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PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, May 15, 2012

7:10 p.m.

in

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

Hugh Russell, Chair  
William Tibbs, Member  
H. Theodore Cohen, Member  
Ahmed Nur, Associate Member

Community Development Staff:  
Brian Murphy, Assistant City Manager for  
Community Development

Susan Glazer  
Liza Paden  
Roger Boothe  
Stuart Dash  
Jeff Roberts  
Taha Jennings

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

2 (Sitting Members: Hugh Russell, William  
3 Tibbs, H. Theodore Cohen, Ahmed Nur.)

4 HUGH RUSSELL: Good evening. This  
5 is the meeting of the Cambridge Planning  
6 Board. The first item on our agenda is the  
7 review of the Board of Zoning Appeal cases.

8 LIZA PADEN: I didn't have anything  
9 in particular, but I will show them to you if  
10 you wanted to see them.

11 HUGH RUSSELL: So I don't see  
12 anything that looks like it has major  
13 planning impacts.

14 LIZA PADEN: So I take it there's no  
15 comments?

16 WILLIAM TIBBS: No.

17 HUGH RUSSELL: Okay, there are no  
18 comments.

19 And the next item on our agenda is an  
20 update by Brian.

21 BRIAN MURPHY: All right, thank you.

1           Tonight you've got the North Mass. Ave.  
2           Zoning Petition as well as bike parking  
3           proposal .

4                         June 5th you will have public hearings  
5           on School Zoning Petition, North Point Zoning  
6           Petition, as well as Planning Board No. 271,  
7           160 Cambridge Park Drive with a possible  
8           decision. And then under General Business,  
9           Planning Board No. 231A, 159 First Street  
10          design review for residential .

11                        June 19th a public hearings for Trolley  
12          Square, Mass. Ave. Res. C-2A as well as  
13          Forest City.

14                        And then on July 17th we've got a  
15          public hearing on what we expect to be a  
16          re-filed MIT Zoning Petition, as well as  
17          under general business, Novartis gate design  
18          review.

19                        The Ordinance Committee is also at  
20          work. We had an initial committee meeting  
21          tonight on the Forest City proposal which was

1 well attended and spirited so I expect we  
2 will see more of the same on June 19th.

3 SUSAN GLAZER: Hugh, do you want to  
4 announce or I can do it, that the item on  
5 tonight's agenda for 159 First Street has  
6 been postponed. So anyone who's here for  
7 that issue should make note of that.

8 HUGH RUSSELL: And also the item for  
9 125 Cambridge Park Drive is also --

10 SUSAN GLAZER: Right. That one will  
11 go forward tonight. We expect people to be  
12 here, but 159 First Street, the presenter is  
13 ill so they won't be able to be here and  
14 asked to be postponed to June 5th.

15 LIZA PADEN: Right. And Cambridge  
16 Park Drive is also postponed because we don't  
17 have five board members.

18 SUSAN GLAZER: Oh, okay.

19 LIZA PADEN: So that will also be  
20 postponed to June 5th.

21 HUGH RUSSELL: We'll have a busy

1 night.

2 Okay, any transcripts?

3 LIZA PADEN: We have the April 3rd  
4 transcript and it looks good.

5 HUGH RUSSELL: Okay. Is there a  
6 motion to accept the April 3rd transcript?

7 H. THEODORE COHEN: So moved.

8 HUGH RUSSELL: Okay all those in  
9 favor.

10 (Show of hands.)

11 HUGH RUSSELL: All members voting in  
12 favor.

13 (Russell, Tibbs, Cohen, Nur.)

14 WILLIAM TIBBS: July? Is there a  
15 meeting in the first week in July?

16 LIZA PADEN: No, there isn't.

17 BRIAN MURPHY: We figured with  
18 July 4th, it probably wouldn't be well  
19 attended or very popular.

20 HUGH RUSSELL: I think we can go  
21 forward now. Excellent, all set?

1           So this is a discussion of the Planning  
2 Board Petition to amend the Zoning Ordinance  
3 or the North Mass. Avenue Overlay District  
4 and it will be a public hearing.

5           TAHA JENNINGS: Okay. My name is --  
6 well, first good evening. Thank you. My  
7 name is Taha Jennings. I'm a neighborhood  
8 planner with the City of Cambridge Community  
9 Development Department and we're here to talk  
10 to you about the North Massachusetts Avenue  
11 rezoning petition. The petition that we  
12 submitted contains Zoning changes that were  
13 recommended after a series of community  
14 meetings and input from neighborhood  
15 residents, business owners, and property  
16 owners along North Mass. Ave., which is from  
17 Beech Street just out of Porter Square --  
18 just north of Porter Square up to the  
19 Arlington Line. I know we had talked with  
20 you a little bit about this process  
21 previously, but I did tonight did just want

1 to talk briefly about how these Zoning  
2 recommendations came about and walk through  
3 some of the basic ideas behind the changes  
4 that we're proposing.

5 The last time we came before the Board  
6 regarding this issue, we mentioned that  
7 Massachusetts Avenue, in this part of the  
8 city, is really the primary transportation  
9 and retail corridor through North Cambridge.  
10 But in a lot of ways it also serves as a  
11 gateway to the entire city. This section of  
12 Mass. Ave. has been the focus of several past  
13 planning studies and efforts, and as the area  
14 has continued to grow and change over the  
15 years, new sets of planning issues have  
16 emerged. In particular in the 1980's, we saw  
17 the introduction of subway service at Porter  
18 Square, Davis Square, and Alewife. And this  
19 made virtually every part of North Mass. Ave.  
20 walking distance to transit. But it also  
21 created a whole new set of development

1 pressures on the neighborhood, and especially  
2 along North Massachusetts Avenue here. The  
3 current BA-2 Zoning District as well as the  
4 current Massachusetts Avenue Overlay District  
5 were created in large part as a response to  
6 this. And in the years since MBTA access was  
7 introduced, we can start to see how this has  
8 begun to affect the look and feel of the  
9 avenue. And while we agree that overall the  
10 changes have been generally positive, and  
11 from the city's perspective a residential  
12 presence on the avenue is a good thing, you  
13 can start to get a sense of what might be  
14 considered some missed opportunities.

15 For example, you have housing  
16 developments on relatively large sites where  
17 the design outcomes might not be quite what  
18 people were anticipating or hoping for.

19 There are sections of Massachusetts Avenue  
20 here that still don't feel very inviting to  
21 walk along. You -- there's a noticeable lack

1 of street activity on a lot of sections of  
2 the avenue here. You also have some remnants  
3 of prior automobile focussed uses.

4 So in 2010 the Community Development  
5 Department began a process to look at ways to  
6 improve the character of North Mass. Ave.

7 And at the time we were not anticipating any  
8 major street reconstruction or infrastructure  
9 work, so we weren't looking at or considering

10 changes to the median or curb lines or that

11 level of reconstruction. What we did focus

12 on were other planning related steps such as

13 potential Zoning changes, strategies to

14 support retail, and other types of

15 streetscape improvements like landscaping,

16 trees, pedestrian amenities. During our

17 process we had a series of really well

18 attended community meetings, and we got a lot

19 of input from residents, business owners,

20 property owners along and near North Mass.

21 Ave. And we've continued to work closely

1 with residents throughout the process. And I  
2 think an important point that came out of  
3 these discussions, was that although there  
4 are what we would consider missed  
5 opportunities and planning challenges here,  
6 North Mass. Ave. has a lot of positive  
7 features already that we didn't really want  
8 to lose site of. You do have a mix of uses,  
9 including residential and some neighborhood  
10 scaled retail. You are -- we have MBTA  
11 access at Porter and Davis Square. Linear  
12 Park is an important open space resource for  
13 the region, but it's also an important  
14 connector for transit users, pedestrians,  
15 bicyclists. There are a lot of historic  
16 features associated with some of the older  
17 homes on the avenue, and they add something  
18 nice to the character. And in a lot of ways  
19 this part of Massachusetts Avenue can be  
20 considered part of a larger retail area that  
21 includes Porter and Davis Squares, and to a

1           lesser extent the Fresh Pond shopping areas.

2                       So that when we say we're looking at  
3           Zoning changes, streetscape improvements, and  
4           supporting retail, we think that it  
5           represents good opportunities to leverage  
6           what the avenue already has going for it  
7           while also making some key improvements.

8                       And it's in this context throughout the  
9           process, looking at the issues as well as the  
10          opportunities that exist, that a vision began  
11          to emerge for North Mass. Ave. for -- as a  
12          safe, walkable, mixed use street with active  
13          ground floors that's appropriately scaled and  
14          really visually appealing. And that vision  
15          is the basis for the Zoning recommendations  
16          that we're proposing in this petition which  
17          include to maintain ground floor retail,  
18          protect historic structures, and facilitate  
19          outdoor seating.

20                      One of the things we heard consistently  
21          throughout the process was a concern about

1           losing retail uses at the ground floor as  
2           development continued along the avenue here.  
3           And as we looked at our current Zoning, it  
4           became apparent that there's actually a  
5           disincentive to developing non-residential  
6           uses at the ground floor in terms of the FAR  
7           or gross floor area that's allowed on a lot.  
8           During this process this chart that's on the  
9           screen now became helpful to residents as  
10          well as ourselves to kind of visualize and  
11          compare different floor area ratios, what  
12          they meant in terms of each other, and to  
13          compare some of the changes that we were  
14          proposing to current Zoning.

15                 At the top row of this chart you see  
16                 the structures in green, represent what's  
17                 allowed under current Zoning.

18                 So if you look at the column on that  
19                 top row, if you have a lot with all  
20                 residential uses, you're allowed an FAR of  
21                 floor area ratio of 1.75. If that same lot

1 featured commercial uses, you're allowed an  
2 FAR of 1.0. But on that same lot, if you  
3 were to include a ground floor  
4 non-residential use, the maximum FAR you  
5 could get is 1.45, which is obviously smaller  
6 than the 1.75 that you would get for all  
7 residential use on that lot. So there's a  
8 disincentive to include non-residential uses  
9 at the ground floor under current zoning.

10 Our proposed zoning removes that  
11 disincentives and in most cases requires  
12 non-residential uses at the ground floor. So  
13 if you look at the second row of this chart  
14 where the structures are in blue, under our  
15 proposal if you had a lot with only housing  
16 on it, you would be allowed an FAR of 1.0.  
17 And that's only after a Special Permit from  
18 the Planning Board.

19 The commercial FAR would remain the  
20 same at 1.0. But under our proposal, if you  
21 were to include a ground floor

1 non-residential use with residential uses  
2 above, you can get an FAR of 1.75 which is  
3 consistent with the 1.75 which is currently  
4 allowed for all residential uses. So we're  
5 not necessarily talking about larger  
6 structures, but we are trying to create  
7 incentives to get the mix of uses we want  
8 within the same building envelope.

9 I mention that the avenue right now  
10 also features some older homes with historic  
11 features and even just the landscaping by  
12 virtue of the front yards and how they're  
13 placed on the lot, add positively to the  
14 character of the avenue. And we don't want  
15 to necessarily create a situation where we're  
16 encouraging these kinds of sites to be  
17 totally redeveloped. So in our proposed  
18 Zoning, buildings that are considered  
19 historically significant would be exempt from  
20 the ground floor non-residential use  
21 requirement that we're talking about.

1           And we do feel that this is an  
2           appropriate strategy for the avenue here.  
3           There was, as I mentioned, general consensus  
4           throughout the process that non-residential  
5           uses on the ground floor add a certain level  
6           of street interest and activity beyond what  
7           some of the more recent residential  
8           developments alone have provided, especially  
9           retail that's neighborhood scaled and  
10          focussed and has a population and nearby  
11          housing to support it.

12          Our next Zoning recommendation to help  
13          facilitate outdoor seating is really closely  
14          related to this idea of creating an active  
15          and interesting streetscape. And we can  
16          really see some successful examples of it  
17          throughout Cambridge. Maybe not today, but  
18          especially as the weather starts to get  
19          warmer. Outdoor seating was mentioned as  
20          really a positive feature a number of times,  
21          and we realize that under current Zoning if a

1 business wants to provide even temporary  
2 seasonal outdoor seating, say, for a  
3 restaurant or eating establishment, parking  
4 has to be provided for those extra seats.  
5 And this was specifically mentioned several  
6 times by business owners on the avenue as a  
7 potentially significant hurdle for some of  
8 the smaller establishments that are located  
9 here to provide this type of seating. So our  
10 proposal is basically to exempt the parking  
11 requirements for those seasonal temporary  
12 outdoor seats between certain months of the  
13 year up to a certain amounts of seating.

14 We don't expect the proposed Zoning to  
15 lead to immediate or drastic changes along  
16 the avenue. We do, however, expect the area  
17 to grow and change over time, but probably in  
18 a more incremental manner and probably on a  
19 few key sites. And what we're trying to do  
20 is get those incremental changes to include  
21 non-residential uses at the ground floor

1 where it's appropriate. We think the Zoning  
2 changes represent some key opportunities to  
3 allow North Mass. Ave. here to continue to  
4 evolve into an inviting pedestrian-friendly  
5 mixed use street with active ground floors  
6 and continue to grow in a beneficial way and  
7 become a positive addition to our existing  
8 system of mixed use streets across the city.

9 The Zoning changes that we're proposing  
10 all fall under the Massachusetts Avenue  
11 Overlay District. You hopefully have had a  
12 chance to look over the petition. I'll just  
13 briefly go over what some of the basic ideas  
14 behind it and the structure are.

15 I should point out that the text that's  
16 in the boxes on the petition are really meant  
17 to explain the basic ideas behind the text  
18 changes that follow it. So the text within  
19 the boxes is not any official language, it's  
20 more explanatory to let you know what the  
21 idea was behind the changes that follow. And

1 the first significant change on the petition  
2 that we submitted was actually to divide the  
3 current Massachusetts Avenue Overlay District  
4 into three subdistricts. Subdistrict 1 would  
5 generally cover between Harvard Square and  
6 Porter Square. Subdistrict 2 would cover  
7 Porter Square. And Subdistrict 3 would  
8 encompass the section of North Massachusetts  
9 Avenue that we have been focusing on from  
10 Porter Square up into the vicinity of Cottage  
11 Park Avenue.

12 A lot of the changes that occur on the  
13 next six or seven pages here are really  
14 intended to primarily to clarify existing  
15 text within the Zoning Ordinance. Because  
16 we're making changes to the section of the  
17 Ordinance dealing with the Massachusetts  
18 Avenue Overlay District, we felt that it made  
19 sense to make the language clearer where  
20 there was an opportunity to do so. But since  
21 the time that the petition was submitted,

1 city staff have become aware of a set of  
2 concerns raised by residents that actually  
3 reside in the area between Harvard Square and  
4 Porter Square. And although the principal  
5 proposed Zoning changes apply only to North  
6 Mass. Ave., some of these other more minor  
7 Zoning changes that are introduced in the  
8 petition, would actually apply to the entire  
9 Massachusetts Avenue Overlay District,  
10 including areas that were not part of the  
11 public process or discussions up until this  
12 point.

13 So, we do intend to submit additional  
14 language or propose some structural changes  
15 to the proposed Zoning that would limit all  
16 the changes to the area of North  
17 Massachusetts Avenue that was considered  
18 during the study process so that all other  
19 portions of Mass. Ave. from Porter Square  
20 down would not be affected in any way by the  
21 changes that I'm about to go over in the

1           petition that was submitted. So this would  
2           allow the intent and content of the petition  
3           to be maintained, but as I've mentioned,  
4           limit the changes to North Mass. Ave. only.  
5           And the area you can see is outlined on the  
6           map above.

7                     And just to move quickly through the  
8           petition, starting on page two, I'm not sure  
9           if you have page numbers on your handouts,  
10          but -- and I'll read off the sections if you  
11          need me to. But the text in this section,  
12          there are some changes to clarify that. We  
13          want the Overlay District guidelines that  
14          we're proposing to apply even though they may  
15          not necessarily be stricter in every case  
16          than the base Zoning. And this is not  
17          intended to apply to uses but rather more the  
18          dimensional requirements.

19                    On page three or Section 20.101.24, we  
20          modified the language relating to bay windows  
21          and specifically how that area can be

1           exempted, how it's calculated, to try and be  
2           a little more flexible and actually hopefully  
3           get some better results in terms of the  
4           design of buildings with bay windows than  
5           we've been seeing in a lot of cases. The  
6           text at the bottom of this same page, the  
7           changes clarify how setback restrictions  
8           should apply; specifically really to make  
9           sure that there is no parking in front of  
10          buildings on Massachusetts Avenue.

11                 Section 20.106.1 includes changes that  
12           are intended to clarify how the ground floor  
13           is calculated. Also, the minimum depth for a  
14           ground floor use is extended to 40 feet  
15           because the 20-foot minimum depth under  
16           current Zoning we felt really wasn't adequate  
17           for most retail uses. Towards the bottom of  
18           the page, bullet No. 5, the changes there,  
19           note that existing buildings are  
20           grandfathered in, but they cannot be altered  
21           so that they increase the degree to which

1 they' re not compl i ant wi th the Zoni ng.

2 Mov i ng on to the bottom of the page 5,  
3 and thi s real ly, the text here just l ays out  
4 i n more deta i l how to make some of the  
5 measurements that we' re ta lki ng about wi thi n  
6 thi s secti on.

7 On page 6 there i s a l ot of text that' s  
8 shown wi th the stri ke out that' s removed, and  
9 that' s because there i s al ready a standard  
10 for non-conformi ng structures that appl i es i n  
11 the rest of the ci ty, so i t di dn' t seem to  
12 make sense to keep a di fferent standard for  
13 non-conformi ng structures i n thi s secti on of  
14 the Ordi nance.

15 The next two pages, 7 and 8, are  
16 regardi ng the subdi stricts that I menti oned  
17 earl i er. But I shoul d menti on agai n we  
18 proposed -- we' re goi ng to propose some  
19 addi ti onal l anguage that woul d l i mi t the  
20 changes onl y to what we are descri bi ng as  
21 North Mass. Ave. And the text regardi ng

1 those principle Zoning changes for North  
2 Mass. Ave. really begin on page 9 or Section  
3 20.110.3. And it starts off at the top of  
4 the page by stating that for any lot that's  
5 within this subdistrict, the ground floor  
6 must include at least one of the listed  
7 non-residential uses. And I think it's  
8 important to mention that this list is not  
9 intended to overrule the uses allowed under  
10 base Zoning. So we do also intend to submit  
11 additional language to make that much  
12 clearer. That was an issue that we had heard  
13 and a concern that people had brought up  
14 after the petition was submitted.

15 The next page goes on to layout the  
16 dimensional requirements for those uses,  
17 including the minimum depth, the frontage,  
18 the size, and the ground floor height.

19 The next page, which is page 11 if you  
20 have page numbers, goes on to describe under  
21 what circumstances the Planning Board may

1 approve modifications to those dimensional  
2 requirements, and also to allow other  
3 non-residential uses that are not  
4 specifically mentioned in the previous  
5 section.

6 Moving down that same page, Section  
7 20.110.33 lays out situations when a building  
8 might not meet the active non-residential use  
9 on the ground floor requirement. Now this is  
10 important because this is generally not  
11 allowed without a Variance unless all of the  
12 following criteria apply that are listed  
13 here. And the list starts at the bottom of  
14 the page and continues on to the next page.  
15 But it's not allowed unless the existing site  
16 does not currently have a non-residential use  
17 on the ground floor and has not within the  
18 past five years. The ground floor uses would  
19 be detrimental to abutting properties, and  
20 the non-residential use on the ground floor  
21 would not be viable at that location.

1 I know some of those criteria seem a  
2 little broader than others, but the point is  
3 that they -- all three have to be met in  
4 order for the Planning Board to even issue a  
5 Special Permit to waive those ground floor  
6 use requirements that we listed earlier.

7 Section 20.110.34 describes the FARs  
8 allowed for different uses. And as you  
9 recall as described in the chart that I  
10 showed earlier, a residential use with active  
11 non-residential use at the ground floor  
12 meeting the requirements that we had  
13 mentioned is allowed an FAR of 1.75. For all  
14 other uses we're proposing a maximum FAR of  
15 1.0. So for a lot with only residential uses  
16 on it, that would be lower than what's  
17 currently allowed.

18 Moving on to the next page. At the top  
19 it just explains that lots with historically  
20 significant structures are exempt from the  
21 ground floor requirements that we had

1 suggested. They are still subject to a  
2 maximum FAR of 1.0, but the Board may grant a  
3 Special Permit for additional FAR up to 1.75  
4 as long as it does not cause detriment to the  
5 historical significance of the structure.

6 Moving down towards the middle of the  
7 page, Section 20.110.36 makes some  
8 dimensional and parking modifications in  
9 order to accommodate some of the changes and  
10 ground floor uses that we're requiring. The  
11 maximum height is increased from 45 feet to  
12 50 feet, and this is because typically  
13 non-residential uses at the ground floor need  
14 higher ceiling heights than a residential use  
15 would. And we're -- actually, if you notice  
16 in the petition, we're actually requiring  
17 higher ceiling heights for those  
18 non-residential uses at the ground floor.

19 The building would also be exempt from  
20 the bulk control plane requirements which set  
21 the building back at a certain height. This

1 can make it challenging to construct a mixed  
2 use building, for example, with retail on the  
3 ground floor and three stories of residential  
4 above. There are challenges in terms of  
5 lining up the residential systems and things  
6 like that within the building.

7 The basement space that serves the  
8 non-residential use at the ground floor that  
9 we're requiring is exempt from the  
10 calculation of FAR. Also automobile parking  
11 requirements for the non-residential ground  
12 floor use can be waived for up to 5,000  
13 square feet of that use. And these are  
14 incentives in order to encourage the uses and  
15 types of building forms that we really want  
16 to try and see here.

17 Finally, bullet No. 4 on the last page  
18 addresses the issue of outdoor seating, and  
19 it basically makes seasonal outdoor seating  
20 for eating establishments exempt from parking  
21 requirements for up to 50 seats or 50 percent

1 of the permanent seats in the establishment,  
2 whichever is less. The time frame shown from  
3 April through October is intended to be  
4 consistent with regulations of other city  
5 departments; specifically the Licensing Board  
6 which also has separate requirements in terms  
7 of outdoor seating and how it can be done.

8 So that's the basic ideas behind the  
9 Zoning Ordinance. I want to thank you for  
10 your time. I know some of it was review  
11 because we had been before the Board before  
12 about the overall process, but we'd be happy  
13 to answer any questions that you might have.

14 Thank you.

15 HUGH RUSSELL: Okay, thank you,  
16 Taha. Are there other questions that we want  
17 to ask before the public hearing?

18 H. THEODORE COHEN: I have a number  
19 of questions if you want to do them now or  
20 after the hearing?

21 HUGH RUSSELL: I would -- I think

1           it's better to go forward with the hearing.

2                   WILLIAM TIBBS: I have some comments  
3 afterwards.

4                   HUGH RUSSELL: Okay. So at a public  
5 hearing, there's a sign-up sheet which will  
6 get to me shortly, and then I'll call people  
7 in the order that they signed up. People are  
8 asked to limit their remarks to three  
9 minutes. When they start, just please come  
10 forward to the podium, give your name and  
11 your address. And if there's any possible  
12 way your name might be misspelled, would you  
13 spell it out so we can get it correct on the  
14 record. And if you haven't signed up, I'll  
15 ask at the end of the list if anyone would  
16 like to speak.

17                   The first person on the list is Andrea  
18 Wilder.

19                   ANDREA WILDER: Andrea Wilder, 12  
20 Arlington Street. For two years a number of  
21 North Cambridge residents have worked on a

1 modest, even though detailed, Zoning  
2 proposal. I've read it and I studied it  
3 because it is extremely detailed and I'm not  
4 a Zoning specialist. However, if it works as  
5 designed, small retail shops with residential  
6 above and behind will line northern Mass.  
7 Ave.

8 Two points about this area of  
9 Cambridge:

10 One, when I turn onto Mass. Ave. from  
11 Route 16, I feel I enter a kind of combat  
12 zone of dueling aesthetics. Mass. Ave. here  
13 is not a real avenue for walking or bike  
14 riding. It is a strip to be driven through.

15 Two, the proposed rezoning would  
16 establish an area very different from the  
17 canyon buildings between Harvard and Central  
18 Square, the shopping center aspect of Porter  
19 Square, and the high tech of Kendall.  
20 Rather, it is an attempt to create  
21 neighborhood out of a fractured streetscape,

1 one where residents can shop and pay for  
2 services through walking and biking.

3 Vibrancy, as a descriptor, is overdone I  
4 think. Comfortable, small scale, and  
5 neighborly might describe the desired  
6 outcome.

7 I hope the rezoning amendment meets  
8 with your approval and ultimately the  
9 approval of the City Council. The problem I  
10 can see, and so can others, is the  
11 possibility of so many Special Permits and  
12 Variances which can be given. Without strong  
13 hands on the wheel, the proposed rezoning  
14 could turn into a train wreck.

15 Thanks very much.

16 HUGH RUSSELL: Thank you.

17 Next person is Michael Rome.

18 MICHAEL ROME: Michael Rome, 20 Gold  
19 Star Road. I've been living in North  
20 Cambridge since the seventies and at my  
21 present address since 1984 where my wife and

1 I run a small business. We've been working  
2 with this CDD staff to encourage and preserve  
3 the retail that's along Mass. Ave. because we  
4 really perceive it has been threatened. If  
5 you look along Trolley Square from 2419 and 7  
6 Cameron Ave., there's a number of buildings  
7 that's gone up. Well, basically we've gotten  
8 158 residential units that have gone up just  
9 in Trolley Square. Now I'm all for density.  
10 We live in a city. But with all that  
11 building right on Mass. Ave., we've lost all  
12 the retail or potential of retail that could  
13 have been there. So I think it's time for --  
14 and it's over time for this Zoning change to  
15 happen to ensure that this doesn't happen  
16 along the avenue. We need to keep what  
17 non-residential uses that we have, whether  
18 it's a visit to the dentist or an insurance  
19 agent, a bank, retail, whatever it is, we  
20 need to be able to maintain that to make this  
21 more of a neighborhood, less of a

1 thoroughfare, and once these buildings go up,  
2 you know, it's a hundred years before there's  
3 going to be any change.

4 The other thing I'd like to address is  
5 that I know there's some concern about the  
6 outdoor seating at restaurants. There's not  
7 a lot of restaurants that do it. Elephant  
8 Walk has parking around back. Joe Sent Me is  
9 in our neighborhood. But what I want to say  
10 is what really affects the parking in our  
11 neighborhood is not so much somebody going  
12 two hours out to dinner or having a drink,  
13 but it's the condos that come up there that  
14 don't provide adequate parking for their  
15 residents. So, that's one thing.

16 Another thing is that a lot of people  
17 are very afraid of fast food chains coming.  
18 Now fast food is hard to describe and I think  
19 it's something that it's citywide, that the  
20 city has to work on. A lot of people do not  
21 want a McDonald's, but yet we'll welcome a

1 1369 Coffeehouse Anna's Taqueria. I'm  
2 obviously for this, for this proposal, and I  
3 feel like North Cambridge has become a  
4 transportation hub between Davis and Alewife  
5 and Porter and the 77 bus running through it.  
6 It's a vibrant area, it has been for years.  
7 It's undergone many changes, but I think we  
8 need to be able to make this change to  
9 incentivize retail in our area and  
10 de-incentivize (sic) more residential.

11 Thank you.

12 HUGH RUSSELL: Thank you.

13 Next person is Jason Targoff.

14 JASON TARGOFF: Jason Targoff.

15 That's T-a-r-g-o-f-f. Four Olive Place in  
16 North Cambridge. I am with Michael Rome, who  
17 just spoke, I'm a member of Main Street's  
18 North Cambridge, and I've worked with the CDD  
19 on the North Mass. Ave. study that they did.  
20 I'm going to speak very briefly in support of  
21 the retail incentive that we heard about. I

1 just want to quickly say that I think that  
2 this is important, but very modest proposal  
3 to try to keep things as they are or improve  
4 them modestly. Those of us who participate  
5 from North Cambridge don't have visions that  
6 this is going to become Manhattan, but we  
7 want to keep the vibrancy that exists right  
8 now maybe add a little bit, but most of all  
9 we don't want to lose what we have right now  
10 at North Mass. Ave. The more recent  
11 developments being condominiums. It is an  
12 imminent risk to the nature of the  
13 neighborhood to lose what retail we have.  
14 And so this proposal we look at as a modest  
15 proposal to keep the beauty and vibrancy of  
16 what maybe you don't notice it's so beautiful  
17 unless you live there. But those of us who  
18 live there have really come to appreciate.

19 Thank you.

20 HUGH RUSSELL: Thank you.

21 Macky Buck.

1 MACKY BUCK: Okay, so my name is  
2 Macky Buck. M-a-c-k-y B-u-c-k, 20 Gold Star  
3 Road. I am also a member of Main Street's  
4 North Cambridge. I'm very much in favor of  
5 this. But the one point I really wanted to  
6 talk about is the whole fast food thing,  
7 which is -- I don't know whose job it is to  
8 figure out fast food, if it's CDD or the City  
9 Council or you guys. It's caused a lot of  
10 consternation within the community about what  
11 the heck does this mean? Does it mean  
12 McDonald's or does it mean Maria Bonita which  
13 is a really nice restaurant that we had  
14 there. So my plea to whoever's job it is to  
15 figure it out to come up with something that  
16 can differentiate between 1369 Anna's  
17 Taqueria, Maria Bonita, and McDonald's so  
18 that we can move forward not kind of blindly  
19 stumbling into something or other. And I  
20 agree this is a very modest proposal. It's  
21 keeping a neighborhood that has been a

1           commercial/residential neighborhood for a  
2           hundred years. The way it's always been.  
3           It's a neighborhood that has lots more people  
4           in it as we've gotten these condos. It's --  
5           and it's got the money to support this if we  
6           can keep it vibrant.

7                         And the other point I would like to  
8           make is that the little piece of land over by  
9           Dick's Auto Body, I don't know if you know  
10          where that is, but on the other side of the  
11          Linear Path, is something that we never  
12          discussed in these meetings. And I guess  
13          there's an -- I don't know the Zoning names  
14          but it could be either Zoned for a hotel I've  
15          heard or it could be Zoned for residential or  
16          it could be Zoned for commercial. And I  
17          would suggest that little piece, which I  
18          think you guys probably know what I'm talking  
19          about, on the other side of Linear Path be  
20          looked at very carefully. I think it -- my  
21          personal feeling is that it would be really

1 nice to have a residential/commercial strip  
2 there. It's already offices. There's a lot  
3 of work that goes on there, and right along  
4 the Linear Path is a place for a cafe. So  
5 that should be Zoned in.

6 HUGH RUSSELL: Okay, thank you.

7 Next John Darrah.

8 JOHN DARRAH: John Darrah,  
9 D-a-r-r-a-h at 47 Reed Street in North  
10 Cambridge. We started meeting with your  
11 planning staff when they started the North  
12 Mass. Ave. improvement study more than two  
13 years ago. We -- what quickly came out of  
14 that is we feared for the very reason we live  
15 in the neighborhood, is the walkability,  
16 being able to walk to retail, take our kids,  
17 get our dry cleaning done, the things that  
18 make living there important to us. We  
19 started pressing CDD staff for a Zoning  
20 requirement to -- that retail be maintained  
21 and any structure tears down existing retail

1 and make a significant hurdle for any sites  
2 that don't currently have retail along Mass.  
3 Ave. We had at least half a dozen meetings  
4 that were attended where 30 to 60 people came  
5 to each meeting. There was not a single  
6 voice of opposition in those meetings to the  
7 requirement to maintain retail on the avenue.  
8 We passed a petition around the neighborhood.  
9 There were 265 people signed it, and only one  
10 Libertarian refused to sign it.

11 Through many months of work with the  
12 CDD staff, they came, they saw where we were  
13 coming from, listened to our requests, and  
14 naturally when you put pen to paper, there's,  
15 it's challenging and some people read things  
16 into it that they don't like in the  
17 neighborhood. But I would say our main  
18 effort was not to prescribe specific kinds of  
19 retail but to preserve the form of retail.  
20 Because what's happened now with the condo  
21 only developments is that the retail is gone

1 forever. And what was important to us, and I  
2 think the CDD staff very much listened to us,  
3 is preserving the form of retail. And I  
4 think that's, that's why there's at least --  
5 those of us who are working with them saw --  
6 were satisfied with a reasonable amount of  
7 flexibility in the language. So please help  
8 us out and push this forward and approve  
9 this. We have our wholehearted endorsement  
10 of the CDD staff, and I want to express our  
11 appreciation of all their work.

12 HUGH RUSSELL: Thank you.

13 Next Chris Marstall.

14 CHRISTOPHER MARSTALL: Hello. My  
15 name is Chris Marstall, M-a-r-s-t-a-l-l. And  
16 I live at 126 Montgomery Street, which is  
17 between Mass. Ave. and Rindge Ave. in North  
18 Cambridge and I've been living there for ten  
19 years and I've been living in North Cambridge  
20 on and off since 1984 when I was in high  
21 school, and I've seen the neighborhood go

1 through a lot of changes. There definitely  
2 is a trend of kind of -- there's been some  
3 good things that happened, there's some bad  
4 things. One thing is definitely the kind of  
5 canyon of condos effect. We've lost some  
6 retail. I personally frequent a lot of the  
7 retail shops along Mass. Ave., and including  
8 the Green Food Market and Pemberton Market  
9 and Vernon's and the Greek Corner and  
10 Qingdao, and a lot of them and I really  
11 appreciate that. I really don't want to lose  
12 that. I feel like I live in a city for a  
13 reason, you know, a lot of that is the kind  
14 of retail culture and density and I think  
15 it's, you know, as a voter, it's something  
16 that I really think should continue is that  
17 we should have ground floor retail and a real  
18 urban wall along Mass. Ave. similar to  
19 basically every other part of Mass. Ave. in  
20 Cambridge.

21 Thanks.

1 HUGH RUSSELL: Thank you.

2 Rachel Caldwell.

3 RACHEL CALDWELL: Rachel Caldwell,  
4 126 Montgomery Street. I really don't have  
5 anything to add except that I wholeheartedly  
6 agree with what was said by Chris and  
7 everybody else before me. As a new parent, I  
8 very much am concerned with raising my child  
9 somewhere where we can stroll and walk. And  
10 if not, if there's nothing to draw us there,  
11 then I feel like we would be drawn to the  
12 suburbs. We live in the city for a reason,  
13 and that reason is ground floor retail.

14 HUGH RUSSELL: Thank you.

15 Could it be Eric or Irene Grunebaum.

16 ERIC GRUNEBAUM: It's Eric. Sorry.  
17 I have to work on my handwriting. That's  
18 Eric Grunebaum, G-r-u-n-e-b-a-u-m, 98  
19 Montgomery Street. I guess I would reiterate  
20 again a lot of what has been said by my  
21 neighbors in North Cambridge. I've lived

1           there in that location for about 12 years  
2           now, and despite the drive-through feeling  
3           some people get and the prior people said  
4           this before, there are quite a few nice spots  
5           on North Mass. Ave. that I would love to see  
6           maintained including, you know, those who  
7           have already spoken of Pemberton, Pemberton  
8           Farms, the Greek Corner, Hana Sushi, Qui ndao  
9           Garden. There's a lot of nice little places  
10          actually, and it's the kind of thing we'd  
11          like to see more of. And in fact, you know,  
12          Mass. Ave. is in fact the main commercial  
13          avenue in the city and we would like to see  
14          it stay that way. So I'm definitely  
15          supportive of this. You know, it's what we  
16          love when we see vibrant European cities or,  
17          you know, Central Square and other sections  
18          of Mass. Ave. We'd like to see that  
19          maintained here and in fact encouraged, and I  
20          think that the Zoning Proposal does do that.  
21          I could go a little bit granular and say that

1 we do -- or I'll speak for myself. I think  
2 that in order to get the form of first floor  
3 retail and slightly higher ceiling heights  
4 and other particularities to retail and  
5 commercial, I think it's a very reasonable  
6 compromise to waive setbacks, and it's also  
7 consistent with typical building forms that  
8 are next year's -- that already exist like  
9 the Henderson Carriage Building and others.  
10 I also think that ground -- excuse me,  
11 outdoor seating is to be encouraged. It  
12 gives the city a real walking, biking kind of  
13 feeling. It's the kind of thing you're going  
14 to stroll to during the warm months, and I  
15 think it's very reasonable to waive parking,  
16 additional parking within limits to achieve  
17 that. It's, again, what makes the larger  
18 cities very appealing.

19 And last on the fast food, I agree with  
20 somebody who spoke before me, that in order  
21 to -- the goal is really to preserve the form

1 of retail and to be agnostic about what the  
2 retail is. We hope that the language is  
3 specific enough that it neither encourages  
4 nor discourages fast food. It's really meant  
5 not to address that subject. Again, because  
6 it's a very difficult thing to quantify or  
7 qualify, whatever the word is, you know,  
8 Maria Bonita, a perfect example, a little  
9 taqueria that existed for quite a few years  
10 and a lot of people loved. I think it had to  
11 qualify as fast food, but it was, again, a  
12 very local neighborhood establishment. And  
13 so that we hope that the final language in  
14 the Zoning achieves that which is to say that  
15 it doesn't grant the Planning Board any more  
16 authority or less authority than it already  
17 has under the existing Zoning with regards to  
18 fast food. And so, that's basically it. I  
19 appreciate your taking comment and I  
20 appreciate the CDD's work on this and hope  
21 that it goes forward.

1 Thank you.

2 HUGH RUSSELL: Okay, thank you.

3 Does anyone else wish to speak?

4 James and then Mr. Kim.

5 JAMES WILLIAMSON: My name is James  
6 Williamson. I live at 1000 Jackson Place in  
7 North Cambridge. I went to some of the  
8 meetings and would like to express my general  
9 support for the initiative that was launched  
10 by people -- essentially by people in the  
11 neighborhood. I'm not very good at reading  
12 the text of Zoning Amendments, and certainly  
13 didn't have a chance to. I was already at  
14 one two-and-a-half hearing today and then I  
15 had to rush back to a public safety meeting  
16 at Jefferson Park and then turn around and  
17 take the subway back here. So I hadn't had a  
18 chance to really understand some of the  
19 details. I would say two things:

20 One, is any time I've ever been to a  
21 planning school where people talk about

1 planning methodology for communities, people  
2 have made the point that it's helpful for  
3 members of the community to have images and  
4 not just text. I know there were plenty of  
5 images during the planning process, but I  
6 would like to think that maybe the Community  
7 Development Department could find a way to  
8 begin to include useful images so people have  
9 a sense of what the implications are gonna  
10 look like. And I think it's for some of us  
11 easier to grasp.

12 And the second thing is when I moved to  
13 North Cambridge about five years ago, I was  
14 kind of swimming in a kind of a no man's land  
15 of absence of much community until I  
16 discovered Pharaoh's Food Town. The only  
17 little store anywhere near where I lived, a  
18 little convenience store across the street  
19 from Russell Field and the baseball diamond.  
20 And when I began to go there, I discovered  
21 there was a whole community, a vibrant

1 community that actually met and became a  
2 community in many respects through going to  
3 this place, hanging out there, the people who  
4 live in the neighborhood, who work there, the  
5 person who owns it, who owns property  
6 next-door, and I began to feel part of a  
7 community strangely through my relationship  
8 with a retail store. And so I would just  
9 want to emphasize that this relationship of  
10 community to appropriate locally owned,  
11 neighborhood-oriented retail is a really  
12 significant part of community building and  
13 the integrity of community. So I think  
14 that's the thrust of the proposal to support  
15 that, and I am very sympathetic to that.

16 My last comment is the biggest issue I  
17 think about that stretch of North Mass.  
18 Avenue, it's just a transportation corridor.  
19 It's just, you know, roar through on your way  
20 to Arlington. Roar through on your way to  
21 Cambridge. And in addition to thinking about

1           tweaking some of the Zoning if there can be  
2           more work and more attention to the problems  
3           of it being a thoroughfare, I think that  
4           would be welcome in terms of helping build  
5           community in North Cambridge.

6                     Thank you.

7                     HUGH RUSSELL: Okay, thank you very  
8                     much.

9                     Yes, sir.

10                    YOUNG KIM: Thank you. My name is  
11                    Young Kim, Y-o-u-n-g K-i-m. I live on 17  
12                    Norris Street. First of all, I like to thank  
13                    the members of the Planning -- the CDD for  
14                    spending so much time and effort in coming up  
15                    with these changes to make the North  
16                    Cambridge more family friendly. As a  
17                    retiree, I walk every night around the  
18                    neighborhood and I wish it was more family  
19                    friendly and user friendly.

20                    And I've come here on several hearings  
21                    because there has been a lot of development

1 in North Cambridge. And the overriding  
2 concern of the residents had been the density  
3 issue, and the preserving the character of  
4 the neighborhood. In that respect, although  
5 I, you know, in all the concept I agree with  
6 the proposed changes, and I like to urge a  
7 couple of proposal and ask you for a couple  
8 of changes.

9 One is that giving the incentive of  
10 1.75 if you have residential with retail  
11 downstairs, I think that could be modified to  
12 allow, to give, say, some percentage to be  
13 devoted for residential and a certain  
14 percentage for retail just like you have done  
15 for 5.28 Amendment so that we do not -- we  
16 keep the density down. Okay?

17 If it were strictly residential, you  
18 say the maximum FAR would be one. So that  
19 would keep the density down considerably. So  
20 if you can limit the amount of residence in  
21 this mixed use, then it will go a long way in

1           reducing the density.

2           The other thing is I have noticed a  
3           couple of changes -- wording in there, that  
4           dormitory use and fast food will be allowed.  
5           Again, dormitory would increase density and  
6           increase the traffic concerns that we are all  
7           concerned about. So I would urge you to  
8           strike out the use of the dormitory up in the  
9           north and keep that area more residential. I  
10          mean, south of Porter Square, there's a lot  
11          of Harvard buildings, so there I can  
12          understand the need for dormitories, but  
13          please keep the dormitory out of North  
14          Cambridge and keep it as a residential.

15          And when I think of fast food, I also  
16          see a fast food with a lot of traffic where,  
17          you know, you have a drive-through kind of  
18          place. And that kind of establishment will  
19          not fit into North Cambridge area. So I'm  
20          fine with some -- a lot of restaurant around  
21          that area. I love to eat. You know, there's

1 an old Korean wise saying that even guys  
2 cannot play on an empty stomach. So I love  
3 to see food, restaurant in that area, but not  
4 something that would create a lot of traffic.  
5 So maybe the wording of fast food could  
6 stand, but put word in for limit the parking.

7 Thank you very much.

8 HUGH RUSSELL: Okay, thank you.

9 DENNIS CARLONE: Hi. My name is  
10 Dennis Carlone, C-a-r-l-o-n-e. I live at 16  
11 Martin Street. We're in Overlay District 1  
12 which has been taken out of the proposal at  
13 the request of the neighborhood, and we thank  
14 Community Development for doing that. And  
15 the primary reason is that we really haven't  
16 discussed many of the issues. But I just  
17 want to make you aware that one of the  
18 phrases in the original Zoning said that the  
19 city wanted to bring all the areas up to the  
20 same basis or something to that effect, and  
21 three of our community team members are urban

1 designers who looked at the Zoning, including  
2 myself, I'm a little embarrassed to say. And  
3 we didn't pick up that one could infer from  
4 those changes that fast food would be allowed  
5 where it's presently not allowed except by  
6 Use Variance. So I would request that all  
7 future Zoning change, where anything is  
8 brought up to be similar to other areas,  
9 other parts of the Zoning, that it specify  
10 exactly what those changes are. I'm sure it  
11 wasn't done on purpose, but nevertheless, we  
12 just fought a proposal for fast food for a  
13 Use Variance, which you know is very  
14 difficult to obtain, 200 people spoke against  
15 it and we have our reasons why.

16 Now, at the same time, there's lots of  
17 great things in this Zoning and I have no  
18 doubt that other areas in the city would like  
19 to incorporate a good amount of it. I do  
20 have a couple of questions however.

21 One is the height going from 45 feet to

1           50 feet. And, Hugh, I look at you in  
2           particular because I think you will agree you  
3           generally don't have a floor to floor in  
4           retail of more than 15 feet. And if you do,  
5           it's usually big retail like a CVS or a  
6           department store or something on that scale.  
7           And what I think I've heard, and I concur  
8           with is that we'd rather have smaller shops.  
9           So let's say it's 15 feet and you have three  
10          floors of residential, generally the max is  
11          ten feet floor to floor. And sometimes you  
12          can even squeeze it a little less than that.  
13          That's 45 feet. So all I can gather by the  
14          50 feet is, yeah, flexibility, bigger retail,  
15          or squeeze everything down and get an extra  
16          floor in there.

17                 Now if that's the intent, I think  
18                 that's fine, but let's say what it is. I  
19                 don't understand that.

20                 I think almost everyone in Cambridge,  
21                 almost everyone, wants to live in an urban

1 village kind of place. That's what we are  
2 generally. And I'm all for the village  
3 center Mass. Avenue being denser. I think  
4 that all makes sense. Having the whole  
5 building come up four floors or more without  
6 a setback at all, I'm not for a continuous  
7 setback at the top floor, but I think there  
8 should be a partial setback to animate the  
9 skyline, to get at least one good balcony, if  
10 not two, up there overlooking the street. I  
11 can imagine the richness that could come out  
12 of that. I don't know what the percentage  
13 is. I know, my three minutes are up?

14 HUGH RUSSELL: Your three minutes  
15 are up.

16 DENNIS CARLONE: And I would also  
17 add as I'm leaving, that ask the  
18 neighborhoods what kind of retail they want.  
19 I remember years ago Central Square wanted a  
20 bakery, a bakery came. Good things can come  
21 out of that, and maybe that should be favored

1 in there on an ongoing list.

2 CHRISTOPHER MARSTALL: I'd like a  
3 bakery.

4 HUGH RUSSELL: Would someone else  
5 like to speak? Charlie.

6 CHARLES MARQUARDT: Thank you.  
7 Charlie Marquardt, 10 Rogers Street. I will  
8 be brief and many of these might not be you.  
9 They might be from CDD, so I'll run right  
10 through it. We're talking a lot about  
11 retail. We need to make sure, though, that  
12 the retail is going to be supported by the  
13 residential demographics otherwise we're left  
14 with empty shops. And I didn't see Taha, I'm  
15 sorry --

16 WILLIAM TIBBS: He's right behind  
17 you.

18 CHARLES MARQUARDT: In the proposal,  
19 something that would encourage empty spaces  
20 to be filled with something so we don't have  
21 empty storefronts. At least some art in the

1 front or something along those lines, and how  
2 do you do that. And then there is any  
3 thought to actually encourage -- you heard  
4 locally owned, locally operated, independent.  
5 Is there something the city can do whether it  
6 be in zoning or tax policy that would  
7 encourage independent businesses to be there?  
8 So zoning is more you folks. Tax policy is  
9 more Brian. So if I talk tax policy, I talk  
10 a residential exemption type of a deal.

11 We talked about a 40-foot minimum  
12 depth. Is that for the whole building or is  
13 that for the individual stores? Because  
14 40-foot is pretty deep. I'm looking at a  
15 building and I say maybe you can have a  
16 pharmacy that goes in an L's with a lot of  
17 small 800-square foot stores in the front,  
18 maximizing the use of the space. I think we  
19 want to make sure it's open, something like  
20 that.

21 One of the things that I'm always

1 struck by, you know, Main Street's North  
2 Cambridge has done a great job, but could the  
3 city help put a business association in there  
4 so we could have the businesses working  
5 together. Aside from the Porter Square  
6 business association, there's really not much  
7 around there in terms of business  
8 associations.

9 And the last thing is what can we do  
10 about fixing Mass. Ave. in terms of the  
11 median. If you miss your turn, you're gone,  
12 you're going to keep going. One of the best  
13 things I've seen happen in the last month is  
14 the -- I'm going to call it a curb cut. It's  
15 not a curb cut. I'm going to call it a  
16 median cut, whatever you want, in front of  
17 Pemberton Markets. It is a beautiful thing.  
18 You can actually get there without having to  
19 go up and make an illegal U-turn. We're not  
20 going to fix retail there without fixing that  
21 median and how you get across safely which is

1 the city with flashing lights and people  
2 aren't getting hit, and how cars can turn  
3 into and out of those parking lots safely and  
4 that's all.

5 Thank you.

6 HUGH RUSSELL: Thank you.

7 Kevin.

8 ATTORNEY KEVIN CRANE: My name is  
9 Kevin Crane, C-r-a-n-e. Believe it or not  
10 there is an attorney on Cape Cod named Kevin  
11 Kirrane, who is K-i-r-r-a-n-e and it's like  
12 talking to yourself. 27 Norris Street,  
13 Cambridge, Mass. I realize that in planning  
14 there's a fine line between the residential  
15 and the retail. I would say that in our  
16 particular neighborhood that the residential  
17 has sort of taken over, and so that is why I  
18 would be certainly in favor of this  
19 particular petition as far as its provision  
20 of incentives for retail, particularly ground  
21 floor retail. And on the fine line, you

1 know, you have to have people to support the  
2 businesses. And I think we have enough  
3 people now. As you know, there are a lot of  
4 projects that are at various stages in this  
5 general neighborhood, and I think you're  
6 going to have enough people to support ground  
7 floor retail. Now the one thing I do want to  
8 comment about, and it's technically not a  
9 zoning issue, but it's certainly a planning  
10 issue. Although I had not participated  
11 extensively in these discussions over the  
12 past few years, I've talked to a couple of  
13 the participants and I've always inquired as  
14 to whether there was any discussion about  
15 changing the parking meter situation on  
16 Massachusetts Avenue. Now, I think from  
17 particularly Rindge Avenue up to -- actually  
18 the meters stop before Route 16, but I think  
19 that the city should look at maybe a pilot  
20 project, maybe not eliminating all the spaces  
21 and certainly consult the business owners,

1 and also there would be an enforcement issue.  
2 The business owners I would think from the  
3 start would be very happy to have a reduction  
4 of the parking meters. I've seen the dry  
5 cleaner at the corner of Dudley Street, I've  
6 been in there and someone came in rushing in  
7 and got a ticket. Now, that's the last time  
8 he's going to see that customer. I would  
9 also point out to East Arlington quite  
10 frankly on Mass. Avenue, which has had a  
11 somewhat of a resurgence I think in certain  
12 areas retail-wise. Now they have no meters  
13 at all up there. There is a two-hour  
14 restriction. I don't know how they enforce  
15 it. But these are all issues that I think  
16 that the city, various departments, could  
17 look at. I know you'll hear from the  
18 manager's office that they would be losing  
19 revenue. I don't know how much they lose.  
20 Quite frankly I see a lot of the meters  
21 underutilized, particularly, you know, in the

1 morning or whatever. But if Pemberton,  
2 although they have parking, they have posters  
3 all over the place saying be sure to put  
4 money in the meter. So it's just something  
5 that I think that might be able to look at  
6 and encourage ground floor retail which is  
7 that really is what it will do.

8 Thank you.

9 HUGH RUSSELL: Okay, thank you.

10 Does anyone else wish to speak?

11 CHARLES TEAGUE: Hi, I'm Charles  
12 Teague, T-e-a-g-u-e, 23 Edmunds Street. I  
13 just wanted to say a few conceptual and  
14 basically why the proposal needs a little  
15 work and it's still clearly influx as we've  
16 been told, but the intent is wonderful. But  
17 I am concerned about certainty, about  
18 understandability, and preservation of the  
19 protections for the neighborhoods. And the  
20 Board always recites about how certainty is  
21 good, and I don't see that this provides

1           certainty to either the residents or the  
2           devel opers.  I t' s over and over again go to  
3           the Pl anni ng Board and see what you can get.  
4           And I wi sh Tom Anni nger was here because my  
5           favori te quote was on the ini ti al Cambri dge  
6           Lumber proposal and he remarked upon how it  
7           was that project was l ike a Swi ss watch, it  
8           was very tight and i ntri cate.  And it was --  
9           and he was ti red of seei ng pl ans that are  
10          just tryi ng to see what you coul d get i n.  
11          So, I share Andrea Wi l der' s concern about  
12          what she cal led a trai n wreck, and I thi nk  
13          that is j ust too much, too much flexi bi li ty.  
14          So, and I thi nk what the bal ance between  
15          certai nty and flexi bi li ty shoul d be adj usted.

16                   And then I was going to give my two  
17                   cents that the proposal is far too compl ex,  
18                   but the most compelli ng thi ng is Denni s  
19                   Carl one, who is a professi onal , came up and  
20                   sai d I mi ssed thi s enti re concept.  And I  
21                   thi nk i t' s tryi ng to do a l i ttle too much.



1 understand everything about the proposal. I  
2 understand it may be overly complex, but I  
3 think the spirit of the thing is quite clear  
4 that we want to retain a mixed use  
5 residential live-in neighborhood. I've lived  
6 and worked in North Cambridge for 20 years  
7 and we all walk a lot. We do our best to go  
8 to the neighborhood businesses. We've seen  
9 the kind of construction that's gone up is  
10 not really conducive to that. It's more like  
11 a high rise in the suburbs with this great  
12 access to the bus and subway that we have.  
13 And I think, you know, the details of  
14 setbacks and things like that, basically the  
15 spirit is pretty clear, that we want to be  
16 able to retain a neighborhood feeling. And  
17 that's about it.

18 HUGH RUSSELL: Thank you.

19 Does anyone else wish to speak?

20 MICHAEL BRANDON: Thank you. My  
21 name is Michael Brandon, B-r-a-n-d-o-n. I

1 I live at 27 Seven Pines Avenue. I'm the clerk  
2 for the North Cambridge Stabilization  
3 Committee. We had a meeting last Wednesday.  
4 About 20 neighbors came out, Stuart Dash of  
5 your staff came out and was very helpful in  
6 helping us discuss in trying to understand  
7 the Zoning changes that have been proposed.  
8 I would say as you've gotten the sense here,  
9 there's almost universal support for the  
10 intent of what is being sought here.  
11 However, there is also a great deal of  
12 concern about the details of it. People have  
13 talked about the confusing aspects of it.  
14 The staff has thankfully acknowledged that  
15 there are some very major revisions that are  
16 necessary to address some of the problems  
17 that people have seen. And so I hope the  
18 Board will keep your hearing open. I was  
19 under the impression that new language would  
20 be introduced tonight. Is that not  
21 happening?

1           So, you know, clearly the public needs  
2           to see what's before you to be able to fully  
3           comment on it. I was -- comment on it.

4           I was particularly concerned about the  
5           staff's decision to divide the Overlay  
6           District into three subdistricts. And I  
7           don't think this has come up in any of the  
8           discussions, and it certainly caught the  
9           folks in Porter Square and Lower Mass. Ave.  
10          off guard. I have questions and I've raised  
11          them with Stuart Dash as to whether this may  
12          violate the uniformity requirements of  
13          Chapter 40-A the State Zoning Statute. So  
14          I'm curious to see what method will be used  
15          to make the intended changes apply only to  
16          this section of Mass. Ave. And it wasn't  
17          clear to me until tonight for the first time  
18          that -- and maybe Taha Jennings can clarify  
19          whether the broader changes in the Overlay  
20          District, are they still going to apply to  
21          this section of Mass. Ave. when it's

1           rewritten to take the other sections of the  
2           Mass. Avenue out of this completely? Or is  
3           it just the retail aspects and changes, not  
4           the so-called housekeeping changes in the  
5           Overlay District. Overall district.

6                    HUGH RUSSELL: Michael, could you  
7           wrap up your remarks?

8                    MICHAEL BRANDON: Sure I can.

9                    Two other big -- or major flaw I see is  
10          provision that would allow -- Special Permit  
11          to allow the Planning Board to waive any  
12          non-residential use restrictions. You could  
13          approve anything that came before you even as  
14          it's written. Even items that are prohibited  
15          in the Overlay District.

16                   HUGH RUSSELL: Can you wrap up?

17                   MICHAEL BRANDON: Thank you.

18                   HUGH RUSSELL: Thank you.

19                   Does anyone else wish to speak? Yes,  
20          sir, come forward.

21                   DIRK DERJONG: Hi, my name is Dirk

1 Derjong, D-i -r-k D-e-r-j -o-n-g. I live at 18  
2 Clarendon Ave. in North Cambridge. I just  
3 wanted to kind of add my voice in support of  
4 this. I have lived there in support of the  
5 recommended Zoning changes that I heard about  
6 tonight. I've lived at 18 Clarendon. I've  
7 lived there for about 18 years now. And  
8 we've seen a lot of change in the  
9 neighborhood. I mean, it's actually  
10 happening pretty quickly and as you've heard  
11 from other people tonight, it's, you know,  
12 the character of the neighborhood is already  
13 kind of changing. And that's what kind of --  
14 what drove me to -- I also kind of met with  
15 and belong to this Main Street North  
16 Cambridge group. You know, there are times  
17 in discussing it where we felt like, gosh, is  
18 it already too late? Because it's  
19 basically -- we feel like doing something  
20 like this, you know, it's really important if  
21 you're gonna do it, to do it now or do it as

1 soon as possible, because, you know, once  
2 these buildings are just converted into just  
3 straight condos, it does change the character  
4 of neighborhood and it's a fairly permanent  
5 change. And, you know, a lot of it's already  
6 gone on. And I feel like what Taha was  
7 describing tonight, and, you know, our group  
8 has thought about it, thought about it a lot  
9 and discussed it with the planning staff, and  
10 we feel like that it sounds like -- I mean,  
11 there may be some details to be worked out,  
12 but it sounds like a recipe that's worth  
13 trying to see if it can kind of influence the  
14 things in a way that -- like as Taha pointed  
15 out, we don't expect that it's going to  
16 change overnight, the neighborhood. But even  
17 if it -- if it actually slowed down, the kind  
18 of change that we're not that happy with and  
19 promoted one that we are, then that would be  
20 the results that we were in favor of. So  
21 thanks.

1 HUGH RUSSELL: Thank you.

2 Does anyone else wish to speak? Yes,  
3 in the back row.

4 CAROLYN MIETH: I beg your  
5 indulgence tonight. My leg is giving me a  
6 bit of a problem. But I think I speak loudly  
7 enough that you can hear me. I was told that  
8 the --

9 HUGH RUSSELL: Your name for the  
10 record.

11 CAROLYN MIETH: Oh. Carolyn Mieth,  
12 M-i-e-t-h. 15 Brookford Street. All one  
13 word, Brookford.

14 I was told that there was a provision,  
15 I thought a specific provision in the Zoning  
16 changes that the Planning Board had carte  
17 blanche to change whatever they wanted. Now  
18 I've skimmed it, I haven't found such a  
19 provision, but it may come because the  
20 Planning Board is allowed to do the  
21 Variance --

1 AHMED NUR: Variance.

2 WILLIAM TIBBS: Special Permit.

3 CAROLYN MIETH: Special Permit. And  
4 that could change. I hope that's not true.  
5 I hope that it's more set in stone than that  
6 and it becomes a Zoning Ordinance that is  
7 really useful to both developers and  
8 residents.

9 Thank you.

10 HUGH RUSSELL: Thank you.

11 Does anyone else wish to speak?

12 (No Response.)

13 HUGH RUSSELL: Okay, then I will  
14 open it up to discussion by members of the  
15 Planning Board.

16 Bill.

17 WILLIAM TIBBS: First I'd like to  
18 say it's a pleasure coming, having a public  
19 hearing where so many people are in favor of  
20 what is proposed because that's typically not  
21 the case of what's before us. I guess I have

1 -- obviously in your presentation you said  
2 there are things that are kind of going to  
3 change, and you basically had to present what  
4 was published and you are -- there are some  
5 things that are going to change. I for one,  
6 I think like most of the folks here, are very  
7 much in favor of the spirit and the intent  
8 and goals in what you're trying to do. So if  
9 anything my focus is really the does the  
10 language do it? So I'll go through a couple  
11 of things, but I think that it's going to  
12 take sometime to digest it and go through  
13 there.

14 I think the first thing that comes to  
15 mind is we had an overlay before and we got  
16 some unanticipated or unintended outcomes  
17 based on that, particularly the canyon of  
18 condos as people have called it. And I think  
19 it's helpful to see -- to really look at that  
20 and say okay, how would that language, how  
21 did that unintended stuff happen? And are we

1           sure that we are -- are we getting better at  
2           crafting the language so that we don't have  
3           some other set of unintended things. I don't  
4           have any specifics to talk about. I think  
5           that's very important for us, because Zoning  
6           is dull and is a dull tool to do a lot of  
7           this stuff, and I guess my first reaction is  
8           we are trying to get very specific and so I  
9           just want to make sure that that stuff really  
10          works.

11                 I have a specific request, Taha, and  
12           that is you said that the on standard or you  
13           took out the standard for non-conforming  
14           structures because there is an a citywide  
15           standard for that. And I think it might  
16           allude to some of the things Dennis was  
17           saying, but I had a question of what -- was  
18           there a difference between what you were  
19           trying to do with the section and what the  
20           city does and is there some -- if you just  
21           switch to the city's definition, is there any

1 surprises there? So I'd like to make sure  
2 that that really does, that that's the case.

3 In terms of the Special Permit kind of  
4 stuff, obviously I'm on the Planning Board  
5 and I feel that one of the things we do is  
6 try to -- when we give Special Permits is to  
7 try to look to -- is to try to maintain the  
8 spirit and goals of things that are going on.  
9 But I do have a concern for words like to the  
10 detriment of, and it's not viable, because  
11 they're general enough that it's just hard  
12 to, you know, as a board member, you know,  
13 that those things can be interpreted in many  
14 ways. And I think, Taha, you even commented  
15 in some cases the language is very broad and  
16 in some cases it's very tight.

17 In terms of retail, I think some of the  
18 folks in the audience commented on that, but  
19 have we looked at what makes neighborhood or  
20 desirable neighborhood retail work?

21 Incentives and Zoning, some people talked

1 about tax policy and whatever. Is there  
2 anything that we're doing that's going to --  
3 that's helping that? Or is anything doing  
4 that might surprise us. This comes up a lot.  
5 Retail is a big issue in often various  
6 sections of the city that we talk about. And  
7 I guess I'm hearing on some other projects  
8 that were getting some, with for me sounds  
9 like a more positive approach to people  
10 really looking at this and trying to tackle  
11 it. And the people in the audience really  
12 commented on certain retail that's there and  
13 that's really working, and I think we just  
14 need to understand that. And that comes up  
15 with the issue of the 20 to 40 feet  
16 difference. That's a pretty broad change,  
17 and is that, I think someone did ask the  
18 question, is that -- is it a minimum or is it  
19 a, you know, is it a variation? Or is that  
20 the right number?

21 I think that if we look at -- the other

1 thing is that this -- when we did the  
2 backyard zoning, oh, a while back ago. It's  
3 probably before your time, Brian, and I think  
4 it's -- I just don't remember. It was many,  
5 many years ago. But one thing that was very  
6 helpful, and I think James Williamson  
7 mentioned this, is that there was -- that was  
8 somewhat complicated in what we were trying  
9 to do and we did have some good illustrations  
10 of it. And I think we need to kind of -- to  
11 a certain extent, we need to see that. One,  
12 for us to understand it. And for everybody  
13 else to understand it. And to waylay issues  
14 that might come up with people who are very  
15 single minded or focussed. So I think  
16 anything that the staff can do to really, to  
17 look at these things and really come up with  
18 an illustrative example -- and I think the  
19 kind of illustrative examples that I'm  
20 talking about is that we are fortunate in  
21 that we actually have things that we perceive

1 that don't work in the way that's trying to  
2 do it. And there should be a pretty easy  
3 correlation to say when you're talking about  
4 setbacks, if you're talking about retail,  
5 talking about heights of things, it should be  
6 a fairly easy correlation to say this is --  
7 we're proposing this because it will do this,  
8 and here's an example of that not working and  
9 this is how we're changing it. So I just --  
10 and because even I as a board member find  
11 that these are words, and I'm just a  
12 graphically oriented person and I just need  
13 to understand how those words get interpreted  
14 to some reality.

15 And I just want to make a comment, and  
16 that is, it's funny, as you go from Harvard  
17 -- actually, if you go all along Mass. Ave.,  
18 and, yes, you could start from Central Square  
19 and go up. But even if you go up Harvard  
20 Square, it's kind of interesting in a lot of  
21 ways once you get passed Porter Square for

1 one of a better term, Mass. Ave. seems to  
2 open up. And I'm trying to understand what  
3 causes that to happen and what's good about  
4 that? Or how do you want to either control  
5 it or plan it or manage it? And it's based  
6 on the setbacks of -- it's based on, you  
7 know, as a building right up against the  
8 property line or is there some setback there?  
9 It's based on the height, actually the  
10 heights of the building themselves. It's  
11 based on the sidewalk, the width of it and  
12 what's happening on it and the activity  
13 there. And it is based on the street  
14 traffic. You know, the median there makes  
15 you tend to kind of keep moving as opposed to  
16 slow down. So and I guess my -- as I think  
17 of this, I'm really trying to get a better  
18 understanding as I look at all this language  
19 and see how it all pulls together. In my  
20 mind what I'm trying to do is just get a  
21 sense of are the -- are the changes that we

1 have actually written going to promote the  
2 changes that you just talked about? Will it  
3 begin to, you know, move us in a direction  
4 that's more positive and really correct some  
5 of the things that were negative in the past.  
6 So I'll just leave it at that. But I think  
7 that having a better way -- and I think it  
8 sounds like in the process of all your  
9 neighborhood meetings and stuff, you've  
10 probably done a lot of this illustrative  
11 looking at things, you can go from there.

12 One thing by the way, Taha, that you  
13 did not specifically comment on but was on  
14 your slide, was the increase in density in  
15 the proposal if you did the inclusionary  
16 zoning. You said you went into 1.75, and I  
17 think there was at the bottom you said if you  
18 included inclusionary zoning, it would go to  
19 two-point something. And I think this issue  
20 of density is something also that we want to  
21 make sure that the -- is that a

1 counter-incentive to the retail set that  
2 you're trying to do? I think I'll leave it  
3 at that because we have a lot to digest and  
4 talk about. But those are my comments for  
5 right now.

6 HUGH RUSSELL: Okay, thank you.

7 I'm going to comment on just a couple  
8 of architectural questions. It happens that  
9 I'm actually just completing one building  
10 that's four stories of retail on the ground  
11 floor in a form base Zoning District in the  
12 South Shore Tri-town Development Corporation  
13 also previously known as the Weymouth Naval  
14 Air Station. It's a new town being planned.  
15 And we indeed had 15 feet to the second  
16 floor. We have 40-foot deep retail. Every  
17 consultant we talked to says those things are  
18 absolutely essential. Although if you've  
19 walked Cambridge, you'll find that there are  
20 places where the retail is not 40 feet deep.  
21 That works, and there are places where the

1 ceiling height is not 11 feet or so.

2 Up above we have 10 feet, 8 inches  
3 floor to floor which is a function of a  
4 nine-foot roughly ceiling height that  
5 developers want or they say tenants want.  
6 And the wood frame construction which makes  
7 the floor thickness thicker than it might  
8 have been. You add that all up, you get  
9 43 feet. Now our buildings tend to have  
10 pitched roofs which adds to the height and  
11 the Zoning Ordinance if you're -- sorry, did  
12 I say 43? I meant 48 feet. And so that  
13 building would have to have a flat roof. I  
14 just want to note to Taha that I think  
15 Dennis' comment about putting some guidelines  
16 that says if you're going to that height, you  
17 should be breaking the cornice at the very top  
18 through various architectural means to have a  
19 skyline that isn't a flat line at 50 feet,  
20 but is broken up with maybe dormer  
21 appearances or just changing that skyline.

1 That's very important.

2 Those are my comments. There are many  
3 other things that I'm interested in, but I  
4 believe my colleagues are going to get to  
5 those in the long list I see.

6 H. THEODORE COHEN: All right. I do  
7 have a number of comments and I do have a  
8 number of questions. And since we're talking  
9 about height, let me start with does staff  
10 know what is the height of the Henderson  
11 Carriage Building?

12 STUART DASH: Six.

13 HUGH RUSSELL: 70 or 80 feet.

14 H. THEODORE COHEN: 70 or 80 feet.  
15 And it's probably the building that most  
16 people in Cambridge would say it's their  
17 favorite building on North Mass. Ave. And I  
18 believe it has no articulation at the roof  
19 line. It's probably just a straight roof  
20 line.

21 The point I'm trying to make and so the

1 public knows, I've lived about 20 yards from  
2 North Mass. Ave. for the past 30 years. I  
3 moved in before the subway was extended.  
4 I've lived there, raised a family. I think  
5 it's a wonderful neighborhood. I walk it all  
6 the time. I shop in all the local stores all  
7 the time. And I agree, we need to incentive  
8 retail and disincentivize the loss of retail  
9 on the first floor. But I also think that we  
10 need to be flexible and the Planning Board  
11 needs to be flexible and needs to have the  
12 ability to waive things when it is  
13 appropriate as we do in almost every other  
14 district and under various site plan reviews  
15 and Special Permits. And so if we're talking  
16 about height, a couple questions I have --  
17 and if we go Section 20.104.1 which is not  
18 being changed, but I just wanted to  
19 understand, that provision says: The maximum  
20 height of any structure in the Overlay  
21 District shall be 60 feet or the height

1 applicable in the base district, whichever is  
2 less.

3 So then in the Overlay District, if  
4 we're talking about something being 45 or 50,  
5 we'd never get up to 60?

6 HUGH RUSSELL: I think Porter Square  
7 has a lot of height.

8 H. THEODORE COHEN: But if we're  
9 just talking about the beyond Porter Square  
10 to Cottage, we're never going to get 60?

11 HUGH RUSSELL: Right.

12 H. THEODORE COHEN: And that's what  
13 it's been for the past 20 or some years --

14 STUART DASH: Right.

15 H. THEODORE COHEN: -- since this  
16 overlay -- okay.

17 When you're talking about the bays in  
18 Section 20.104.2, I'm just curious whether  
19 the language here is the same as in other  
20 districts? Or whether this is some different  
21 language?

1                   STUART DASH: It's unique to this  
2                   di strict.

3                   H. THEODORE COHEN: It's unique to  
4                   this di strict? And the reason for that is to  
5                   promote archi tectural di fferences?

6                   STUART DASH: And for the bay  
7                   wi ndows, the value of bay wi ndows al so for  
8                   the eyes on the streets so i t's both the dual  
9                   benefi t.

10                  H. THEODORE COHEN: I'm sorry, coul d  
11                  you say that agai n?

12                  STUART DASH: So, the sense that the  
13                  bay wi ndows bring -- one is arti culati on --  
14                  so i t's actual ly, the bay wi ndow provi si on' s  
15                  been in the Mass. Overlay Di strict since its  
16                  i ncepti on, and this is a smal l alterati on of  
17                  i t that i t's hopi ng to get a more flexi bi li ty  
18                  i n i t to encourage i ts use more. But the  
19                  benefi ts we see that bay wi ndows are the same  
20                  as both the arti culati on of the bui ldi ng and  
21                  al so the addi ti onal eyes on the street when

1           you have bays that actually face three  
2           directions.

3                     H. THEODORE COHEN:   Okay, great.

4                     I'm sorry, this is also an old language  
5           that I don't understand in Section 20.1 of  
6           6.1 of that use restrictions. That last  
7           provision talks about ground floor use, but  
8           at the end it says: But specifically  
9           excluding gross floor area and structured  
10          parking counted as gross floor area.

11                    Could somebody explain that to me?

12                    JEFF ROBERTS:   We'll tag team on  
13          this one. So that provision was meant, and  
14          it actually exists in some of the other  
15          Overlay Districts that we have. There was a  
16          -- you can still see buildings around, I  
17          guess, and there was a time, I guess, when  
18          there were a number of buildings built in  
19          Cambridge where the habitable floor area  
20          would be up a level and under -- what you'd  
21          find underneath it was structured parking.

1           So if you're walking down the sidewalk along  
2           side the street, what you'd walking next to  
3           was essentially a parking lot or a structured  
4           parking garage. And the intent of this type  
5           of provision was to prevent that from  
6           happening. So you -- so that what you have  
7           on the ground floor could be residential  
8           units, it could be commercial uses, it could  
9           be any other type of active use that would  
10          have, you know, pedestrians going in and out  
11          but wouldn't be allowed to have parking.

12                   H. THEODORE COHEN: Okay, great.

13                   And in Section 20.107.1 when you're  
14                   talking about building facade, I was just  
15                   curious, you know, at the end you talk about  
16                   when the facade is required to have a minimum  
17                   of 50 percent glass, you talk about how it's  
18                   supposed to be distributed along the facade.  
19                   Do we get into such detail elsewhere in the  
20                   Ordinance? It seems to me like that was just  
21                   so specific and I didn't quite understand why

1 we needed to be that specific rather than let  
2 the designers, you know, have some leeway as  
3 to what they were doing?

4 JEFF ROBERTS: Right. So, in --  
5 much of this was adopted in I guess it was  
6 the mid-1980's. And a lot of it was I would  
7 say a response to -- I don't know, obviously  
8 I wasn't around at the time, but it was a  
9 response to some of the design that people  
10 were seeing happen where -- so, and I  
11 mentioned the parking on the ground floor.  
12 Another situation might be a retail  
13 establishment or restaurant or a bar or  
14 something where you have windows, but maybe  
15 the windows are just a thin strip along the  
16 top, along the very top so that people  
17 wouldn't actually be able to see into the  
18 store. So you're right, it's very specific,  
19 but I think it was meant to anticipate and to  
20 prevent some of the -- some of the types of  
21 things that had been happening and that you

1 still see in some buildings of that era. And  
2 I can --

3 H. THEODORE COHEN: And I presume  
4 that's why you banned reflective glass?

5 JEFF ROBERTS: Right. And that's  
6 another thing. And you can see actually  
7 there's an example of a building there on  
8 Mass. Ave. In fact, there are several  
9 buildings if you go up Mass. Ave., that  
10 probably you could point to as the reasons,  
11 as the exemplars as to why some of these  
12 provisions exist.

13 It's also worth noting, and maybe  
14 someone can correct me on this, but at the  
15 time this was meant as overlay provisions  
16 that would apply the same way that normal  
17 Zoning restrictions apply. It wasn't so much  
18 the case at the time, this was before project  
19 review, this was before a large projects  
20 typically were reviewed by the Planning Board  
21 for design review, so many of those large

1 buildings that were built during that era  
2 didn't have the benefit of a Planning Board  
3 designing process.

4 H. THEODORE COHEN: So this line of  
5 that process is not new?

6 JEFF ROBERTS: No. I believe the  
7 new -- the new language is meant to address  
8 some of the complications that have arisen  
9 when that -- when the language was applied,  
10 there are certain cases where if you're --  
11 for instance, it talks about how much of the  
12 facade's required to be glass, but doesn't  
13 clearly describe how you measure what the  
14 area of that facade is. And so the added  
15 language is meant to clarify when you're  
16 doing that calculation, how far do you  
17 measure up to and then how do you then use  
18 that in making the calculation.

19 H. THEODORE COHEN: Okay.

20 HUGH RUSSELL: Just want to make one  
21 other comment. There are some retailers

1 where they don't want to have windows and  
2 they want to have shelves on all the surfaces  
3 of what they're selling and we're trying to  
4 make sure that doesn't happen.

5 H. THEODORE COHEN: Let me continue  
6 with size and Section 20.110.314 about  
7 individual store size. (Reading) Any  
8 separately released ground floor  
9 non-residential use shall contain no more  
10 than 5,000 square feet of gross floor area.

11 Why do we want to limit the size?

12 STUART DASH: This is a provision  
13 that we've been using the last few years. As  
14 some extent, it's a proxy for what you've  
15 heard here a lot tonight for a preference for  
16 smaller retail stores. And, again, as with  
17 actually the window size and all these  
18 provisions, the Planning Board can waive  
19 these provisions, you know, based on specific  
20 instances. But the notion is to try to get  
21 limited to small retail stores and not

1           shifting towards the big box, that kind of  
2           scale.

3                   H. THEODORE COHEN: Well, something  
4           like the Woodworker's Store, Rockland. I  
5           would assume that's bigger than 5,000 square  
6           feet.

7                   STUART DASH: And we did our retail  
8           workshop a number of years ago. We can sort  
9           of bring that out again, that listing of  
10          retail size and discuss that.

11                   H. THEODORE COHEN: I would like to  
12          know what we're talking about. I mean,  
13          obviously we don't need something huge. But  
14          it seems like if we have a successful retail  
15          that needs to expand and it's serving the  
16          neighborhood, you know, and it's serving the  
17          city, then I think that's something we want  
18          to promote.

19                   STUART DASH: Right. And, again  
20          these are all waivable by the Special Permit.

21                   H. THEODORE COHEN: Going to the

1 fast food issue, is it not correct that to  
2 get a fast food permit somebody has to get a  
3 permit either from the ZBA or in some  
4 instances from us?

5 STUART DASH: The BZA.

6 H. THEODORE COHEN: It's always the  
7 BZA?

8 And was the intent in allowing fast  
9 food here to remove that separate requirement  
10 or is that still a requirement, intended to  
11 be a requirement?

12 STUART DASH: That's still the  
13 requirement, and that's part of what people  
14 expressed as some concern and that was  
15 unclear in the language. And we propose to  
16 make that more explicit. The intention was  
17 not to change that the base uses, which is  
18 the base is you have to have a Variance to do  
19 fast food. And, again, I think we're in  
20 agreement with a few comments as well, I  
21 think it's something that needs attention to

1 work on this more in terms of how we handle  
2 it.

3 H. THEODORE COHEN: I mean, I think  
4 this was a great job. You know, a great  
5 presentation. And I do accept and agree with  
6 the idea that more visuals would be good.  
7 And I think several of the points that came  
8 up tonight, especially talking about, you  
9 know, like the median and parking meters,  
10 which may not be something that we can really  
11 do, are really interesting concepts which I,  
12 you know, I hope the city can pursue.

13 Those are my comments.

14 HUGH RUSSELL: Ahmed.

15 AHMED NUR: Well, most of my points  
16 have been said both by the Planning Board and  
17 also by the community. But I do have a few  
18 other points that I want to add or rather  
19 maybe a couple questions.

20 Taken from BZA and a fast food, how  
21 does it work if, for example, there was a KFC

1 on Mass. Avenue and now there's a place  
2 called D'Ercole. If it's grandfathered in  
3 and there's an existing fast food that was  
4 not welcome in the neighborhood to begin with  
5 and they closed down, is it easier for them  
6 to say oh, this was existing and therefore  
7 there's no say into it? How does that  
8 normally work? I'm just....

9 JEFF ROBERTS: Well, I hope I don't  
10 put my foot in my mouth, but I believe that  
11 the KFC site is still within the Business C  
12 Zoning District which is a different set of  
13 requirements than the set of requirements  
14 further north. And I believe that in the  
15 Business C in the Porter Square area you can  
16 get a Special Permit to do fast order food.  
17 And in many cases that either can be  
18 transferred or if you're changing from  
19 something else to a fast order food, you can  
20 then, you can apply to the BZA. But it's a  
21 different process than in north Mass. Ave.

1 where it's not allowed. This was not an  
2 allowed use. So going to the BZA means  
3 getting a Variance in that case. And so if  
4 you then turn into something different, then  
5 you would, if it wasn't allowed, then you  
6 would need to get a Variance instead of a  
7 Special Permit, but I don't know the  
8 specifics of that case.

9 STUART DASH: I don't think it's in  
10 the Zone. It's pre-existing.

11 JEFF ROBERTS: It's not? I may have  
12 been wrong. So if it is a pre-existing use,  
13 I guess I'm in the -- what I'm not sure of in  
14 that case is if it is -- if it received a  
15 Variance -- I'm not sure how long that KFC  
16 was there I guess is what I'm saying and  
17 whether it received a Variance in the first  
18 place.

19 AHMED NUR: So this was just an  
20 example. This community has spoken in one  
21 voice in support and it sounds, you know,

1           congratulations to Taha Jennings in terms of  
2           community and staff to come up with a really  
3           awesome fabric that would work for this  
4           neighborhood with these few things to work  
5           out. So, okay, enough of the fast food.

6           The next one item was raised by Dennis  
7           Carlone and that was the setback. I really  
8           do like the ideas of having setbacks on the  
9           high floors. In my interpretation, it gives  
10          the neighborhood a neighborhood facade or a  
11          residential look as opposed to just as you  
12          walk and you look up and you worry.

13          Sometimes when you have little kids and walk  
14          on the sidewalks and you see five stories  
15          above you, you wonder what happens, you know,  
16          if something falls off or what not. But the  
17          first floor being there and set back I think  
18          it's, it is the way to go and it looks great.  
19          But that's a good point and I'd like to  
20          emphasize on.

21                 As far as the -- I think we talked

1 about the restaurants having planters outside  
2 to seating areas in particular times. And in  
3 that neighborhood I've walked through and  
4 sometimes wondered, you know, perhaps there  
5 should be some rules with regarding to size  
6 of planters that they put on the sidewalks.  
7 The sidewalk is only six feet or seven -- I  
8 don't know what it is there -- eight feet,  
9 and the planter size is two feet just sitting  
10 there with no seats or no one around.

11 Perhaps they should be moving, you know, ones  
12 that could moved as opposed to just these  
13 planters sitting there.

14 Kevin Crane's meters, maybe that's  
15 something we could do that to improve the  
16 traffic in North Cambridge. I do have to  
17 take one of my kids to Peabody School, and it  
18 is the only turn that I can take. Thank God  
19 you can take a left turn because you have an  
20 arrow. But, no, you have to sit there  
21 literally with one car that just missed the

1 left turn green arrow and now it's green  
2 forward, to go straight to Arlington, but you  
3 can't take a left until that car that you're  
4 lining behind takes a left turn and waits for  
5 the arrow. And so, and that's one of the  
6 reasons why we have that -- in my  
7 interpretation, that's why we have a lot of  
8 traffic on that road, is because it's two  
9 lanes. If one person wants to take a left  
10 turn and make an illegal u-turn because there  
11 isn't any legal turn at all, you're going to  
12 have to wait until that car moves. And so, I  
13 would look into improving the traffic, both  
14 u-turn and, you know, doing something about  
15 parking with the meters.

16 Let's see what else I have here. I  
17 can't really see anything else other than  
18 everyone said everything that I needed to  
19 say.

20 HUGH RUSSELL: Okay, thank you.

21 WILLIAM TIBBS: I was going to say

1           one quick thing is the conversation about the  
2           bay windows, that's one thing I want to look  
3           at. I think from my perspective I think the  
4           bay windows in the way the Ordinance was has  
5           given some unintended circumstances in  
6           building designs which are not great. So I  
7           think we just want to be careful about taking  
8           what's there and trying to tweak it to solve  
9           a problem as opposed to maybe just saying,  
10          hey, we've got to write a whole new paragraph  
11          here and seeing what we're trying to do.  
12          Because that's another thing I'll be looking  
13          at as we go over this.

14                   AHMED NUR: I just thought about the  
15                   other one. And that is -- this would be  
16                   question for the staff. The relationship  
17                   between -- some of the community complained  
18                   about density, high density. How do you  
19                   balance having all these condominiums being  
20                   built on Mass. Avenue with no retail at the  
21                   bottom? I mean, I understand that we need

1 the density. We need the residents, the  
2 residential, but at the same time how do you  
3 balance to have all these residents coming in  
4 at the same time? How do you have -- what's  
5 the relationship between retail and residents  
6 coming in? I know here in Central Square we  
7 talked about, for example, building along 350  
8 Mass. Avenue, but because at 300 I linear  
9 footage of proposed retail would be coming  
10 in, and a majority of the retail owners would  
11 say look, we need people in order for us to  
12 survive. So I understand that part where we  
13 have to bring the community density up a  
14 little to do that, but in this particular  
15 case I'd like to see if you can look into  
16 that.

17 Thank you.

18 HUGH RUSSELL: Okay.

19 So in terms of process, are you going  
20 to come back to us with some comments? And  
21 this was filed -- what's the calendar time

1 scale on this?

2 LIZA PADEN: The City Council will  
3 be having the Ordinance Committee hearing on  
4 this on June 6th. And the 90 days for final  
5 action is September 4th.

6 HUGH RUSSELL: So they could do it  
7 at a mid-summer meeting?

8 LIZA PADEN: Yes.

9 HUGH RUSSELL: Or not depending on  
10 how big their agenda is. But they're  
11 probably not likely to do it before then.

12 LIZA PADEN: Their summer meeting is  
13 the last Monday in July, I believe it's the  
14 30th.

15 BRIAN MURPHY: That's right.

16 HUGH RUSSELL: Okay. So we will get  
17 back to them with our response, I guess, by  
18 about a month from now.

19 LIZA PADEN: Okay.

20 HUGH RUSSELL: Okay, so thank you  
21 very much. We're going to take a short break

1 here and go on to the next item on our  
2 agenda.

3 LIZA PADEN: Before we take the  
4 break. Mr. McKinnon is here with a -- they  
5 wanted to make sure that an announcement was  
6 made at or after the eight o'clock advertised  
7 time for the Cambridge Park Drive case, that  
8 because they're not five board members that  
9 the case will be continued to June 5th. And  
10 notices will be mailed.

11 Thank you.

12 HUGH RUSSELL: Thank you.

13 Okay, we're going to take a short  
14 break.

15 (A short recess was taken.)

16 HUGH RUSSELL: Let's get started.  
17 So we're going to have discussion about Bike  
18 Zoning Proposal.

19 JEFF ROBERTS: Hi. I'm Jeff Roberts  
20 from CDD. I am a plan use and Zoning  
21 planner. And I'm just -- we're going to give

1 you just a brief presentation about some  
2 work, about some work that we've been doing  
3 over the past several months. It's actually  
4 something that I've been working on for the  
5 past several months. We have some other  
6 folks who have been working on it much  
7 longer. Exploring the topic of bicycle  
8 parking and looking what our current thinking  
9 is about bicycle parking in the city and how  
10 that matches up with our Zoning, current  
11 Zoning Ordinance requirements for bicycle  
12 parking. So, with me I'll just introduce  
13 quickly, it's kind of this rag-tag bunch  
14 that's been working on this project along  
15 with myself, is Cara Seiderman. She's a  
16 transportation program manager in CDD and  
17 she's been working on this for some time and  
18 she'll -- I'll turn it over to her to give it  
19 a little intro. Adam Shulman whom you know  
20 from Traffic and Parking and Transportation  
21 Department, and Stephanie Groll, the PTDM

1 officer, has also been working. And the four  
2 of us have been working along with this and  
3 trying to put together the thinking and take  
4 us to some recommendations.

5 What we have given to you and what you  
6 should have received in your packet is a  
7 draft report which outlines some of the  
8 thinking. At this stage we're not proposing  
9 any particular Zoning language, but we wanted  
10 to get our concepts down and then give an  
11 explanation of them and get your feedback and  
12 have some discussion before we take it to the  
13 next phase which would be developing some  
14 specific Zoning language recommendations.

15 Okay, so to walk through it, I'll let  
16 Cara take it away and I'll come back later.

17 CARA SEIDERMAN: Good evening,  
18 everyone. So I'm just giving a little bit of  
19 background to how we embarked on this effort  
20 and then Jeff will get into the specifics.

21 As you know, the city has as one of its

1 important goals the support and promotion of  
2 bicycling and in Cambridge. And this is  
3 evidenced by many of the policies and plans  
4 and Ordinances that the city has adopted over  
5 the years. I know you're well familiar with  
6 the Cambridge Growth Policy Document called  
7 towards sustainable future, the Cambridge  
8 Climate Protection Plan. Things like the  
9 Vehicle Trip Production Ordinance that  
10 started the bicycle program about 20 years  
11 ago. And the city does this for a number of  
12 reasons.

13 It supports the environmental goals for  
14 having more sustainable -- environmentally  
15 sustainable forms of the transportation.  
16 Supports public health goals in having active  
17 transportation in terms of people having more  
18 physical activity in their daily lives, and  
19 it also supports economic goals of more local  
20 businesses and people who walk and who  
21 bicycle are more likely to shop locally. And

1           there's actually research that shows that  
2           they actually spend more money in these local  
3           shops than people who drive to them.

4                     And the city's program and promotion  
5           and other things that are going on in the  
6           world have really been successful and  
7           increasing the number of people who are  
8           choosing to bicycle. The city's been doing  
9           yearly or by-yearly counts of cyclists on  
10          the street. And if you look at the change  
11          between 2002 and 2010, there are about two  
12          and half times the number of cyclists on the  
13          street. We'll do another count this year,  
14          and we fully expect that the trend will  
15          continue.

16                    WILLIAM TIBBS: Excuse me. How do  
17          you do that?

18                    CARA SEIDERMAN: We choose a typical  
19          day in usually the second half of September,  
20          and we station people at 17 different  
21          locations around the city and count for four

1 hours and we compare the same numbers during  
2 -- from one year to the next. And so it's  
3 similar time of year and the exact same  
4 places.

5 We also have data on bike ownership in  
6 the city. So we did this through household  
7 surveys where people were called and asked  
8 how many bikes do you own. And of the  
9 households that were, that were asked,  
10 two-thirds of them had at least one bike. So  
11 one-third did not have any. But of the  
12 two-thirds that had at least one bike,  
13 17 percent -- well, 17 percent had one bike,  
14 20 percent had two, 12 percent had three,  
15 four percent -- I mean, eight percent had  
16 four bikes, and ten percent of those  
17 households have five or more bikes. So from  
18 that we derived an average bicycle ownership  
19 per household figure. And these are three  
20 different neighborhoods. Some of them have  
21 higher percentages than others. But the

1 lowest was an average of one per household.  
2 And we also looked into bicycle ownership on  
3 the national level which has been rising  
4 steadily. And even on a national level,  
5 we're actually at over one per household.  
6 And so that was important. And that will be  
7 important later when we're looking at  
8 requirements for residential bike parking.

9 So, of course the more people  
10 bicycling, the higher the demand for bicycle  
11 parking which anybody who walks around the  
12 city I'm sure notices. And if you don't have  
13 enough bicycle parking, then people will find  
14 other ways of storing their bikes and some of  
15 which we're not too happy about, but they do  
16 it because they don't have really much  
17 choice. And this is because we have not been  
18 able to keep up with the demand for public  
19 bicycle parking, but it's also because a lot  
20 of buildings were built with insufficient  
21 bike parking to begin with, never mind for

1 this increase. So we're trying to remedy  
2 this as we move forward.

3 We also have -- really trying -- been  
4 trying to address the quality of the design  
5 of the bike racks. We want bike racks that  
6 actually work and support the bikes. We want  
7 bike racks that will be used as intended and  
8 actually carry the number of bikes, and  
9 certainly it doesn't help to have a bike rack  
10 that is not used as taking up too much space.  
11 And so the elements are in terms of whether a  
12 bike rack is going to be usable, does it  
13 support the bike? Can the bike be easily  
14 locked? Is there enough space that you can  
15 actually get to it? Can you move your bike  
16 into the space adequately? Because once  
17 things get too tight and too packed people  
18 will say, well why bother and I'll just park  
19 it on the street anyway.

20 And the location of the bike parking is  
21 important. Is it close to the entrance of

1 where you want to be? Is it easy to get to?  
2 This one on the left is in a garage and the  
3 bike parking is right at the entrance to the  
4 garage. You don't actually have to bike  
5 through where the cars are going, and it's  
6 within site of the people who manage the  
7 garage as well. So that's a positive in a  
8 couple of ways.

9 And in terms of the requirements, we  
10 think short-term and long-term parking, and  
11 Jeff's going to get into those details, but  
12 you know, your short term you want it to be  
13 easy to get to the front door as possible.  
14 Just if you're gonna run into the post  
15 office, the coffee shop, the bank, then it's  
16 going to be a quick trip and the security is  
17 less of an issue, but the ease of getting in  
18 there is a greater issue. If it's going to  
19 be there for all day or all night or all  
20 winter, then you want it someplace that's  
21 really tucked away and secure.

1           And just a couple of visual examples,  
2           and you also have the bike parking guide that  
3           we've been using for the past few years and  
4           that, what we are proposing actually matches  
5           what we've already been doing very closely in  
6           terms of the design and layout of the bike  
7           parking which we found to be very successful.  
8           These are not complicated racks. They're  
9           actually quite straight forward to design and  
10          use in a very -- there are things that are  
11          very available, and there's a lot of  
12          different things that meet the performance  
13          standards. And we aren't proposing to  
14          require, but it is nice if there's actually  
15          covered short-term racks, they end up being  
16          sort of medium term racks and you might not  
17          have a problem leaving it there, for example,  
18          you spend several hours in the library or go  
19          to the movies or whatever, it's nice to have  
20          that kind of, you know, extra support.

21                 And long-term bike parking is something

1 that is in a secure location where you have  
2 to have say a card to get in or there is  
3 oversight by cameras or security or what not.  
4 So that it's something that -- it's not just  
5 readily accessible to the public. The one on  
6 the right is the Alewife Bike Cage by the way  
7 and the other is the parking garage that have  
8 parking areas.

9 And finally when we have thought about  
10 all of the elements, we really want to think  
11 about the variety of users and the variety of  
12 bikes. So not all bikes actually fit one  
13 model and not all users fit one model. So we  
14 want something that is going to be available  
15 for use for as wide a variety as we can think  
16 of.

17 And that's that. And Jeff is going to  
18 go into the greater detail.

19 JEFF ROBERTS: So here's the fun  
20 part, the Zoning. I'm going to try to go  
21 fairly briefly through and cover some of the

1 main points. This is a -- we're looking at  
2 this as a fairly comprehensive wide set of  
3 Zoning changes, and so there's a really a lot  
4 of detail to consider, but I'm just going to  
5 try to cover some of the main points first  
6 and then maybe through discussion we can get  
7 into more of the details.

8 There's five major parts to the Zoning  
9 that we're -- to the Zoning changes that  
10 we're proposing. I'm going to talk a little  
11 bit about the -- I'm going to go through the  
12 first four. The fifth one there's a little  
13 bit of information about in the material that  
14 we sent you really has to do with how you  
15 apply and make sure that the requirements are  
16 being fulfilled the way they're intended, and  
17 that's largely procedural but still very  
18 important aspect of the -- of them being true  
19 that this works right.

20 So the first part is really to  
21 establish bicycle parking as its own concept.

1 Currently in our Zoning Ordinance bicycle  
2 parking is defined as an urban adjunct to  
3 accessory automobile parking. Sometimes this  
4 results in some confusion. For instance,  
5 there are situations that we have in the city  
6 where auto parking requirements don't apply  
7 or can be waived in one way or another, and  
8 then there are also results in some confusion  
9 as to what then do you do about the bicycle  
10 parking.

11 So what we're proposing here is having  
12 essentially a new section in Article 6.00.  
13 We separate bicycle parking from motor  
14 vehicle parking. We say it's its own thing.  
15 It has its own definition. It has its own  
16 purpose, and it would apply virtually for all  
17 development including new construction and  
18 changes of use.

19 We'd also clarify that wherever parking  
20 is used elsewhere in the Ordinance, that only  
21 refers to auto parking. So where there are

1 situations where we have special car voucher  
2 exemptions for parking we wouldn't have to  
3 worry about that affecting bicycle parking.  
4 Cara mentioned the distinction between  
5 long-term and short-term parking. The  
6 current zoning doesn't have this distinction.  
7 What the current zoning says that if your  
8 automobile parking is garage parking, then  
9 your bicycle parking should be garage parking  
10 or somewhere indoors. And if you have  
11 outdoor car parking, then your bicycle  
12 parking can be outdoors. And it's important  
13 to realize that for most uses it's important  
14 to have provision for both long-term parking  
15 which could be for employees who are going to  
16 be there all day. For residents if it's a  
17 residential building. And to have short-term  
18 parking that would serve the, that would  
19 serve people who are just visiting on a maybe  
20 the hour by hour or for just a part of the  
21 day.

1           A special note actually about to make  
2           about short-term parking. Short-term  
3           parking -- short-term bicycle parking is  
4           similar in a lot of ways in its purpose to  
5           public bicycle parking that you may find  
6           around city squares and around the sidewalk.  
7           It really works best when it's very publicly  
8           accessible, when people can get right there  
9           from the public way, and when it's very close  
10          to building entrances. And so in many cases  
11          this may suggest that the best way to  
12          accommodate it is to have bike racks on the  
13          sidewalk. And so we propose that if -- given  
14          that there's permission from the city to  
15          install bicycle parking racks on the  
16          sidewalk, that this would be a way to  
17          accomplish the short-term requirements,  
18          short-term bike parking requirements.

19                   WILLIAM TIBBS: Do we know how that  
20                   will work like in a broad sense?

21                   JEFF ROBERTS: It's not thought of

1 as bicycle parking because it would be --

2 WILLIAM TIBBS: Does the city put in  
3 bike racks on the sidewalk?

4 JEFF ROBERTS: Yes. The city  
5 currently when you see the racks on the  
6 sidewalk, is because the city either because  
7 of a request from the owner of the building  
8 or from a business owner or from just for  
9 reasons of kind of planning has decided that  
10 it was a priority place to establish bike  
11 racks. This is just saying if you're  
12 changing the use of a building, if you're  
13 putting in something where -- a new use  
14 that's on the sidewalk and the best place to  
15 accommodate your bicycle parking is on the  
16 sidewalk and you can get permission from the  
17 city and use that to satisfy your  
18 requirement.

19 BRIAN MURPHY: And just to make  
20 clear that this is over and above and  
21 separate and distinct from the city's bike

1 parking. We're doing it where we actually  
2 for this year and the next four years have  
3 \$50,000 in capital spending to install more  
4 bike racks to start to address some of those  
5 concerns.

6 JEFF ROBERTS: So part two of the  
7 Zoning clarifies much of what Cara described,  
8 and you all have copies of the bicycle  
9 parking guide which really has gone a long  
10 way in establishing a good set of guidelines  
11 for the design of bicycle parking. The  
12 intent here would be to adopt essentially a  
13 set of standards, a set of corresponding  
14 standards that would be in the Zoning  
15 Ordinance that would match what's in the  
16 current bicycle parking guide.

17 Again, meeting the demand for bike  
18 parking is something that really starts with  
19 ensuring that that bicycle parking is  
20 designed appropriately, that's convenient to  
21 access, that it's secure, that you can get

1 your bike in and out easily. It doesn't  
2 damage the bicycle or the bicyclist.

3 WILLIAM TIBBS: Or the bike next to  
4 it.

5 JEFF ROBERTS: Or the bike next-door  
6 or the building.

7 Here's, and we just decided to add this  
8 to just provide a little bit of perspective.  
9 I think it's fair to say that auto parking  
10 requirements are something that become an  
11 accepted fact of life for new development.  
12 Just like we're proposing here, auto parking  
13 has its own requirements for spacing and for  
14 access aisles, and in that regard we're  
15 saying that bicycle parking -- in fact, if  
16 you look at it, there are a lot of  
17 similarities in the way that we're, that  
18 we're creating kind of spacing and access  
19 standards. And this picture also helps to  
20 demonstrate that when you appropriately  
21 design your bicycle parking, it still takes

1 up less than one-tenth the space of the  
2 equivalent number of auto parking spaces.  
3 And while we're on this topic, it's a good  
4 point to know that in our current Zoning, and  
5 we would want to, again, through some of the  
6 small changes we're proposing, we'd want to  
7 reinforce that no matter where your bicycle  
8 parking is, it's exempt from the gross floor  
9 area requirements. So unlike -- and that's  
10 unlike auto parking which only if it's below  
11 grade does it get exempted.

12 So that brings us to the quantity  
13 requirements. These are requirements that  
14 would apply to all uses and would replace  
15 what the current requirements are. And we're  
16 starting with residential. And I'm just  
17 focusing here on multi-family residential  
18 which is the more common type of housing that  
19 we're seeing built in the city. The current  
20 Zoning requires one bicycle space for every  
21 two units. As Cara described, we have data

1 showing that bicycle ownership in the city is  
2 already exceeding one bicycle per household  
3 on average. And so the proposal would be to  
4 increase the requirement to a baseline of one  
5 bicycle parking space per unit, and then  
6 seeing that the trend is going ever upwards,  
7 we are -- we're proposing to introduce that  
8 for larger projects, we have a slight scaling  
9 up. We're not at this point even sure that  
10 one space per unit would be enough to meet  
11 what the demand is going into the future. We  
12 don't want to fall behind. So we would have  
13 a scaling up for projects of over 20 units of  
14 additional one space per 20 units on top of  
15 the one space per unit.

16 And for short term, we would be  
17 proposing one space per ten units. You might  
18 picture that as essentially a bike rack  
19 because as we've described bike racks, it's a  
20 frame where you can have a bicycle lock to  
21 either side of it. So for every 20 units of

1           wi thi n your bui l di ng, you woul d have to have  
2           a bi ke rack to accommodate vi si tors.

3                   AHMED NUR: 20 or 10?

4                   WILLIAM TIBBS: You sai d 20 but I  
5           thi nk i t sai d 10.

6                   JEFF ROBERTS: It' s one space for  
7           every 20 uni ts or one rack for every 20. So  
8           if a rack is two spaces -- well, we' ll -- if  
9           I go to the next slide, I was going to stop  
10          for a second to note somethi ng. We provi ded  
11          some exampl es in the materi al, and thi s is  
12          actual ly -- it' s to help show you some of the  
13          thi nki ng that we di d as we l ooked at these  
14          proposed requi re -- we l ooked through the --  
15          both the l arger scal e l ogi c of these  
16          requi rements and then l ooked at some speci fi c  
17          exampl es where we sai d if thi s were bei ng  
18          desi gned, and if thi s were bei ng bui l t under  
19          the proposed requi rements, what woul d be  
20          requi red? And if you l ook on the ri ght  
21          col umn of thi s, these exampl es, we transl ated

1       bi cycl e parki ng spaces to bi cycl e racks and  
2       what we mean when we do that is that we're  
3       envi si oni ng the standard, you know, bi cycl e  
4       parki ng desi gn where you have a row of racks  
5       and you can put -- you can have one bi cycl e  
6       on ei ther si de of the rack. So in that  
7       respect one rack equal s two bi cycl e parki ng  
8       spaces. And the reason why we did it thi s  
9       way is just that I thi nk we found and we  
10      found when tal king to other peopl e, it tends  
11      to be much easi er to vi sual i ze when you say  
12      10 racks versus 20 spaces.

13               WILLIAM TIBBS: Gotcha.

14               JEFF ROBERTS: So in thi s case thi s  
15      is a proj ect that is under constructi on and  
16      the Pl anni ng Board saw and approved thi s  
17      proj ect. It's 20 uni ts. And the current  
18      requi rement woul d just be for 10 spaces and  
19      the proposed requi rement woul d be to have 20  
20      l ong-term spaces and two-short term spaces.  
21      So you woul d need to have at least one rack

1 out in front.

2 And in terms of this project they  
3 actually, and we, through the staff, have  
4 been recommending as new residential projects  
5 come in, again, based on the data, that they  
6 provide one bicycle parking space per unit.  
7 In this case they are providing that one  
8 space per unit indoors and outdoors. They  
9 have two bike racks to accommodate visitors.

10 WILLIAM TIBBS: Have you gotten any  
11 resistance?

12 JEFF ROBERTS: Yes.

13 WILLIAM TIBBS: Okay.

14 JEFF ROBERTS: And I think that's  
15 the point -- it's a good point to sort of  
16 pause on. The point of bringing this  
17 proposal in to really look at the zoning  
18 requirements, and it's not an easy task  
19 looking at zoning changes, but it's an  
20 important step in making sure that the  
21 development community knows before they come

1 in the door that this is what is expected of  
2 new projects.

3 So, non-residential and excluding  
4 education which I'll get to briefly in a  
5 second. The current Zoning requirement is  
6 one space per every ten auto parking spaces.  
7 So you have to -- to calculate it, you have  
8 to go to Article 6.00, you have to figure out  
9 what the parking requirement -- even if the  
10 parking can be waived or in some way, you  
11 have to look at what the parking requirement  
12 could be and then divide it by ten. And in  
13 the proposed Zoning, again, we're trying to  
14 take this away from being tied to auto  
15 parking, and we're looking at a goal of  
16 accommodating of about ten percent of  
17 employees, and basically about ten percent of  
18 all trips. So when we look at long-term  
19 parking, we're looking primarily at  
20 employees. When we look at short-term  
21 parking we're looking primarily at visitors

1       which would be retail customers, other people  
2       who are just doing short term, short term  
3       business.

4               So how do we get from that ten percent  
5       goal to actual Zoning requirements? We used  
6       information from a few different sources,  
7       some of it was very Cambridge specific. Our  
8       PTDM projects have given us a good indication  
9       of what employee densities for different  
10      types of non-residential uses tend to be in  
11      Cambridge really for office and for technical  
12      office or commercial lab types of uses. And  
13      we use that information, we came up with what  
14      we think are some fairly accurate numbers for  
15      what the kind of a ballpark figure is for  
16      employee density for category of use. So we  
17      would start with office uses are kind of --  
18      tend to be the higher density. Higher  
19      employee density uses that tend to have  
20      somewhere in the neighborhood of three  
21      employees per a thousand square feet. And

1 then kind of going down to where you get to  
2 restaurants, hospitals, retail, community  
3 uses and industrial uses which down at the  
4 bottom tend to be slightly less than one  
5 employee per thousand square feet. And we  
6 took those figures and divided them by ten  
7 and said that if you're assumed employee  
8 density for the office is three employees per  
9 thousand square feet, then your bicycle  
10 requirement is 0.3 bicycle parking spaces per  
11 thousand square feet. Again, it's a little  
12 bit easier to see when we get to the  
13 examples.

14 And then we look on the short-term  
15 side, it's a similar exercise, but we looked  
16 at, we looked at a slightly different set of  
17 data to figure out what are the expected  
18 visitor rates, and they range from a sort of  
19 a higher visitor demand of restaurants,  
20 supermarkets and sort of commercial  
21 recreation which could be entertainment types

1 of uses that tend to have lots of people in  
2 the space at specific times. And then going  
3 down do retail stores, community uses,  
4 offices like banks and doctor's offices that  
5 are generally have people coming in and out,  
6 and then down to hospitals and offices and  
7 labs which tend to have fewer visitors for --  
8 per every thousand square feet of floor area.

9 So, first example here is another  
10 project, again, you've seen relatively  
11 recently and is under construction, the lab,  
12 the commercial lab building that Skanska is  
13 developing on Second Street. It's about  
14 108,000 square feet. So if you take the  
15 requirements that we're proposing which are  
16 right here, you end up with a proposed  
17 requirement of 24 long-term bicycle parking  
18 spaces and seven short-term bicycle parking  
19 spaces or 12 indoor racks, four outdoor  
20 racks. That's, again, this is a project  
21 that, you know, has worked with staff and

1 based on the staff recommendations has  
2 proposed and in this building bicycle parking  
3 that's similar to what that requirement would  
4 be.

5           And here's another one looking at a  
6 community use, the West Cambridge Youth  
7 Center which was recently built. Again, the  
8 requirements in this case, it would be a  
9 lower -- it would be a lower long-term  
10 parking rate and a higher short-term parking  
11 rate. And, again, to -- would result in the  
12 end of a requirement of two indoor racks or  
13 long-term racks, eight short-term racks, and  
14 what they've actually built similar, it's a  
15 little lower but it's pretty close.

16           So shifting to university academic  
17 uses, just to touch on it briefly. The  
18 exercise here was similar but we have  
19 information from the universities in  
20 Cambridge that shows us very clearly that the  
21 bicycle parking uses is much higher than for

1 other uses in the city. In fact, it's  
2 already well exceeded 10 percent and is  
3 heading towards 20 percent. So in this case  
4 the goal would be to accommodate for a  
5 long-term parking. Again, long-term parking  
6 looking primarily at faculty and staff.  
7 Short-term parking would look primarily at  
8 students and other visitors, but, again, we  
9 would try to aim for a 20 percent goal. And  
10 here's an example in showing how that plays  
11 out, again, a project that the Planning Board  
12 saw recently, about 238,000 square feet of  
13 the new Harvard Law building. And by our  
14 proposed zoning it would require 48 long-term  
15 spaces, 96 short-term spaces. What they've  
16 actually built, and you saw a picture of this  
17 earlier, was they built entirely short-term  
18 parking, but it was short-term parking that  
19 was -- it was sort of covered and situated in  
20 such a way that if you were, if you were  
21 looking at the project, reasonably you might

1 say -- and I kind of like the term, sort of  
2 the idea medium term that Cara mentioned.  
3 There might be circumstances where you might  
4 think well, you could provide, you could be  
5 able to provide both your long-term and  
6 short-term parking in a more flexible way,  
7 and that's a segue to the next and final  
8 topic that I'll cover, which is providing  
9 some relief and to think about how to deal  
10 with situations where the exact requirements  
11 that are proposed might not be appropriate  
12 given a particular circumstance or maybe  
13 there's a circumstance where someone who is  
14 doing a development could propose something  
15 better. And currently there's no way to  
16 modify bicycle parking requirements except  
17 through a Variance process. And the  
18 disadvantage of relying on a Variance to deal  
19 with these kinds of situations is that it's a  
20 strict legal standard, and either the  
21 Variance is granted and you can get out of

1 the requirement or it's denied and you and  
2 you have to do whatever you have to do no  
3 matter how unreasonable it may seem. And so  
4 this doesn't provide much flexibility to  
5 create, to consider some alternate ways to  
6 meet the spirit of the requirements when the  
7 letter of them might be unreasonable.

8 So we're proposing here one specific  
9 as-of-right waiver provision and then a  
10 general waiver provision that would require  
11 Planning Board approval. And the as-of-right  
12 waiver deals with situations where you have a  
13 change of use in an existing building. So  
14 like a small office space converting into a  
15 restaurant and then having to figure out how  
16 do you deal with the bicycle requirements in  
17 that case. And because the existing site  
18 might not easily accommodate new bicycle  
19 parking, we provide the ability both to shift  
20 some of the long-term parking into short-term  
21 parking if the building isn't really set up well

1 to accommodate conveniently located long-term  
2 bicycle parking. And then in cases where  
3 it's sort of a the short-term parking is for  
4 one reason or another, it's character of the  
5 building, the character of the sidewalk, is  
6 difficult to provide, then the city can allow  
7 some flexibility in where it could be located  
8 along the sidewalk. And as a worse case  
9 scenario, if the city says, you know, there's  
10 no way we can accommodate this, these -- no  
11 way we can accommodate bike racks on the  
12 sidewalk and provide accessibility and  
13 everything, then it could be then the  
14 requirement could be met with a contribution  
15 to the city where the city could then find  
16 someplace else and install the bicycle  
17 parking.

18 And so the other, the more general  
19 provision deals with the situations where you  
20 might have some innovative design. You might  
21 have a situation where, for instance, if you

1 had a service that some kind of -- one of the  
2 examples that came up in our discussion was  
3 sort of a valet bike parking service. If you  
4 wanted to provide that as an amenity, it  
5 would be -- it wouldn't -- you know, it could  
6 satisfy your long term but not your short  
7 term or it could satisfy both. So the idea  
8 is if you have some kind of a creative  
9 solution, you could come in, and we would  
10 expect these would happen largely through  
11 larger development projects, maybe through  
12 planned developments like a PUD or a  
13 university master plan where they would come  
14 to the Planning Board and say here's what  
15 we're proposing. We have this great idea.  
16 We think this will serve our community and  
17 bike riders as well and then the Planning  
18 Board could approve it.

19 And here's an example that I just threw  
20 in of what might happen if you have the  
21 change of use within an existing building.

1           So East Coast Grill about a 125-square foot  
2           restaurant, if you would imagine that that  
3           were coming into an existing building, what  
4           would their bicycle parking requirements be?  
5           And if you look at the requirements we're  
6           proposing, it would be one long-term space  
7           and three short-term spaces. Say, you know,  
8           the only place you could put a long-term  
9           space was somewhere, you know, shoved down in  
10          the basement and it didn't really make any  
11          sense. You could say well, we would prefer  
12          to provide -- to just add those up and  
13          provide four short-term parking spaces which  
14          is what East Coast Grill actually recently  
15          did by installing two bike racks out on the  
16          sidewalk with city approval.

17                    So, this is the team and we're all here  
18                    and we're happy to discuss and answer any  
19                    questions you have.

20                    HUGH RUSSELL: So I had the great  
21                    pleasure of frequently parking at a bicycle

1 rack and as a city official I required be  
2 built. And Au Bon Pan came into Holyoke  
3 Center and they needed a Variance from the  
4 Zoning Board because they were not providing  
5 ten additional parking spaces. And there was  
6 no way to add spaces to the Holyoke Center.  
7 And so I said you have to provide bike racks.  
8 And it took about five years of negotiation,  
9 but Harvard said well, we just can't do it.

10 WILLIAM TIBBS: Harvard?

11 HUGH RUSSELL: Yes. Well, the Board  
12 of Trustees had decided if there were  
13 bicycles sticking out into the sidewalk along  
14 Dunster Street, that would be unsafe. And  
15 they were correct. But so they designed bike  
16 racks that are on the wall there and so the  
17 bicycles park parallel actually on the  
18 Harvard property. Because sometimes those  
19 spaces are available when I get to work. I  
20 stop at Au Bon Pan on the way to work, it's  
21 very convenient. I don't dare move my

1 bicycle because I'm not sure I can find  
2 another space. And there are usually  
3 provided -- the city provided spaces that  
4 your transportation department has  
5 thoughtfully provided along the curb in the  
6 form of parking signs and parking meters. In  
7 fact, in Harvard Square I would guess half  
8 the parking spaces are provided by your  
9 department in that form. Maybe we need to  
10 actually get those circular things put on the  
11 sides of signs to upgrade those signs.

12 WILLIAM TIBBS: And meters.

13 HUGH RUSSELL: Right.

14 Because it's -- my other -- if parking  
15 -- bicycle use is going up something over ten  
16 percent a year and compounded, should the  
17 formula have a built-in increase kicker so  
18 that that, you know, 2012 would be X and 2013  
19 would be 110 percent of X and 2013 would be  
20 121 percent, 2015 would be -- it's  
21 compounded. And, you know, at some point if

1 we're providing too many racks, I'm thinking  
2 short term perhaps more than long term, but I  
3 don't know, you know, then we, we could  
4 revisit it and say okay, we've -- we now won  
5 the level. But it doesn't sound like we're  
6 getting much ahead of curve. We're designing  
7 for what we're finding today might even --  
8 and the other thing is that in a commercial  
9 district there isn't, there aren't changes  
10 that are going to create new bicycle racks.  
11 The city probably just says, okay, we've got  
12 to do that where we can. But if there is a  
13 change, maybe having more short-term racks  
14 being provided by somebody that other people  
15 can use. One bike rack I use frequently is a  
16 Berklee College of Music bicycle rack which  
17 happens to be located around the corner from  
18 the Boston Conservatory where I go frequently  
19 for concerts, and so it doesn't degrade the  
20 marks in terms of design because it's one of  
21 the ribbon racks, but it's not very heavily

1 used. And so you can, you know, you can find  
2 a space on it. And there's a lot of real  
3 capacity of 40 or 50 bicycles.

4 So, if somebody comes along and they're  
5 in a place where there's a low supply, it  
6 would be nice to encourage them to oversupply  
7 short-term racks to help in general. I don't  
8 know how we would frame that in terms of a  
9 regulation, but.... So those are my  
10 comments. And clearly I'm a bicycle rider  
11 and I'm savoring it. I'm not sure how much  
12 longer I'm going to be able to zip around the  
13 city, but Paul Dudley White was considerably  
14 older than I am as he was bicycling through  
15 the city in the 1960's. He's sort of an  
16 inspiration I have.

17 H. THEODORE COHEN: I have I guess a  
18 question and a comment. And my comment I  
19 think goes mostly towards I imagine the  
20 short-term parking. And it's really pretty  
21 much a question of aesthetics that as much as

1 we, you know, try not to have, you know,  
2 driveways and parking in the front of  
3 buildings, and we shield dumpsters and trash  
4 and other things, I'm concerned about, you  
5 know, willy-nilly just plunking, you know,  
6 bike racks and bikes in the fronts of  
7 buildings. I understand the desire to have  
8 convenience. But we make drivers walk from  
9 wherever they're parking and we make people  
10 who are taking public transportation walk  
11 from wherever they're parking -- wherever  
12 they get off the public transportation to  
13 where they're going. And that, you know,  
14 what we obviously want to promote people  
15 biking, you know, I don't necessarily want to  
16 see that to the detriment of the cityscape  
17 and the design of the buildings. And so I  
18 really think that has to be taken into  
19 account. It seems to me the long-term  
20 parking, you know, the idea that there's  
21 underground or enclosed parking for cars and

1           there' s enclosed parking for the bikes, you  
2           know, resolves a lot of long-term issues or  
3           maybe some medium-term issues. In looking at  
4           your pictures what strikes me as most  
5           acceptable is when we can take away an  
6           on-street parking spot or two for cars and  
7           put an array of parking, you know, bike racks  
8           there because then we say, well, all right,  
9           the street is where you park and whether it's  
10          car or whether it's a bike, that's where it  
11          goes, and it's not on the sidewalk and it's  
12          away from the building and the building gets  
13          to have its independent existence. And I  
14          realize that's probably not always going to  
15          be the case, and I realize that if you make  
16          parking difficult for bike riders, they will  
17          start being on the fences and the benches and  
18          the doors and all the things we don't want.  
19          But I like, you know, people who acknowledge  
20          that focus on that area because I don't like  
21          to see, you know, bikes parked everywhere in

1 front of every building.

2 And then my question is with regard to  
3 the Zoning, the proposed Zoning are you going  
4 to mandate parking spaces for single-family,  
5 two-family and three-family houses? I mean,  
6 you talked about four and greater, but in  
7 your chart it appears that there are parking  
8 requirements for single-family houses. And  
9 if that's the case, I'd like to know what  
10 envision of how that's going to be  
11 accomplished.

12 JEFF ROBERTS: Now or?

13 WILLIAM TIBBS: If you have the  
14 answer.

15 JEFF ROBERTS: Sure. We certainly  
16 thought about it. I can respond to that now  
17 and Cara can maybe add something. Yes, we  
18 did as again, with auto parking, we figured  
19 it was a general requirement that the  
20 single-family townhouse and the two-family  
21 would meet the one -- it wouldn't have the

1 scaling up factor, but it would meet the one  
2 parking bicycle space required per unit.  
3 There are developments, I think the Harvey  
4 Street development that was recently before  
5 the Planning Board had -- was a mix, ended up  
6 a mix of townhouses, single-family and some  
7 of them single-family and two-family units in  
8 it. And they accommodated their bicycle  
9 parking essentially with a shed which -- or  
10 you can think of it as a garage or a bike  
11 garage that was a separate structure on the  
12 site where they could have multiple, multiple  
13 bicycles park. So for those types of  
14 projects which were the ones that you would  
15 typically see as new construction, there are  
16 ways to accommodate indoor, indoor structured  
17 parking. You could have, if you were just a  
18 single -- or just a house on a lot, it could  
19 be, you could do something similar with a  
20 shed or even a garage, assuming if you had an  
21 auto parking, a car parking garage, assuming

1 that you could get a bicycle parking space in  
2 a way that would still have the same access  
3 requirements, you wouldn't have to move the  
4 car in order to park the bike. That's  
5 another way that you could provide your long  
6 term --

7 H. THEODORE COHEN: So if somebody's  
8 house has a garage, that would be  
9 satisfactory and we're not looking for some  
10 additional bike rack, exterior bike rack?

11 JEFF ROBERTS: Yes.

12 Anything you want to add?

13 CARA SEIDERMAN: Yes. I just wanted  
14 to add that one of the differences would be  
15 that there would need to be extra room in  
16 order for the bikes to get in, so that the  
17 garage would have to show that you could  
18 actually get your bike in. It wouldn't --  
19 and I will use my own building as an example.  
20 I live in a three-unit building. It was  
21 relatively newly constructed, so it's not a

1 very old building. There is a garage. There  
2 are three units and we have 14 bikes and no  
3 bike parking. So you can imagine, you know,  
4 what the situation is. And there is also  
5 some evidence of people who live in that kind  
6 of housing are actually more likely to have  
7 more bikes because they tend to be somewhat  
8 larger. They're not studio apartments.  
9 They're houses with more people. So we just  
10 want to give the flexibility but we wanted to  
11 make sure there is actual space for it when  
12 that building was designed so they have to  
13 show that the bikes will fit here.

14 H. THEODORE COHEN: If you come back  
15 to us with that at some point, I would  
16 appreciate seeing some images of bike parking  
17 for the single and two and three-family  
18 houses. Those type of things other than just  
19 putting it in a garage.

20 STUART DASH: And just to mention,  
21 Ted, your previous point, we just started

1 this year to work with the bike parking folks  
2 up in Cara's group and to work with our  
3 design staff, and so Rob and we're going to  
4 work with Roger and sort of look at places  
5 where they're put in places but are certainly  
6 not project review, but places that might be  
7 in the middle of a square or something where  
8 there are clusters.

9 CARA SEIDERMAN: And on street  
10 parking.

11 H. THEODORE COHEN: And one last  
12 question, when is the Hubway equivalent going  
13 to come to Cambridge?

14 BRIAN MURPHY: This summer.

15 CARA SEIDERMAN: Thank you.

16 HUGH RUSSELL: Ahmed.

17 AHMED NUR: Bill.

18 WILLIAM TIBBS: Actually, I was  
19 going to say that you're moving in a great  
20 direction even though Ted has triggered a  
21 couple of comments from me. And one is the I

1 think the bicycle parking in front of a place  
2 is its own design. I think what we'll need,  
3 and even your comment, Hugh, but how do you  
4 do this in such a way that can kind of keep  
5 track of it. Basically I think we do that  
6 the same way we do that with our automobiles  
7 now, a plan. And maybe that plan has some  
8 factors that it needs to look in and it might  
9 be the most recent counts or whatever you  
10 have as to what that thing is so that it's  
11 not as a static number, but something that  
12 has to be analyzed and massaged and stuff  
13 like that. And it might be more complicated  
14 than it needs to be, but that's a thought.

15 And I think that, you know, I don't  
16 mind bicycle racks in front of things if  
17 they're done thoughtfully because I think you  
18 hit upon it in your presentation that in  
19 order for it to work, particularly for very  
20 short-term parking, if you're just parking  
21 your bike and trying to go into the bank and

1           come back out, I, you know, I think most  
2           people, the more distant it becomes and the  
3           more far away it does, and if it's not very  
4           secure, you begin to defeat the purpose of  
5           it. So I think it's a matter of how you  
6           design that and are there ways to do it. As  
7           your slide shows, the racks themselves and  
8           the storage devices have come a long way and  
9           you've got good ones and bad ones. And I  
10          think that would go there, and I think the  
11          idea of using the parking space is great, but  
12          even that needs to be done that cars don't  
13          side swipe them and stuff like that as you're  
14          going down the street.

15                 I on the other hand would be a little  
16          resistant to a requirement for single-family  
17          houses. And the reason, and the reason for  
18          that, unless they're part of a some -- like  
19          if it's a development and they're -- it's a  
20          new development, they're building  
21          single-family things or townhouses and a shed

1 or something like that is good. And the  
2 reason why is just because people in their  
3 homes, can, you know -- I just see, my bike  
4 is in my hall. I mean, you know, it's -- is  
5 that the place to put it? No. And I have a  
6 hook down in my basement that I can hang it  
7 on. I mean, that there's a certain personal  
8 territory I think that as long as people can  
9 accommodate their bike, they can do that now.  
10 If you want to make sure there's some kind of  
11 visitor's accommodation -- I guess, there  
12 you're getting into a territory where I would  
13 be a little -- I'd need to see some real  
14 solid examples of what you're trying to  
15 accomplish once you get into that level of,  
16 you know, you know, what I call the personal  
17 family unit as opposed to somebody who's, you  
18 know, developing something where they can  
19 kind of control that. So that's just my -- I  
20 happen to have four bikes in my house and I  
21 can guarantee you that they are not in any

1 planned place, but they're in there and they  
2 accommodate. And if friends come by, they  
3 can roll their bike in my hall and I don't  
4 mind that. Other people -- my next-door  
5 neighbor might mind that a lot. So I think  
6 it's a matter of -- I'm a little concerned  
7 about that even though I'm a big proponent of  
8 what you're trying to accomplish. I just  
9 thought I'd like to you know that.

10 AHMED NUR: I'll take that last  
11 point of bicycle requirements for one-family  
12 houses. I think maybe perhaps you can do a  
13 rental units because it might be students who  
14 rent from the place who has a bicycle who  
15 does not want to park it outside in the rain  
16 and wasn't the landlord to hold accountable  
17 to sort of -- the landlord doesn't turn  
18 around and say no pets, no bikes, no none of  
19 this. So, you know, I can see that. But on  
20 the other hand, landlords, land owners, you  
21 know, I can also see that point.

1           And another comment that I'd like to  
2           make is that you did a great job by the way,  
3           looking at this. The numbers look -- of  
4           growth, bicycle growth is really surprising.  
5           I mean, though we have also a five bicycles  
6           at our household, but only mine is being used  
7           to commute to Winchester. My four-year old  
8           will only get on hers. Hers we put in the  
9           back on the truck and we went to the river.  
10          And the teen-age girls usually would also --  
11          my point being when you made -- I wondered  
12          when you made the calls, if that's what you  
13          did, how you collected your samples. If the  
14          question were asked how many bicycle does the  
15          household have as opposed to how many  
16          bicycles are usable -- what's the word?  
17          Bicycle usage rather, you know, versus number  
18          of bicycles.

19                   WILLIAM TIBBS: Okay, Ahmed, my four  
20                   brought to zero.

21                   CARA SEIDERMAN: Do you want me to

1 answer it?

2 AHMED NUR: Sure, if you like.

3 CARA SEIDERMAN: It's actually  
4 helpful. So this was done as part of the  
5 City Smart Program, that we -- the city  
6 undertook. So there is -- it wasn't just a  
7 single question. There were a series of  
8 questions about transportation use, and there  
9 is data about your daily trips and what the  
10 trip purpose was and which vehicle was used  
11 or mode of transportation was used. So we  
12 have that in addition to the bike ownership.  
13 So the bike ownership we are specifically  
14 using that because -- for the residential,  
15 because even if the bike is only used for the  
16 weekend trip to the park, it still needs to  
17 be stored somewhere. So for the bike parking  
18 that was relevant. But the other interesting  
19 thing is that if you look at the percentages  
20 of trips that were taken by bike, it actually  
21 also supports this number that we are -- that

1 was done through a national survey, which is  
2 approximately seven percent right now of  
3 trips. And it's for all kinds of trips the  
4 question was asked for. Not just work trips  
5 but recreational trips, trips to school,  
6 trips on the weekends. And depending on, I  
7 mean, there's a little bit of a variety about  
8 which trips and what day, but we have all  
9 that data if you're interested.

10 AHMED NUR: No, that's fine. Great,  
11 thank you.

12 Another comment I wanted to make is as  
13 you accommodate different type of riders,  
14 whether they're young, old or, you know, so  
15 on and so forth, I wondered about the safety  
16 of the blind. Some of these bicycles, where  
17 you put them, can be very confusing to the  
18 blind. As they are one post and circle here  
19 and there and they can't really see that.  
20 And I wondered if you've thought about -- and  
21 you don't have to answer this right now, but

1 if you thought about putting something on the  
2 ground for the stick or indicating to the  
3 blind rather starting with the institution of  
4 the blind.

5 And then last comment I want to make  
6 was the safety. We talked about safety a lot  
7 and I totally understand, but this one here  
8 that you have here, for example, on page 5  
9 you have the weather, weather protective  
10 bicycle parking, if this is where it is, on a  
11 hot sunny day I wonder what the quality of  
12 air would be in there or accessibility seems  
13 to be up against the wall. So I'm pretty  
14 sure you're taking all these things into  
15 consideration in terms of balancing the air  
16 or rather dark, visible safety not just  
17 secure from bicycle thieves but for the  
18 person themselves, the riders themselves.  
19 And I think that's all I need to say.

20 HUGH RUSSELL: Okay. Thank you very  
21 much.

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We are adjourned.

(Whereupon, at 10:05 p.m., the  
Planning Board Adjourned.)

## 1 ERRATA SHEET AND SIGNATURE INSTRUCTIONS

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The original of the Errata Sheet has  
4 been delivered to Community Development  
5 Department.

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