

BOARD OF ZONING APPEAL  
FOR THE  
CITY OF CAMBRIDGE

GENERAL HEARING

THURSDAY, OCTOBER 9, 2014

7:45 p.m.

in

Michael J. Lombardi  
Municipal Building  
Basement Conference Room  
831 Massachusetts Avenue  
Cambridge, Massachusetts 02139

Constantine Alexander, Chair  
Timothy Hughes, Vice Chair  
Brendan Sullivan, Member  
Thomas Scott, Member  
Slater Anderson, Associate Member

Sean O'Grady, Zoning Specialist

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**PROCEEDINGS**

(7:45 p.m.)

(Sitting Members Case #BZA-004455-2014: Constantine Alexander, Timothy Hughes, Brendan Sullivan, Thomas Scott, Slater Anderson.)

CONSTANTINE ALEXANDER: Okay, we're going to call this meeting to order. We have two continued cases tonight. This is a special meeting of our Board.

I'm going to call the first continued case, 109 Grozier Road, No. 004455.

Is there anyone here wishing to be heard on this matter?

ATTORNEY SEAN HOPE: Yes. Good evening, Mr. Chair and Members of the Board. For the record, attorney Sean Hope, Hope Legal Offices in Cambridge. I'm here on tonight on behalf of the owners. We have Andrew Beaumont Smith and also Natalie Beaumont Smith. And then we also have project architect -- you might have to say your last name.

ALEX SVIRSKY: Alex Svirsky,  
S-v-i-r-s-k-y.

ATTORNEY SEAN HOPE: This is a continued case that we are requesting Variance relief to add an addition and a dormer to the existing roof structure. Also a Special Permit to add windows within the setback.

At the previous hearing it was a recommendation by the Board and the proponents looking at it, too, to take a fresh look at the roof structure and see if it's possible to redesign it in such a way that the structure was more symmetrical. There was probably about a year and a half of outreach to the neighbors, and I think the focus was on mitigating the shadow and meeting the petitioner's needs, and there wasn't given much thought and care into how the structure

might fit with the existing roof line. So we took a fresh look at it, and I think to move this forward, Alex, why don't you walk them through the design and maybe highlight some of the changes for the Board so they can see how the design is now.

ALEX SVIRSKY: So I don't know if the Board remembers the last design.

CONSTANTINE ALEXANDER: We have it in our files.

ALEX SVIRSKY: Oh, okay.

So that as Sean said, was necessitated by the left side neighbors who were very -- they were afraid that the shadow of the higher roof would affect them. So that's why we moved the roof line towards the right side of the -- and so now we did the new roof shadow study and we realized that the dormer that overlooks that building was smaller

dormer with the stair in the bathroom.

That's the only sort of big part that affects them. That moving the roof line from the right side to the center raises the shadow line, but in their word, insignificantly for them. So that basically allowed us to say, okay, so we will -- we'll make this roof as low as possible just to fit the habitable space and create two dormers; one on the left side that the original dormer that stays exactly the same. And the other on the right side that would contain basically the majority of the new master bedroom, this area.

CONSTANTINE ALEXANDER: I want to get back to the master bedroom a second. Also, as I recall at the last hearing one of the problems that we had, not a major problem, was dormer guidelines and lack of compliance.

Walk us through that. I think you have now better complied with those but not fully comply.

ALEX SVIRSKY: We're not fully complied but better complied. We're maintaining the soffits on the roof and we're not breaking them down. We talked about the left -- we talked about the dormer on the left side and that, the physical constraints of the existing stair that can not be moved.

CONSTANTINE ALEXANDER: Right.

ALEX SVIRSKY: Placing the stair somewhere else just negates the whole purpose. So we're basically trying to repeat that dormer and make it as symmetrical as possible on both side. This, of course, having regular windows and the other one at the request of the neighbors have just high windows.

CONSTANTINE ALEXANDER: And the dormer is approximately 15 feet in length?

ALEX SVIRSKY: This one is 13. The other one is 15,10.

CONSTANTINE ALEXANDER: The other one is existing?

ALEX SVIRSKY: Well, no, this one is the small one.

CONSTANTINE ALEXANDER: Right.

ALEX SVIRSKY: And the small one is --

CONSTANTINE ALEXANDER: I'm sorry, I'm a little confused.

ALEX SVIRSKY: 13,6.

CONSTANTINE ALEXANDER: I realize that's the smaller -- the large one, you're adding two dormers?

ALEX SVIRSKY: Right.

CONSTANTINE ALEXANDER: And why



does the second dormer have to be 15 feet, 10 inches?

ALEX SVIRSKY: Just to fit the room.

CONSTANTINE ALEXANDER: To fit the room. Which room? The master bedroom?

ALEX SVIRSKY: The master bedroom.

CONSTANTINE ALEXANDER: How about the master bedroom fitting to the dormer guidelines?

ALEX SVIRSKY: If the Board insists, we'll reduce the size of it to 15 feet.

CONSTANTINE ALEXANDER: Now that you mention the master bedroom, at the last hearing, the first hearing, your hardship case was you've got two teenage daughters that each need a bedroom and you've got family from Australia and you needed a guest room. And the original plan we had had four bedrooms. The new plans, as I see it, have

three bedrooms and all of a sudden a very large master bedroom. So I guess the folks of Australia will have to camp out in the backyard?

ATTORNEY SEAN HOPE: So the site plans -- I just want to --

ALEX SVIRSKY: There was just not enough space to make two bedrooms upstairs. So, it's --

CONSTANTINE ALEXANDER: There wasn't enough space the last time.

ALEX SVIRSKY: In the previous solution, the previous solution the, the owners had an okay-sized bedroom --

CONSTANTINE ALEXANDER: Right.

ALEX SVIRSKY: -- and a smaller bedroom. Now, basically because of the configuration, they would have two very small rooms. So instead of that, they opted to

have a larger master bedroom, a normal master bedroom. So they have seating area and --

CONSTANTINE ALEXANDER: I

understand the desire of a master bedroom. I don't want to get into lifestyle. But we're talking about a hardship. You've got to get a Variance. You have to convince us of a hardship. I don't know what the hardship is now. I heard it before, I don't hear it anymore.

ALEX SVIRSKY: Well, the study in front, what they have decided is that this area upstairs, that can serve as their office. So they can, they can have this upstairs in their bedroom. This is gonna be their sleeping area and this is gonna be their study area. And this study can become their guest bedroom. So that was a tradeoff.

CONSTANTINE ALEXANDER: Okay.

Well, I for one, I'm only one member of the Board, do not want a dormer, the dormer on the north side to be more than 15 feet long.

ALEX SVIRSKY: I think we'll definitely, we'll reduce it.

CONSTANTINE ALEXANDER: Let me see what the other members of the Board say. That's where I'm coming from certainly.

ATTORNEY SEAN HOPE: I don't know the answer to this, but what would be the effect if we shrunk the dormer to 15 feet and there are also two windows that provides light and air to that master bedroom?

ALEX SVIRSKY: The room inside is going to be smaller. But we'll rearrange, I don't think that's a major issue.

CONSTANTINE ALEXANDER: I'm sorry, Sean, you can keep going with your comments.

ATTORNEY SEAN HOPE: I'd also like

to point out that, you know, the proposal calls for approximately 420 square feet of additional GFA. Under the existing plan, 300 -- 1,572 square feet is the existing structure. That includes 300 square feet --

ALEX SVIRSKY: Existing unit.

ATTORNEY SEAN HOPE: -- 300 square feet of that is in the attic that's habitable now. So the net affect of the additional square footage, really you're adding an additional maybe 150 square feet. So although the dormer size doesn't meet the guidelines, I think it does have to deal with the orientation of the new design and the fact that we think letting light and air into that bedroom is important. We also looked at the size in terms of light and air, we put the windows on the side where the privacy for the abutters is going to be least impact. And

also the bedroom is driven by where the stairs are, too. There's a natural fit for the bedroom. There's a natural fit for the bathroom. I think the overall the ask is de minimus. I do think the dormer are guidelines -- I don't know if anyone would be better served if we reduced it by the ten inches that were proposed. I mean there would be guidelines, but I don't think there is a net benefit to either the neighbors, the abutters, or the shadow that we're trying to balance in deciding. We could come back with a smaller proposal. I do think it's going to affect the quality of life, and I think the whole purpose is for this family to remain in place. I wouldn't say the extra 10 inches is shaping the hardship, but I do think we were trying to come up with a design that would allow for really quality space there. So I

don't think the 10 inches would drive either way, and I would really say that we have support from the differing abutters. And actually we were afraid that the abutters wouldn't like this new balanced design, but we didn't see that. They felt the net effect was the same to them. It's somewhat of a de minimus ask. It's not going to impact the square footage very much. As I said, the net effect is about 150 square feet. So we're taking 300 of unhabitable storage space and making it living space. So I do take the Board's point --

CONSTANTINE ALEXANDER: No, no, it's not the Board. It's my point.

ATTORNEY SEAN HOPE: The Chair's point. We did talk about the dormer guidelines after the last meeting and even in preparation for that knowing we were over.

But the net benefit to the petitioners really didn't change much of the guidelines. And we didn't think that the 10 inches would --

CONSTANTINE ALEXANDER: Remember the dormer guidelines are basically an aesthetic issue. The Community Development has decided that aesthetically dormers would look better for the city of Cambridge if they meet the requirements of the dormer guidelines. And one of the things we're always faced with are people want to build dormers 15 feet. And generally, not always, but generally we're very reluctant to do that.

ATTORNEY SEAN HOPE: I would also say one other thing; the whole roof structure of the dormers are actually set back far from the street line. I think that does impact the size. I think if these were closer



dormers that you often see, the massing of the dormers does affect visually. I think visually the way the house sits in relation to the other ones, you're not going to see that extra ten feet because they are really set back. That's effectively existing roof and the way the stairs would line up. So I would say in this case, I think going over that 15 feet really is not going to affect the aesthetics for the abutters and actually would have significant benefit, I do think even probably could put two windows. Part of that is really trying to have light and air in there. So I do think 10 inches does have a substantial benefit to the petitioners and I don't think it detrimentally affects anyone else. So the siding of the dormers in this case should be looked at differently than other dormers that are traditionally to the

middle of the front of the structure.

BRENDAN SULLIVAN: If you're 10 inches there, and the next person comes in and says mine's only 16 inches. And it's only a few more inches. And the next person comes in and says well, you know, you approved his for 16 and I just want to go another six inches, and now we're up to 16-foot, 6. You know what I mean?

ATTORNEY SEAN HOPE: Yes, I do understand. And I wanted to say that each lot is unique. And as the Board knows, they're not bound to precedent. And I do think that this dormer, the positioning of it is different than what you normally see.

CONSTANTINE ALEXANDER: We have a lot of cases like -- a lot may be too strong. You're not the first case to come by with a dormer in an area that's not visible to most

of the city and argue the case and we haven't granted, not always, granted relief from the dormer guidelines. We really believe that they should be enforced unless we have a compelling reason. And I haven't heard a compelling reason for the -- I mean, your architect is willing to cut back by 10 inches.

BRENDAN SULLIVAN: The area in front of the closets is -- what is that used for?

ALEX SVIRSKY: I'm sorry?

BRENDAN SULLIVAN: In front of the closets, you've got two --

ALEX SVIRSKY: This is the sleeping area.

BRENDAN SULLIVAN: You've got two sets of closets there?

ALEX SVIRSKY: This is the sleeping area.

BRENDAN SULLIVAN: And then you have

a door out to --

ALEX SVIRSKY: This is the study area. Now, this, this has a slope ceiling in most of the room. So obviously not all the room is usable, but Andrew who works at home, he thinks that he'll be able to use this however well or not well for his purposes.

ATTORNEY SEAN HOPE: I think if it's the flavor of the Board that that 10 inches is seeming to be pushing the Board one way or the other, I think we can achieve that. I don't think we've made the argument that we can't. But I do think, I think if you look at the space and if you look at the siting of the windows, I do think that for me, I think that 10 inches will affect the way the windows sit on that wall side, and I just dare to think that if we achieve that, I know that's more, I think the ten inches is not what's driving

that for the petitioner. If that was the flavor of the Board, that would make it more in compliance, but I do think that this is a unique, unique set of dormers in a unique situation, and I think some of that is driven by the fact that we wanted it to be changed to be more symmetrical and you have things unattended consequences. We were aware of the dormer guidelines and we decided to proceed with this as shown. But it does sound like that is the flavor of the full Board we could come back and we can --

BRENDAN SULLIVAN: Well, if that's -- to take that 10 inches is going to restrict that area quite a bit. Really to me what's really wagging your dog here is that opening area to the second floor. Because if that were reduced, then the closets could be reoriented so then you would have more of a

bedding area. If that's the plan that you want because you really want that open space from the second floor up or from the third floor open, then that 10 inches is going to seriously impact that particular area. And then so that the other area is going to be for a desk and a sitting area or something like that. Is that what the plan is?

ALEX SVIRSKY: I know we talked about this open space and I forgot to ask the owners.

BRENDAN SULLIVAN: I know it's a feature that --

SLATER ANDERSON: It's not open from the third floor, though? It's open from the second floor up to the ceiling.

ALEX SVIRSKY: Up to the ceiling.

SLATER ANDERSON: Because you've got closets and mechanicals there. Is the

issue then if you push that further into that cathedral ceiling --

BRENDAN SULLIVAN: You could rearrange the deck, chairs somewhat.

SLATER ANDERSON: I mean, I see the issues with the closets. You know, I mean one thing you've drawn swinging closet doors. It probably would make a lot more sense to have sliding closet doors in that location so you could have a bed and access to the closet and not this. And I'm sure that's part of the thinking of fitting a bed, side tables, and closet access has pushed you out to the 15,10 is my guess. I think that, you know, sliding closet doors probably will buy you 10 inches of wiggle room there. I mean, I'm not -- I'm kind of, you know, I don't -- the 10 inches, I think, you've got 12-foot, 6 there. You can fit a bed and a couple side tables and some

sliding closet doors within 11,7 or 11,8 in my view. I mean you may have a big bed. You might need a new bed, I don't know. That's my take on it.

CONSTANTINE ALEXANDER: Any further comments? Any members, questions from members of the Board at this point?

THOMAS SCOTT: I'd like to see the shadow study. Could you bring that up because it's a three-dimensional drawing of the building. I think that's a little telling.

ALEX SVIRSKY: So this one is actually the -- so this is the worst condition in the winter obviously. And spring and fall are about the same, almost the same. So as you can see, the effect -- so this -- you can see the effect of the existing roof and the new roof. But even with the



existing roof and the worst case scenario, the shadow would cover almost half the second story windows. So, I guess the -- their neighbor said well, half or full, it really doesn't matter at this point. As long as we're not trading something that we had before and not going to have now.

All other scenarios really show that the bed, the worst violator is that dormer and I think they also agreed with that, that, you know, a small dormer, as small as possible, just to fit the stair in the bathroom is what they can vote for. Anything else that they would object.

SLATER ANDERSON: I give you credit for, you know, not going the 15 on that side and you've kept that one to what I believe is the minimum size, you know, to meet the needs of the stair and the bathroom and that's

reasonable.

CONSTANTINE ALEXANDER: I agree.

THOMAS SCOTT: Yes. I'm just troubled a little bit with the architecture and all the different slopes that we have. You know, we've got almost the flat roofs over the dormers, a steeper pitched roof, which is the new framed roof over the master bedroom area. And then another roof shape that's, has a lower pitch that's over, I guess the cathedral --

SLATER ANDERSON: You can see it on this one over here.

ALEX SVIRSKY: The front elevation, even though you probably won't be able to see it this way, but this is the original part.

THOMAS SCOTT: Right.

ALEX SVIRSKY: So this is the existing porch that was enclosed however many

years ago, has a smaller roof. And this is the existing roof. We're going about 40 percent, about 18 feet out from the front and building a new roof and then two symmetrical dormers on both sides.

ATTORNEY SEAN HOPE: I want to say the existing conditions present a challenge for any time you're going to put a dormer because you have the two pieces side by side. I think it might be helpful to show them where we started from. I think this, you know, the idea to mitigate shadow. I know you have it in your packet. But I think because we are talking about what this design looks like, I think if we start it from a design that had a certain amount of shadow and we wanted to not increase that.

ALEX SVIRSKY: This was the original design that the Board objected to and we

transformed this. We thought that this is the absolute minimum that we could do.

SLATER ANDERSON: I mean, what you're starting with is neither. You're starting with the existing house.

ALEX SVIRSKY: We're starting with the existing house.

CONSTANTINE ALEXANDER: That's right.

THOMAS SCOTT: It just seems a little -- the whole addition seems a little forced and, you know, dormers, when you put a dormer on a roof, it's an added development. But what you've done is you put a roof to the building and then added dormers on that. So it's a little, I don't know, it just seems a little forced to me and the architecture seems awkward. That's my only comment.

ATTORNEY SEAN HOPE: And I think

admittedly we're dealing with the constraints of needing to have compliant stairs. We don't -- we've already admitted we don't need a whole 15,10. We can do 15. If we're going to try to achieve the dormer and have that quality bedroom, I mean it is working with what's there. But we think the balancing is there as opposed to the previous one, but, you know, we'd be happy to look at reducing that 10 inches, but if there is question about the actual design of the dormer, then we're going to go back and look at it. You know, I would with respect to Mr. Svirsky, take some guidance from the Board in terms of the design. It is a challenging roof. There was an addition that was built on afterwards, so it is kind of an amalgamation of addition and designs and that's what we have to work with. So I

think the hardship is we're trying to find an appropriate way to resolve that. And I think that's where we're getting this, you know, dormer on one side and slightly different on the other.

THOMAS SCOTT: You can go back to the plan, I think, you know, it's a little bit awkward. I mean, you look at the plan and I try to furnish that room in my head because it's not drafted. There isn't a wall that you can put a piece of furniture on because you've got closet doors, windows, short walls, the entrance to the bathroom, an opening into the study. I'm not envisioning how you're going to, you know, how this solves your problem. You may not be very happy with the solution, you know, once it's built and you say, okay, now how are we going to furnish this room? I just find the whole thing to be

a little bit awkward and, you know, I guess I'll just stop there for now.

SLATER ANDERSON: Did we discuss at the last hearing about -- remind me why, why we're not doing something more simple of raising that, the existing so that instead of having multiple roof lines and pitches, that they, that whole roof is not raised three feet or something? And, you know, maybe it has something to do with the neighbors?

CONSTANTINE ALEXANDER: I think the issue was the neighbor.

SLATER ANDERSON: I'm not convinced that the shadow -- I mean, I don't know, we have to see it. To me that's a better solution. I've seen that done. It would look a lot more in keeping with, I think, the existing architecture.

ATTORNEY SEAN HOPE: Just to cycle

back, they've spent over a year and a half working with the neighbors trying to shadow -- and the shadow shouldn't always drive it, I think that's where we decided to push everything back because at the front of the house. But, Alex, I know you studied this, that would have been a simpler solution.

ALEX SVIRSKY: So basically at this point we've heard what the Board says, but we also went to all the neighbors. And from having some of them object at the very beginning almost three years ago, there is nobody objects now. So I thought that we have tried as much as possible to create something that the clients would be happy and then they would have no objection from their neighbors and that was our --

CONSTANTINE ALEXANDER: The dilemma



is, and it is a dilemma, and I recognize that. There is a third party in this: The clients, the neighbors, and this Board and the Ordinance that we enforce, and that's part of the problem we have.

ALEX SVIRSKY: And so we chose the path that we'd rather have support of all the neighbors and then try to convince you that that's basically a better solution than maybe making everybody happy, but then having two or three people who would come and object in front of the Board.

NATALIE BEAUMONT: (Inaudible).

ATTORNEY SEAN HOPE: Give your name.

NATALIE BEAUMONT: Oh, I'm sorry. Natalie Beaumont. Obviously we're living in our neighborhood and want to be neighborly to our neighbors.

BRENDAN SULLIVAN: I would probably

support what's before us. After all of that, I would.

CONSTANTINE ALEXANDER: With or without the dormer reduction?

BRENDAN SULLIVAN: I think as shown. I have just, and I'm adding it up in my head, and it is somewhat constrained to get a bed, a couple of end tables there, and some walk-around room and what have you. And even though I think -- I may have done the planning a little bit differently, but this is what they're satisfied with, what they're happy with, but I would think that the 15-foot, 10 would work. To take 10 inches away from that would, I think, impact it adversely.

CONSTANTINE ALEXANDER: Okay.

BRENDAN SULLIVAN: Because I have to take the table and turn it sideways, that's all. But anyhow, for the sake of about two

or three inches of it not working and baseboard and a flue going up and so on and so forth. But I would accept the plan that is before us now.

CONSTANTINE ALEXANDER: Okay.

Let me open it up to public -- are there any further comments at this point?

(No Response.)

CONSTANTINE ALEXANDER: I'm going to open it up to public testimony.

Is there anyone wishing to be heard on this matter?

ERICA WENTWORTH: I'm a neighbor who would love to have this family and this house downstairs.

CONSTANTINE ALEXANDER: Give your name.

ERICA WENTWORTH: Erica Wentworth, 107 Grozier. Right underneath them, and the

construction would be going on forever and I don't care. I love this family and I love this house. I think this is great. I'm so excited that I'm able to support them in this and I hope you accept it.

CONSTANTINE ALEXANDER: Anyone else wishes to be heard on this matter?

(No Response.)

CONSTANTINE ALEXANDER: The Chair notes that no one else wishes to be heard.

We are in receipt of correspondence in addition to -- we had correspondence of support in regard to the earlier petition -- in regard to the earlier plans. With regard to the current plans we have, I see two letters in our file; one is from Vice Mayor Dennis Benzan, B-e-n-z-a-n.

(Reading) I'm writing in support of the above-referenced application -- this is the

one before us -- for a Variance. The applicant seeks to convert an existing attic into an additional bedroom and bathroom as well as a window located within the setback. Granting the requested relief will help a Cambridge family with children in the Cambridge public school system remain in the city by providing necessary living space consistent with modern standards.

Furthermore, the addition will promote the modernization and renovation of the neighborhood's aging housing stock and increase the number of three-bedroom options, which is a clear goal of the Cambridge City Council. I have reviewed the revised plans and support the well balanced design and symmetry of the proposed additions. For these reasons I strongly urge you that a substantial hardship exists

for the petitioners and approve the requested Zoning relief.

We also have a letter from Michelle Derai, D-e-r-a-i who resides at 463 Huron Avenue. (Reading) We the undersigned -- I'm sorry, there was Michelle Derai but also Joshua Cochin, C-o-c-h-i-n. And letter says: We the undersigned Joshua Cochin and Michelle Derai, neighbors of Natalie and Andrew Beaumont Smith at 463 Huron Avenue have reviewed the plans for 109 Grozier Street. Though we are unable to attend the appeals hearing, we wish to -- we wish hereby to voice our support for the project and urge the Board to give the project its approval.

And that's it.

Any final comments, Mr. Hope?

ATTORNEY SEAN HOPE: No final comments. I do want to just echo that that

living space, and I take Mr. Scott's point about the challenge of what would be a normal bed and end tables in that space. This is significant, this is going to be a co-space that Andrew works from home, and so that it's not only just a bedroom, because you could orient it a different way, but this is going to be a shared space. I think that is significant to the living experience and also their livelihood as awkward as it may be. I think there was a lot of competing goals that they were trying to achieve, and I think it has led to this. I do think the balancing of the Board from the previous hearing did help improve it in terms of what you would see from the outside, and I do think it's significant that, you know, you push it to the back and they're able to satisfy the abutters which is usually also the consent of the Board. I

think for all those reasons we hope you vote in favor.

CONSTANTINE ALEXANDER: Thank you.

Comments from members of the Board? Discussion or do we want to go to a vote? What's the pleasure?

TIMOTHY HUGHES: I don't have a problem with it generally speaking. I think we have, you know, relaxed the guidelines on a couple of other points, you know, so that -- and, but I do see the sacrifice of taking the 10 inches out, too. I mean, they're going to at least lose their closet space and tighten up, you know, the placement of the bed and end tables and stuff. I could vote for it the way it is.

CONSTANTINE ALEXANDER: Okay.

Other comments?

THOMAS SCOTT: Just one other



comment. So did you ever study doing the entire roof from end to end as opposed to just doing a section of the roof?

ALEX SVIRSKY: Yes.

THOMAS SCOTT: And that caused a shadow problem with the neighbor's house?

ALEX SVIRSKY: Yes. And also that, that also alerted the neighbors from across the street who really didn't want the house to be --

THOMAS SCOTT: To appear any taller?

ALEX SVIRSKY: -- any taller or any different. And so when we actually stood in front of the house with them and told them that, you know --

THOMAS SCOTT: Even though aesthetically it would look better to have, I think, a uniform roof from front to back? But, okay, I understand.

ALEX SVIRSKY: We did not have time to create this argument. We just talked about this and this was immediately their concern. And they came with preconceived notion that would change and they don't want it. They like this, the front of the house to appear the way it is.

THOMAS SCOTT: Okay.

CONSTANTINE ALEXANDER: You wanted to comment or we can go to a vote? It's up to you, Slater.

SLATER ANDERSON: I would say that, you know, the 10 inches, I could live with the extra 10 inches in the plans as is. We did ask you to come back with a revised plan and I think you made a reasonable effort. I would say, though, Sean, that in the future when you're working with clients and architects and they propose a preliminary

plan, this does strike me as the classic, you know, let's come in with something and then we look like we're coming in with something vastly improved. I mean, that first plan was really not -- I understand it was trying to satisfy the neighbors and sort of splitting the baby and all of that, it's not a good path. I think we're better off if this had been the first hearing and we were looking at this plan and you guys would be well on your way to a Building Permit at this point and under construction possibly. So, you know, given that the neighbors seem to be in support of this, I don't know it's the -- architecturally the best solution, but I do believe that there, you know, the family would suffer a hardship by not having this third floor space available to them. And for that reason, you know, I'll support the plan

as is.

ATTORNEY SEAN HOPE: Understood.

CONSTANTINE ALEXANDER: Ready for a motion?

THOMAS SCOTT: Yes.

CONSTANTINE ALEXANDER: We'll take the Variance and we have to do the Special Permit after that.

ATTORNEY SEAN HOPE: That's right.

CONSTANTINE ALEXANDER: Okay. The Chair moves that this Board make the following findings:

That a literal enforcement of the provisions of the Ordinance would involve a substantial hardship to the petitioner. Such hardship being that the petitioner would not be able to create a living space necessary for their family to occupy the premises.

The hardship is owing to the shape of

the structure and the fact that it's a non-conforming structure.

And that the relief can be granted without substantial detriment to the public good or nullifying or substantially derogating from the intent and purpose of this Ordinance.

In regard to that, there appears to be unanimous neighborhood support for the project as being proposed tonight.

So, the Chair moves on the basis of these findings that we grant the Variance requested on the condition:

Sir, make sure, these plans are going to be the final plans. If you change them after we approve it tonight, you're going to have to come back before us. You're happy, this is it?

ALEX SVIRSKY: This is it, sir.

CONSTANTINE ALEXANDER: Okay. I just say that earlier because we've had problems in the past with some architects that don't realize that they go back and modify after the hearing, and we say no, no, no, you have to come back. I'm not picking on you, but I just want to make sure. I make the same speech to every architect to comes before us.

On the condition that the work proceed in accordance with the plans submitted by the petitioner provided by Architex, A-r-c-h-i-t-e-x Team, Inc., dated October 3, 2014. They're pages 11.1, A1.2, A2.1, and that's it.

And all of these pages have been initialled by the Chair.

All those in favor of granting relief, please say "Aye."

(Aye.)

(Sullivan, Hughes, Scott,  
Anderson.)

CONSTANTINE ALEXANDER: Four in  
favor. One opposed.

(Alexander Opposed.)

CONSTANTINE ALEXANDER: And relief  
granted.

And now the Special Permit.

ATTORNEY SEAN HOPE: On Article 8 we  
are putting a window in the setback and  
requires a Special Permit. There is not  
going to be a detriment to the public good  
because it's a window. There's no traffic,  
hazard, or congestion caused by this window.

CONSTANTINE ALEXANDER: Where is  
the window, the new window?

ATTORNEY SEAN HOPE: On the  
right-hand side, on the non-driveway side.

So the driveway side on the left-hand side is outside of the setback, but the right-hand side is particularly close. And I think the minimum is 7,6 and we're short of that. I think we're in three feet. And as supported by the letter of support, there's not going to be -- there's no privacy issue that's going to be -- that's going to detrimentally affect the neighborhood or the adjacent uses. I think it's also because it's adding important light and air. It's consistent with the intent and purpose of the Ordinance to provide the most rational use of land and. If you're going to have a master bedroom on the third floor attic, you want to have light and air to do that. And I think the siting of that, because there's limited wall space, it's probably the most appropriate place for that, those two windows.



CONSTANTINE ALEXANDER: Questions, comments from members of the Board?

(No Response.)

CONSTANTINE ALEXANDER: I'll open the matter up to public testimony.

Is there anyone here wishing to be heard on the Special Permit to place a window in the setback?

(No Response.)

CONSTANTINE ALEXANDER: No one, it appears, wishes to be heard I think.

The letters that I read before with regard to the Variance presumably would apply to this as well. So I'm going -- unless you have any further comments.

ATTORNEY SEAN HOPE: I'm fine.

CONSTANTINE ALEXANDER: Close public testimony.

Are we ready for a vote?

With regard to the Special Permit being sought, the Chair moves that we make the following findings:

That the requirements of the Ordinance cannot be met because of the nature of the setbacks where the structure is.

The traffic generated or patterns of access or egress will not cause -- what you want to do is not cause congestion, hazard, or substantial change in established neighborhood character.

That the continued operation of the adjacent uses will not be adversely affected by what is being proposed.

And in this regard the location of the window will not cause privacy issues for the immediately affected abutters.

No nuisance or hazard will be created to the detriment of the health, safety, and

welfare of the occupants or the citizens of the city. And that what is being proposed will not impair the integrity of the district or adjoining district or otherwise derogate from the intent and purpose of this Ordinance.

On the basis of these findings, the Chair moves that we grant the Special Permit being sought on the condition, again, that the work proceed in accordance with the plans identified with regard to the Variance.

All those in favor, please say "Aye."

(Aye.)

CONSTANTINE ALEXANDER: Five in favor. Special Permit granted. Good luck.

(Alexander, Hughes, Sullivan,  
Scott, Anderson.)

\* \* \* \* \*

(8:20 p.m.)

(Sitting Members Case #BZA-004575-2014:

Constantine Alexander, Timothy Hughes,

Brendan Sullivan, Thomas Scott, Slater  
Anderson.)

CONSTANTINE ALEXANDER: And now for  
the main event. If you people want to move  
to the front of the room, feel free. I'll  
call the case. The Chair will call case No.  
004575, Jefferson Park, 1 Jackson Place.

Is there anyone here wishing to be heard  
on this matter?

JOHN WOODS: We do. CHA, yes.

CONSTANTINE ALEXANDER: I hope you  
are.

JOHN WOODS: It will take us a minute  
to set up.

JOAN FROM THE AUDIENCE: Talk louder  
this time.

CONSTANTINE ALEXANDER: If you need  
to move up, please feel free to do that.

Mr. Woods, when you make your

presentation, I'm sure you're going to do this anyway. Focus particularly on what is different from this plan from the last plan.

JOHN WOODS: Yes, we'll focus right on that.

CONSTANTINE ALEXANDER:

Mr. Brandon, do you have a question?

MICHAEL BRANDON: While they're setting up. Is there a -- I'm Michael Brandon, 27 Seven Pines Avenue and I'm the clerk for the North Cambridge Stabilization Committee. I just wanted clarification. I wasn't able to attend the last hearing and I actually haven't read the entire transcript, but there were actually two hearings. And I just want to question --

CONSTANTINE ALEXANDER: Two what?

MICHAEL BRANDON: Two hearings. There was an amendment to an existing

Comprehensive Permit that I believe was granted.

CONSTANTINE ALEXANDER: You are correct.

MICHAEL BRANDON: And then there's pending new Comprehensive Permit that's being sought and I thought there was some length or maybe that case was -- what happens here, will that affect what happens there? Is there just the one new permit?

CONSTANTINE ALEXANDER: Just the new one. The first permit that we granted relief on was basically to enable the project that's covered by the case that we're going to hear tonight. They had to, for legal reasons, they had to move boundary lines.

MICHAEL BRANDON: Okay. I know sometimes you continue previous cases when there's a new one coming.

CONSTANTINE ALEXANDER: No, we --

MICHAEL BRANDON: That's all resolved?

CONSTANTINE ALEXANDER: All resolved.

MICHAEL BRANDON: That's all I wanted to know.

Thank you.

CONSTANTINE ALEXANDER: Sure.

ATTORNEY JOHN ACHATZ: Members of the Board, my name is John Achatz and I thank you for having the special meeting and seeing us so quickly after the beginning of the public hearing on this matter. Just to recap, you know, both the Board and also for the members of the public, particularly for the people who weren't here before. The Cambridge Housing Authority filed two applications with the Board of Appeal: One



to amend the 1982 permit to withdraw four buildings from the Comprehensive Permit that was approved in 1982. That was approved, as you've just mentioned, at the last meeting and that decision has issued.

The second permit, the second application was for a new Comprehensive Permit to build 104 new units in the place of 108 units that are being demolished, and in the application and at the hearing that we had on August 19th, the applicant, you know, submitted documentation to satisfy the various requirements and the issuance of the Comprehensive Permit, including information on existing site conditions, proposed site plan, the architectural sketches for the proposed new project, the table of dimensions of the new building, the subdivision plan which is being approved as part of our

applications, the utility plan, the project eligibility letter issued by the Commonwealth of Massachusetts, department -- the Housing and Community Development and a list of the Zoning relief required. We had an extensive hearing back in August. There were comments both from the Board and from the public on various aspects of the design. And in particular there was a clear direction to rethink how the buildings are right up against Rindge Avenue were massed, how they were set back and whether there was an opportunity to modify the design in a way that would preserve some of the existing trees and greenery.

As John Woods will explain, the architects worked very hard to come up with a significant revision of the plan. We were listening to the comments that were made by

Board Members and by the public on these points, and there have been four public meetings with stakeholders in the area and a series of meetings with the various city departments that have an interest in traffic and development, and in general the response has been pretty good to the revisions and we hope that you find them good as well.

At the -- we had filed some supplemental materials based on that all dated September 29th because the design of the project has changed, a lot of the details that were specified in the original application obviously changed as well; the plans, the site plan, the architectural plans, the dimensions in the dimensional table, and the Zoning relief requested. So we would request that our application be treated as having been modified by the

changed exhibits that we resubmitted on September 29th. So with that, you know --

CONSTANTINE ALEXANDER: Sorry.

ATTORNEY JOHN ACHATZ: I was going to say I suspect you're probably more interested in hearing about what's happened.

CONSTANTINE ALEXANDER: I am. But just a technical question for you as an attorney. When we granted the relief, the amendment to the old Comprehensive Permit, we did -- tied it to a plan that was submitted. Is that -- now we have new plans.

ATTORNEY JOHN ACHATZ: The subdivision plan does not changed an inch.

CONSTANTINE ALEXANDER: That was the question about title. You're okay.

ATTORNEY JOHN ACHATZ: That hasn't changed. Everything is done within the proposed lot lines that we had.

CONSTANTINE ALEXANDER: Okay, thank you.

JOHN WOODS: My name is John Woods. I work for the Cambridge Housing Authority. I'm also with Terry Dumas with the Cambridge Housing Authority as well as Margaret Keaveney. As John mentioned since our last meeting in August, we've been pretty busy. And once we came up with what we thought was a viable plan, which we'll talk about in a moment, we did go out and actively pursue public comment. We first met with the residents of Jefferson Park, we then met with the neighbors around Jefferson Park, we met with the North Cambridge Stabilization Committee, and we met a couple of times with the board of trustees over at the Brickwork Condominiums, our neighbors. In addition to that, as John referred to, we also met on two

occasions with the planning team -- I mean, the planning department of the city. We met with Traffic, Parking and Transportation, and they were very helpful in terms of working with us on finalizing our traffic plan. And then we also spent sometime talking to the folks at DPW. So all of that has occurred since our last meeting, and I agree with John in general, the changes that we're proposing were met with some level of -- people were happy with the changes that we made. So we'd like to talk a little bit about those changes now.

This was --

CONSTANTINE ALEXANDER: Can people all see this now?

FROM THE AUDIENCE: Yes.

CONSTANTINE ALEXANDER: Okay.

JOHN WOODS: We spent a lot of time

looking at this particular picture because we think it was probably the point of focus on what created the biggest concerns. This is the slide that I think created that issue of canyonization, so we took that to heart. Again, this is the site plan that we originally had, and you can see that was the emphasis on Rindge Avenue as you know.

We spent a lot of time looking at the site again, looking at the concerns that were raised about the loss of this green space, and fortunately the gang from Abacus put together an idea fairly quickly of actually utilizing the relative site line that exists now with the buildings. So to sketch it out, this is a sketch showing it, and one of the missions that we gave Abacus whatever changes they made, they wanted to just keep the number of units, the unit count the same, and we wanted

to see if we could try to achieve pretty much the distribution of the units that we have now. They thought it was feasible. We spent some more time with some of these modelling exercises. This is what it was. This is what is being proposed now.

So, again, it's sort of really helped us say, okay, I think we're reaching the point of concern that the both the Board and some of the neighbors had.

Again, this is what it was and this is what we're proposing. We pushed everything back. And obviously this change happened, a series of other things had to occur.

The key thing that we did with -- in addition to pushing it back away from Rindge Avenue was we dropped the height from four stories to three stories right along Rindge Avenue. There still is a four-story bump up



but that is substantially farther back into the development. In order to make up the loss of the -- of that height reduction occurred, we increased the height in the units in the back. So that one building is now four stories in the back there. You can see it.

Again, this is another view of what we had proposed earlier and what we're proposing now. So, again, all these changes were able to be accomplished with some level of impact, but we feel -- but we feel from the perspective that we heard what you said and we also heard what -- what we're hearing from some of the neighbors.

CONSTANTINE ALEXANDER: Excuse me, one level of impact is you've reduced the number of three-bedroom apartments.

JOHN WOODS: Yes.

CONSTANTINE ALEXANDER: For me is a matter of concern.

JOHN WOODS: Okay, sure. We can talk about some of those tradeoffs that we had to deal with.

CONSTANTINE ALEXANDER: My question is why is it not possible to find room somewhere not on Rindge Avenue, room to restore those three-bedroom apartments?

JOHN WOODS: Well, I think a lot of it is configurations what is needed for a three bedroom. I would ask my architect to speak to that directly. Would you like me to go through that and I can come back to that?

CONSTANTINE ALEXANDER: I'm sorry, I shouldn't interrupt you. Make your presentation and then come back to it. That's fine.

JOHN WOODS: Okay. So this, again,

this was that point of focus for us to say this isn't working. Obviously we're going to put landscaping in there, but I use this to illustrate the depth of the push back. I mean, or the additional open -- the size of the open space. And, again, this mirrors pretty much what's there now.

And, again, we'll be adding some trees. They spent -- Abacus spent some more time now refining some of the design plan so that we can really utilize that green space that's out there now. Included in that is the preservation of at least three of the larger trees on the site, the open space. There's a total of ten trees that we think that we're going to be able to preserve.

CONSTANTINE ALEXANDER: Three of them are on Rindge Avenue?

JOHN WOODS: Right on Rindge Ave.

And I have another slide that will show that a little bit more. Again, this is what we had before, this is what we're proposing now.

This, I thought was one of the most compelling slides simply to show you where we're positioning the buildings as it relates to what's existing there now. Those red lines are the outlines of JP State now. So you see we tried to mirror that line as much as we could, and I think Abacus did a nice job of doing that.

This particular slide was also something that we worked quite a bit on. These circles, these dark green circles are or light green circles are those trees where our landscape architect believes we can preserve those trees. So you can see there are three mature trees within that open space that will be preserved. In addition, along

both of those driveways some of those trees will be preserved.

CONSTANTINE ALEXANDER: Now in the course of construction you lose one or more of those trees, what are your plans, are you going to replace them?

JOHN WOODS: Yes. Oh, yes. In fact, the point I wanted to make was that in addition to these trees that we have preserved, we are exceeding the number of new trees.

So, the other key thing that we've been able to do is refine this again with input from Traffic and Parking as well as some of the other groups that we talked about. This traffic pattern has been now vetted a couple of times with Traffic and Parking and that idea of using this Clifton Place as an entrance with the exit out on Brickworks

took, you know, we spent a good deal of time with the folks from Brickworks. They initially had some concerns, but now have supported the idea of at least starting out with this particular traffic plan. Their concern was that there was a couple of potential conflicts of folks taking lefts while some of their folks were taking rights. The data that we had showed that that was going to be an extremely isolated set of circumstances.

CONSTANTINE ALEXANDER: One of the advantages of your new plan, too, is greenery around the driveway entrance. Before it was very stark.

JOHN WOODS: Right.

CONSTANTINE ALEXANDER: And part of the canyon effect and now and the Planning Board wanted this the last time around, now

you'll have greenery around there so it's a little bit more pleasing to the eye.

JOHN WOODS: I agree. And I think we're -- we were very pleased with the achievement here.

There's been a lot of talk about some of the other open spaces, and clearly some -- all this sort of pushing around, some things have shrunk. But I wanted to be clear that we took very seriously these open spaces that are within the development itself. And between the last time we spoke and now, we've flushed out some of the details of those open spaces and I got -- we have our landscape architect with us today. If you want, I have like four slides that he can go through what some of those open spaces on what the interior of the sites are. I leave it to you.

CONSTANTINE ALEXANDER: Well, at

the last hearing there was concern from the community about open space. So I think it --

JOHN WOODS: Yes.

CONSTANTINE ALEXANDER: It doesn't have to be an extensive presentation, but I think the audience, and I would like to hear, too, about the open spaces.

JOHN WOODS: Steve's got it down at this point. We've been doing our travelling show. So, Steve, why don't we talk a little bit about the four open spaces.

CONSTANTINE ALEXANDER: Give your name and address for the record.

STEVEN TIERNEY: My name is Steven Tierney. I'm from Stantec and we're at 226 Causeway Street in Boston.

JOHN WOODS: And the gentleman in the back here just mentioned, you're right, now we have five open spaces. And so, Steve



has -- this one particular open space -- Steve, why don't you just go ahead and....

STEVEN TIERNEY: Sure. We're envisioning this as a large lawn space that can be used for activities such as picnicking, throwing a ball around, playing catch with a football, frisbee, that type of thing. And then along Clifton Street, Clifton Place I should say, we're envisioning sort of this boardwalk feature, built in seating, ornamental grasses, and various tree plantings.

This is the adjacent courtyard to the south near Building 1. This would be more of an active space. A space for children to ride bicycles through, to run around, play tag. And we're envisioning a water feature in here, so some sort of mixed elements.

Sitting walls, and there will be a low landscape raised beds.

The space across the street from that is similar to the first one we looked at so it's a medium-sized lawn area. The main feature of this space is sort of this interesting, interestingly shaped seating wall. And, again, we're introducing a smaller strip of boardwalk along the street here. So we're currently thinking of a wooden boardwalk.

And then the --

JOHN WOODS: Did I lose one?

STEVEN TIERNEY: There's one missing I think.

JOHN WOODS: Yeah.

STEVEN TIERNEY: But it's similar in effect to the more active space.

CONSTANTINE ALEXANDER: That's

fine. I think you covered enough.

Thank you.

JOHN WOODS: And, again, this last slide here was simply an inventory of trees.

CONSTANTINE ALEXANDER: Inventory of trees.

JOHN WOODS: And, again, I probably asked the folks of Abacus to help me on the rationales of why, but the other impact that we saw, that we struggled with, was a loss of some of the units that are direct entry. At one point we had, I believe, 69 units that were direct entry. In other words, they weren't sharing a stairway with folks which was an important component of what we were doing. But, again, in terms of compromise and being able to achieve what we had to, so that we're down from I think 69 to 57 at this point that the units will still, both the

one's, two's, and three's will still be available for people to walk directly into.

CONSTANTINE ALEXANDER: You're going to have 104 units --

JOHN WOODS: Yes.

CONSTANTINE ALEXANDER: -- and 57 are direct entry. So 50 percent.

JOHN WOODS: That's right.

CONSTANTINE ALEXANDER: Well, not quite. Roughly.

JOHN WOODS: Roughly, right.

ATTORNEY JOHN ACHATZ: I little bit more.

JOHN WOODS: Yeah, a little bit more. And then the other thing that did occur since we were last here. The last plan assumes 74 parking spaces. We did lose some, so it's down to 69 parking spaces. So there's a loss there of five spaces.

And then as you mentioned the unit mix, we did lose three-bedroom units.

And, David, could you explain why some of those we had to lose some of those three bedrooms?

DAVID POLLAK: David Pollak, P-o-l-l-a-k, Abacus Architects and Planners 119 Braintree Street in Allston.

The direct entry units are in a configuration of townhouses over flats, and that's the sort of feature building that we've had longstanding. At one point was all six buildings, townhouses over flats, which was a way to meet the needs of the original program that the Housing Authority gave us for Jefferson Park, which was to reduce the number of families per door as a way of improving the quality of life.

And through -- for various reasons

we've started to fall away from that to core -- to elevator and corridor flat buildings because it's a higher density. It's a more efficient -- flats are more efficient than the townhouses. And there just wasn't room on the site to maximize open space and balance it all out and everything else. So at this point -- I'm sorry if I'm in anybody's way. At this point this is townhouses over flats, and this one and this one, and then this wing on the building, on Building 6. And when this was presented to you in August, this building also was townhouses over flats. So we've lost 12, two-bedroom townhouses and made them back as very nice two-bedroom flats with a balcony, with outdoor space. So they're going to be great units, but they're not the townhouses. And we had two elevator flat buildings.

This building, this front part was four stories with an elevator.

This was four stories with an elevator when we came to you before.

This one is now three and a half, and we pushed the fourth to the back side.

This is just dropped down to three, no elevator. And basically what's happened is that this building has become a four-story elevator building with four, three-bedrooms on the ground and then 18 more units, six flats on each of the upper floors.

This is a four -- so we really can't add volume in these townhouses over flat buildings. You put a fourth floor, how do people get to their unit? It's not practical right now.

All of those weather door entry units are either ground floor garden flats or you

walk up an outdoor staircase to your door on the second floor, that's your living level. Your bedrooms are on the third. It's all accessible to the street. So we can't add another story up front.

These are all the three-story, and they're pretty much fixed at that volume.

This is already up to four. So in order to add back those three's, we basically would be adding another building to corridors, which we don't want to do. It would be a big sacrifice or pushing this up to a five-story elevator building and it starts to impinge on the Jefferson Park Federal buildings that are three-and-a-half stories on the rest of the site. So it's just like everything else about balancing all the different needs.

CONSTANTINE ALEXANDER: You put your finger on it. It is balancing, but from



the city's point of view I think I'd ask you, and not for tonight, I'd strongly urge you to go back and rethink your planning of seeing if you can come up with a way of getting those three-bedroom units back.

JOHN WOODS: It's funny because David called me the other day and said, look, John, I could probably get you another three-bedroom, but the unit count would go do 103. It is, it's constantly a balancing. We want to keep things, you know, as close to the way that the plan had been presented before. But I hear you. And we can certainly continue to look at that, but I think the plan we have before us we believe we can make it work. We believe we can move forward with it, and allow these guys to start their construction documents which will then allow us to go out and get some pricing for

this and then put that money to use that we've got available from both the city and the state.

DAVID POLLAK: And just one more thing in terms of utilizing this. These are very efficient buildings. At one point there was no heated shared space, and now there is in the corridor buildings. But we also have 120 indoor bicycle parking spaces. You could get at least one, if not two, three-bedroom units out of that space, but that's Cambridge Zoning and it's going to be great. I mean, we have 120 of those. And the other thing is that everyone has their own half yard toter, every unit has their own trash can with the number painted on it, and then there's adequate recycling toters as well. So there's trash rooms, indoor trash rooms, totally cinder blocked and sealed and

painted, you know, throughout the development. So it's, you know, all of that is taking a lot of space. If you had outside sheds for the bicycles and a dumpster in the back of the site, which is what's there now, there's a, you know, a big, you know, long dumpster and people had to walk all the way -- you know.

CONSTANTINE ALEXANDER: And I don't want to prolong this, but speaking for the citizens of the city, I would rather have a dumpster back there and have more three-bedroom apartments. That's where I come from.

You'll have time to talk. No, no not yet. You'll have time.

So anyway, this is -- I've said enough.

JOHN WOODS: I appreciate that.

CONSTANTINE ALEXANDER: From the

city's point of view, I urge you to go back and think this through more and see if you can come back with more three-bedroom apartments than what you're now proposing. Okay.

TIMOTHY HUGHES: John, are the proportions in reducing the number of units was it disproportionate in the three-bedroom area? I mean, did we lose more three-bedroom units than we lost two-bedroom or one-bedroom units?

JOHN WOODS: No, it was a sort of a general shift. We've lost some three's, we gained more two's. I think we gained some one's -- is that what happened? So, but you know, I do say this to you, that each -- both the one-bedroom list and the two-bedroom list are still extremely huge. Three bedrooms are a wonderful thing to have. There's a lot of three bedrooms existing on the federal

side, too. So we sort of took a snapshot of it and said, well, okay if we can still get 104 units, 104 households, this deeply affordable housing, let's make it work. I understand what you're saying.

I also wanted to let you know that in addition to the petition that you saw, that the folks from Jefferson Park signed and I put it in that package that I sent to you, we also got a tremendous letter from the Jefferson Park State Relocation Committee. I don't know if you saw it, so I'd like to put it into the record, but it's a support letter that supports our request here.

CONSTANTINE ALEXANDER: We may have it.

JOHN WOODS: I think so. I think they sent it to a lot of folks.

CONSTANTINE ALEXANDER: Yes, we

have that. It's in our files already.

JOHN WOODS: Okay, thank you.

CONSTANTINE ALEXANDER: If Members of the Board want to see it.

JOHN WOODS: And, you know, that raised some of the same issues that you just raised. Understanding that some of the loss of the previous plan it's necessary in order to satisfy both what we're trying to accomplish and as well as improve the neighborhood. So....

CONSTANTINE ALEXANDER: Anything else at this point?

JOHN WOODS: No, I think I'm okay.

CONSTANTINE ALEXANDER: Questions from Members of the Board at this point?

(No Response.)

CONSTANTINE ALEXANDER: With great trepidation I'm going to open this matter up

to public testimony.

Is there anyone here wishing to be heard in this matter? Sir, you're first.

HAROLD GILMORE: Harold Gilmore, 297 Rindge Avenue.

JAMES WILLIAMSON: Could I just ask -- sorry, I was just upstairs. Is there gonna be -- I mean, at the last hearing there was sort of a preliminary round of kind of information questions followed by --

CONSTANTINE ALEXANDER: Sorry, say it again?

JAMES WILLIAMSON: At the last hearing there was a preliminary round, so to speak, for opportunities for information questions to try to clarify some information.

CONSTANTINE ALEXANDER: Yes.

JAMES WILLIAMSON: And then there was public comment. Could we do that again?

CONSTANTINE ALEXANDER: Well, you could do it as part of your public comment. We'll do that. Everybody should have a chance to ask what questions they want to ask and to express what opinions they want to express. But I don't want to break it into segments. So let's do it that way.

Go ahead.

HAROLD GILMORE: Okay. I live 297. It's right across the street. It's on the corner of Rindge and Clifton Street.

CONSTANTINE ALEXANDER: Okay, we know where that is.

HAROLD GILMORE: First I wanted to say that there was a young kid who was hit there this summer. The bus, No. 154 bus that goes to the Baldwin School. I think he's eight-years-old was hit because the guy coming down Clifton Street was trying to make



the light. The bus was there, and the kid was crossing the street to get to the bus and he didn't see it because the bus is sitting there and basically just trying to make the light.

There was another hit of a dog there on that corner. A guy was walking his dog and a kid ran Rindge Ave. light and hit this dog. And so that's one problem that I've seen there. But the other thing is opening the street up to go directly into this project seems like the Board should have more concern about the safety of the people, the public there. It's a very narrow area, and to just open that up to the -- people to come straight down is, it's very, very dangerous as it is right now. They pulled the sidewalk out about six inches so it's pretty much -- when I first moved there in 2004, everybody parked along Rindge Ave. And now you can't really

park there, but it doesn't stop the traffic. And they still travel through there pretty quickly. My neighbor Carl Kale parks there because he's handicapped pretty much and I've seen his car hit several times. Shot from, you know, people that are doing bad activity.

And that's the other thing, I don't know if they've asked anyone who lives there as residents whether they think that this is something that is -- what they want to see, you know? Because they say it's so inviting. A lot of bad things have happened inside there. If they're gonna put the same people back in, it seems that the same things are gonna be happening. So I'm not sure that the safety of that throughway has been looked at. I know I had concerns about the buildings being up on Rindge Ave. because the way that the project was at first, you were just coming

out of it. And I didn't think either way you could see if you were coming out of it or going into it, it being a safe throughway.

So, that's -- one of my concerns is, you know, they're shrinking everything.

Everything has shrunk. What he's saying is, you know, there's no three bedroom because these natural borders because he's expanding the project. That's the way it is. If you're gonna expand the project, open up -- you're not gonna have what you -- what is -- what was required. So now they're trying to work something else in, and I just don't think that it's safe to open that street up, No. 1.

And then I don't see how they can really have people going in that project from Rindge Ave. with the traffic still going left and right. It just seems to me to be a big safety

issue.

And then basically I have the numbers and the names of the people, where they live, that these things have happened. I talked to Bobby Thompson. He lives right next-door to me. He couldn't be here tonight, but his house has been hit by gunshots and all kinds of these activities that's been going on in that part of the neighborhood. And I just don't think that thing has been addressed with the public as far as the residents there, that live there.

CONSTANTINE ALEXANDER: Let me ask a question. Thank you for the point and it's well taken. You said you met with the Traffic Department several times.

JOHN WOODS: Yes.

CONSTANTINE ALEXANDER: Did this issue come up about the safety entering and

exiting the Clifton Street extension?

JOHN WOODS: Yes. And in fact, we've gotten quite a bit of advice from Traffic and Parking on how to mitigate that. A lot of the --

CONSTANTINE ALEXANDER: You shared that with the neighbors?

JOHN WOODS: Yeah.

CONSTANTINE ALEXANDER: How are you proposing to mitigate it?

JOHN WOODS: The entrance itself -- David, it's raised that the -- it's raised. There are different materials that are used to slow down traffic coming into the site. I also want to make it -- remind people that we have parallel parking on this new street which is in itself a traffic calming process. But in addition to the parallel parking, there's also a series of

raised surfaces not only at the entrance but also midway through designed to be traffic calming.

SLATER ANDERSON: I have a question. Was it contemplated to do a similar raised intersection into this Rindge/Clifton intersection itself? Not just in the project? Because I know as you go down Rindge to the Peabody school down where I live, they did two of those traffic calming intersections at both ends of the school there. Was that discussed at all?

DAVID EISEN: David Eisen, Abacus Architects and Planners. And 119 Braintree Street in Allston.

Yes, and in a different point they specifically asked us not to do that. We've proposed that so they didn't feel it was necessary that they didn't feel it was

appropriate.

JAMES WILLIAMSON: I'm sorry, what exactly did you mean?

SLATER ANDERSON: A raised intersection on Rindge Ave. Not just in the project.

JOHN WOODS: Right, right. It goes right across.

SLATER ANDERSON: That deals with the people speeding in that area.

JOHN WOODS: And I think part of the reasons for that is because, you know, the traffic volume there is incredibly large, backed up on both the morning commute and the afternoon commute. So I think that the concern -- and I'm speculating here, was that it would cause yet another source of traffic backup.

CONSTANTINE ALEXANDER: It would.

But at the same time you're gaining safety.  
So that's --

JOHN WOODS: Yeah. But, again, I would defer to the Traffic and Parking on that.

CONSTANTINE ALEXANDER: I was going to ask Mr. Eisen, you proposed that and they said no.

DAVID EISEN: Yeah, yea.

CONSTANTINE ALEXANDER: What you heard from the Traffic Department what Mr. Woods just said is mainly they didn't want it because it was going to cause traffic congestion on Rindge Avenue?

DAVID EISEN: And what we've done is instead of raising the table, the intersection, we have tabled it up at the entrance to Jefferson Park and they were much happier with that. That was their



preference.

CONSTANTINE ALEXANDER: I guess I'm just speaking for myself, it's nice for them to say it's not necessary but this gentleman presented --

HAROLD GILMORE: If it wasn't necessary, why would they change it?

CONSTANTINE ALEXANDER: I would urge you, Mr. Woods, go back to the Traffic Department, notwithstanding and reconsider putting some sort of traffic calming on Rindge Avenue to make sure it probably will have an impact on the flow of traffic, but that will never stopped the city of Cambridge before in terms of other streets, and I think it's something that again to be good neighbors.

JOHN WOODS: Sure. No, and, again, we're willing to do it. And if Traffic and

Parking -- obviously we can't do it without their blessing so, but I will go back to them and speak to them about it.

SLATER ANDERSON: I think it's important that we have, you know, an off-site neighbor, an abutter here who has experienced, you know, has lived there long enough to know what this -- what goes on there. And I think that's a proven mechanism to alleviate some of that.

JOHN WOODS: And I also, while we're on that subject, there was quite a bit of discussion around the signal right there at -- there is an existing signal at Clifton Street. So by opening up this Clifton Place, it provides an opportunity to improve that signal.

David, could you speak to that?

DAVID EISEN: So we're working with

an engineering firm and we're working with Traffic and Parking and DPW on changing the signalization just because we have a new entrance there. Instead of having Clifton go into the Rindge, we also have the entry into Jefferson Park. And so the pedestrian signals and the vehicular signals would be relocated, again, working with the city, meeting the requirements. And that's a work in progress. That entire intersection will be redone. There will be new accessible ramps in all the corners and the signals oriented. And we've been taking -- because the Cambridge Housing Authority does not own the intersection, all of these are really important points. I mean, everybody is concerned about safety so we are taking our lead from Traffic and Parking and DPW, but it's certainly worth revisiting because this

is certainly --

CONSTANTINE ALEXANDER: I think you should revisit it pointing out the neighborhood's concern and the Board's concern. It's not just us. I'm purporting to speak for the Board, but I think we would be concerned of any issues of safety in that area.

Okay. I'm sorry, are you all set?

HAROLD GILMORE: Yes, yes. Thank you.

CONSTANTINE ALEXANDER: I saw the hands going up. Sir.

MICHA SCHATTNER: Just referring to the traffic pattern here.

JAMES WILLIAMSON: Say who you are.

MICHA SCHATTNER: Micha Schattner, Lexington Avenue. It concerns only right now -- traffic circulation here changed

direction twice since I saw it. Right now it's back to that entrance is at the stop light and the exit is near brickworks. I find it problematic on top of times. We already have on Sherman -- on Rindge and Sherman, we have already a signal light that a lot of traffic turns left into Sherman. It's the worst traffic in the world. Now we'll have a second one here when cars come to a stop when somebody tries to turn left and be blocked by oncoming traffic. If on the other hand you go -- you don't have left turn in the stop light but 10, 12 car lengths down, you have a storage behind you to turn left and it's still 10, 12 cars across the stop lights and then continue to Rindge Avenue. It reduces the load.

Second problem that was raised by a couple of residents and that to have the exit

at the brickworks side right next to the brickworks on the right of way exit is 20 feet. The distance there is about 20, 22 feet apart between the two driveways, which is quite close for two exits.

JOHN WOODS: And the gentleman's absolutely correct. Throughout our presentation there's been this back and forth with Traffic and Parking, and I think it reflects the fact that they took a good hard look at this, and the pattern here, in fact, at my last visit to the trustees they said, look it, we really are concerned about exiting on the brickworks side. And I said, look, we're taking our directions from Traffic and Parking. And they said, let's talk to Traffic and Parking. And so they -- we actually had a meeting with the brickworks folks, Adam Shulman came and

spoke, he spoke for an hour and a half, using the data that we got from our traffic study. Adam provided certain level of assurances that he believes the number of conflicts between the exit on brickworks in the brickworks condominium will be minimal. We also agreed that what we would do is after the first -- after the development is completed, we will continue to monitor it. In fact, formally monitor it and then go back to Traffic and Parking in conjunction with brickworks and say look, this isn't working, let's switch it around the other way. But, the -- both the data and the sort of the science I guess you will say from Traffic and Parking was that this pattern having come in on Clifton Place and exiting on brickworks was the most advantageous. There was a series of other impacts that would occur.

And from the overall traffic pattern on Rindge Ave., they believe having some level of control with the lights here as an entrance is a more favorable situation. And so, again, I think that just underscores the number of conversations that we've had about this. And in defense of the both the neighbors and the residents, I had to go back a couple times and now it's going back this way. But it's been settled after this lengthy conversation.

SLATER ANDERSON: One final comment on this raised intersection concept.

JOHN WOODS: Yes.

SLATER ANDERSON: If Traffic and Parking is opposed to Rindge Ave. being raised for some reason, make sure that they consider the idea of Clifton Street having at least maybe a raised crosswalk. Because



I've seen those cars. They come down, they're trying to make that light, and if there was at least a crosswalk on Clifton that was raised, different materials as you're proposing within the project, something like that, I think, would be helpful.

CONSTANTINE ALEXANDER: Okay.

Anyone? Ma'am.

SYLVIA BARNES: Hi. My name is Sylvia Barnes. I live on Harvey Street which is down the street from the Jefferson Park Development. And I just wanted to say I appreciate that the Cambridge Housing Authority has decreased the stories on Rindge Avenue and also that they have added some open space especially in the front. That's, you know, that's really a good thing for the neighborhood and sure for the residents.

I just wanted to ask about the exterior

of the development. I went to L.B.J. on Erie Street and I noticed the exterior and there was this silver, very cold, sterile looking material. And I was wondering if that is the proposed material for this development? Because it doesn't really fit in with the neighborhood. It's just, you know, non-descriptive. It doesn't have any character. It doesn't have anything. And if they could just add maybe something different with some colors, maybe a little bit more that makes it more welcoming to, you know, the neighborhood and, you know, the structure. So that's -- and I also wanted to ask, the three bedrooms are a luxury in Cambridge. How many three bedrooms will the development have now since they've been decreased?

CONSTANTINE ALEXANDER: 59.

JOHN WOODS: No, it's down to 19 three bedrooms. It went from 22 to 19 from this last change.

CONSTANTINE ALEXANDER: So 19. There will be 19. There are 104 units. 19 will be three-bedroom units.

JOHN WOODS: And --

CONSTANTINE ALEXANDER: Currently. We're hoping to get them back up to 22.

JOHN WOODS: And to speak to the other point. The L.B.J., I'm sorry you don't like the way that looks. That is a high rise building, you know, that has a completely different type of material on it.

David, could you speak to the kind of material that we'll be putting on?

DAVID EISEN: Right. And what that building is stucco. It's just troweled on. It's a smooth finish. We're going to use as

a combination of different materials. So we're going to have some horizontal clapboard. On the ground floor there's going to be a fair amount of glass because it's a resident surface and it will be open to the street. And then up above that and around on the sides, a combination of clapboard, and intricately colored fiber cement panels. But rather than being a continuing surface, it's going to be broken up into a series of different pieces. So instead of a big expanse, I think that's maybe what you're thinking doesn't work, it's gonna be a more traditional parapet.

CONSTANTINE ALEXANDER: What kind of panels are you talking about? What colors are they going to be?

DAVID EISEN: They come in a range of colors, light greens, beiges.

CONSTANTINE ALEXANDER: No  
kaleidoscope. No (inaudible).

DAVID EISEN: In some accent colors,  
but no bright colors; no bright red, no bright  
yellow. Accent colors, again, something a  
bit more neutral. Not a concrete color.  
We're trying to stay away from anything that  
looks like concrete that looks like stucco.

CONSTANTINE ALEXANDER: On this  
issue I would hope you will be talking as you  
go forward to neighbors. This is one that's  
purely aesthetic choice.

JOHN WOODS: Oh, yeah.

CONSTANTINE ALEXANDER: And they  
should be heard.

JOHN WOODS: I agree. And I think  
it's also understood that we will continue to  
refine some of those design issues with the  
folks from Planning. But absolutely, I

think what we've done at this point, I've gotten kind of used to some of these people. I've spent enough time with them, and we will continue to do that. But we do that --

HAROLD GILMORE: Spend some more time with us. Spend some more time with us, John.

JOHN WOODS: Right. I think I'll be spending a lot of time with them.

CONSTANTINE ALEXANDER: Is there anyone else wishes to be heard?

Sir, you've already spoke. Is there anyone else who hasn't spoken and wants to be heard?

JOAN COUGHLIN: I hope that when they decide to pick the colors, that they come to us the tenants, because we got to live there 24/7.

CONSTANTINE ALEXANDER: That's what

I just suggested. I agree with you.

JOAN COUGHLIN: And have attractive colors. Like, if you're gonna have like a light grey on the side boards, like the doors be a nice grey that will look attractive looking, not a flat paint that housing likes to use, flat paint.

HAROLD GILMORE: Can I ask one thing?

CONSTANTINE ALEXANDER: Yes, sir.

HAROLD GILMORE: Did you say, John, it was three-and-a-half feet, the three-and-a-half stories or three stories?

JOHN WOODS: Three -- the two buildings on Rindge Ave., one is three. The one further down toward brickworks is three with a bump-up on the fourth floor. You know, toward the back of the building.

HAROLD GILMORE: I didn't hear you

say that the last time.

JOHN WOODS: Oh, yeah, yeah.

That's something that, yeah. But, again, that's --

HAROLD GILMORE: That's what he said three, not three and a half. But he said three and a half.

JOHN WOODS: You know, and again, I said --

MICHA SCHATTNER: Half the building is four.

HAROLD GILMORE: I'm not talking about the back half, the front.

JOHN WOODS: The front is not --

CONSTANTINE ALEXANDER: The front is three feet.

JOHN WOODS: Right. Three stories.

JAMES WILLIAMSON: But just to be, just to be --



CONSTANTINE ALEXANDER: I want a real low rise. Three feet.

JAMES WILLIAMSON: Just to be clear about the building is that it's gonna be -- it's gonna be three stories in the front and four stories in the back. The one that's at the corner next to brickworks, three in the front, four in the back, and as I understood, John, earlier there's actually more of a setback; is that correct? There's more of a setback to where the force --

JOHN WOODS: Sure.

JAMES WILLIAMSON: So in other words, the four-story part of it is actually further back in that block.

JOHN WOODS: Right.

JAMES WILLIAMSON: Not just further back in the street, but further back in the building?

JOHN WOODS: You're right, correct.

TIMOTHY HUGHES: Correct.

CONSTANTINE ALEXANDER: Sir, you wanted to speak again?

MICHA SCHATTNER: I just talked about the traffic.

Two issues that I had was first still the Rindge Avenue front. I appreciate, I really think it's a great, it's a major setback of almost 45 feet at the west side, but still I see some, you know, there's still almost straight wall, especially if you consider the fact that it's north facing which means it will be in the shadow every moment. So I think that the features on it should be a bit more three-dimensional instead of just a flat wall no matter, you know, the little balcony here or entryway there are not really strong enough, and I

suggest with the bump-out, the bump-out close to the west side.

Second point is the areas. The play areas inside, they're small. What is considered the largest one between the two front west buildings is about 70-by-100 odd feet. That's the one upright. The largest one is still no more than 70 by maybe 100, 120 feet which is quite tiny. And the other quiet one, bottom left is stem, 60-by-60 feet.

CONSTANTINE ALEXANDER: One of the things we can't get into with the Zoning Board are the internal dimensions of these apartments. That's not, that's not before us tonight. That's not -- we can talk about the number of units and we talk about a lot of other things. We don't get into too small, too big.

MICHA SCHATTNER: And number of units, we have a setback of half the story of half a building with the top, right building. There could be another fourth floor in the front building and so....

JOHN WOODS: I would love to do that, but people got upset last time we had four-story there.

MICHA SCHATTNER: They got upset because it was facing the street. And the building is setback and you move the fourth floor another 15 feet.

JOHN WOODS: This gentleman would be upset by that. And that's the thing. I think what we tried to do is hear what we heard about the changes that were being requested, we dropped the height to the three stories right along Rindge Ave. with a bump-up in the back on that one. And, again, I --

MICHA SCHATTNER: All this  
(inaudible).

JOHN WOODS: And the other point  
that you make that I wanted to just point out  
again, this particular slide shows it that  
those lines are pretty much where the  
buildings are now. And so we tried to  
respect that.

HAROLD GILMORE: But at the same  
time you opened up the buildings because  
you -- you're adding a street inside and  
you're adding six buildings instead of four.

JOHN WOODS: That's right.

HAROLD GILMORE: So there's reason  
that that's happening. You're increasing  
that space and then you're decreasing the  
larger apartments, three-bedroom apartments  
for a lot more smaller apartments.

JOHN WOODS: No, no, I want to --

HAROLD GILMORE: It's simple. It's nuts.

JOHN WOODS: And I understand. We talked about this. And the reality of it is that one of the things is we have, we have more building on this lot than we had before primarily because the size of the units. Remember, a two-bedroom unit at J.P. State now is 723 square feet. We're putting units in that are somewhere between 850 and 1100. The three bedrooms -- imagine this, a three-bedroom apartment at 844 square feet. So instead what we're trying to do is adapt to the realities of today, and those three-bedroom units will range from 1290 to 1500 square feet. So absolutely, there's more building on this site than was there before, and that is primarily because we're trying to increase the size of the units.

CONSTANTINE ALEXANDER: Sir, I think you've had enough time. Sir, I think you've had enough time.

Anyone else wishes to be heard on this matter?

JOAN COUGHLIN: Yeah, I'm still concerned about Clifton Street. I'm Sister Joan Marie Coughlin. And I'm just worried about the parking on both sides because they -- we had that problem with Rindge Avenue and that's why on the cemetery side you don't see any cars at all, because if you have 283 Rindge Ave. busses together and God forbid if something happens, the way a police officer explained it to me tonight, he was talking to me, he said that this way with no cars on the cemetery side, if an ambulance or a fire truck is coming, the two busses can move over to the side where the cars are

parked and then the fire trucks can come down.  
You see what I'm saying, Mr. Constantine?

CONSTANTINE ALEXANDER: Yes.

JOAN COUGHLIN: And that's why I told Officer Green that that's why I was really worried about if an ambulance or a fire truck, and if they're coming to me, believe me, I'd be the first one out there saying get that car out of there because that's what I'm really worried about.

BRENDAN SULLIVAN: The fire department has to approve the plan.

JOAN COUGHLIN: As long as the change and everything, I'm fine with that and they've got more green put in on the front, but this Clifton Street is the one that I'm still worried about.

CONSTANTINE ALEXANDER: I think that's become apparent through the



discussion tonight. So, Mr. Woods has heard you, heard us, heard you, heard the neighbors.

JOAN COUGHLIN: It's just safety that I'm worried about, all right?

CONSTANTINE ALEXANDER: Ma'am.  
And, sir.

GOLNAZ TABATABAI: My name is Golnaz Tabatabai. I don't live in the part of Cambridge, but I'm a Cambridge resident and I am an advocate. So the two things that I would like over the comments that I heard, I'm just observing. Is that one is that people are relocating and the time is also very important because people's life, I mean, they're changing. They want the development to go forward and they want to know that they should come back. As a mother, I know if I was in that situation, I would be concerned

where my son is going to go back to his school and so forth. So, that's one thing that I think that it's not really -- we're not really stepping back and seeing -- we're talking about people, not really that much of the color and the design. It is important, but we're taking into so many details and losing time why people are relocating, some of them are already relocated. And, you know, the time and resources are just sort of -- it's a public resource. To me as an advocate, whenever one of my client comes and says I can't pay my rent, you know, I know how much limited resources available to keep someone housed. And seeing that such a great opportunity exists there, it's just really, it just really bothers me.

The other issue that I would like to say is that the gentleman who is in the

neighborhood and he's talking about the safety. I live in an affordable housing and I appreciate that the city give me this opportunity. As a single mother to, you know, to develop and become where I am with that sort of privilege that I got to live in Cambridge and be in an affordable housing. I mean to me, it's really painful seeing that, like, if that gentleman was my neighbor, seeing that I have to be in a development closed and other people be scared that are these people are going to go back? There is a gunshot or whatever it is, a safety issue. I think there's a safety issue anywhere. In Cambridge, I am (inaudible). Anywhere in the world these are safety issue. But pointing to the people that they are living in this developments, keeping them isolated and not letting the street go forward, it's

really to me as an Iranian, feel racist. I feel I might look, you know, white, but I have all the colors in my head and I appreciate all of them. And to me, you know, why should we just always look at the affordable housing as something to put people down? You know, there are people that they are working hard. They just can't keep up. And I'm someone who got -- was moving forward and it's just how the -- as a human, we should just look at each other as where we come from and where we are heading and sometimes we can't keep up with, you know, with the resources and we can't be as what it seemed it should be. But I mean, I don't personally respect and appreciate when someone talks about the people that they are living in an affordable housing and something that oh, if this is a safety issue, it's come from you so we have to close it or

you know.

CONSTANTINE ALEXANDER: Thank you, Ma'am. But I'm sorry, I'm not trying to be combative, but that's not the safety issue we're talking about here. The city of Cambridge is making a great effort to increase the amount of affordable housing in the city or improve what we have which is why we're here tonight. I think you can see the Housing Authority has reached out to the neighborhood and it's had dialogue, and dialogue with us. There's an interim process going on here where we're trying to make this the best possible housing for the people who are going to be living there consistent with the needs of the city of Cambridge. There's a balancing act, as many people have said, and we're doing the best we can. And it's not as looking down as the

people who are in affordable housing.

We're doing just the opposite.

Thank you very much.

Mr. Williamson.

JOAN COUGHLIN: I just want to say one thing.

CONSTANTINE ALEXANDER: I'm sorry?

JOAN COUGHLIN: And I think Terry will back me up on this, because Terry made the statement way back and I don't think you people realize it, we do have troublemakers in the stateside, and housing has assured us that those people are not gonna be welcome back to J.P. And if, you know, as far as worried about somebody that's going to be doing drugs or shooting a gun off, mark my word, I'll be the first one saying get the heck out.

CONSTANTINE ALEXANDER: Okay, thank

you very much.

Mr. Williamson, you wanted to speak and that's going to be it for public comments.

JAMES WILLIAMSON: Thank you very much. So I was --

CONSTANTINE ALEXANDER: You've been sitting around waiting, Mr. Brandon. I've been waiting for some hands to come up. I'll let you speak after Mr. Williamson and that's it.

JAMES WILLIAMSON: Someone suggested that any pictures should be in color so I made a colored picture.

SLATER ANDERSON: Thank you.

So James Williamson, 1000 Jackson Place which is in Jefferson Park.

CONSTANTINE ALEXANDER: You dropped something.

JAMES WILLIAMSON: Oh, my notes.

And so there are quite a few questions, just basic information questions which I think it would be useful to get some clarification about because I really don't -- I think there's still substantial vagueness to my mind and in areas that are relevant to your adjudication. By the way, at the first, the meeting that was held with residents, a mention was made that this process is gonna result in a three-month delay in the project. And I guess I -- at some point would like some clarification, because if you had questions about the plan, it was not, you know, it was easy to feel like you were being blamed for the delay.

CONSTANTINE ALEXANDER: Let's not go there.

JAMES WILLIAMSON: Okay. But it's, you know, I would like to understand if in



fact if there is going to be a delay because demolition isn't slated to begin --

CONSTANTINE ALEXANDER: Well, as I understand it, if we had approved it the first time, the delay is the first time they were here they would be that much farther --

JAMES WILLIAMSON: Yeah, demolition wasn't going to begin until next year sometime anyway.

CONSTANTINE ALEXANDER: Financing would be closed. Any delay and during this process we were trying to get the neighborhood input and to get the best possible project of necessity --

JAMES WILLIAMSON: Thank you.

CONSTANTINE

ALEXANDER: -- necessity is going to result in delay.

JAMES WILLIAMSON: Thank you.

Appreciate it.

So one question, I mean first of all, I do appreciate the fact that there's been an adjustment, and I think it's an important one along Rindge Ave. I wonder are all the resident services still going to be in the buildings along Rindge Ave.? Is that what's contemplated?

CONSTANTINE ALEXANDER: Mr. Woods is nodding yes.

JOHN WOODS: Yes.

JAMES WILLIAMSON: And one of the things -- I went and talked to people over on Lincoln Way, which my understanding is people are quite happy with it, and in many ways I think it's some aspects of it that are gorgeous. There was one problem that surfaced which is there was no maintenance shed, and that they're now having to put in

a trailer for maintenance. Is there provision for -- and because currently the maintenance area is in the basement, I believe, of the upper left-hand corner building. So is there provision for a maintenance space.

JOHN WOODS: Yes.

JAMES WILLIAMSON: And where is that?

JOHN WOODS: One of the basements will provide the maintenance space that was there before.

JAMES WILLIAMSON: Thanks.

Just because I know some of the maintenance people and I care about them, too.

The -- is this sidewalk -- I know that there's been a lot of talk as this as the grid that this plan is relating to. There's also

a grid -- I don't know if there's another image that you have but Members of the Board definitely have it, but there's another grid which is the sidewalk grid that goes into the federal side to Jackson Circle over here, and I guess in order to understand better what's happening, is this sidewalk where the current sidewalk is or is this sidewalk moved?

DAVID POLLAK: It's current.

JAMES WILLIAMSON: This is no change in the current sidewalk?

DAVID POLLAK: (Nodding head.)

JAMES WILLIAMSON: Because one of the nice -- this nice feature if you walk down this sidewalk you continue --

DAVID POLLAK: Actually, James, in the near end it's in the same place, and then at the back half it's moved.

JAMES WILLIAMSON: In which

direction?

DAVID POLLAK: Straightened out. It used to be further up to the right. Further up.

JAMES WILLIAMSON: And so it's pulled back this way more.

DAVID POLLAK: The parking lot at the lower left of the slide currently has double loaded parking, and the building is taking up the second row of parking. So it used to jog up, and now it's straightened out.

JAMES WILLIAMSON: I guess my concern is is this continuing in a straight line to the path that goes into Jackson Circle or not? Because now it more or less -- from about here, this continues on and you can see all the way through the development and also walk through kind of alle, which is, you know, which is quite nice. And I'm just wondering,

I think, that's a dimension of this which would be important if there's a way to do that to preserve that.

DAVID POLLAK: The pathway is certainly preserved. And if you look at the red outlines -- the exist --

SLATER ANDERSON: Is this the parking line right there?

DAVID POLLAK: That's the old parking lot, but you can certainly be able continue on that walk.

JAMES WILLIAMSON: Yeah, but I see a problem, and I think it's --

JOAN COUGHLIN: Or in other words, the cars are not going to go through into the circle then?

DAVID POLLAK: Well, they don't know.

JAMES WILLIAMSON: Okay. So I

think there are two important pieces to this plan:

One is the expansion of the unit sizes which I think is a very positive thing. And it's -- I mean Dennis Carlone looked at it and he said he was really impressed with the architecture in terms of -- in fact, quite expensive he thought. So the units themselves and expanding the units is a very positive thing.

The other feature of this plan is this really broad street through the middle of the site. It's 32 feet wide. 18 feet for fire trucks and double loaded parallel parking. And one of the things that's come up at the meetings is that, the reason we have to do all this is because of the parking. I talked to a guy named Ken Krugermeyer (phonetic) who is the sort of genius of the southwest corridor

park, when they covered the railroad tracks and they made Southwest Corridor Park from Mass South Station all the way down to tent city, and he told me that they negotiated with the fire department in Boston. What do you need? What do you really need? And they talked about outriggers to stabilize their ladders. And they were willing to agree to 14 feet. And that's a difference that could, could, among other -- make a difference here in terms of how much pavement there is versus how much open space there is. And also it could allow moving the whole plan slightly up so that that path that I was just asking about actually does continue straight. So that the grids we think about aren't just automobile grids, but are also pedestrian grids. So that's kind of one of the major dimensions of what I'm thinking about.



I also -- I'm happy that it's been moved back and there's green space preserved along Rindge Ave. I find myself wondering if it even needs to be quite that much. It's not -- okay, it's either this or it's that.

CONSTANTINE ALEXANDER: Can't win.

JAMES WILLIAMSON: But I think, you know, there's some room for thought about it because if it were moved back, the trees that are saved are saved. But not perhaps quite that far, you might actually have more open space, and the open space is not irrelevant because one of the variances has to do with open space. And there's a very significant reduction in the open space. And I think, I was picking up on the sort of colloquy around that aspect of this, there is something like a 40 percent -- either a 40 percent reduction or a 40 percent below what's required under

Cambridge Zoning for open space. And I have to say that's, that it's not about the size of the units. What's really driving that as far as I'm concerned, is this pavement, this 32-foot wide street with double loaded parallel parking. So I actually think that there's a way of rethinking the way -- and beyond that, there's a way of rethinking the whole nature of the street and that's what I gave you is meant to point to opening up ways of imagining a street that's -- does not prioritize cars, that prioritizes pedestrians, the safety of the residents, the opportunities for play in this area and, you know, doesn't even have to be -- I mean, you could -- well, I even was thinking that the street could actually be below, at the bottom, and that there could be something wide enough for fire trucks through the

middle, but that essentially it wouldn't be a street and that the parking could be accommodated along the bottom if the project, the bottom piece were bumped up. And it could be bumped up significantly and still have something like a street going through the middle.

So....

CONSTANTINE ALEXANDER: Are these thoughts conveyed at the hearing that --

JAMES WILLIAMSON: I -- and this is another piece of this. It seems like the Housing Authority are talking to everybody, including -- they have meetings with the residents, but it seems like the people they're most either eager to listen to or feel the most obligation to listen to are Traffic and Parking but not really the residents. And I think my feeling is that they have been

more -- much more responsive to things that they hear from other city departments than they have been to residents.

CONSTANTINE ALEXANDER: I think they've heard that tonight.

JAMES WILLIAMSON: Yeah.

CONSTANTINE ALEXANDER: Not to be so differential to Traffic and Parking and to listen to the comments we've got from the neighbors.

JAMES WILLIAMSON: I really think Micha's idea -- I really think it makes sense to think about at the intersection if it's going to be a street, the traffic signal there, it makes more sense to me and, you know, I mean this sort of trust us, we're experts, and they turn out to be wrong, that if traffic, if there are going to be cars, and I think they could be slowed down in this sort

of very narrow idea that I shared with you, if they were slowed down but in any case they come to that intersection and they turn on to Rindge Ave. with the light, rather than if they're turning in as is proposed here, there's going to be inevitable backup along Rindge Ave. So why not have the turning take place when they have the signal? So I wonder if there might be some condition? I mean, there's been talk about how well of course we're going to have more meetings. I suspect that if you approve this, and my impression is that you may have a mind to, if you were to approve this more or less as is, I don't know that there's any guarantee that there is going to be the kind of opportunity for residents, both the scattered -- the diaspora of state residents and the federal side and the neighbors, I don't know that there's

going to be that opportunity. So my question to you, my request I guess would be if you could find a way to help make sure that that's as a condition of -- if you go in the direction of granting this, that as a condition, you -- there is one or more meetings that are laid out that where people have an opportunity to go over some of the details which I think are clearly not yet well enough in place.

CONSTANTINE ALEXANDER:

Mr. Williamson, I think your point is well taken. Mr. Woods may throw a shoe at me, but on one condition that I'm going to propose is that the Housing Authority proceeds with the project, assuming we grant relief, continues a dialogue, its dialogue with the community, including the residents of the area. I'm not -- more than that we can't do -- we're not

going to say one or more, we're not going to say how many, what they've got to do. But I will make a condition that they continue to use their best efforts to reach out and to hear the views of the community and to consider them in good faith. They may reject what you say, but that's the best we can do. Okay?

JAMES WILLIAMSON: I guess there's one last thing which is we hear different things at different times just as they, you know, may complain that, you know, one day you want this and now you want something else. Several times it's been said by the architects there are no front doors, there are no back doors. But on other occasions we hear that actually you go in the front or you park your car and you go in the front door. So, and I think this is relevant to the

discussion about streetscape and open space is to clarify are there in fact meant to be fronts and backs? One of the issues that's been raised by some residents is if I go out my front door and my neighbor -- it's my neighbor's back door, they're putting all their stuff, you know, like the junk that people sometimes put out their back door next to where my front door is. So I think there are reasons to get a little bit more clarity about that before, you know, it's just left to the discretion of whoever is going to make those decisions.

Thank you.

CONSTANTINE ALEXANDER: Thank you.

Mr. Brandon and that's it. I hope you will be brief which is I know is a first for you, but go ahead.

MICHAEL BRANDON: Thank you for the



opportunity to speak again. I'm Michael Brandon, and the reason I waited until the end was so a lot of the topics that have been covered I wouldn't be tempted to repeat and please stop me if I tend to go in that direction.

CONSTANTINE ALEXANDER: I will.

MICHAEL BRANDON: I share the concerns and the stabilization committee shares the concerns about the lack of detail in what's being presented. This is a significantly changed project and thank you to the Board and to John and the CHA folks for pulling it back, knocking it down on along Rindge Ave. That's a great improvement, but that opens up a whole other set of planning that hasn't been done now. It's not clear to me that the department have seen this. Even initially the Planning Board and Community

Development's review was pretty cursory, you know. They look at what are the BZA cases. Well, there is a Comprehensive Permit. John did come, there was a presentation, that's where the idea of pulling back from the avenue first started. I think the next step is it's very important that that facade, and if you want to throw up the slide -- you have of it. You've heard comments tonight. It's really beyond the purview of this Board to do the sort of detailed work on that, on Traffic and Parking issues even on landscape and design. What I'd like to see is maybe delay tonight, put in very strict conditions that there be public processes. Because what's happened here is Comprehensive Permit is basically in order to promote affordable housing, which is a great cause, and we all, you know, support that, it's to make it one stop shopping.

Normally, and the criterion now is not the usual Special Permit criteria, it's the local needs. And the usual process that's being waived here would involve a Special Permit for a large project like this, review, a series of hearings, looking at it, landscape plans. Well, it's changed and there needs to be an opportunity for that in my opinion to happen. So the --

CONSTANTINE ALEXANDER: Before you move on to the next point, let me respond to that point.

MICHAEL BRANDON: Oh, you want to? Okay.

CONSTANTINE ALEXANDER: Let me respond to the point.

MICHAEL BRANDON: I thought you were saying get to the next point.

CONSTANTINE ALEXANDER: If this

were a Variance case or a Special Permit case, your point will be absolutely well taken. We would approve something specific to plans. That's not how it works in a Comprehensive Permit.

MICHAEL BRANDON: I understand that.

CONSTANTINE ALEXANDER: So they come in basically with a concept, preliminary drawings, and we can't require them to give as a condition against of being granted the Comprehensive Permit that they give us the final plans.

The final plants are approved by the Building Inspector. Down the road, assuming we grant the Comprehensive Permit, assuming they get the financing and etcetera, etcetera. And so we can't get any greater level of detail. What we're trying to get

out tonight is to let these gentlemen know the concerns of the community, and also I'm going to further try to enforce -- force is a too strong a word, encourage them to continue the dialogue. But that's as far as we can go, Mr. Brandon. We can't be more specific. We can't require them to be more specific with what they're going to go forward with. Okay? That's how in my opinion that's how the Comprehensive Permit goes.

MICHAEL BRANDON: I read up on it a little bit and the process can (inaudible), you know, it was anti-snob zoning to stop communities that would block the housing.

CONSTANTINE ALEXANDER: Right.

MICHAEL BRANDON: It although it's being used and repeatedly in Cambridge, you know, it's supposed to be once -- if your overall housing stock is under 10 percent,

that's when it kicks in. You know, it's aimed at those committees -- communities. In my view it's being exploited here to some extent unfairly to avoid the usual sorts of reviews and public input. You know, they, CHA says they're meeting with, you know, the departments and I'm sure that's going on, but, you know, there's not a single public hearing other than what's happening here that allows that. And so traffic calming, for instance, the table, CDD usually has in the Rindge Ave. tables, the raised tables. Those are all discussed with the community. Some people say well, we don't want parking here or we do want parking saved or, you know, I can't cross with my stroller, that process is gone. And just saying that you have no control over that, I don't think is the case because you don't have to grant the permit.

I hope you do eventually, but just that the details aren't just left out there floating because I know what will happen is they won't be addressed or, yeah, and as I say CDD, CDD just got a new planner. If you saw today's Cambridge Chronicle, the Planning Board after a series of hearings, granted permit for another large building on CambridgePark Drive. But there were significant changes to the facade that were made. Their new planner -- I won't read it now. I'll pass it along, but, you know, she made very good comments, some of which you heard here about articulating the facade, and so forth. But that level of detail, I think, needs to be in and ensured that it gets that kind of review otherwise it won't. They'll continue -- CHA will continue to go to the back rooms and, you know, get approvals or try to approve that.

Anyway, the bigger points I wanted to make, the facade.

I still disagree with the idea of removing so many mature trees. It's not clear to me that the arborist has reviewed this in accordance with the city's tree ordinance. That's another question I had for John, is it strictly zoning issues that you're seeking permits for? Or are there other permits? It's a Comprehensive Permit. Any permit they need for this, should have been applied for or presumably was applied for.

Are there others?

JOHN WOODS: Well, the curb cut -- we'll need a curb cut from the City Council.

MICHAEL BRANDON: And are you planning to do that separately?



JOHN WOODS: Oh, yeah. Yeah, well, we got to get passed this before we can talk about it.

MICHAEL BRANDON: Well, I'm not sure with Comprehensive Permit even --

JOHN WOODS: It's not covered.

ATTORNEY JOHN ACHATZ: The subdivision plan is also part of the Comprehensive Permit so there is something beside the Zoning.

MICHAEL BRANDON: But that was -- okay.

All right, the last issue I'll jump to is and we raised this at our meeting and by the way, John has been very good about providing documentation, you know, meeting after that initial snafu to discuss this. And I think it will help inform the project as it does go forward.

Do you have the overhead shot, John, of, you know, the aerial view? We used it last time.

JOHN WOODS: One of these or -- or the overall?

MICHAEL BRANDON: It was a photograph.

JOHN WOODS: Yeah -- no, I really don't. I didn't bring it with me.

MICHAEL BRANDON: Well, anything that can give the --

SLATER ANDERSON: That's the old plan.

MICHAEL BRANDON: The details don't matter. It's more to --

CONSTANTINE ALEXANDER: Go back to that one. That's the new one.

JOHN WOODS: Yeah.

MICHAEL BRANDON: Well, the issue

is --

JOHN WOODS: You can see the rest of the neighborhood there.

MICHAEL BRANDON: Yeah, the train -- the issue I want to bring up and we discussed it, and Terry have discussed it, and we're talking about safety. And traffic safety is one aspect. Bus safety -- or that was another issue that got brushed aside that Harold brought up. The question of where the bus stops are and the danger there and where the plan for the Rindge Ave. allows for a pull-in as I mentioned tonight to John, I think for the first time possibly a bus shelter in that open area that is totally undesignated, you know, can be put in. But it requires public and people who are familiar with how the situation works now to inform that. So -- but the big safety issue that I

wanted to put out to you is the issue of residents, including Jefferson Park, former residents being mowed down on the railroad tracks trying to get from one side to the other. This project -- problem that goes back decades. We raised it in the early nineties and the city formed a task force to address the problem, and at least six people have been killed on that stretch between Alewife and Porter -- well, not even passed Porter. Just a little passed Yorkshire. Where we have -- the city's been allowing dense development, largely housing, on one side of the tracks and then recreational facilities, tennis courts, schools, bus stops, all sorts of other amenities and shopping districts -- yeah, so there's a conflict.

The MBTA and the railroad back when it

was a freight line, you know, they don't care. Those people are -- people that are killed are trespassers, that's it. They didn't, you know, fence it off. The shopping center, Fresh Pond Shopping Center cut a big hole in the fence, you know, to allow people to cross the tracks.

Anyway, so the recommendations of our committee were to revamp at Yorkshire Ave. where you had school kids crossing through an impassible tunnel that was flooding. They're very old. With public input that was totally redesigned, and you've seen it and there's art and it's safe, the lighting is designed --

BRENDAN SULLIVAN: Where is this going, Michael? Where is this going?

MICHAEL BRANDON: Okay, I'm sorry.

BRENDAN SULLIVAN: 30 words or less.

Please, I get it. Really.

MICHAEL BRANDON: Okay.

What I'd like to see is requirement that -- easements to allow what was done on the adjacent side, the brickworks site, to allow public passage through, including through the state project.

BRENDAN SULLIVAN: Monday night. Monday night City Council. Not us.

CONSTANTINE ALEXANDER: It's not us.

TIMOTHY HUGHES: It's not us.

CONSTANTINE ALEXANDER: Listen.

MICHAEL BRANDON: It's their property and it was done next-door on the private lot.

BRENDAN SULLIVAN: Monday night. City Council.

CONSTANTINE ALEXANDER:

Comprehensive Permit case does not involve the time of us forcing the requirement that easement being granted. Enough. This is the Comprehensive Permit.

MICHAEL BRANDON: I'll stop.

BRENDAN SULLIVAN: Thank you.

CONSTANTINE ALEXANDER: Thank you very much.

BRENDAN SULLIVAN: Okay.

CONSTANTINE ALEXANDER: No, now, come on we've had.

JAMES WILLIAMSON: What about Mr. Storic? (Phonetic).

CONSTANTINE ALEXANDER: I'm sorry?

JAMES WILLIAMSON: It's about Mr. Storic.

CONSTANTINE ALEXANDER: What about Mr. Storic?

JAMES WILLIAMSON: Well, just that I

met him by accident at the bus stop yesterday. He -- you probably know, he's very sick and couldn't be here tonight and he lives in the little brick cottage.

CONSTANTINE ALEXANDER: Yeah, I know we've seen his letter in the files.

JAMES WILLIAMSON: I just wanted to say he was very distraught about the plan as I guess you know. I wanted to say if there's any way that the Housing Authority -- I'm sure they're going to try to look to accommodate him. It's not going to be easy, but, you know, I just wanted to mention him having met with him and spoken with him. He did come to the abutter meeting. I'm sympathetic to his concern. I hope they can accommodate.

CONSTANTINE ALEXANDER: Thank you. I'm going to close public testimony at this



point.

SLATER ANDERSON: I did see one hand in the back. Did you want to say something?

CASSIE ARNAUD: Cassie Arnaud. I'm a city staff person, a housing planner, CDD development. And I just wanted to clarify that the Housing Authority has been to our office with Community Development and met with both the housing staff and of course all of the planning staff, including Susannah, the new planner, and Stuart Dash and the rest of the planning staff. And they've seen this new plan, and our understanding why the changes were made and are comfortable with what's being proposed, just to clarify that that process has taken place like it always does with these Comprehensive Permits.

CONSTANTINE ALEXANDER: Thank you.

JOHN COUGHLIN: Mr. Constantine?

I just wanted to ask --

CONSTANTINE ALEXANDER: Ma'am, you know, you just can't speak out.

JOAN COUGHLIN: This is for Brendan Sullivan.

CONSTANTINE ALEXANDER: Do it after the hearing is closed. Afterwards.

BRENDAN SULLIVAN: Afterwards, Joan, please.

CONSTANTINE ALEXANDER:  
Afterwards.

There are memos in the file and there are letters from people who have spoken this evening.

The one thing I would ask you, brickworks, what's the outcome of your meetings with them? That wasn't clear from the file.

JOHN WOODS: They've been very

supportive.

CONSTANTINE ALEXANDER: We have a letter in the file.

JOHN WOODS: Oh, do you? Good.

CONSTANTINE ALEXANDER: No, it's not supportive. It's a mysteriously phrased letter.

JOHN WOODS: Really? Was it from the Board of Trustees?

BRENDAN SULLIVAN: An individual.

CONSTANTINE ALEXANDER: But I think he claimed to be writing on behalf of the Board of Trustees.

JOHN WOODS: Yeah.

CONSTANTINE ALEXANDER: In your view brickworks is supportive?

JOHN WOODS: Yeah, I got a series of e-mails.

CONSTANTINE ALEXANDER: With that,

I am now going to close public testimony finally.

Is there a need of discussion by Members of the Board? The motion, by the way, that we will make -- I will make rather it's voted up or down, is very extensive because of the Comprehensive Permit. It will be a while before we take a vote.

Any comments that Members of the Board want to offer at this point?

(No Response.)

CONSTANTINE ALEXANDER: I guess not.

Okay. The Chair moves that first of all, we make the following findings in determinations:

That the applicant has submitted to the Board a complete and satisfactory application for a Comprehensive Permit

pursuant to the requirements of the Code of Massachusetts Regulations, including:

One, preliminary site development plans showing the locations and materials of the proposed buildings, streets, drives, parking areas, walks, and paved areas, and proposed landscaping improvements and open areas within the site.

Two, a report and additional information concerning the existing conditions of the site and surroundings.

Three, preliminary scaled architectural drawings including typical -- I don't think you've given us typical floor plans. But architectural drawings, elevations and sections.

A tabulation of proposed buildings -- No. 4, a tabulation of proposed buildings and use by type of size. Some

information concerning ground coverage and related data.

Is provided with five, a preliminary utilities plan.

And, six, required exceptions with local requirements and regulations.

On this the case is two pages in length of all the different aspects which they're not going to comply with the Zoning Ordinance, but which we can override by virtue of the Comprehensive Permit if we so choose.

No. 2, that the -- on the basis of the Board's knowledge of housing in the city of Cambridge, the Board finds that there continues to be a regional need for affordable housing and a substantial unmet need of affordable housing in the city of Cambridge.

The next number that the -- that the Board finds that the applicant has met all the jurisdictional requirements for a Comprehensive Permit. There are three jurisdictional requirements:

That the developer must be a public agency. And the Cambridge Housing Authority is such an agency.

That the project must be fundamental under a state or federal lower income -- low or modern income housing program. And the petitioner has submitted eligibility letters which are not definitive binding letters, but the expression of intent is to provide the financing, which is all that's required at this stage in the process.

And that the developer must control the site. And they provided us with the copies of the deed with regards to the site.

Next finding is a determination of the project consists of 104 units in six residential buildings with how many parking spaces? 69?

JOHN WOODS: 69.

CONSTANTINE ALEXANDER: 69 parking spaces. All of which will be affordable according to the requirements of Chapter 40(B) and of eligible subsidy programs.

The units will be developed with state or federal subsidy, and will be subject to long-term affordability restrictions requiring them to be sold initially and on resale at restricted prices with households below 80 percent of the area median income.

To complete this project --

ATTORNEY JOHN ACHATZ: That actually only applies to home ownership developments.



CONSTANTINE ALEXANDER: I'll take that out.

To complete this project, four existing buildings consisting of 108 units previously constructed pursuant to a Comprehensive Permit granted by this Board will be demolished.

In reviewing the project, next number, the Board has not identified any significant health, safety, environmental design, open space, or no adverse impact on storm drainage, traffic, or other engineering and planning matters that would support denial of the project or outweigh the local or regional housing needs. With regard to that we have identified tonight safety issues which are going to be a subject of further concern -- investigation and dialogue. But at this point there's nothing from a safety

point of view, to me at least, and the motion will say what I'll call a show stopper.

That in our review of the project, we have determined that the applicant has taken reasonable measures to insure the project's compatibility with abutting properties and the surrounding neighborhood, including neighboring, commercial, and residential uses. And in this regard I would point out to the revised plans with the further setback from Rindge Avenue very much speaks to this point.

And lastly the Board has determined that the relief from this the specific requirements of local restrictions and regulations requested by the applicant is necessary in this circumstance to ensure the creation of affordable housing and to allow construction of the project as proposed.

Finally based on the above, on the determinations and findings I've just cited, the Board finds, and I so move that the proposed development meets the requirements for a Comprehensive Permit under Chapter 40(B), and that such a permit shall be granted to the applicant subject to the following conditions:

One, that final detail construction plans must be submitted to the Building Inspector to insure that the final plans are consistent with the preliminary plans submitted by the applicant.

And 2, that the petitioner is urged to continue its dialogue with the community, and particularly the affected citizens as the project goes forward. And in particular with regard to safety issues that have been identified tonight. And we -- and that you

consider comments you received from the neighbors and the neighborhood and the citizens in good faith in making your final decisions.

All those -- unless the people wanted to change or modify or amend what I just said, all those in favor of granting the Comprehensive Permit say "Aye."

(Aye.)

CONSTANTINE ALEXANDER: Five in favor. The Comprehensive Permit has been granted. Move on to your next step without us.

(Alexander, Hughes, Sullivan, Scott, Anderson.)

JOHN WOODS: Thank you.

(Whereupon, at 9:55 p.m., the  
Zoning Board of Appeals

Adjourned.)

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

I am not related to any of the parties



in this matter by blood or marriage and that I am in no way interested in the outcome of this matter.

I further certify that the testimony hereinbefore set forth is a true and accurate transcription of my stenographic notes to the best of my knowledge, skill and ability.

**IN WITNESS WHEREOF**, I have hereunto set my hand this 24th day of October, 2014.

---

Catherine L. Zelinski  
Notary Public  
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