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PMS CAMBRIDGE CITY COUNCIL, DLR

795 MASSACHUSETTS AVE

CAMBRIDGE MA 02138

WE STRONGLY OPPOSE GRANTING PERMISSION TO CAMBRIDGE TRUST COMPANY FOR DRIVE IN BANK AT HURON AND STANDISH. WOULD BE DISASTEROUS TO NEIGHBORHOOD. VOTE FOR CAMBRIDGE RESIDENTS

PETER HIAM HELLEN HIAM

7-9-73

MO

SF-1201 (R5-69)

Cambridge, 22 June 1973

RECEIVED BY
OFFICE OF CITY CLERK
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CAMBRIDGE, MASS.

To the Honorable, the City Council of the

City of Cambridge:

Re: Petitions for Driveway Permits at 373-375 Huron Avenue and 6 Standish Street, Cambridge, Massachusetts.

In regard to the petitions for driveway permits at No. 375 Huron Avenue and No. 6 Standish Street, the members of the City Council should be informed that the petitioners have met on several recent occasions with members of the immediate neighborhood who have indicated their opposition to the proposed construction project on this site. Our object in participating in these meetings has been to show exactly what is planned and to explain why it was planned that way, in the hope of clarifying certain misconceptions which have been circulating in the neighborhood as to the size of the proposed construction, the probable traffic impact and the legality of constructing a bank with a drive-up window on this particular property.

In our presentations to these neighbors, we have stressed the following points:

1. The project has been designed in absolute conformance with the provisions of the Zoning Ordinance of the City of Cambridge. The Property is located in a Business - A Zone. Banks, including those with drive-up windows, are specifically allowed in the Business - A Zone, whereas other drive-in businesses, such as drive in restaurants, require a special permit. All code requirements, such as set-backs, height restrictions, floor-area-ratios, etc. have been observed to the letter of the law. A special permit was sought from and subsequently granted by the Zoning Board of Appeal to allow the parking area to extend up to the rear and side lot lines in order to provide the maximum number of off-street parking spaces. No objection was raised to this specific request. In fact, the abutting neighbor most affected by this request (Mr. Walter G. Hall of 14 Malcolm Road) has consistantly supported the project and has personally circulated a petition in support of the proposed construction (Exhibit A).

2. The proposed traffic pattern has been developed with the advice and consent of the Cambridge Traffic Department. Every effort has been made to minimize the traffic problems which any successful commercial venture might be expected to create with or without a drive-up window. In particular, the vehicular traffic pattern has been planned to prevent customers of both the bank and the basement bookstore from using

Standish Street as a thoroughfare and/or parking area. We believe that, given the zoning requirements for off-street parking and the brief nature of most daily banking transactions, the one-way loop circulation pattern with a drive-up facility is the most sensible and the safest solution.

3. Every effort has been made to keep the scale of the proposed development consistent with its location in a neighborhood shopping area. Neither the bank nor the bookstore has any intention of attempting to attract new customers from among the ranks of the Fresh Pond Parkway commuters. We do, however, see our legitimate "neighborhood" extending at least as far as Concord Avenue to the North, Sparks Street to the East, Mt. Auburn Street to the South and Fresh Pond Parkway to the West, and we do not feel that the provision of off-street customer parking and a drive-up banking window is in any way inconsistent with our desire to serve this neighborhood.

We are aware, nevertheless, that opposition to this project is still strong in some quarters even though everyone now concedes that the project is absolutely "legal" i.e., that it is in conformance with the Zoning Ordinance of the City of Cambridge. We are told that "just because it is legal does not make it good", yet there is no agreement as to what makes it "bad" other than a basic antipathy towards "drive-ins". Some neighbors fear increased traffic on Standish Street and want both the entrance to and the exit from the parking lot on Huron Avenue; others complain of the hazards involved in exiting into Huron Avenue and propose that access to and from the parking lot be allowed only from Standish Street; a third group agrees with us and the Traffic Department that both these alternatives are unsatisfactory and supports the proposed one-way loop circulation system but opposes the drive-up window. The general fear seems to be that the single drive-up window, of and by itself, will significantly increase the daily automotive traffic at this corner.

No one, however, has presented a single piece of hard evidence to support this fear. Drive-up banking windows have been in existence for a number of years and they abound in the greater Boston area, yet we have not been confronted with a single case history in which a drive-up window with adequate car stacking space has been shown to have the slightest effect on neighborhood traffic flow; nor has anyone been able to cite a specific instance in which a traffic accident has been directly or indirectly caused by a neighborhood drive-up banking facility.

The issue, then, is not "zoning legality" versus "pedestrian safety", even though there are those who would present it as such. We could not, in all good conscience, petition the City Council for driveway permits if we felt that our project in any way endangered the neighborhood or its residents. For this reason, we have contacted three (3) of the largest banking institutions in the Boston area in order to find out what sort of traffic a drive-up window in a neighborhood branch bank can be expected to generate. The figures, in every case, indicate a maximum hourly traffic flow of 10-15 cars per hour and a maximum daily traffic flow of 70-80 cars per day, i.e., one car every 6 to 8 minutes (Exhibit B). In all probability, the average daily volume of traffic would be substantially less than this. In any case, its effect on the traffic in the neighborhood would be imperceptible (Exhibit C).

Furthermore, there is every reason to believe that the majority of those who will use the drive-up facility would drive to the bank even if the drive-up window were omitted. Its value is primarily one of added convenience for bank patrons. Both the bank and the bookstore intend to allocate the off-street parking spaces for customer use. Given the short duration of most banking transactions, it is quite likely that the traffic into and out of the parking area would be substantially the same with or without the drive-up window, whereas the traffic circulation pattern is demonstrably safer with two curb cuts instead of one.

For these reasons we pray that the City Council may grant the two driveway permits which are the substance of this petition, not simply because we are legally entitled to them under the Zoning Ordinance but because, when all is said and done, we are certain that the branch bank and bookstore which we propose to construct on this site will prove to be a very good neighbor and will immediately become an integral part of the neighborhood shopping district in which it is to be located. Those of us who have worked for several years to establish the Bryn Mawr Booksale at this location feel that we and the neighborhood are fortunate to have been able to interest a highly respected Cambridge bank in replacing an old and decaying structure with a new building which will still be totally consistent in character with the surrounding residential area. Furthermore it should be mentioned that of all the possible commercial occupants of this property, a branch bank would create the least litter and the least noise, would have the shortest business hours, and would be the only type of operation which would, as a matter of course, have its own policeman on duty throughout the business day. For all of these reasons, we believe that the proposed branch bank will be a welcome addition to the area and we are concerned that the denial of this petition for driveway permits will kill the project completely. The Cambridge Trust Company has informed us that it will not proceed with the proposed new construction without the drive-up window, although it has indicated a willingness to explore the possibility of renovating the existing storefront for joint occupancy with the Booksale in the event that this petition is denied. It should be obvious, however, that the existing storefront at 373-375 Huron Avenue contains only one-half the amount of usable floor space as that proposed in the new building. We do not feel that the existing space is large enough to house the bank and the bookstore and must reluctantly conclude that the denial of this petition would force us to look elsewhere for a co-developer of this property.

Which brings us to the final point of concern: Should the City Council refuse to approve driveway permits as per our request, this action would have the effect of a spot zoning change which would put the potential future use of our property and the adjacent Business-A properties on Huron Avenue in doubt. If the City Council wishes to re-zone this area to forbid drive-in facilities of any kind and to reduce or remove off-street parking requirements, there are established procedures for such action which should be followed. We respectfully pray that the City Council consider this petition in the context of its relationship to the administration and enforcement of the City Zoning Ordinance, and to take only such action as may be consistent with the purpose of said ordinance.

Location of construction corner of 373-375 Huron Avenue and 6 Standish St.

Owner or Owners Name Elizabeth E. Butterfield and Elizabeth B. Jackson

Address 5 Berkeley Place
Cambridge, Mass. 02138

Telephone Number 495-1563

EXHIBIT C

Report on Existing Traffic Flow on Huron Avenue

In order to measure the potential impact that 15-20 extra cars could be expected to have during peak traffic hours, representatives of the petitioners have made several on-site traffic surveys during the morning rush hour (8:00-9:00 A.M.). At this time, our representatives also took the opportunity of talking to the policewoman on duty at the corner of Huron and Lakeview concerning the various aspects of pedestrian and vehicular traffic on Huron Avenue.

Traffic is heaviest on Huron Avenue before 8:20 A.M. During the period of 8:00-8:20 A.M., the average traffic flow is approximately 10 cars per minute or 200 cars <u>in each direction</u>. Between 8:20-9:00 A.M., the traffic flow is reduced to an average of 7 cars per minute or 280-300 cars <u>in each direction</u>. Thus, during the period of 8:00-9:00 A.M., an average of close to 1000 cars pass the corner of Huron Avenue and Standish Street, $\pm$ 500 going East and approximately the same number going West.

In spite of this volume of traffic flow, traffic proceeds smoothly for the most part. There is not a constant stream of cars. Rather, the cars come in groups which reflect the influence of stop lights at Fresh Pond Parkway, etc. After each group, there is often a comfortable period of no traffic for at least 30-45 seconds.

To assess the impact which a drive-up window might be expected to have on this situation, it must be noted that all estimates of peak drive-up activity indicate a maximum hourly rate of 15-20 cars per hour. In other words, even if these 15-20 cars were added to the existing total, the resulting increase in traffic volume would be less than 2% of the existing volume.

EXHIBIT B

Report on Drive-up Window Activity as Furnished by:

The First National Bank of Boston
New England Merchants National Bank
State Street Bank & Trust Company

I. The First National Bank of Boston

A. Busiest Drive-up Window
maximum daily activity: 80-90 cars/day

B. Lowest Drive-up Volume
average daily activity: 15-25 cars/day

C. Average Drive-up Window Activity
average daily activity: 30-40 cars/day

II. New England Merchants National Bank

A. Busiest Drive-up Window
maximum daily activity: 80 cars/day
maximum peak hourly activity: 10-15 cars/hour

B. Lowest Drive-up Volume
average daily activity: 10-15 cars/day

III. State Street Bank & Trust Company

A. Busiest Drive-up Window
maximum daily activity: 70-80 cars/day

B. Lowest Drive-up Volume
average daily activity: 15-20 cars/day

	Res. A 1&2	Res. B	Res. C 1,2,3	Off.	Bus. A	Bus. B	Ind. A	Ind. B
floor area is used for assembling, packaging or storing merchandise								
6. Open-air or Drive-in Retail & Service								
a. Sales place for flowers, garden supplies, agricultural produce conducted partly or wholly outdoors, commercial greenhouse or garden	No	No	No	No	Yes	No	Yes	Yes
b. Drive-in restaurant, drive-in refreshment stand	No	No	No	No	SP	No	Yes	Yes
c. Drive-in bank and other retail or consumer service establishment where the motorist does not have to leave his car	No	No	No	No	Yes	SP	Yes	Yes
d. Outdoor amusement park, outdoor sports facility conducted for profit	No	No	No	No	SP	No	Yes.	Yes
e. Open-air or drive-in theatre or other open-air place of entertainment	No	No	No	No	SP	No	Yes	Yes
f. Sale of new or used cars conducted partly or wholly on open lots, or rental agency for automobiles, trailers, motorcycles, conducted partly or wholly outdoors	No	No	No	No	SP	No	Yes	Yes
g. Automobile service station where no major repairs are made, provided that in Business districts all lubrication and repairs are carried out within the building	No	No	No	No	SP	SP	Yes	Yes
h. Car washing establishment using mechanical equipment for the purpose of cleaning automobiles and other vehicles	No	No	No	No	SP	No	Yes	Yes
i. Place for exhibition, lettering or sale of gravestones	No	No	No	No	SP	No	Yes	Yes
7. Light Industry, Wholesale Business and Storage								
a. Assembly or packaging of articles not exceeding two hundred pounds in weight, provided no manufacturing or processing is carried out	No	No	No	No	No	No	Yes	Yes
b. Auto body or paint shop, provided that all work is carried out inside the building	No	No	No	No	No	No	Yes	Yes

EXHIBIT A

Petition circulated by Walter G. Hall of 14 Malcolm Road, Cambridge, and signed by seventy-two (72) residents of the immediate neighborhood, stating that "we have no objection to the curb cuts for the driveways at Huron Avenue and Standish Street."

C. C. 106

City of Cambridge

HEARING NOTICE

The Cambridge City Council will hold a hearing on Monday, June 4, 1973 at 8 P.M., in the City Council Chambers relative to the petitions of Elizabeth E. Butterfield etal, for curb cuts for driveways at 373-375 Huron Avenue and 6 Standish Street. All interested parties are invited to attend and be heard at this time.

For the City Council

Paul E. Healy

Paul E. Healy
City Clerk

We have no objection to the curb cuts for the driveways at Huron Ave and Standish Street,

Walter S. Hall — 14 Malcolm Rd
Margaret S. Hall — 14 Malcolm Rd.
Stephen O'Leary 144 Lakeview Ave
Mary Lally 36 Huron Ave
Leo Najarian 358 Huron Ave - Fresh Pond Market
Pauline O'Brien 12 Chilton St
Al [illegible] 365, Huron Ave Camb.
Big P Sub Shop 359 Huron Ave,
Charm Beauty Salon 366 Huron Avenue - Cambridge
William L. Cashman 16 Malcolm Rd. Cambridge
Joseph [illegible] 35 Vassal Lane Cambridge
Lewis [illegible] 351 HURON AVE. CAMBRIDGE
HURON PIZZA STORE

We have no objection to the curb cuts for the drive ways at Huron Ave and Standish Street

Harry Wilkie 2 Malcolm Rd Camb. Mass
Joseph W. McAuliffe 381 Huron Ave Camb. Mass
Mary E Dignan 387 Huron Ave. Camb Mass
Anna J Murphy 36 Gurney St. Camb. Mass.
George [illegible] 38 Gurney St Camb Mass
Edward J McAuliffe 32 Gurney St Camb Mass
Alice A McAuliffe 32 Gurney St. Camb. Ma
Alice Cronin 28 Gurney St Camb. Mass.
Susan McLaughlin 28 Gurney St. Camb. Ma 02138
Mrs Helen Powers 26 Gurney Camb 02138
Joseph J. Powers 26 Gurney St. Cambridge
Louise D. McCarthy 25 Gurney St. Camb. Mass
Albert T Doyle 22 Gurney St. Cambridge Mass
Margaret M. Doyle 22 Gurney St Cambridge, MASS
Francis J Ryan 23 Gurney St. Cambridge
Louise J. Ryan 23 Gurney Cambridge
Edward Cronin 15 Standish Street, Cambridge

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 876-6800

OFFICE OF
THE CITY CLERK

May 25, 1973

Mr. & Mrs. Walter S. Hall
14 Malcolm Rd.
Cambridge, Mass.

Dear Mr. & Mrs. Hall,

Pursuant to your communication to the Cambridge City Council relative to the petitions of Elizabeth E. Butterfield et al for curb cuts at 373 - 375 Huron Avenue and 6 Standish Street, I have enclosed a copy of the public hearing notice regarding said petition.

You are invited to attend at this time.

Sincerely,

Joseph E. Connarton

Joseph E. Connarton
Assistant City Clerk

Enc.
JEC/ceh

We the undersigned residents have no objection to the curb cuts for the bank driveways at Huron Ave. and Standish St.

Name	Address
Elizabeth H. Maguire	209 Lakeview Avenue Cambridge
Francis E Maguire	209 Lakeview Ave Cambridge
Mary A McNeil	211 Lakeview ave Cambridge
Margaret L. Bakey	254 Lexington Ave (Camb).
Frances M Dunlea	254 Lexington Ave (Camb.)
John D. Robinson	226 Lexington Ave. Camb.
Mary E Robinson	226 Lexinton Ave Cambridge
Jean A Robinson	226 Lexington Ave. Cambridge
Cynthia J. Sullivan	220 Lexington Ave. Cambridge
Joseph E. Meaher	221 " "
Josephine R. Sullivan	211 Lexington Ave. Cambridge
Timothy J. Sullivan	211 " " "
Anna M Sullivan	211 " " "
Blanche J. Walsh	213 " " "
George R. Carton	207 Lexington Ave Cambridge
Jeremiah F Mahoney	210 " " "
Mary J. Mahoney	208 Lexington Ave., Cambridge
Joseph Forte	199 Lex. Ave Cambridge

We have no objection to the curb cuts for the driveways at Huron Ave and Standish Street

Name	Address
Stephen J. Hall	14 Malcolm Rd
James P. Maloney Jr.	994 Lexington Ave
Kenneth R. Wilson	170 LEXINGTON AVE.
Michael W. Mahan	
Javey Wilson	183 Larch RD.
Joseph Anthony McDonald	170 Lexington Ave.
Ralph E. Murphy	27 SAVILLE STREET CAMBRIDGE, MA.
Thomas J. Flynn	434 Huron Ave Cambridge
	210 Lake View Ave Cambridge
James M. Caiceo	10 Park Ave, Camb.
Thomas J. Gibson	12 Hawthorne Park

We the undersigned residents have no objection on the curb cuts for the bank driveways at Huron Ave and Standish St.

Name	Address
Alice M. Miller	431 Huron Ave., Cambridge
Martha J. O'Sullivan	431 " " "
Eugene O'Sullivan.	431 " " "
Thomas J. Madden	433 Huron Ave Cambridge Mass
Adelaide J. Madden	433 Huron Ave Camb.
Mary D. Sullivan	428 Huron Ave Camb.
Carl A. Soges Jr	469 Huron Av Camb
C. A. Parker	427 Huron Ave.
Patricia H. Gill	115 Lakeview
John Caswell Smith	117 LAKE VIEW AV. CAMB.
Lee W. Smith	117 LAKE VIEW AVE. Camb.
Gethen C. Butcher	117 Lakeview Ave, Cambridge,
Andrew [illegible]	128 Lakeview Ave, Cambridge
Joseph G. McKenna	109 Lakeview Ave Cambridge
Pierre Johannes	107 Lakeview Ave. Cambridge
Patricia H. Dittman	104 Lake View Ave. Camb.