

Let's make a plan!

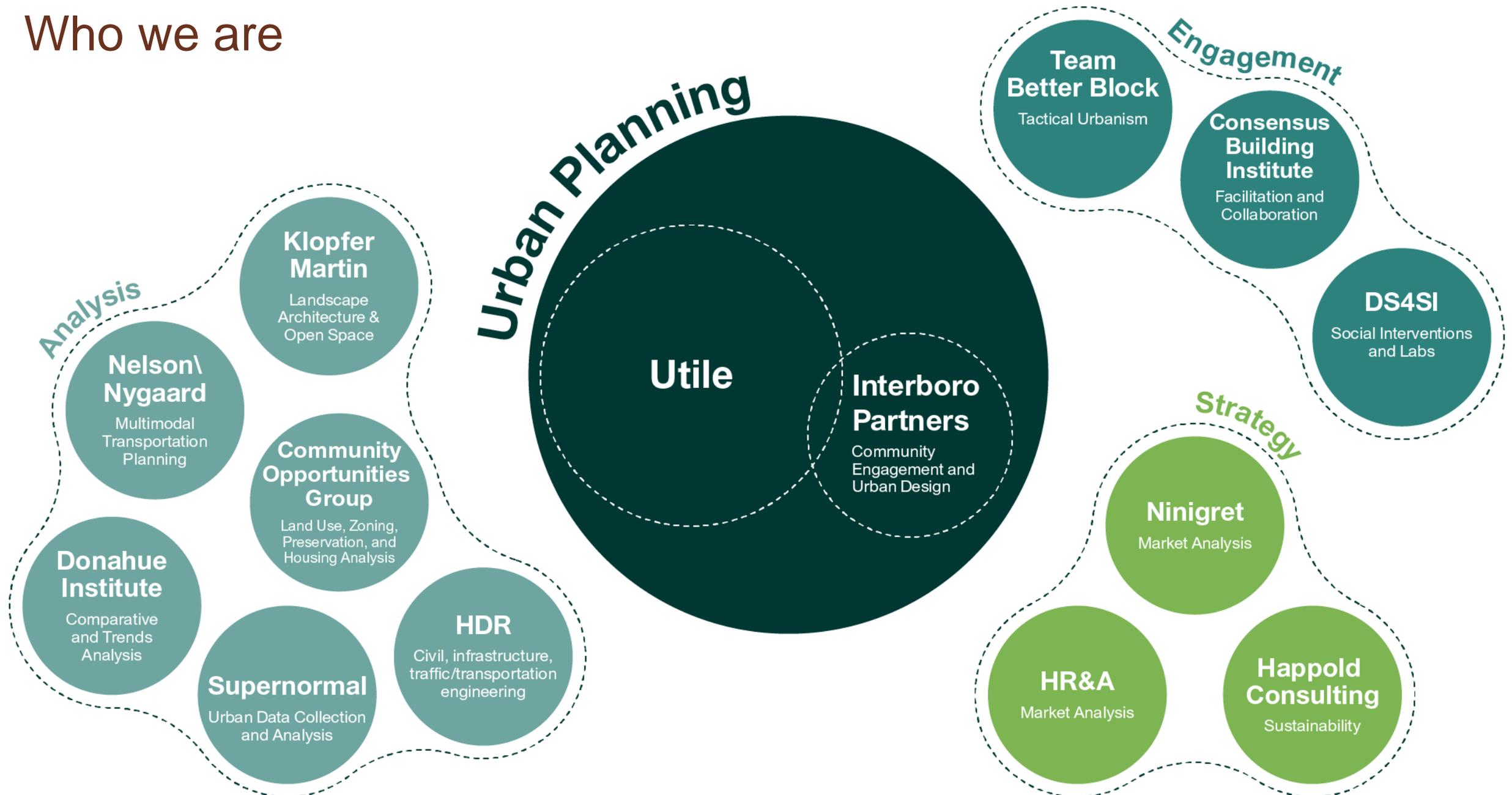
Cambridge Citywide Planning



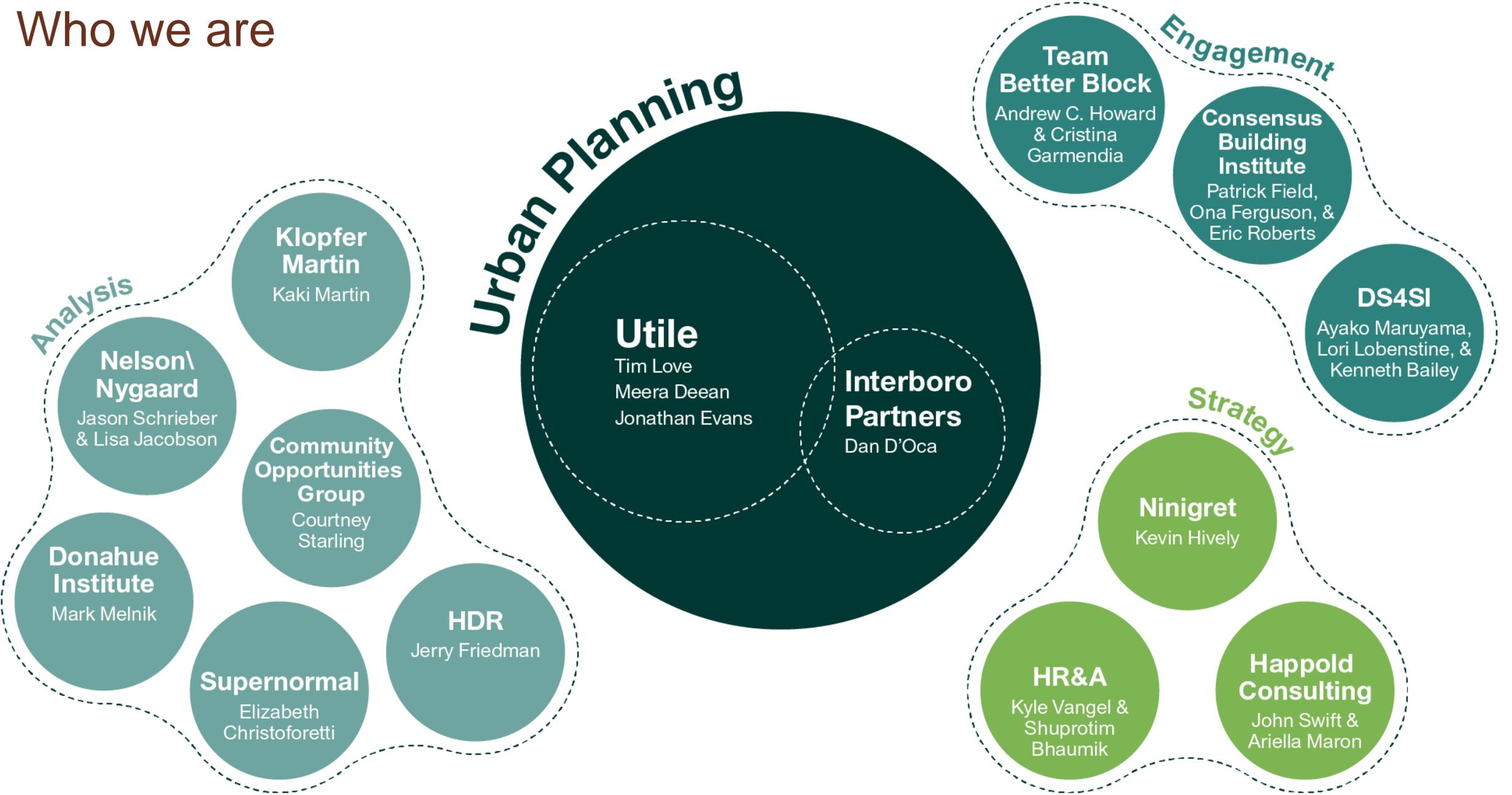
Agenda

- **Who we are**
- **What distinguishes our team**
- **What we heard**
- **Questions for the audience**
- **Data: to raise questions and frame hypotheses**
- **How we will engage the community**
- **Q&A**

Who we are

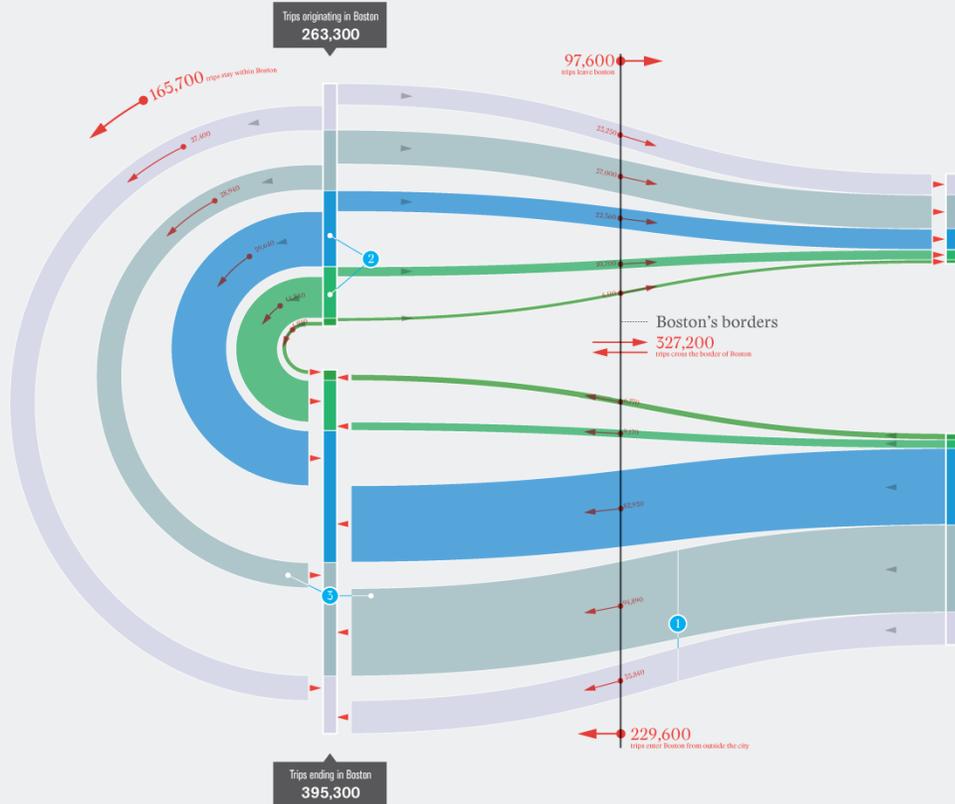


Who we are



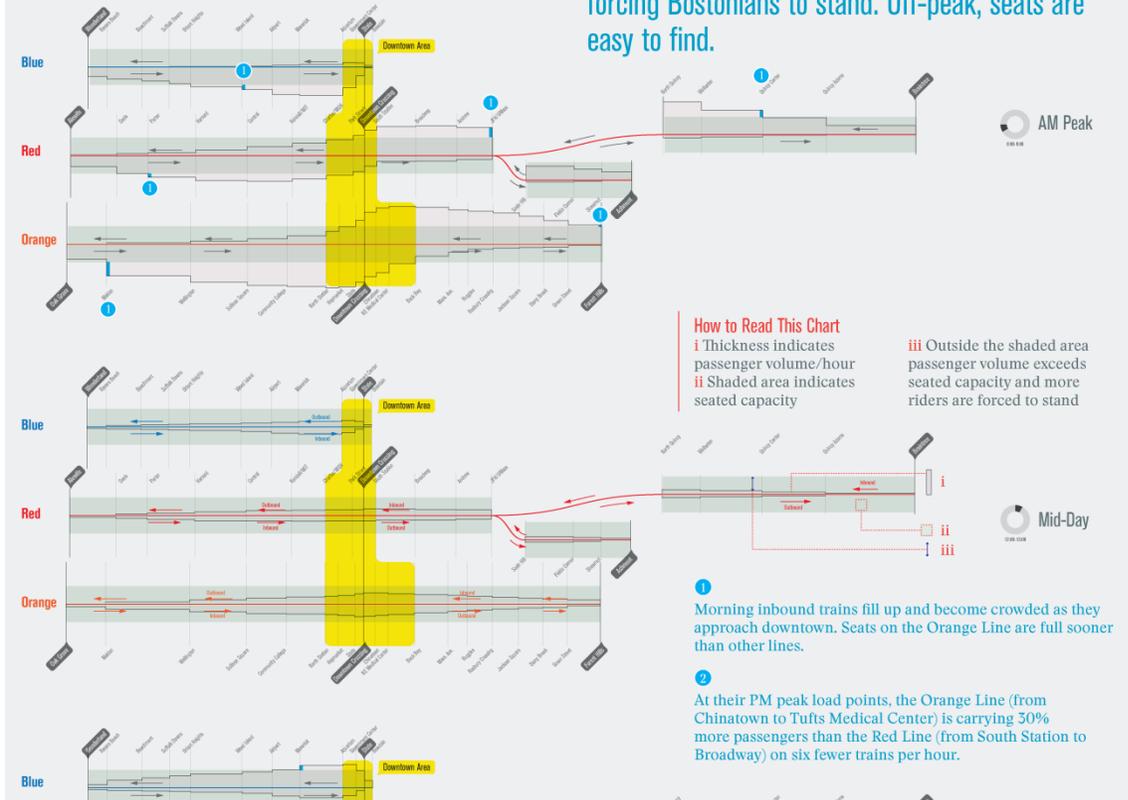
What distinguishes our team

How Many People Travel In and Out of Boston Each Morning?



Where Are You Most Likely to Find a Seat on the Subway?

During the morning rush, nearly all subway seats have been filled before trains even get to Boston, forcing Bostonians to stand. Off-peak, seats are easy to find.



What distinguishes our team



What distinguishes our team

Boston's Complete Streets

Bus Lanes and Transit Prioritization

at intersections improve the reliability of routes with high passenger volumes. Shelters with amenities and next bus information improve convenience for passengers.



Intelligent Signals and Traffic Cameras

manage traffic flow in real-time. They facilitate vehicle progression and reduce wait times, improving fuel efficiency and reducing GHG emissions.



Bicycle and Car Share Stations

provide the convenience of personal transportation, low costs, and energy savings without the need for car ownership.



Minimum Lane Widths

assist in the accommodation of pedestrians and bicyclists when the available public right-of-way is limited in width. Narrower roadways also result in safer vehicle speeds.



Rain Gardens

and other greenscape elements at key locations divert stormwater directly to the soil. Maintainable rain gardens can filter pollutants, improve air quality, and provide greenery on the street.



Street Trees

with sufficient rooting volume to thrive provide shade and beauty; support wildlife habitat and reduce air pollution; and energy consumption.



VISION

VISION

What distinguishes our team

High Street City
(Gradually) Living with Water

Plausible development on the site will be incremental in nature, initially leveraging the embedded value of existing infrastructure to date (200+ years). Long term planning will require more dramatic shifts in elevation, a careful balance of public and private investment within a framework of realistic development, and financial returns.

Investment returns. Construction, real estate, and investment cycles must be carefully considered. Building Resilience are also a factor.

This development strategy would be great to replicate in other post-industrial conditions that are in low-lying areas near water!

Connecting to existing urban fabric is critical. The current elevation of Summer Street at A Street ($+28'$) is used as the datum for the phased development of a new and elevated future neighborhood growing from A Street.

A Street is elevated first A Street, the key public link from Summer Street to South Boston, is the initial public infrastructural investment in the raised 100 Acres development. East-West elevated streets will gradually grow from the A Street spine as development occurs on the increasingly parcelized land.

A Street is a "High Street"
In the immediate future, A Street is primarily a recreational amenity - a high spine for Boston. In the interim future, the street becomes a highly trafficked and pedestrian priority address street for the commercial and residential properties that flank the public way. In the long term future, A Street will function as a literal "High Street" for the 100 Acres High Street, a building central connector.

Our approach to utility implementation is to install infrastructure that is economical, resilient and sustainable. Multifunctional interventions have community-building, place-making, and resource-reduction benefits.

Community-Linked Micro-grid
Traditional grid networks are in "tree" formations, where an upstream central power plant generates electricity, usually from the combustion of fossil fuels, and downstream from the transformer lines are low voltage power lines extending out to each and every building and farmstead at the last service. We are proposing an alternative looped feed with smart switches to create a more resilient power grid at the site.

We also propose to provide clean, on-site generation and storage at the site, through a combination of technologies including combined heat and power (CHP), solar battery storage, and use of an inverter technology that allows the system to "feed" from the grid when the central grid is down. This will provide a robust, on-site power generation source with the ability to continue to power (and heat) critical functions on the site, when the central grid is down, while also reducing the carbon footprint of the site's energy consumption and opening costs.

Let's combine stormwater functions with social space. Stormwater management is a public function important for the safety of each of us. People and water are a very logical synergy for bringing to the fore of people and place. People and water are a very logical synergy for bringing to the fore of people and place. People and water are a very logical synergy for bringing to the fore of people and place.

A future elevated street network on the 100 Acres site can be liberated from the unit of the "B" parking spaces, and must accommodate more people and more unpredictable destructive weather events. Street lanes will be narrower, pedestrian priority will be faster, and programming can be rich and flexible with street management patterns that are attuned to community life, even on existing site.

Building structure is required to be attached to the ground plane to provide a wider landscape zone in the future.

What an amazing opportunity for development! I wish I had more of this parcel to build a home or school!

Future "Ground" Level is +28'
In the interim phase, the future street grid anticipated by a network of courtyards at the center of the urban blocks. These interim landscapes are a public amenity, an escape from ground level flooding, and an opportunity for neighborhood identity. Connected by elevated streets growing from A Street, the courtyards will gradually connect to the east

Water inundation areas and recreational uses are artfully integrated. Storm surge conditions are accommodated and a complete stormwater management system mitigates possibilities for flooding and destruction.

Changes in public transit and individual mobility will allow for streetcapes that are somewhat different in character than the wide roads that are required to accommodate today's vehicular demand and circulation.

Future zoning code encourages increased density and requires that development conform to the placement of the future elevated street network. FAR (Floor Area Ratio) is limited by subsurface tunnel infrastructure, Logan flight paths, and the width of the future elevated street section.

The new urban block structure is incrementally derived from the existing post-industrial building types on site. Like the surrounding industrial type, entry will require longer building elevations with built-in structural flexibility for future reuse when urban needs and neighborhood character shift.

Building and block massing is climatically-driven - optimally accommodate heating and cooling seasons, local humidity levels and range of weather variables.

Although the block types are varied and clearly contextualized with the expectation of a future elevated street, the block population is not set by zoning. Development and use cases begin to drive population. More progressive development uses as well as the availability of existing street frontage into future park frontage.

New relationships between building block interior and exterior can be negotiated now that all buildings front onto park land. The elevated street network as a whole will eventually be a continuous network of walkways, urban wilds, productive landscapes, and public leisure spaces.

A more deliberately sculpted ground plane can be achieved incrementally by reworking the street as defined by new development as it occurs. Higher density in what was once street grid are free to become habitats for animal and plant life.

Central Park
The main central area of potentially foodable park area becomes the landscape backbone of the masterplan development.

Gardens
The existing street grid is turned over to productive urban landscapes for local residents and the surrounding community. passage and access to pedestrians and bikes for recreational purposes.

The future public realm reverses our conventional notions of urban space. What is typically private realm (the interior courtyard) becomes public, and what is typically public realm (streetscapes) become private. Green areas directly connected to the adjacent buildings, while allowing free passage and access to pedestrians and bikes for recreational purposes.

Urban Wild
The elevated areas become nature parks, meadows, and rich habitats for wildlife. The relationship between "urban" and "wild" can be radically rethought.

Key planning topics

energy
vulnerability
greenhouse gas emissions

CLIMATE CHANGE & THE PHYSICAL ENVIRONMENT

infrastructure
extreme weather
stormwater

land use
character
neighborhoods
scale

URBAN CHANGE

community services
infrastructure
(re)development
diversity

higher ed
inequality
market sectors
income

ECONOMIC DEVELOPMENT

sustainable practices
business trends
job trends
training

transit
choice
walking
biking
Hubway

TRANSPORTATION & MOBILITY

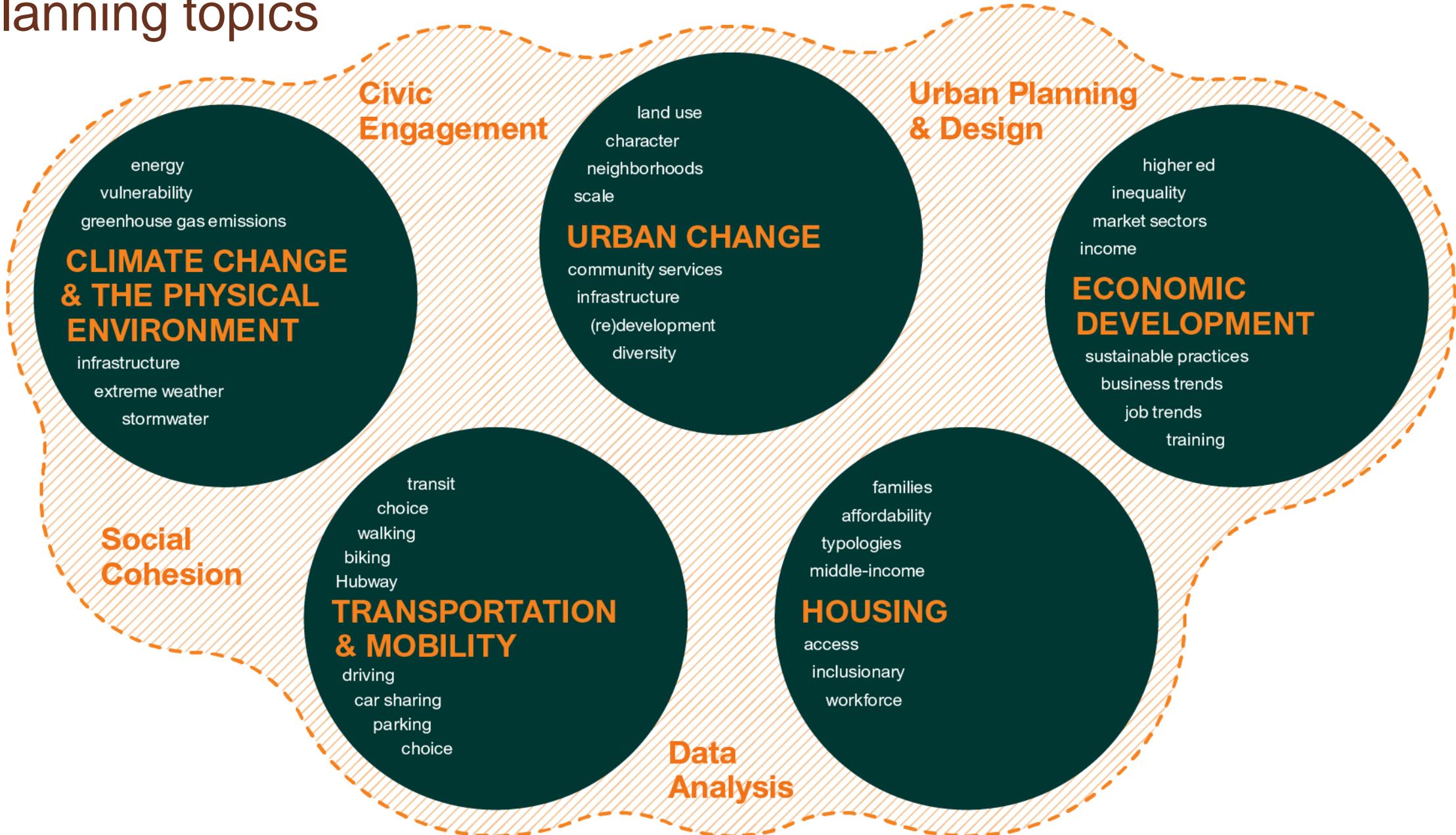
driving
car sharing
parking
choice

families
affordability
typologies
middle-income

HOUSING

access
inclusionary
workforce

Key planning topics



Civic Engagement

Urban Planning & Design

Social Cohesion

Data Analysis

The Utile team brings broad experience in all the key planning topic areas.



Greenway District Planning Study



Union Square Planning



Detroit Innovation District



Grassroots Regionalism

Urban Planning & Design

Union Square Planning Somerville, Mass. (Utile with Nelson Nygaard)
OneNYC (HR&A)
Greenway District Planning Study Boston (Utile with Nelson Nygaard and HR&A)
Worthington District Study Springfield, Mass. (Utile with Nelson Nygaard and Ninigret)
Downtown West / Downtown North Plan Hartford, CT (Utile with Nelson Nygaard and Ninigret)
Congress Square Portland, Maine (Klopfer Martin and Utile)
Greensboro Cultural District & Downtown Consolidated Plan Greensboro, NC (HR&A)

Urban Change

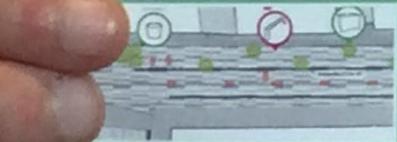
Rebuild by Design: Living with the Bay, Nassau County, NY (Interboro Partners)
Mill River District Plan New Haven, Conn. (Utile with Nelson Nygaard and Ninigret)
Massachusetts Coal-fired Power Plant Conversion Study (Ninigret with Utile and the Consensus Building Institute)
Union Square Planning Somerville, Mass. (Utile with Nelson Nygaard)
OneNYC (HR&A)
D Street Programming (HR&A and Utile)
Greenway District Planning Study Boston (Utile with Nelson Nygaard and HR&A)

Economic Development

Cambridge Redevelopment Authority On-call Advisor (HR&A)
Long Island's Future (HR&A)
Talking Transition in NYC and DC (HR&A)
Grand Rapids Forward (Ninigret)
Detroit Innovation District (Ninigret)
Mill River District Plan New Haven, Conn. (Utile with Nelson Nygaard and Ninigret)
Boston Marine Industrial Park New Haven, Conn. (Utile with Nelson Nygaard and Ninigret)
Gloucester Downtown Plan (Utile and Ninigret)
Strategic Plan to Reposition the Brooklyn Tech Triangle (HR&A)

Social Cohesion

Rebuild by Design: Grassroots Regionalism New Jersey, Staten Island, Long Island (Interboro)
Climate Change Vulnerability Assessment Cambridge, Mass. (Consensus Building Institute)
Northeast Regional Ocean Planning New England (Consensus Building Institute)
US Extractive Industries Transparency Initiative (Consensus Building Institute)
Lower Roxbury Planning Study (Utile)
Making Planning Processes Public Upland's Corner (DS4SI)
Creative Placemaking along the F Commuter Rail (DS4SI)



Downtown Crossing BID Plan



Living with the Bay



Hartford Citywide Housing Study



Go Boston 2030

Transportation & Mobility

Go Boston 2030 (Nelson Nygaard, Utile, and DS4SI)
Boston Complete Streets (Utile)
Transit Master Plan, Boulder, CO (Nelson Nygaard)
Downtown Crossing BID Plan (Klopfer Martin)
Providence Rapid Transit Improvements (Klopfer Martin)
Santa Monica Land Use and Circulation Element (Nelson Nygaard)
Long-range Multimodal Plan, Washington, DC (Nelson Nygaard)
Urban Street Design Guide (Nelson Nygaard)

Climate Change & the Physical Environment

Rebuild by Design: Living with the Bay, Nassau County, NY (Interboro Partners)
Five Cities Energy Master Plan, New York (Buro Happold)
Miami Innovation District (Buro Happold)
Energy Island, Cornwall, UK (Buro Happold)
Western Avenue Infrastructure and Surface Improvements (HDR)
Broad Street Reconstruction (HDR with Utile)
High Street City: (Gradually) Living with Water (Utile with Atelier Dreiseitl)
Nantasket Waterfront Revitalization Hull, Mass (Utile)

Housing

Citywide Housing Study Hartford, CT (Ninigret Partners and Utile)
Phillipston and Royalston Housing Production Plans (Community Opportunities Group)
Housing and Economic Development Baseline Analyses, Portsmouth, NH (Community Opportunities Group)
Four Corner Affordable Housing Development, Dorchester, MA (Utile)
The Commons at Forest Hills Boston, MA (Utile)
Portland Housing Authority Master Plan Portland, MA (Utile)
600 Harrison Ave Housing Boston (Utile)

Data Analysis

Downtown Crossing Public Realm Study
Demographic Analysis Boston (Supernormal)
Downtown Crossing Public Realm Study Urban Movement Map Boston (Supernormal)
Inman Square Case Study in Place-Based Metrics Cambridge (Supernormal)
Boston Transportation Department Mobility Study (Utile)
MassDevelopment Transformative Development Initiative (Utile)
Go Boston 2030 (Nelson Nygaard, Utile, and DS4SI)
UMass Center at Springfield (Donahue Institute)

and natural posed including root, a waterfront g as a field and raft docking, and a the channel. Alternative housing cal residents.

Storm Surge Esti

Top Line Sea Level

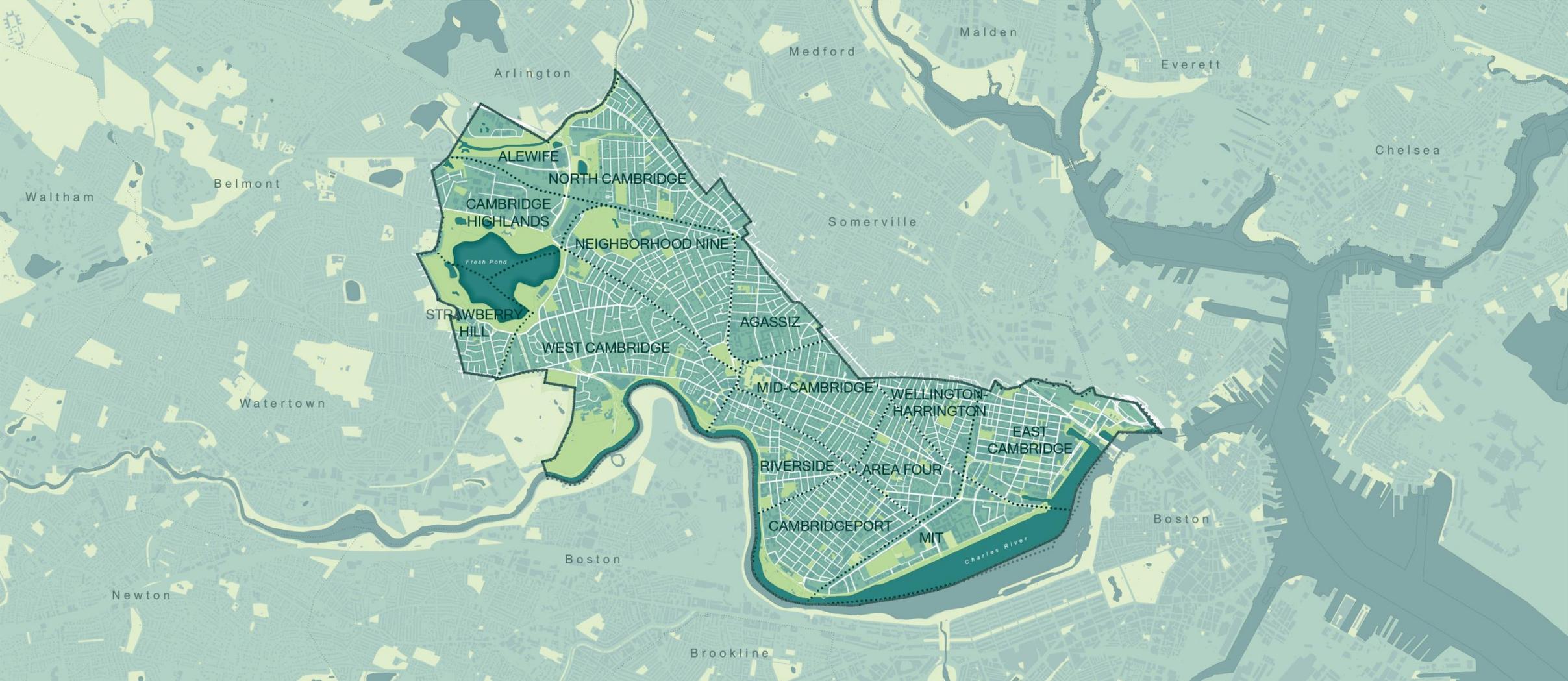
Don't reinvent the wheel!

- Kendall Square/Central Square Plan
- Getting to Net Zero Task Force
- Climate Change Vulnerability and Assessment Plan
- Community Health Assessment and Community Health Improvement Plan
- Bicycle Network Plan
- Land Use Classification Study
- Incentive Zoning Study
- Inclusionary Housing Study
- Transit Strategic Planning Process
- Climate Protection Goals and Objectives
- Concord-Alewife Planning Study
- North Mass Ave Improvement Study
- Lower Mass Ave Visioning Study
- Cambridge Riverfront Plan
- Grand Junction Community Path
- East Cambridge Riverfront Plan
- Eastern Cambridge Planning Study
- Eastern Cambridge/Kendall Square Open Space Study
- Five Year Street and Sidewalk Reconstruction Plan
- Foundry Building Reuse
- Cherry Street Parcel
- Connect Kendall Square Competition
- Lighting Ordinance Task Force
- Infrastructure Redesign and Traffic Calming
- Greenway and Multi-Use Path Projects
- Green Line Extension
- Alewife Bicycle/Pedestrian Path and Commuter Rail Feasibility

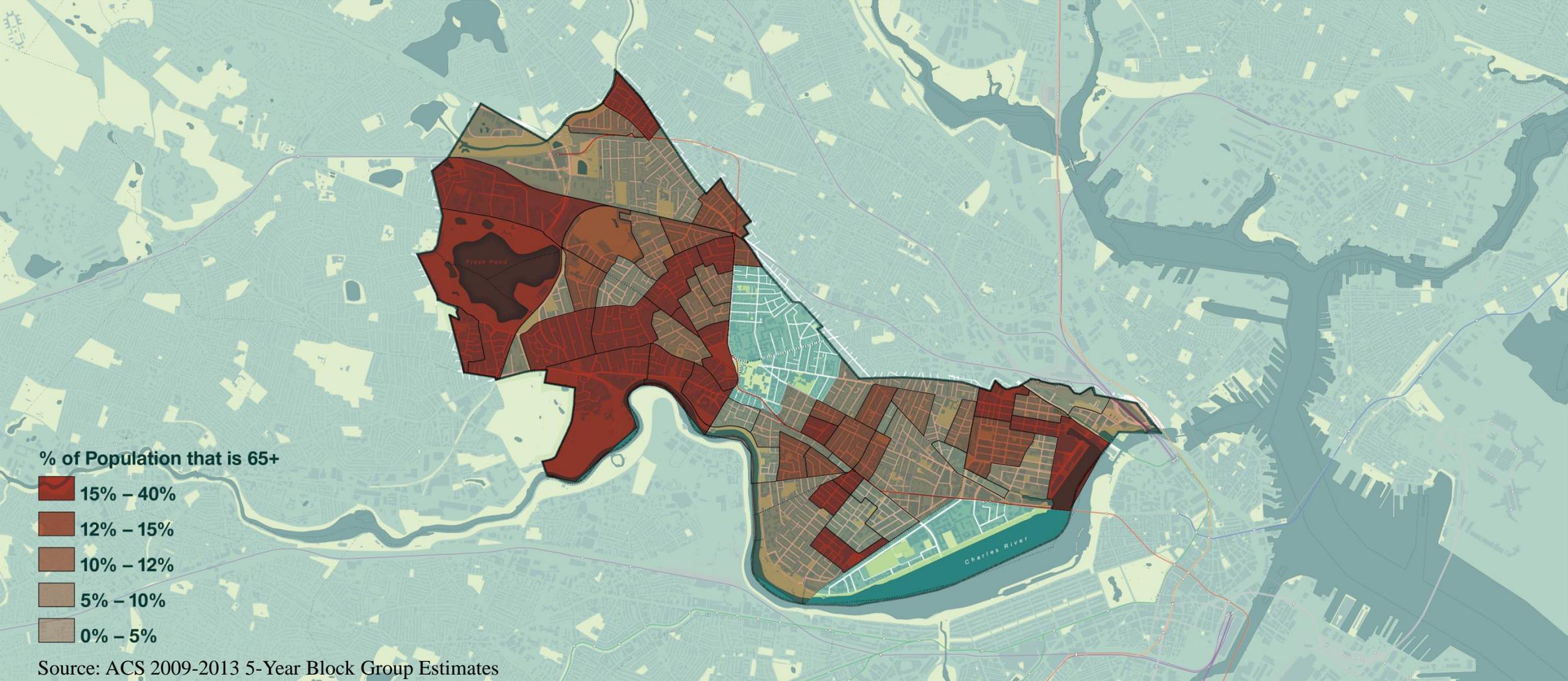


Questions for the Audience

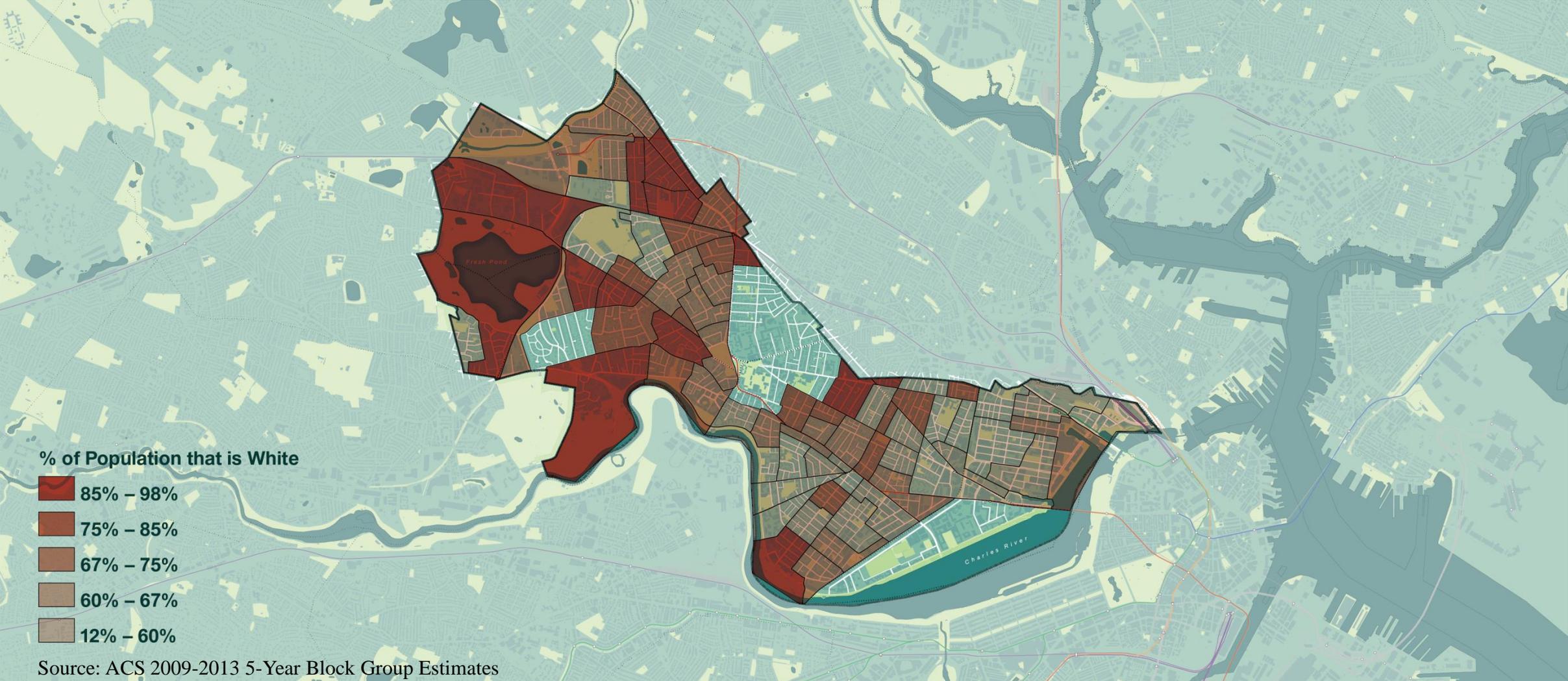
A city of neighborhoods



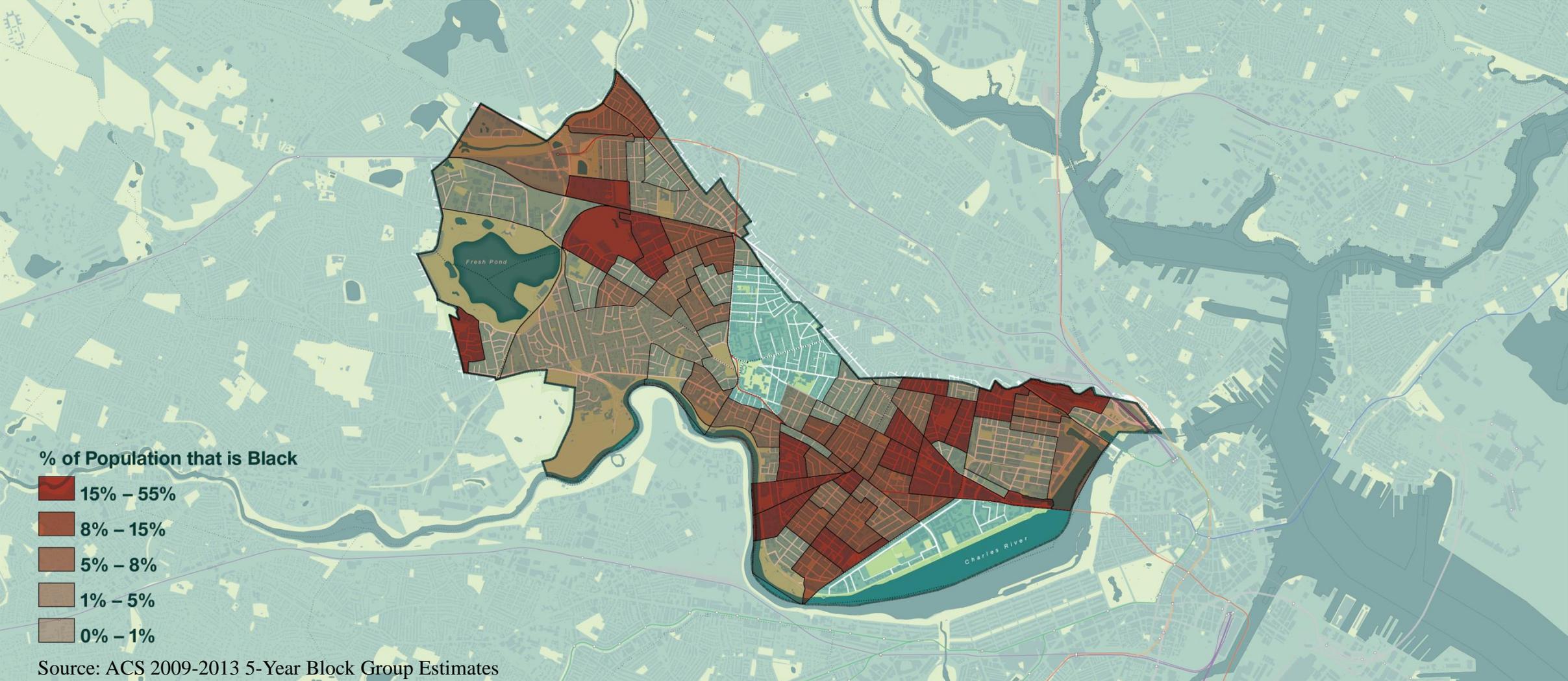
Cambridge has a growing population that is aging in place.



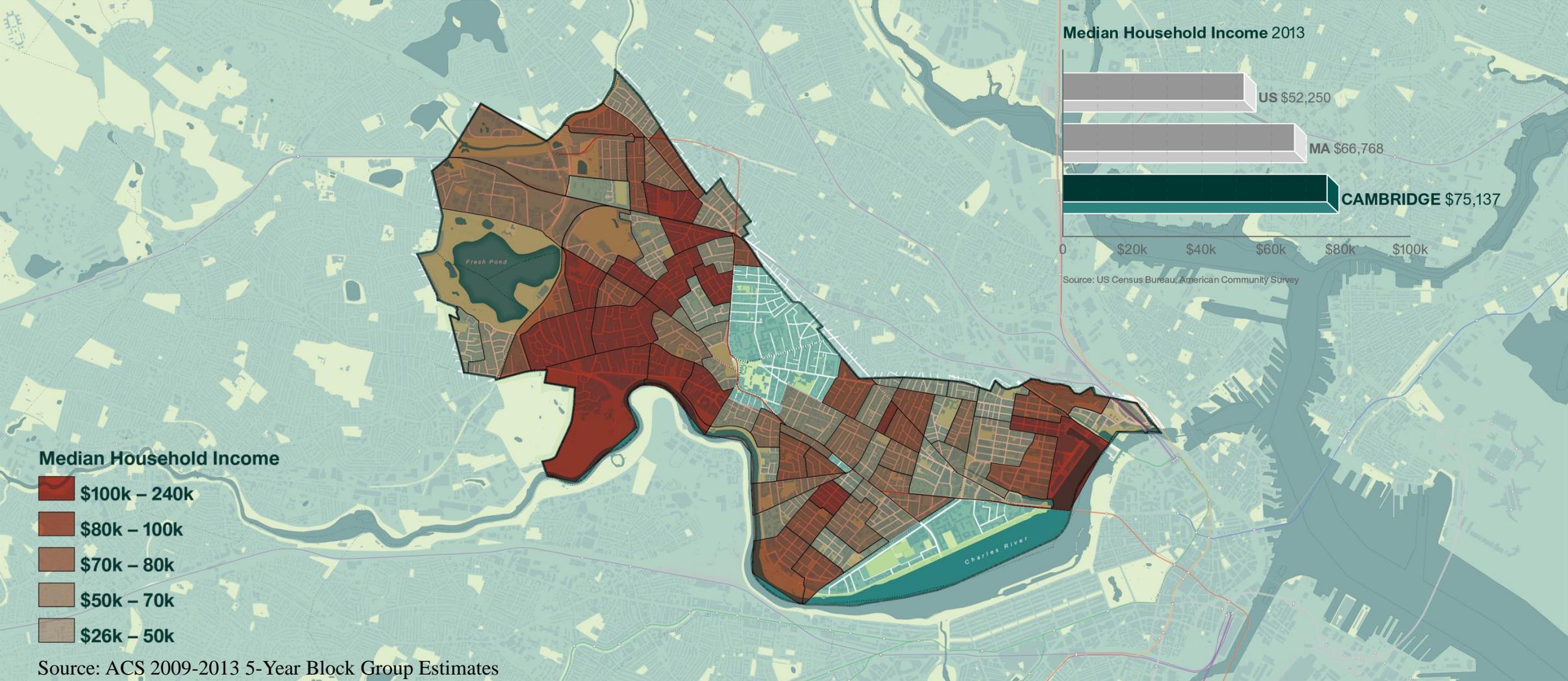
Cambridge is diverse, but not well integrated.



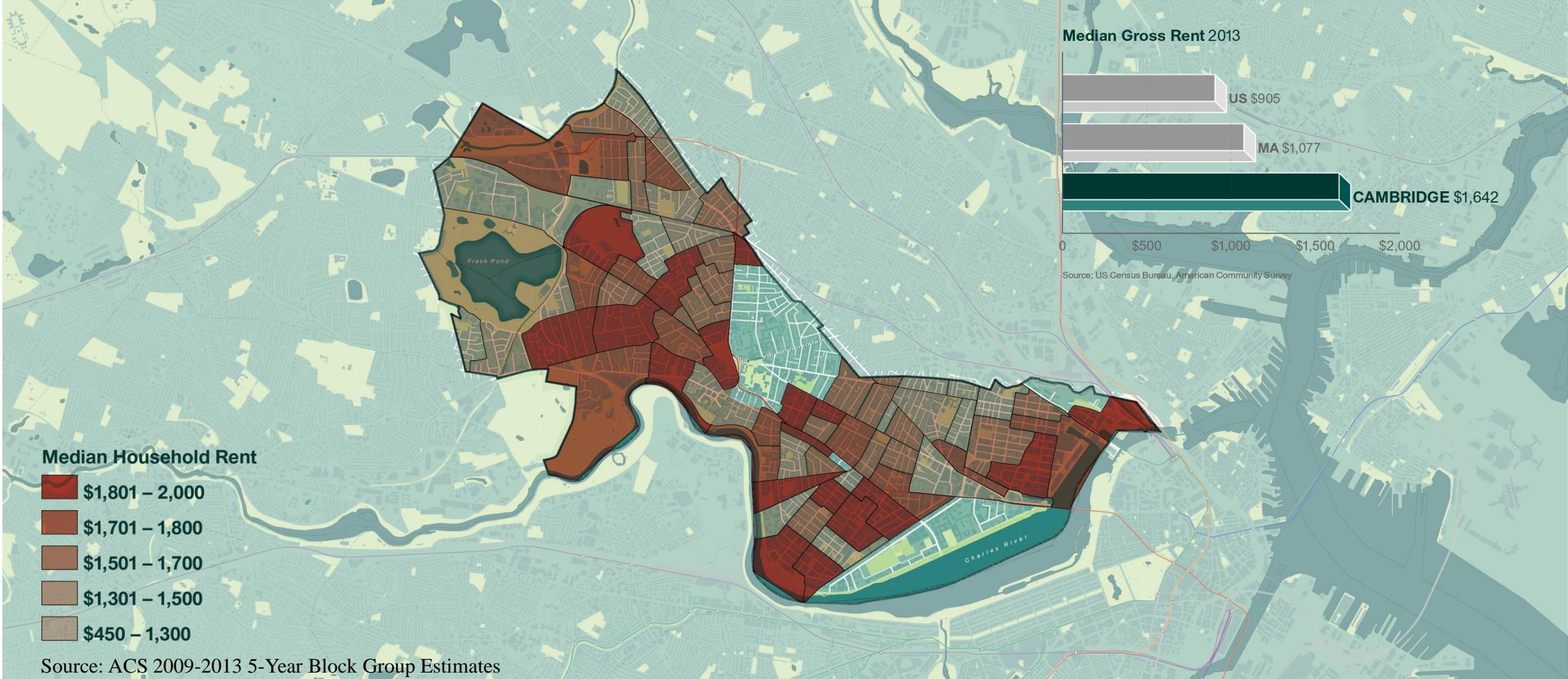
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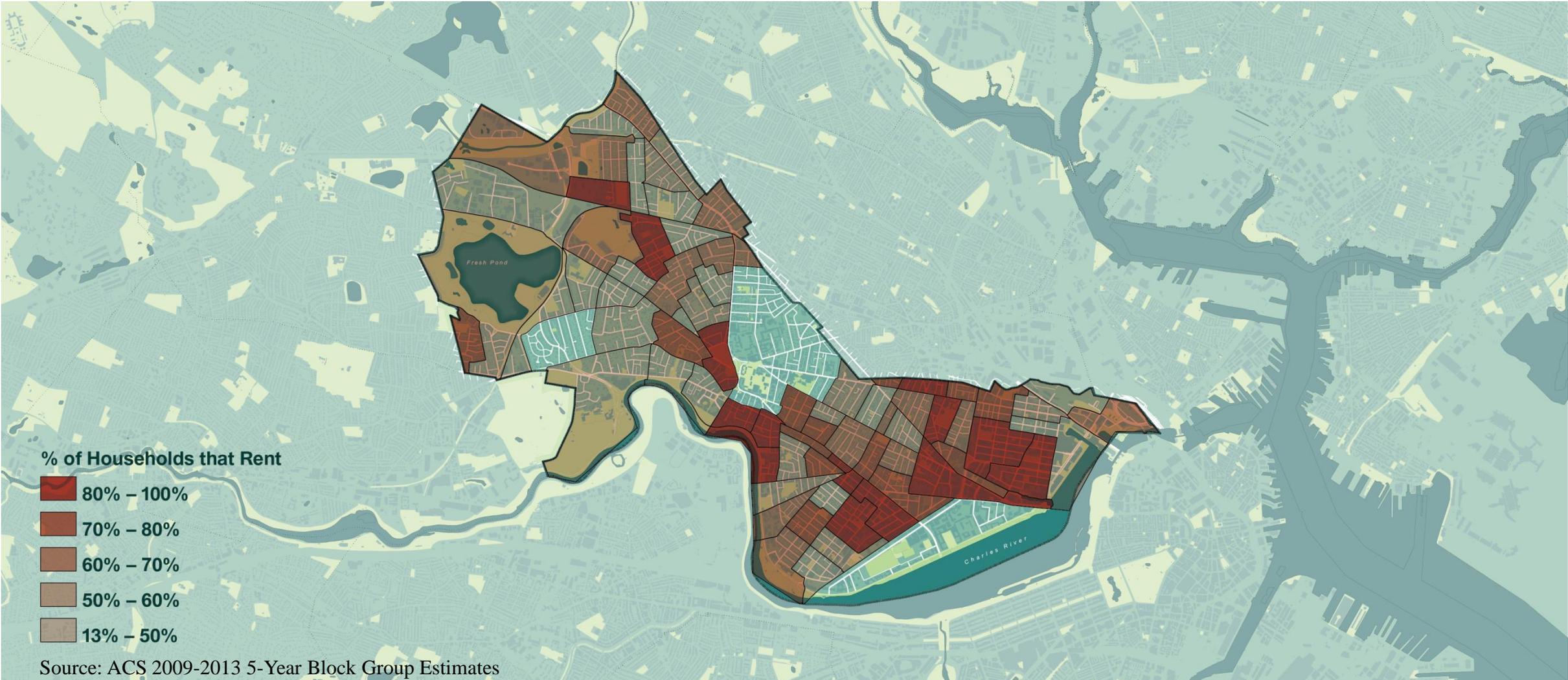
The median household income is \$75,000.



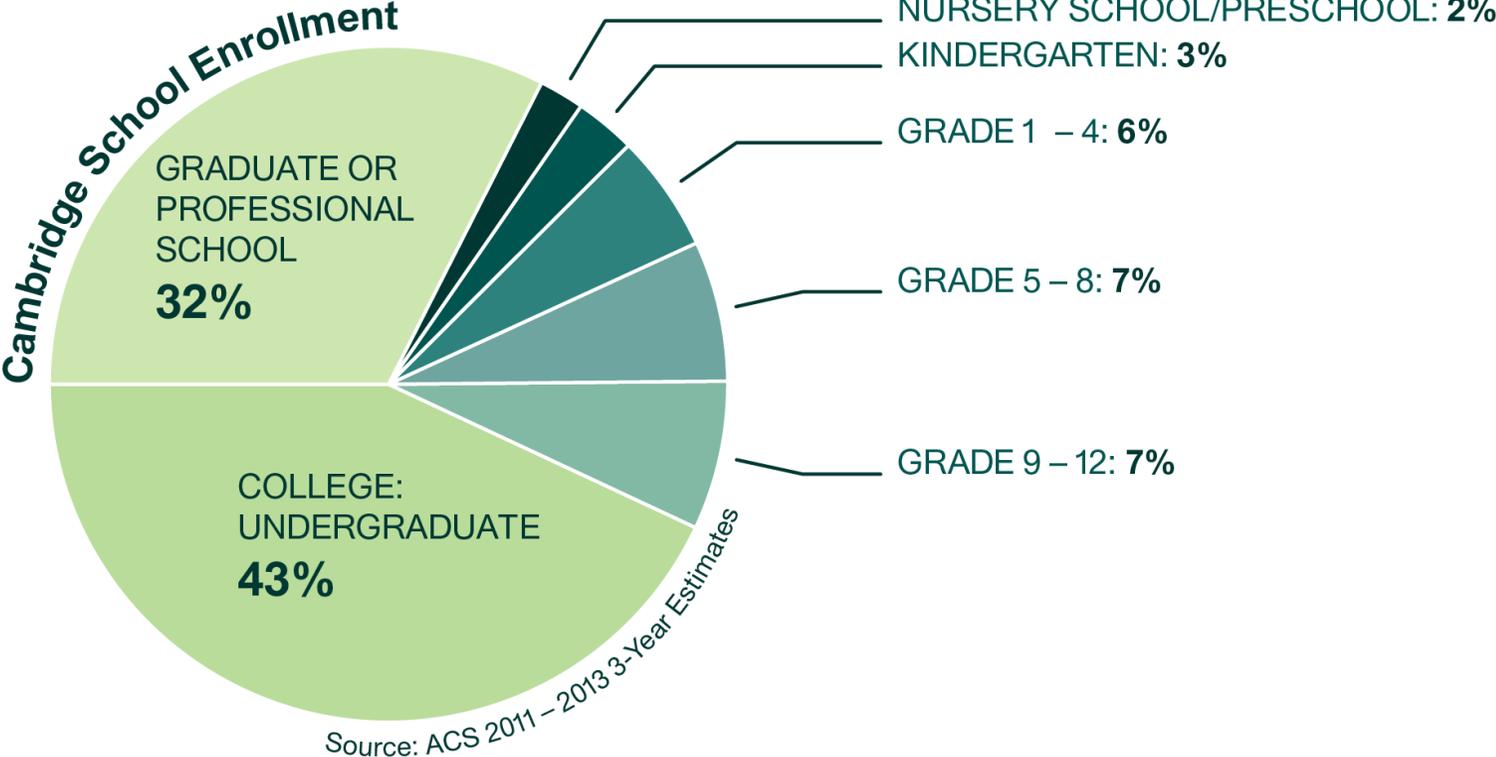
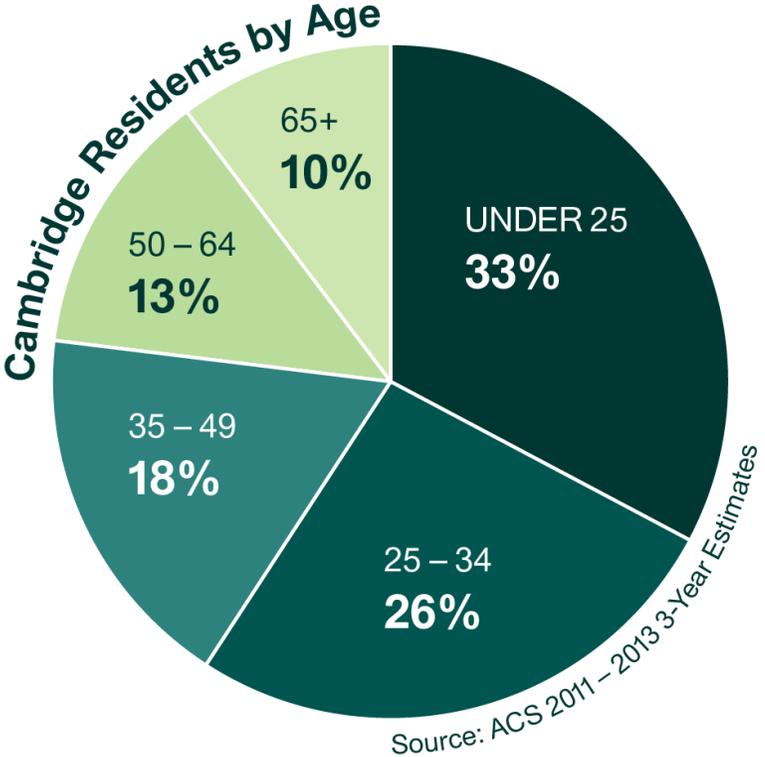
The median gross rent is \$1600.



Many parts of Cambridge are almost entirely rental apartments.



40% of Cambridge's 100,000 residents are students.





Community engagement

DS4SI, Utile, Nelson Nygaard, Go Boston 2030 Visioning Lab, Boston, 2015



DS4SI, Utile, Nelson Nygaard, Go Boston 2030 Visioning Lab, Boston, 2015

Demystifying planning: educational materials



What voice do residents and neighbors have in the process?

NEWARK ZONING WORKSHOP

This 2.5-hour workshop offered by the Newark Planning Office introduces Newark's planning and zoning process: the rules for what you can build and where you can build it.

If you've ever wondered how decisions are made about what gets built in Newark, this workshop will begin to answer your questions and prepare you to participate in the first comprehensive revision of Newark's zoning laws in 50 years..

The workshop covers 3 main topics through hands-on knowledge-building group activities:

- + Zoning for Use
- + Zoning for Design
- + Development Review Process

Want to bring a zoning workshop to your neighborhood? Call NPO at (973) 733-6333 to learn more & schedule a workshop for your group of 10-30 Newark residents.



ZONING FOR USE: WHERE SHOULD WE ALLOW OR PROHIBIT CERTAIN LAND USES?

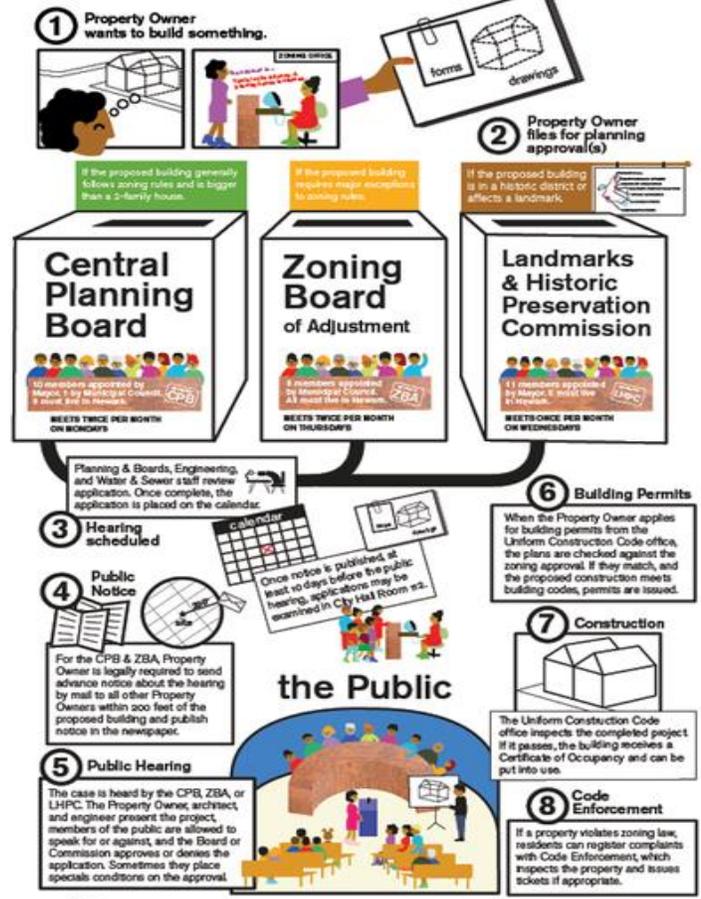


ZONING FOR DESIGN: WHAT RULES SHOULD WE HAVE FOR FRONT YARDS, WINDOWS, ETC?



A WORKSHOP TO HELP NEIGHBORS TALK ABOUT DEVELOPMENT IN THE NEIGHBORHOOD.

Who makes decisions about what gets built in Newark?



To learn more or receive agendas, call:
CPB, LHPC, & ZBA (973) 733-6333
To report zoning violations, call:
Code Enforcement (973) 733-6453

Demystifying planning: educational workshops



Center for Urban Pedagogy, What is Zoning?, 2013

Demystifying planning: how did this happen?



Demystifying planning: educational walk-shops



Interboro Partners, Walk-Shop, Long Island City, NY, 2011

Demystifying planning: planning happenings



Street team: person-on-the-street surveys



Design Studio for Social Intervention (DS4SI), Street Lab Upham's Corner

Street team: build your future city



Interboro Partners, *What is the Future of Fairmount, Newark*, 2009

Street team: mobile talk truck



Pittsburgh Department of City Planning, TalkPGH, 2013

Street team: pop-up events



Cambridge Dance Party 2015

Street team: pop-up events

Clockwise from top left: Gather Here Knitter's Brunch, Upham's Corner Street Lab (DS4SI), YWCA Cambridge Annual Meeting, Cambridge Street Festival, planning meeting facilitated by Consensus Building Institute, Carnival Cambridge



Street team: student training



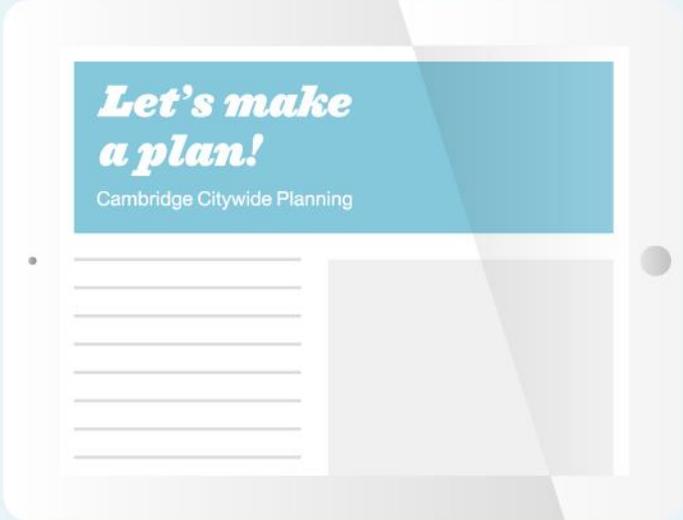
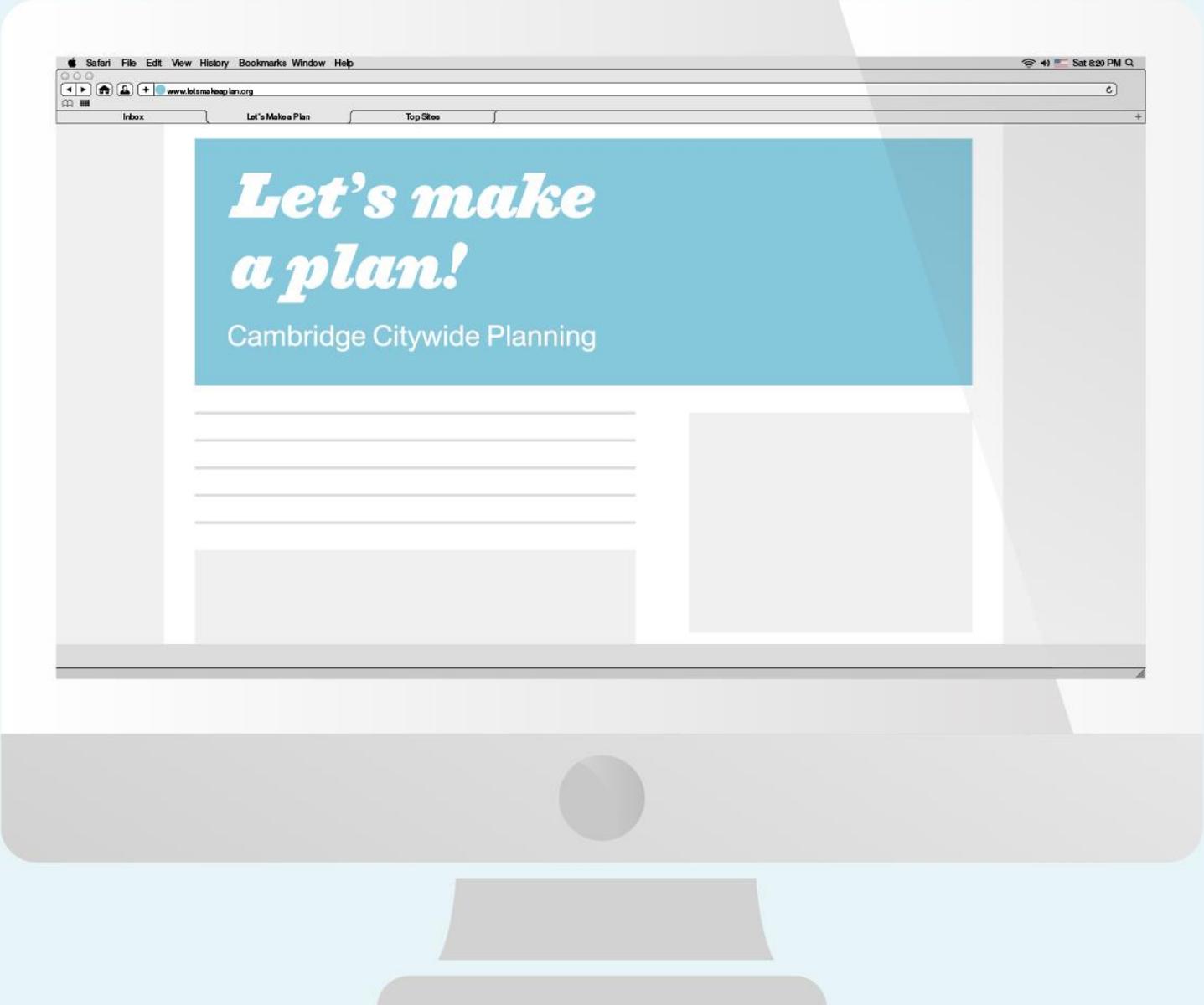
Interboro Partners, It's Business Time, Cincinnati, 2014

Public meetings: charrettes



Interboro Partners, The Storm and the Norm, Long Island, 2014

Online engagement



Informal engagement: observations



William Whyte, The Social Life of Small Urban Spaces, 1979

Informal engagement: stop and chats



David Way, Cambridge Resident and co-owner of Broadway Bicycle School



As traffic is better managed and street surface area is re-distributed, future street types can be more aligned with a continuous network of public plazas than a vehicular corridor.

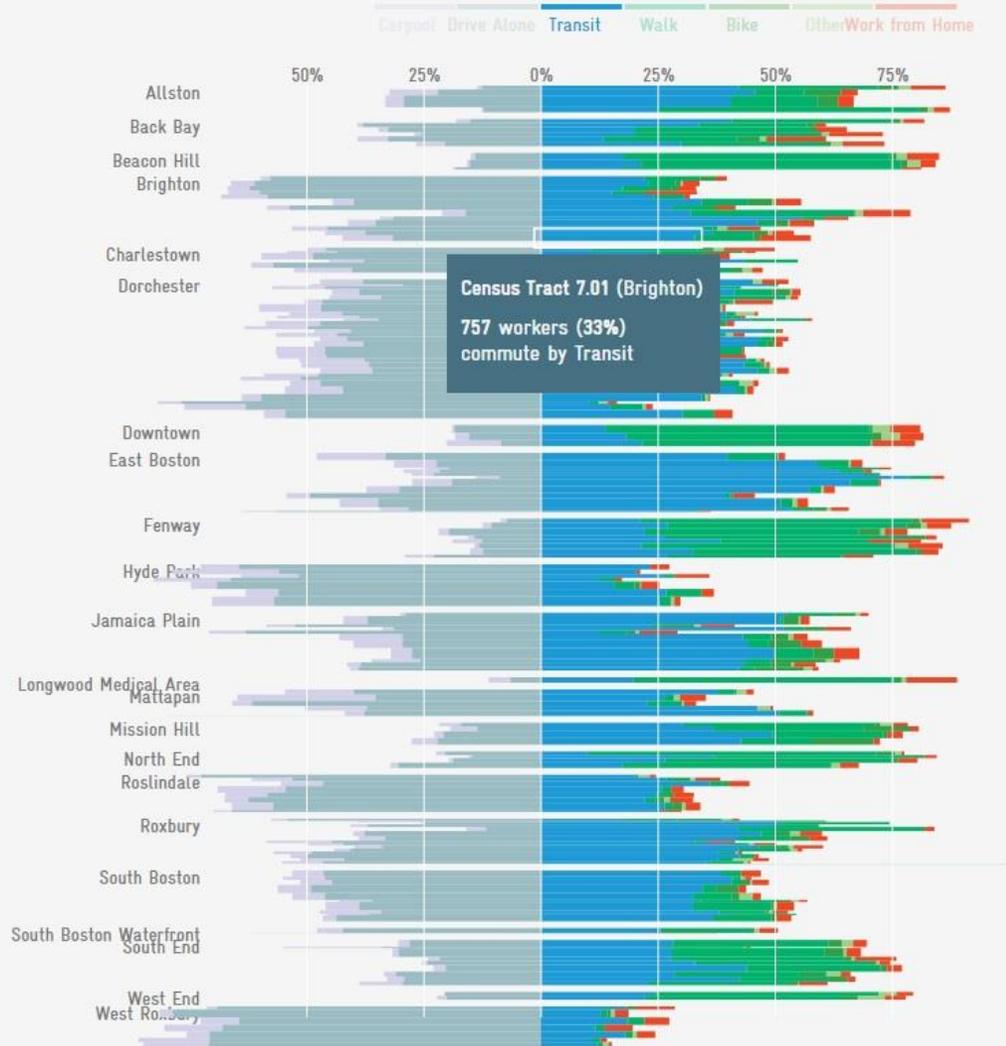
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Gardens
The existing street grid is turned over to productive urban landscapes for local residents and the surrounding community.

Central Park
The main central axis of potentially floodable park area becomes the landscape backbone of the masterplan development.

A more deliberately sculpted ground plane can be achieved incrementally by redeploying the fill that is displaced by new development as it occurs. Raised islands (in what was once street grid) are free to become habitats for animal and plant life.

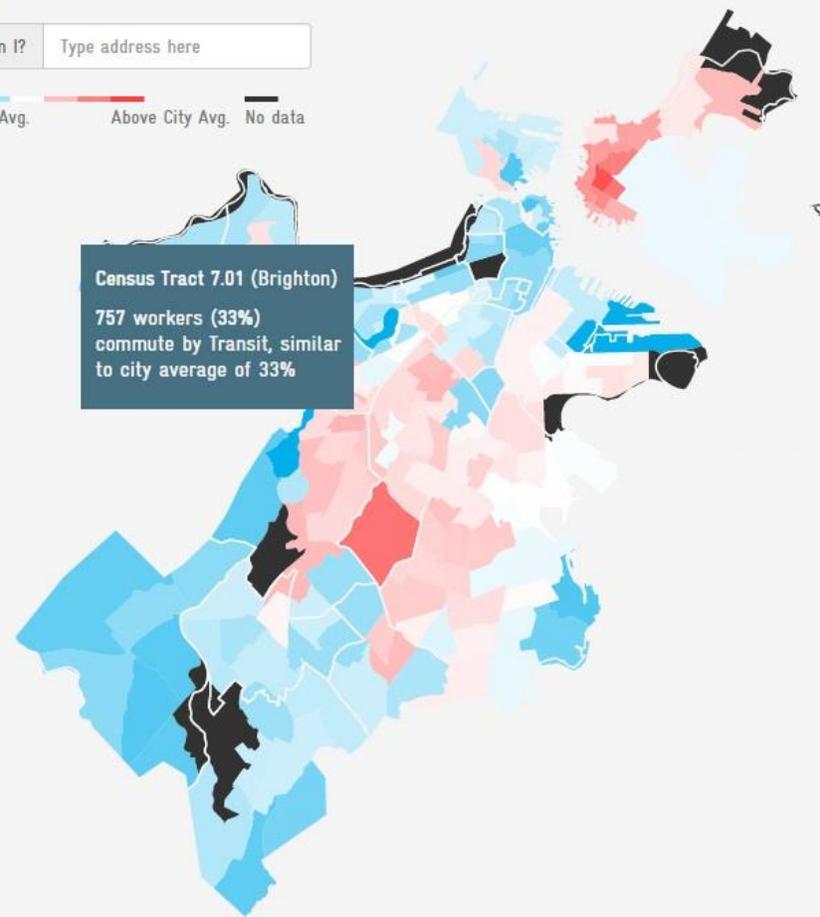
Putting it all together: communication and digital tools

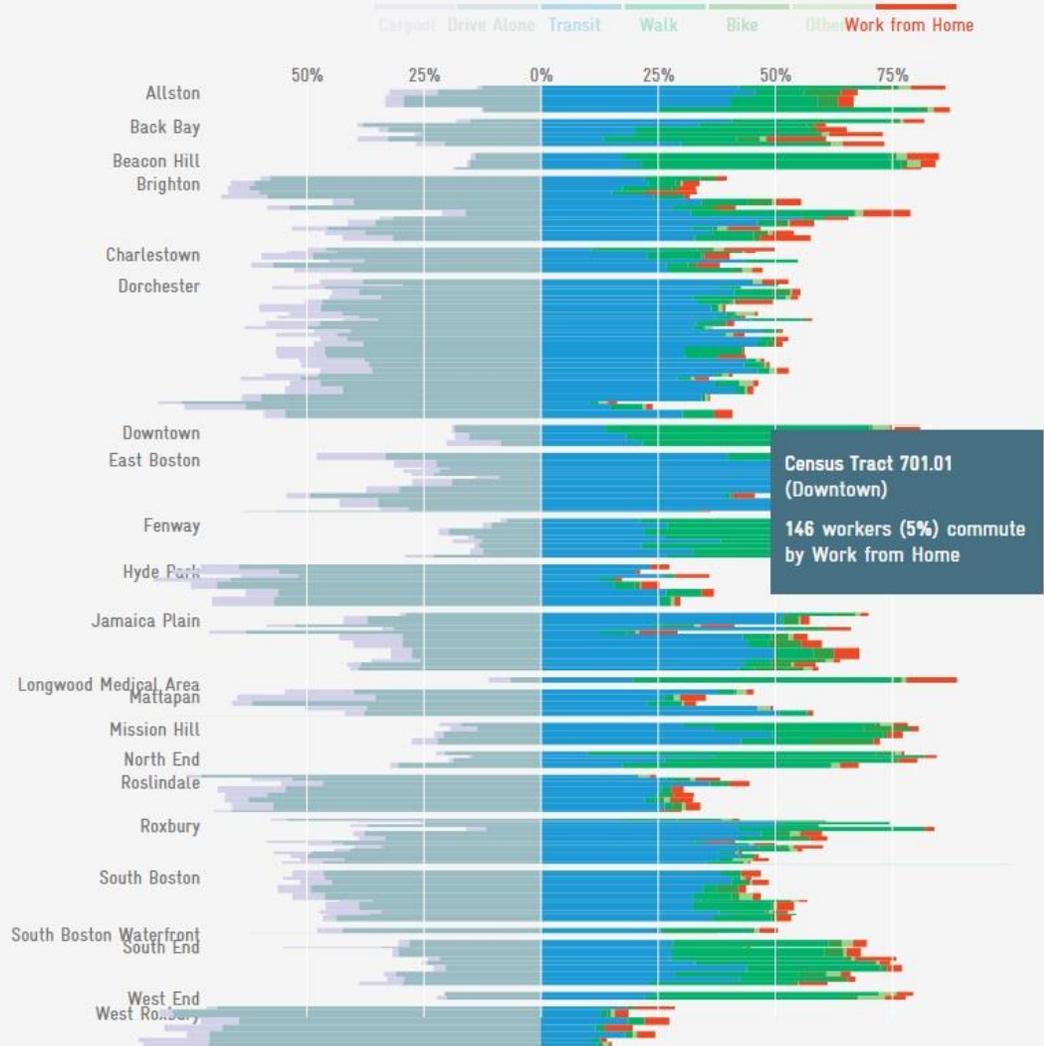


How Does the % of Workers Commuting by Transit Compare to City Average?

Where am I?

Below City Avg. Above City Avg. No data

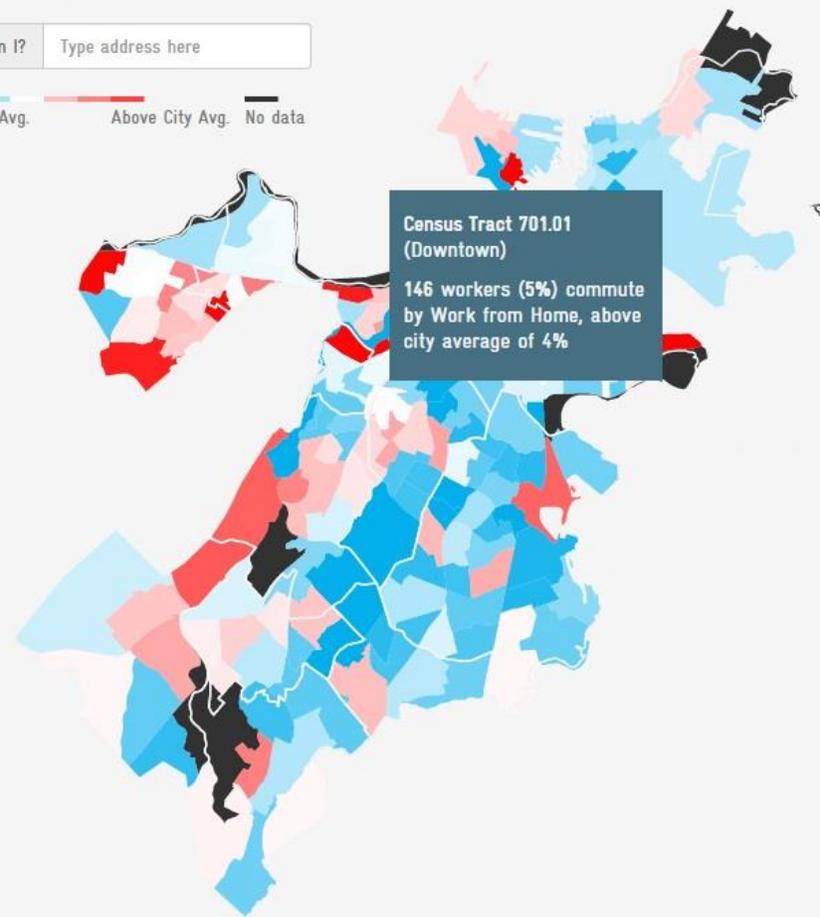


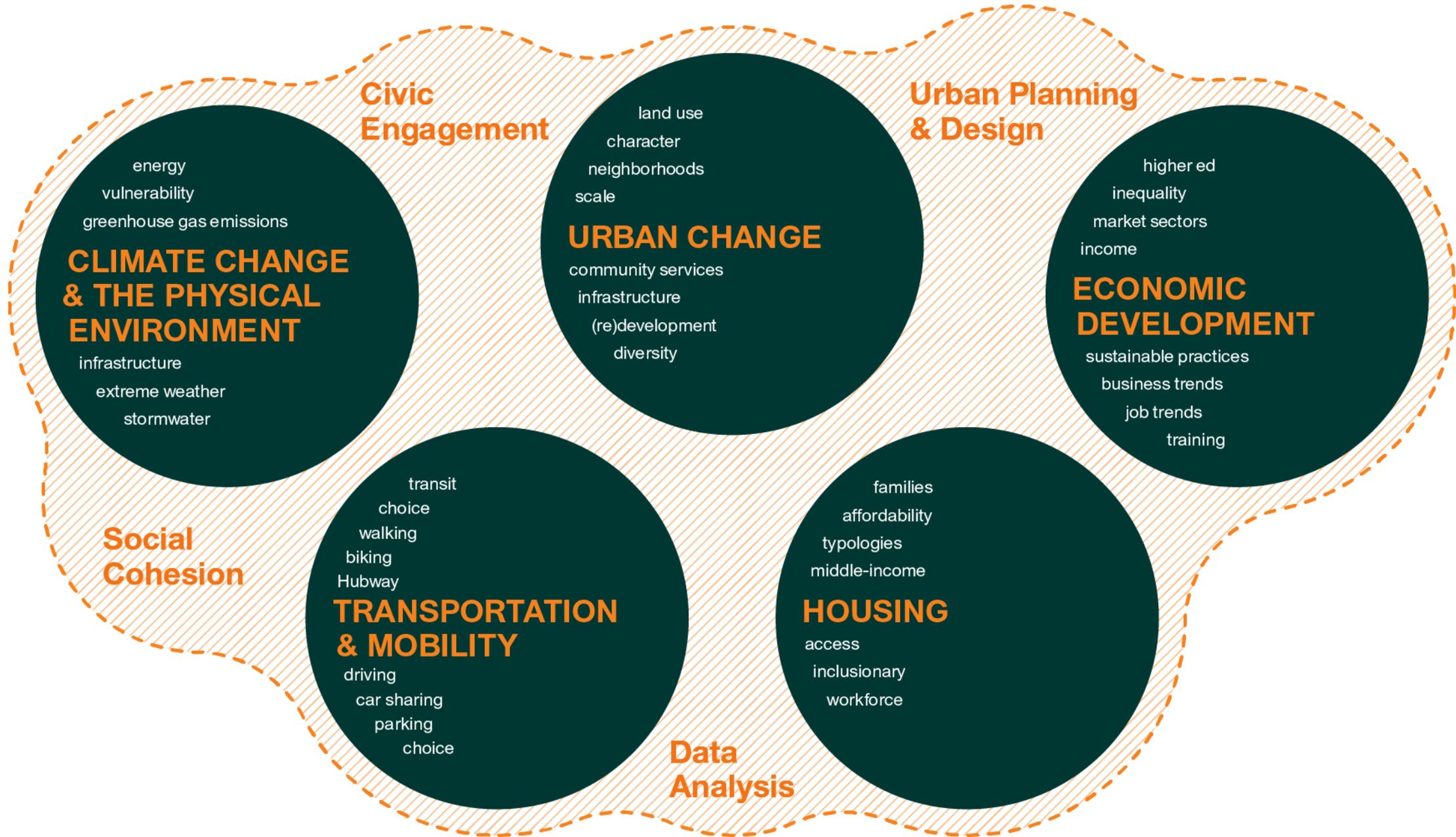


How Does the % of Workers Commuting by Work from Home Compare to City Average?

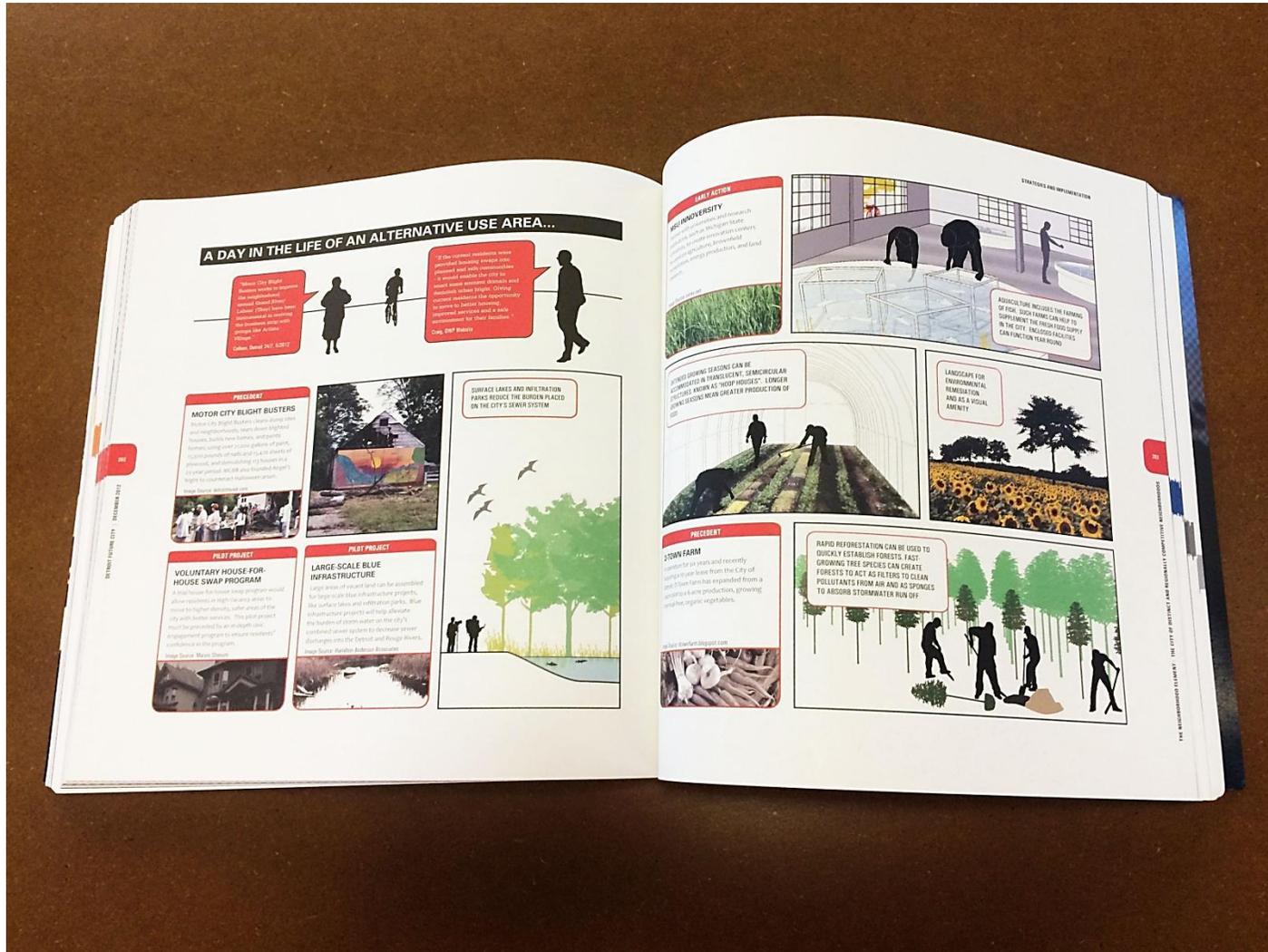
Where am I?

Below City Avg. Above City Avg. No data





Citywide plans: best practices



Detroit Future Cities, 2012

3

policies for its future use. The policies in this section focus on broader issues that apply to all sites. As shown on Map 3.4, several of the sites fall within the boundaries of the Anacostia Waterfront Initiative, an economic revitalization and environmental protection program now being implemented by the Anacostia Waterfront Corporation. 305.3

Table 3.2:
Large Sites* 305.4

Site	Acres	Consult the following Area Element for more detail:
Armed Forces Retirement Home	276	Rock Creek East
DC Village	167	Far SE/SW
Fort Lincoln (remainder)	80	Upper Northeast
Kenilworth-Parkside	60	Far NE/SE
McMillan Sand Filtration Site	25	Mid-City
Poplar Point	60	Lower Anacostia Waterfront/ Near Southwest
Reservation 13	67	Capitol Hill
St. Elizabeths Hospital	336	Far SE/SW
Southwest Waterfront	45	Lower Anacostia Waterfront/ Near Southwest
Walter Reed Army Medical Center	113	Rock Creek East

* The 55-acre Southeast Federal Center does not appear on the list, as it is within the Central Employment Area. Policies for its use are in the Lower Anacostia Waterfront/Near Southwest Area Element.

Policy LU-1.2.1: Reuse of Large Publicly-Owned Sites
Recognize the potential for large, government-owned properties to supply needed community services, create local housing and employment opportunities, remove barriers between neighborhoods, provide large and significant new parks, enhance waterfront access, and improve and stabilize the city's neighborhoods. 305.5

Policy LU-1.2.2: Mix of Uses on Large Sites
Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning on such sites should be compatible with adjacent uses. 305.7

Policy LU-1.2.3: Federal Sites
Work closely with the federal government on re-use planning for those federal lands where a change of use may take place in the future. Even where such properties will remain in federal use, the impacts of new activities on

Washington DC Plan, 2006, amended 2011