                   buildings.

7                   Additional criteria for criterion  
8                   Residence B Districts. We have to make a  
9                   finding that the location is appropriate for  
10                  proposed residential uses. And I think we  
11                  can make that finding without going into any  
12                  more detail since it's been in residential  
13                  use for a long time.

14                  Includes amenities appropriate to  
15                  provide supportive service environment for  
16                  the anticipated residential existence.

17                  I don't know exactly what that means.  
18                  But it's really the amenities of central  
19                  shared open space. And also we can identify  
20                  that the use has met the Historic  
21                  Commission's preservation goals for the site.

1 STEVEN WINTER: Correct.

2 HUGH RUSSELL: And so the other  
3 question I guess is the open space reduction.  
4 Could you point out where the areas that are  
5 less than ten feet wide are?

6 MARK BOYES-WATSON: If I think a  
7 little. Oddly enough I wasn't prepared for  
8 that question. But I would say -- it's  
9 actually less than 15. So we go down from  
10 the 15 by 15 criteria to the 10 by 10.

11 HUGH RUSSELL: Right.

12 MARK BOYES-WATSON: So things like  
13 the area in front of the that bay wouldn't  
14 count as 15 by 15, but will count. There  
15 might be a space here that counts that  
16 wouldn't count. So it's sort of technical  
17 rather than seminal to the design of the  
18 project.

19 HUGH RUSSELL: Right.

20 MARK BOYES-WATSON: But we needed to  
21 comply to that Ordinance.

1                   HUGH RUSSELL: Okay. So the point  
2 is that the open spaces are -- there are only  
3 a few places where that happens, and they're  
4 not of significance I think to the overall  
5 landscape.

6                   H. THEODORE COHEN: And I believe  
7 they're also larger open space than what  
8 exists currently. Because I think aren't you  
9 pulling back certainly in the rear?

10                  MARK BOYES-WATSON: I think  
11 certainly the usefulness, I think the code  
12 requirement is speaking for the usefulness of  
13 open space. And I think that that's true  
14 that the usefulness of open space to the  
15 residence increases in the proposed over the  
16 existing.

17                  HUGH RUSSELL: Okay.

18                  THOMAS ANNINGER: The courtyard in  
19 the past seemed quite cluttered to me and now  
20 is a clear open space. So I think you've  
21 unified it in such a way that you get more,

1 not less, of open space that is not only for  
2 the benefit of this project but I would think  
3 is very visible to all the other houses  
4 around the circle. Because of the way --  
5 because of the side that is open toward the  
6 circle.

7 HUGH RUSSELL: Okay. Mr. Rafferty  
8 has loaned me a page of the Ordinance that  
9 how the open space dimensional reduction we  
10 have to make a determination that the  
11 peculiarities of the parcel warrant such a  
12 reduction, and that the smaller dimension  
13 will result in the superior site design, and  
14 that the total amount of private open space  
15 will not be reduced.

16 And clearly that's the case. That's  
17 exactly the case for these things that we are  
18 getting superior site design.

19 THOMAS ANNINGER: That's right.

20 HUGH RUSSELL: Right.

21 THOMAS ANNINGER: That's our

1 favori te provi si on, superi or si te desi gn.

2 ATTORNEY JAMES RAFFERTY: Thank you.

3 HUGH RUSSELL: Thank you.

4 Is there anything more to say about  
5 thi s?

6 H. THEODORE COHEN: Do we have to  
7 deal wi th parki ng i n the front yard?

8 ATTORNEY JAMES RAFFERTY: That's the  
9 BZA.

10 H. THEODORE COHEN: That's the BZA.

11 HUGH RUSSELL: So that's the --

12 THOMAS ANNINGER: Except to possi bl y  
13 make a di scussi on of that i n our, and  
14 possi bl y even a recommendati on.

15 HUGH RUSSELL: Yes, I woul d suggest  
16 that we -- i f we are ready to vote on the  
17 Speci al Permi t, we do that. But before  
18 adj ournment we then tal k about our  
19 recommendati on to the BZA.

20 THOMAS ANNINGER: That's ri ght.

21 AHMED NUR: I j ust have a qui ck

1           questi on.

2                   HUGH RUSSELL:  Ahmed, yes.

3                   AHMED NUR:  On, it looks like maybe  
4           southeast corner where that garage -- are you  
5           going to be excavating for that kind of  
6           underground garage there?

7                   MARK BOYES-WATSON:  For here?

8                   AHMED NUR:  Yes.

9                   MARK BOYES-WATSON:  No.  I think as  
10          a resul t of the si te of the gradi ng, i t' s ten  
11          feet higher in thi s corner than it is here.  
12          Thi s is modestly bel ow street level.  Maybe a  
13          foot, 18 inches max.

14                  AHMED NUR:  All right.  That was my  
15          concern.

16                  MARK BOYES-WATSON:  So i t' s -- I  
17          thi nk you' re -- there will be a, there will  
18          be in thi s area maybe a fi ve percent grade,  
19          and then you' re down.

20                  AHMED NUR:  Okay.

21                  H. THEODORE COHEN:  One last

1           questi on. Fol lowi ng up on that from your  
2           model and what you commented, do I take it  
3           that the landscapi ng i n the townhouse on the  
4           other si de effecti vel y blocked the vi ew of  
5           the parki ng area from peopl e dri vi ng on Mount  
6           Auburn Street?

7                     MARK BOYES-WATSON: Oh, yes.

8           There' s actual l y al so a si x-foot fence al ong  
9           -- existi ng si x-foot fence as part of thi s  
10          condomi ni um. The condomi ni um' s are here.  
11          There' s pi ne and a fence that run al ong --  
12          thi s li ne here, that doesn' t existi , that' s  
13          just the edge of our model . It' s a gradi ng  
14          that i ntegrates here. But there' s a li ne of  
15          pi ne al ong here, and a si x-foot fence. So  
16          actual l y when you' re on Mount Auburn, there' s  
17          even a fence -- as I was sayi ng, the fence i s  
18          al ong here. There' s a fence on Mount Auburn  
19          here, so thi s i s not a vi si bl e thi ng. As you  
20          go over to Mount Auburn i t' s very fast movi ng  
21          there and not many peopl e actual l y wal k that

1 piece of Mount Auburn so I don't think it's  
2 very visible.

3 THOMAS ANNINGER: Plus the  
4 townhouses face the other way.

5 MARK BOYES-WATSON: The townhouses,  
6 their backyards do -- they are front back to  
7 this. They have an internal court like this  
8 and their gardens are back here. But there  
9 is a six-foot fence.

10 THOMAS ANNINGER: I see.

11 MARK BOYES-WATSON: And I think we  
12 kept this to two stories here, too, so this  
13 building defers away a little bit. And we're  
14 also going to landscape. We're five feet  
15 away from the property line and we're going  
16 to landscape and plant on the existing.

17 HUGH RUSSELL: Okay. Are we ready  
18 for a decision?

19 So I've run through the findings  
20 already I think. So I think all we really  
21 need is a motion to grant the Special Permit

1 and to grant the waiver to the dimensional .

2 STEVEN WINTER: So moved.

3 HUGH RUSSELL: Is there a second?

4 H. THEODORE COHEN: Yes.

5 HUGH RUSSELL: Ted.

6 Any discussion on the motion?

7 (No Response.)

8 HUGH RUSSELL: All those voting?

9 (Show of hands.)

10 HUGH RUSSELL: Five members voting  
11 in favor and it's granted.

12 (Russell, Anninger, Cohen, Winter,  
13 Nur.)

14 ATTORNEY JAMES RAFFERTY: Thank you.

15 HUGH RUSSELL: So clearly we want to  
16 recommend to the Zoning Board that they grant  
17 the relief.

18 LIZA PADEN: Okay.

19 HUGH RUSSELL: Sought. And there  
20 was a particularity that you brought up.

21 H. THEODORE COHEN: Well, there's a

1 request for a Variance for parking in the  
2 front yard which normally we do not like,  
3 however, I think given the peculiarities of  
4 this particular project, and the fact you're  
5 coming in off a very narrow driveway, that as  
6 I recall, you won't even see that parking  
7 spot from the street. And it won't be until  
8 you get into the actual circle itself, and  
9 when I viewed the circle, there were many  
10 cars just parked in the circle. And I think  
11 having one tucked away on the side will  
12 actually be more beneficial to the site and  
13 to the utilization of the open space.

14 HUGH RUSSELL: It appears from the  
15 Cambridge Historical Commission report  
16 there's a map there which seems to indicate  
17 several people also park off the circle. And  
18 so that's the -- in what would be their front  
19 yards, so that's the...

20 H. THEODORE COHEN: Right.

21 HUGH RUSSELL: I guess I would like

1 our recommendation to make a comment that  
2 this is an unusually fine design, extremely  
3 sensitive of related to what's around it.  
4 It's really.

5 STEVEN WINTER: Exemplary.

6 HUGH RUSSELL: Exemplary, yes. We  
7 don't usually say things like that, but I  
8 think this project warrants those praises.

9 So on that recommendation all those  
10 members voting in favor?

11 (Show of hands).

12 HUGH RUSSELL: And five members  
13 voting in favor.

14 (Russell, Anninger, Winter, Cohen,  
15 Nur.)

16 HUGH RUSSELL: Is there more  
17 business for us to do this evening?

18 LIZA PADEN: I just want to clarify  
19 with the Harvey Street case that the proposal  
20 -- unfortunately, I wasn't at the meeting  
21 July 12th, and so I have been having

1           conversati on wi th Mr. Morri s who represents  
2           the Appl i cant regardi ng the reschedul i ng.  
3           And I want to be clear on the understandi ng  
4           of what the Board sai d. I don' t have the  
5           transcri pt yet. That the extensi on was  
6           granted to the Pl anni ng Board meeti ng  
7           Tuesday, September 6th, whi ch i s the fi rst  
8           meet i ng i n September. And that' s what the 90  
9           days was extended to. And that woul d be at  
10          fi ve p.m. whi ch woul d be before the Pl anni ng  
11          Board meeti ng.

12                 So Mr. Morri s sai d that hi s i ntenti on  
13                 i s to come back wi th an amended plan to the  
14                 meet i ng i n August, August 16th, the second  
15                 meet i ng to conti nue hi s publ i c heari ng.

16                 HUGH RUSSELL: Do we thi nk we have a  
17                 quorum present at that meet i ng?

18                 LIZA PADEN: I expl ai ned the  
19                 compl i cati on, that Mr. Anni nger i s not  
20                 expected to be here and I bel i eve -- I' m  
21                 sorry.

1 H. THEODORE COHEN: I'm not here.

2 LIZA PADEN: And Ted's not here at  
3 that meeting. So I explained that to him.  
4 And he was having a meeting this afternoon  
5 with his client to go over the various  
6 complications with it.

7 So I just want the Board to be aware of  
8 this scheduling complication that may arise.  
9 And I'm still working on it. So I don't have  
10 a clear answer for you.

11 THOMAS ANNINGER: Are you just  
12 saying that maybe a further extension is  
13 warranted so that we don't have to deal with  
14 this five p.m. issue?

15 HUGH RUSSELL: To maybe extend it  
16 for another, for at least a week beyond  
17 the --

18 LIZA PADEN: Right. So I'm going to  
19 wait and have a conversation with Mr. Morris  
20 tomorrow, and I'm going to find out what his  
21 client wants to do. But I just want the

1 Board to know that this may come back to you  
2 again and it's --

3 THOMAS ANNINGER: Why can't we just  
4 extend it tonight?

5 LIZA PADEN: Because you need a  
6 request to agree to. You can't -- this has  
7 to be an agreement between the Board and the  
8 Applicant. It's not something that you can  
9 give without it being requested. That's what  
10 I'm trying to communicate.

11 AHMED NUR: Loud and clear.

12 STEVEN WINTER: So what is our  
13 regular course then?

14 THOMAS ANNINGER: We can't say that  
15 we agree to that if they request it? In  
16 other words --

17 LIZA PADEN: Right. I have to get  
18 him to request -- we have to agree what will  
19 make sense, because this -- my concern is  
20 this application has now been extended now a  
21 number of times. And it has to be advertised

1 a continued hearing. The hearing is not  
2 closed on this. It has to be advertised and  
3 noticed in a particular way, not like a  
4 general business item. This is different  
5 than the deliberation and decision, and that  
6 has certain time constraints. So I'm working  
7 with a time constraints of the advertising as  
8 well as having the quorum for the Board here.  
9 Putting all these things together. That's  
10 what I'm trying to communicate to you. This  
11 may be on the agenda again. I just want you  
12 to know that.

13 STEVEN WINTER: That's okay. We  
14 just want to know what we can do to make it  
15 work.

16 LIZA PADEN: Right. And I know it's  
17 complicated because unfortunately Tom won't  
18 be here for the month of August.

19 THOMAS ANNINGER: I am, I'll be here  
20 for the first August meeting.

21 LIZA PADEN: Oh, you'll be here on

1 the second?

2 THOMAS ANNINGER: Yes.

3 LIZA PADEN: Let me make a note on  
4 that.

5 HUGH RUSSELL: Will you be here?

6 H. THEODORE COHEN: Yes, next  
7 Tuesday. I will be here.

8 LIZA PADEN: So there are packages.  
9 Don't leave without your packages. We'll  
10 save postage for the city.

11 HUGH RUSSELL: You can't obviously  
12 advertise for next Tuesday?

13 LIZA PADEN: For August 2nd?

14 HUGH RUSSELL: Yes.

15 LIZA PADEN: No. And I don't  
16 know -- Mr. Morris was having a conversation  
17 today and I don't think he's ready.

18 THOMAS ANNINGER: Well, he --

19 LIZA PADEN: I just want to make  
20 sure that's clear.

21 HUGH RUSSELL: So, likely you're

1 going to make an agreement with Mr. Morris,  
2 and that agreement will be brought to the  
3 Board in an August meeting. And the Board  
4 will accept that agreement. That's the way  
5 of success.

6 Now, if that doesn't happen, then how  
7 does the Board protect itself against the  
8 automatic grant of the relief?

9 LIZA PADEN: Well, at the meeting on  
10 August 16th, one way or the other, this will  
11 be on the agenda. And if the Board votes to  
12 either deny the permit or were to fail to get  
13 five Board members voting in favor of the  
14 Special Permit, then it would fail which is  
15 also considered to be a denial.

16 HUGH RUSSELL: So we could hold a  
17 vote. We could vote -- and a motion can be  
18 made to either grant or deny?

19 LIZA PADEN: Right.

20 HUGH RUSSELL: But they would not --  
21 and we could --

1                   LIZA PADEN: And I would have that  
2                   decision filed before the deadline. I mean,  
3                   I take the 90 days and extensions very  
4                   seriously.

5                   HUGH RUSSELL: Right. And this very  
6                   rarely comes up.

7                   LIZA PADEN: Right.

8                   HUGH RUSSELL: But, you know, if  
9                   somebody decides they want to play hard ball  
10                  and see if they can finesse a full decision,  
11                  we don't want them to make that call.

12                  LIZA PADEN: No, that's -- and I  
13                  want to be clear that that is not the message  
14                  that I'm getting from this Applicant.

15                  HUGH RUSSELL: Nor I.

16                  LIZA PADEN: Okay.

17                  HUGH RUSSELL: But, you know, behind  
18                  the scenes things happen that don't  
19                  necessarily know what's going on.

20                  AHMED NUR: On the 16th, so far I'll  
21                  plan on being here. Depending on my mother's

1           heal thy may not be here. I'll let you know.

2                   LIZA PADEN: Okay. That's all I

3           ask.

4                   AHMED NUR: I'll let you know.

5                   LIZA PADEN: Okay.

6                   AHMED NUR: It's one of those

7           things, you know.

8                   LIZA PADEN: Yes, I do. Okay,

9           that's great.

10                   THOMAS ANNINGER: We had discussion

11           of the project and some of the comments that

12           were made or thought about previously were

13           put down on paper and I want to submit that

14           to you.

15                   LIZA PADEN: Okay, thank you.

16                   THOMAS ANNINGER: Thank you.

17                   HUGH RUSSELL: Okay, so we're

18           adjourned.

19                   (Whereupon, at 9:30 p.m., the

20                   Planning Board Adjourned.)

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C E R T I F I C A T E

COMMONWEALTH OF MASSACHUSETTS  
BRI STOL, SS.

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

I am not related to any of the parties  
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this matter.

I further certify that the testimony  
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IN WITNESS WHEREOF, I have hereunto set  
my hand this 1st day of September 2011.

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Catherine L. Zelinski  
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