

Neighborhood Nine Study

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Summary, Recommendations and Action Plan



Neighborhood Nine Study

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Summary, Recommendations and Action Plan ■ 2010



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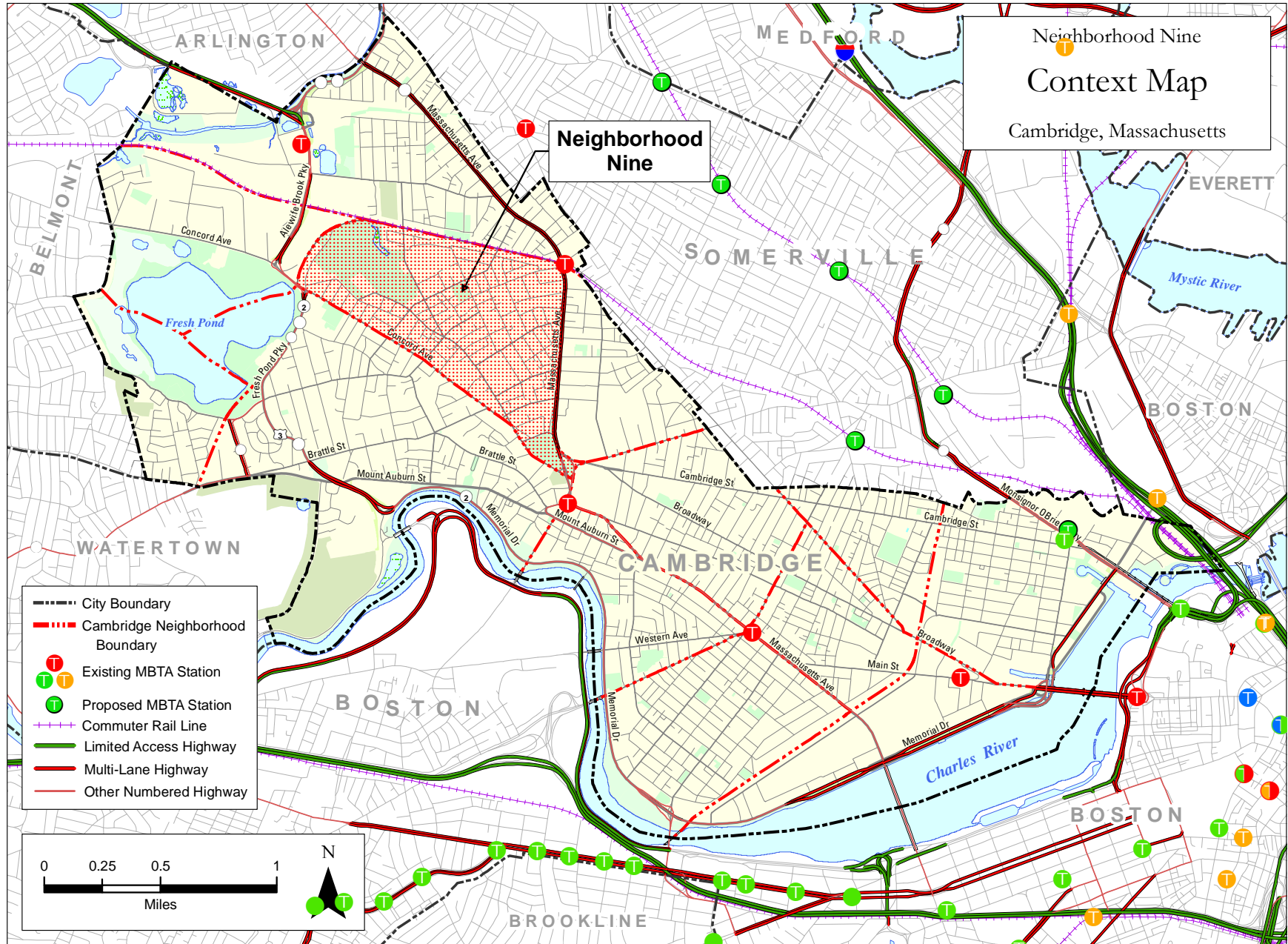
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Introduction

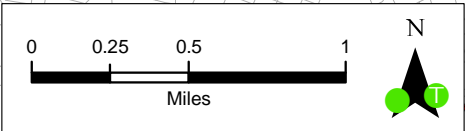




Neighborhood Nine
 Context Map
 Cambridge, Massachusetts

Neighborhood
 Nine

- City Boundary
- - - Cambridge Neighborhood Boundary
- T Existing MBTA Station
- T Proposed MBTA Station
- Commuter Rail Line
- Limited Access Highway
- Multi-Lane Highway
- Other Numbered Highway



Neighborhood Studies

Beginning in 1988 the Community Development Department (CDD), through its neighborhood planning program, has conducted comprehensive studies in each of the city's neighborhoods. CDD staff work collaboratively with a City Manager appointed citizens committee to identify planning opportunities and make recommendations on courses of action. Recommendations addressed such issues as transportation, housing, economic development, open space, and land use and zoning. As part of each neighborhood study, CDD collected data on demographics changes, as well as changes in housing markets, land use, and development potential in each neighborhood. Where appropriate, the recommendations resulting from the neighborhood studies were incorporated into the work programs of city department for implementation. In some cases this implementation took place over a short period of time; in others it became part of long-term strategic planning.

Neighborhood Study Updates

To ensure that the Neighborhood Studies remain current and useful, CDD updates the studies every 3-4 years. The process involves a series of public meetings, where community members are invited to comment on the previous recommendations, suggest new items, and prioritize issues. City staff from various departments attend these meetings to give presentations and answer questions as needed.

The result of the update process is a "Summary, Recommendations, and Action Plan" document that is made available to the public, City Council, and city staff.

Implementation

The goal of these studies has always been to create a strong link between community process and the work done by the City's many departments. These studies remain an integral part of the strategic management, budgeting, and daily operations of city departments. For this reason, CDD maintains outreach to other department while developing studies and once they are completed help integrate recommendations into departmental work plans.

Growth Policy Document

The City's Growth Policy Document, "Towards a Sustainable Future," outlines the city's planning as-

sumptions and policies in the areas of land use, housing, transportation, economic development, open space and urban design. The document was drafted in 1993, after a series of workshops with citizens, businesses, and institutional representatives. It is recognized that the city's diversity of land uses, densities and population groups should be retained and strengthened. The Growth Policy Document also calls for careful development of the city's evolving industrial districts, such as Alewife and North Point. "Towards a Sustainable Future: Cambridge Growth Policy Update 2007" revised the original plan and continues to address the issues with which the neighborhood, elected officials, the Planning Board, and the Community Development Department are concerned, while taking into account the extensive planning analysis and efforts that have happened throughout the city since the original study was completed. While the Growth Policy Document is comprehensive, it is recognized that each of the city's thirteen neighborhoods have distinctive concerns, needs, and resources that should be identified and addressed in the context of the city's overall planning policies.

History

Neighborhood Nine is the largest area of the "Original Cambridge" founded in 1631 and known as "Newtowne". It was settled as the capital of the Massachusetts Bay Colony, its location made it safe from an assault at sea, and provided good access to the colony's agricultural plantations. Agriculture would continue to be the primary business for centuries; in 1636 the establishment of Harvard College changed the character of the neighborhood and remains today a large part of Neighborhood Nine. While the overall neighborhood structure has changed little in this century, important developments have continued to shape its character and composition.

Neighborhood Nine is one of the City's largest areas both geographically at 0.64 square miles and in terms of population size with 11,794. The neighborhood is bordered by Massachusetts Avenue, Concord Avenue, and the Boston & Maine Railroad. See Neighborhood Nine Map on page 12

The neighborhood is mainly residential in its interior, with commercial and Industrial zones occupying the periphery of the neighborhood, represented by the Massachusetts Avenue and Concord Avenue corridors and the Industrial A-1 zone along the Boston & Maine Railway tracks.

The main retail districts are located in Harvard and Porter Squares, and along the Massachusetts Avenue corridor. Smaller retail clusters occur along Concord Avenue.

Demographics

The United State Census is a survey of every household taken every ten years by the U.S. Commerce Department Census Bureau as mandated by Federal law. It collects demographic information on age distribution within the population as well gender, race, Hispanic origin, household composition, and housing tenure. Information on socioeconomic topics such as ancestry, labor force status, income, length of residency and other

topics is now collected by the Census Bureau through the American Community Survey. Data from the 2000 Census remains the latest data available for Neighborhood Nine. The 2010 Census is now is being tabulated.

Selected demographic information for Neighborhood Nine and the City, based on the 2000 Census, can be obtained from the Community Development Department website at www.cambrdgema.gov/cdd/data.

Neighborhood Nine Study 1996

The original Neighborhood Nine Study was published in 1996 after at 7 month study process involving a City Manager appointed committee and city staff. They

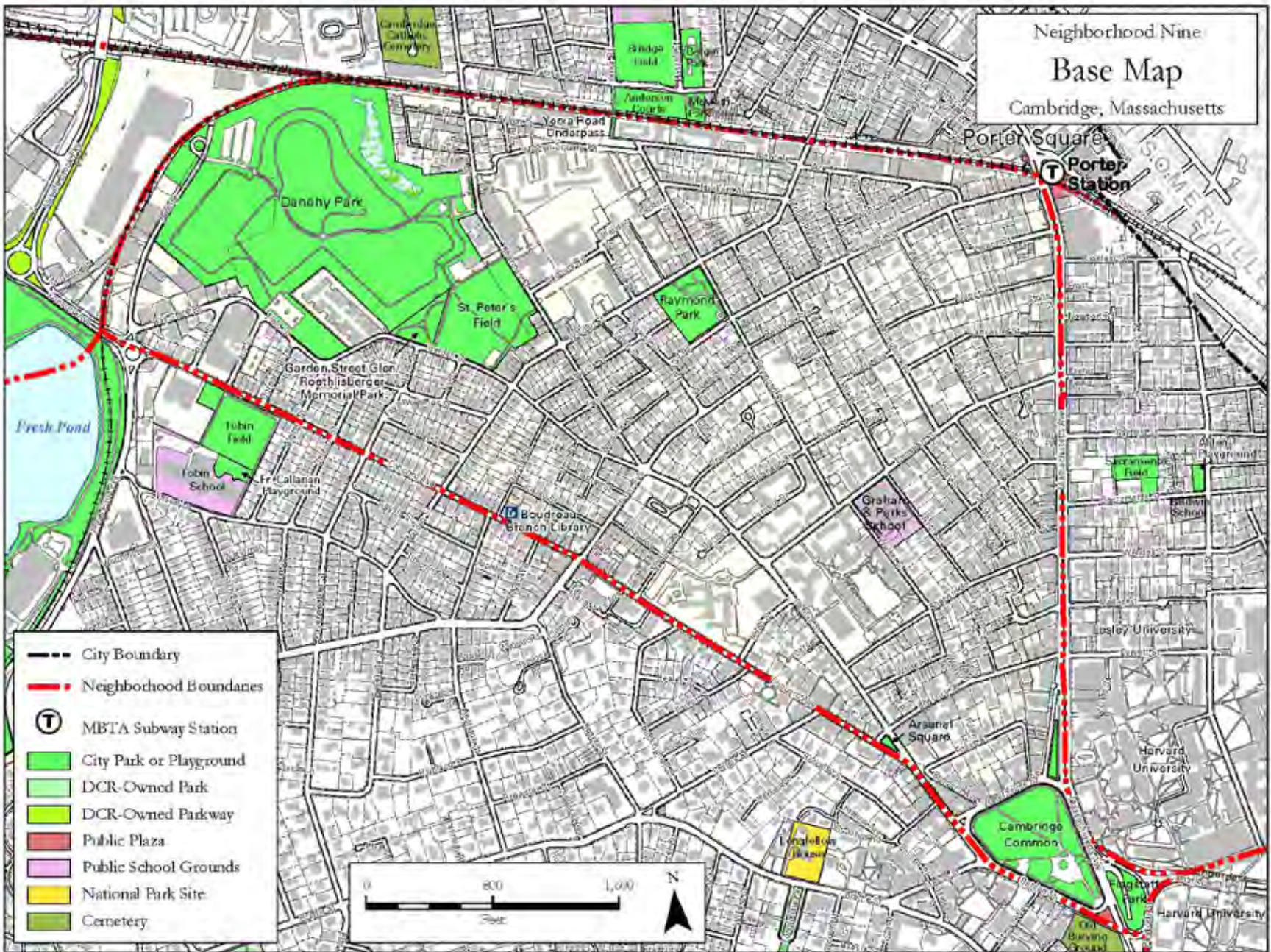


Neighborhood Nine Study

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Summary





PREVIOUS NEIGHBORHOOD NINE STUDIES

debated issues of housing, parks, public safety, economic development, land use, zoning and urban design. At the end of the process they offered 60 recommendations as a means to create a long-term planning guide. These recommendations may be seen at <http://www.cambridgema.gov/cdd/cp/neighbor/9/area9.html>

Neighborhood Nine Study Update 2004

In the spring and winter of 2002, CDD held two neighborhood wide meetings to update the community on the progress made on the previous set of neighborhood recommendations and residents discussed current planning issues in the neighborhood which included housing, economic development, open space, land use and zoning and institutional concerns. These discussions lead to a new set of neighborhood recommendations for the area. These recommendations may be seen at the appendix in this report.

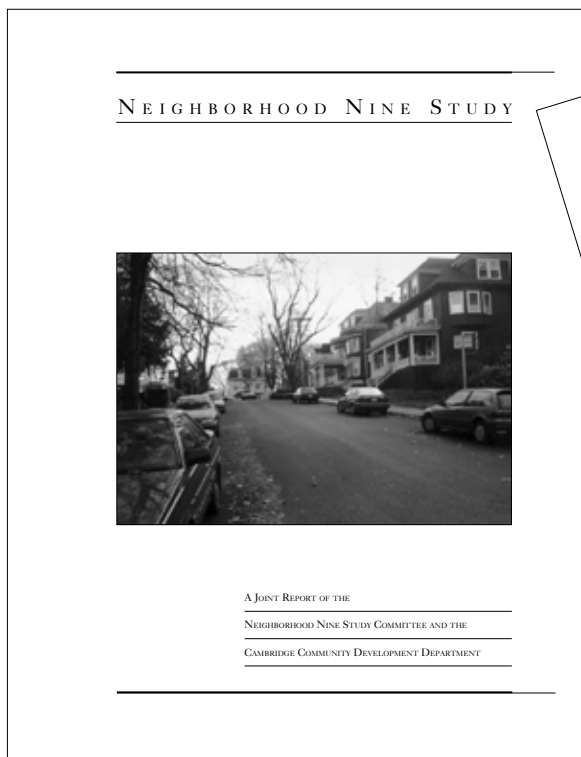
Neighborhood Nine Study Update 2009

The 2009 Neighborhood Nine Study Update process held (3) community meetings beginning in the spring

of 2008 through June 2009. Staff presented information on the status and progress made on the 2002 recommendations and the 2004 update. Residents discussed new planning issues in the neighborhood which included transportation, housing, economic development, open space, land use and zoning and institutional concerns. These discussions were used to formulate new recommendations. These neighborhood meetings included major discussion on the Massachusetts Avenue corridor including retail mix, institutional development plans, the desire for a large scale master plan for the corridor, and pedestrian safety along the Massachusetts Avenue corridor and at intersections. Traffic issues throughout the neighborhood continue to be a major concern of the residents. The planning concerns discussed during the update process are reflected in this Study Update recommendation for each topic area which are detailed later in the report.

Housing Update

An important goal for the City is maintaining its stock of housing units that are affordable for low to moderate income residents. The City offers a range of affordable





programs including first-time homebuyer classes and financial assistance for homebuyers. In order to meet affordable housing needs, the Cambridge Affordable Housing Trust was established in 1988, which combines funding from local, state, federal and private sources to develop new units of affordable housing and to preserve affordability restrictions on existing housing units. The City also works with nonprofit organizations to identify opportunities for new affordable housing citywide through renovation of existing units, redevelopment of non-residential buildings to residential use, new construction and other means.

The Inclusionary Zoning requirement of the City mandates that all new housing developments of 10 units or more are required to set aside 15% of units for low to moderate income buyers or tenants, the units must reflect the type and distribution of the market rates. In return the developer receives a density bonus allowing an increase in the floor to area (FAR) and additional units at a one-to-one ratio of affordable to market rate.

The Community Preservation Act (CPA) of 2001 makes funding available for housing, open space and historic preservation. Currently the majority (80%) of funds received through the (CPA) are allocated towards the creation of affordable housing via the Cambridge Affordable Housing Trust. To date \$72 million has been approved through the CPA program for all uses.

Examples of the City's affordable units and financial assisted projects located in Neighborhood Nine include: Lincoln Way, Bolton Street, Bay State Road, New Street, Lancaster Street and Briston Arms.

Economic Development Update

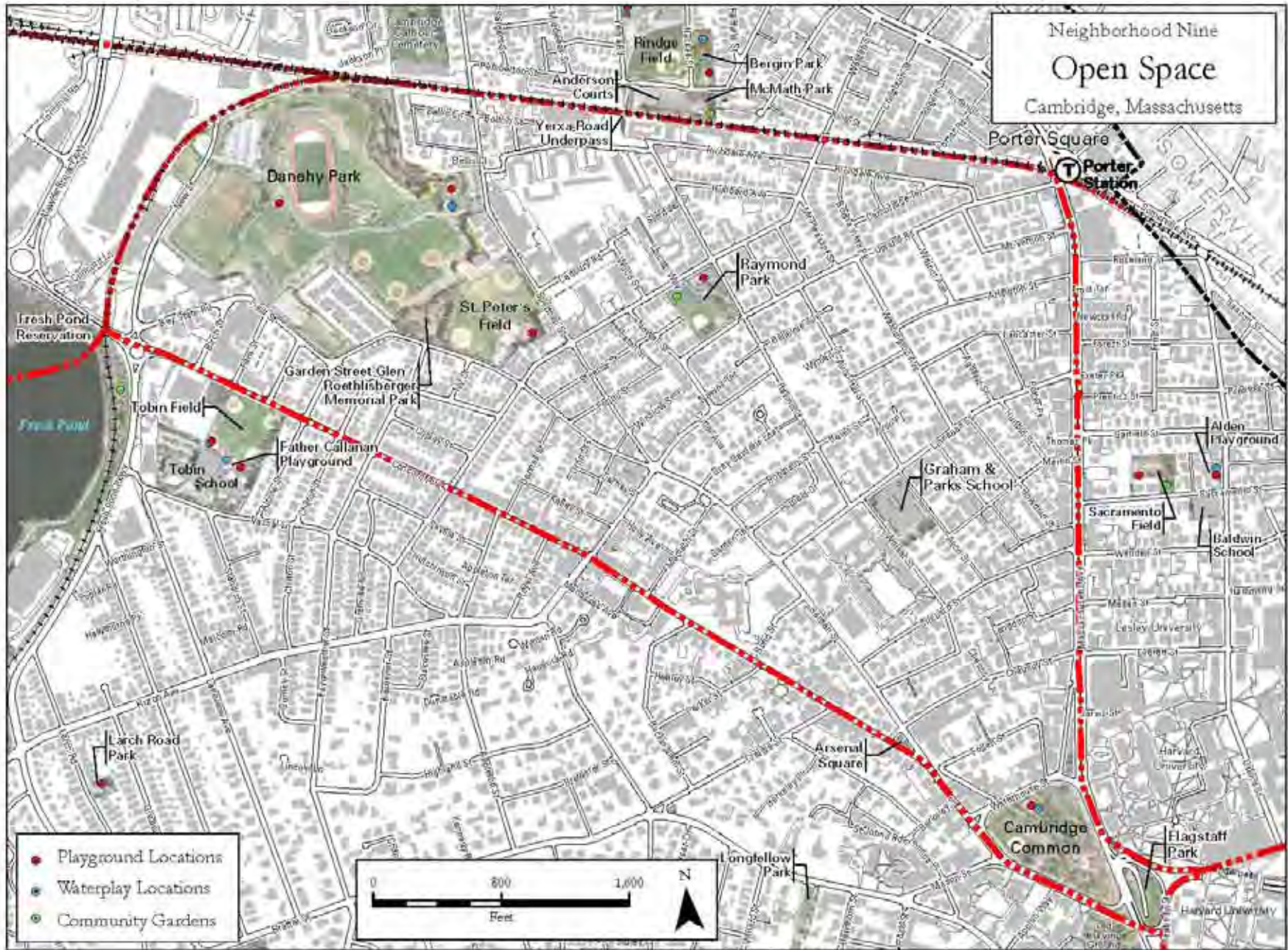
The Economic Development Division of the Community Development Department offers a number of programs and services for businesses.

The Best Retail Practice Program offers workshops, consultations, and grants to business owners which include interior upgrades, mechanical systems upgrades and marketing assistance. The Façade, Signage and Lighting Improvement Program offers design assistance and matching grants of up to \$15,000 to assist with improvement to the exterior of storefronts.

A SiteFinder Database is available to match prospective business owners with commercial property that is available. The Economic Development staff is also available to meet with neighborhood organizations and business associations to discuss the types of businesses that are desired in the neighborhood; EDD can help to facilitate a match with business that may wish to locate in the area.

The Economic Development Division staff offer one-on-one counseling to current or future business owners on topics related to starting and growing businesses, financial literacy workshops for individuals and business development workshops in conjunction with a partnership with the Center for Women and Enterprise.

A Market Profile of the retail establishments of Massachusetts Avenue and Porter was conducted by Economic Development Division and is available on the Community Development web site. www.cambridgema.gov/CDD/EDD.



Map prepared by Brendan Morroe on March 31, 2010. C:\Projects\Neighborhood_Studies\Neighborhood9\CISOrtho8\11.mxd

Open Space Update

The 2000 Green Ribbon Report examined the existing open spaces and established criteria for future open space acquisition, identifying and prioritizing needs in the City. The study makes recommendation based on existing facilities, population density, age groups, income, recreational needs and types of open space. The Green Ribbon Report also makes recommendations on ways to expand the size and variety of uses in existing parks, such as creating small, passive-use “pocket parks” where opportunities arise.

The Healthy Parks & Playground Task Force Report proposes recommendations for providing a diverse range of play opportunities throughout the city that are fun, physically challenging, creatively stimulating and socially engaging, and that serve children and adults of all different age groups, ability levels and interests. More information about the Healthy Parks & Playground Initiative is available at <http://www.cambridgema.gov/cdd/cp/parks/healthy/index.html>

Since the last Neighborhood Study Update in 2004 a number of open space projects and initiatives have been

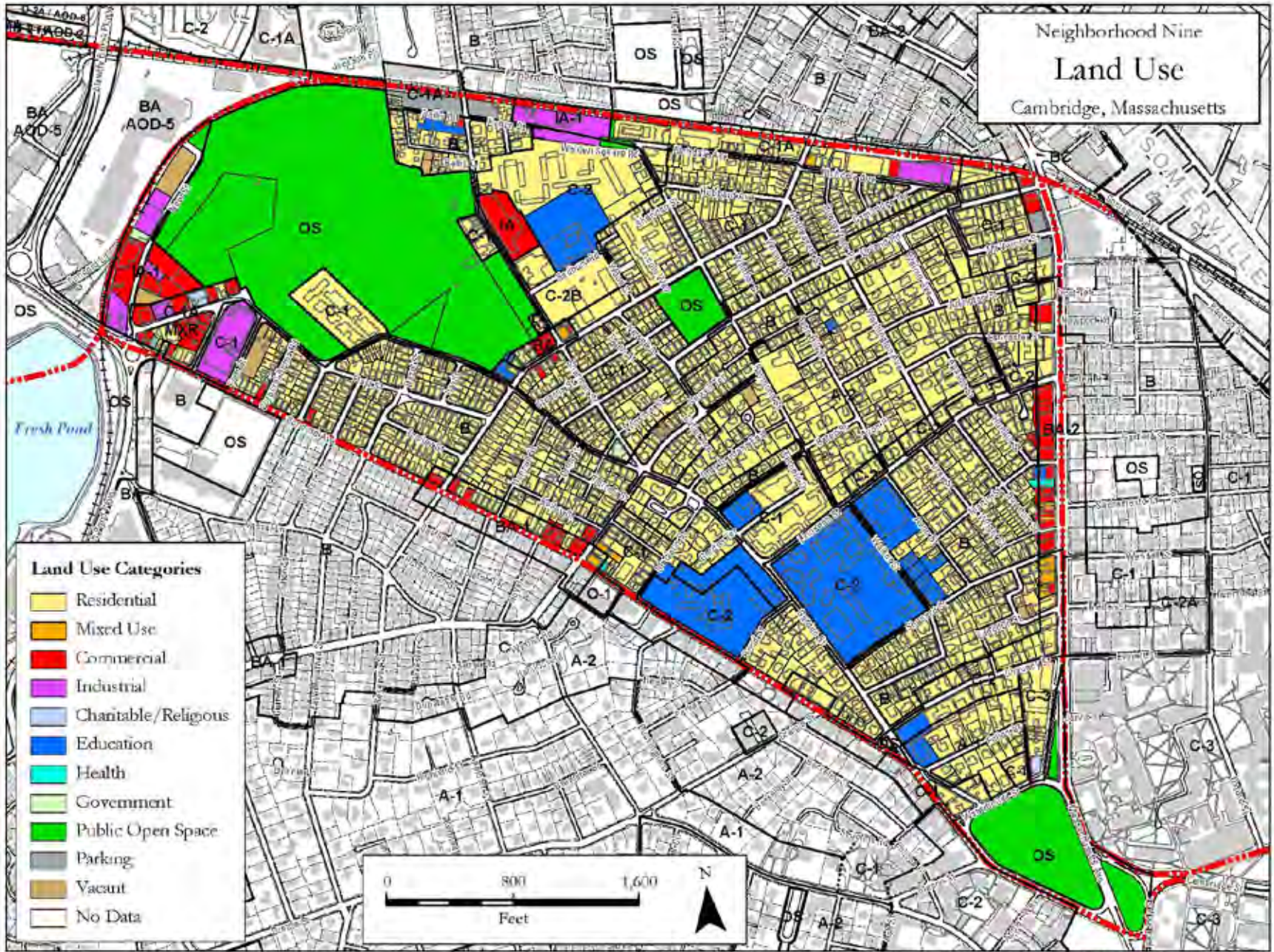
completed in Neighborhood Nine and abutting the neighborhood borders, these include:

- The Russell Field Improvements completed 2006.
- Father Callahan Playground at Tobin School completed 2008.
- Alexander W. Kemp Playground at the Cambridge Commons completed 2009.

The City of Cambridge has established an Off Leash Dog Program that includes Dedicated Off Leash Areas (Commonly Referred to as Dog Runs) and Shared Use Off Leash Areas: Corcoran Field (Raymond Street Park) is one of two City parks in the pilot year of a shared off leash area with designated times: Danehy Park has a dedicated off leash area in a designated location; and Fresh Pond Reservation is a shared off leash location.

More information about parks and open space in Cambridge is available at www.cambridgema.gov/cdd/cp/parks. A map of Open Space project can be found on page 16.





Map prepared by Brendan Monroe on March 31, 2010. CDD GIS C:\Projects\Neighborhood_Studies\Neighborhood9\LandUse8x11.mxd

Land Use and Zoning Update

The Zoning Ordinance is the City's major tool for planning and regulating land use throughout Cambridge. Base zoning districts establish what types of land use are allowed in the different areas, and defines standards such as the maximum density of development, the maximum height of buildings, requirements for open space around buildings, and provisions for off-street parking.

Land Use in Neighborhood Nine consists of 14 of the City's 39 zoning categories. The following zoning districts are applicable to parts of Neighborhood Nine. Open Space, Residence A-1, Residence A-2, Residence B, Residence C-1, Residence C-3, Office-1, Business A-1, Business A-2, Business A, Business C, Industry A-1, Industry A and MXR (map). The neighborhood is mainly residential in its interior, from Avon Hill and the streets closet to Harvard Square on the south, to the sections closet to Danehy Park on the north. The Residence C-3 zone located near Harvard Square allows for the greatest density with a height limit at 120'. Commercial and industrial zones occupy the periphery of the neighborhood, representing by Massachusetts Avenue and Concord Avenue corridors, and the Industrial A-1 zone along railroad tracks.

The Massachusetts Avenue Overlay District applies to the Mass Ave corridor starting at Everett Street and ending near the Arlington border, including the entire Porter Square business district. This overlay establishes urban design standards to ensure that new development fits within the existing context, including a requirement that windows and entrances be provided in front of buildings facing Mass Ave. It mandates a public advisory review conducted by the Community Development staff for any development above 2,000 square feet. A land use map is on page 18.

University campus planning is an issue in Neighborhood Nine, which is home to a Harvard/Radcliff residential community and is an indirect abutter to the Harvard Law School and Lesley University campus. In recent years, residents, university representative, and the City have worked to create opportunities for communication and collaboration on institutional planning initiatives, to help universities accommodate their campus growth in a way that contributes positively to the neighborhood community and has minimal negative impacts on residents.

The Lesley University Working Group began meeting in 2006 to discuss future development plans for Lesley University in the areas along and nearby Massachusetts Avenue extending from Porter Square to the Wendell/

Everett Street portion of the Lesley campus. The group was composed of neighborhood residents, representatives from the university and City staff. The discussions included the relocation of the Art Institute of Boston to the Lesley campus and the long term plans for all of Lesley properties in the Porter Square area.

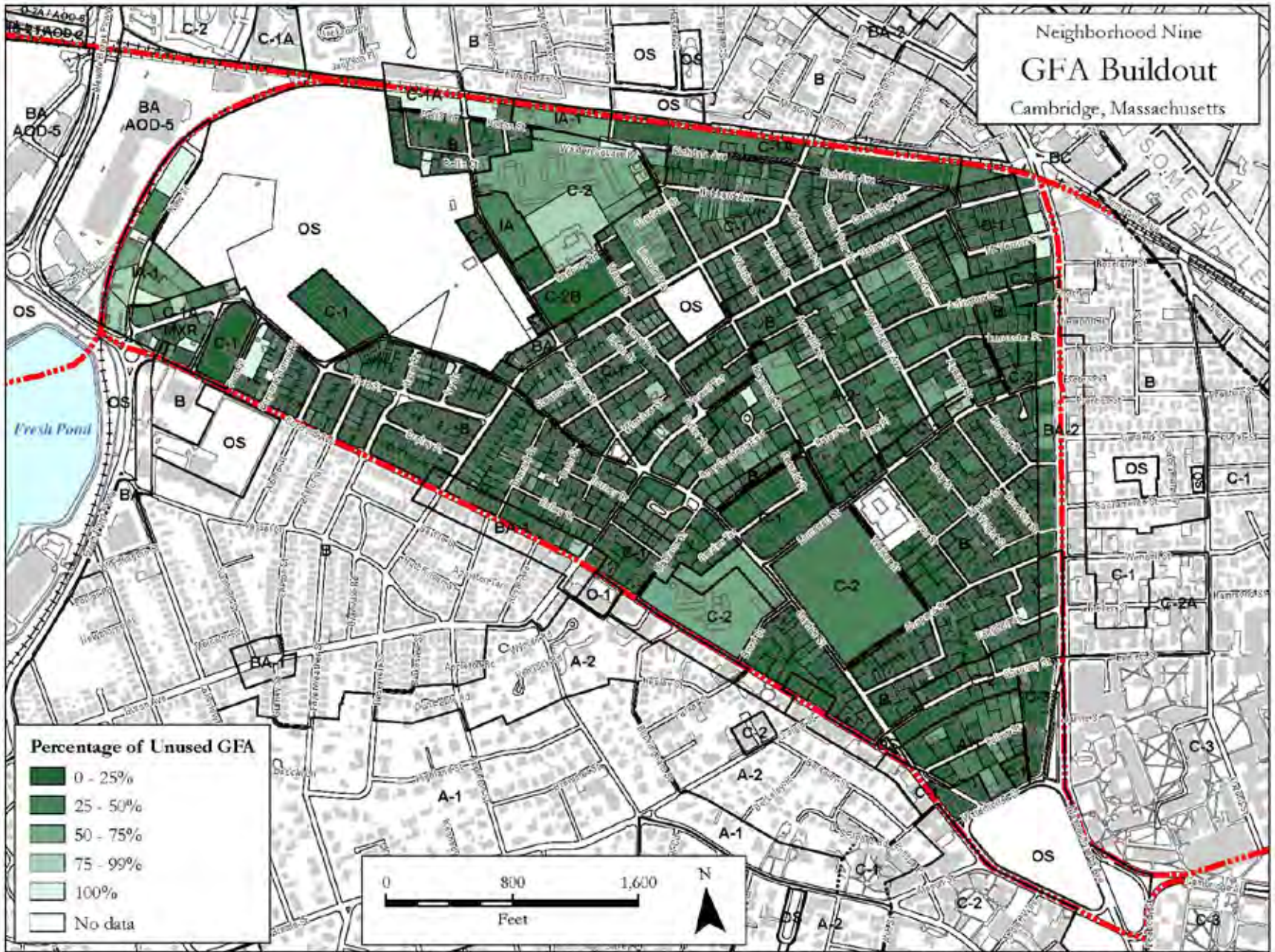
Since the previous neighborhood study update in 2004, a number of zoning and land use issues have taken place, they include:

The City Council passed the Woodford Petition to rezone the area abutting the Cambridge Self Storage facilities located on Concord Avenue, Fern, Field, Birch Street, and Bay State Road. The rezoning limited the use to residential, and created the C-1A MXR District, which allows non residential use that is currently on site to be replaced without the option of expansion.

The Concord-Alewife Rezoning and Design Guidelines were adopted by the City Council on June 26, 2006. In general, densities were lowered for as-of-right development (base districts), and raised to prior levels only with a special permit from the Planning Board. For information on the Concord-Alewife Rezoning at www.cambridgema.gov/cdd/cp/zng/concalew/index.html

In 2008 the zoning map was amended to expand the boundaries of the North Massachusetts Avenue Overlay District by encompassing within the Overlay District that contiguous portion of any lot located in the Business C District that extends into any adjacent residential zoning district. The text of the North Massachusetts Avenue Overlay District, Section 20.100, was amended by creating two new Sections 20.104.3 and 20.106.1 and amending existing Section 20.103.1. The text amendments allow the Planning Board, by Special Permit, to waive the height and setback provisions of Section 5.40 -Transitional Requirements, increase the Floor Area Ratio allowed for hotel and motel uses (to 1.60), and allow required accessory parking for hotel and motel uses in more restrictive, residential zoning district portions of a lot, subject to the enumerated conditions. In general the changes apply to lots located within the Business C District at Porter Square.

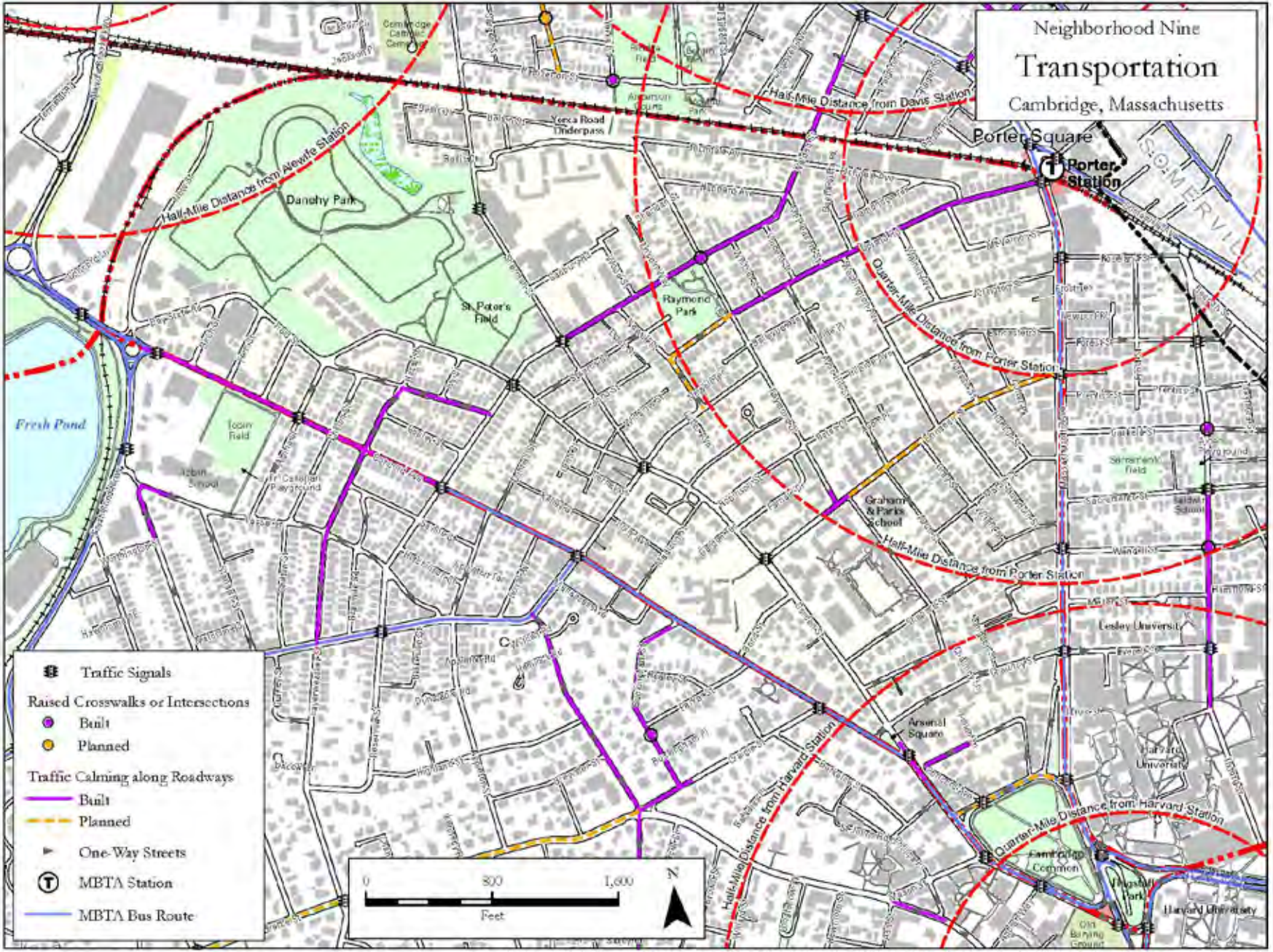
In 2009 the Cambridge City Council approved zoning changes in the Porter Square area to help create a more predictable scenario for development, particularly on Lesley University owned property, intended for a new building to accommodate the relocation of the Art Institute of Boston to Porter Square. The zoning changes extended the Business C District south along Massachusetts Avenue to include the former North Prospect Church parcel where the Art Institute of Boston will



be relocated; provided new FAR incentives for ground floor retail on Massachusetts Avenue; and created a Lesley Porter Overlay District. The new overlay district created limits on FAR for academic uses, heights, and dormitory uses, waived certain height, setback, parking and loading requirements, and allowed transfer of development rights (TDR) for university – owned properties. The zoning limits development on tow unbuilt lots on the west side of Massachusetts Avenue in Neighborhood Nine.

As a result of this rezoning Lesley University has started to plan its first project under this new rezoning – the new Art Institute of Boston building across Roseland Street from University Hall (the former Sears Building). This project involves the relocation of the former North Prospect Congregational Church to the adjacent site – to street level and closer to the street.





Map prepared by Brendan Monroe on April 5, 2010. CDD GIS C:\Projects\Neighborhood_Studies\Neighborhood9\Transportation8x11.mxd

Transportation Update

Traffic issues were a major concern expressed at the Neighborhood Study Update meetings, in particular the volume, speed and noise on residential streets. Some residents noted obstruction with navigating the recent traffic calming efforts to slow traffic located on Linnaean and Raymond Streets, but were also interested in alternative approaches which would include lower speed limits, additional traffic signals and increased enforcement, as well as notification of all future traffic calming efforts and participation in the process. Concerns from residents included the condition of Linnaean Street and, the need for safety measures for pedestrians at Fern and Field Streets, and Bond at Garden Streets.

Other major concerns from residents' closest to the retail corridor of Massachusetts Avenue were the amount of traffic-related issues associated with deliveries, idling of vehicles, blocking intersections, double parking, parking on sidewalks and noise, especially at the corner of Linnaean and Mass Ave.

Since the last Neighborhood Study Update in 2004 a number of transportation related projects have been completed in Neighborhood Nine and along the neighborhood borders, these include:

Yerxa Underpass: This project improved public safety by completely reconstructing the Yerxa Road underpass that passes beneath the Fitchburg Branch MBTA railroad tracks, which carry commuter rail trains through Cambridge to Porter Square and on to Boston. The project connected the dense residential areas around Walden Square and Richdale Avenue, located on the south side of the tracks with the #83 MBTA bus on Rindge Avenue and numerous community facilities - the Fitzgerald Elementary School, Bergin Park and

Playground, McMath Park, and the Gately Youth Center - located on the north side of the tracks;

Porter Square - Massachusetts Avenue: This infrastructure project included the reconfiguration of the main intersection of Massachusetts Avenue and Somerville Avenue, reconstruction of the sidewalks, upgrading of lighting and the addition of new pedestrian crossings and bicycle facilities. As a result of the reconfiguration, a new pedestrian plaza and a left turn from the Porter Square Shopping Center to Massachusetts Avenue southbound were created.

The upgrade and reconstruction of Walden Street Bridge, which spans the MBTA commuter rail tracks between Richdale Avenue and Mead Street, was completely renovated by the Massachusetts Highway Department. The new bridge was designed to maintain, as closely as possible, the same footprint as the original. As part of the reconstruction, the state, at the city's request, restored the historic brick arch under the northern end of the bridge which served as a cattle pass when stock yards existed in the area, and could be used in the future if a separated pathway were built along the railroad tracks to Alewife Station. The construction began in 2006 and the bridge was re-opened at the end of 2008.

Traffic Calming projects completed include: Upland Road - Massachusetts Avenue to Newell Street - curb extensions, chicanes; Walden Street - Richdale Avenue to Sherman Street. Scheduled for construction in 2010 is Upland from Raymond to Huron, and under design Linnaean Street. A Transportation Map is located on page 22.



Neighborhood Nine Study

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2010 Recommendations and Action Plan



Recommendation Types:

- LUZ - Land Use and Zoning
- T - Transportation
- H - Housing
- ED - Economic Development
- OS - Open Space
- NP - General Neighborhood Planning

Action Items - Issues expected to be added to work plan in the future.



LAND USE AND ZONING Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
LUZ1	Evaluate the impact of Lesley University expansion into the neighborhood.	Lesley’s zoning passed on June 23, 2009 by the City Council, allowing a new building on a parcel of former church land for the Art Institute of Boston. The zoning reduces height allowed from 55’ to 45’ for development on the two parking lots on either side of Mt. Vernon Street owned by Lesley University. As part of this public process Lesley completed a Master Plan which recorded an assessment of their long-term plans for all of their properties in Cambridge. A summary detail of final plans is Lesley’s 2009 Town Gown Report which is available on the City website at: http://www.cambridgema.gov/cdd/cp/tg/index.html
LUZ2	There should be a complete design, streetscape plan for lower Mass Ave that should include side-walk treatment, street furniture and amenities.	Large scale streetscape projects are done in conjunction with the Department of Public Works and the Water Department; currently there are no plans for reconstruction of lower Mass Avenue. See LUZ3 The City has received a set of recommended improvements to Mass Ave from a group of residents which will help to inform any future improvements to this section of Mass. Ave.
LU3	Report on the planning and negotiations with Lesley and Harvard University.	As part of the rezoning voted on June 23, 2009, Lesley University agreed to fund streetscape improvements on lower Massachusetts Avenue near its Porter Square campus. Harvard University has also committed funds as part of the Harvard Law School process to focus on a beautification of lower Mass Ave which may include benches, and tree plantings. Both Lesley University and Harvard University have been engaged with the City and the adjacent neighborhoods for the past 5 years concerning University expansion. These negotiations have resulted in the construction of the new Law School building, and the new Lesley dorms: all with neighborhood input and design negotiation.
LUZ4	Tree planting should continue throughout neighborhood, wells that have been paved over should be replanted.	If you have an empty City tree well in front of your house and you want a replacement tree, The Department of Public Works will plant one during the next planting season at no cost to you, as long as DPW determines that a tree is sustainable at that location. (There may be a legitimate reason why the previous tree did not survive.) If you wish to have a tree planted where no tree well currently exists, the City will share the cost with you under its Client Tree Program. For \$140 the City will prepare a tree well and plant a tree, in exchange for your pledge to keep the tree well watered. On average, your contribution covers about one-half to one-third the cost of planting. In either case, The City Arborist will consult with you about the type of tree that is appropriate for your location. You may contact the City Arborist at (617) 349-6433 or via email at cambridgetree@cambridgema.gov

<p>■ ACTION ITEM - Timeframe</p> <p>Short Range - less than 2 years; Medium Range - 2-6 years; Long Range - 6-10 years</p>

LAND USE AND ZONING Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
LUZ5	The City should analyze the relationship between the revenue received from Harvard and Lesley and the amenities for the neighborhood	See LUZ3
LUZ6	The parking lot located at the Porter Exchange Building is ecologically unsound (heat sink) it should be addressed as part of any redevelopment of the site.	As part of the recent neighborhood and City discussion Lesley University has committed to improving the layout of the parking lot behind University Hall (Porter Exchange) and to landscaping the edge of that lot on Roseland Street.



TRANSPORTATION Recommendations and Action Plan

<i>Rec. Type & Number</i>	<i>2010 Update Recommendations</i>	<i>Current Status and Planned Action</i>
T1	<p>Work with neighborhood on the Walden Bridge-safety issues, handicap issues, warning signs @ Richdale Avenue.</p> <p>Access to Cow Path.</p>	<p>The reconstruction of the Walden Street Bridge was completed in August 2009.</p> <p>There are no plans for access to the Cow Path located at the Walden Street Bridge; the Cow Path was preserved for historic preservation.</p>
T2	<p>Install a blinking light at Raymond Street.</p>	<p>The removal of the signal at Raymond and Walden and installation of a raised intersection was the result of an analysis of the function of the signal and a community process on Walden Street which resulted in a number of changes to the street to slow the speed to vehicles. The construction of the raised intersection at Raymond and Walden was completed in the spring of 2009. Currently, the City is doing turning movement counts at the intersection as well as doing observations during both peak and off-peak times. The all-way stop, combined with the raised intersection should provide help controlling speeds and ensuring that vehicles yield to a pedestrian crossing. If observation reveals a problem with vehicles failing to stop at the stop sign, we will work closely with the Police Department to make sure there is rigorous enforcement.</p>
T3	<p>Evaluate increased traffic on Linnaean Street which seemed to coincide with the closure of Walden Street due to the bridge re-construction-problems including speeding and increase truck traffic.</p>	<p>During the construction and closure of the Walden Street bridge Linnaean Street was an alternate traffic route. With the opening of the bridge some of the traffic may return to the original route but some users may continue with the alternate route and continue to use Linnaean Street. Walden Street will still remain a no truck traffic route; the weight restriction on the Walden Street Bridge has been lifted.</p>
T4	<p>Repair Linnaean Street from Avon Hill to Massachusetts Avenue (bad potholes, possibility of a quick fix).</p>	<p>■ FUTURE ACTION (short range): Portions of Linnaean Street have received some temporary pavement to cover the potholes and decrease the noise associated vehicular traffic. Pot Holes should be reported to the Department of Public Works Pothole Hot line at: (617) 349-4854. The DPW will attempt to fix the pothole as soon as possible.</p> <p>Linnaean Street has been scheduled for reconstruction, and been budgeted for Fiscal Year '11 (July 1, 2010). A neighborhood process began in September, 2009 where residents expressed concerns about the street and discussed appropriate solutions with city staff and neighbors. To view the Linnaean Street Final Conceptual Plan visit www.cambridgema.gov/cdd/et/tc/linnaean_concept_roll_final.pdf</p>

■ ACTION ITEM - Timeframe

Short Range - less than 2 years; Medium Range - 2-6 years;
Long Range - 6-10 years

TRANSPORTATION Recommendations and Action Plan

<i>Rec. Type & Number</i>	<i>2010 Update Recommendations</i>	<i>Current Status and Planned Action</i>
T5	Evaluate the truck ban in place on Walden Street, and will it be lifted now that the new bridge is in place.	<p>The Mass Highway Department approved the City's request for a truck ban on Walden Street from Mass Ave to Concord Ave in October 1977. This restriction is still in effect. Trucks with an origin or destination on the street are exempt from the restriction. Before the Walden Bridge was rebuilt the State put a weight restriction on the bridge due to its condition. Now that the new bridge is completed the weight restriction is no longer in effect as it is not needed. The truck restriction however, is still in effect.</p>
T6	Reduce truck traffic on neighborhood streets.	<p>In the Summer of 1999, the City of Cambridge enacted a zoning ordinance that banned through-trucks from Cambridge during the hours of 11PM to 7AM. This Ordinance was met with strong opposition from surrounding communities and trucking organizations and the Massachusetts Attorney General stepped in to prevent litigation. An agreement was reached whereby in lieu of litigation, a regional truck study would be conducted.</p> <p>The Committee on Regional Truck Issues submitted its final recommendations in the summer of 2001 after an 18-month regional truck study sponsored by the Massachusetts Highway Department and the Metropolitan Area Planning Council. The State and municipal study participants are now responsible for implementing those recommendations.</p> <p>In January 2003, the City of Cambridge passed a new ordinance, number 1261, which implemented that portion of the recommendations of the Regional Truck Study within Cambridge's borders. Enforcement of that ordinance began on March 31, 2003, but it was suspended in April 2003 when Mass Highway stated that an alternate approach was required to avoid state and federal action.</p> <p>Mass Highway lifted the existing truck restrictions on River Street and Western Avenue. They are now reviewing formal requests for 24-hour truck restrictions on Putnam Avenue, Cardinal Medeiros Avenue, and Warren Street. After their review is complete, Mass Highway has committed to issuing restrictions on the majority of other streets in Cambridge between the hours of 11PM and 7AM as originally identified in the Regional Truck Study and City ordinance 1261. Mass Highway intends to continue to keep River Street and Western Avenue open to trucks at all times.</p> <p>For more information about these on-going efforts in the City of Cambridge, visit http://www.cambridgema.gov/traffic/RegionalTruckStudy.cfm.</p>
T7	Improve the conditions and operations of loading zones along Mass Ave and in the abutting streets.	<p>■ ACTION ITEM (Ongoing)</p> <p>TP&T will work with any businesses who feel that adjustments to curb regulations are needed. For additional information, contact the Traffic Parking and Transportation Office at 617-349-4700.</p>

TRANSPORTATION Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
T8	Work with Harvard University to explore smaller, quieter shuttle buses, hours of operation and enforcement of safe driving.	Harvard is committed to periodically evaluating the shuttle service and continues to study ways to improve its shuttle services, a review of services took place in the fall of 2009. As a result of this review a number of changes were made that included: driver education and training workshops, reeducation in the size of the shuttle vehicles during the early morning hours, a review of the ridership numbers based on the flow and operations to determined the appropriate vehicle size, installation of GPS systems which allows for monitoring for speed at all times. Any violations can be reported to Tom Lucey at tom_lucey@harvard.edu.
T9	Increase the number of bike parking spaces along Mass. Ave. City should explore bike parking storage compartments	<p>The City has an ongoing program to locate bike rack parking, and looks for recommendations from residents and business owners for additional locations were permitted. Bicycles are permitted to park on a bicycle rack or street sign pole, against a building, or on another facility specifically intended for that purpose. Under no circumstances shall a bicycle obstruct the pedestrian path of travel or handicap access ramps. A parked bicycle must leave at least a 36-inch obstruction-free path of travel. Bicycles are not permitted to be parked to: fire hydrants, hand railings, benches, trees, trash receptacles and parking meters.</p> <p>The City of Cambridge continues to explore additional options for the storage of bikes.</p> <p>A Bicycle Parking Brochure is available at http://www.cambridgema.gov/CityOfCambridge_Content/documents/tpat_BikeParkingBrochure.pdf.</p>
T10	Increase the enforcement of "no biking on sidewalks".	<p>State law permits bicyclists to travel on sidewalks in the interest of safety except as directed by local ordinance. In general, it is more appropriate and prudent to bicycle in the street, and Cambridge is making every effort to making the city streets safe and comfortable for bicycling. However, it is recognized that there are times when sidewalk riding will be used, for example, with young children. Cambridge traffic regulations require that bicyclists on sidewalks travel at a walking speed and yield to pedestrians.</p> <p>Sidewalk riding is not permitted in the business districts of Harvard Square, Central Square, Porter Square, Inman Square, Huron Ave., and sections of Mass. Ave. north of Harvard Square.</p>
T11	Increase bike enforcement at stop signs and traffic lights.	In general, bicyclists have the same rights and responsibilities as motorists when traveling on the public ways in Massachusetts and are subject to traffic violations, enforcement and penalties. Violations should be reported to the Cambridge Police Department.

■ ACTION ITEM - Timeframe

Short Range - less than 2 years; Medium Range - 2-6 years;
Long Range - 6-10 years

TRANSPORTATION Recommendations and Action Plan

<i>Rec. Type & Number</i>	<i>2010 Update Recommendations</i>	<i>Current Status and Planned Action</i>
T12	Reduce noise from trucks both traveling and idling.	<p>The City of Cambridge is committed to reducing the adverse impacts of truck noise and vibrations on residents while ensuring the continued delivery of goods and services to businesses and residences in the City. The City works toward these goals through a number of efforts, including:</p> <ul style="list-style-type: none"> • Management of construction truck activity and routing in the City through the coordinated efforts of the Traffic Department and the Public Works Department; • Restricting the operation of through-trucks from sensitive residential streets through coordination between the Traffic Department and the Massachusetts Highway Department; • Controlling deliveries to new development through the coordinated efforts of the Traffic Department, the Community Development Department, and the Inspectional Services Department; and • Enforcing truck safety and operations on restricted streets through the Truck Enforcement Unit of the Cambridge Police Department. <p>While trucks are permitted on any street in Cambridge if they have a destination on that street or a nearby street, all trucks are encouraged to use the system of Posted Truck Routes for the majority of every trip.</p> <p>Addition information on Truck Routes and Restrictions can be found at http://www.cambridgema.gov/traffic/trucks.cfm.</p> <p>There are various restrictions on the volume of noise from the loading and unloading of trucks from 9 p.m. - 7a.m. (9 a.m. on Saturdays, Sundays and Holidays) although there are exceptions for certain types of stores and facilities such as schools as well as along certain streets in commercial areas that are not designated as noise-sensitive zones. State law limits the idling of vehicles to five minutes (there are exceptions for certain vehicles including trucks with refrigeration units). If a pattern is observed notify the Emergency Control Center at the police non-emergency number, 617-349-3300, and a police unit will respond and stop excessive noise unless the activity is permitted.</p> <p>For more information, please refer to the Noise Ordinance section of the Cambridge Municipal Code (City Ordinances) at http://bpc.iserver.net/codes/cbridge/index.htm.</p>

■ ACTION ITEM - Timeframe

Short Range - less than 2 years; Medium Range - 2-6 years;
 Long Range - 6-10 years

TRANSPORTATION Recommendations and Action Plan

<i>Rec. Type & Number</i>	<i>2010 Update Recommendations</i>	<i>Current Status and Planned Action</i>
T13	Reduce motorcycle noise in the neighborhood.	No person may operate a motorcycle so as to exceed a set measurable standard of 82 decibels when operated within a speed zone of 45 mph or less. Allowable noise levels for motorcycles are also specifically set out in state regulations 540 C.M.R. 3.02. Enforcement of this section requires the use of specific mandate equipment by a certified police officer. The penalty for violating this section is a CMVI of \$35.00. Call the Emergency Control Center at the Police Department non-emergency number, 617-349-300 to report any problems or concerns.
T14	Consider additional crosswalk locations on Mass Ave between Harvard and Porter Square.	<p>■ FUTURE ACTION (short range): Residents have recommended a number of crosswalk locations including Mellon/Langdon Streets, Sacramento Street, Garfield Street, and Lancaster/Forest Streets, the City will work with the neighborhood to address these locations.</p>
T15	Address the curb cuts at Mass Ave and Linnaean Street and improve pedestrian safety.	<p>■ FUTURE ACTION (short range): This location is the Rite Aid/Hollywood Express site with the parking located on Linnaean Street, Linnaean Street is scheduled for improvement in FY11 from Mass Ave to Avon, improvements will include: street paving, pedestrian ramps, sidewalk reconstruction and traffic calming measures. A neighborhood public process began September 2009, where issues for improvements to this site were discussed. See T4</p> <p>Future Projects for Neighborhood Nine</p> <p>FY13 Copley Street Walden Fayerweather Street Sewer Separation, Paving, Sidewalk, Pedestrian Ramps, Sewer Separation Contract.</p> <p>FY14 Avon Hill Upland Linnaean Paving, Sidewalk, Pedestrian Ramps Street Reconstruction Contract – FY14.</p>
T16	Address problem of trucks parking on sidewalks instead of loading.	<p>According to City regulations:</p> <p>No person shall stop, stand, or park a vehicle for any purpose or length of time except as provided in (b) below, other than for expeditious unloading and delivery or pickup and loading of materials in any place marked as a curb loading zone. Vehicles must display a commercial license plate and be actively loading or unloading. In no case shall the stop for loading and unloading of materials exceed thirty minutes.</p> <p>The driver of a passenger license plate vehicle may stop temporarily at a place marked as a curb loading zone for the purpose of and while actually engaged in loading or unloading passengers or materials when such stopping does not interfere with any commercial motor vehicle used for the transportation of materials which is waiting to enter or about to enter such zone. In no case shall the stop for loading and unloading of materials and passengers exceed fifteen minutes.</p>

TRANSPORTATION Recommendations and Action Plan

<i>Rec. Type & Number</i>	<i>2010 Update Recommendations</i>	<i>Current Status and Planned Action</i>
T17	Address running of stop signs at Sheppard and Walker Streets.	Traffic violations should be reported to the Cambridge Police Department at 617.349.3300.
T18	Evaluate the curb extensions located at Raymond / Linnaean Linnaean /Avon Hill	The curb extension at Raymond Street is designed to allow vehicles to make turns at low speed without using the on-coming travel lane. Pavement markings, including double yellow lines center lines will be maintained at all approaches of the intersections to guide drivers to properly position vehicles when approaching the intersection.
T19	The crossing at the intersection of Fern Street and Field Street, should be addressed as it is hard for pedestrians to cross.	<p>■ FUTURE ACTION (short range): Fern Street from Concord Avenue to Bay State Road and Field Street from Birch Street to Reservoir Street are scheduled for sewer separation on 2012. A community process will begin when the Public Works Department confirms the scope of sewer work. Staff will review the intersection to see whether interim improvements that do not involve construction could be implemented.</p>



■ **ACTION ITEM - Timeframe**

Short Range - less than 2 years; Medium Range - 2-6 years;
Long Range - 6-10 years

HOUSING Recommendations and Action Plan

Rec. Type & Number

2010 Update Recommendations

Current Status and Planned Action

H1

There should be a program that makes available funding to housing units for energy related conservation.

As part of any Home Improvement Program loan (HIP) through the City's Home Improvement Rehab Agencies, energy related conservation changes are encouraged. Through the major utility company NSTAR, and the Cambridge Energy Alliance there are a number of programs designed and available for homeowners to address energy related conservation.

H2

The City should look at cooperative housing and other models that would allow residents to "Age in Place".

The Community Development Department and the Department of Human Services have been studying "aging in place." CDD staff met with neighborhood organizations to discuss the study and to get input, a meeting was held with the Agassiz Neighborhood Council in October, 2009.

Two reports are available on the City website at : <http://www.cambridgema.gov/cdd/cp/zng/aging/index.html>

Aging in the Cambridge Community: a Study of the Humans Services and Physical Environment of Cambridge Relative to the Needs of the Senior Population and Housing Options for the Older Cantabridgians.

H3

A program should be developed to address the 80-100% median income to assist in renovations to existing homes.

Through the Housing Rehab Agencies –Homeowners Rehab Inc., and Just-A Start, income between 80% -120% of median income are eligible for Home Improvement Program (HIP) loans , these loans are available for 1-4 family buildings and must be in a designated Neighborhood Revitalization Strategy Areas (NRS) as defined by HUD. Loans are given at a 0% to 3% interest. For more information or to determine who is eligible contact: Homeowners Rehab Inc., at <http://homeownersrehab.org> or Just-A Start Corporation at <http://www.justastart.org>



ECONOMIC DEVELOPMENT Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
ED1	Develop programs that address vacancies along Mass Ave.	<p>The Economic Development Division tracks vacancies all over the City and searches for certain types of businesses upon request of the neighborhoods. To keep existing business in place Cambridge offers a number of programs:</p> <p>The Best Retail Practices Program assists Cambridge retailers and restaurant owners with building stronger customer bases to boost sales. Components of the program include a free workshop, individual in-store consultations and financial assistance to business owners seeking to improve the interior appearance of their establishments, as well as their marketing efforts.</p> <p>The Facade, Signage and Lighting Improvement Program provides technical and financial assistance to property owners or tenants seeking to renovate or restore commercial building exterior facades. The Program seeks to improve the physical appearance of independent businesses and enhance the commercial districts of Cambridge.</p> <p>The Economic Development Division conducts Business Development Workshops, Trainings, and Consulting to provide financial literacy and business development programs and services to Cambridge residents, entrepreneurs, and businesses. The Division also hires retail specialists to work with Cambridge retailers and restaurant owners to improve their establishments' interiors and marketing strategies.</p>
ED2	Increase the availability of landlord information on retail stores.	The Assessing Department maintains an extensive database of property information. Some of this information is available on-line in the Property Database. http://www.cambridgema.gov/ASSESS/index.cfm .
ED3	Increase the number of places along Mass Ave. to dine.	<p>■ (Ongoing): The Economic Development Division encourages business to look broadly at demands to expand dining based on the needs and request of residents.</p>
ED4	Keep neighborhood informed of plans at the closed KFC- space.	<p>■ FUTURE ACTION (short range): The License Commission is currently reviewing plans for a 37-seat Bangladeshi-Indian-Pakistani Restaurant.</p>

■ **ACTION ITEM - Timeframe**

Short Range - less than 2 years; Medium Range - 2-6 years;
Long Range - 6-10 years

ECONOMIC DEVELOPMENT Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
ED5	Explore ways to tie liquor licenses and transfers to conditions such as trash pickup: can Sunday morning trash pickups be scheduled.	<p>All liquor licenses including transfers must go before the Cambridge License Commission; they are advertised as a legal notice in the Cambridge Chronicle 3 weeks prior to the meeting, meetings are open to the public for comments and concerns. The City does not have any trash pickup services on Sundays. All complaints should be made to the License Commission at 617.349.6140 or http://www.cambridgema.gov/License .</p> <p>The Cambridge Department of Public Works is responsible for weekly curbside pickup of household rubbish disposal throughout all areas of the City. The City is divided into five rubbish districts in order to accomplish pickup of all household rubbish in the City on a five-day week, Monday through Friday (Saturday pickup if there is a holiday during the week). The DPW has two compliance officers who are responsible on a daily basis for checking the rubbish route to ensure compliance to the Refuse & Litter Ordinance.</p> <p>The rubbish schedule for Neighborhood Nine:</p> <ul style="list-style-type: none"> • Monday: North Cambridge: including all areas from the Arlington Line at Massachusetts Avenue down to Porter Square and back to the Sherman Street. <p>http://www.cambridgema.gov/TheWorks/departments/solid-waste/disposal.html</p>
ED6	Work with business owners to improve their sidewalks maintenance.	<p>According to the Department of Public Works the following are rules and regulations for sidewalk maintenance:</p> <ol style="list-style-type: none"> 1. Every owner or occupant of private property bordering on a street where there is a public or private sidewalk or footway shall maintain such sidewalk or footway and the adjoining gutter to the center of the street free of litter. 2. Every owner or occupant of private property shall cut and dispose of weeds in any yard area or vacant lot, or around any public or private property. 3. No person shall sweep into or deposit in any gutter, street, square or other public place the accumulation of litter from any building or lot, or from any public or private sidewalk, footway or driveway. <p>C. Litter From Residential, Commercial or Nonprofit Establishments.</p> <ol style="list-style-type: none"> 1. Litter from residential, commercial or nonprofit establishments shall not be thrown or deposited in any public litter receptacles by the owners, occupants, employees or agents of the residential, commercial or non-profit establishments. 2. Commercial or nonprofit establishments may maintain authorized litter receptacles for the use of the general public outdoors on private property or on the adjoining sidewalk in a manner not to inconvenience the use of the sidewalk by pedestrians, the establishments are encouraged to identify such authorized litter receptacles. <p>Enforcement concerns: Residents direct their enforcement concerns to Department of Public Works at 617.349.4800.</p>

OPEN SPACE Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
OS1	Arsenal Square park should be made more inviting with additional plantings and seating.	■ FUTURE ACTION (short term): Arsenal Square will be submitted to the Open Space Committee for consideration.



GENERAL NEIGHBORHOOD PLANNING Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
NP1	<p>The City should give monthly updates through email, which should include publishing minutes of meetings (Planning Board, Board of Zoning Appeal), notification of opening on City Boards,</p> <p>Listing of major proposed developments, and University plans</p>	<p>All meeting are listed on the City calendar and the CDD website. The CDD website lists all Planning Board meeting agendas and minutes. To be placed on the Community Development Department list to receive agenda's contact lpaden@cambridgema.gov.</p> <p>The Development Log, published quarterly, tracks large-scale residential and commercial development projects currently in the permitting or construction phases in the City of Cambridge. The Log contains the name and location of each project, the developer, type of use, and the amount of square footage. Criteria for inclusion in the Development Log include:</p> <ul style="list-style-type: none"> • Commercial projects totaling over 50,000 square feet; • Commercial projects that have a significant impact on the neighborhood in which located; • Residential projects of eight or more units that are new construction or rehab/renovation projects and that alter the existing use by adding to the existing number of units or square footage; • All municipal projects in which a cross section of City departments may have an interest and all which are considered otherwise significant. Development Log can be found at: http://www.cambridgema.gov/cdd/ed/reservices/ed_devlog.html <p>University Plans –Town Gown information can be found at: http://www.cambridgema.gov/cdd/cp/tg/index.html</p>

■ ACTION ITEM - Timeframe
 Short Range - less than 2 years; Medium Range - 2-6 years;
 Long Range - 6-10 years

A P P E N D I X

Neighborhood Nine Study Update 2004 Recommendation and Action Plan



LAND USE RECOMMENDATIONS

<i>Rec. Type & Number</i>	<i>2004 Update Recommendations</i>	<i>Status and Progress to Date</i>
LU1	<p>Evaluate what kind of redevelopment, if any, should take place in light industrial areas if the opportunity arises.</p>	<p>In the Zoning Ordinance are recently adopted provisions which encourage reuse of older industrial areas for residential use. The provisions adopted in 2000 as one of the early changes growing out of the citywide rezoning process encourages reuse of non residential building for housing anywhere in the city.</p>
LU2	<p>Consider the following changes in the Industry A-1 zoning district:</p> <ul style="list-style-type: none">Amend the zoning ordinance to require a special permit, issued by the Planning Board, for all development proposals in the zoning district. As part of the permitting process, the Planning Board should encourage residential use on the parcel at Sherman Street and along Concord Avenue at the Fresh Pond rotary because of the proximity of Danehy Park and Tobin School). Commercial and light industrial use may be accommodated closer to the rail spur and Fresh Pond Shopping Mall.	<p>Industry A-1 districts along Richdale Avenue and Bolton Street, at Rindge Avenue, and at Birch Street and Concord Avenue were rezoned to the new Residence C-1A district, which retained the IA-1 district's FAR of 1.25 and height of 45 feet. However, the Lot Area Per Dwelling Unit was reduced from 1,200 square feet to 1,000 square feet.</p> <p>Adopted as part of the citywide rezoning in 2001 much of the Industry A-1 along New Street was retained. The FAR for residential uses was increased to 1.50 to encourage the construction of housing.</p>
LU3	<p>Modify the residence C-3 zoning district as follows:</p> <ul style="list-style-type: none">Develop design guidelines for the Residence C-3 districts surrounding Harvard Square to protect adjacent lower density residential neighborhoods and to provide a smooth transition between zoning districts of different character.	<p>Zoning Under Analysis</p> <ul style="list-style-type: none">The Hammond Street Overlay in the Agassiz Neighborhood was created in 2002 to address this transition. Current discussions are occurring with Harvard University and Harvard Law School, at the Agassiz working group which includes representatives from Neighborhood Nine, Agassiz Neighborhood, Harvard University and the City.Section 19.50 of the Zoning Ordinance, adopted during the citywide rezoning effort of 2001, requires a height transition for new buildings in the Residence C-3 district where they are constructed adjacent to a lower density district like the neighborhood Residence C-1 district. The requirement applies to any building construction of 25,000 square feet or more. Other site and building design requirements are also imposed that are intended to make new structures better neighbors where they are visible from a public street
LU4	<p>Consider design changes in Porter Square:</p> <ul style="list-style-type: none">The owners of the Porter Exchange should redevelop the parking lots to make them visually appealing and with uses that serve the neighborhood. Possibilities include placing either a park, housing, or retail above ground with parking underneath.	<p>Porter Square Sites Under Study</p> <p>A master planning effort is now underway by Lesley University which includes future use of the parking lots. Lesley has discussed the master plan with the neighborhood and city. Project review and site development standards will apply to new development. City has held community meetings on air rights, undeveloped sites, and issues around retail along Mass Avenue (February 5, 2004 and April 8, 2004).</p>

LAND USE RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
LU5	Improve Concord Avenue as follows: <ul style="list-style-type: none">• Discourage parking in front of the buildings or visible from the main street	Future Action Item For buildings of 25,000 square feet or more in a business district (e.g. the Business A District along Concord Avenue) or high density residential district, Section 19.50 of the Zoning Ordinance prohibits parking between the façade of a building and the adjacent street. Parking is prohibited in the required front yard setback of any zoning district.

INSTITUTIONAL RECOMMENDATIONS

Rec. Type & Number

2004 Update Recommendations

Status and Progress to Date

INST1

HARVARD UNIVERSITY AND RADCLIFFE COLLEGE

Harvard and Radcliffe should continue to work with the neighborhood during the early stages of planning for new construction. Harvard should improve their internal planning process to ensure optimum communication with the community

Agassiz Working Group And Town-gown Processes Ongoing

The City Manager has recently appointed representatives from Neighborhood Nine to the Agassiz Working Group, to work with the University as they prepare to develop the Harvard Law School campus along Massachusetts Avenue.

Harvard is required to submit an annual Town Gown Report to the Planning Board, in which they are required to submit detailed account of their planning and development activities, the potential impact of these activities on the surround neighborhoods. Should Harvard propose any large development, greater than 50,000 s.f. which is within 100 feet of a public way or add more that 250 parking spaces, it would be required to secure a Special Permit under Article 19.000 requiring both urban design and traffic review by the Planning Board and would require a public hearing at the Planning Board for that permit.

INST2

Harvard should confine its institutional uses to their existing grandfathered premises (when within residential areas) and to commercially zoned areas.

Institutional Overlay Zoning Ongoing

The Institutional Overlay District regulates institutional uses outside the institutional campus areas in residential districts, constraining the establishment of new institutional uses in residential areas.

INST3

The University should continue and expand cleaning the sidewalks on their property.

Harvard University Maintenance Ongoing

Harvard will continue to clean and maintain its property.

INST4

The Committee urges Harvard and Radcliffe to open up certain resources to the immediate neighborhood, especially the libraries and athletic facilities)

Harvard University Resources Ongoing

The Harvard Widener Library (largest of HU Libraries) is available to residents of the City of Cambridge with a public library card, all residents must show proof in the form of a letter that the Cambridge Public Library does not have available the research or publication item that they are requesting. Residents are only allowed reading privileges that are granted for 6 calendar days a year. Residents are not allowed into the stacks

The Gutman Library at the Graduate School of Education offers a special program to Cambridge Public Schools. Teachers and Administrators should contact the Reference Department for more information on research assistance and borrowing privileges.

Harvard University has over 100 libraries and policies vary at each school.

The Harvard University Museum of Natural History is free to all every Sunday from 9AM to 12:00 noon and on Wednesday afternoons from September through May from 3-5PM.

Harvard University athletic facilities are only available to faculty, students and employees.

INSTITUTIONAL RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
INST5	Establish a business mentoring program with the Harvard Business School	Harvard University Community Service Projects Ongoing The City and Harvard University continue to explore new collaborations and initiatives to benefit Cambridge residents and communities.
INST6	The City's Committee on Community-University Relationships should actively track all tax-exempt property, analyze loss to the city, make recommendations, lobby and encourage institutions to contribute more, and issue a yearly report.	Town Gown Process Ongoing As part of the Committee on Community -University Relationships agreement Harvard University is required to submit an annual Town Gown Report to the Planning Board, in which they are required to submit detailed account of their payments to the City of Cambridge which include: Real Estate taxes, Payment In lieu of taxes (PILOT), Water & Sewer fees, and other fees & permits paid during fiscal year. The Town Gown Report also includes Tax exempt Facilities & Land, Taxable Facilities & Land, Properties with Commercial Use, Housing: Tax Exempt and Taxable (Affiliate and Other Hosing), Property Transfers (purchased and sold), Real Estate Leased and Parking Facilities. Town Gown Reports are available on CDD website.
INST7	LESLEY UNIVERSITY Undertake a master planning process including residents and the city and addressing such issues as physical expansion and traffic management. Encourage College's community relation's office to do more outreach in the neighborhood.	Lesley University Master Planning Process Ongoing During the past year Lesley University has engaged in a comprehensive long-range campus planning process for both existing campus areas and potential areas of expansion in their main location and Porter Square. As in integral part of that process the university has made extensive efforts to ensure that members of the community, particularly residents in the Agassiz and Porter Square neighborhoods are both kept fully informed of Lesley's planning work. Lesley's goal is to provide community members and City officials the ability to provide input and feedback before, during and after specific design proposals are formulated for the Lesley Campus, and to integrate that input into the further development of Lesley's plans. Should Lesley propose any large development, greater than 50,000 s.f. which is within 100 feet of a public street or adds more than 250 parking spaces, it would be required to secure a Special Permit under Article 19.000 requiring both urban design and traffic review by the Planning Board. As part of the Committee on Community -University Relationships agreement, Lesley is required to submit an annual Town Gown Report to the Planning Board, in which it is required to submit detailed account of their planning and development activities, the potential impact of these activities on the surround neighborhoods.

TRAFFIC, PARKING & TRANSPORTATION RECOMMENDATIONS

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
TPT1	Consider changing some existing two-way streets to one-way <ul style="list-style-type: none">Possibilities for consideration include Hurlburt and Mt. Pleasant Streets and Buena Vista Park	No Planned Action <p>The Traffic, Parking and Transportation Department is available to do an analysis of impacts if residents of the street are interested. Potential impacts to be considered include increased speeds and where relocated traffic would go.</p>
TPT2	Manage traffic flow to keep through traffic (no destination within the neighborhood) to main thoroughfares	Planning Ongoing <p>This is a major goal for roadway improvements. City tries to ensure that major thoroughfares can accommodate reasonable amounts of traffic to prevent cutting through on local streets.</p>
TPT3	Address the problem of non-residents parking illegally on residential streets	Enforcement Ongoing <p>Parking control officers are assigned to each neighborhood to insure residential compliance. If people identify specific areas with violations, they can contact the Traffic, Transportation and Parking Department for selective enforcement (phone: 617-349-4700).</p>
TPT4	Explore the possibility of changing hours of resident trash removal to after the morning rush hour	No Planned Change <p>The Department of Public Works Operations Division handles all sanitation for the City. The operating hours of the division are 7AM until 3PM, DPW has determined that starting at 7AM creates the least impact.</p>

TRAFFIC, PARKING & TRANSPORTATION RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
TPT5	Consider instituting traffic calming techniques to slow traffic on neighborhood streets	<p>Traffic Calming Program Ongoing</p> <p>Since the original study was drafted, the City has created a comprehensive Traffic Calming Program, through which physical changes are made to streets to lower vehicular speeds and increase safety for pedestrians, cyclists and drivers. Several traffic calming projects have been implemented in Neighborhood Nine since the completion of the study. Projects in Neighborhood Nine have included:</p> <p>Fayerweather Street: Curb extensions were implemented on Fayerweather Street at the intersections with Walden Street, Hazel Street, Field Street, Saville Street, Grandville Road and Huron Avenue. The purpose of the curb extensions is to force drivers to reduce travel speed when turning onto another street in this case turning onto Fayerweather Street. At the same time, pedestrian safety was improved by reducing street crossing distance and increasing pedestrian visibility. Crosswalks, pavement markings, were also implemented on Fayerweather Street at all intersecting streets from Walden Street to Huron Avenue.</p> <p>Concord Avenue: Crossing islands were implemented on Concord Avenue at the intersection with Fayerweather Street and at the intersection with Fern Street. Crossing islands provide shelter to pedestrians when crossing and also increase pedestrian visibility. Drivers are forced to reduce travel speed since the travel path is changed due to the crossing islands.</p> <p>Arsenal Square: Implementation of curb extensions and bike lanes</p> <p>Upland/Raymond: Implementation of curb extensions - Completed 1999</p>
TPT6	Support the establishment of shuttle/Para transit services to areas of the neighborhood not now adequately served by existing public transportation, especially Lincoln Way, Walden Square, Walden Park Apartments and Briston Arms housing developments	<p>No Planned Change</p> <p>City has done a detailed study of possible shuttle services. The City concluded it is more effective to improve bus services for most transit users; the City works with the T to do this. The planned Porter Sq. roadway and sidewalk improvements will improve pedestrian access to the station, which should benefit many Neighborhood Nine residents (most are within 1/2 mile of Porter). Lincoln Way, Walden Square and Walden Square Apartments are all within .5 miles of Porter Square. Briston Arms is in close proximity to the Concord Avenue bus line.</p>
TPT7	Increase awareness of and expand SCM Community Transportation Services	<p>Transportation Service Ongoing</p> <p>The City has increased its contribution to these services.</p>

TRAFFIC, PARKING & TRANSPORTATION RECOMMENDATIONS - (cont.)

**Rec. Type
& Number****2004 Update Recommendations****Status and Progress to Date**

TPT8

Improve pedestrian/bicycle safety and access through enforcement of existing regulation, expansion of programs to encourage walking and bicycling

Bicycle and Pedestrian Programs Ongoing

The City has an extensive Bicycle and Pedestrian Program, with citizen committees and a variety of projects. Many City departments are involved in making improvements to the infrastructure for bicycling and walking, and promoting these modes as sustainable and healthy ways for people to get around.

An important component of the City's pedestrian program is to improve walking conditions in the city. This is done in various ways, including making traffic signals work better for pedestrians, reducing crossing distances where possible, repairing and improving sidewalks, reviewing proposed developments to make sure they are as pedestrian-friendly as possible, and encouraging landscaping and building designs that make walking pleasant. Cambridge also promotes walking through promotional activities and educational projects, Cambridge Walks is an interdepartmental group that is led by the Cambridge Health Alliance; among other things, they sponsor the "Hunt for Golden Shoes" every May throughout the city, and various "Walk to School" events, including participation in the national "Walk Your Child to School Day" every October.

To help make bicycle use even more convenient, the City is implementing a number of programs. Bicycle programs include installing bicycle lanes and other bicycle improvements as streets are repaved, safety campaigns to promote and ensure safe cycling (such as the "Be Bright at Night" campaign to encourage more use of lights by cyclists and the "Watch for Bikes" campaign to remind motorists to look before opening car doors), and the installation of bicycle parking throughout the city.

Over the past year (2003-2004), the "4 Points 4 Safety" campaign has focused on education and enforcement in four key areas:

- Don't run red lights
- Yield to pedestrians in crosswalks
- Cross with the WALK light
- Look for bikes before opening car doors.

TRAFFIC, PARKING & TRANSPORTATION RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
TPT9	<p>Improve, through signage, lights or reconstruction, at unsafe intersections:</p> <ul style="list-style-type: none"> • Garden Street beyond Walden to Field Street • Walden and Richdale (install pedestrian crossing signal) • Linnaean and Garden • Sherman at Danehy Park/Walden Square Road • Raymond and Richdale at Walden Square Road • Garden and Concord at Arsenal Square • Newell Street at Upland Road (install a Yield sign on Newell) • Massachusetts Avenue and Upland Road 	<p>Future Traffic Calming Projects</p> <p>■ Garden: Pavement markings & signs done. On list for future traffic calming.</p> <p>Walden/Richdale: Planned State bridge project should improve intersection Mass Highway is investigating how to maintain pedestrian access before scheduling project.</p> <p>Linnaean/Garden: No Planned Action</p> <p>■ Sherman: curb extensions done at Fenno and Stearns. Improved pavement markings. On list for future traffic calming.</p> <p>■ Raymond/Richdale: No street work planned. The Yerxa Road underpass will connect the dense residential areas of Walden Square and Richdale Avenue located on the south side of the tracks with the #83 MBTA bus on Rindge Avenue and numerous community facilities. The underpass design is fully ADA compliant and will safely and comfortably accommodate both pedestrians and cyclists. The underpass will include a new walkway with lighting, retaining walls, and handrails, plantings, a small seating area, and attractive steel picket fencing along both sides of the railroad right of way to prevent people from crossing the tracks. Construction is scheduled to begin in the Summer of 2004.</p> <p>Arsenal Square: Implementation of curb extensions.</p> <p>Newell: Neighborhood process recommended no change to intersection.</p> <p>Planning in Progress</p> <p>■ Mass./Upland: Porter Square Project - Project to start construction Fall 2004 in conjunction with sewer separation work in the area.</p> <ul style="list-style-type: none"> • Seven additional crosswalks and improved crosswalk markings to give pedestrians more direct access and more options for crossing. • Reduced delay at signalized crosswalks and additional crossing time for pedestrians. • A left-turn out of the shopping center onto southbound Mass. Avenue. • An exclusive right turn lane from northbound Mass. Avenue to Somerville Avenue. • An enlarged plaza to create an enhanced Porter Square and give it a new sense of place • Bicycle lanes added through the project area and partial removal of median.

<p>■ ACTION ITEM - Timeframe</p> <hr/> <p>Short Range - less than 2 yrs; Medium Range - 2-6 yrs; Long Range - 6-10 yrs</p>

TRAFFIC, PARKING & TRANSPORTATION RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
TPT9 - (cont.)	<ul style="list-style-type: none">• Upland Road• Massachusetts Avenue southbound turning left onto Roseland Street.	<p>Upland Road: Options for how to address concerns about speeding traffic on Upland Road are currently being analyzed.</p> <p>Mass. Ave./Roseland: Mass. Ave. southbound turning left onto Roseland.</p> <p>The Traffic, Parking & Transportation Department will investigate to see what improvements might be made to the signal operations at this intersection.</p>
TPT10	Pursue a comprehensive street enhancement program to help control the speed of traffic, discourage through traffic and enhance pedestrian flow by the use of landscaped traffic circles and speed humps	<p>Traffic Calming Program Ongoing</p> <p>See TPT 5.</p>
TPT11	Improve enforcement of existing parking and traffic laws which regulate double parking, illegal use of resident parking spaces, parking in no-parking zones, and moving violations	<p>Enforcement Ongoing</p> <p>The City continues ongoing enforcement of all traffic regulations. In addition, if areas are identified with specific violations, they can contact the Department of Traffic, Transportation and Parking for selective enforcement (phone: 671-349-4700)</p>

HOUSING RECOMMENDATIONS

<i>Rec. Type & Number</i>	<i>2004 Update Recommendations</i>	<i>Status and Progress to Date</i>
H1	<p>The City should continue limited-equity home ownership programs to promote home ownership for residents with low- and moderate incomes.</p>	<p>Homebuyers Program Expanded</p> <p>The Cambridge Homebuyer Initiative is a limited-equity homeownership program for low-and moderate-income households funded in 1995 under Cambridge's CITYHOME Program.</p> <p>Starting in 2002, the City's homebuyer program was expanded to include middle-income households.</p> <p>The City's Community Development Department also offers monthly First Time Homebuyers Classes, which are open to all residents, and help income eligible households qualify for special mortgage products.</p> <p>Information on the City's housing programs is published in the Guide to Cambridge Housing Programs, which is printed in English, Spanish, and Haitian Creole, and on the Community Development website at http://www.cambridgema.gov/~CDD. More information is available by calling the housing information line at (617) 349.4622.</p>
H2	<p>The City should identify properties within the neighborhood that may provide opportunities for limited equity development.</p> <ul style="list-style-type: none"> • lot near Bellis Circle • storage site on Concord Avenue • "bird house" on Walden Street 	<p>■ Homeownership Programs Ongoing - Short Range</p> <p>6 Units of Homeownership opportunities will be built at Bolton Street development-JAS Corporation. The three lots noted are all privately owned, not currently under consideration for development.</p>
H3	<p>The City should identify distressed properties that may provide opportunities for rehabilitation and conversion into affordable housing.</p>	<p>Housing Programs Ongoing</p> <p>The Housing Division of Community Development actively pursues opportunities to preserve, develop, and acquire affordable housing throughout the city.</p>
H4	<p>The City should support policies and programs that offer equitable solutions for expiring use housing and would not force residents to leave the City because of housing costs.</p>	<p>Housing Program Ongoing</p> <p>The Preservation of Expiring Use Restriction properties program provides technical and financial assistance to tenants and landlords of federally assisted rental housing that is in danger of being converted to market rate housing. Walden Square Apartments have been preserved as permanent affordable units; rehabilitation work at the development is ongoing.</p>
H5	<p>The City should consider giving floor area ratio (FAR) bonuses to owners of proposed mixed-use developments located in commercial districts, which include a significant low-income housing component.</p>	<p>Inclusionary Housing Programs Ongoing</p> <p>The Inclusionary Zoning Ordinance requires developers of any new or converted residential development with 10 or more units to provide 15% of the total number of units as affordable housing. Developers receive a 30% density bonus in return.</p>

■ **ACTION ITEM - Timeframe**

Short Range - less than 2 yrs; Medium Range - 2-6 yrs;
 Long Range - 6-10 yrs

HOUSING RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
H6	The City should consider giving FAR bonuses to developers who build multiple-unit housing with deed restrictions requiring the housing to maintain affordable occupancy.	See Above
H7	Encourage the construction of low-income housing where possible on appropriate sites.	Housing Programs Ongoing The Housing Division of Community Development actively pursues opportunities to preserve, develop, and acquire affordable housing throughout the city.
H8	Continue to invest in home rehabilitation progress.	Housing Programs Ongoing Homeowners Rehab, Inc. (HRI) and Just-A-Starts (JAS) offer low-interest rehabilitation loans for low and moderate-income, owner-occupied, 1 to 4-unit buildings through their Home Improvement Programs. The Cambridge Neighborhood Apartment Housing Services (CHAHS) continues to serve Cambridge residents by offering low-interest rehabilitation financing to private owners of multi-family properties in return for set aside of units for low and moderate-income tenants for up to 20 years. The Community Development Department's Lead Safe program offers lead abatement services to income-eligible Cambridge residents. For more information, call (617) 349-5233 or visit http://www.cambridgema.gov/~LeadSafe .

ECONOMIC DEVELOPMENT & EMPLOYMENT RECOMMENDATIONS

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
EDE1	The City should make the provision of employment opportunities for low-income residents one of its primary concerns.	<p>Job Training Programs Ongoing</p> <p>In FY04 the Economic Development Division initiated support of 2 programs: a new health care program at the Cambridge Health Alliance to educate existing employees for higher level careers in healthcare at Cambridge Health Alliance and the Bio-Medical Career Program run by the Cambridge non-profit Just-A-Start to train young people for careers in the biotechnology or biomedical industries.</p>
EDE2	The City should develop a small business development and retention program to protect small enterprises from being pushed out by big stores and chains.	<p>Small Business Assistance Programs</p> <p>Façade Improvement Program - Best Retail Practices Program Ongoing</p> <p>The City has developed the Façade Improvement Program, which includes signage and lighting, and the Best Retail Practice Program that helps small businesses improve their appearance and marketing to compete better with larger businesses and chains. Both programs provide grants to participants. Small Business counseling provides one-to-one counseling and technical assistance to small businesses and entrepreneurs in developing business plans, formulating marketing strategies, and accessing capital. Buy Cambridge Initiative an opportunity for small and large businesses to develop relationships with each other and the City of Cambridge this project was developed in October 2003</p>
EDE3	Continue to expand the City's micro enterprise development program (through the Cambridge Business Development Center) to develop home-based businesses, especially among economically disadvantaged residents.	<p>Business Development Program Ongoing</p> <p>The Cambridge Business Development Center continues to work with small business owners and potential business owners including home based businesses. Programs targeted to low-moderate income clients and include Getting Started in Business and Business Planning, Business Basic or Family Child Care Providers and Financial Literacy.</p>
EDE4	Encourage a major grocery chain to locate in the neighborhood.	In 1994 the City completed a report on supermarket access in Cambridge which encouraged development of supermarkets in under served areas of the City. Since that time, Porter Square Star Market completed a significant expansion and Whole Foods located in the former Stop & Shop Supermarket in the Fresh Pond Shopping Center.

<p>■ ACTION ITEM - Timeframe</p>
<p>Short Range - less than 2 yrs; Medium Range - 2-6 yrs;</p>
<p>Long Range - 6-10 yrs</p>

HOUSING RECOMMENDATIONS from Update Process - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
EDE5	Conduct surveys of businesses to track their business needs.	<p>■ Economic Development Department Work Program is Underway - Short Range</p> <p>Business Inventory Maps are being created by Economic Development Division identifying retail businesses in each of the commercial districts/neighborhoods. This research will help determine the existing retail business mix within each area, identify potential consumer markets and match entrepreneurs with under-served areas.</p> <p>The city is currently conducting a Labor Survey of businesses in Cambridge to understand and identify their employment needs now and five years into the future. This survey will help educators and training program administrators to develop educational curriculum and design training programs for high school and postgraduate students and for adults to better prepare them to fill the employment needs identified by the survey.</p>
EDE6	Expand the Cambridge Emerging Technology Partnerships Program.	<p>Biomedical Training Program Ongoing</p> <p>See EDE10</p> <p>The City has recently expanded staff resources for the Cambridge Employment Program (CEP), which provides job search assistance and referral to existing training programs. The Biomedical Careers Training Program started through the Community Development Department is now run by Just-A-Start. For additional information contact Just-A-Start at 617.494.0444</p>
EDE7	Encourage parking transportation policy consistent with sustainable neighborhoods.	<p>Transportation Ongoing</p> <p>Through a variety of transportation programs the City promotes parking transportation policy consistent with sustainable neighborhoods. Parking Transportation Demand Management (PTDM) requires all new commercial development to reduce its parking needs through the use of demand management efforts. For additional information call 617-349.4604 or visit http://www/cambridgema.gov/~CDD/</p>
EDE8	Manage development of economic activity along Massachusetts Avenue, Concord Avenue and Alewife area while protecting the residential areas of the neighborhood.	<p>■ Planning Efforts Underway</p> <p>Citywide rezoning reduced commercial development potential at Alewife and Porter Square. Current Concord Alewife Planning Study will further plan for appropriate development activity in the Concord Alewife Area. Currently planning efforts include the Porter Square–Lower Massachusetts Avenue retail corridor</p>
EDE9	Reevaluate taxation on businesses with the intention of protecting smaller businesses in the City. Consider small business adjustments.	<p>No Planned Action</p>

ECONOMIC DEVELOPMENT & EMPLOYMENT RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
ED10	<p>The Study Committee directs these recommendations to the city's Work Force Development Office and its training and placement partners.</p> <p>The Study Committee directs these recommendations to the city's Work Force Development Office and its training and placement partners.</p> <ol style="list-style-type: none"> 1. Conduct English as a Second Language classes at the Peabody and Fitzgerald Community Schools (using the Graham and Parks Community School as a model). 2. Create or expand existing job training programs for young adults, single mothers and other economically disenfranchised parts of the population. 3. Intensify outreach efforts so that residents can take advantage of training and placement services. 4. Build partnerships with emerging technology companies to provide training or training opportunities for residents. 5. Explore ways for high school graduates from the neighborhood to pursue a post secondary education, including the creation of a scholarship fund involving local schools and businesses. 6. Expand youth employment and career pathways initiatives. 	<p>The Office of Workforce Development (OWD) builds partnerships between schools, community based organizations, and the business sectors to expand employment and training opportunities for Cambridge Residents. OWD assess and responds to the unmet needs of the local workforce. OWD works with area business on a number of initiatives. The OWD office is a division of the Department of Human Service Programs and can be reached at 617.349.6200</p> <p>ESL Programs Ongoing</p> <p>The Department of Human Service Programs, Community School Division should be contacted directly for classes and schedule information. All programs offered at these sites are determined through Neighborhood Councils. The Cambridge Learning Center at 19 Brookline Street offers English as a Second or Other Language classes to city residents of all native languages.</p> <p>Job Training Program Ongoing</p> <p>OWD is committed to enhancing career and training opportunities for adults, and had formed partnerships with local employment, training, and education providers, through the Cambridge Employment Program (CEP), Bunker Hill Community College, Just-A-Start Biomedical Careers Program, and Resources for Employment, Education, and Training Providers.</p> <p>City Scholarship Program Ongoing</p> <p>In 1990's the City established The City of Cambridge Scholarship Program. A number of scholarships are also available for high school senior funded by local businesses and organizations, and are accessed through guidance centers of the local high schools.</p> <p>Job Training Program Ongoing</p> <p>OWD collaborates with schools, community-based organizations, and business to develop internships, career exploration and employment opportunities for Cambridge youth, through the Youth Employment Center, the Mayor's Summer Youth Program, the Fall Youth Employment Program, The Neighborhood Service Project, The Summer Jobs Campaign, and Resources for Professionals Working with Youth.</p> <p>OWD works with a Business Advisory Committee that offer guidance to help plan and promote efforts that increase skills and training of current and future works.and training of current and future works.</p>

ECONOMIC DEVELOPMENT & EMPLOYMENT RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
ED10 - (cont.)	7. Provide the necessary transportation links needed for residents to access job-training programs, especially area community colleges.	The job training programs: <ul style="list-style-type: none">• CRLS - Broadway bus line from Harvard Square• Bunker Hill Community College - Orange line MBTA, also walkway improvements for walking and biking are included in the approved projects at North Point, which are expected in 2 - 6 years.• Just A Start - Cambridge Street bus line from Harvard Square

OPEN SPACE RECOMMENDATIONS

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
OS1	<p>Management/Administration/ Maintenance: Encourage Department of Public Works employees to be more vigilant about picking up spilled trash on scheduled trash removal day.</p>	<p>DPW Maintenance Ongoing DPW sanitation crews are required to be vigilant regarding spilled trash. Residents are encouraged to report any spilled trash on scheduled trash removal days by contacting The Department of Public Works at 617.349.4800. Areas in question will be reported to the supervisor on duty and a crew will be dispatch to rectify the situation on the same day.</p>
OS2	<p>Add dog-waste receptacles in parks and along streets in the neighborhood.</p>	<p>Pet Waste Receptacle Program Ongoing Pet waste receptacles have been placed in city parks and fields where dogs are allowed on leash where appropriate pet receptacles have been placed. Fort Washington and portions of Fresh Pond Reservation are the only public areas dogs are allowed unleashed. The City does not install pet receptacles on city streets.</p>
OS3	<p>Encourage the creation of an "Adopt-A-Park" program in neighborhood parks.</p>	<p>■ Program Planning in Progress The City's Open Space Committee is currently developing Adopt-A-Park guidelines and expects to establish pilot programs fiscal year 2005.</p>
OS4	<p>Neighborhood organizations and residents groups should organize a neighborhood clean-up day in conjunction with the Department of Public Works.</p>	<p>Program Ongoing To organize a neighborhood clean up day residents and organizations should send a letter to the Department of Public Works Operations Manager, 617.349.4846 that should include date, rain date, what is needed (brooms, trash bags, racks, gloves) and any signage postings request. The Department of Public Works will schedule a truck for pick of debris at designated areas at the end of the clean-up day. This is a service the DPW and City have encouraged and co-sponsored with many neighborhoods.</p>
OS5	<p>Encourage neighborhood organizations and residents groups to organize a trustee's organization for the major parks in the neighborhood. (These organizations would serve as conduits to raise funds on a charitable basis to enhance the utility and aesthetic quality of the parks.)</p>	<p>■ Program Planning in Progress - Short Term The Option of a Trust Organization is expected to be part of the Adopt-A-Park Program. See OS3</p>

■ **ACTION ITEM - Timeframe**
 Short Range - less than 2 yrs; Medium Range - 2-6 yrs;
 Long Range - 6-10 yrs

OPEN SPACE RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
OS6	Planning, Programming, Design and Construction: Mitigate water pollution due to runoff into Alewife Brook/Little River and the Alewife Reservation	DPW Developing Long-term Solution The Department of Public Works is addressing runoff pollution from “non point sources” to the Little River and Alewife Brook through its Stormwater Management Plan. In addition, the MWRA’s revised Long Term CSO Control Plan for Alewife Brook was recently approved by MEPA. This program will separate the combined sewers in the neighborhood, thereby reducing CSO discharges to the Alewife Brook. This is a 12 year sewer separation and stormwater management program and includes the work recently completed along Fresh Pond Parkway. Concord Alewife Planning Study - Short Range In addition the Concord Alewife Planning Study draft recommendations will include low impact development guidelines for improving storm water runoff characteristics.
OS7	Seek opportunities to increase community open space. Add sites for community gardens and recreational use.	Open Space Acquisition And Park Renovation Programs Ongoing Since this recommendation was first put forward the City has designated more than \$2 million of City funds for purchase of open space. In March 2000, the Green Ribbon Committee established criteria for the purchase of land to be used as open space. In November of 2001 Cambridge voters approved the Community Preservation Action (CPA). The CPA made a total of 13.5 million local and state dollars available during FY2002 and FY2003 and \$10.6 million local and state dollars in FY2004 for affordable housing, non-recreation open space, and historic preservation in Cambridge. An appointed committee, which heard testimony given at a public hearing in April of 2002, and in 2003 determined that 80% of the funds from the CPA should be devoted to the creation of affordable housing, while 10% should be devoted to open space acquisition (non-active use) and 10% to historic preservation. Community gardens space and recreational space are both considered potential uses both in existing park renovation and new open space acquisitions.
OS8	Study current policy of scheduling adult leagues in City fields/parks.	No Planned Change Youth programs utilize 77% of all permitted field space. Youth and High school programs have priority on permitted fields, permitted use of the remainder is divided by City sponsored leagues and residents and firms of Cambridge The scheduling of all fields is permitted by the Department of Human Services Program Recreation Division (617.349.6200)

OPEN SPACE RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
OS9	Railroad Crossing: <ul style="list-style-type: none">• Convert open lot next to railroad tracks at Walden Square into a passive park along with the renovation of the tunnel.	No Planned Change This lot is privately owned. Improvements of underpass (See OS 10) do not include this lot.
OS10	Improve Railroad Underpass	■ Yerxa Road Underpass Construction to Begin in Summer 2004 Since 1993, the City and the North Cambridge neighborhood have been planning for safe and direct crossings of the rail line. The City allocated \$50,000 for a safety study and preliminary design that was completed in 1994. Final design of the underpass was funded through a \$500,000 state grant from the Executive Office of Transportation and Construction. The underpass will include a new walkway with lighting, retaining walls, and handrails, plantings, a small seating area and attractive steel picket fencing along both sides of the railroad right of way to prevent people from crossing the tracks. Bids have been received (April 2004) and construction is scheduled to begin in the Summer of 2004, with construction to be completed in 18 months.

■ ACTION ITEM - Timeframe
Short Range - less than 2 yrs; Medium Range - 2-6 yrs; Long Range - 6-10 yrs

URBAN DESIGN RECOMMENDATIONS

<i>Rec. Type & Number</i>	<i>2004 Update Recommendations</i>	<i>Status and Progress to Date</i>
UD1	<p>As part of the Open Space Plan, the city should encourage commercial and residential property owners along Massachusetts Avenue and Concord Avenue and the corner of Walden and Sherman Streets to convert available area (small sites) to open space</p> <ul style="list-style-type: none">• Small sites could be landscaped and benches installed.• Give special consideration to the corner of Sherman and Walden Streets (Masse's Corner) to give it definition.• Consider ways to reward property owners for not over-developing space that is currently open and consider tax breaks for limited public access to private open space.	<p>Projects that seek a Special Permit must submit site plans to the Planning Board for review. One criteria for the Special Permit in Article 19.000, allows the Planning Board to require some open space on the site.</p> <p>No Planned Change</p> <p>No Planned Change</p>
UD2	<p>The city should consider placing benches and trash receptacles along streets throughout the neighborhood in locations that do not impede pedestrian flow.</p>	<p>Streetscape and Park Improvements Ongoing</p> <p>Currently the city has trash receptacles on all major streets, and business districts, squares, parks and playgrounds, if a side street request placement of trash receptacles the DPW will send out an inspector and monitor the situation before it places a permanent receptacle or rectifies the cause of the concern. Benches are sited in conjunction with major streetscape improvements, and parks and playgrounds renovations based on the ADA standards.</p>
UD3	<p>Encourage the following urban design improvements:</p> <ul style="list-style-type: none">• The owners and manager of the Star Market/Porter Square Shopping Center should landscape the parking lot (with no loss of parking spaces) making it less of an eyesore and more appealing.• The owners of the Porter Exchange should redevelop the parking lots to make them visually appealing and with uses that serve the neighborhood. Possibilities include placing a park, housing or retail above ground with parking underneath.• Encourage programs and projects that make the area around the Fresh Pond Shopping Center more pedestrian-friendly by encouraging appropriate types of sidewalks and other pedestrian paths; planting trees and other vegetation; and installing benches, traffic lights, and other pedestrian amenities.	<p>Shopping Center Renovations Completed 1997-98</p> <p>The City, Porter Square Neighbors Association, and the owner of the Porter Square shopping center entered into a MOU, which has resulted in a full redevelopment of the parking lots. Improvements included substantial new landscaping, façade treatment, and street furniture.</p> <p>Master Plan Is In Process</p> <p>Lesley University is currently in the process of developing a long-rang campus master plan, including potential uses of university owned land in the Porter Square area. More information will be available from Lesley University as their plans develop. (See INST7)</p> <p>■ Concord Alewife Study In Process</p> <p>The Concord Alewife Planning Study will include recommendations on the long-term development to the shopping center and will include increased pedestrian orientation.</p>

URBAN DESIGN RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
UD3 - (cont.)	<ul style="list-style-type: none"> • Include open space requirements in redevelopment of larger spaces, such as Cambridge Storage, as well as mixed-income housing and retail activity that serve the immediate residents. • Public Works, Commonwealth Electric and Nynex should collaborate on development of a single pole that would incorporate telephone wires and directional signs. 	<p>New Zoning in Affect</p> <p>Since 2001 large projects that seek a Special Permit must submit site plans to the Planning Board for review. One criteria for the Special Permit is Article 19.000, which allows the Planning Board to require some open space on the site.</p> <p>No Planned Action</p>
UD4	<p>Take an integrated approach to planning Massachusetts Avenue, with research and improvements in the following areas:</p> <ul style="list-style-type: none"> • Study problems of traffic flow, noise and loading zones; types of businesses desired in this area; strategies to encourage them; urban design improvements such as benches, open spaces, bicycle path and pedestrian crossings; means of making the area more livable. • Place emphasis on making Massachusetts Avenue a pedestrian oriented neighborhood shopping area; plant trees, grass, and perhaps flowers along the center strip from Everett Street to the railroad bridge at Porter Square; encourage businesses to have more plantings in front of their stores- possibly boxed plants; install benches where practical; consider encouraging development of outdoor dining facilities by existing establishments (zoning code could give bonuses to encourage this development); (encourage the License commission to give occupancy increases if the increased seats are outdoors); keep Massachusetts Avenue and Porter Square liquor license caps in place. • Suggested areas for benches/enhanced landscaping: in front of Porter Exchange, in front of the Congregational Church and in areas that are practical and that do not impede pedestrian flow. • Explore the feasibility of landscaping the median strip, not necessarily with trees and grass, but possibly other durable, low maintenance planting material. 	<p>■ Planning Process Underway</p> <p>Planning efforts currently underway to address a range of issues from Porter Square and along lower Massachusetts Avenue, includes retail vitality and diversity, and zoning support for retail and future development in Porter Square. Major streetscape improvements are considered in conjunction with street reconstruction, which is not currently planned for this section of Massachusetts Avenue. For more information about licensing policies, contact Cambridge License Commission at 617.349.6140.</p> <p>No Planned Action</p> <p>See above</p>

<p>■ ACTION ITEM - Timeframe</p> <hr/> <p>Short Range - less than 2 yrs; Medium Range - 2-6 yrs; Long Range - 6-10 yrs</p>

URBAN DESIGN RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
UD4 - (cont.)	<ul style="list-style-type: none">• Consider having the parking meters along Massachusetts Avenue go into effect at 9:00 or 9:30 am. Look at what impact parking in the area has on the smaller businesses.• Consider eliminating 15 minutes meter zones.• More enforcement of double parked cars to ease congestion and promote flow of traffic on Richdale and Walden.• Study the record of tickets issued to determine if any particular times of the day have an especially high rate of illegal parking; if so, follow up with tougher enforcement.• Study size of trucks allowed on neighborhood streets.• Study loading zone areas along Massachusetts Avenue, and at Walden and Richdale Avenue: Look at hours of operation, restrictions, enforcement, etc.	<p>No Meter Changes Planned</p> <p>The purpose of the meters is to make sure the spaces turn over and can be used by multiple patrons. This is especially important for Mass Avenue where on street parking is the only option for customers who drive to frequent the small businesses. Analysis shows that an effectively-enforced meter is used by 9 cars per day. Meter feeding reduces the available parking 40%. There is no plan to change the start time of meters in this area of high demand as the change would reduce available parking for the customers of the businesses.</p> <p>No Meter Changes Planned</p> <p>Time limits are set based on the type of business and their parking needs. ATM's in particular have many short-term users and the 15-minute meters serve the use well. If there are locations that are problems at a 15-minute meter, such locations can be addressed by contacting the Department of Traffic and Parking 617.349.4700</p> <p>Enforcement has been increased.</p> <p>No Additional Study Planned</p> <p>Issuance data does not necessarily indicate the rate of illegal parking. Such a study is difficult and the results will not be informative. If there are areas where residents feel increased enforcement is needed, contact the Department of Traffic, Parking and Transportation at 616.349.4700, they will review the particular area and then add comments to the Route card for that area advising the Parking Control Officer of any special enforcement needs.</p> <p>No Planned Action</p> <p>Truck size is regulated at the Federal level and there is no restriction by size or character of street. The City permits the route for wide load or over-weight vehicles. Mass Highway must approve truck restriction on city streets. A truck with an origin or destination on a restricted street can use that street.</p> <p>No Additional Planned Action</p> <p>Changes have been made based on comments from residents and businesses. At this time the loading zones seem to be appropriate to the need and balanced with other curb regulations needed in the area. If there are any particular areas of concern residents should contact the Department of Traffic, Transportation and Parking 617.349.4700 with the specific location and problem.</p>

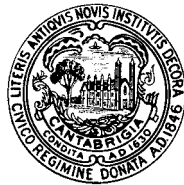
URBAN DESIGN RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
UD4 - (cont.)	<ul style="list-style-type: none"> • Explore opportunities for cluster parking to allow alternative uses on the street, such as dedicated bus lanes and bicycle lanes. • Explore the possibility of dedicated buslanes for Massachusetts Avenue. • Do a survey of current and potential users and trip purposes along the Massachusetts Avenue corridor. 	<p>There is no available property in this corridor to use for cluster parking.</p> <p>Creating dedicated bus lanes would require that the available travel lanes for general purpose traffic would be reduced from four to two. Two lanes would not be able to accommodate the amount of traffic currently using Mass. Ave.</p> <p>A survey of this area is not planned at this time. Surveys are generally done when there are specific question that is trying to be answered in connection with projects.</p>
UD5	<p>The city, neighborhood residents and businesses must work together to foster a good mix of commercial retail uses along Massachusetts Avenue that serve local needs such as drug stores, convenience stores, shoe repairs, dry cleaning, hardware, small clothing stores, toy stores, family and affordably priced restaurants</p> <ul style="list-style-type: none"> • There is insufficient parking along Massachusetts Avenue and in Porter Square for these to be satisfactory regional or destination retail areas. • Massachusetts Avenue should not become "restaurant row" or have a concentration of businesses in the same field such as the furniture concentration around Putnam Square, nor should it have a concentration of craft shops, boutiques, tee shirt shops and similar shops principally aimed at peoples' discretionary rather than necessity spending; limited destination shopping is preferable. • Conduct a survey of businesses to determine where patrons come from. • Look at incentives such as real estate tax exemptions to assist local businesses. • Resolve issues of commercial delivery and trash pick-up times so as to minimize rush hour traffic delays and disruption to neighbors. 	<p>■ Planning Process Underway - Short Range</p> <p>Discussion related to supporting retail in the Mass Ave corridor has been taking place in a series of City-sponsored public meetings on Porter Square and Lower Mass Ave. Meetings were held on February 5, April 8, June 10, and July 19, 2004.</p> <p>No Planned Action</p> <p>While there is no plan to increase parking in this area, there is sufficient parking to support neighborhood retail, the preference most consistently expressed by area residents. The City works continually to enhance access and mobility for people using public transit, bicycling and walking.</p> <p>■ Planning Process Underway</p> <p>See above</p> <p>No Planned Action</p> <p>No Planned Action</p> <p>No Planned Action</p> <p>The current schedules have been determined to be the best pick up times.</p>

<p>■ ACTION ITEM - Timeframe</p> <p>Short Range - less than 2 yrs; Medium Range - 2-6 yrs; Long Range - 6-10 yrs</p>

URBAN DESIGN RECOMMENDATIONS - (cont.)

Rec. Type & Number	2004 Update Recommendations	Status and Progress to Date
UD6	<ul style="list-style-type: none">Consider having city public works crews remove snow on sidewalks along Massachusetts Avenue and along all the city's major corridors and squares.	<p>DPW Maintenance Ongoing</p> <p>The Dept. of Public Works is currently leading an effort to ascertain how snow removal on sidewalks can be achieved more effectively and efficiently. Already, during a snow event, snow-clearing efforts start at a much earlier stage than in the past. High priority pedestrian areas that are cleared are those areas surrounding City buildings, major squares throughout the City including Harvard, Central, Porter, Kendall and Lechmere, and sidewalks and pathways surrounding City parks including Fresh Pond Reservation. Once the snow stops, City crews also clear bus stops along the major bus routes. The next steps for enhancing snow clearance are:</p> <ul style="list-style-type: none">Look at refocusing enforcement routes;Reach out to large property owners to ask for assistance to clear high volume pedestrian areas proximate to their business.Target mailings and outreach to large property owners that are problematic and do not clear sidewalk areas in important locations. Explain why clearance is important and reinforce responsibility.Continue to assess if, when and where the City can take on additional sidewalk clearance responsibilities directly, particularly in areas abutting a city-owned parcel.



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