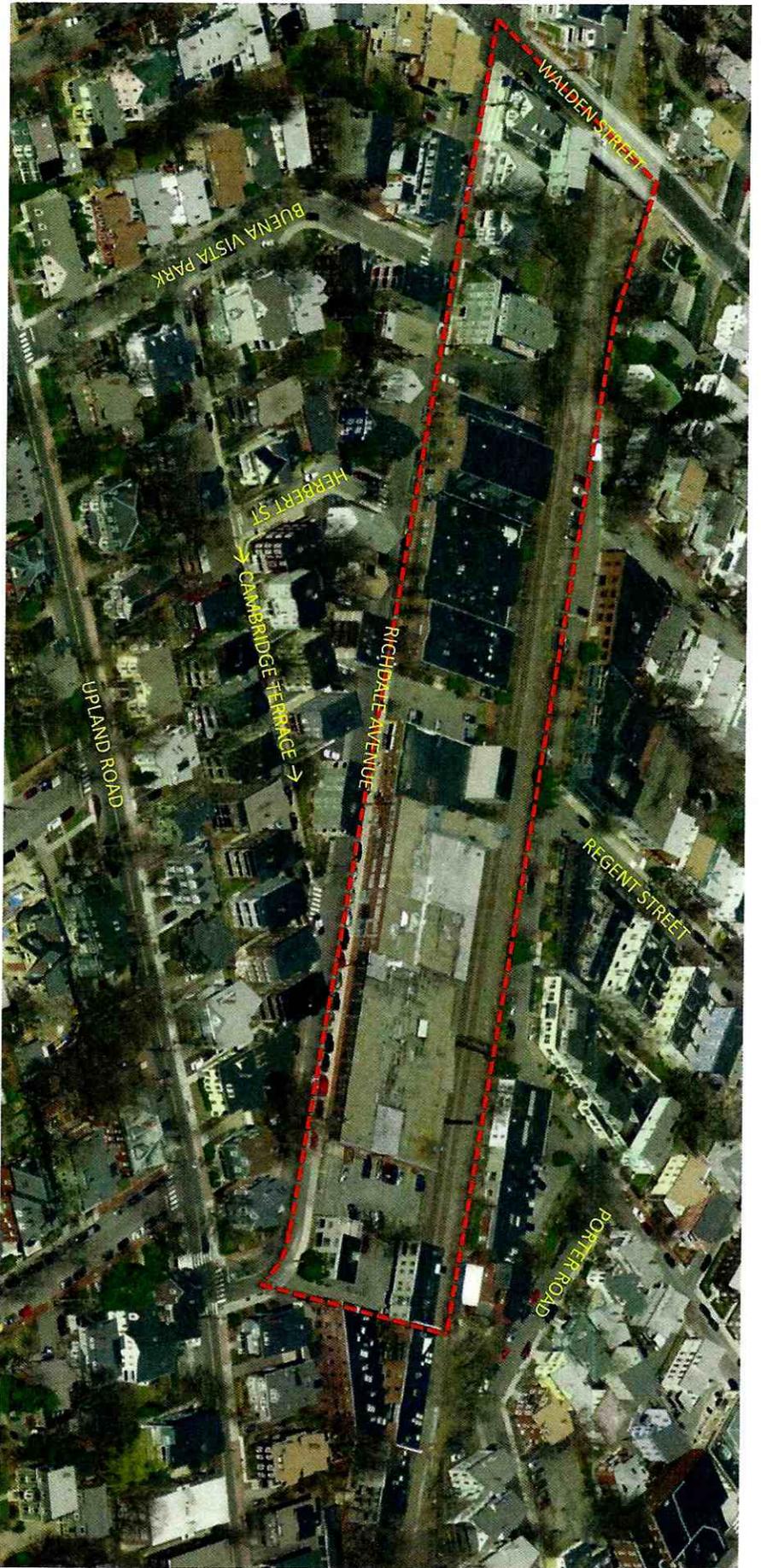


Our Neighborhood – a quiet enclave near Porter Square

Located between Walden Street, Upland Road and the railroad.

The impermeability of the railroad limits access in and out of the neighborhood.



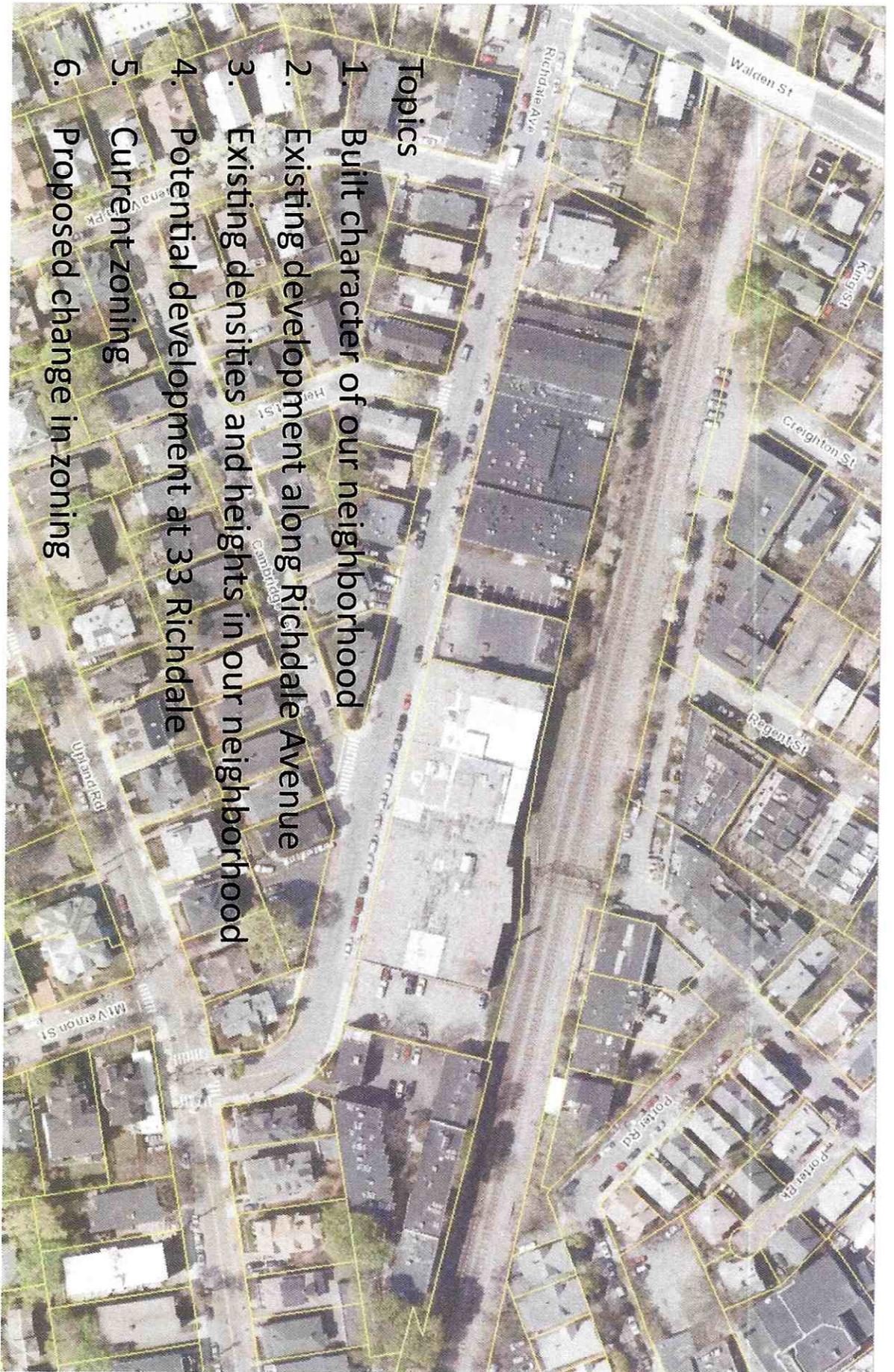
Lutz, et al. Petition:

Our petition seeks to change the zoning district on north side of Richdale Avenue (between Walden Street and Upland Road) from Residence C-1A to Residence C-1.

C-1A (current)

C-1 (proposed)

- 45 feet height allowed
- 35 feet height allowed
- Lot area per dwelling unit: 1,000 sq.ft. → **769 sq.ft.**
with inclusionary housing incentive
- Lot area per dwelling unit: 1,500 sq.ft. → **1,153 sq.ft.**
with inclusionary housing incentive
- Floor Area Ratio FAR 1.25 → **FAR 1.625**
with inclusionary housing incentive
- Floor Area Ratio FAR 0.75 → **FAR 0.975**
with inclusionary housing incentive

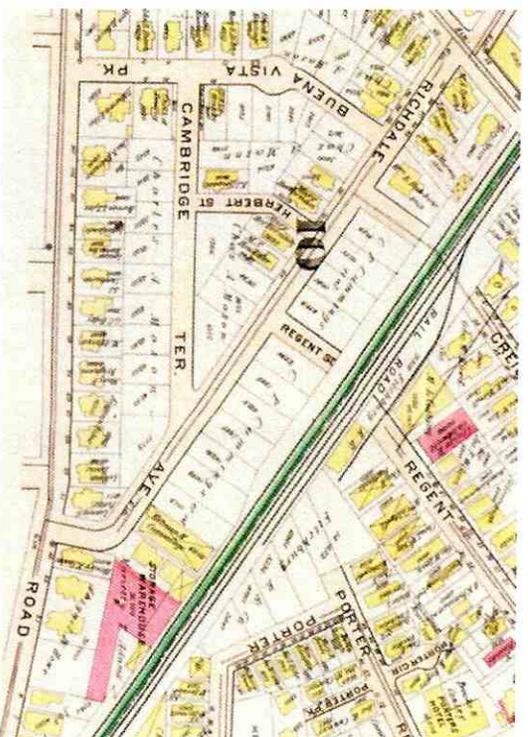


Topics

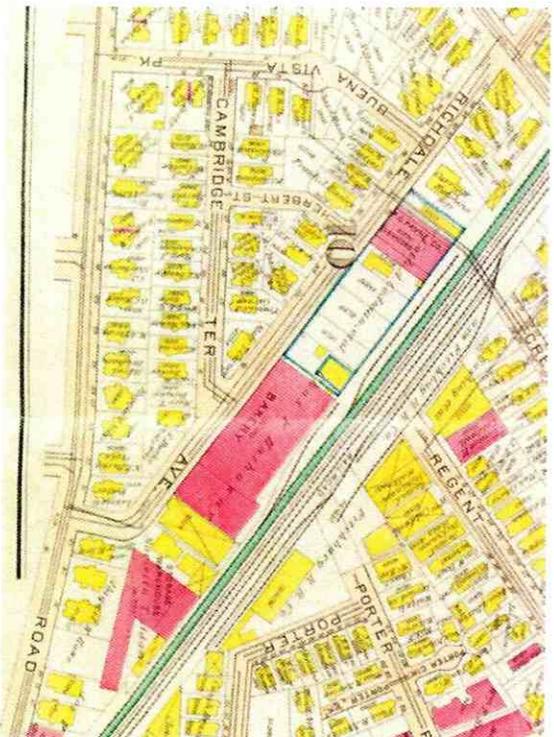
1. Built character of our neighborhood
2. Existing development along Richdale Avenue
3. Existing densities and heights in our neighborhood
4. Potential development at 33 Richdale
5. Current zoning
6. Proposed change in zoning

Our neighborhood's built character was established between 1908 (when the three-deckers of Cambridge Terrace were erected) and 1910 (when the Hathaway Bakery was constructed at 33 Richdale Avenue).

The prevailing density and scale of buildings in our neighborhood has remained consistent for more than 100 years.



1903 Bromley atlas:
Richdale Avenue and Cambridge Terrace mostly undeveloped

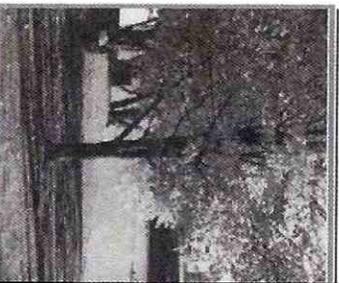


1916 Bromley atlas:
Richdale Avenue and Cambridge Terrace fully developed

Toward A Sustainable Future

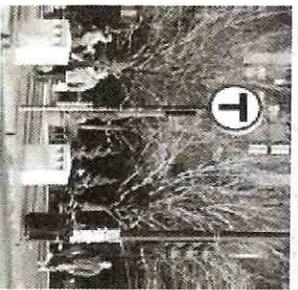
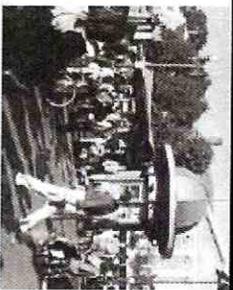
Cambridge Growth Policy

UPDATE 2007

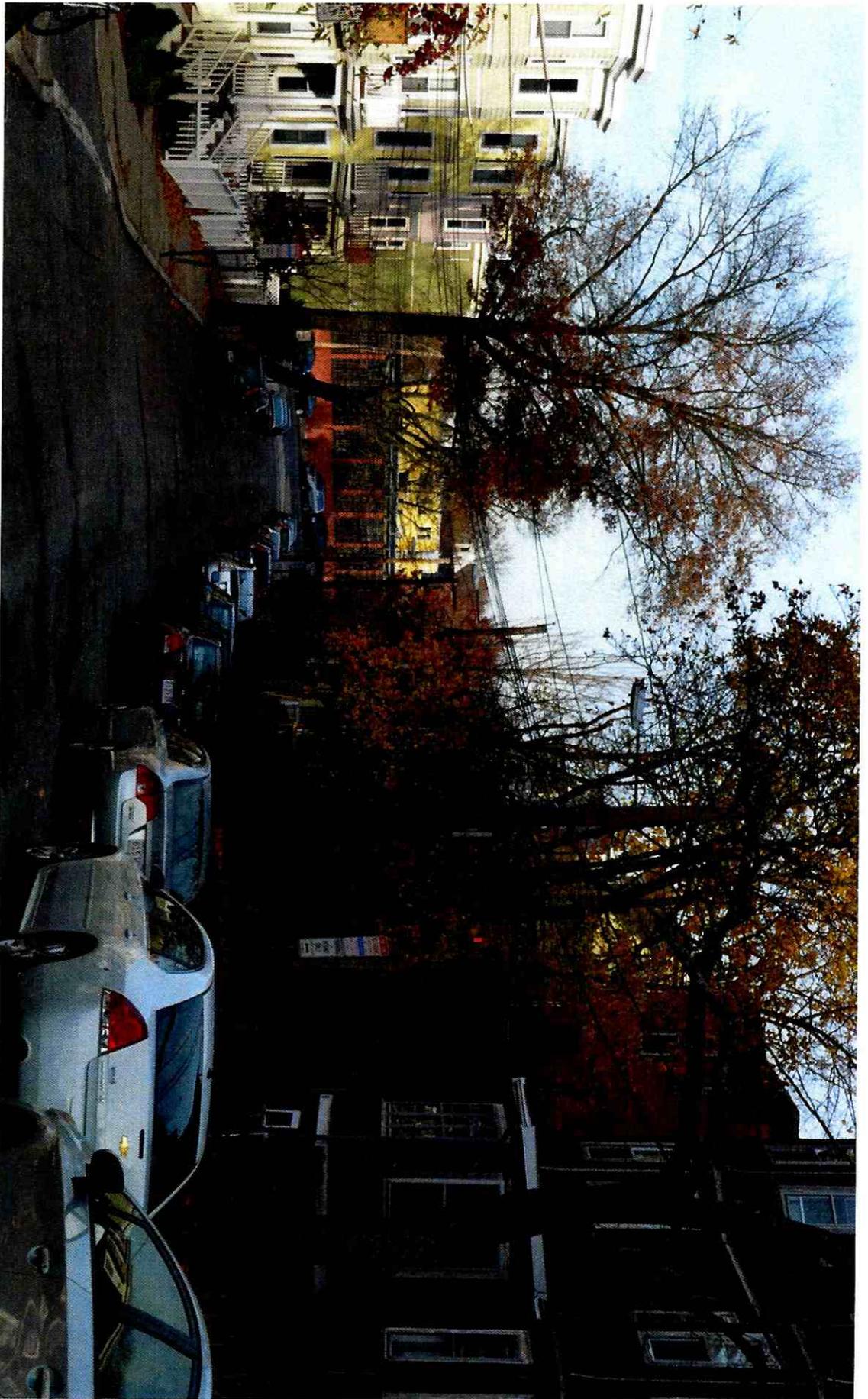


Toward A Sustainable Future (Cambridge Growth Policy) **POLICY NUMBER ONE**

“Existing residential neighborhoods, or any portions of a neighborhood having an identifiable and consistent built character, should be maintained at their prevailing pattern of development and built density and scale.”



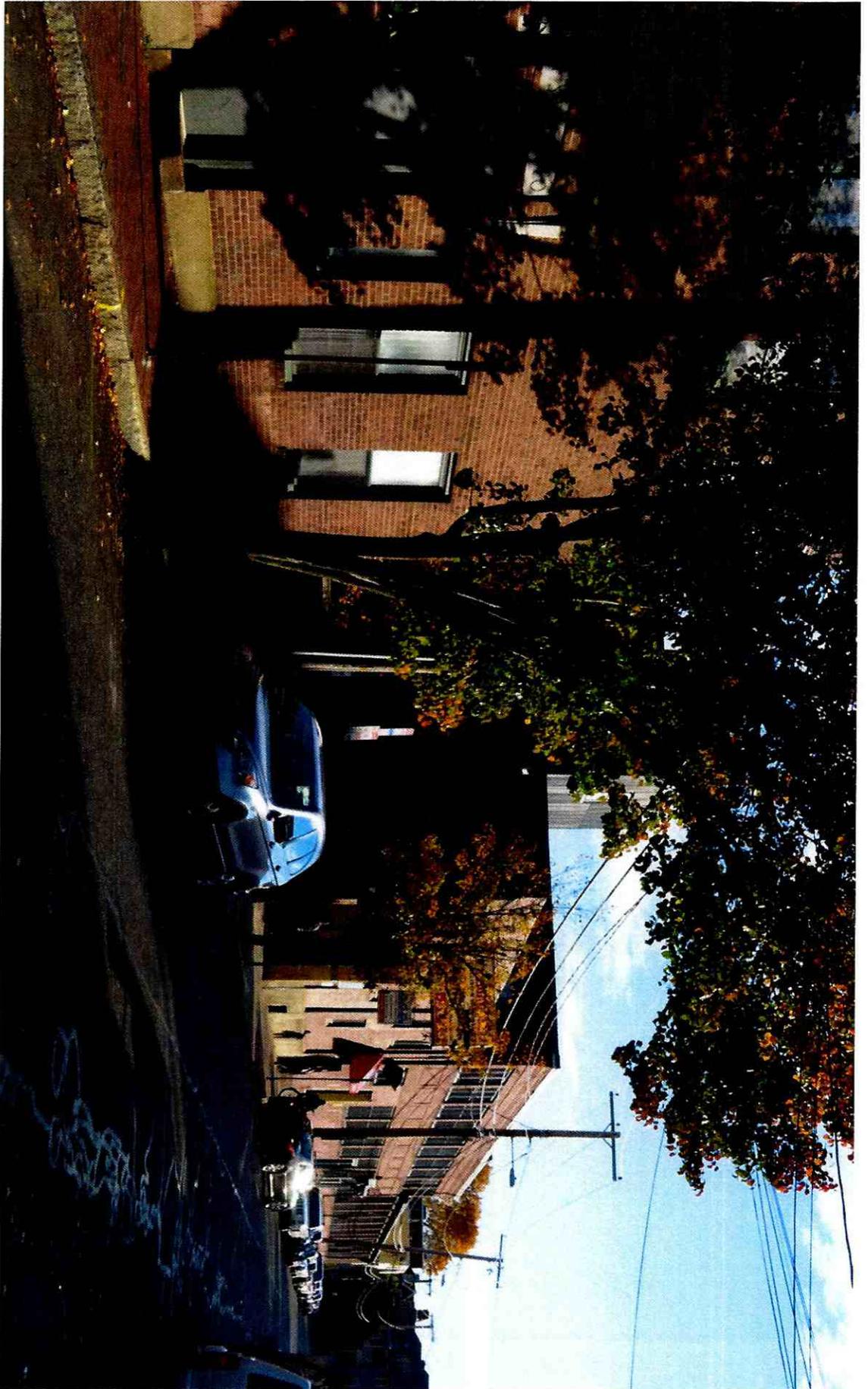
We believe that the current C-1A zoning allows development in our neighborhood that would not be consistent with the City’s stated growth policy.



Cambridge Terrace – a short and narrow, one-way street densely lined by three-deckers.

The brick building at the end is the 22-ft high portion of the historically-significant former Hathaway Bakery.

The yellow building beyond is the 30-ft high rear building at 1 Richdale Ave, which is set back ± 99 ft from Richdale.



Richdale Avenue – the north side, looking east.
Brick, low-rise, formerly industrial buildings line the north side of the avenue and give character to our neighborhood, recalling the historical importance of the railroad and the memory of the nearby brickyards of north Cambridge.

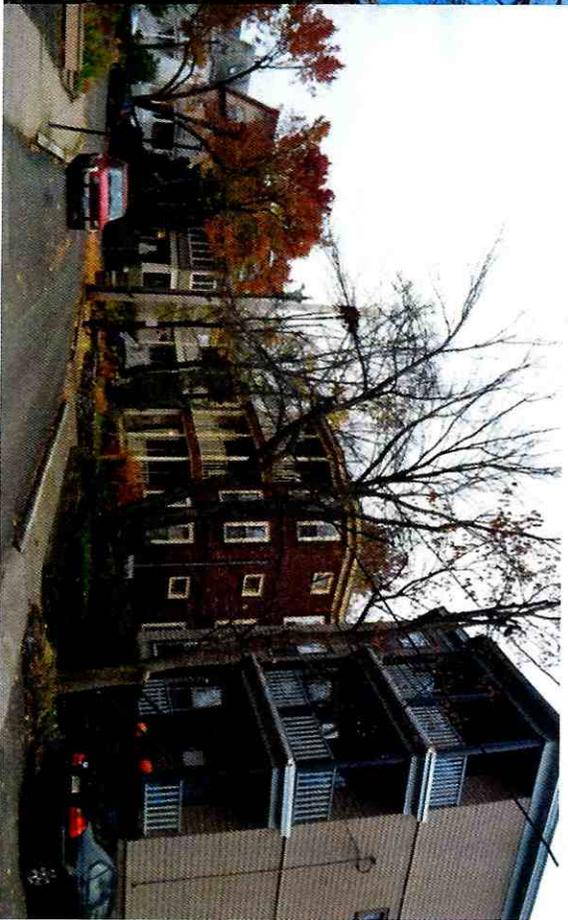
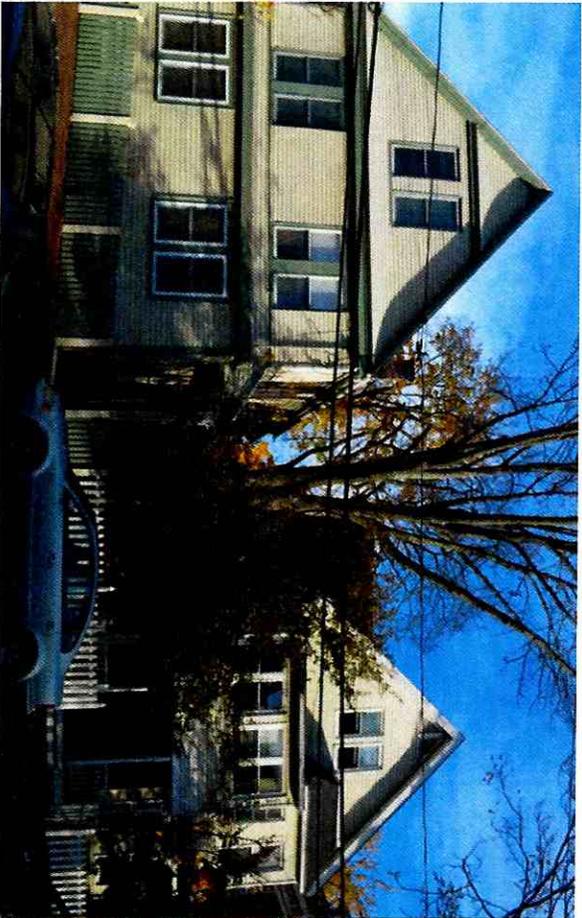
Herbert Street (right).

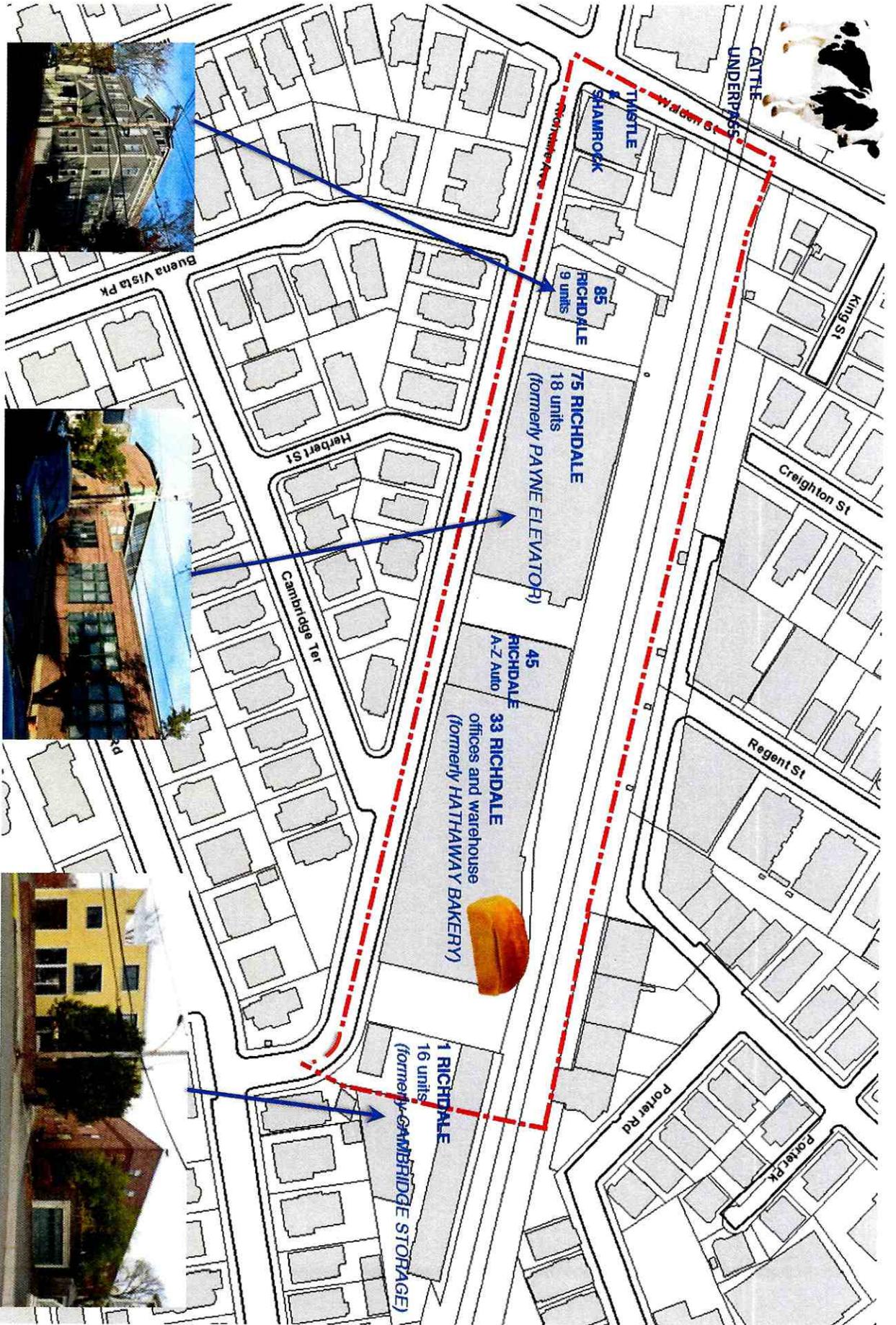
One of the shortest streets in Cambridge.

Buena Vista Park (below right).

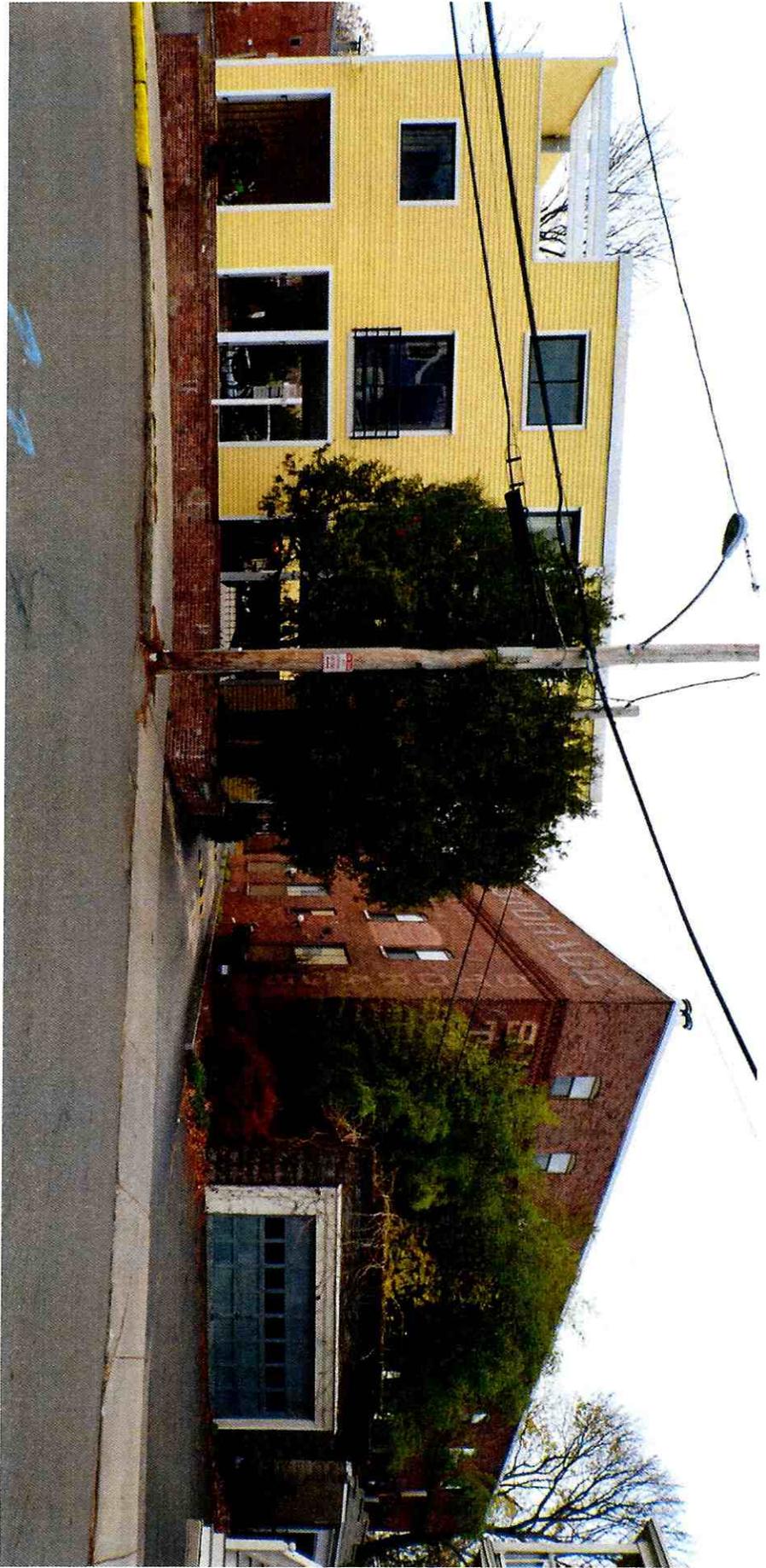
A mix of 3-deckers, 2-family and single-family homes.

99 and 93-95 Richdale Ave (below).





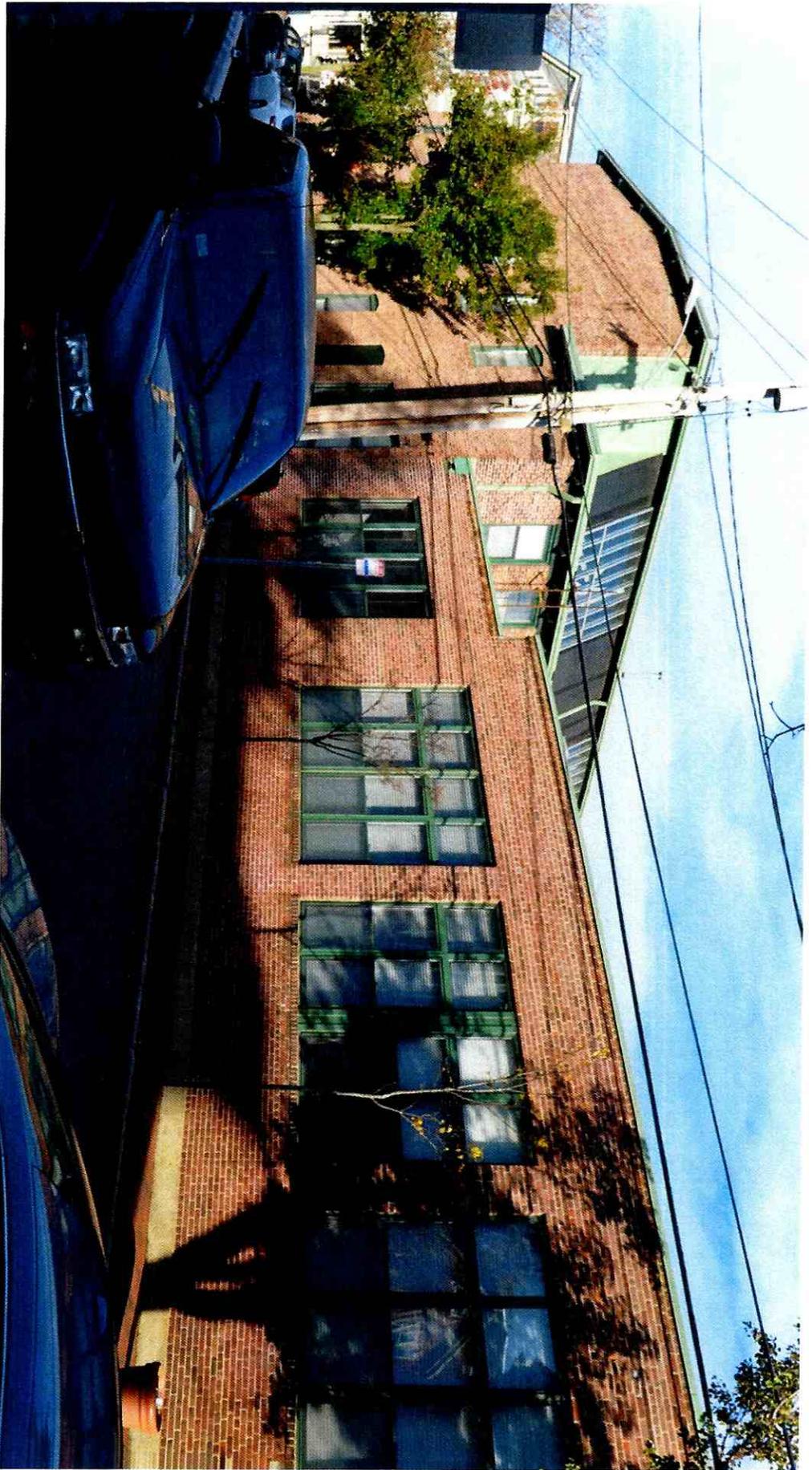
Existing development along Richdale Avenue.



1 Richdale Avenue.

This 16-unit condominium complex was an adaptive re-use of a storage warehouse in 1980.

The wood-framed building is approximately 30 feet high; the brick building is about 35 feet high. The lot size is 26,971 sq.ft., resulting in a *density of 1,686 sq.ft. of lot area per dwelling unit.*



75 Richdale Avenue (former Payne Elevator).

In 1995, this elevator factory was successfully converted to 18 artists' lofts that combine working studios with light-filled living spaces. The exterior envelope was restored without significant changes.

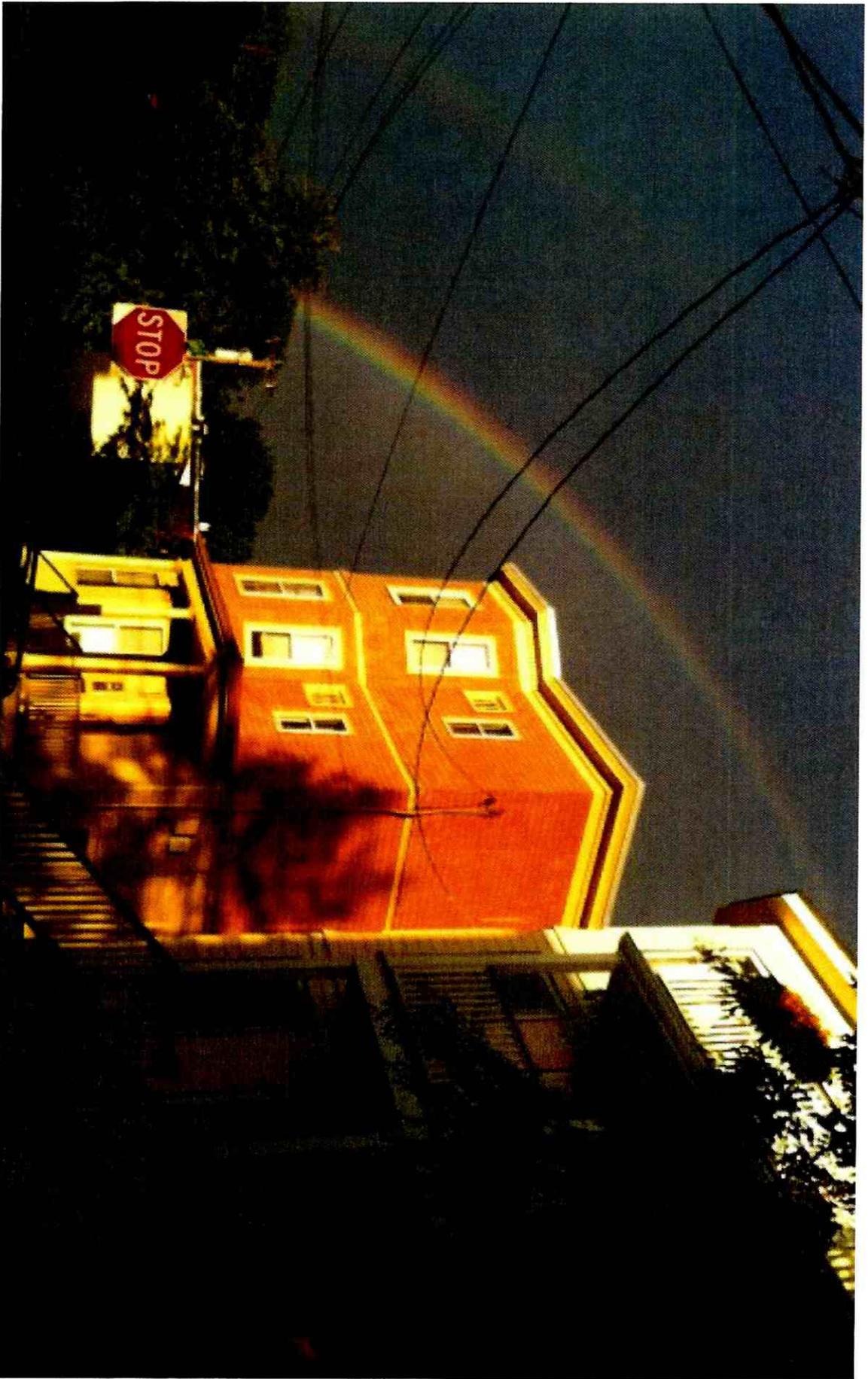
The height of the building varies, but most is less than 30 feet (the highest ridge of the sloping roof is about 36 ft.) The lot size is 31,846 sq.ft., resulting in a density of 1,769 sq.ft. of lot area per dwelling unit.



85 Richdale Avenue.

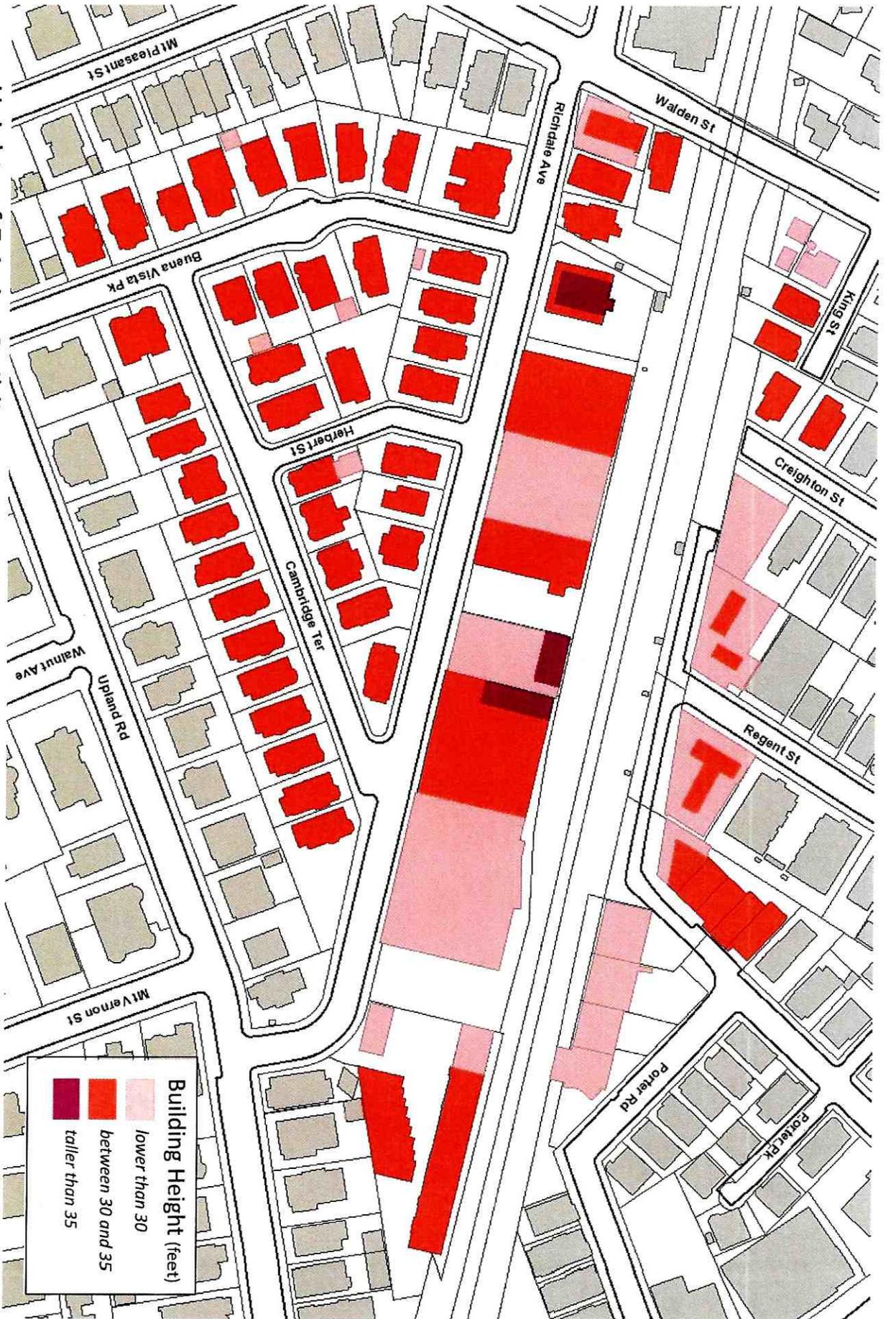
A 9-unit building condominium conversion.

The height of the penthouse exceeds 35 feet and is an anomaly in the neighborhood, but its footprint is very small. The lot size is 9,117 sq.ft., resulting in a density of 1,013 sq.ft. of lot area per dwelling unit.



Cambridge Terrace

The three-deckers are between 30 and 33 feet high, and the *typical density is approximately 1,200 sq.ft. of lot area per dwelling unit.*

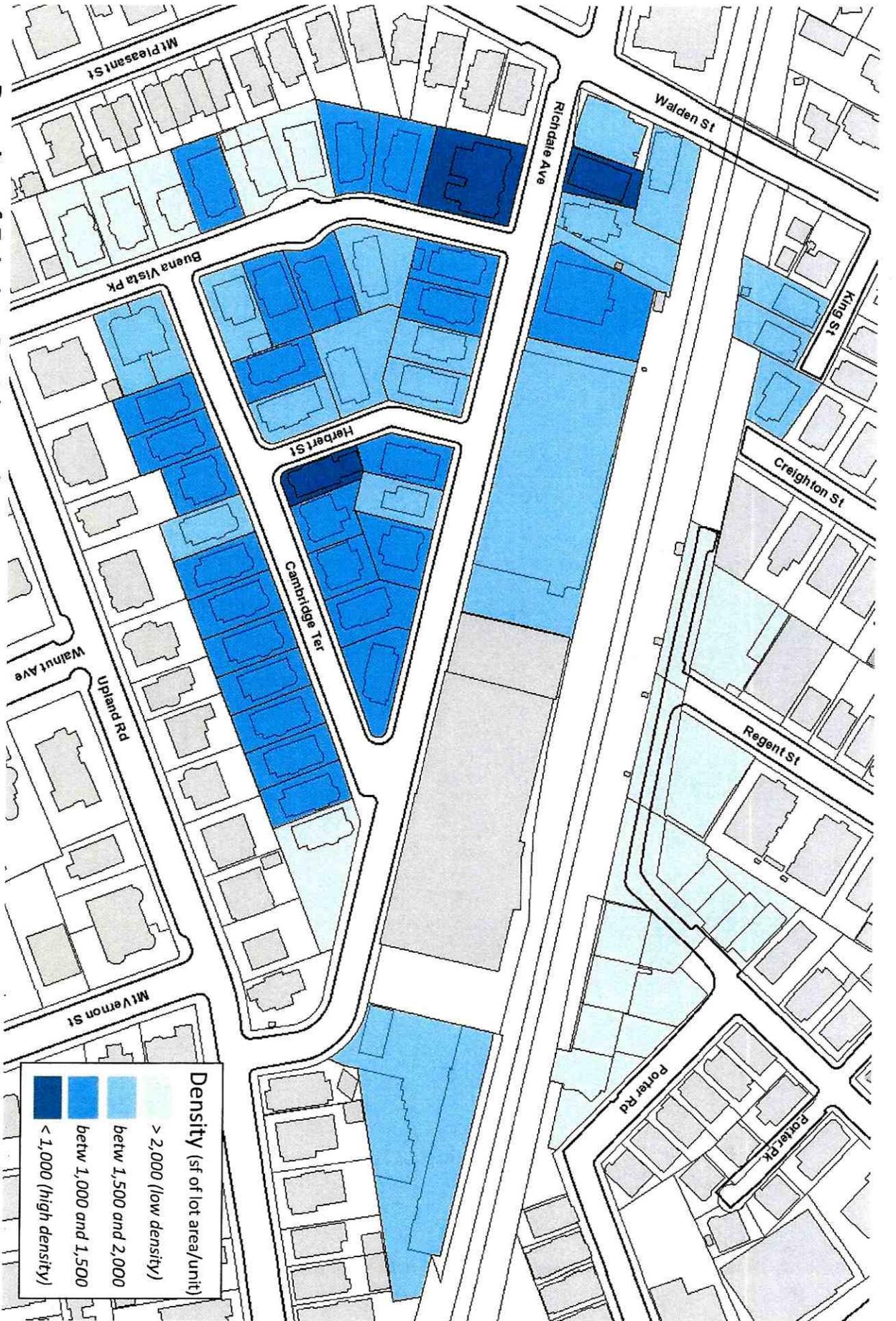


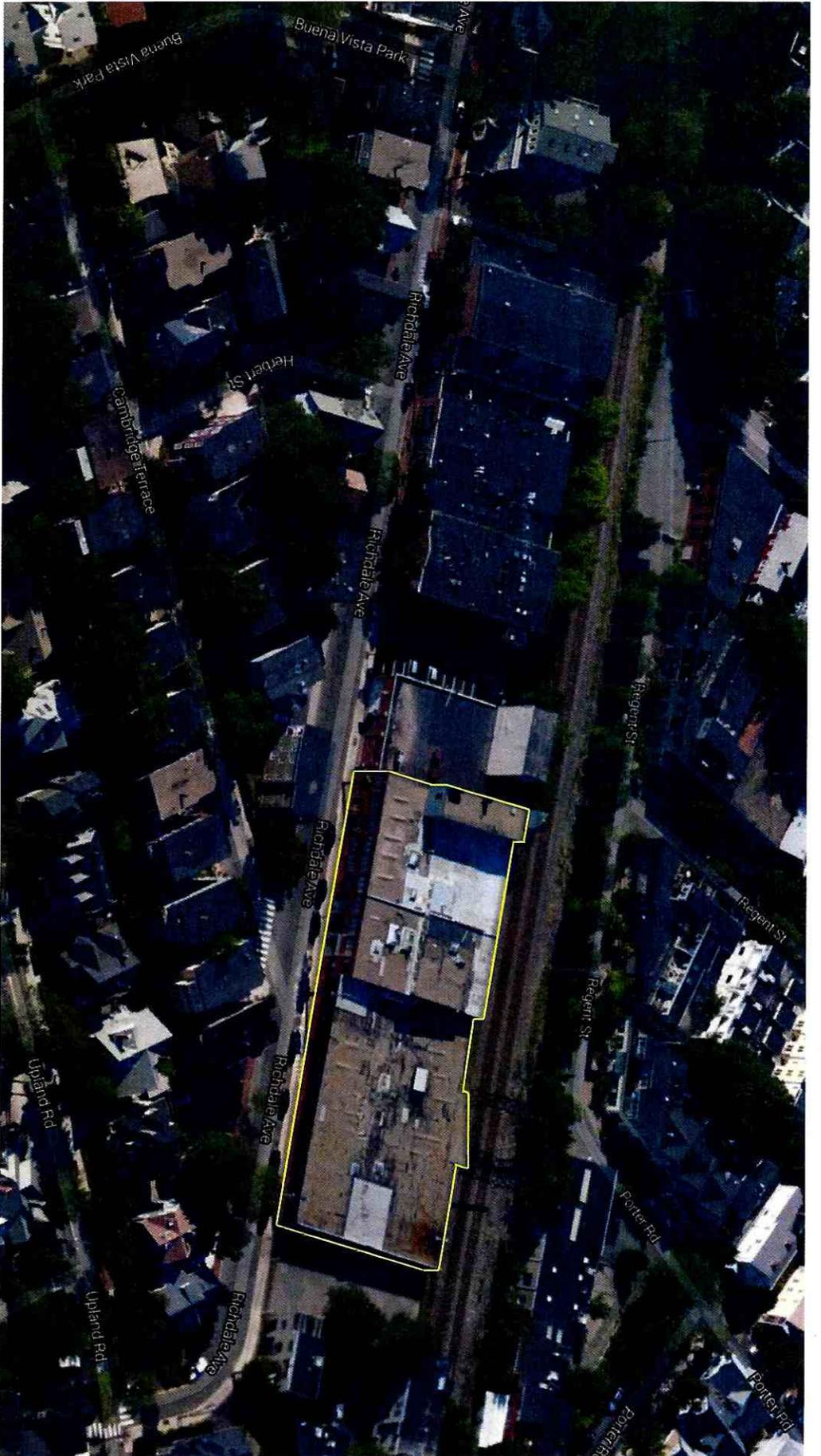
Heights of Existing Buildings

Almost all buildings are less than 35 feet in height, and many of the largest buildings are lower than 30 feet.

Density of Existing Residential Uses

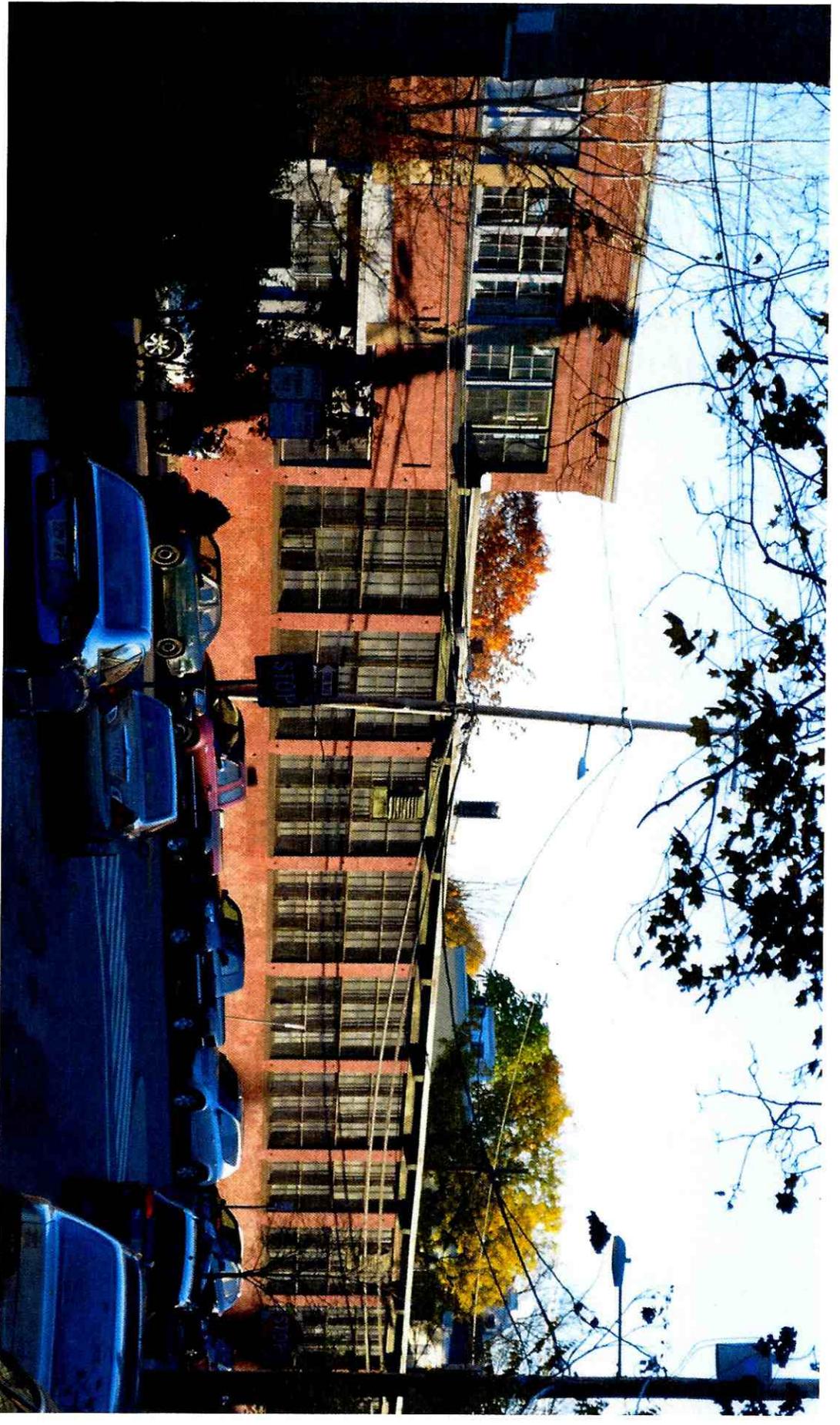
Only a few small lots are developed at a density more intense than 1,000 sq. ft. of lot area per dwelling unit.





33 Richdale Avenue (former Hathaway Bakery).

The largest building in our neighborhood – and one of only two buildings containing non-residential uses –
33 Richdale occupies most of a 42,043 sq.ft. lot.

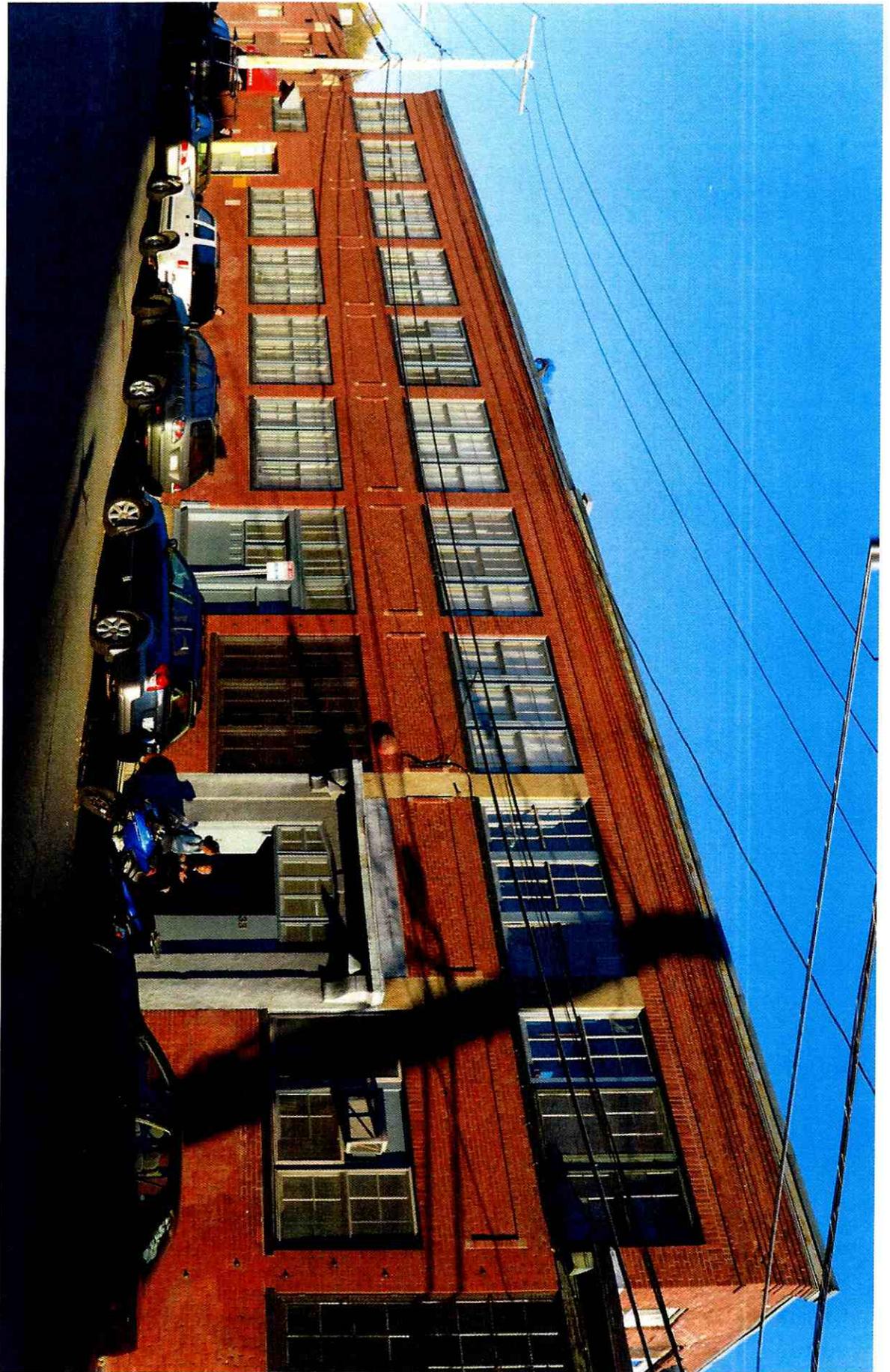


33 Richdale Avenue (former Hathaway Bakery), from the end of Cambridge Terrace.

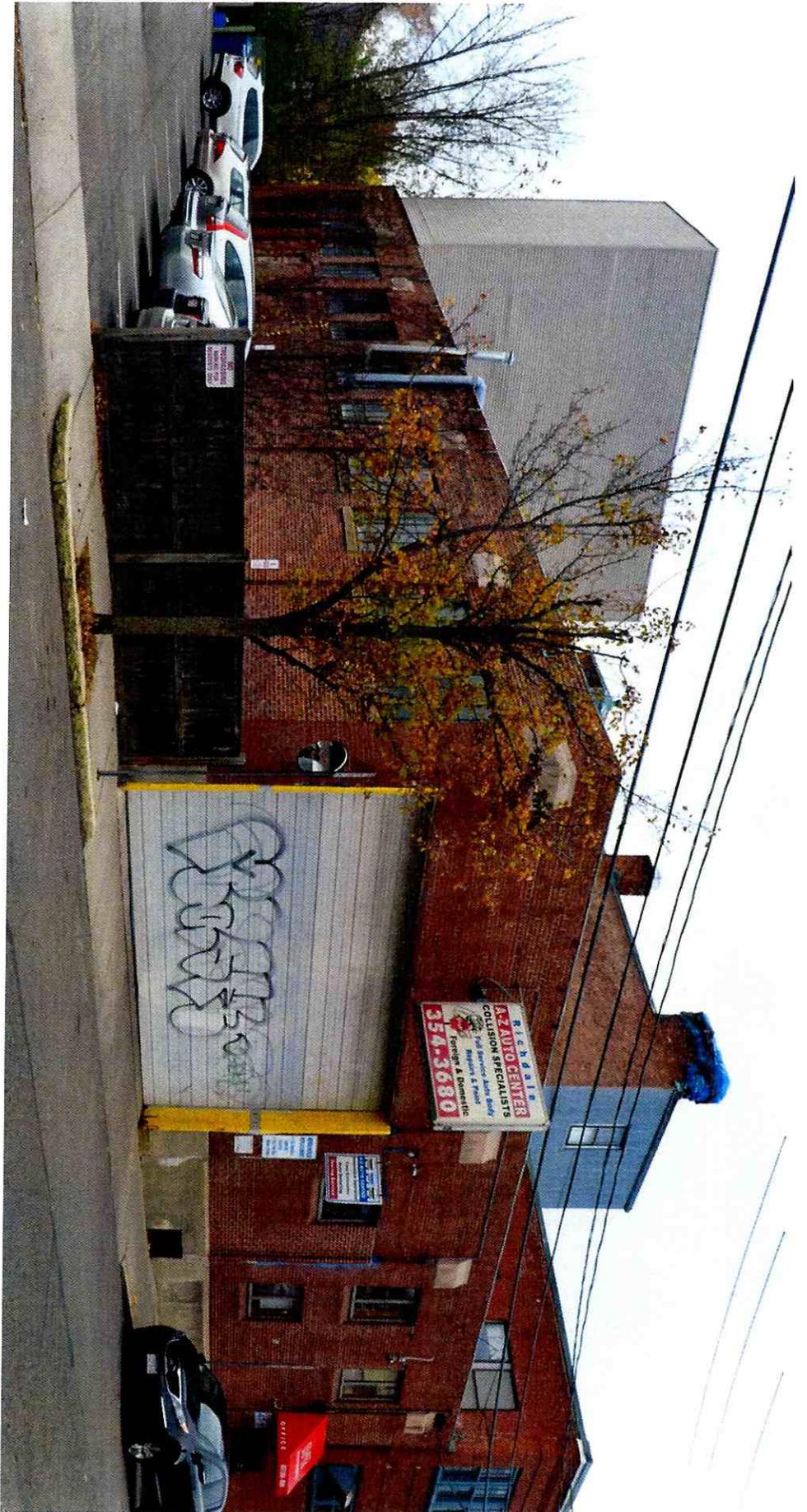
Despite its large size and proximity to the street, the low height of this historically-significant building affords our neighborhood views of the sky and green trees beyond.



33 Richdale Avenue (former Hathaway Bakery).
The one-story wing is approximately 22 feet high.

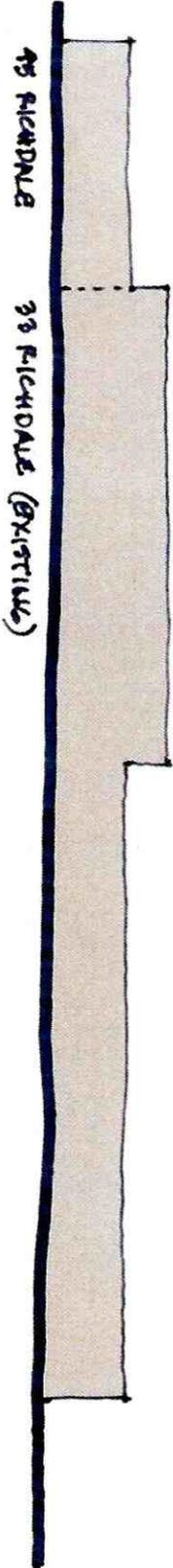
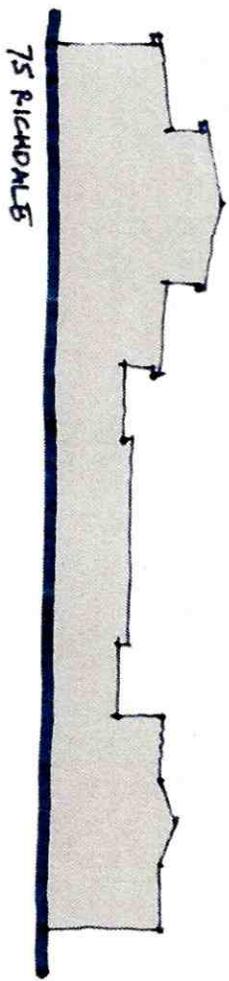
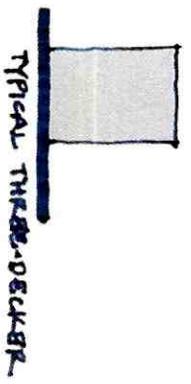


33 Richdale Avenue (former Hathaway Bakery).
The two-story wing is approximately 32 feet high.



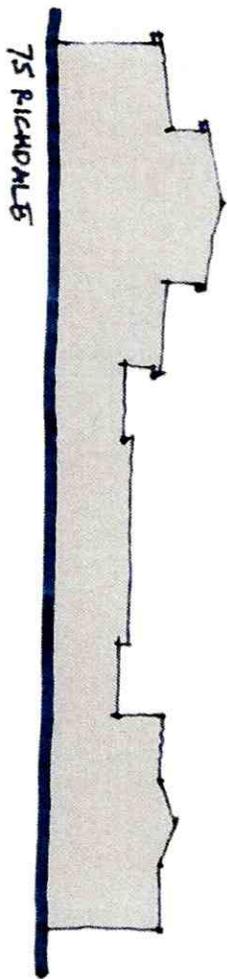
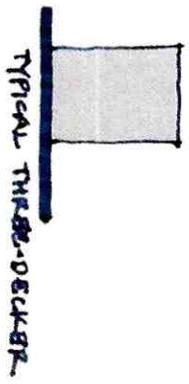
45 Richdale Avenue (A-Z Auto Center).

The building is approximately 22 feet high along the street. The tower (along the railroad) is about 45 feet high.

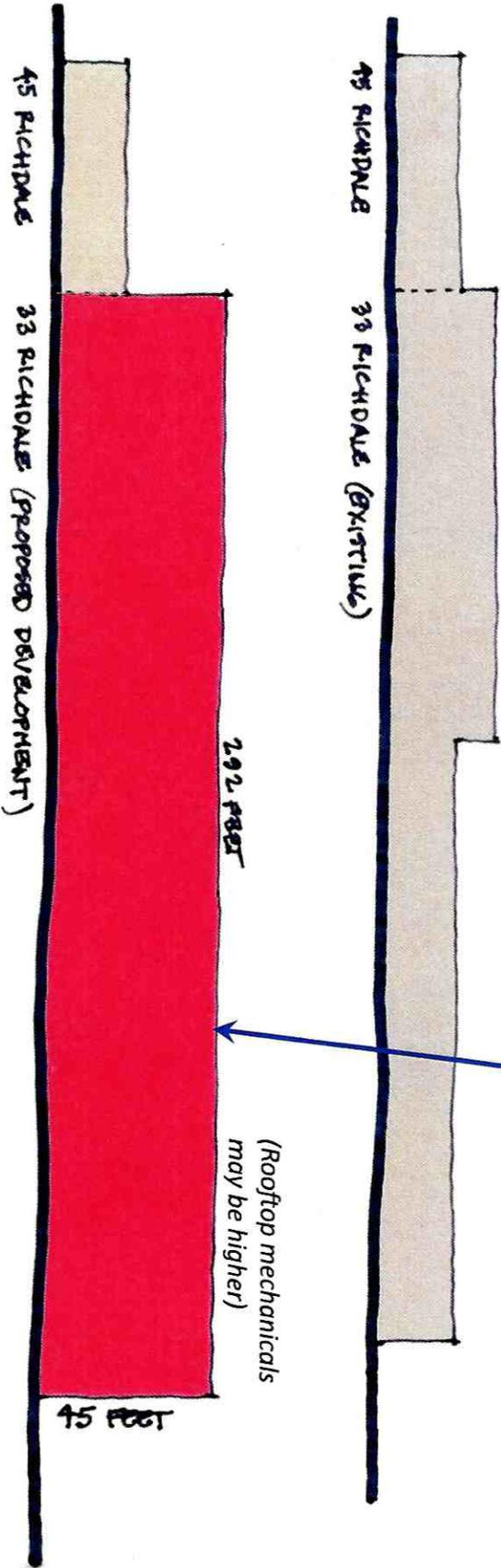


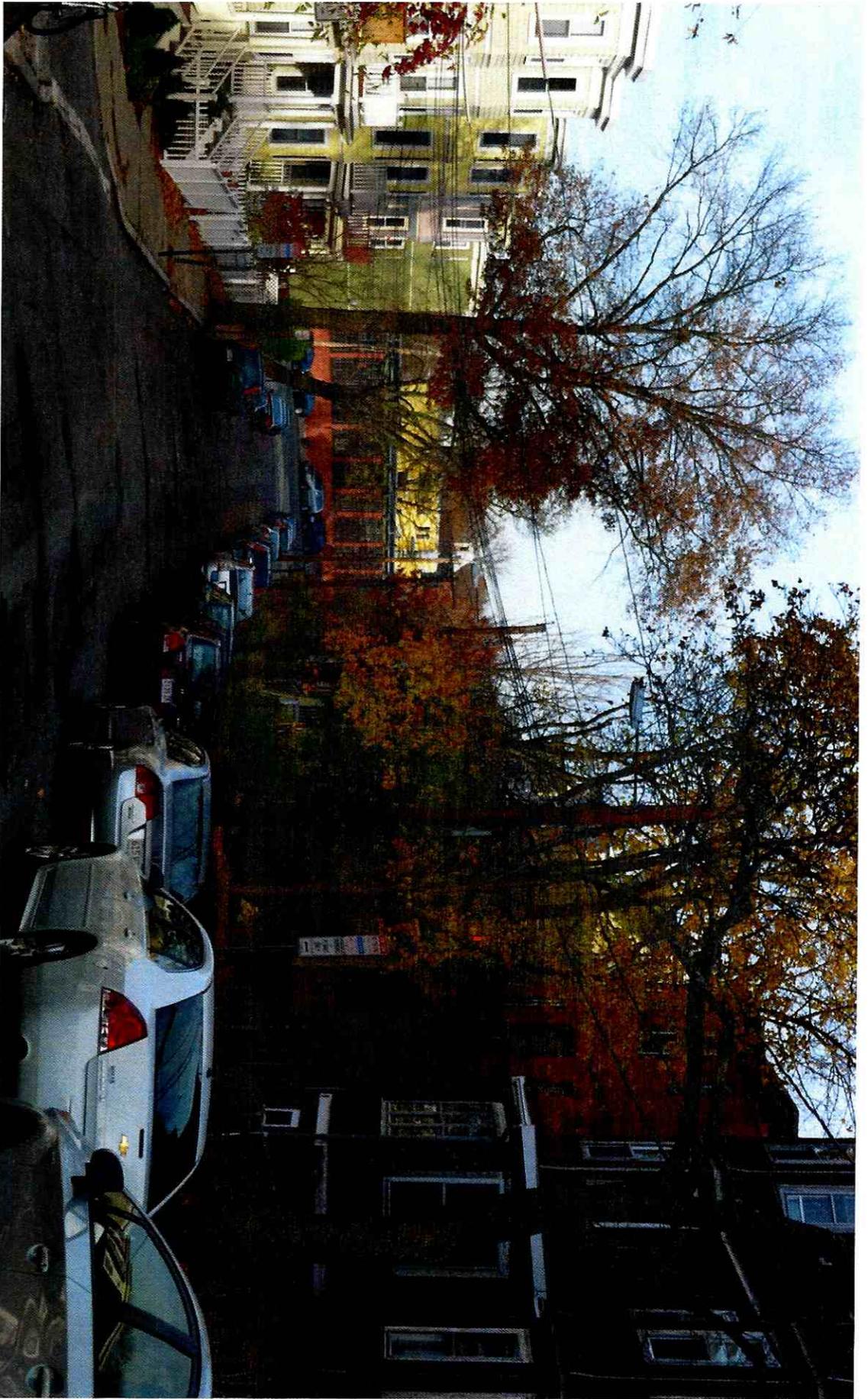
Most of our neighborhood consists of three-deckers and other small 2- and 3-unit buildings.

The few large buildings are low, formerly industrial brick buildings along the railroad.



The current C-1A zoning allows a new building 45 feet high by 292 feet wide, which would dwarf even the largest buildings in our neighborhood!



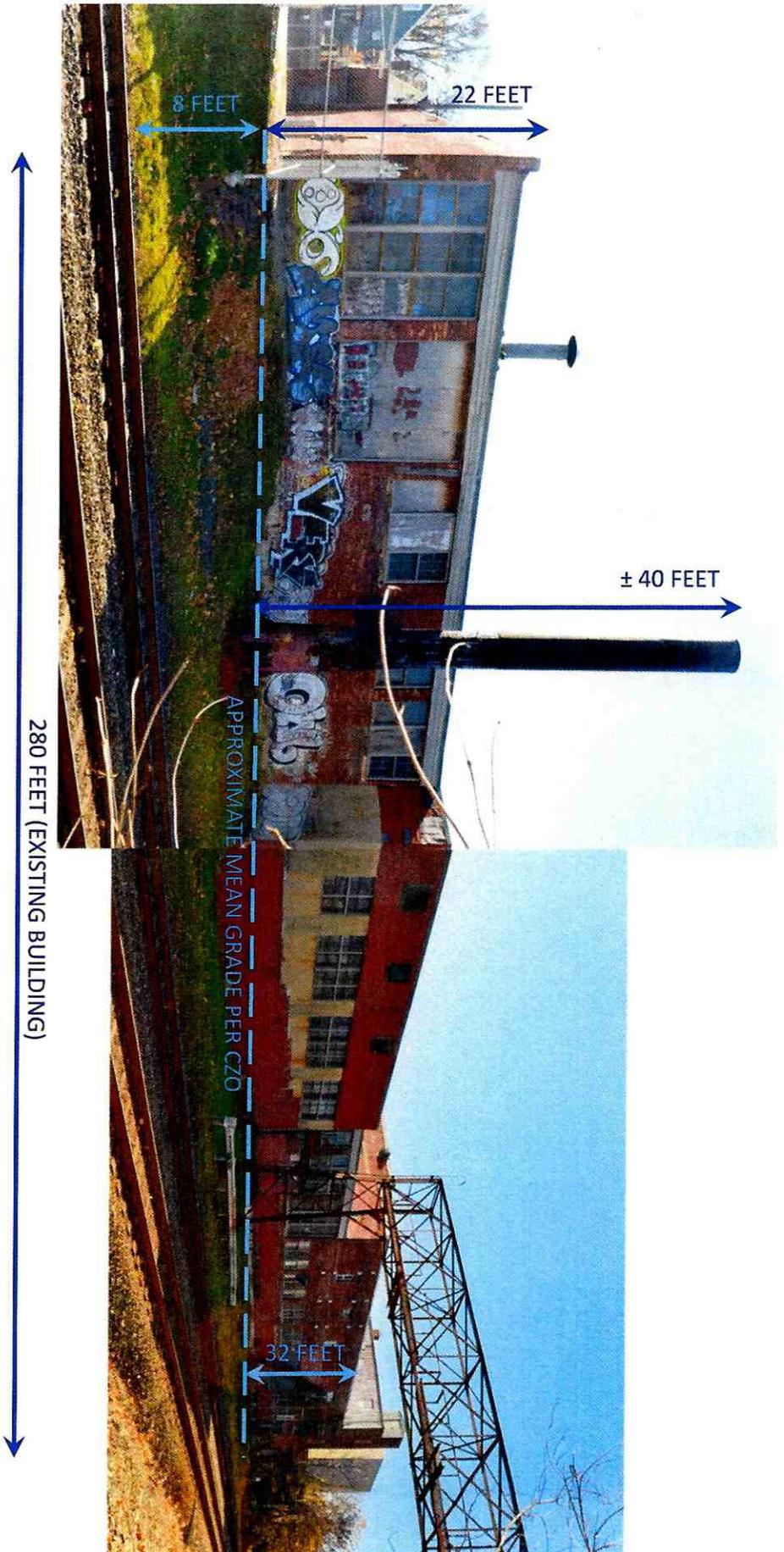


Cambridge Terrace – déjà vu.

The yellow building beyond the former Hathaway Bakery is 30 feet high and set back ± 99 ft from Richdale Avenue.
The current C-1A zoning allows a new building 45 feet high by 292 feet wide!

What current zoning allows.
The current C-1A zoning allows a new building 45 feet high by 292 feet wide!





33 Richdale Avenue (former Hathaway Bakery) from Porter Road residences.

The current C-1A zoning allows a new building 45 feet high by 292 feet wide!

Note the Zoning Ordinance measures height from “the mean grade of the ground adjoining the building” – which is about 8 feet higher than the railroad tracks. The Zoning Ordinance also does not include the height of rooftop mechanicals.

DIMENSIONAL FORM

Project Address: 15-33 Richdale Avenue

Application Date: September 3, 2013

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	42,043	5,000	42,043	
Lot Width (ft)	337	50	337	
Total Gross Floor Area (sq ft)	61,056	68,320	68,320	
Residential Base	0	52,554	52,554	
Non-Residential Base	61,056	0	0	
Inclusionary Housing Bonus	0	15,766	15,766	
Total Floor Area Ratio				
Residential Base	-	1.25	1.25	
Non-Residential Base	1.45	0	0	
Inclusionary Housing Bonus	-	0.30	0.30	
Total Dwelling Units	0	54	54	
Base Units	-	42	42	
Inclusionary Bonus Units	-	6	6	
Base Lot Area / Unit (sq ft)	-	1,000	1,001	
Total Lot Area / Unit (sq ft)	-	-	779	
Building Height(s) (ft)	+/- 30	45	45	
Front Yard Setback (ft)	0	10	new = 10	
Side Yard Setback – Side? (ft)	0	19	19	
Side Yard Setback – Side? (ft)	53	24	24	
Rear Yard Setback (ft)	3 to 13	65	10 minimum	
Open Space (% of Lot Area)				
Private Open Space	0	15%	21%	
Permeable Open Space	0	50% of P.O.S.	70% of P.O.S.	
Other Open Space (Specify)	0	-	-	
Off-Street Parking Spaces	20	54	54	
Bicycle Parking Spaces	0	56	56*	
Loading Bays	1	n/a	0	

Use space below and/or attached pages for additional notes:

- * 56 Long term bike parking spaces will be provided in garage. In addition,
- 6 Short term bike parking spaces will be provided next to building entrance.

Maximum GFA allowed

Maximum FAR allowed

Maximum number of units allowed

1 sf of lot area / unit more than required

Maximum building height allowed

Minimum front yard setback allowed

Minimum side yard setbacks allowed

Minimum rear yard setback allowed with SP

7% more private open space than required

Minimum number of parking spaces required

Minimum number of LT bicycle parking spaces required

Minimum number of ST bicycle parking spaces required

What C-1A allows ... every zoning dimensional regulation can be "maxed out".
 Developers' application for 33 Richdale, as submitted to PB.

Project History

There have been many projects built in the area along the railroad line over the past three decades. The following summarizes the characteristics of eight significant new housing projects that have been built since 1980. (See photos on the following page and locations on the attached map.)

Address	Year Built	Housing Type	Units	FAR	Lot Area per Unit	Max. Height*
1-7 Richdale Ave	1981	Rehab + new multifamily	16	1.37	1,686 SF	45'
45 Cogswell Ave	1982	New townhouses	38	unknown	1,715 SF	26'-34'
189-205 Richdale Ave	1988	New multifamily	40	1.44	1,025 SF	45'
75 Richdale Ave	1995	Rehab multifamily	18	1.36	1,769 SF	40'
177 Pemberton St	1998	New townhouses	20	1.03	2,109 SF	35'
135-175 Richdale Ave	1998	New multifamily	43	1.25	1,447 SF	40'
113 Richdale Ave	2006	New multifamily	20	1.61	932 SF	40'
69 Bolton St	2012	New multifamily	20	1.53	978 SF	35'

* Max. Height is as approved in Planning Board special permit.

2001: C-1A created

→ 33 Richdale Ave allowed by C-1A 54 1.625 779 SF 45'

Developments along the railroad.
Data on existing developments provided by CDD. For 33 Richdale, developers' application, as submitted to PB.

Lutz, et al. Petition: Our petition seeks to change the zoning district on north side of Richdale Avenue (between Walden Street and Upland Road) from Residence C-1A to Residence C-1.

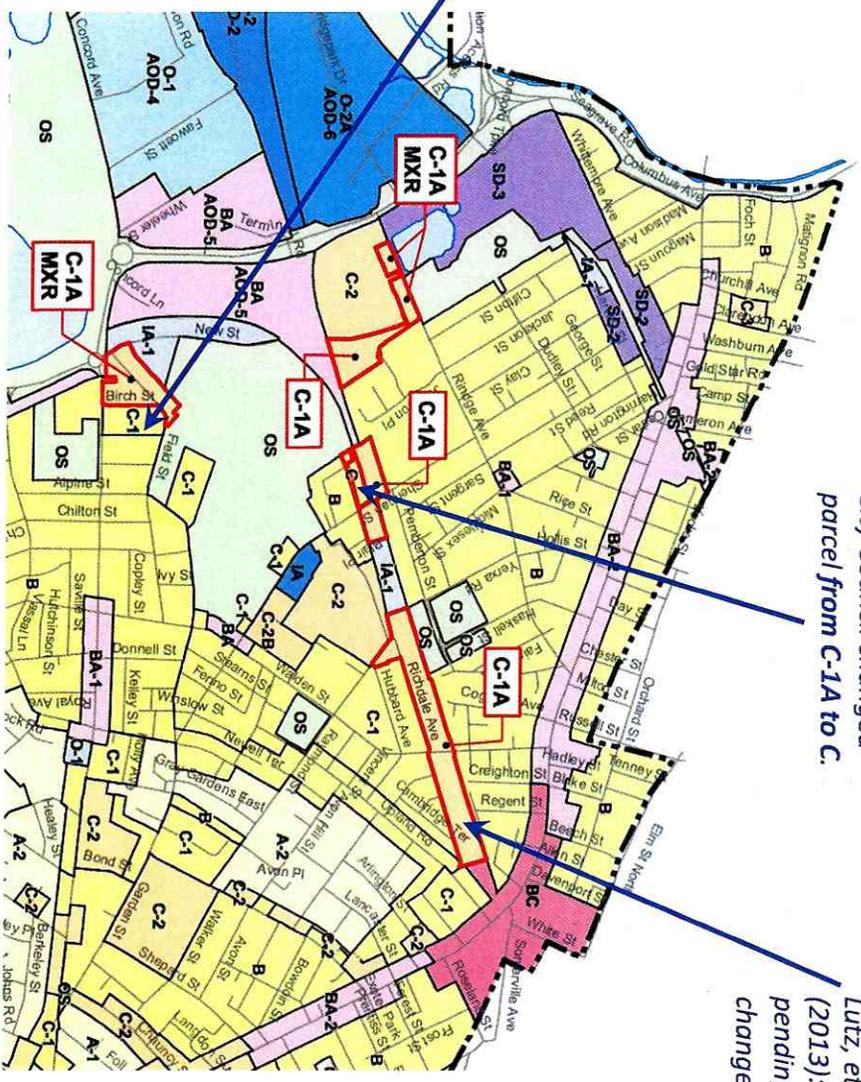
Why change to C-1?

- The zoning district on the south side of Richdale Avenue is already C-1.
- C-1 is the most common residential zoning district in Cambridge.
- The height of almost all existing buildings in our neighborhood is 35 feet or lower, consistent with the maximum height allowed in C-1.
- The density (lot area per dwelling unit) of most parcels in our neighborhood is between 1,000 to 1,500 sf, which is also consistent with the requirements for the C-1 district when the inclusionary housing incentive is factored in.
- **Changing the zoning district to C-1 is consistent with the City's Growth Policy Number One that states "Existing residential neighborhoods, or any portions of a neighborhood having an identifiable and consistent built character, should be maintained at their prevailing pattern of development and built density and scale."**

Woodford, et al. Petition
(2006):
City Council changed
block from C-1A to C-1.

Runkel, et al. Petition
(2011):
City Council changed
parcel from C-1A to C.

Lutz, et al. Petition
(2013):
pending citizens' proposal to
change from C-1A to C-1.



Changes in the C-1A zoning district.

In the 12 years since C-1A was created, the City Council has twice voted to change portions of the C-1A district, in response to citizens' petitions. No citizens' petitions to change C-1A have failed to obtain City Council approval.

C-1A (current)

C-1 (proposed)

- 45 feet height allowed
- 35 feet height allowed
- Lot area per dwelling unit: 1,000 sq.ft. → **769 sq.ft.**
with inclusionary housing incentive
- Lot area per dwelling unit: 1,500 sq.ft. → **1,153 sq.ft.**
with inclusionary housing incentive
- Floor Area Ratio **FAR 1.25** → **FAR 1.625**
with inclusionary housing incentive
- Floor Area Ratio **FAR 0.75** → **FAR 0.975**
with inclusionary housing incentive

Comparison



Typical 3-decker

Height

33 ft

*Density
(lot area per unit)*

1,200 sq.ft.



1 Richdale

30 – 35 ft

1,686 sq.ft.



75 Richdale

20 - 36 ft

1,769 sq.ft.

allowable under
C-1A (current)

33 Richdale

45 ft

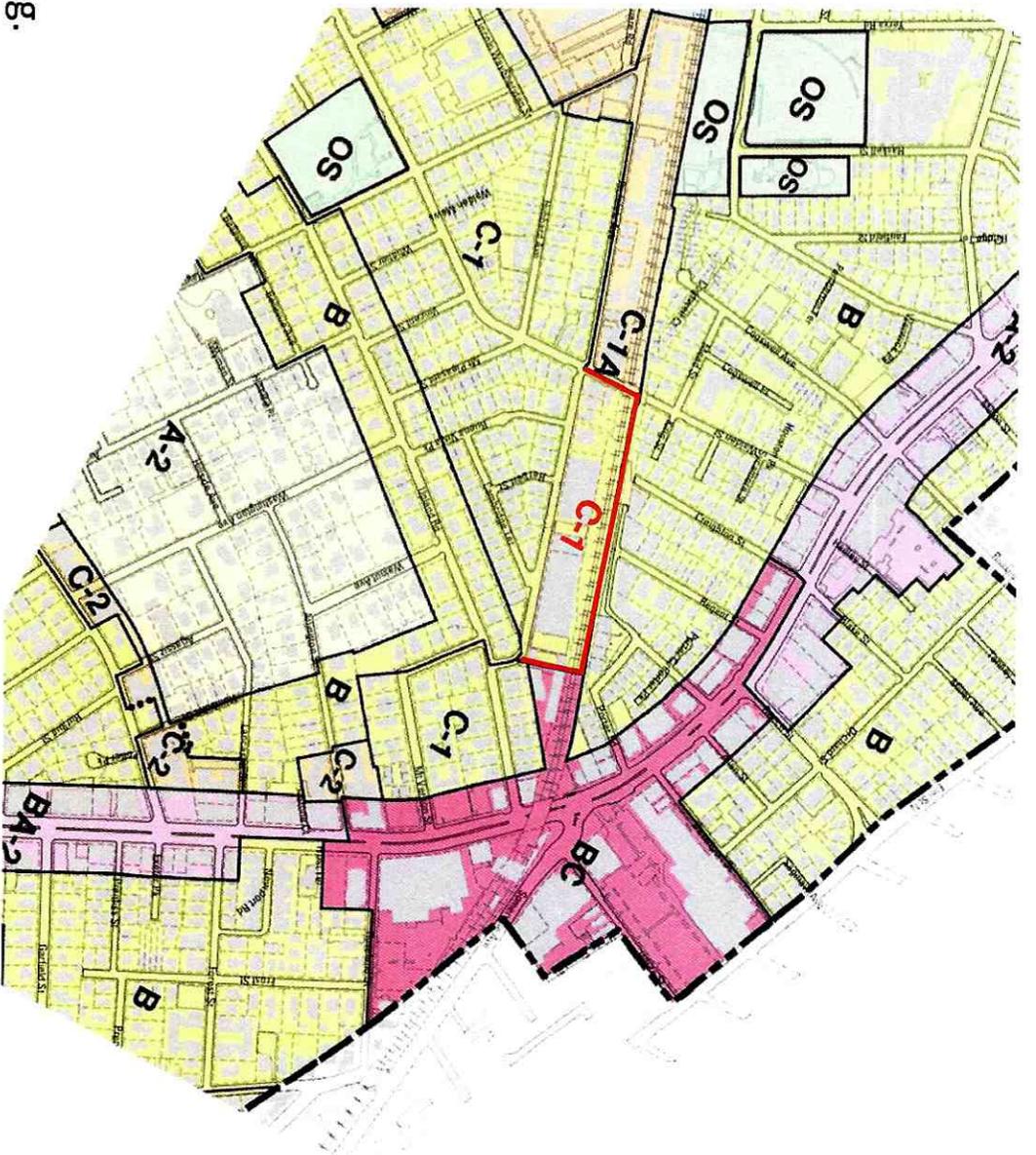
769 sq.ft.

allowable under
C-1 (proposed)

33 Richdale

35 ft

1,153 sq.ft.



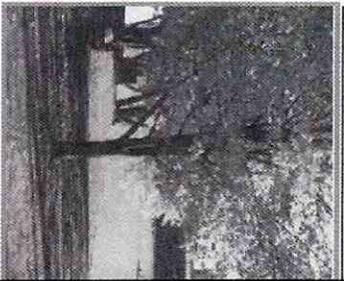
Proposed Zoning.

Our petition seeks to extend the existing Residence C-1 district (that currently lies to the south of Richdale Avenue) from the north side of Richdale to the railroad tracks where it would abut an existing Residence B district — in order to maintain our neighborhood's ***“prevailing pattern of development and built density and scale”*** as well as its ***“identifiable and consistent built character.”***

Toward A Sustainable Future

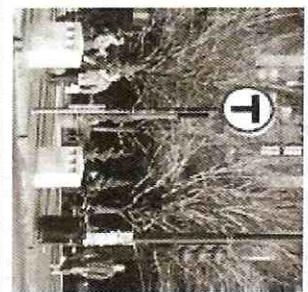
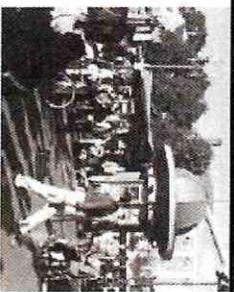
Cambridge Growth Policy

UPDATE 2007



Toward A Sustainable Future (Cambridge Growth Policy) **POLICY NUMBER ONE**

“Existing residential neighborhoods, or any portions of a neighborhood having an identifiable and consistent built character, should be maintained at their prevailing pattern of development and built density and scale.”

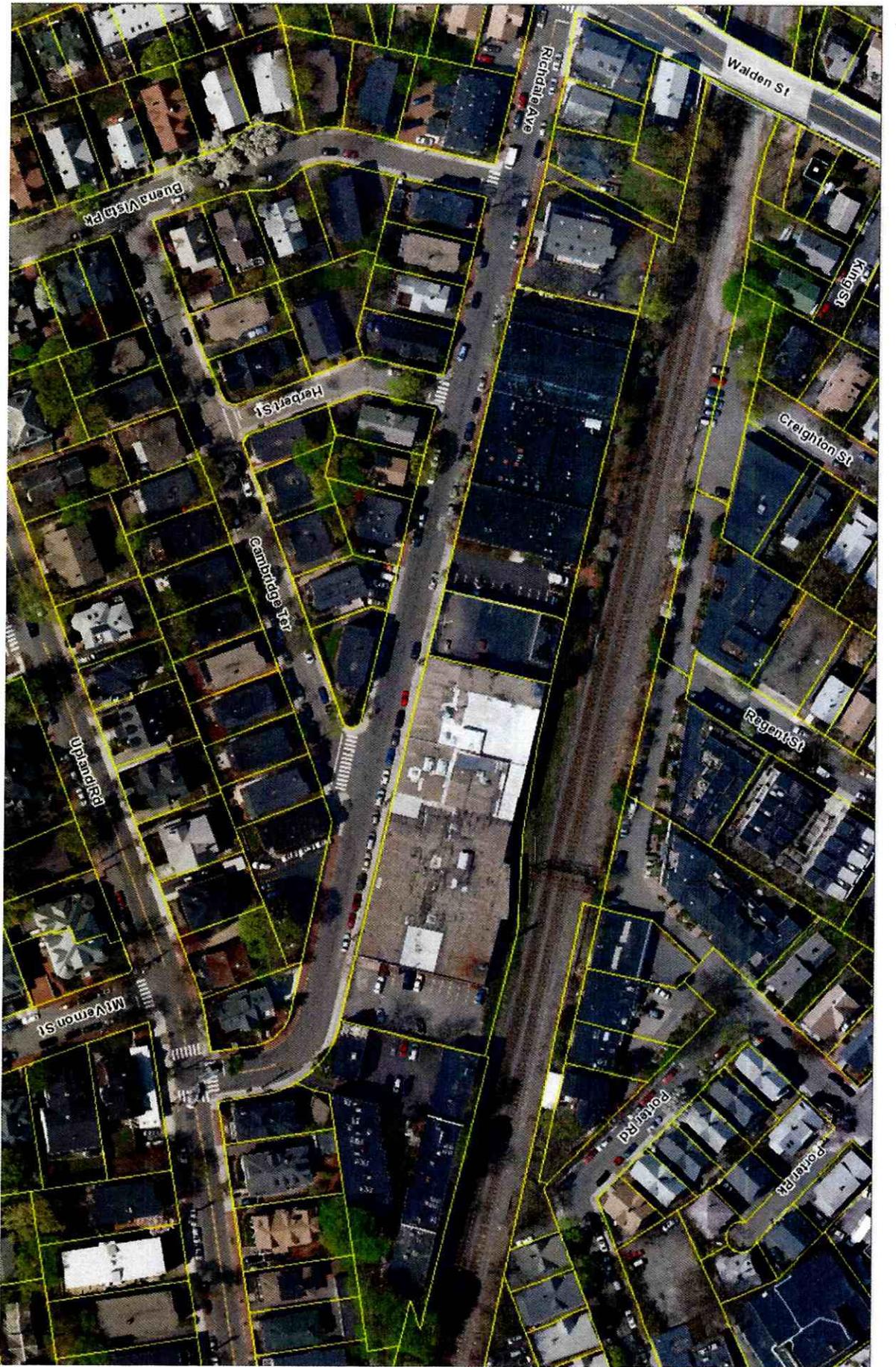


CITY OF CAMBRIDGE, MASSACHUSETTS
Planning Board and Community Development Department

Neighborhood Participation

- Letter to Historical Commission (September 25, 2013) *supporting continued demolition delay signed by 129 neighbors*
- Letter to Planning Board (October 8, 2013) *regarding criteria for special permit signed by 151 neighbors*
- Petition to Historical Commission (November 20, 2013) *requesting initiation of Landmark Designation Study signed by 138 neighbors*

More than 250 of our neighbors have signed one or more of these documents!



Please help protect the integrity of our established neighborhood!
Thank you.

I'd like to ~~express an opinion about~~ ^{express an opinion about} speak generally about the imposition of zone C-1A. It was created, as I understand it, to hasten the conversion from industrial to residential in certain areas of Cambridge. I think the Planning Board, like the Sorcerer's Apprentice, ^{trying to reduce his workload on} lacking sufficient knowledge or skill, has invoked a process which is ~~totally~~ ^{trying to max} out of control. Cambridge is awash in residential units of every design, color, and shape imaginable, ^{all maxing} without regard to context or neighborhood. What happens now in Cambridge will affect its appearance and livability for years to come. ^{their} ~~Are we going to let this out of control process continue?~~ ^{numbers,} The problem of housing and transition does not have a simple, one size fits all solution as the Planning Board seems to think: it is a complex problem to create more housing, and it must be addressed, not on the citywide level, but on the neighborhood level.

Our neighborhood- ^{includes the} that stretch of Richdale between Upland and Walden-- contains two ^{former industrial} properties which, if the zoning is allowed to remain, could together add more units than currently exist on all of Cambridge Terrace, the most densely packed street in our neighborhood. This neighborhood has existed unchanged since it was built between 1910 and 1930. Individual currently thriving neighborhoods are like eco-systems: they are delicately balanced. Ours has the additional characteristic of having an impermeable barrier--the railroad-- in the middle of it, ^{to C-1A,} which makes us more vulnerable where change occurs. Already we are the third neighborhood to object. How much permanent damage is CC-1A going to inflict on Cambridge before the Ordinance Committee, like the Sorcerer, returns to break the spell. I ask the Ordinance Committee to rethink and rescind C-1A.

1 julie Horvath
617-497-



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

BRIAN MURPHY
Assistant City Manager for
Community Development

To: Planning Board
From: CDD Staff
Date: December 10, 2013
Re: **Lutz, et al. Zoning Petition**

Included is some background information related to the Lutz, et al. Zoning Petition, which proposes rezoning a section of the Residence C-1A District along Richdale Avenue to Residence C-1 (*see attached map*).

This is the second rezoning proposal in the past three years affecting a section of the C-1A District along the railroad line between Porter Square and Danehy Park. When considering the Runkel, et al. Zoning Petition in 2011, the Board suggested a more comprehensive study of the zoning along this corridor. Therefore, although the current zoning petition only affects a portion of the district, this analysis looks at the entire area.

Although the area has a commercial/industrial history, it is now mostly residential. The remaining commercial uses in the C-1A district are at 15-33 Richdale (where the Planning Board has reviewed a residential proposal), an adjacent auto repair garage at 45 Richdale, and a commercial condo building off of Sherman Street to the northwest.

Zoning History (*see attached map for reference*)

- For most of the 20th century, this corridor was zoned for industrial use. By 1980, the uses were mostly commercial, except for some pre-1930s houses that remain.
- In 1978, the Industry A-1 (IA-1) designation was created for this area. Unlike other industrial districts at the time, IA-1 allowed housing by special permit as well as light industry.
- At the time IA-1 was created, much of the northern part of the corridor was rezoned from industrial to Residence B. A section of the northern corridor along Pemberton Street was rezoned from IA-1 to Residence B in 1987.
- In 2001, the Citywide Rezoning changed most of the IA-1 district to a new Residence C-1A designation (one commercial property remains zoned IA-1). This change disallowed commercial and industrial uses, and allowed residential uses at a somewhat lower density than IA-1, with setback and open space requirements.
- In 2011, a portion of the C-1A district west of Sherman Street and south of the railroad line was rezoned to Residence C as a result of the Runkel, et al. Petition.

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Cambridge, MA 02139
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TTY: 617 349-4621
www.cambridgema.gov

The chart on the following page summarizes the requirements for the zoning districts that currently exist in the area as well as the proposed Residence C-1 designation.

Zoning Regulations – Uses and Density

District	Allowed Uses	Max. FAR (w/Inclusionary)*	Min. Lot Area per Dwelling Unit (w/Inclusionary)*
B	Single-family residential Two-family residential Townhouse residential	0.50 (0.65)*	2,500/4,000 SF (2,643-3,050 SF)*
C	All residential (including multifamily)	0.60 (0.78)*	1,800 SF (1,285-1,440 SF)*
C-1	All residential (including multifamily)	0.75 (0.975)*	1,500 SF (1,071-1,200 SF)*
C-1A	All residential (including multifamily)	1.25 (1.625)*	1,000 SF (714-800 SF)*
IA-1	All residential (including multifamily) Most commercial uses	1.25 nonres. 1.50 res. (1.95)*	700 SF (500-560 SF)*

* For residential projects of at least 10 units or 10,000 square feet in GFA, Inclusionary Zoning applies an increase in the FAR and number of dwelling units permitted in exchange for affordable housing units.

Zoning Regulations – Height, Setbacks and Open Space

District	Min. Setback Front Yard	Min. Setback Side Yard	Min. Setback Rear Yard	Max. Height	Min. Ratio of Open Space to Lot Area
B	15'	7.5' sum to 20'	25'	35'	40%
C	$(H+L) \div 4$ * at least 10'	$(H+L) \div 5$ * at least 7.5' sum to 20'	$(H+L) \div 4$ * at least 20'	35'	36%
C-1	$(H+L) \div 4$ * at least 10'	$(H+L) \div 5$ * at least 7.5'	$(H+L) \div 4$ * at least 20'	35'	30%
C-1A	10'	$(H+L) \div 7$ *	$(H+L) \div 5$ *	45'	15%
IA-1	no min	no min	no min	45'	no min

* In cases where there are "formula" yard setback requirements, "(H+L)" means the sum of the building height and building length along that particular edge of the lot.

Project History

There have been many projects built in the area along the railroad line over the past three decades. The following summarizes the characteristics of eight significant new housing projects that have been built since 1980. (See photos on the following page and locations on the attached map.)

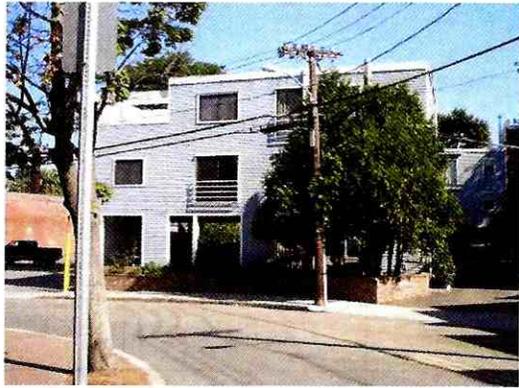
Address	Year Built	Housing Type	Units	FAR	Lot Area per Unit	Max. Height*
1-7 Richdale Ave	1981	Rehab + new multifamily	16	1.37	1,686 SF	45'
45 Cogswell Ave	1982	New townhouses	38	unknown	1,715 SF	26'-34'
189-205 Richdale Ave	1988	New multifamily	40	1.44	1,025 SF	45'
75 Richdale Ave	1995	Rehab multifamily	18	1.36	1,769 SF	40'
177 Pemberton St	1998	New townhouses	20	1.03	2,109 SF	35'
135-175 Richdale Ave	1998	New multifamily	43	1.25	1,447 SF	40'
113 Richdale Ave	2006	New multifamily	20	1.61	932 SF	40'
69 Bolton St	2012	New multifamily	20	1.53	978 SF	35'

* Max. Height is as approved in Planning Board special permit.

General Observations

Although individual projects have varied, some general observations can be made about the area as a whole that the Board may consider in evaluating the proposed rezoning:

- Even when commercial uses were allowed, housing development has been predominant in the area. During this time period, only one new commercial building was built (on the remaining IA-1 site).
- In most cases, housing development has been new construction, with one example of a conversion of a commercial building to residential use, and one combined rehab / new construction project.
- The density of residential projects in square footage (as measured by FAR) has tended to be higher than what would be allowed in Residence C-1. However, the dwelling unit density (as measured by lot area per dwelling unit) has often been similar to Residence C-1.
- The two most recent projects in the area have had a higher FAR and unit density than previous projects, reflecting the incorporation of the Inclusionary Housing provisions.
- Even for projects with a higher density, building heights have tended to remain below the 45' limit, mostly in the range of 35'-45'. Projects have varied between three-story and four-story buildings.



1-7 Richdale Ave (1981)



45 Cogswell Ave (1982)



189-205 Richdale Ave (1988)



75 Richdale Ave (1995)



177 Pemberton St (1998)



135-175 Richdale Ave (1998)



113 Richdale Ave (2006)



69 Bolton St (2012)

Other Residence C-1A Districts

Only a few C-1A districts were created at the time of the Citywide Rezoning in 2001, all within the northern and western portions of Cambridge. Like the subject area, they were all rezoned from a prior Industry A-1 designation, reflecting the “progression” over time in the development of these areas from predominantly commercial to predominantly residential.

In some of the other C-1A areas, there is a Mixed Use Residential (MXR) overlay, which allows limited non-residential uses as they have been previously established in the district.

See the attached map for reference.

Rindge Avenue

Several parcels along Rindge Avenue, near Russell Field and Rindge Towers, are included within a C-1A district, with an MXR overlay on the portions closest to Rindge Avenue. While some commercial uses remain, there have been some new residential projects in that district since 2001, most notably the “Brickworks” condominium development that was approved by the Planning Board in 2003.

Concord Avenue

Some parcels off of Concord Avenue near Danehy Park were also zoned C-1A in the Citywide Rezoning. However, this zoning was later amended by the Woodford, et al. Zoning Petition in 2006.

As a result of the Citywide Rezoning, parcels along New Street and Bay State Road remained zoned IA-1 while the adjacent block containing the “Cambridge Self-Storage” facility was rezoned from IA-1 to C-1A.

Later, the Woodford, et al. Petition changed the Cambridge Self-Storage block to Residence C-1, and rezoned parcels along Bay State Road from IA-1 to C-1A with an MXR overlay. Most parcels along New Street remain zoned IA-1.

The motivation for the Woodford, et al. rezoning was neighborhood concern over plans to redevelop the Cambridge Self-Storage site into housing. Since that rezoning, no redevelopment of the Cambridge Self-Storage site has occurred. However, several new residential projects have been built or proposed in the C-1A district on Bay State Road and the IA-1 district on New Street.

Richdale Ave. Zoning

Cambridge, Massachusetts

