



City of Cambridge

49.
Amended Order
IN CITY COUNCIL
July 27, 1998

COUNCILLOR TOOMEY
VICE MAYOR GALLUCCIO
COUNCILLOR REEVES
COUNCILLOR TRIANTAFILLOU

ORDERED: That the City Manager be and hereby is requested to direct the Assistant City Manager for Community Development to prepare, for presentation to the East Cambridge Planning Team on September 10, 1998, a preliminary recreational use design plan for the ComEnergy site; and be it further

ORDERED: That the attached MDC draft plan for Broad Canal be considered in conjunction with the preparation of the recreational use design plan.

In City Council July 27, 1998.
Adopted by the affirmative vote of eight members.
Mayor Duehay recorded in the negative.
Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script that reads "D. Margaret Drury".

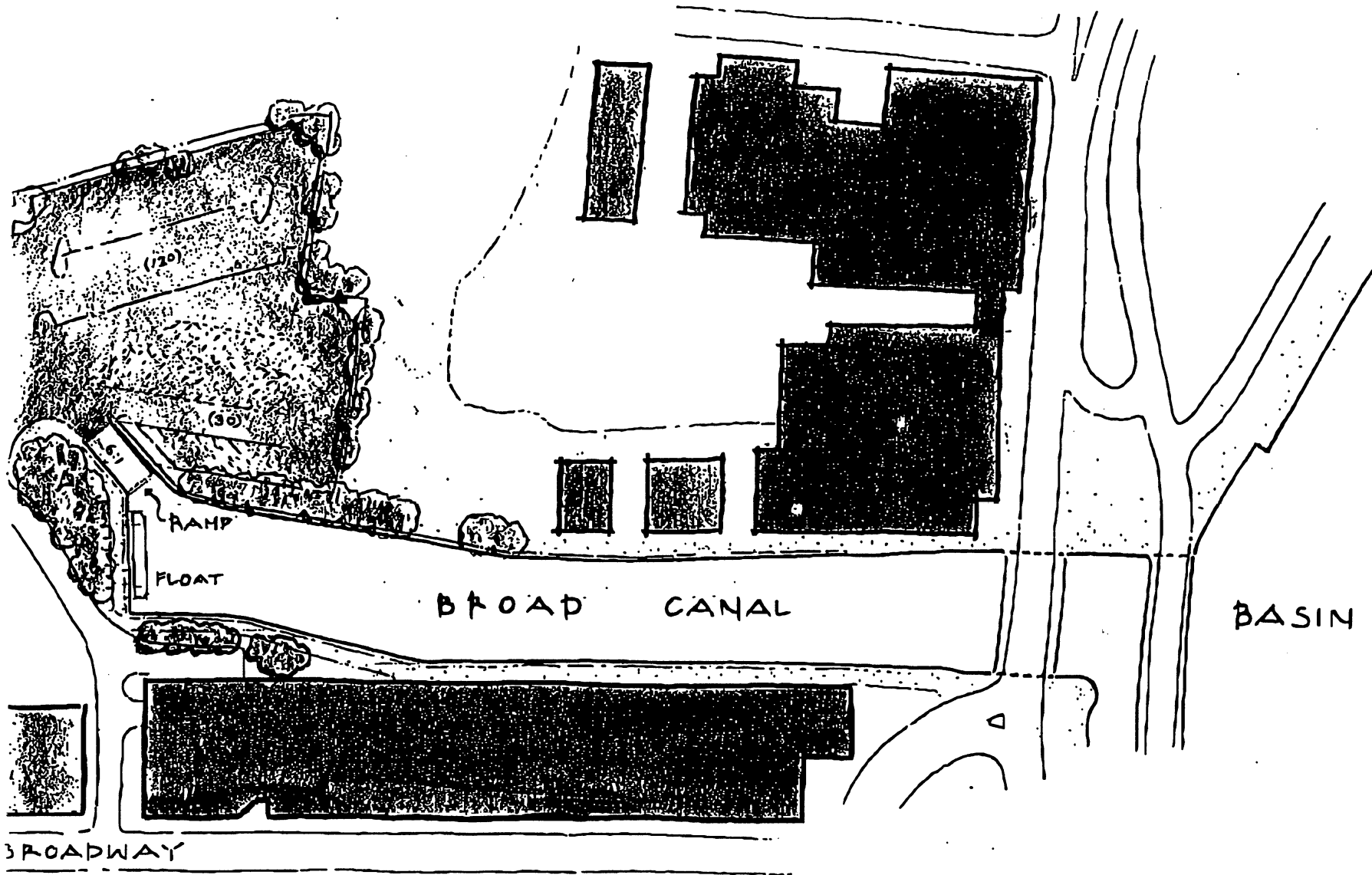
D. Margaret Drury
City Clerk

#49

Create a new pathway along the eastside of the canal to provide an alternative way around the Longfellow Viaduct.

- Construct a ramp at the head of the canal and a floating path along its east edge
- Path could return to ground level before the first bridge, reactivating existing lights to allow foot and wheeled traffic to cross Cambridge Parkway.
- Alternatively, if bridges are rebuilt to allow greater clearance, path could run under the draw bridges and downriver along the edge of the seawall, connecting to the public landing at Front Park
- Work with Raytheon and MIT to continue path from the head of the canal to Broadway, and then down Wadsworth Street to provide an alternative route for pedestrians, joggers, cyclists and inline skaters to by-pass Longfellow Viaduct

Find ways to bring out the industrial history of the canal, whether through signage, ranger tours, or conversion of the old bridge building into an exhibit.



BOAT RAMP

Charles River Basin Master Plan
Goody, Clancy & Associates
Architecture and Planning

#49



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Original Order
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insert with indent #19

RICK CORSI

DRAFT

BROAD CANAL

(Off of Cambridge Parkway, just below Longfellow Bridge)

Introduction

- Historic industrial canal off of the Lower Basin; could become an excellent site for interpretation of the Charles' industrial past
- Could provide an additional entrance point for smaller powerboats, canoes, and kayaks, taking some of the pressure off of the Daly Field ramp
- Should find ways to recapture this area for the Reservation through an additional pathway connection or enhancement of existing pathway

Existing Conditions

- Isolated and rarely used area
- Cut off from the Basin by complex boulevard crossings: canal mouth is on the unused side of one of the most difficult stretches of the pathway for pedestrian, joggers, cyclists and inline skaters: The Longfellow Bridge Viaduct.
- Unique scale: 1000' long and 100' wide
- Two old drawbridges, now permanently lowered, block the entrance to the canal leaving a clearance of only five feet between the water and the large steel beams supporting the bridges
- Approximately 7' granite seawall around edges.. On the east side, layers of different stone walls are clearly visible.
- The canal itself has a Cambridge Electric powerplant on one side and Kendall Square office buildings along the other
- There is a path along the backs of the office buildings on the west side of the canal. None of the built spaces open onto it, so the path is dead space, rarely used.
- At the head of the canal there is a sheet pile wall and the seawall is much lower (3'-6") backed by an 8' wide granite terrace with granite blocks and landscaping.
- Large parking lot adjacent to Cambridge Electric at the head of the canal that is likely to be redeveloped soon
- Old bridge control building currently unused
- Old traffic signals used for lowering or raising of drawbridge intact but unused

Goals

- Reincorporate this area into the Reservation
- Educate Basin users about its industrial past
- Open water and banks for public use, addressing circulation problems.

Initiatives

Create a **new public launch ramp** for small powerboats, canoes, and kayaks in order to take some of the pressure off of the launch ramp at Daly Field.

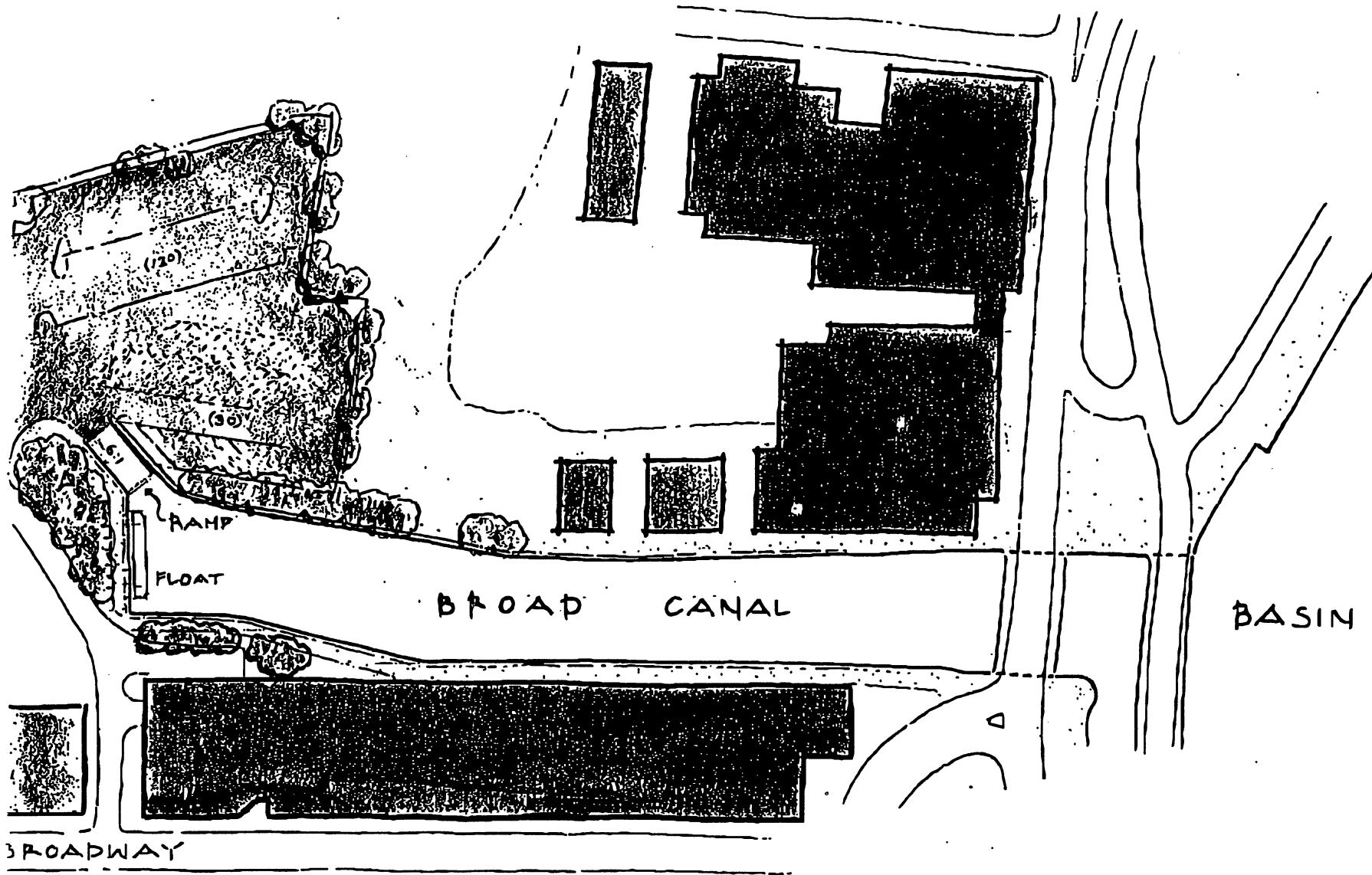
- Build a ramp at the head of the canal with a wooden landing along the water's edge to allow launching of powerboats and canoes and kayaks simultaneously.
- Rebuild former drawbridges in order to maximize clearance. Need 8 feet in order to get small powerboats out
- When Cambridge Electric lot is redeveloped, work with developer to build this as part of Chapter 91 requirements.
- Office workers could use parking lots during the week, boaters on the weekends.

Post-It™ brand fax transmittal memo 7671		# of pages ▶ 3
To <i>HANUSTA DAVIS</i>	From <i>RICK CORSI</i>	
Co. <i>CARB. CITY CENTER</i>	Co. <i>MDC</i>	
Dept.	Phone # <i>727-9693x263</i>	
Fax # <i>349-4287</i>	Fax # <i>727-8301</i>	

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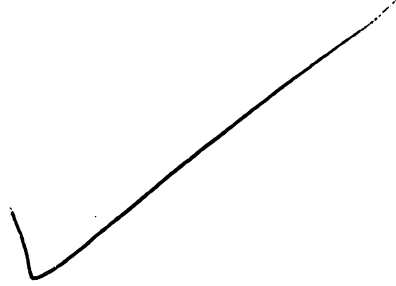


BOAT RAMP

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Councillor Toomey

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7/7/98

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Richard J. Mangin

7/6/98 paper.

Renise Perry.



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Consent Order #49

352CM

Councillor Toomey re: prepare a preliminary recreational use design plan for the ComEnergy site for presentation to the East Cambridge Planning Team on September 10, 1998.

In City Council July 27, 1998

ORDER ADOPTED

as amended