



Five-Story Complex Planned for Faces Site

By Meg Muckenhoupt

Nearly two decades after a fire ravaged the Faces night club on Route 2, the notorious local eyesore is being razed by co-owners Criterion Development Partners (CDP) and the McKinnon Company to make way for a 229-unit, five-story apartment building, called The Residences at Alewife.

Some local activists object to any building in this 100-year-flood plain in an area plagued by flooding and to adding still more cars to the Route 2 morning morass. Others are grateful that the builders are showing restraint by not building the largest legally permissible building on the site. "He [Rich McKinnon] kept his promises," said Carolyn Mieth, a board member of the Mystic River Watershed Association and vice-chair of the North Cambridge Stabilization Committee. "He's trying to be a good developer."

By right, CDP and McKinnon could build 300-unit, 90-foot tall buildings with a floor-area ratio of 1.95 (the ratio of the buildings' total floor

area to the area of the lot.) He sought a variance to extend their building into the 100-foot buffer zone around the wetlands on the rear of the site towards Acorn Park Drive. Instead, Cambridge is getting a 229-unit structure that varies from 55 to 70 feet, with a 1.46 floor area ratio, with no building in the buffer zone—shrinking the building area from four acres to just over two and a half acres.

Apart from pleasing Cambridge's Conservation Commission, a smaller building benefits the developers as well. "It makes it a little bit quicker to build," said Rich McKinnon, president of the McKinnon Company.

Only One Parking Space and Free Bikes

According to the transportation impact study prepared for the project, the development is expected to generate 1,226 new car trips per day. To keep traffic in the area from getting too much worse, the builders are including only one parking space per unit. "It is my experience

CAMBRIDGE COMMUNITY DEVELOPMENT DEPARTMENT



Detail of an artist's rendering of the future Residences at Alewife as seen from Route 2.

in Cambridge that one space per unit is very adequate,” McKinnon wrote in response to questions posed by Rusty Russell, Mystic River Watershed Association board member.

The developers also plan to encourage use of the Alewife MBTA station, about two-thirds of a mile from the building site, by building a path to Acorn Park Drive and by creating “the equivalent of a short-term bike system for our tenants,” McKinnon wrote. “They can use a key to take a bike from our building to the T. There they can park it in special bike racks. Our tenants who do not own bikes will find it easy to use this new approach to ride back and forth from the T.” In

short, the tenants will have their own private Hubway bike share program.

The developers plan to create “a short-term bike system for our tenants.”

To help residents get to the Alewife MBTA station, the developers plan to route a multi-use path from the rear of the site to Acorn Park drive. To avoid the wetlands at the rear of the site, the path will pass through the neighboring Discovery Park property before reaching Acorn Park Drive. There are also plans to redevelop the sidewalk on the site alongside Route 2 and to subsidize T-passes for residents.

Still, despite all these helpful programs, Vanasse and Associates, the transportation consultants who studied the future Residences at Alewife, do not expect many residents to use them. Vanasse projects that out of 1,712 new trips by residents each day, 75 percent will be by car, 18 percent will be by transit, three percent will be by bicycle, and just one percent will be on foot; three percent will be by “other” modes.

Since the Residences’ residents are expected to increase the number of vehicles on the road by one percent or less, Cambridge’s Traffic, Parking, and Transportation Department (TPTD) approved the application. Apparently the TPTD thinks that more traffic is fine as long as it comes in small increments—strange reasoning for the section of Route 2 between Rindge Avenue and Acorn Park Drive where three of seven intersections are already operating at or above capacity during morning rush hours.

In the course of conducting the study, though, Vanasse confirmed a local fact that reflects national trends; the amount of traffic on Route 2 declined eight percent between 2008 and 2010. New traffic from the Residences at Alewife will not make the situation any worse than it was two years ago.

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Belmont Citizens Forum Inc. is a not-for-profit organization that strives to maintain the small-town atmosphere of Belmont, Massachusetts, by preserving its natural and historical resources, limiting traffic growth, and enhancing pedestrian safety. We do this by keeping residents informed about planning and zoning issues, by participating actively in public hearings, and by organizing forums. Our **Newsletter** is published six times a year, in January, March, May, July, September, and November. Published material represents the views of the authors and not necessarily those of the Belmont Citizens Forum. Letters to the editor may be sent to P. O. Box 609, Belmont MA 02478 or to info@belmontcitizensforum.org.

Intersection	AM: Now	AM:Projected	PM:Now	PM:Projected
Cambridgepark Drive at Alewife Brook Parkway	D	D	F	F (0.7%)
Route 2 at Alewife Brook Parkway	D	D	F	F (0.9%)
Alewife Brook Parkway at Rindge Avenue	E	E (0.6%)	D	D
Acorn Park Drive at Alewife Station Access Road	B	B	C	C
Alewife Brook Parkway at Alewife Station off-ramp	F	F (2.3%)	C	C
Alewife Brook Parkway at Route 2 westbound	F	F (0.4%)	F	F (1.2%)
Alewife Brook Parkway at Route 2 eastbound	C	C	C	C

Current and projected Level of Service ratings for intersections near the planned Residences at Alewife for morning and afternoon rush hours. The percentages in parentheses are the projected increases in traffic.

Building for First-Floor Floods

The Residences at Alewife will be built in a low-lying area of Cambridge 800 feet from the Little River in a 100-year floodplain, an area which has a one percent probability of flooding in any given year. The area will flood; the only question is when.

The site lies in one of Cambridge's Flood Plain Overlay Districts. By law, "No filling or other encroachment shall be allowed ...which would impair the ability of these special flood hazard areas to carry and discharge flood waters," except

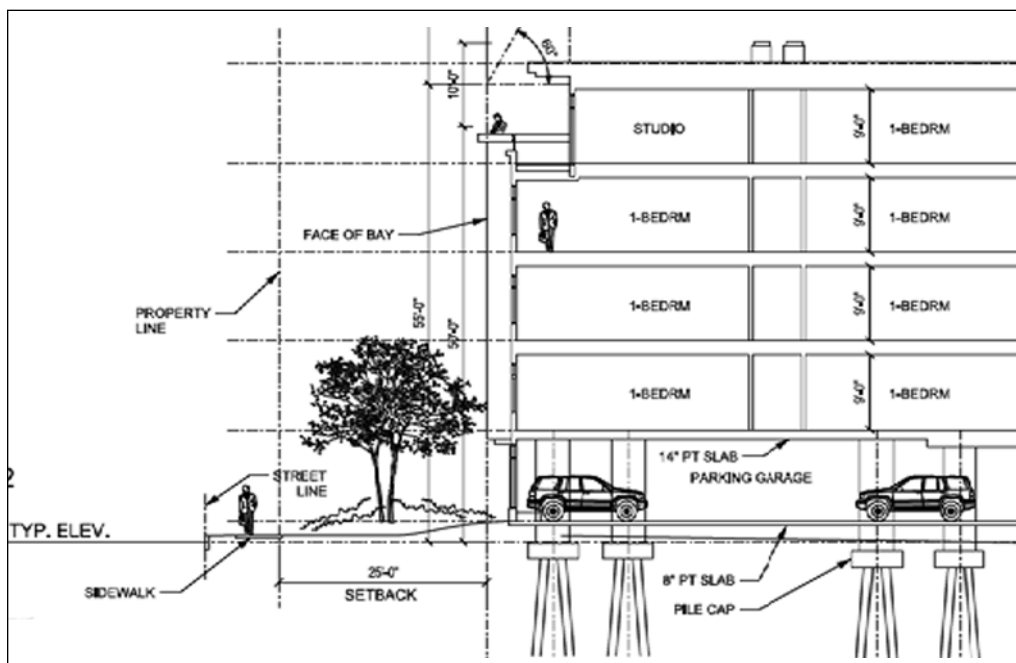
if the building is offset by "stream improvements" such as a flood water retention system. CDP and MacKinnon are proposing two ways to comply with the Overlay District requirements: a flood water retention system beneath the Residences at Alewife, and a parking garage built over the 100-year-flood elevation.

According to the special permit application submitted by CDP and MacKinnon to the Cambridge Planning Board, "... the bottom of the garage level floor slab has been designed ... at the 100-year flood elevation." Architectural

drawings of the site show the garage floor built on top of piles sunk into the ground. The actual garage floor will sit about one foot higher than the 100-foot flood level. The application continues, "This design will allow water to flow, unrestricted, beneath and around the building without reaching the entrance to the garage or lobby areas ..."

Project Abuts Wetlands, Alewife

When the water flows, unrestricted, beneath and around the building, one of the first places it will



Side view of the future Residences at Alewife showing first-floor elevated parking garage and submerged piers.



Overhead schematic view of the future site of the Residences at Alewife. The white dotted line shows the pedestrian and bicycle route from the Residences to the Alewife MBTA station; gray dotted lines show the Minuteman Bikeway, the Alewife Brook Minuteman Connector path, and the Brighton Street bicycle path.

go is Muskrat Marsh, a wetland adjacent to Acorn Park Drive. Muskrat Marsh is the subject of an ongoing restoration project by the Friends of the Alewife Reservation under guidance by the BSC Group consultants. Since 2005, the group has been removing invasive species such as phragmites reeds and purple loosestrife from 1,000 square feet of the marsh and planting native wetlands plants. The city of Cambridge approved a three-year extension of the project last April.

Although the Residences at Alewife are being built outside the marsh's 100-foot buffer zone, development anywhere on the site upsets some residents. The site is part of a larger ecosystem that includes the Alewife Reservation, a refuge

for many locally rare species. "I don't approve of anything being built there. I think the entire area should be a big bird sanctuary," said Elsie Fiore, Arlington resident and long-time environmental activist. "I can't even imagine a building of this size."

There is little chance of a sanctuary on the site; McKinnon states that Faces will be demolished sometime in September. Construction is projected to be finished in 2013.

Meg Muckenhoupt is Editor of the Belmont Citizens Forum *Newsletter*.

Bike Carriers Make Hauling Easier

By David Chase

Why go to a lot of trouble to carry stuff on a bicycle, instead of just using a car? There are some good reasons.

If you bike for physical fitness, the more you bike, the more exercise you get, and you can save time devoted to exercise and transit. Being able to carry things while cycling allows riders to use their bikes to get to work, run errands, or buy groceries—increasing their opportunities to bike.

Other people bike to avoid traffic and parking hassles. If you drive to the Alewife T station, the parking lot might be full, or traffic might be backed up. Cyclists don't have these problems. But cyclists who want to shop at Fresh Pond on the way home need to be able to carry their purchases.

Some people hope to avoid using a car altogether. For them a bicycle needs to be able to take the place of a car for almost all of their trips, which can mean carrying a variety of goods—even people.

How to Carry What You Need on a Bike

Figuring out which bike cargo options make sense depends on where you would like to ride. If you want to bike to work, will you wear your work clothes while biking?

If so, how can you protect them? Perhaps with a chain case and fenders. If you stop for groceries on the way home, you need to carry your typical grocery load.

Another approach is to figure out which car trips are least suited to driving (where parking is difficult, or traffic is usually slow). Could you carry your baggage on those trips on a bike? Consider how comfortable you are riding a bike in traffic as well: Cambridge and Somerville are easier to ride in than Boston, even though it is more difficult to park in Boston.

Options for Commuters

Messenger bags and backpacks are popular for ordinary commutes. They are affordable, but the weight on your back can be uncomfortable, make a sweat puddle on your back, or mess up your clothes. Backpacks may not be convenient enough for every day, but they can work for occasional loads.

Front baskets are cheap and versatile. Front baskets are a great choice if you carry stuff on short trips, don't want to spend time messing with it, and can get where you're going quickly. Front baskets also make it easy to keep an eye on what you're carrying to be sure that it does not bounce off the bicycle. If you need to carry something, the basket is available. But when you go to put the bike in storage or in a rack, the basket can get in the way. Front baskets also ride high on a bicycle and can affect handling when they are loaded.

Panniers—stiff bags or baskets mounted on the side of a bicycle's rear rack—are another choice. They are detachable, so you can slim the bike down when you don't plan to carry anything, and they ride lower on the bike than front baskets, allowing for better handling when loaded. People usually mount panniers on a rear



Belmont resident Lars Kellogg-Stedman uses both front and rear baskets to carry groceries on his bicycle.

LARS KELLOGG-STEDMAN

rack, but some bicycles can also accommodate a front rack, making it possible to carry four grocery bags. Racks for mounting panniers often have a load capacity of about 50 pounds, allowing a total of 100 pounds of cargo, though carrying 50 pounds attached to the front wheel will affect steering. One thing to watch for is heel clearance; with the wrong rack, or with one that isn't carefully mounted, big-footed cyclists kick their panniers with their heels, sometimes dumping them out. Open panniers are very convenient for grocery bags, but things can bounce out, and they are not so good in the rain.



JULIETTE HUEBER

A “bike train” of carriers.

Carrying Children on Bikes

The most common cargo that biking parents carry is children. Younger children are often carried on the parents' bikes: babies can be carried on handlebar-mounted seats, while toddlers commonly ride on a seat mounted on the rear rack.

Another option is a trailer. Trailers can accommodate toddlers and preschoolers, but they are more expensive than bike-mounted seats and sit farther from the bicycle. They have several advantages over bike-mounted seats, though: they are safer if the bike falls over, and the frame of the trailer also protects the child. Kids in enclosed trailers can carry a few toys with them, and trailers are easy to remove if you wish to bike without your child. When the children are old enough to ride trail-a-bikes or their own bikes, the trailer can be used for cargo. It's even possible to string trailers and trail-a-bikes together in a train.

Carriers for Larger Cargo

Heavier loads can be carried by increasing the strength of front and rear racks. When the front rack is joined to the frame, loads do not have such a bad effect on the handling and can typically be even larger.

These bikes tend to use wheels with larger numbers of spokes for strength. They also use

larger tires for strength, durability, and resistance to road shock. They often have a lower step-over height, to make it easier to get on and off a loaded bike, and they allow a wide, lower stance for balance when stopped.

This is about the most you can carry on a normal bicycle. For some people, this kind of bike can take the place of an automobile. With fully enclosed chain and fenders, these types of bikes are intended to be convenient to use in most weather in any clothes.

Carriers for Even Larger Cargo

It's not hard to build a bicycle frame capable of carrying 400 pounds or more of rider and cargo, and on the flat these bikes roll nearly as well as any other. To climb hills they need low gears, and to come down hills they need good brakes. Tandem bikes are built to carry these sorts of loads; other bikes are designed instead to carry one rider and 200 pounds of cargo—or a non-pedaling passenger. These bikes can give you the option of not owning a car. In many cases an electric-motor assist is available to help push up hills.

Two broad categories of cargo bike are load-in-front bakfiets—a Dutch word pronounced “bock feet”—and load-in-the-rear longtail bikes.

Bakfiets bikes are cargo bikes with a box mounted on a front platform. The box in front

is easy to load and unload, with no straps, clips, buckles, or knots. With the box in front, it's easy to check on your cargo, and if your cargo is people, it's easier to talk to them instead of shouting over your shoulder. Bakfiets are the bicycle version of a minivan.

Because the bakfiets' load is low, handling when loaded is predictable and stable. However, their handling is not quite like a regular bicycle's. The rider is far behind the front wheel and feels less of the bicycle's movement from steering changes. Your first ride is a little wobbly, but you adapt.

Bakfiets are typically used in place of a car by people wearing ordinary clothes in European cities that are roughly as dense as Belmont (5,000 people per square mile); they are common in Groeningen (6,000 people/square mile) and Amsterdam (9,000 people/square mile).

Longtail bikes have the rear part of the frame extended about 14 inches to create a longer cargo area behind. This style of bicycle was developed in the late 1990s as a bolt-on extension to add cargo capacity to Chinese bikes common in the developing world. Xtracycle began selling these

extensions in the US, and several brands are now available.

The carrying capacity is similar to a bakfiets, but most cargo has to be split and cinched in place because the longtail cargo space is in effect two very large panniers.

Longtails handle very much like regular bikes when they are not heavily loaded. Because the rider is centered between the wheels, the bikes are exceptionally stable. Passengers can sit more upright, not curled up in a bucket. Longtails are also able to manage bulky and unwieldy loads that do not fit well on most other bikes, or even on some cars. Longtails are bicycle pickup trucks.

Even heavier and bulkier loads can be carried in cargo tricycles and on trailers, which often feature electric assists. A trailer can carry as much bulk as you might put in a pickup truck, if not quite as much weight. Cargo tricycles allow riders to go very slowly without tipping (unlike bicycles), which means that with low gearing, they can handle even heavier loads.

Bigger bikes are more expensive, but they are more capable. They can carry large loads and carry them considerable distances with ease. A bakfiets can easily carry three small children

with no fuss or ceremony, while a longtail bike can carry oddly shaped loads like kayaks, bicycles, pallets, bushes, and lumber. These bikes can carry significant loads to places where a car is not allowed, not safe, or just plain would not fit—or where there simply aren't any gas stations. Imagine the possibilities.

David Chase is a Director of the Belmont Citizens Forum.



MATTHEW DORSON

Arlington resident Susanne Dorson shows off her homemade bakfiets carrier

Signs of Bikes Appear Around Belmont

Bike signs have been popping up all over Belmont, and for good reason: bicyclists are subject to different laws from drivers. Bicycles are also much lighter than cars, so cyclists normally can't trigger on-demand traffic signals unless they stop in a particular location. The new signs help novice cyclists adapt to the street, and remind drivers to be aware of their lighter, slower, low-carbon neighbors.

For more information about Massachusetts bike laws, see www.massbike.org/resourcesnew/bike-law/bike-law-update/.

—Text by Meg Muckenhoupt; photos by Susan Jones



Signs on the east side of Concord Avenue (left) and the west side of Concord Avenue (above) show cyclists where the bike lanes are, and where they end.



Bicyclists get special instruction in traffic signal operations at the intersection of Pleasant Street and Brighton Street (above) and Pleasant Street and Concord Avenue (below).



Belmont's Newest Farmer Tends the Land

By Jane Sherwin

Belmont Acres Farm is Belmont's newest market garden, located on land owned and farmed by the Richardson-Ogilby family since 1634. Launched in March 2011 by farmer Mike Chase, Belmont Acres occupies 1.3 acres on the south end of the 10-acre property between Blanchard, Taylor, and Glenn Roads. Chase rents the land from the Ogilby family, who put the land under an agricultural preservation restriction in 2002. (See "Last Working Farm in Town to be Preserved," Belmont Citizens Forum *Newsletter*, March 2003.) The remainder of the land has been farmed by the Sergi family since 1945.

With a PhD in environmental biology from UMass Boston, Chase works full time out of a home office for the Harvard School of Public Health. A Belmont resident for 10 years, he lives with his wife and daughter on Hurd Road, only

a short walk from the farm. "The farm becomes like family, a 24/7 job," he said.

Belmont Acres Farm is one more sign that Belmont is identifying and nurturing its roots in agriculture, particularly market gardening. Henry Ogilby said, "Because of the growing demand for local food, existing farms have outgrown their capacity and there is a lot of demand for farmland like this. Mike is very talented. He has a green thumb and a lot of patience. His love of the land and his good stewardship are really important for us—not just running the farm, but running it well and taking care of the land."

From Artichokes to Zinnias

Belmont Acres offers a wide variety of crops chosen to please demanding clients who purchase community-supported agriculture



JANE SHERWIN

Bountiful harvest at the Belmont Acres Farm stand.

(CSA) shares in the fall and spring. Three local restaurants—Vicki Lee's, Stone Hearth Pizza and Sophia's Greek Pantry—are also purchasing crops from the market garden.

"It's not always easy to figure out what people will want," said Chase. "I know they want corn, but corn is a low yield crop for a farm this size. So I'm emphasizing a diversity of plants." These crops include multiple varieties of lettuce, beets, onions, carrots, beans, and tomatoes. There are also sweet potatoes, watermelon, Charentais melons, cantaloupe, cucumbers, zucchini, leeks, dill, cilantro, basil, brussels sprouts, cauliflower, okra, kale, collards, peas, and three varieties of eggplant.

More unexpected plants include tomatillos, Treviso radicchio, and artichokes. Chase said CSA members seem to be happy with the mix of choices. And Belmont Acres, like every well-run market garden, is marked by the bright magenta and gold colors of annuals: cosmos, zinnia, marigolds, sunflowers, and cockscomb celosia.

Produce is available for sale on Saturdays under a bright blue tarp off Taylor Road. Much of the produce is in bushel baskets ready for CSA members to pick up, but there is plenty of produce for sale to nonmembers as well. And if it's not under the tarp, Chase or his wife, Hermik, or Hermik's sister Arvik will walk out into the field to pick it for you. During one visit Arvik pulled leaves off an artichoke and the three of us swapped recipes for tomatos and artichoke hearts.

In concert with Chase's work, the Ogilbys are introducing old varieties of quince, apples, and pears that might have been growing on the farm 100 years ago. The land still has ancient fruit-bearing Bosc pear trees, one of which shelters dwarf Nigerian goats.



JANE SHERWIN

Chickens at Belmont Acres Farm.

Chase shares ownership of the goats with Joan Teebagy, who also has four bee hives on the property. They have done some breeding with the goats who tame the grasses of Habitat's new Weeks property on Belmont Hill. The farm also sells eggs from Red Star chickens who live in a newly-built coop and eat certified organic feed. Chicken and goat manure contribute nitrogen to the depleted soil, said Chase. He expects animals to be an increasingly important part of nurturing the land.

Farming to Restore Soil, Extend Harvest

Chase said he likes to experiment. "I've been using Agribond fabric, which lets the light and heat in but keeps the flea beetles out, and the broccoli shows a vast difference in size and lack of damage."

There are good reasons for using Agribond to control beetles. "Pesticide is expensive and legally restricted," said Chase, pointing to the close encirclement of private homes along Glen and Taylor Roads. "We are considering whether to pursue organic certification."

Teebagy, a Belmont resident and a member of the board of directors of the Belmont Food Collaborative, described Chase's other

sustainable practices. “Mike is doing a really fantastic job,” Teebagy said. “He’s producing a large variety of food in a really good way—no chemicals or pesticides. He’s got some nice compost piles going, he conserves water using drip lines, and uses the hoop house (a kind of plastic-sheet-covered greenhouse) to extend the growing season with heat from the sun. You can see how much he knows just by looking at the results.”

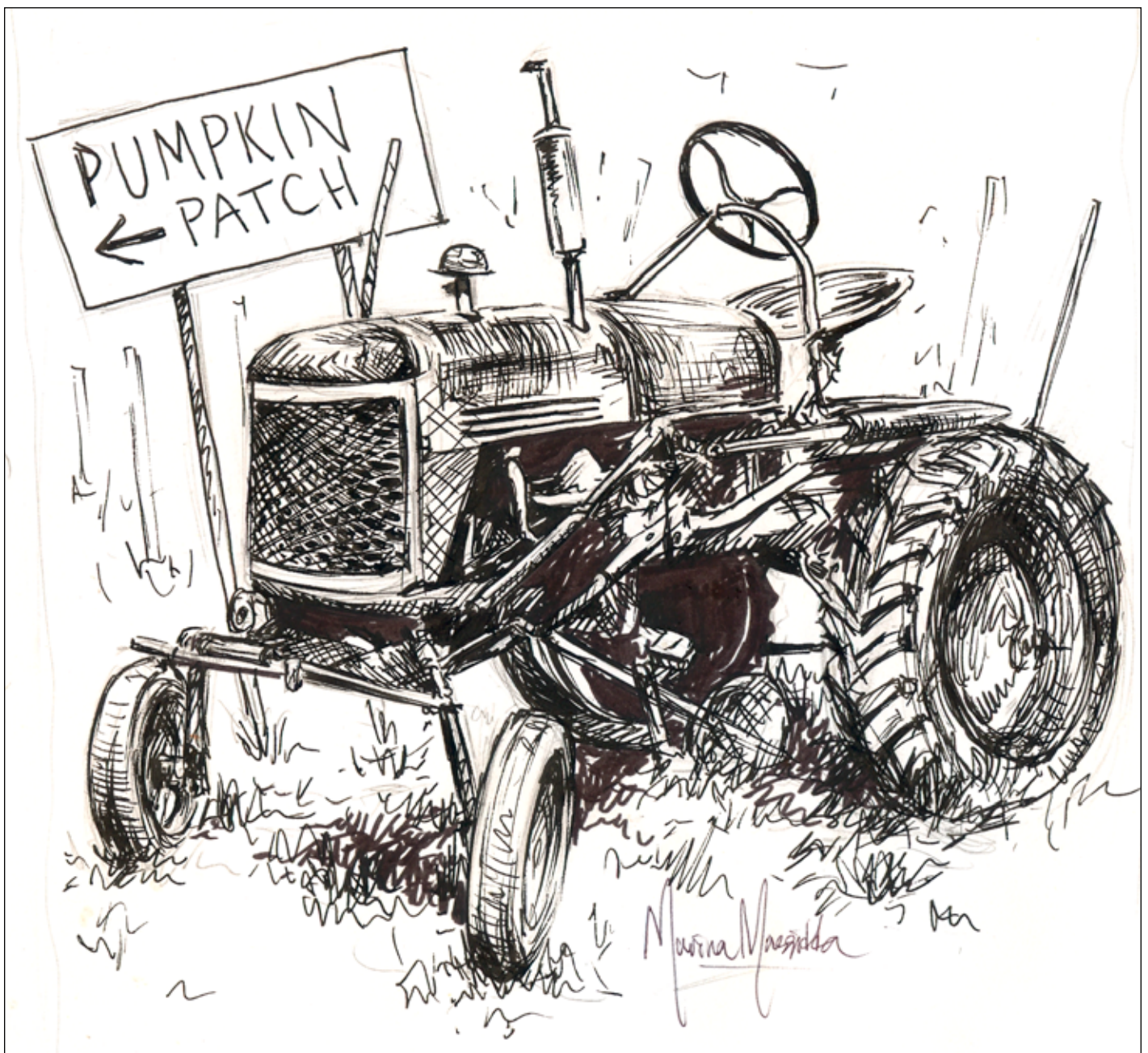
Farm is “Resource for the Community”

Chase believes strongly in nurturing his farm’s role in the life of Belmont. “Farms are valuable to their communities. It’s much more than just

the good feeling you get when you see the place. I’d like to see independent study courses for high school students. We encourage volunteers—one is a teacher who comes weekly and talks about the farm as a refuge.”

He also spoke of “the incredible generosity of the Ogilby trust” and said “I can see how much it means to Lydia Ogilby, who often comes over to visit.” Conscious of the need to reach out, Chase has set up a website, www.BelmontAcresFarm.com, where readers can subscribe to the farm’s e-mail newsletter.

Teebagy said, “It’s a wonderful resource for the community to have food produced locally and by a productive farm that uses sustainable



methods. And it's great to have students involved. You are always learning when you work on a farm."

Gardening his Whole Life

Chase said that he's been gardening his whole life. "In the early 1980's I learned organic gardening from a World War II veteran who had cancer and needed somebody to help him with his garden. He was a great person and I learned a lot from him. I still have an organic gardening book of his."

Chase has also learned much from working with the Sergi family. "Sal Sergi, especially, took me on, and one year before his death, he asked me to select plant varieties for growing. I was like a family member—we would walk the rows together." Henry Ogilby says that Chase's apprenticeship with the Sergi family "made him a tested and known commodity when we were selecting a farmer."

One hundred years ago Belmont's economy thrived on farms and market gardens. They occupied much of the land from the orchards off Common Street, to the Wellington holdings south of the Center, to the numerous farms around Brighton Street. As late as the 1970's, the Scarfo family grew and sold tomatoes, radishes, zucchini, and zinnias off Pleasant Street. Chase seems happy to be a part of this tradition. "The orchestration of it all is the biggest challenge," he said. "Otherwise our first year has been remarkably problem-free, except for the rabbits, who are all over Belmont."

"We are very dedicated to continuing farming here and hope that Mike will expand his operation next year," said Ogilby, who grew up on the property. "There will definitely be a farm here in 2012. We want people to know that we are committed to this."

For more information contact Mike Chase at mikeandhermik@juno.com or visit the farm's web site, www.BelmontAcresFarm.com.

Jane Sherwin is a Belmont resident and a writer. She can be reached at jane@worddrivecommunications.com.

Environmental Events

By Sally Rifkin

Summer Gathering and Herb Talk

Saturday, September 17, 2 p.m.

Join the Belmont Victory Gardens at Rock Meadow for a final summer gathering and to hear herbalist Madelon Hope discuss medicinal herbs. Picnic begins at 2, talk at 2:30. Free. Sponsored by Belmont Victory Gardens. otto.judy@gmail.com. Rock Meadow, Mill Street, Belmont, between Trapelo Road and Winter Street.

Sustainable Belmont Garden Tour

Sunday, September 18, 11 a.m.-3 p.m.

Visit ten organic flower and vegetable gardens and learn about composting, rain barrels, backyard chickens, beekeeping, and other sustainable practices right in Belmont. Pick up map on September 18 at the Beech Street Center, 266 Beech Street, Belmont.

Tours of the Water Purification Facility

Monday, September 19 and October 17, 6 -7:30 p.m.

The Cambridge Water Department is offering tours of the City's beautiful Walter J. Sullivan Water Purification Facility. The program will include a virtual tour of the whole Cambridge watershed, an explanation of the process by which water that falls as rain in the suburbs 10 miles west of Cambridge is transported to Fresh Pond and made into pure drinking water for our city, and a walk through the purification areas and the lab. Free. Sponsored by the Cambridge Water Department. (617) 349-6489, friendsoffreshpond.org/cwdprograms2011.htm#twp Walter J Sullivan Water Purification Facility, 250 Fresh Pond Parkway, Cambridge.

Protecting Open Space in Dense Areas

Wednesday, September 21, 7 p.m.

Bob Wilber, director of Land Acquisition and Protection for Mass Audubon, will speak about conservation restrictions, the use of Community Preservation funds, and other ways to preserve open space in built-up towns like Belmont. Free. Sponsored by the League of Women Voters. belmont.ma.lwvnet.org. Assembly Room, Belmont Memorial Library.

Annual Fall Bulb and Perennial Sale

**Friday, September 23, 3-6 p.m., and
Saturday, September 24, 8 a.m.-12 p.m.**

The sale features tulips, daffodils, specialty bulbs, perennials, and garden supplies. All proceeds benefit environmental programs. Free. Sponsored by the Middlesex Conservation District. www.middlesexconservation.org, (978) 692-9395. 4H Fairgrounds, 51 South Chelmsford Road, Westford.

Hub on Wheels Citywide Ride and Festival

Sunday, September 25, 8 a.m.-2 p.m.

Ride your bike through Boston and experience a car-free Storrow Drive. 10, 30, and 50 mile rides are available. \$45 registration fee. Sponsored by City of Boston. Registration required. Nicole. freedman.bra@cityofboston.gov, www.hubonwheels.org, (617)918-4456. City Hall Plaza, Boston.



Walk in the Upper Cambridge Watershed **Monday, September 26, 6-8 p.m.**

Join Chip Norton, Watershed Manager, on these walks through Waltham land owned by the City of Cambridge. Explore woods, meadows, ponds and streams that supply Cambridge's drinking water. Carpooling can be arranged. Free. Sponsored by the Cambridge Water Department. Registration Required. fpr@cambridgema.gov, (617) 349-6489. Walter J Sullivan Water Purification Facility, 250 Fresh Pond Parkway, Cambridge.

CRWA's Champions of the Charles 2011

Friday, September 30, 6 p.m.

Join Charles River Watershed Association (CRWA) for a gala honoring John DeVillars and to benefit the CRWA. The evening will feature music, creative cocktails, a dinner featuring locally grown food, a live auction, and raffle. Registration required. Sponsored by the Charles River Watershed Association. www.crwa.org/champions.html, aash@crwa.org, (781) 788-0007, ext. 200. Harry Parker Boathouse, 20 Nonantum Road, Brighton.

Boston Local Food Festival

Saturday, October 1, 11 a.m.- 5 p.m.

Themed "Healthy Food for All," the festival connects New England eaters with fresh, nutritious local foods available in Massachusetts and New England. Free. Sponsored by Sustainable Business Network of Greater Boston. www.bostonlocalfood-festival.com. Boston Waterfront at Fort Point Channel.

Sustainable Belmont Monthly Meetings

**Wednesday, October 5, and Wednesday,
November 2, 7-9 p.m.**

Sustainable Belmont's October meeting features Juliet Schor, Professor of Sociology at Boston College. Schor will speak on "Building the Plenitude Economy," based on her latest book, *Plenitude*. This book examines the limits of future growth, challenges the economic principles we have grown up with, and provides a fresh perspective of how society could move forward in a "no growth or slow growth" mode. In November, Belmont resident Rick Heller will speak on "Slowing Down the Consumer Treadmill," a talk on consumerism, and two local high school students about their summer

volunteering for the Food Project. October venue TBA; November meeting at the Flett Room, Belmont Public Library, 336 Concord Avenue, Belmont.

15th Annual HIP Fall Trails Day

Sunday, November 6, noon-3 p.m.

Join the Habitat Intergenerational Program for an afternoon of environmental stewardship. Volunteers will chip trails, remove invasives, work in the Children's garden, the Moon Sun Herb garden and more. Special activities for younger children. Refreshments provided. Community service hours given. Registration not required. Free. Sponsored by Habitat Education and Wildlife Sanctuary. habitat@massaudubon.org, www.massaudubon.org. Habitat Education and Wildlife Sanctuary, 10 Juniper Road, Belmont.



We need you.

If you can volunteer even a few hours a month, you can make a difference. You do not need to be an expert—just a person who cares about our town.

I can devote time to:

- ☐ Archaeology & Historic Preservation
- ☐ Environmental Protection
- ☐ Planning & Zoning
- ☐ Community Path
- ☐ Walking in Belmont
- ☐ Mailings
- ☐ Newsletter

I can help pay for this newsletter:

It costs about \$4,000 to publish each issue of our newsletter. Please donate for this purpose:

☐ \$25 ☐ \$50 ☐ \$100 ☐ \$250

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Thank you.

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September/October 2011

- Five-Story Complex Planned for Faces Site . . 1**
Bike Carriers Make Hauling Easier . . . 5
Signs of Bikes Appear Around Belmont. . . 8



- Belmont's Newest Farmer 10**
Environmental Events. 13