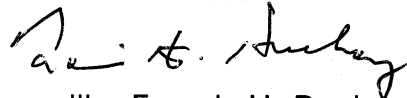


Councillor Duehay thanked those in attendance for their presence. He noted that Cambridge is really is just getting started on confronting regional issues and that there is a great deal to do. Cambridge has an ability to work with other communities, but it has to do more to make this happen.

The meeting was adjourned at 7:23 p.m.

For the Committee

A handwritten signature in black ink, appearing to read "Francis H. Duehay", written in a cursive style.

Councillor Francis H. Duehay, Chair

Councillor Born noted that a difficulty she has seen as a local legislator is the need to respond to projects on a piecemeal basis. She pointed out the irony of giving Biogen city assistance to hire people who live in Acton and drive in to park in the parking garage, while there are unemployed people in the housing project a block away who will never work there.

Ms. Preston said that you have to make the plans far in advance, and then you can require development that does hire people in the projects. Councillor Duehay said that he disagreed. He pointed out that for fifteen years the city had tried to develop the Kendall Square area so that people living in the housing projects could work there. Is the choice to wait another fifteen years?

Councillor Born said that roadway improvements may not be helpful. If roadways are not improved, people will find alternatives.

David Lee pointed out that people do not come to Harvard Square because they know they can park there; they come for the quality of the experience regardless of the parking difficulty.

David Soule said that perhaps people will be more receptive to regionalization if the concept of regional governance as opposed to regional government is emphasized.

Councillor Born said that she supports a parking freeze for the suburbs. David Lee said that air quality requirements will necessitate such actions.

Connie McMillin, Urban Ring Infrastructure Forum, said that there are realities now that can alleviate the transportation problems, such as realigning bus patterns, using jitneys, etc.

Katherine Preston noted a proposal of the City of Worcester to cooperate with suburbs in bonding capacity to clean up toxic waste sites.

David Sims, Cambridge, noted there are reasons for Biogen to want to come to Cambridge, which may not apply to either other types of industries.

Councillor Duehay noted the similarities to the NAFTA issues.

Ms. McMillin described the Circumferential Employers Group, which is committed to improving the transportation links because its employees need there links and they need their employees.

Mr. Lee observed that there are many development possibilities for an urban ring, from the very basic to more complicated and more integrated. There are many transportation possibilities and opportunities. Mr. Lee said that the relationship between transportation and community development has long been established. He noted the importance of the Orange Line development to community improvement in the Southwest corridor of Boston.

Councillor Duehay then introduced Antonio diMambro, architect, Communitas, to discuss visions for the urban ring. He described his background and interest in this issue, and also presented slides to accompany his discussion. Mr. diMambro expressed his support for Cambridge's Growth Policy.

He said that the urban ring will give Cambridge citizens increased access to economic opportunities in the rest of the region. He pointed out that the region can be diagrammed in terms of sections, established by the radial transit corridors. It is important to better establish a circumferential link.

Mr. diMambro noted the development opportunities for Boston, Brookline and Cambridge at the end of the Mass Pike, especially if a west train station is built. The idea is basically one of a west gateway to the area.

A second set of ideas relates to the area closer to the airport, at the Chelsea River, and would also affect Cambridge. There are opportunities to reknit the fabrics of the city from the social and economic point of view.

Councillor Duehay thanked the speakers for sharing their creativity and expertise. He said that regional planning and government is a core concern for him. Councillor Duehay asked the speakers to address the issue of implementation of these concepts of regionalism. He is concerned that the Growing Smart Bill may not move beyond planning to implementation.

Katherine Preston said that in the bill completion of a plan means having the zoning changes in place. That is the first step. She added that one of the biggest problem with large state agencies is getting them to recognize the land use effects of their actions.

Councillor Duehay noted the sentiment on the part of many Cambridge residents that there is too much development and too many jobs. Mr. deMambro said that there must be a balance; to totally freeze growths is to die.

David Lee said that regional planning is a way of spreading the wealth and improving quality of life. Councillor Duehay noted the need for taxation policy to assist in the necessary balancing. He said he believes there is a need for regional government with a regional funding source.

economic development because they must support each other with regard to land use planning. Similar organization exists in several states, e.g., 1000 Friends of California. These issues of land use planning, particularly in relation to transportation, are being discussed all over the country.

Ms. Preston noted the importance of involvement and action at the state level. Few state agencies look at the land use consequences of their decisions. Nine states have some sort of statewide land use planning law. She then described the process of developing the proposed "Growing Smart" bill, and distributed a description of the bill (Attachment 2).

Ms. Preston explained that this bill proposes to send money to cities and towns for local planning. At the regional level, existing planning agencies are reconstituted into regional planning commissions with a mandate to write regional policy plans. There are two plans presently - MetroPlan 2000 and one on the Cape. At the state level, H4588 proposes the creation of the Governor's Council on Planning and Development to assure that state will take the local and regional plans into account after they are written and approved.

She noted that an often-expressed criticism of the bill is that localities would lose home rule, but this is not in fact the case.

Ms. Preston said that an important part of the bill is a series of options for regional authorities regarding the development of regional impacts, from advising to regulatory and review authority. She noted that this has been a controversial part of the bill. The development community does not want another layer of regulation; cities and towns do not want to give up their home rule authority.

Ms. Preston said that the bill is still in the Local Affairs Committee, and she does not expect action before the election.

Councillor Duehay then introduced David Lee, Chair of the Boston Society of Architects Infrastructure Committee, and noted his particular interest in the circumferential urban ring. Mr. Lee accompanied his discussion with a slide presentation. Mr. Lee said that the urban ring is not anti-suburban; it is pro-urban; it is an economic development project. He said that just as people should have the choice of living on a farm, people should have the option of living in a safe, attractive, interesting city. He noted that a city is a fundamental economic unit. Since 1950 job growth has been concentrated downtown and then in exurbia, with an inner core that is deteriorating. If we ignore development of the inner core, we ignore the possibility of development that is competitive throughout the world. He noted the important institutions throughout the urban ring of which Cambridge, Boston, Everett, Chelsea, etc. are a part, including UMass Boston, Longwood Medical area and Logan Airport.

City of Cambridge

The Housing and Community Development Committee held a public meeting on July 20, 1994, beginning at 5:30 p.m. in the Sullivan Chamber for the purpose of discussing regional and state growth policy issues.

Present at the hearing were Councillor Francis H. Duehay, Chair of the Committee, Councillor Kathleen L. Born and City Clerk D. Margaret Drury.

Councillor Duehay convened the hearing and explained the purpose. He stated that this meeting is the fourth of a series of Committee meetings on the growth policy issue. The first meeting was a presentation by the Community Development Department on the Growth Policy Document. The next two meetings consisted of public comment on the Growth Policy Document. Councillor Duehay then introduced as part of the record H4558, the "Growing Smart" bill and a report of the Subcommittee on Regulation date January 4, 1994.

Councillor Duehay described the speakers who would be addressing the Committee. He then introduced David Soule, Executive Director of the Metropolitan Area Planning Council. Mr. Soule noted that there is also a report from Senator Chase on the abolition of county government, which should be a part of the ongoing discussion about regionalism.

Mr. Soule distributed copies of Metropolitan Plan 2000 (filed with the Committee records) and a summary update (Attachment 1). He outlined the main concept: Sprawl is bad and government should concentrate development for greater efficiency and to reverse sprawl. He noted that MetroPlan 2000 identifies a three tiered development system area. The urban core is the area served by rapid transit, next is the metro sewer area, and then everything else. He noted MAPC's support for Cambridge's Growth Policy. Mr. Soule noted that Cambridge has nominated some Concentrated Development Areas, which is part of the MAPC planning process to counteract sprawl and MAPC supports these efforts. MAPC is looking at the concept of linking planning to governmental services.

Councillor Duehay then introduced Katherine Preston, Executive Director of 1000 Friends of Massachusetts. Ms. Preston explained that 1000 Friends of Massachusetts is a coalition of business people, environmentalists, developers and others who are interested in being able to balance environmental concerns and

MetroPlan 2000

UPDATE

March 1994

A REGIONAL DEVELOPMENT PLAN FOR METROPOLITAN BOSTON

What is MetroPlan 2000?

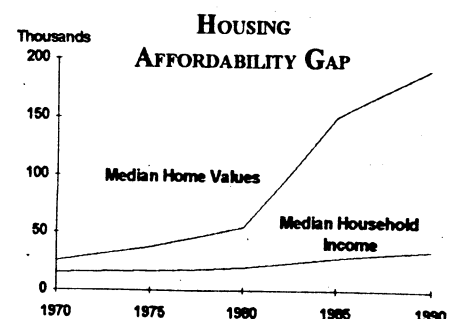
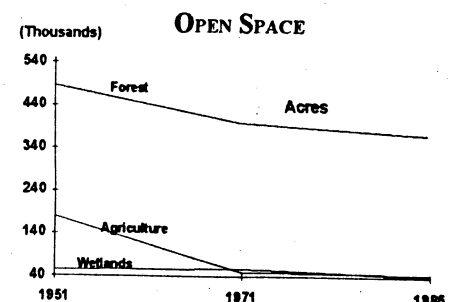
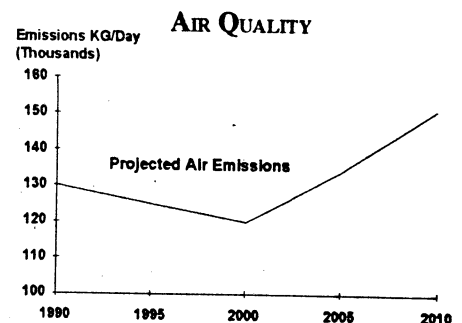
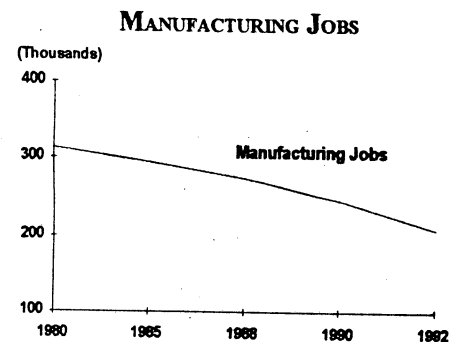
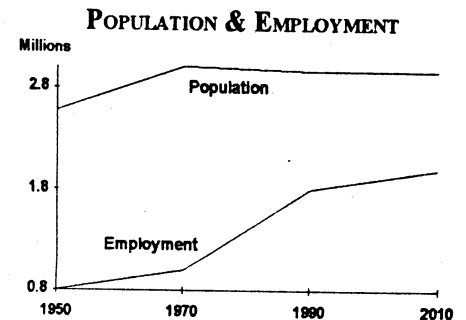
Metroplan 2000 is the regional development plan for the Boston metropolitan area. It was adopted in 1990 by the Metropolitan Area Planning Council, which is made up of voting representatives of 101 cities and towns in the Boston metropolitan area. The plan provides guidance for future growth and development in the Boston area. It promotes a sustainable development pattern which makes efficient use of public infrastructure and allows for growth while improving the quality of the region's air, water, and land resources.

Why was MetroPlan 2000 adopted?

The plan was adopted to address a host of problems faced by the region, as indicated by these trends:

- ECONOMIC DEVELOPMENT:** Since 1980, the region has lost one-third of its manufacturing jobs. The region must strengthen its remaining economic base and grow new industries to compete in the global economy.
- LAND USE:** Since 1950, the region has lost 261,089 acres of open space (forest, ag land, and wetlands), representing 36 percent of the total in just 40 years.
- TRANSPORTATION:** Traffic is growing at more than 2½% per year, and 80% of the region's expressways are congested during rush hours.
- AIR QUALITY:** The region is already in violation of the Clean Air Act, and expected increases in auto travel will increase pollution levels by the year 2010.
- WATER QUALITY:** Over two-thirds of the rivers fail the water quality standards; over twenty towns have lost public water supplies to groundwater contamination.
- HOUSING:** The region's ratio of housing cost to income is among the highest in the nation. Only 4 of the 101 communities meet the state goal of ten percent affordable housing.

REGIONAL TRENDS





What are the Goals of MetroPlan 2000?

- ☐ Sustainable development; strengthen the region's economy
- ☐ Compact, mixed use development patterns and reduced sprawl
- ☐ Reduce automobile travel; reduce use of single occupancy vehicles
- ☐ Increase use of transit, biking, and high occupancy vehicles
- ☐ Improve air quality and compliance with the Clean Air Act requirements
- ☐ Provision of affordable housing to meet the region's needs
- ☐ Conservation of environmental resources such as wetlands, watersheds, and aquifers
- ☐ Improved water quality of rivers, lakes and coastal waters
- ☐ Preservation of open space and linkage of regional open space
- ☐ Efficient use of infrastructure; maintenance of existing infrastructure

For More Information Contact:



METROPOLITAN AREA PLANNING COUNCIL
60 Temple Place • Boston, MA 02111
Phone (617) 451-2770 • Fax (617) 482-7185

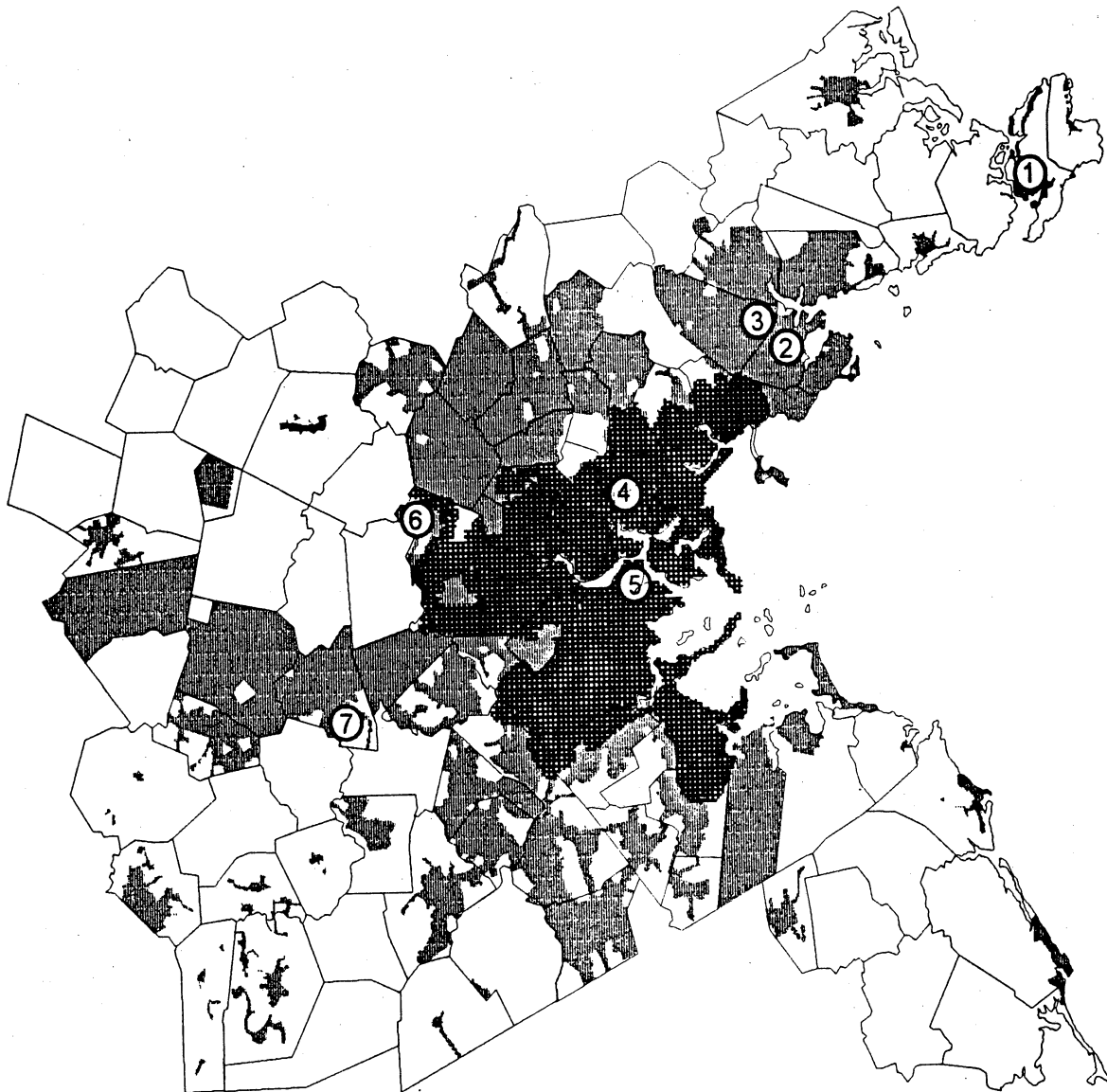
What does MetroPlan 2000 recommend?

The plan encourages efficient development by **promoting compact development patterns and discouraging sprawl**. Compact development patterns include a **mix of uses**, including residential, commercial, and retail uses. Jobs are located in closer proximity to homes and near transit facilities. This reduces traffic by promoting alternatives to the automobile such as transit, vanpools, bicycling, and walking. Reduced auto trips will also decrease air pollution and help the region meet Clean Air Act requirements. By limiting sprawl, MetroPlan 2000 also encourages the protection of open space and sensitive natural resources such as wetlands, watersheds, and aquifers. The plan encourages economic development which makes the most cost-effective use of public infrastructure such as highways, transit, sewer, and water systems. This will reduce the need for costly public investment in expanding infrastructure systems.

To achieve these goals, MetroPlan 2000 recommends a **three-tiered regional development plan** which prioritizes areas with existing infrastructure for new development (see map). The three policy areas include the **Urban Area**, which has densities high enough to support rapid transit services; the **Multi-Service Area**, which has existing sewer services, and the **Suburban/Rural Area**, which does not have sewer services. The plan recommends appropriate development densities in each of the three policy areas.

MetroPlan 2000 also provides for the designation of special development areas called **Concentrated Development Centers (CDC's)**. These are areas which support compact, mixed use development with a balance of housing and jobs and are transit-accessible and pedestrian-friendly. To date, seven CDC's have been designated by MAPC, and 56 more have been nominated.

The plan includes detailed elements for five policy areas: housing, land resources, transportation, economic development, and water resources. It also includes a detailed set of action recommendations for each of these.



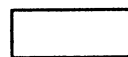
MetroPlan Policy Areas



URBAN AREA



MULTI-SERVICE



SUBURBAN/RURAL



DESIGNATED CONCENTRATED
DEVELOPMENT CENTERS

Designated CDC's

1. GLOUCESTER
2. SALEM
3. PEABODY
4. MALDEN
5. URBAN ECONOMIC
CORE (PENDING)
6. WALTHAM
7. NATICK



How is MetroPlan 2000 being implemented?

MetroPlan 2000 is an advisory process involving MAPC, its member communities, and key state agencies. MAPC is implementing MetroPlan 2000 by promoting the plan in numerous public forums, including:

ENVIRONMENTAL REVIEWS: MAPC reviews projects under the state's environmental review process, the federal review process, and the Intergovernmental Review process. In conducting these reviews, MAPC comments on the consistency of the proposed project with the goals and criteria of MetroPlan 2000.

CAPITAL INVESTMENT PROGRAM: MetroPlan 2000 includes a process for reviewing proposed public infrastructure projects. The Capital Investment Program screens these projects for consistency with MetroPlan 2000 and recommends a higher priority for those projects which support the regional development plan. The CIP lists transportation and sewer projects.

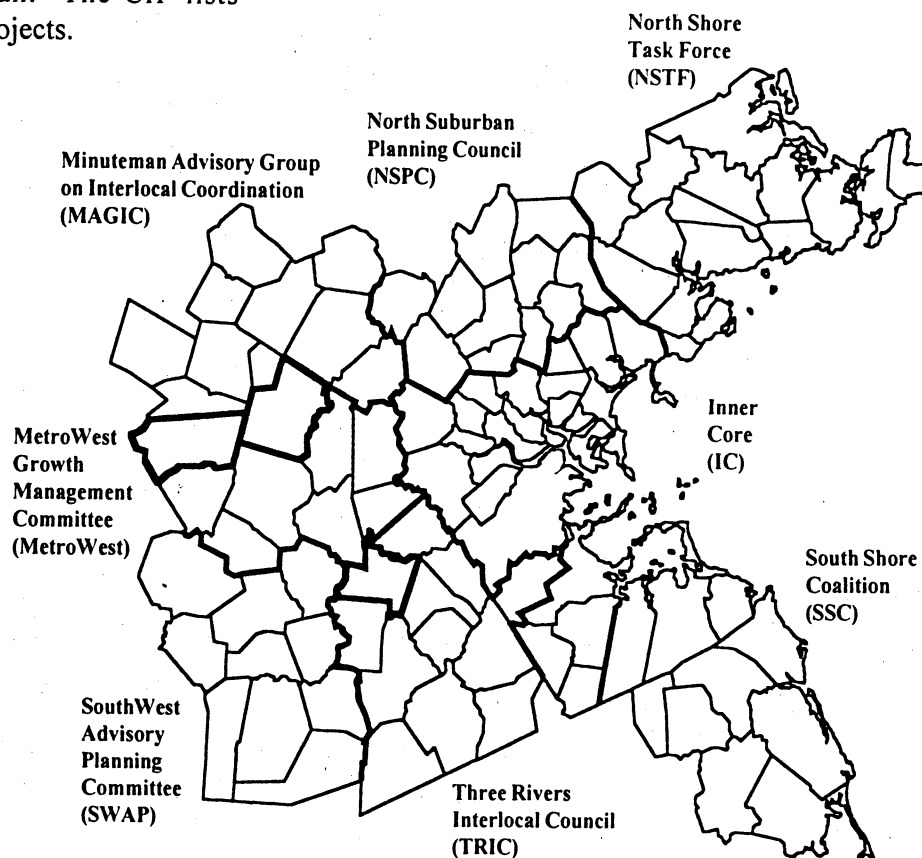
TRANSPORTATION IMPROVEMENT PROGRAM: MAPC works with its member cities and towns and state transportation agencies to prioritize transportation projects for public funding. MAPC reviews TIP projects and gives priority to supporting projects which are consistent with MetroPlan 2000.

REGIONAL TRANSPORTATION PLAN: As a member of the Metropolitan Planning Organization, MAPC participates in the formation of a Regional Transportation Plan. MAPC works to encourage policies and recommendations in the Regional Transportation Plan which are consistent with MetroPlan 2000.

LOCAL PLAN CONSISTENCY: MAPC reviews local master plans and open space plans and advises communities on their consistency with MetroPlan 2000.

The Metropolitan Area Planning Council

MAPC is the regional planning agency for 101 cities and towns in the Boston metropolitan area. The Council prepares plans and provides technical assistance to communities for transportation, land use, economic development, water resources, and housing. The Council also has a Data Center which provides demographic and economic data and projections of regional trends. MAPC works with its communities through 8 subregional organizations, shown at right. Each subregion has members appointed by chief elected officials and planning boards.



MAPC Subregions



1000 FRIENDS OF MASSACHUSETTS

POST OFFICE BOX 236 • LINCOLN CENTER, MASSACHUSETTS 01773 • 617-259-8226

Executive Summary

MASSACHUSETTS PLANNING AND DEVELOPMENT ACT "Growing Smart Bill"

1. Purpose

To promote economic development, revitalize cities and rural communities, coordinate public and private investment in development and foster a new regional home rule by establishing an improved, efficient and economical system of local, regional and state land-use planning that will facilitate both development and resource conservation efforts. The act is designed to empower local communities to guide state actions through the local comprehensive plans and regional commissions comprised of local elected officials.

2. Vision for the Commonwealth

Eleven statewide goals pertain to economic vitality and jobs; coordinated public and private investment; natural, historic and cultural resource preservation and enhancement; regional integration; infrastructure and capital facilities; housing; transportation; community character; public access; citizen participation and conflict resolution.

3. Local Plans

Local Comprehensive Plan Boards are encouraged to prepare local comprehensive plans, consistent with the state goals and the regional policy plans. Municipalities with approved plans receive priority for discretionary funding; may establish a unified program of impact fees; may provide for unified permits; may adopt more flexible zoning; enjoy increased influence in state actions affecting their community; and gain other advantages. Development within designated growth centers is encouraged via expedited permit review, development agreements, and revised appellate review of local decisions. Municipalities may nominate Districts of Critical Planning Concern for additional protection.

4. Regional Commissions

Elected officials from each municipality within a region will be members of the new regional commissions (RC's), which will have the same boundaries and include the powers of the present regional planning agencies. RC's shall prepare regional policy plans consistent with state goals; assist local planning efforts; review optional local comprehensive plans for consistency with state goals, abutting communities' plans and with the Regional Policy Plan; and review Developments of Regional Impact (DRI's). Permitting authority over Developments of Regional Impact is determined by each RC.



5. Developments of Regional Impact

Municipal officials within the RC determine the extent to which the RC will review or regulate development in the region which exceeds specific criteria of size or impact. After review of a DRI an appeal of local permits is vested exclusively in a Board of Land Appeals promoting more rapid, efficient review of decisions.

6. State Support

State actions, including state funded infrastructure investments, state facilities and other capital outlays, state allocation of federal funds, and state regulatory decisions, must be consistent with approved local plans and regional policy plans. State planning resources, including a geographical information systems database, will be made available to local planning efforts. Ongoing local planning activities will receive state funding assistance to implement and revise approved local plans.

7. Board of Land Appeals

An expert quasi-judicial Board of Land Appeals (BLA) shall be created with members appointed by the Governor. The BLA shall hear appeals on DRI decisions and certain local decisions. Appeals of decisions by the BLA shall be directed to the Appeals Court.

8. Council on Planning and Development

A council, chaired by the Governor and consisting of the secretaries of five Executive Offices and six public members, shall administer the state funding, oversee the review of regional policy plans, coordinate capital facilities planning by state agencies and authorities; and resolve conflicts between proposed public actions and approved local plans.

9. Funding and Administration

One percent of the capital outlay budget of the Commonwealth shall assist development of local comprehensive plans, supplement the existing per capita assessment from the municipalities and other funds currently received by regional planning agencies, and fund program administration.

January, 1994

3.

8-345

COMMITTEE REPORTS

Housing and Community Development
Committee Report for a hearing held on
July 20, 1994 regarding regional and
state growth policy issues.

In City Council,

August 1, 1994

8/1/94

Report accepted
Placed on file