

City of Cambridge

NEIGHBORHOOD AND LONG TERM PLANNING COMMITTEE MEMBERS

*Councillor Marjorie C. Decker, Chair
Councillor Kathleen L. Born
Vice Mayor David P. Maher*

In City Council April 2, 2001

The Neighborhood and Long Term Planning Committee held a public hearing on February 20, 2001, beginning at 12:40 P.M. in the City Council Office, City Hall, for the purpose of receiving an update on the status of neighborhood study committees and to plan for a public hearing of the committee on this topic.

Present at the hearing were Marjorie C. Decker, Chair of the Committee, City Clerk D. Margaret Drury and Stuart Dash, Director of Neighborhood and Community Planning, Community Development Department.

Councillor Decker convened the hearing and explained that the purpose is to receive background information and plan for a public hearing on the neighborhood study committee process. She stated that the public hearing would report on ongoing neighborhood studies and implementation of study recommendations, and would be an opportunity to describe the neighborhood planning process and how residents can participate, and to look at how it is working.

Councillor Decker asked Mr. Dash what neighborhood studies are currently in progress, and Mr. Dash replied that the Agassiz Neighborhood study is going on now, and when former Community Development Department (CDD) planner Carlton Hart's position is filled, CDD staff will begin the study of the Cambridge Highlands neighborhood.

Mr. Dash continued that CDD is now working on including a final implementation plan for follow-up after the study committee has completed its work. He stated that CDD is doing this with the Cambridgeport study. There have been two meetings. Mr. Dash submitted a copy of the Cambridgeport implementation chart which came out of the first meeting and was sent to the neighborhood (**Attachment A**). After the chart was sent there was another meeting to prioritize and come up with a work plan. That meeting took place two weeks ago, at the Morse School. About 35 people came.

Mr. Dash stated that in the next fiscal year, CDD would like to do this with a few neighborhoods that have had neighborhood studies. The goal is to get to a more formal implementation plan, a more measurable work plan format, to go forward with after the study itself has ended.

Councillor Decker requested input from CDD on their thoughts on how the public hearings should work – who from the City should be involved in presentation area, who should be invited/notified of the hearing. She stressed that the purpose is to update the community on the status of the reports and the study process. It may be that more than one hearing should be held. In response to a question from Mr. Dash, Councillor Decker said that ideally, the hearing(s) would take place in early spring.

Councillor Decker said that she would like to provide a foundation for what this committee should be doing on a regular basis. She would like to see a much closer connection of the committee to the ongoing neighborhood study and planning work of the city, both to keep the Council informed and to generate community support.

Councillor Decker asked Mr. Dash to describe the process for a neighborhood study. Mr. Dash stated that the meetings begin with presentations by city staff. The process also includes public meetings so that more residents than just the committee members can receive information and provide input. The City Manager chooses the committee members. CDD sends out flyers to the neighborhood to solicit applicants. The City Manager tries to balance membership with respect to several valuables: new/long term residents, some local business owners, diversity that reflects the neighborhood makeup, etc. Mr. Dash stated that CDD also does an opinion survey, a statistically accurate randomized telephone survey of the neighborhood.

Councillor Decker requested a list of the members of the Cambridgeport Study Committee and a copy of the telephone survey. Mr. Dash stated that he would provide this material. He noted that for the telephone survey, there is a set of standard questions that are asked in each neighborhood and there are also some that are customized for the particular neighborhood being studied.

Councillor Decker said that she wants to be sure that the new zoning proposal for Special District 8 is on track with the Cambridgeport Neighborhood Study recommendations. Mr. Dash noted that the implementation chart (see LU4) reflects the study committee's recommendation for transition zones and strong support for affordable housing.

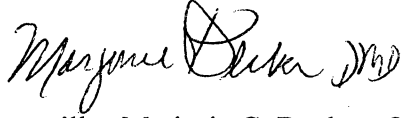
Councillor Decker observed that the recommendations also support density bonuses where necessary to provide sufficient incentive for the housing.

Councillor Decker stated that on March 20, there will be a follow-up to this meeting, a final planning meeting for the public hearing. She said that she also wants to look into citywide rezoning and how that fits with neighborhood planning.

Councillor Decker thanked those present for their attendance.

The meeting was adjourned at 1:25 P.M.

For the Committee,

A handwritten signature in cursive script, appearing to read "Marjorie Decker MD".

Councillor Marjorie C. Decker, Chair

Cambridgeport Neighborhood Study

Rec Type	Recommendation Summary	Preliminary Notes On Implementation	Potential Timetable	Priority
	Economic Development			
ED1	Identify ways to maintain the current mix of businesses in the neighborhood. Survey current and potential small business owners regarding their challenges and needs.		Med Range	
ED2	Help make business areas in Cambridgeport more attractive and more business friendly: <ul style="list-style-type: none"> - Facade improvement; like Cambridge Street and Central Square. - relaxation of parking limits during business hours - rotate parking so it is residential use at night and business use in daytime 		Short To Med Range	
ED3	Encourage nodes of small commercial use in significant new developments (as in the new MIT dorms (proposed along Pacific Street). Developments in these nodes are encouraged to be a character similar to street corner storefronts in the rest of the neighborhood.	<i>In the Citywide Rezoning Petition, Project Review guidelines encourage street level retail and character consistent with neighborhood.</i>	Short To Med Range	

Cambridgeport Neighborhood Study

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	Housing			
H1	The city should require that the all large-scale residential and mixed-use developments in Cambridgeport, similar to 680 Memorial Drive (Polaroid site) and 664 Massachusetts Ave. (Holmes site), provide at least 25% of their units as affordable. These affordable units should be for a mixture of low-income and moderate-income tenants. In recognition of the fact that trade-offs, may be necessary for developers to offset the cost of affordable units, the committee would support density bonuses.	<i>During the neighborhood study process the City Council approved a 15% inclusionary zoning amendment to the Cambridge Zoning Ordinance. Both the Holmes and Polaroid projects include 15% affordable units.</i>	Ongoing	
H2	The Study Committee believes that the housing developments proposed in Cambridgeport should reflect the neighborhood in terms of the current tenure, e.g. homeowners and renters. This mix of types of tenures should be required in new developments so that it reflects the current diversity of the surrounding Cambridgeport neighborhood.		Short To Med Range	
H3	The city should use its municipal bond authority to raise a large capital pool for the development of low and moderate-income residential housing in Cambridgeport. The city should also develop better relationships with private lending organizations in order to help provide financing for new housing in Cambridge		On Going	
H4	The city should continue to invest in the non-profit housing development organizations that provide affordable housing in Cambridge because they have been very effective in leveraging the money given to them by the city and from other sources.		On Going	
H5	New developments in Cambridgeport should complement the existing neighborhood character and this should be ensured with a comprehensive design review process that involves the community. Among other things, this process could help	<i>In the Citywide Rezoning Petition, Project Review involves the community and guidelines encourage built character consistent</i>	Short To Med Range	

Cambridgeport Neighborhood Study

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	ensure that projects “fit in” and maintain the current mix of buildings constructed in the neighborhood.	<i>with neighborhood.</i>		
H6	Encourage the rehabilitation of old buildings where possible to help preserve the neighborhood character and reduce costs.	<i>Existing HRI and Just-a-Start Housing Improvement Programs</i>	Ongoing	
H7	As the new development at University Park is a significant addition to the residential part of the neighborhood, it should reflect the current composition of the neighborhood. The Study Committee recommends that the Planning Board should require that all residential phases of University Park include an affordable housing component. The Study Committee suggest that each new building built have at least 25% of the units as ones affordable to low and moderate income people	<i>Affordable housing components of University Park are located in Auburn Court Phases I and II and Kennedy Biscuit Lofts. This low and moderate-income housing comprises 24% of all residential units planned at University Park. (155 low and mod out of a total of 646)</i>	Ongoing	

Cambridgeport Neighborhood Study

Rec
Type

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Preliminary Notes On Implementation

Potential
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	Land Use			
LU1	The study committee recommends that the following parks in Cambridgeport should be zoned as Open Space: Hastings Square, Alberico Park on Allston Street, Lopez Street Tot Lot and Fullerton Park between Peters Street and Sidney Street. This change was not made in the previous citywide rezoning and this omission should be corrected.		Short Range	
LU2	The Study Committee recommends that the city consider rezoning in an organized way in order to help support neighborhood clusters of businesses. Areas of concentration: <ul style="list-style-type: none"> - Brookline and Putnam - Pearl (between William and Lopez Streets) - Pearl and Putnam - Brookline Street and Sidney Street (lower Cambridgeport) - River Street 		Med Range	
LU3	The Study Committee recommends that overlay districts be proposed along Memorial Drive to ensure that the scale of development along this roadway is of an appropriate size to the nearby residential neighborhoods. In addition, to insure that neighborhood residents are aware of these projects, the Study Committee proposes that two overlay districts are created and the base Office 3 zone be studied so appropriate changes can be made. These overlay districts would be included in the Large Project Review Process, to ensure that the public would be notified when development over 20,000-sq. ft. is being proposed in the area. <ul style="list-style-type: none"> - The River Street Overlay District is described as extending from Memorial Drive to the Central Square Overlay District along River Street. - The Lower Cambridgeport Overlay District is described as extending from Magazine Street to River Street along 	<p><i>As part of the upcoming Riverside Planning Study, zoning along River Street will be examined.</i></p> <p><i>In 1997, the allowed height in the BA zone for housing was reduced from</i></p>	Ongoing	

Cambridgeport Neighborhood Study

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	<p>Memorial Drive. Study the Office 3 zone (along Memorial Drive) Consider new zoning which would:</p> <ul style="list-style-type: none"> - limit the overall heights allowed in the district, as well as limit scale and density; - permit mixed residential, commercial and office uses; and - encourage residential uses along the neighborhood edge. <p>Create an urban design plan to accompany any new zoning which would:</p> <ul style="list-style-type: none"> - place buildings with greater density and massing nearer to the Charles River/Memorial Drive side of the zoning district and away from the neighborhood, thus providing a smooth transition between this district and the abutting residential area: - limit heights along the edge of the residential neighborhood to match or complement those of the neighborhood; - provide adequate set backs to reduce shadows and to protect the Charles River bank from inappropriate visual intrusions 	<p><i>85 to 45 feet.</i></p> <p><i>In the Citywide Rezoning Petition, the allowed commercial density in the O-3 zone is reduced from 3 to 2, and the height from 120 to 90 feet.</i></p>		
LU4	<p>The Study Committee recognized the need for transition zones to be created which recognize the density and height conflicts between the various zones and proposes ways to reduce the negative impacts to abutters.</p>	<p><i>Some of the transition issues in O-3 zone have been addressed by recently permitted Bread & Circus and Polaroid projects.</i></p>	Ongoing	

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	Open Space			
OS1	The Study Committee supports the efforts of the Friends of Magazine Beach and encourages the MDC to continue their community process with respect to the redesign of the Magazine Beach facility	<i>In the fall of 1999, the City and the MDC reached an agreement to renovate the Magazine Beach facility. In this agreement, the city has agreed to provide \$1.5 million for renovations and \$100,000 annually for the maintenance and upkeep of this facility. In return, the MDC has agreed to give Cambridge youth athletic teams priority in scheduling of games.</i>	Ongoing	
OS2	The study committee recommends that the following parks in Cambridgeport should be zoned as Open Space: Hastings Square, Alberico Park on Allston Street, Lopez Street Tot Lot and Fullerton Park between Peters Street and Sidney Street. This change was not made in the previous citywide rezoning and this omission should be corrected.		Short Range	
OS3	The Study Committee recommends that the city pursue the option of expanding the park at 82 Pacific Street to include adjacent parcels	<i>Since 1998 the City has been working with The Trust for Public Land (TPL) to explore the option of purchasing parcels abutting this park</i>	Ongoing	
OS4	The Study Committee supports the creation of an Open Space Acquisition Trust, to be used to buy land for the sole purpose of creating more open space in Cambridge	<i>Since this recommendation was first put forward the City has designated \$2 million of City funds for purchase of open space. In addition, the Green Ribbon Committee, established criteria for the purchase of land to be used as open space.</i>	On Going	
OS5	The Study Committee recommends that the city add 4 or 5 picnic tables to Dana Park.		Short Range	

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OS6	The Study Committee recommends that DPW add bulletin boards to all the parks in Cambridgeport that don't already have them. The bulletin boards should be of a standard size and construction and resemble the one recently placed in Sennott Park in Area Four		Short Range	
OS7	In general, there are some changes that need to be undertaken for all the parks in Cambridgeport. The Study Committee recommends that trash cans be located near entrances/exits to the park and at a minimum should be emptied weekly. In addition, it is also recommended that maintenance be improved, especially ensuring that the water fountains are in working condition. Finally, small bags should be made available for dog owners to help them clean up after their dogs.		Short To Med Range	
OS8	Open space is scarce resource. Imaginative ways need to be utilized to provide both passive and active open space in the neighborhood. The Study Committee recommends that the city explore the idea of utilizing any additional space along sidewalks for the placement of benches and other amenities. Resident sponsorship of these sidewalk amenities could help to ensure that these benches would be used properly by giving local residents a sense of "ownership" in their neighborhood.	<i>The Green Ribbon Committee report recommended expanded passive recreation opportunities at the edges of open space.</i>	On Going	
OS9	The Study Committee recommends that the city pursue the idea of requiring developers to link open spaces in urban developments to other open spaces in both the residential portion of Cambridgeport and other urban developments.	<i>In the Citywide Rezoning Petition, Project Review guidelines include open space linkage as design objectives.</i>	Short Range	

Cambridgeport Neighborhood Study

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	Transportation			
T1	The Study Committee is supportive of getting various employers and businesses in and around Cambridgeport to sponsor a bus/tram that would travel between Central Square, University Park, Polaroid, Osco/Bread and Circus and make some stops into the neighborhood. The shuttle would be for both the neighborhood residents and the employees working at these sites. This would be similar to the bus run between Kendall "T" stop and Cambridgeside Galleria Mall.	<i>University Park and Polaroid are currently both running shuttles to Central Square for their on-site employees. Public access to these and other shuttles is being explored through the City's Shuttle Demand Study. The pilot North Station shuttle is scheduled to start in spring/summer 2001.</i>	Ongoing	
T2	The Study Committee realized that traffic studies completed in relation to proposed development projects could be a tool which the city could use to understand traffic patterns in and around particular areas in the city. The Study Committee recommends that traffic mitigation plans be required by the city for all developments that are above a certain threshold.	<i>The Citywide Rezoning Petition currently being considered requires a traffic study and mitigation for all projects over 60,000 square feet.</i>	On Going	
T3	The Study Committee supports the efforts of the Cambridgeport Roadways Advisory Committee and in principle they also agree that the Waverly Street and Sidney connectors are appropriate responses to the anticipated traffic increases associated with the new development in the neighborhood. Study Committee members did have some concerns with certain proposed design elements and assumptions. Particularly, the Study Committee recommended that the assumption concerning the volume of future traffic coming from Kendall Square should be reexamined as they believed there would be more traffic than is currently predicted.	<i>The Cambridgeport Roadways Plan is scheduled for 25% design hearing in Spring 2001.</i>	Ongoing	
T4	The Study Committee felt that a traffic calming policy was needed and that such a policy should be predicated on both increasing the safety of pedestrians and bicyclists and the	<i>Since beginning the Study, the City has established a Traffic Calming Program.</i>	Ongoing	

Cambridgeport Neighborhood Study

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	<p>reduction of speeds of motor vehicles. Some traffic calming locations/streets in Cambridgeport are identified below.</p> <ul style="list-style-type: none"> - <u>Brookline Street</u> - To help reduce speeds the Study Committee would support adding resident permit parking along the western side of Brookline Street where necessary and the use of traffic calming measures at major pedestrian routes (i.e. near parks, senior housing, Auburn Court, other "high children" areas).. - <u>Allston/Putnam Avenue intersection</u> – Study Committee members believed this to be a particularly difficult intersection due to a wide angle of the intersection and commercial driveway opening into it. The Study Committee recommends that appropriate traffic calming techniques be utilized to prevent pedestrian/vehicular conflicts and reduce the speed of traffic entering Allston Street. - <u>Cottage/River/Pleasant Street Intersection</u> - This intersection should be redesigned with the pedestrian in mind. The Study Committee recommends that the roadway crossing distance be reduced by increasing the plaza area to create an aesthetically pleasing, safer crosswalk. - <u>River Street</u> - Crossing this major street can be hazardous due to the speeds of the vehicles traveling on it. The Study Committee recommends that ways to make pedestrian crossings safer be studied. This study should specifically explore using traffic calming techniques on River Street where it intersects Howard, Putnam Avenue and Cottage Street. - <u>Erie/Waverly Street Intersection</u> - Sightlines at this intersection are poor. The Study Committee recommends that changes be studied to alleviate any potential problems at this intersection. 	<ul style="list-style-type: none"> • <i>Traffic calming on Brookline Street will be completed after the Cambridgeport Roadways Project is completed.</i> • <i>Erie/Waverly St. intersection will be reconstructed with C'port Roadways</i> • <i>Granite Street Ttraffic Calming project was completed during study process.</i> • <i>The design and implementation of safety Improvements at the Pleasant/Putnam intersection is a condition of the Planning Board Special Permit for the Polaroid project.</i> 		

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	<ul style="list-style-type: none"> - <u>Magazine Street</u> - As this street has more of an historic character in the neighborhood, the Study Committee decided to minimize alterations to the streetscape. The Study Committee recommends concentration of the traffic calming measures at the locations where a high volume of pedestrians cross Magazine Street and/or where there are visibility problems. These locations of concern occur at the intersections of Upton Street, Lawrence Street, Corporal McTernan Street and Allston Street. - <u>Pearl Street</u> - Pedestrian and bicycle safety on Pearl Street was a concern because of the excessive speeds at which vehicles travel from Massachusetts Avenue to Granite Street. Traffic calming measures along Pearl Street should slow the traffic entering this "residential" section of the neighborhood. - <u>Granite Street</u> - Given that one of the next traffic calming projects in Cambridgeport would be along Granite Street, the Study Committee suggested that any changes to parking would be reviewed to ensure the safety of the children attending the Morse School located on Granite Street. The Study Committee recommends that traffic calming techniques, such as "bump outs" at the intersections of Granite and Pearl and Rockingham Streets be used to provide safety for the children - <u>Pleasant Street/Putnam Avenue Intersection</u> - This intersection can be hazardous for pedestrians crossing Putnam Avenue. The Study Committee recommends that traffic-calming techniques be utilized to slow traffic and allow pedestrians to safely cross Putnam Avenue by increasing visibility. 			
T5	Traffic Signals - <u>Memorial Drive and Western Avenue</u> - The Study	<ul style="list-style-type: none"> • <i>Traffic light at Western Ave. Bridge is being reviewed by</i> 	Med Range	

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	<p>Committee understands that the traffic signal at the intersection of Memorial Drive and Western Avenue causes queuing on both streets during peak rush hours. This queuing will encourage “cut through” traffic onto Blackstone Street, Putnam Avenue and lower Pleasant Street. The Study Committee believes that this should be discouraged through changes to the signalization of this light to allow a longer left hand turn light onto the Western Avenue bridge. This would cause fewer people to use the neighborhood streets as a short cut.</p> <ul style="list-style-type: none"> - <u>Memorial Drive and Magazine Street</u> - The Study Committee agreed that a traffic light at the intersection of Memorial Drive and Magazine Street might be problematic because of the current roadway configuration and poor sight lines. Therefore the Study Committee believed that a traffic signal may be better served at Pleasant Street. This issue should be reviewed with the MDC as part of the Charles River Master Plan to determine the most appropriate location for a traffic signal. - <u>Massachusetts Avenue and River Street</u> - The Study Committee discussed the traffic light at Central Square and made a recommendation to have the city do a study on allowing an exclusive pedestrian crossing of Mass. Avenue. This exclusive crossing would be non-pedestrian actuated 	<p><i>MDC, some changes have already been made.</i></p> <ul style="list-style-type: none"> • <i>adding an exclusive pedestrian light at Central Sq. is not consistent with signal policy; an LPI (leading Pedestrian Interval) created here instead</i> 		
T6	<p>Truck Traffic:</p> <ul style="list-style-type: none"> - The Study Committee supported the existing nighttime ban on truck traffic on some Cambridgeport streets. They also felt that if there was any noticeable increase of truck traffic on non-banned streets those streets should also be included in the ban. - The Study Committee agreed that there should be a truck 	<p><i>The city is currently participating in a regional truck study seeking recommendations to address the needs of the municipalities, state and truckers. The study is scheduled to be completed in 2001.</i></p>	Med Range	

Cambridgeport Neighborhood Study

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	traffic policy for the entire city			
T7	<p>Bicycle traffic:</p> <ul style="list-style-type: none"> - Continue to improve bicycle facilities to encourage alternatives to automobiles and improve safety for cyclists. - Encourage or require all business and institutional uses in the neighborhood to have adequate preferential bicycle parking. - Improve bicycle corridors across neighborhood. North/South corridors are adequate and have improvement pending, but east/west circulation alternatives are inadequate thus encouraging bicycle travel the wrong way on one-way streets. 	<p><i>Improvements to bicycle facilities are addressed in ongoing processes through the CDD Bicycle and Pedestrian Program, PTDM, City street improvement projects, and Planning Board project review. The Citywide Rezoning Petition includes guidelines for improving bicycle facilities in the proposed Project Review.</i></p>	On Going	
T8	<p>Parking:</p> <ul style="list-style-type: none"> - Improve snow removal at curb extensions by DPW - Enforce prohibitions on placing objects in the street to "reserve" parking on the public way. 		Short Range	

Cambridgeport Neighborhood Study

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	Urban Design			
UD1	Create a more welcoming entrance to the City of Cambridge on River Street.		Med Range	
UD2	River Street bridge improvements - It should match character/appearance of other bridges, needs to be renovated. It is a generic looking bridge in comparison to other bridges in Cambridge.		Long Range	
UD3	Strengthen physical and visual links between important nodes, i.e. Central Square and Magazine Beach, 808-812 Memorial Drive and the rest of the residential neighborhood in Cambridgeport, Ft. Washington and the neighborhood. - use trees, dedicated paths, lighting, etc		Med To Long Range	
UD4	Increase the maintenance of the street trees in Cambridgeport, too many dead trees and trees with broken limbs which go unfixed in the neighborhood		On Going	
UD5	Trees should be planted on the sidewalks and in parks in the neighborhood as replacements for ones that have died. A citywide program to replace trees should be implemented by the city after inventorying the species that are currently growing on our streets and in our parks	<i>A street tree inventory was completed in 1996. A park tree inventory has not been undertaken to date.</i>	On Going	
UD6	Ensure that lighting throughout the neighborhood balances the need for safety with protection against unnecessary and wasteful light pollution. All street and building lighting should be focused downward not necessary outward or upward. Emphasize pedestrian oriented lighting where feasible.		Short Range	
UD7	Emphasize transitions between land uses such as residential and commercial and residential and industrial with the use of trees, short hedges and changes in level. Increase the open space requirement through zoning, especially in "transition" areas.	<i>In the Citywide Rezoning Petition, Project Review guidelines include open space provision as a design objective.</i>	Med Range	

Councillor Decker requested input from CDD on their thoughts on how the public hearings should work – who from the City should be involved in presentation area, who should be invited/notified of the hearing. She stressed that the purpose is to update the community on the status of the reports and the study process. It may be that more than one hearing should be held. In response to a question from Mr. Dash, Councillor Decker said that ideally, the hearing(s) would take place in early spring.

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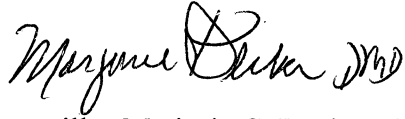
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	Land Use			
LU1	<p>The study committee recommends that the following parks in Cambridgeport should be zoned as Open Space: Hastings Square, Alberico Park on Allston Street, Lopez Street Tot Lot and Fullerton Park between Peters Street and Sidney Street. This change was not made in the previous citywide rezoning and this omission should be corrected.</p>		Short Range	
LU2	<p>The Study Committee recommends that the city consider rezoning in an organized way in order to help support neighborhood clusters of businesses. Areas of concentration:</p> <ul style="list-style-type: none"> - Brookline and Putnam - Pearl (between William and Lopez Streets) - Pearl and Putnam - Brookline Street and Sidney Street (lower Cambridgeport) - River Street 		Med Range	
LU3	<p>The Study Committee recommends that overlay districts be proposed along Memorial Drive to ensure that the scale of development along this roadway is of an appropriate size to the nearby residential neighborhoods. In addition, to insure that neighborhood residents are aware of these projects, the Study Committee proposes that two overlay districts are created and the base Office 3 zone be studied so appropriate changes can be made. These overlay districts would be included in the Large Project Review Process, to ensure that the public would be notified when development over 20,000-sq. ft. is being proposed in the area.</p> <ul style="list-style-type: none"> - The River Street Overlay District is described as extending from Memorial Drive to the Central Square Overlay District along River Street. - The Lower Cambridgeport Overlay District is described as extending from Magazine Street to River Street along 	<p><i>As part of the upcoming Riverside Planning Study, zoning along River Street will be examined.</i></p> <p><i>In 1997, the allowed height in the BA zone for housing was reduced from</i></p>	Ongoing	

Cambridgeport Neighborhood Study

Rec Type	Recommendation Summary	Preliminary Notes On Implementation	Potential Timetable	Priority
	<p>Memorial Drive. Study the Office 3 zone (along Memorial Drive) Consider new zoning which would:</p> <ul style="list-style-type: none"> - limit the overall heights allowed in the district, as well as limit scale and density; - permit mixed residential, commercial and office uses; and - encourage residential uses along the neighborhood edge. <p>Create an urban design plan to accompany any new zoning which would:</p> <ul style="list-style-type: none"> - place buildings with greater density and massing nearer to the Charles River/Memorial Drive side of the zoning district and away from the neighborhood, thus providing a smooth transition between this district and the abutting residential area: - limit heights along the edge of the residential neighborhood to match or complement those of the neighborhood; - provide adequate set backs to reduce shadows and to protect the Charles River bank from inappropriate visual intrusions 	<p><i>85 to 45 feet.</i></p> <p><i>In the Citywide Rezoning Petition, the allowed commercial density in the O-3 zone is reduced from 3 to 2, and the height from 120 to 90 feet.</i></p>		
LU4	<p>The Study Committee recognized the need for transition zones to be created which recognize the density and height conflicts between the various zones and proposes ways to reduce the negative impacts to abutters.</p>	<p><i>Some of the transition issues in O-3 zone have been addressed by recently permitted Bread & Circus and Polaroid projects.</i></p>	Ongoing	

Cambridgeport Neighborhood Study

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	Open Space			
OS1	The Study Committee supports the efforts of the Friends of Magazine Beach and encourages the MDC to continue their community process with respect to the redesign of the Magazine Beach facility	<i>In the fall of 1999, the City and the MDC reached an agreement to renovate the Magazine Beach facility. In this agreement, the city has agreed to provide \$1.5 million for renovations and \$100,000 annually for the maintenance and upkeep of this facility. In return, the MDC has agreed to give Cambridge youth athletic teams priority in scheduling of games.</i>	Ongoing	
OS2	The study committee recommends that the following parks in Cambridgeport should be zoned as Open Space: Hastings Square, Alberico Park on Allston Street, Lopez Street Tot Lot and Fullerton Park between Peters Street and Sidney Street. This change was not made in the previous citywide rezoning and this omission should be corrected.		Short Range	
OS3	The Study Committee recommends that the city pursue the option of expanding the park at 82 Pacific Street to include adjacent parcels	<i>Since 1998 the City has been working with The Trust for Public Land (TPL) to explore the option of purchasing parcels abutting this park</i>	Ongoing	
OS4	The Study Committee supports the creation of an Open Space Acquisition Trust, to be used to buy land for the sole purpose of creating more open space in Cambridge	<i>Since this recommendation was first put forward the City has designated \$2 million of City funds for purchase of open space. In addition, the Green Ribbon Committee, established criteria for the purchase of land to be used as open space.</i>	On Going	
OS5	The Study Committee recommends that the city add 4 or 5 picnic tables to Dana Park.		Short Range	

Cambridgeport Neighborhood Study

Rec Type	Recommendation Summary	Preliminary Notes On Implementation	Potential Timetable	Priority
OS6	The Study Committee recommends that DPW add bulletin boards to all the parks in Cambridgeport that don't already have them. The bulletin boards should be of a standard size and construction and resemble the one recently placed in Sennott Park in Area Four		Short Range	
OS7	In general, there are some changes that need to be undertaken for all the parks in Cambridgeport. The Study Committee recommends that trash cans be located near entrances/exits to the park and at a minimum should be emptied weekly. In addition, it is also recommended that maintenance be improved, especially ensuring that the water fountains are in working condition. Finally, small bags should be made available for dog owners to help them clean up after their dogs.		Short To Med Range	
OS8	Open space is scarce resource. Imaginative ways need to be utilized to provide both passive and active open space in the neighborhood. The Study Committee recommends that the city explore the idea of utilizing any additional space along sidewalks for the placement of benches and other amenities. Resident sponsorship of these sidewalk amenities could help to ensure that these benches would be used properly by giving local residents a sense of "ownership" in their neighborhood.	<i>The Green Ribbon Committee report recommended expanded passive recreation opportunities at the edges of open space.</i>	On Going	
OS9	The Study Committee recommends that the city pursue the idea of requiring developers to link open spaces in urban developments to other open spaces in both the residential portion of Cambridgeport and other urban developments.	<i>In the Citywide Rezoning Petition, Project Review guidelines include open space linkage as design objectives.</i>	Short Range	

Cambridgeport Neighborhood Study

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Type

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Priority

	Transportation			
T1	The Study Committee is supportive of getting various employers and businesses in and around Cambridgeport to sponsor a bus/tram that would travel between Central Square, University Park, Polaroid, Osco/Bread and Circus and make some stops into the neighborhood. The shuttle would be for both the neighborhood residents and the employees working at these sites. This would be similar to the bus run between Kendall "T" stop and Cambridge Side Galleria Mall.	<i>University Park and Polaroid are currently both running shuttles to Central Square for their on-site employees. Public access to these and other shuttles is being explored through the City's Shuttle Demand Study. The pilot North Station shuttle is scheduled to start in spring/summer 2001.</i>	Ongoing	
T2	The Study Committee realized that traffic studies completed in relation to proposed development projects could be a tool which the city could use to understand traffic patterns in and around particular areas in the city. The Study Committee recommends that traffic mitigation plans be required by the city for all developments that are above a certain threshold.	<i>The Citywide Rezoning Petition currently being considered requires a traffic study and mitigation for all projects over 60,000 square feet.</i>	On Going	
T3	The Study Committee supports the efforts of the Cambridgeport Roadways Advisory Committee and in principle they also agree that the Waverly Street and Sidney connectors are appropriate responses to the anticipated traffic increases associated with the new development in the neighborhood. Study Committee members did have some concerns with certain proposed design elements and assumptions. Particularly, the Study Committee recommended that the assumption concerning the volume of future traffic coming from Kendall Square should be reexamined as they believed there would be more traffic than is currently predicted.	<i>The Cambridgeport Roadways Plan is scheduled for 25% design hearing in Spring 2001.</i>	Ongoing	
T4	The Study Committee felt that a traffic calming policy was needed and that such a policy should be predicated on both increasing the safety of pedestrians and bicyclists and the	<i>Since beginning the Study, the City has established a Traffic Calming Program.</i>	Ongoing	

Cambridgeport Neighborhood Study

Rec Type	Recommendation Summary	Preliminary Notes On Implementation	Potential Timetable	Priority
	<p>reduction of speeds of motor vehicles. Some traffic calming locations/streets in Cambridgeport are identified below.</p> <ul style="list-style-type: none"> - <u>Brookline Street</u> - To help reduce speeds the Study Committee would support adding resident permit parking along the western side of Brookline Street where necessary and the use of traffic calming measures at major pedestrian routes (i.e. near parks, senior housing, Auburn Court, other "high children" areas).. - <u>Allston/Putnam Avenue intersection</u> – Study Committee members believed this to be a particularly difficult intersection due to a wide angle of the intersection and commercial driveway opening into it. The Study Committee recommends that appropriate traffic calming techniques be utilized to prevent pedestrian/vehicular conflicts and reduce the speed of traffic entering Allston Street. - <u>Cottage/River/Pleasant Street Intersection</u> - This intersection should be redesigned with the pedestrian in mind. The Study Committee recommends that the roadway crossing distance be reduced by increasing the plaza area to create an aesthetically pleasing, safer crosswalk. - <u>River Street</u> - Crossing this major street can be hazardous due to the speeds of the vehicles traveling on it. The Study Committee recommends that ways to make pedestrian crossings safer be studied. This study should specifically explore using traffic calming techniques on River Street where it intersects Howard, Putnam Avenue and Cottage Street. - <u>Erie/Waverly Street Intersection</u> - Sightlines at this intersection are poor. The Study Committee recommends that changes be studied to alleviate any potential problems at this intersection. 	<ul style="list-style-type: none"> • <i>Traffic calming on Brookline Street will be completed after the Cambridgeport Roadways Project is completed.</i> • <i>Erie/Waverly St. intersection will be reconstructed with C'port Roadways</i> • <i>Granite Street Ttraffic Calming project was completed during study process.</i> • <i>The design and implementation of safety Improvements at the Pleasant/Putnam intersection is a condition of the Planning Board Special Permit for the Polaroid project.</i> 		

Cambridgeport Neighborhood Study

Rec Type	Recommendation Summary	Preliminary Notes On Implementation	Potential Timetable	Priority
	<ul style="list-style-type: none"> - <u>Magazine Street</u> - As this street has more of an historic character in the neighborhood, the Study Committee decided to minimize alterations to the streetscape. The Study Committee recommends concentration of the traffic calming measures at the locations where a high volume of pedestrians cross Magazine Street and/or where there are visibility problems. These locations of concern occur at the intersections of Upton Street, Lawrence Street, Corporal McTernan Street and Allston Street. - <u>Pearl Street</u> - Pedestrian and bicycle safety on Pearl Street was a concern because of the excessive speeds at which vehicles travel from Massachusetts Avenue to Granite Street. Traffic calming measures along Pearl Street should slow the traffic entering this "residential" section of the neighborhood. - <u>Granite Street</u> - Given that one of the next traffic calming projects in Cambridgeport would be along Granite Street, the Study Committee suggested that any changes to parking would be reviewed to ensure the safety of the children attending the Morse School located on Granite Street. The Study Committee recommends that traffic calming techniques, such as "bump outs" at the intersections of Granite and Pearl and Rockingham Streets be used to provide safety for the children - <u>Pleasant Street/Putnam Avenue Intersection</u> - This intersection can be hazardous for pedestrians crossing Putnam Avenue. The Study Committee recommends that traffic-calming techniques be utilized to slow traffic and allow pedestrians to safely cross Putnam Avenue by increasing visibility. 			
T5	Traffic Signals - <u>Memorial Drive and Western Avenue</u> - The Study	<ul style="list-style-type: none"> • <i>Traffic light at Western Ave. Bridge is being reviewed by</i> 	Med Range	

Cambridgeport Neighborhood Study

Rec Type	Recommendation Summary	Preliminary Notes On Implementation	Potential Timetable	Priority
	<p>Committee understands that the traffic signal at the intersection of Memorial Drive and Western Avenue causes queuing on both streets during peak rush hours. This queuing will encourage “cut through” traffic onto Blackstone Street, Putnam Avenue and lower Pleasant Street. The Study Committee believes that this should be discouraged through changes to the signalization of this light to allow a longer left hand turn light onto the Western Avenue bridge. This would cause fewer people to use the neighborhood streets as a short cut.</p> <ul style="list-style-type: none"> - <u>Memorial Drive and Magazine Street</u> - The Study Committee agreed that a traffic light at the intersection of Memorial Drive and Magazine Street might be problematic because of the current roadway configuration and poor sight lines. Therefore the Study Committee believed that a traffic signal may be better served at Pleasant Street. This issue should be reviewed with the MDC as part of the Charles River Master Plan to determine the most appropriate location for a traffic signal. - <u>Massachusetts Avenue and River Street</u> - The Study Committee discussed the traffic light at Central Square and made a recommendation to have the city do a study on allowing an exclusive pedestrian crossing of Mass. Avenue. This exclusive crossing would be non-pedestrian actuated 	<p><i>MDC, some changes have already been made.</i></p> <ul style="list-style-type: none"> • <i>adding an exclusive pedestrian light at Central Sq. is not consistent with signal policy; an LPI (leading Pedestrian Interval) created here instead</i> 		
T6	<p>Truck Traffic:</p> <ul style="list-style-type: none"> - The Study Committee supported the existing nighttime ban on truck traffic on some Cambridgeport streets. They also felt that if there was any noticeable increase of truck traffic on non-banned streets those streets should also be included in the ban. - The Study Committee agreed that there should be a truck 	<p><i>The city is currently participating in a regional truck study seeking recommendations to address the needs of the municipalities, state and truckers. The study is scheduled to be completed in 2001.</i></p>	Med Range	

Cambridgeport Neighborhood Study

Rec Type	Recommendation Summary	Preliminary Notes On Implementation	Potential Timetable	Priority
	traffic policy for the entire city			
T7	<p>Bicycle traffic:</p> <ul style="list-style-type: none"> - Continue to improve bicycle facilities to encourage alternatives to automobiles and improve safety for cyclists. - Encourage or require all business and institutional uses in the neighborhood to have adequate preferential bicycle parking. - Improve bicycle corridors across neighborhood. North/South corridors are adequate and have improvement pending, but east/west circulation alternatives are inadequate thus encouraging bicycle travel the wrong way on one-way streets. 	<p><i>Improvements to bicycle facilities are addressed in ongoing processes through the CDD Bicycle and Pedestrian Program, PTDM, City street improvement projects, and Planning Board project review. The Citywide Rezoning Petition includes guidelines for improving bicycle facilities in the proposed Project Review.</i></p>	On Going	
T8	<p>Parking:</p> <ul style="list-style-type: none"> - Improve snow removal at curb extensions by DPW - Enforce prohibitions on placing objects in the street to "reserve" parking on the public way. 		Short Range	

Cambridgeport Neighborhood Study

Rec Type	Recommendation Summary	Preliminary Notes On Implementation	Potential Timetable	Priority
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	Urban Design			
UD1	Create a more welcoming entrance to the City of Cambridge on River Street.		Med Range	
UD2	River Street bridge improvements - It should match character/appearance of other bridges, needs to be renovated. It is a generic looking bridge in comparison to other bridges in Cambridge.		Long Range	
UD3	Strengthen physical and visual links between important nodes, i.e. Central Square and Magazine Beach, 808-812 Memorial Drive and the rest of the residential neighborhood in Cambridgeport, Ft. Washington and the neighborhood. - use trees, dedicated paths, lighting, etc		Med To Long Range	
UD4	Increase the maintenance of the street trees in Cambridgeport, too many dead trees and trees with broken limbs which go unfixed in the neighborhood		On Going	
UD5	Trees should be planted on the sidewalks and in parks in the neighborhood as replacements for ones that have died. A citywide program to replace trees should be implemented by the city after inventorying the species that are currently growing on our streets and in our parks	<i>A street tree inventory was completed in 1996. A park tree inventory has not been undertaken to date.</i>	On Going	
UD6	Ensure that lighting throughout the neighborhood balances the need for safety with protection against unnecessary and wasteful light pollution. All street and building lighting should be focused downward not necessary outward or upward. Emphasize pedestrian oriented lighting where feasible.		Short Range	
UD7	Emphasize transitions between land uses such as residential and commercial and residential and industrial with the use of trees, short hedges and changes in level. Increase the open space requirement through zoning, especially in "transition" areas.	<i>In the Citywide Rezoning Petition, Project Review guidelines include open space provision as a design objective.</i>	Med Range	

City of Cambridge

NEIGHBORHOOD AND LONG TERM PLANNING COMMITTEE MEMBERS

*Councillor Marjorie C. Decker, Chair
Councillor Kathleen L. Born
Vice Mayor David P. Maher*

In City Council April 2, 2001

The Neighborhood and Long Term Planning Committee held a public hearing on February 20, 2001, beginning at 12:40 P.M. in the City Council Office, City Hall, for the purpose of receiving an update on the status of neighborhood study committees and to plan for a public hearing of the committee on this topic.

Present at the hearing were Marjorie C. Decker, Chair of the Committee, City Clerk D. Margaret Drury and Stuart Dash, Director of Neighborhood and Community Planning, Community Development Department.

Councillor Decker convened the hearing and explained that the purpose is to receive background information and plan for a public hearing on the neighborhood study committee process. She stated that the public hearing would report on ongoing neighborhood studies and implementation of study recommendations, and would be an opportunity to describe the neighborhood planning process and how residents can participate, and to look at how it is working.

Councillor Decker asked Mr. Dash what neighborhood studies are currently in progress, and Mr. Dash replied that the Agassiz Neighborhood study is going on now, and when former Community Development Department (CDD) planner Carlton Hart's position is filled, CDD staff will begin the study of the Cambridge Highlands neighborhood.

Mr. Dash continued that CDD is now working on including a final implementation plan for follow-up after the study committee has completed its work. He stated that CDD is doing this with the Cambridgeport study. There have been two meetings. Mr. Dash submitted a copy of the Cambridgeport implementation chart which came out of the first meeting and was sent to the neighborhood (**Attachment A**). After the chart was sent there was another meeting to prioritize and come up with a work plan. That meeting took place two weeks ago, at the Morse School. About 35 people came.

Mr. Dash stated that in the next fiscal year, CDD would like to do this with a few neighborhoods that have had neighborhood studies. The goal is to get to a more formal implementation plan, a more measurable work plan format, to go forward with after the study itself has ended.

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Committee Report #3

Committee Report from Councillor Marjorie C. Decker, Chair of the Neighborhood and Long Term Planning Committee for a meeting held on February 20, 2001 for the purpose of receiving an update on the status of neighborhood study committees and to plan for a public hearing of the committee on this topic.

In City Council April 2, 2001

Report Accepted

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