# ▪ NEIGHBORHOOD TEN ▪

## NEIGHBORHOOD STUDY

A Joint Report of the

Neighborhood Ten Study Committee and

the Cambridge Community Development Department

# ▪ NEIGHBORHOOD TEN ▪

## NEIGHBORHOODSTUDY

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Opinion Dynamics Corporation

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Cover photo: Huron Village

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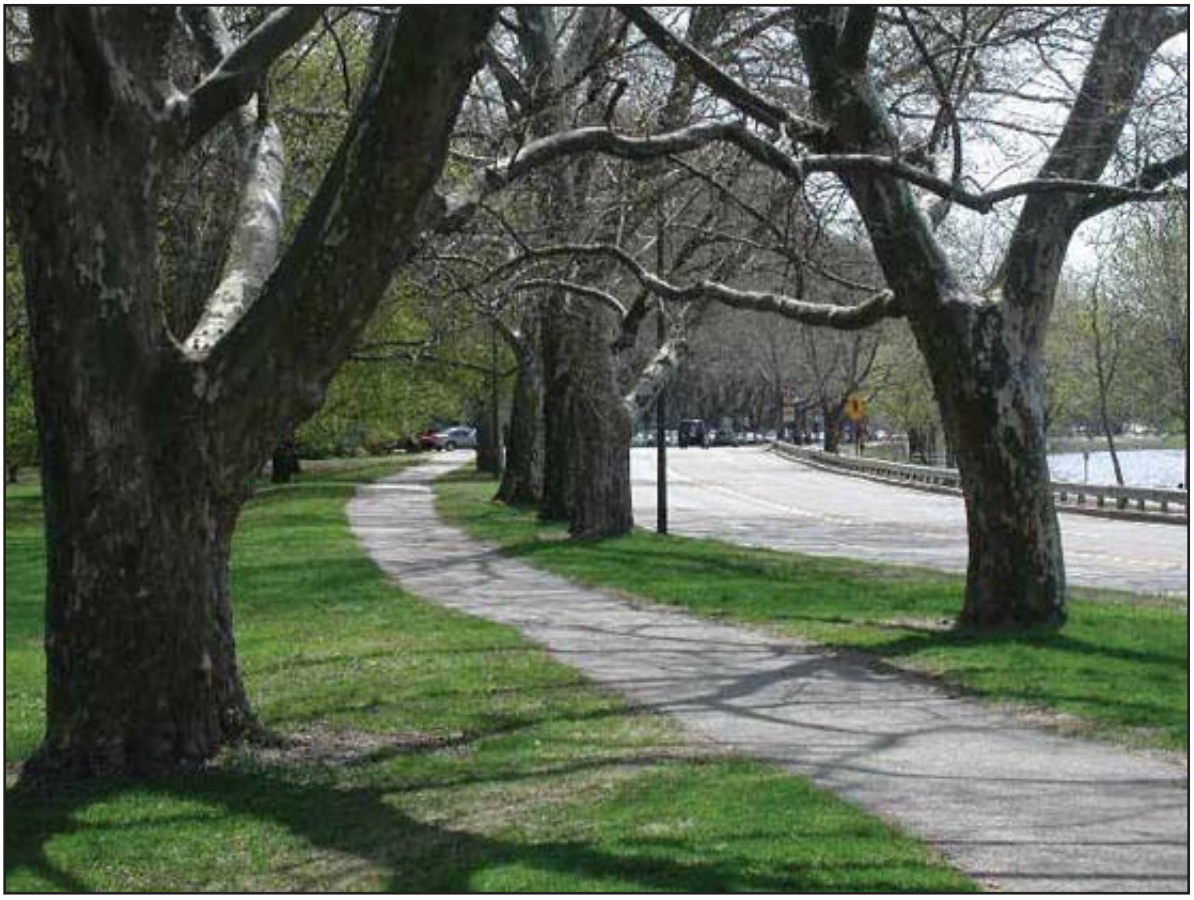
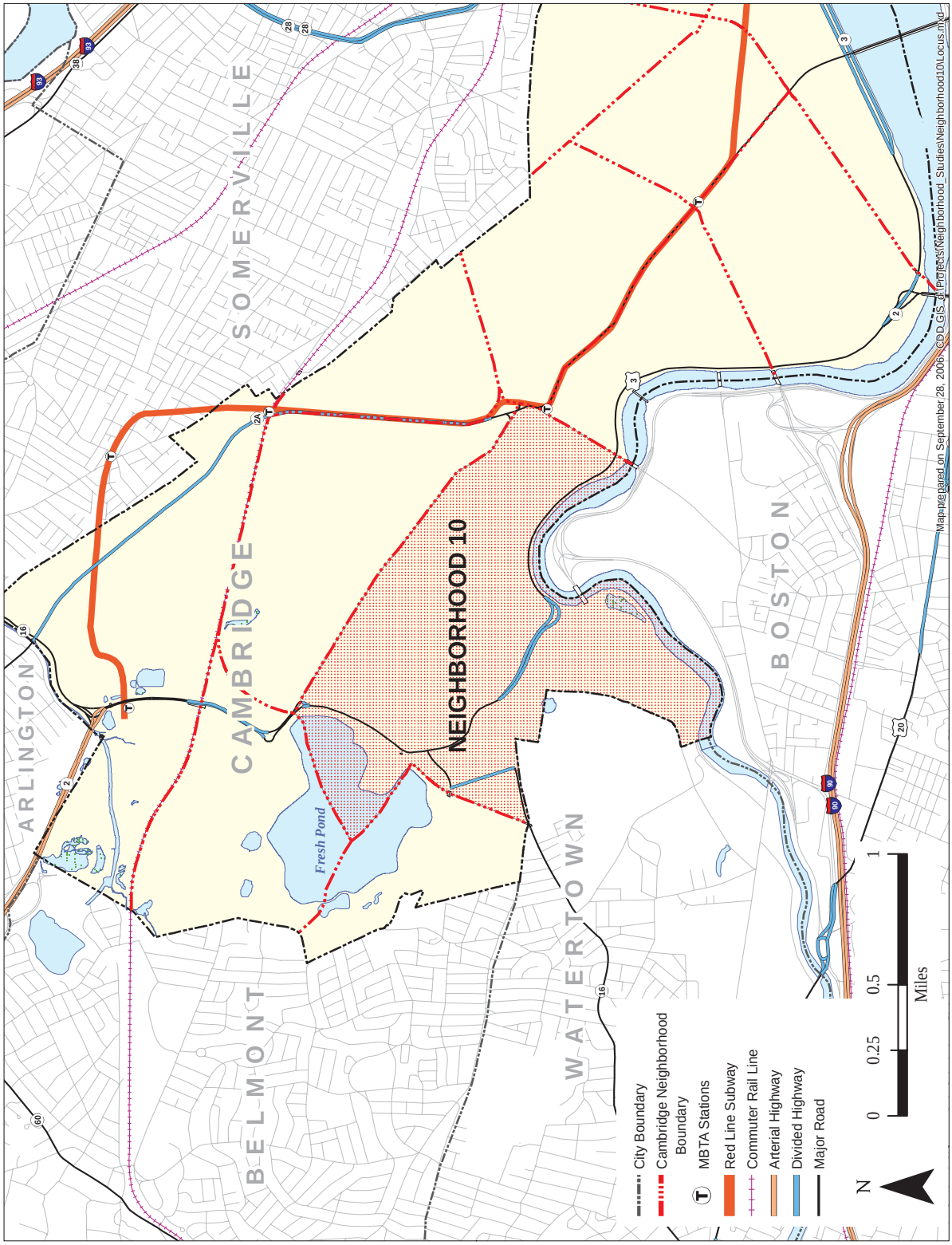
# INTRODUCTION



*City of Cambridge*
*Neighborhood Ten and Environs*



# *Introduction*

In 2004, the Cambridge City Manager invited West Cambridge residents to serve on the Neighborhood Ten Study Committee. Fifteen residents were selected that represented a cross section of neighborhood interests, areas of expertise, and geographic "sub-areas" within the neighborhood. The Neighborhood Ten Study Committee met between September of 2004 and May 2006. During that time, the Study Committee heard presentations from City staff, discussed issues, and held two public forums. The Committee formed recommendations regarding land use and zoning, urban design, housing, transportation, economic development and open space in the neighborhood, based on their discussions and the information gathered.

### *Growth Policy Document*

The current Neighborhood Study process is an extension of the City' s Growth Policy Document, "Towards a Sustainable Future," which is a comprehensive report intended to articulate the City's growth and planning policies and help guide decision making in terms of the City's future growth and public goals. The document was drafted in 1993, after a series of workshops with citizens, businesses, and institutional representatives and outlines planning assumptions and policies in the areas of land use, housing, transportation, economic development, open space and urban design.

While the Growth Policy Document is comprehensive, it is recognized that each of the City's thirteen neighborhoods have distinct concerns, needs, and resources that should be identified and addressed individually. The Growth Policy Document and the Neighborhood Studies complement each other by informing the community of important issues, and recommending a plan of action to address concerns in the context of the City's overall planning policies.

### *The Neighborhood Study Process*

During the 1980's the City of Cambridge, along with the surrounding region, witnessed a wave of commercial growth and economic development. This growth expanded the City's tax base and created new jobs and opportunities for its residents. While many residents welcomed this prosperity, it also brought about an increasing awareness of issues that are of concern to neighborhood residents: increased building density, traffic congestion and parking problems, the rising cost of housing, inadequate open space, and the threat to neighborhood character and quality of life.

Since 1988, the Community Development Department (CDD), through the Community Planning Division, began a process of completing comprehensive planning studies for each of Cambridge's neighborhoods. During these Neighborhood Studies, City staff worked jointly with a City Manager-appointed Study Committee to identify major planning issues within a neighborhood and formulate recommendations to address the issues.

In general, each Neighborhood Study focuses on issues such as land use, zoning, and urban design, transportation, housing, economic development, and open space. Topics may vary somewhat between different neighborhoods, depending on the area's needs and concerns. As part of each Neigh-

# *Neighborhood Ten Neighborhood Map*

borhood Study, City staff collects data on changes and trends regarding demographics, census information, housing markets, land use, development patterns, and even public practices and opinions. CDD staff also facilitates a series of meetings and presentations with the Study Committee to discuss and analyze the information gathered.

The recommendations developed by the Study Committee for each neighborhood are used to guide planning in the neighborhoods and help identify public preferences and priorities for several City departments. Implementation and updating of these recommendations is an on-going process and may occur in a short-term time frame or become part of longer-term planning.

### *Neighborhood Ten Study*

The Neighborhood Ten Study Committee met regularly for approximately 18 months between September of 2004 and May 2006. A number of meetings also included presentations by city staff from various departments and other invited guests. Topics discussed during the process were land use and zoning, urban design, housing, transportation, economic development and open space in the neighborhood.

In addition to the committee meetings, two larger neighborhood forums helped facilitate the dialogue between the Study Committee, staff, and the wider Neighborhood Ten community. These forums served two main purposes:

1. To inform the community of the direction and intent of the Study Committee, including preliminary recommendations; and
2. To get feedback from the community as to the appropriateness and validity of the recommendations presented.

The Study Committee used the information gathered to develop a comprehensive set of over 50 recommendations that address planning issues and concerns in Neighborhood Ten. These recommendations are listed for each planning topic area in the Analysis and Recommendations Section of this report.

The Neighborhood Study, and in particular, the Study Committee recommendations, will be used as a guide for future planning in Neighborhood Ten and where appropriate, be incorporated into the work programs of City departments.

# M E T H O D O L O G Y

# *Methodology*

The Neighborhood Ten Study involved an extended process of issue identification, data collection and analysis, review and discussion. Community Development Department staff supported this process through meeting facilitation and organization as well as by gathering and presenting data from a number of sources, including the U. S. Census, existing City policies, past planning studies and analysis, the Cambridge Zoning Ordinance, GIS Mapping, and the results of a random telephone survey of 400 Neighborhood Ten households.

### *Study Recommendations*

In developing the recommendations of the Neighborhood Ten Study, the Study Committee discussed and analyzed information obtained through the presentations and discussions with City staff, comments and concerns shared at the public forums, and the results of the telephone survey. Neighborhood Ten is geographically a relatively large neighborhood with a diverse set of issues. The Study Committee represented a wide cross section in terms of concerns and priorities. So there was an understandable need throughout the process to maintain open, positive debates and discussions, and many times, compromise on potential recommendations. The final set of recommendations represents a balance of different concerns and planning issues to be addressed that the Study Committee felt will maintain a valued quality of life, as well as make Neighborhood Ten an even better place to live.

### *Department of Conservation and Recreation (DCR)*

Neighborhood Ten contains several heavily traveled state owned roadways as well as state owned regional open space resources. These roads and open spaces have direct impacts on Neighborhood Ten. However, the operation and maintenance of these resources is under the authority of the State Department of Conservation and Recreation (DCR). Route 2, Route 16, and Route 2a, traverse the neighborhood primarily along Fresh Pond Parkway, Memorial Drive, Alewife Brook Parkway, Gerry's Landing Road and Soldiers Field Road. Many of the automobiles that travel on these roads do not originate or have destinations in Cambridge. Approximately 18 acres of open space at John F. Kennedy Memorial Park, The Charles River (Riverbend Park), and Lowell Park, are owned and maintained by the State through the DCR.

There are a number of recommendations that address issues on State-owned roadways and open space, most notably in the Transportation and Open Space sections. However, addressing the concerns raised for these facilities is out of the direct control of the City, and implementation of the recommendations will require direct coordination and agreement with the DCR.

### *Existing Studies and Analyses*

There are several development projects that were proposed or underway in the neighborhood at the time of this study, and were simultaneously being addressed through other public processes. The ex-

pansion of Mount Auburn Hospital and its impacts on adjacent residential areas and open space, and the development of 55 units of new housing in a converted industrial building on Aberdeen Avenue are two primary examples. In addition, Huron Drug, a popular drug store in the Huron Village area that included a U.S. Post Office sub station and ice cream store, unexpectedly shut down, raising concerns among neighborhood residents about the future of retail in that area. The Fresh Pond Master Plan, which proposes significant improvements to Fresh Pond and its associated open space in Neighborhood Ten, is currently in the process of being implemented, and is the culmination of years of work and planning by a citizen advisory committee and City officials. Although most of Harvard Square is officially in Neighborhood Ten, the Neighborhood Ten Study generally does not include discussion or recommendations regarding Harvard Square. There are several other current, as well as on-going, public processes that address Harvard Square issues.

### *2004 Random Telephone Survey of Neighborhood Ten Residents*

In 2004, the City worked with the firm Opinion Dynamics Corporation to conduct a random survey of households in Neighborhood Ten for updated information on the demographic composition of the neighborhood. The survey was conducted via telephone using a random digit dialing method between June 24th and June 30th of that year. There were 400 survey responses from the neighborhood. The margin of error on the 400-person sample is +/- 4.9 % at the mid range of the 95% confidence level. For example, when conducting 100 such surveys, 95 of them will yield results that are at worst 4.9% on either side of a given percentage.

Survey respondents were most likely to answer that they are white (90%) and over forty-five years old (62%) with a post-graduate or professional degree (50%). Most respondents stated that they work full time (52%) and to drive their own vehicle to work (44%). When describing their living situations respondents were most likely to say that they lived in a couple without children (34%).

The survey also recorded residents' perceptions of the neighborhood and attitudes on issues of community concern. The survey instrument was comprised of questions designed by CDD with assistance from the consultant. It contained a combination of both open-ended and objective questions with a specified range of answers. The instrument included four broad categories of questions; general demographic, housing employment and attitudinal. The survey results are noted throughout this report.

### *2000 U.S. Census*

The 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, household composition, racial makeup, income, length of residency, ancestry and other categories. In theory, the Census is a survey of every household and provides us with the most complete profile of the City and its residents. Census data from the year 2000 is the latest data available at the time of this study. In many cases throughout this report 2000 Census data is compared to previous data from 1990 and even 1980 in order to identify neighborhood demographic trends. Also, the 2000 Census data is used in conjunction with the results of the 2004 random telephone survey of neighborhood residents in order to help provide an accurate representation of Neighborhood Ten residents.

# NEIGHBORHOOD OVERVIEW

# *Neighborhood Overview*

### *History of the Neighborhood*

Prior to settlement by Europeans, the area that is now Cambridge, was a focal point for Native American food gathering activities. The location of some of the trails used by the Native Americans are the most visible features that remain of the era, and in some cases have become major streets and transportation routes through the City. The first puritan settlers from Europe arrived to the area around 1630. Many of the first houses and buildings constructed in Cambridge, which was known as Newtowne until 1638, were clustered in the area that is now Harvard Square. At the time, Cambridge was chosen to be the seat of government because it was believed to be a well-protected site. The geography of the surrounding area consisted of tidal marshes adjacent to the Charles River, forests, as well as land considered suitable for farming and agriculture. By the time the seat of government was moved across the river to Boston in 1636, Harvard College was established. The town changed its name in 1638 to Cambridge, after the existing institution in England, and in honor of the new college.

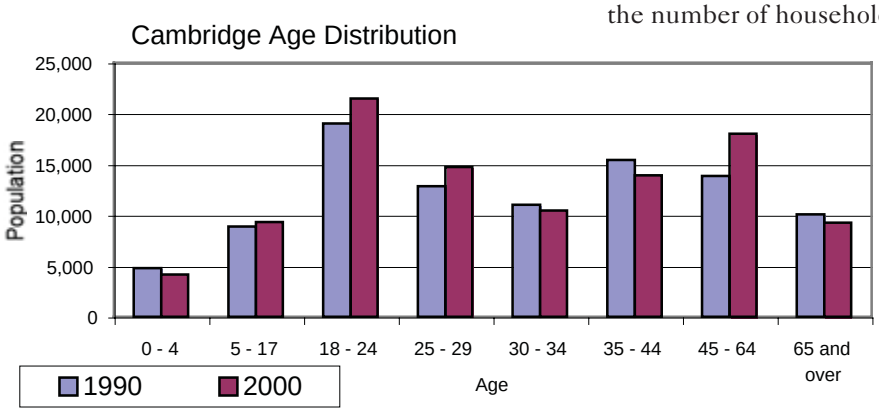
In the 18th century, several wealthy families had taken residence in the area on and around Brattle Street. The area became known as "Tory Row" and still boasts relatively large houses and lots today. By the early 1800s new building in West Cambridge was taking place on empty surrounding land as well as on the large lots of these former estates and farms. The result of these subdivisions is apparent in the residential development and street patterns through much of the neighborhood, especially in areas north of Brattle Street in the neighborhood, where several streets extend in a somewhat parallel, northerly direction, roughly reflecting the property lines of the former large estates.

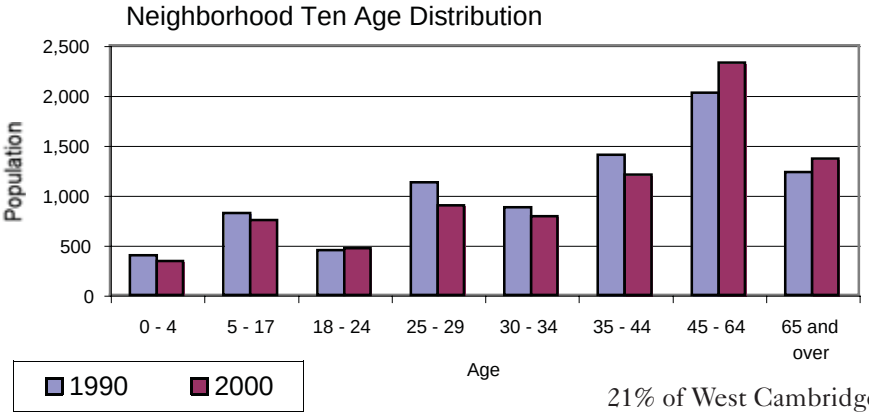
Throughout the 19th century, and especially in the years following the Civil War, Cambridge's population grew due to the industrial prosperity of the region and the introduction of horse car routes. Fresh Pond featured a thriving ice industry, and by 1856 became the City's public water supply. The ice industry at Fresh Pond led to the extension of the Charlestown Branch Railroad to Fresh Pond along what is now the Boston and Maine railroad through Northwest Cambridge. Brickmaking was also one of the predominant industries in North and West Cambridge at this time. The northern most areas of West Cambridge featured several brickyards up until the early 20th century, including the site of the Tobin School and Father Callanan Playground. With the construction of new bridges into Boston and the introduction of electricity, new trolley routes opened along Mount Auburn Street and on Huron and Concord Avenues, which made it more feasible for residents to live in the area while working in Boston.

The Larchwood area as it is known today, tucked between Fresh Pond Parkway and Aberdeen Avenue, and featuring small, winding, residential streets, was formerly an estate and farmland. The current look of the area is the result of a 1915 subdivision plan for development. The Coolidge

Hill area of the neighborhood consisted of meadowlands on the banks of the Charles River. Like much of the rest of the neighborhood, Coolidge Hill featured some of the earliest settlers to Massachusetts, farmland and later a large estate, a significant part of which was partitioned and subdivided in the early 20th century for the Cambridge Cemetery, Brown and Nichols School (now Buckingham Brown and Nichols) the Shady Hill School, and residential development.

Presently, Neighborhood Ten, also known as West Cambridge, remains a relatively low density, residential neighborhood, and Harvard Square continues to serve as its commercial and transportation center. Many of the early transportation routes, landownership patterns, and natural features that significantly influenced West Cambridge's development are still evident today.




## NEIGHBORHOOD TEN TODAY: DEMOGRAPHIC PROFILE

### *Population Size and Age*

During the 1990s the population of Cambridge grew from 95,802 to 101,355, a 5.8% increase. During the same period the population of West Cambridge declined by 2.2% to 8,149, continuing a trend in evident during the 1980s. While the City experienced little change in the number of residents under 18 since 1990, West Cambridge experienced a nearly 10% decline. The only large increase in age cohorts that took place in West Cambridge included those 45 or older. With 28.6% of the population 45 to 64 and an additional 16.7 % over 65 years old. West Cambridge has one of oldest populations of any Cambridge neighborhood.

### *Households and Families*

While the City of Cambridge saw an 8.3% surge in the number of households during the 1990s, the number of households in West Cambridge experienced more modest growth, increasing by 2.5%. Both the City and Neighborhood have a similar split between family and non-family households. However, 38% of West Cambridge households include married couples compared to 29% citywide. Like the City, the Neighborhood includes a relatively low proportion of families with children, 16.8% versus 17.6% citywide and also, a significant percentage of households made up of single persons living alone, 41% in both cases. However, 21% of West Cambridge households with children were single parent households compared to 36% citywide.

| | City of Cambridge | West Cambridge |
|---|---|---|
| Households | 42,615 | 3,986 |
| Persons per Household | 2.03 | 1.96 |
| All Family Households | 17,595 | 1,847 |
| Couples w/ Own Children <18 | 4,835 | 529 |
| Couples w/o Own Children <18 | 7,573 | 986 |
| Single Parent Families w/ Own Children <18 | 2,668 | 140 |
| All Other Families | 2,519 | 192 |
| Nonfamily Households | 25,020 | 2,139 |
| Person Living Alone | 17,649 | 1,633 |
| Roommates | 4,686 | 506 |

*Source: 2000 U.S. Census*

| | City of Cambridge | West Cambridge |
|---|---|---|
| White NonHispanic | 68.1% | 86.5% |
| Other Race and/or Hispanic | 31.9% | 13.5% |
| | | |
| Same House | 38.7% | 51.1% |
| Different Location in US | 50.5% | 42.7% |
| Residence Abroad | 10.8% | 6.2% |
| | | |
| Native Born | 74.1% | 85.3% |
| Foreign Born | 25.9% | 14.7% |
| Speak Language other then English | 29.9% | 14.1% |

*Source: 2000 U.S. Census*

### *Diversity and Mobility*

As is the case throughout the City, the level of diversity in West Cambridge has been increasing, albeit at a slower rate. At the time of the 2000 Census 13.5% of the neighborhood population consisted of persons of color or Hispanic origin compared to 31.9% of the citywide population. Persons who speak a language other than English at home included 14.1% of the neighborhood population and 29.9% of the City's population. The gap is somewhat smaller when looking at the foreign born - 14.7% of West Cambridge residents compared to 25.9% of City residents.

The relatively slower growth in the diversity of the West Cambridge population can in part be attributed to the relative stability of the neighborhood. Looking at the three Census Tracts that comprise the bulk of West Cambridge, 51.1% of residents five or older occupied the same residence since 1995, where as only 38.7% of citywide residents five or older can make the same claim.

### *Education*

In the City of Cambridge the level of education among residents 25 or older is very high, with 65.1% of residents having received a Bachelors or Graduate degree. However, the educational level in West Cambridge is substantially greater; 83.8% of residents 25 or older have a similar level of education. Like the City as whole, the portion of the population at this level of education has risen between 1990 and 2000. The other side of the rising number of persons with advanced education is a decline among residents with a high school diploma or less.

| | City of Cambridge | | West Cambridge | |
|---|---|---|---|---|
| | 1990 | 2000 | 1990 | 2000 |
| City of Cambridge | 100.0% | 100.0% | 100.0% | 100.0% |
| Less than High School | 15.7% | 10.4% | 3.0% | 1.7% |
| High School Graduate | 15.8% | 12.2% | 9.9% | 6.0% |
| Some College | 14.3% | 12.2% | 12.0% | 8.6% |
| Bachelor or Graduate Degree | 54.2% | 65.1% | 75.0% | 83.8% |

*Source: 2000 U.S. Census*

Looking at school and college attendance among West Cambridge residents, the proportion of the population attending pre-school, elementary or high school is about the same as that found citywide - about 10.8%. While West Cambridge is home to a substantial number of college and graduate students, the total of 12.5% is less than half of the citywide figure of 26.3%.

### *Car Ownership and Journey to Work*

The City of Cambridge offers many alternatives to the use of privately owned vehicles, so it is not surprising that even in an affluent area such as West Cambridge 14.2% of households do not own a vehicle. Citywide, the analogous figure is 27.7%. On the other hand, 31.7% of households have two or more vehicles in West Cambridge compared to 17.5% of City households. The average number of vehicles per household in West Cambridge is 1.21 versus 0.96 citywide.

| | City of Cambridge | West Cambridge |
|---|---|---|
| None | 27.7% | 14.2% |
| 1 Vehicle | 51.5% | 54.8% |
| 2 Vehicles | 17.5% | 26.7% |
| 3 or more | 3.3% | 4.3% |

*Source: 2000 U.S. Census*

Looking at the means of journey to work, West Cambridge residents are much more likely than Cambridge residents as a whole to drive alone to work (49.7% versus 35.0% citywide) and work at home (9.3% versus 5.3%). Public transportation and walking to work are less popular modes in West Cambridge than elsewhere in the City.

| | City of Cambridge | West Cambridge |
|---|---|---|
| Drove Alone | 35.0% | 49.7% |
| Carpool | 5.4% | 5.7% |
| Public Transportation | 25.1% | 18.9% |
| Walk | 24.4% | 13.3% |
| Other | 4.9% | 3.1% |
| Work at Home | 5.3% | 9.3% |

*Source: 2000 U.S. Census*

### *Employment and Income*

The labor force in both West Cambridge and the City of Cambridge comprise a similar proportion of residents. In both cases, 67% of residents 16 or older are in the labor force, meaning they are working or actively seeking work.

In terms of annual income, West Cambridge is the wealthiest neighborhood in Cambridge. The 2000 Census reported that the median 1999 annual income for Cambridge households was $47,879. Median household income for West Cambridge during the same period was $80,746. The gap between City and West Cambridge median family income was also large, with a citywide figure of $59,423 versus a neighborhood figure of $106,853. The difference between per capita income for the two areas is greater, with West Cambridge per capita income of $66,207 more than twice that of Cambridge per capita income of $31,156. All three measures of income increased at similar rates in two areas between 1989 and 1999.

| | City of Cambridge | | West Cambridge | |
|---|---|---|---|---|
| | 1989 | 1999 | 1989 | 1999 |
| Median Household Income | $44,422 | $47,979 | $73,263 | $80,746 |
| Median Family Income | $53,604 | $59,423 | $98,254 | $106,853 |
| Per Capita Income | $26,647 | $31,156 | $54,822 | $66,207 |

*Source: 2000 U.S. Census*

### *Homeownership and Household Tenure*

West Cambridge was the only Cambridge neighborhood where the majority of homes were owner occupied in 2000. At that time 51.3% of West Cambridge residential units were owner occupied compared to 30.8% citywide. Over the previous 20 years owner occupancy has increased at a rapid rate in Cambridge. Nonetheless, West Cambridge has seen a sufficient increase in owner occupancy to maintain an approximately 20% gap over the rest of the City throughout the period.

| | City of Cambridge | | West Cambridge | |
|---|---|---|---|---|
| | 1990 | 2000 | 1990 | 2000 |
| Total Units | 41,979 | 44,725 | 4,149 | 4,258 |
| Owner-Occupied | 28.5% | 30.8% | 49.5% | 51.3% |
| Renter-Occupied | 65.4% | 64.5% | 45.7% | 42.3% |
| Vacant | 6.1% | 4.7% | 4.8% | 6.4% |

*Source: 2000 U.S. Census*

### *Housing Costs*

West Cambridge housing prices have long been among the highest in the City of Cambridge. By 2005 the median price of a single family home in West Cambridge totaled $1,416,000. In contrast, the citywide median in 2005 was $725,000.

Much of the housing in Cambridge is found in structures other than single family homes. While West Cambridge median prices are higher than the rest of the City, the extent of the differences vary. In 2005 two-family buildings in West Cambridge sold for a median price of $1,205,750 compared to $709,000 citywide. While the median sales price of West Cambridge condominiums is also the highest in the city, the price range is not as great as is the case in other categories of housing. The 2005 median condominium price in West Cambridge was $455,000 compared to $419,500 citywide. Note that all these values refer to cases where the sale took place between two parties who did not have a preexisting financial relationship and where other special circumstances did not affect the sales price.

The 2000 Census found rents in West Cambridge to be approximately one fourth higher than was the case citywide. In 2000 the median rent recorded in West Cambridge totaled $1,220 versus $962 citywide. While historical data seems to indicate that West Cambridge rents are somewhat higher than citywide figures, the number found here are greater than otherwise expected. This may be due to varied nature of market rate and affordable rental housing in the two areas. Since the 2000 Census median rents tracked throughout Cambridge have drifted up between 5% and 15% depending on bedroom size. This rate of increase likely holds true within West Cambridge as well.

| | City of Cambridge | West Cambridge |
|---|---|---|
| **2006 Median Sales Prices** | | |
| Single Family | $725,000 | $1,416,000 |
| Two Family | $709,000 | $1,205,750 |
| Condominium | $419,000 | $455,000 |
| **2000 Median Rent** | $962 | $1,220 |

*Source: 2000 U.S. Census, and Cambridge Community Development Department, 2006*

# ANALYSIS & RECOMMENDATIONS

# *Neighborhood Ten Zoning Map*

# *Land Use, Zoning and Urban Design*

The City uses a variety of techniques to regulate the growth and quality of the built environment including the Zoning Code, the Building Code, Fire Code, Health Code, Safety Code, Historical Districts and Overlay Districts. Of these, zoning is the principal tool used by the City of Cambridge, and regulates land use patterns, physical growth and the built environment. Zoning was first adopted by the City of Cambridge in 1923. Currently, there are over 50 zoning districts throughout the City, including special districts, which regulate land use and building form including setbacks, parking, height, density open space, and signage.

In 1991, in order to provide a framework to appropriately regulate development, and to help address increasing concerns about future density, traffic growth, the need for more housing, including affordable units, and opportunities for public review of large projects, the City began to develop a comprehensive growth policy. The resulting document, Toward a Sustainable Future - Cambridge Growth Policy Document, was adopted by the City Council in 1993 and is still the primary guide for the Cambridge Zoning Ordinance. The Growth Policy Document recommends policies that will sustain and enhance the City's urban form, scale, density, and mix of uses. The report was also used as a guide for a Citywide Rezoning Petition, which was adopted in 2001.

As part of the Citywide Rezoning, in many commercial districts in the City, the allowed density of development for commercial uses was lowered while the allowed density for residential uses remained the same, thus encouraging the development of new housing or mixed-use projects in commercial areas. The Citywide Rezoning also established new review processes for large projects within a new part of the zoning ordinance called, "Article 19". Under Article 19, projects of 50,000 square feet or more must undergo a public hearing and receive a special permit from the Planning Board.

Another change associated with the Citywide Rezoning was the "Backyard Rezoning" petition adopted in 1999, which lowered the allowed density of housing untis and increased the required amount of open space in residential districts across the City.

### *Zoning in Neighborhood Ten*

Neighborhood Ten consists of 11 zoning districts as well as the Harvard Square Overlay District, Marsh Neighborhood Conservation District, Old Cambridge Historic District and the Harvard Square Conservation District.

The base zoning districts in Neighborhood Ten are:

**Residence A1** - The lowest density district in the City. Residential structures are limited to detached single-family dwellings. This district is found primarily in Neighborhood Ten along Brattle Street and vicinity.

**Residence A2 -** A single-family dwelling district that allows slightly higher densities than the A1 District. This district is also primarily found in Neighborhood Ten.

**Residence B -** A two-family and townhouse district common in North and West Cambridge. In Neighborhood Ten it is located in the vicinity of Huron and Concord Avenues, along Aberdeen Avenue, and between Foster Street and Mount Auburn Street.

**Residence C1** - Allows one-family, two-family, townhouse, and multifamily dwellings including triple-deckers. In Neighborhood Ten, it is located in scattered locations mostly along the periphery of the neighborhood. This district is more commonly found in areas of eastern Cambridge.

**Residence C2 -** A medium density residential district, which allows multistory apartment buildings and university activities. One-family, two-family, townhouse, and multifamily dwellings are also allowed. In Neighborhood Ten, the district is found at Radcliffe Yard, locations on Mount Auburn Street, and on Concord Avenue where the larger apartment buildings are located.

**Residence C3 -** A high-density residential district mostly centered on the campuses of Harvard University and MIT, but also in other locations with concentrations of institutional or high density residential uses. In Neighborhood Ten the Residence C3 district is found at Mount Auburn Hospital and in the Charles Square area of Harvard Square.

**Office 1 -** A neighborhood scaled office district similar to the Residence C1 district but allowing one-family, two family, townhouse, multifamily, as well as office and institutional uses. In Neighbor-

hood Ten this district is found at the former site of the Saint Peters School on Concord and Huron Avenues, and at the intersection of Mount Auburn and Brattle Streets.

**Business A1 -** A neighborhood commercial district that allows most retail uses, with the exception of fast food establishments, as well as office and residential uses at a reduced density. In Neighborhood Ten, the district is located at Huron Village, along the commercial portion of Concord Avenue, and at the site of the Star Market supermarket on Mount Auburn Street.

**Business A -** Also a neighborhood commercial district, which allows most retail uses including fast food establishments. District is found along the commercial portion of Fresh Pond Parkway and in certain areas of Harvard Square.

**Parkway Overlay District -** This is an overlay district along Alewife Brook Parkway and Fresh Pond Parkway and modifies provisions of the base districts (Business A, Business C, and Office 2). It includes additional conditions for setbacks, heights, front yards, screening and landscaping.

**Open Space District -** This district applies to publicly owned open space as well as some other kinds of open space. In Neighborhood Ten there are open space districts at Father Callanan Playground (Tobin School playground area), Larch Road Park, Lowell School Park, Fresh Pond Reservation, Cambridge Cemetery, and also state-owned Department of Conservation and Recreation (DCR) open space along parkways and the Charles River.

***Neighborhood Ten Zoning Chart (excluding Harvard Square)***

| District | Max FAR | Min. Lot Area/DU (Sqr. ft | Min. Front Setback (ft) | Min. Side Setback (ft) | Min. Rear Setback (ft) | Max. Height (ft) | Min. OS Ratio | Gen. Range of Uses |
|---|---|---|---|---|---|---|---|---|
| **A1** | 0.50 | 6,000 | 25 | 15 sum to 35 | 25 | 35 | 50% | Single family detached |
| **A2** | 0.50 | 4500 | 20 | 10 sum to 25 | 25 | 35 | 50% | |
| **B** | 0.50 | 2500 | 15 | 7.5 sum to 20 | 25 | 35 | 40% | Single and two-family detached dwellings, townhouse dwellings |
| **C1** | 0.75 | 1500 | (H+L)/4 at least 10 | (H+L)/5 | (H+L)/5 at least 20 | 35 | 30% | Single and two family detached dwellings, townhouse dwellings multifamily dwellings (apartments, condos) limited institutional uses |
| **C2** | 1.75 | 600 | (H+L)/4 at least 10 | (H+L)/5 | (H+L)/4 at least 20 | 85 | 15% | |
| **C3** | 3.00 | 300 | (H+L)/5 at least 5 | (H+L)/6 | (H+L)/5 at least 20 | 120 | 10% | |
| **O-1** | 0.75 | 1200 | (H+L)/4 at least 10 | (H+L)/5 | (H+L)/5 at least 20 | 35 | 15% | Most types of residential dwellings, most institutional uses offices and laboratories |
| **BA-1** | 1.00/ 0.75 | 1200 | No min. | No min. | (H+L)/5 at least 20 | 35 | No min. | Most types of residential dwellings, most institutional uses offices and laboratories, most retail uses |
| **BA** | 1.00/ 1.75 | 600 | No min. | No min. | (H+L)/5 at least 20 | 35/45 | No min. | |
| **OS** | 0.25 | N/A | 25 | 15 | 25 | 35 | | Open space, religious, or civic uses |
| **Parkway Overlay District** | In Neighborhood Ten, the Parkway Overlay District is located along a portion of Concord Avenue and Fresh Pond Parkway and sets special requirements in addition to the base zoning requirements for setbacks, building heights, facades, parking, landscaping, open space, and development consultation. | | | | | | | |

# *Neighborhood Ten Historic Map*

### *Historic Districts in Neighborhood Ten*

There is one Historic District and three, somewhat less stringent, Neighborhood Conservation Districts in Neighborhood Ten, reflecting the historic character of the neighborhood in general. These areas overlay the base zoning districts and are intended to recognize, preserve, and maintain certain buildings and areas of historic and architectural significance in the City: The Old Cambridge Historic District, located in the vicinity of Brattle Street and the Longfellow Historic Site; the Marsh Neighborhood Conservation District, located in the vicinity of Mount Auburn Street, Foster Street, and Willard Street; The Half Crown Neighborhood Conservation District, located near Memorial Drive and Hawthorne Street; and The Harvard Square Conservation District located in Harvard Square.

### *Land Use in Neighborhood Ten*

Neighborhood Ten is primarily residential in character and land use. There are several informal sub-areas in the neighborhood, each with its own slightly distinct character in terms of street patterns, lot sizes and building type and design. The current zoning somewhat mirrors these distinct areas within Neighborhood Ten.

Single-family homes are prevalent in the Brattle Street, Coolidge Hill and Larchwood areas. Two and multi-family homes can be found near Huron and Concord Avenues. There are pockets of retail and commercial uses in the neighborhood including Huron Village, Concord Avenue between Reservoir Street and Huron Avenue, Fresh Pond Parkway, and on Mount Auburn Street near the border with the Strawberry Hill Neighborhood. There are several institutional uses in the neighborhood including Mount Auburn Hospital, Buckingham Brown and Nichols School, Shady Hill School, and some Harvard University facilities. Public institutional uses include the John M. Tobin Elementary School, the Walter J. Sullivan Water Treatment Plant, the Longfellow National Historic Site, and a Massachusetts National Guard Amory.

Street types in Neighborhood Ten range from regional highways such as Route 2 and Route 16, which primarily carry traffic with no origin or destination in Cambridge, to small residential streets that are more suburban in character such as those found in the Coolidge Hill and Larchwood areas.

Neighborhood Ten is adjacent to Fresh Pond Reservation, part of the City's public water system, the historic Mount Auburn Cemetery, and the Charles River Basin, which is owned by the State through the DCR. All serve as regional open space resources.

### *West Cambridge Survey Results*

According to the residential survey conducted by Opinion Dynamics Corporation, convenience to shops and resources as well as to parks and greenery were listed as the aspects residents liked most about living in Neighborhood Ten. There was considerable discussion among the Study Committee about what type, size, and amount of new construction or development could occur under the current zoning in the Neighborhood, as well as what procedural requirements were involved in such activities. Notification and awareness of new projects or development in the neighborhood was a recurring theme at the committee meetings. According to the residential survey, most Neighborhood Ten residents feel that flyers in the mail (79%), newspaper articles (77%), neighborhood newsletters (63%) are very or somewhat effective ways to be informed about development plans in the neighborhood. The survey also found that Neighborhood Ten residents generally felt that new development has had a positive effect on areas such as East Cambridge (31%) compared to 8%

that believe it has had a negative effect. Most of those that responded that development has had a positive effect noted new jobs and contributions to taxes (35%) and improvements to an undeveloped or depressed area (16%).

### Committee Discussion

There was a general satisfaction among committee members regarding the current character and scale of Neighborhood Ten. The committee discussion tended to focus on zoning and land use in the context of some of the smaller sub areas throughout Neighborhood Ten in particular: Fresh Pond Parkway, Huron Village and Concord Avenue, Star Market and Aberdeen Avenue, and the Mount Auburn Hospital and the Marsh District. These areas of Neighborhood Ten generally have higher concentrations of non-residential parcels of land in the neighborhood (with the exception of Harvard Square) and, due to the relatively low-density residential zoning in other parts of the neighborhood, are where new development would most likely occur.

#### *Mount Auburn Hospital / Marsh District*

There were concerns regarding long term development plans at the Hospital site and the associated effects on traffic and the character of the surrounding area. At the time of this study, representatives of Mount Auburn Hospital and residents of the neighborhood were meeting to discuss the Hospital's expansion plans and negotiate neighborhood mitigation. There was also a consensus among the Study Committee that the City should continue to explore rezoning a portion of the Marsh Conservation District currently along Mount Auburn Street to more accurately reflect the small structures currently located there.

#### *Fresh Pond Parkway*

The Study Committee expressed interest in exploring ways to encourage the conversion of the small-scale shops and seemingly underutilized lots along Fresh Pond Parkway into a more desirable, neighborhood-orientated, mixed use, community destination. The recent design improvements to the Parkway were noted, but there was also a feeling that even more pedestrian amenities and better connections to transit and to nearby residential areas of the neighborhood could help facilitate this transformation.

#### *Star Market Site*

The land associated with the Star Market Supermarket on Mount Auburn Street was recognized as having significant development potential. The Committee was, for the most part, open to the idea of redevelopment on the site. There was interest in appropriate notification of the neighborhood regarding any future proposals, a mix of uses at the site, and protecting the quality of the neighborhood.

#### *Huron Village / Concord Avenue*

The character of Huron Village was considered a very positive feature for Neighborhood Ten. There was significant concern about the loss of several retail establishments in the area. However, the Study Committee expressed mixed feelings about the best way to protect the character of Huron Village and whether it could be accomplished through zoning. Concord Avenue was noted for its lack of on-street parking and there was consensus on the Study Committee that pedestrian based retail establishments should be encouraged where appropriate.

### Land Use, Zoning, and Urban Design Recommendations

#### *General Zoning*

- There should be more advanced public notice than is presently required for new commercial, mixed used, and multi-family housing developments or conversions. There should also be adequate time allotted and opportunities for public participation and discussion on proposed developments.
- There should be proactive zoning and land use studies on the commercial areas of Neighborhood Ten in order to determine the amount of potential new development as well as neighborhood impacts.

- Any new development in Neighborhood Ten should take into account future traffic patterns, urban design, and the desired long-term character of the neighborhood.
- There is general satisfaction with the current character of the residential districts in the neighborhood. Strategies for protecting their character should be explored, including through the use of zoning regulations and historical districts where appropriate.
- Consideration should be given to the cumulative effect of new development on infrastructure such as roads and water. Performance should also be monitored regarding maintenance and enforcement on roads, public transit, and other public services.

### *Mount Auburn Hospital Site*

- The Study Committee supports requiring a statement/report regarding the Hospital's expansion needs and impacts of any expansion on the neighborhood (similar to an Environmental Impact Statement).
- The Study Committee supports a public process to address long-term development issues at the Mount Auburn Hospital site, including the next phases of development, traffic and parking, and buildout at the site over the next 20-30 years.
- There should be coordination with the State regarding access to and from Memorial Drive and Gerry's Landing to minimize impacts on the neighborhood.

### *Fresh Pond Parkway*

- Explore the potential of creating a neighborhood village in the commercial area along Fresh Pond Parkway. The area should not however, compete in a negative way with or detract from Huron Village.
- Any new development along Fresh Pond Parkway should enhance the area as a destination and create improved urban design.
- Increase pedestrian amenities along Fresh Pond Parkway, in order to better connect to other areas of the neighborhood.
- Balance pedestrian and automotive needs along the Fresh Pond Parkway.

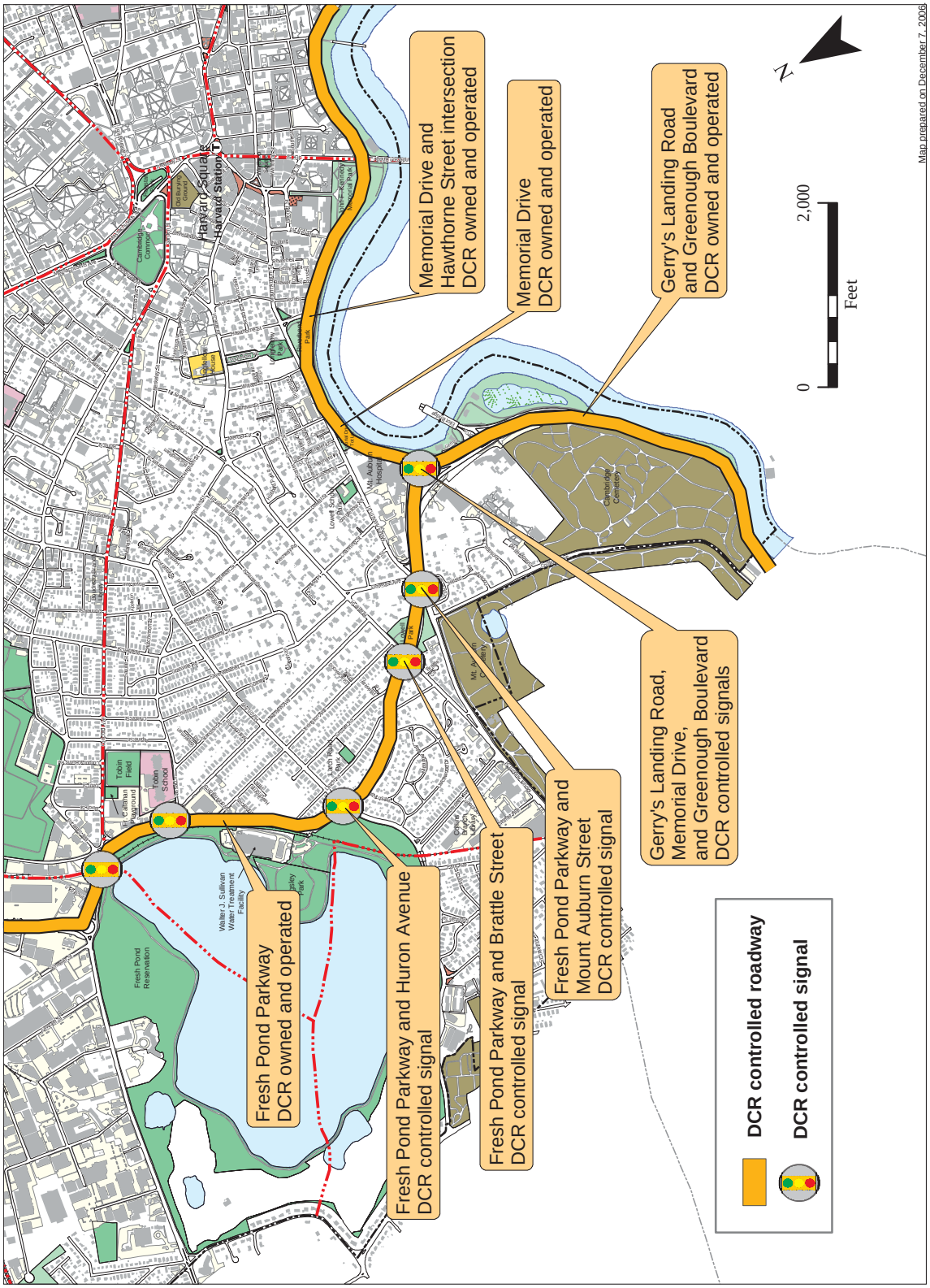
### *Star Market site*

- There should be adequate public review for any new development at the Star Market site on Mount Auburn Street. This may entail more than the 90 days required under a special permit.
- Any new development at the Star Market site should protect the quality of the neighborhood.

### *Marsh District, Huron Village, Concord Avenue*

- Areas of idiosyncratic zoning should be identified. Specifically, those parcels with a large amount of development potential and small structures currently on site, such as the C2 zoning in the Marsh District (bounded by Sparks, Willard, and Mount Auburn Streets) which should more closely match the small frame houses currently there.
- Develop strategies to ensure appropriate urban design in the BA zoning district along Concord Avenue.
- Protect the character of Huron Village as a neighborhood destination.
- Explore pedestrian based commercial opportunities along Concord Avenue.

# *DCR Controlled Roads and Key Intersections in Neigborhood 10*



# *Transportation*

Throughout the City, transportation concerns are a prominent part of planning discussions. It has become increasingly challenging for the City to meet the mobility needs of residents and employees while at the same time protecting the quality of life that makes Cambridge a desirable place to live and work.

Over the past several decades, changes in employment, commuting patterns and habits, and land use throughout Cambridge and the greater Boston metropolitan area have led to substantial increases in the number of automobiles on the roads. Much of this increase is associated with private single occupancy vehicles and work related trips.

Thirty five percent of Cambridge residents used single occupancy vehicles as a means to travel to work in 2000 down from 37% in 1990, but still up from 32% in 1980. In Neighborhood Ten almost 50% of workers aged 16 or older drove alone to work. The City of Cambridge has also become more of a regional employment center. In 1970, residents of Cambridge and/or abutting towns filled 70% of the local jobs. In 2000, the percentage had fallen to 46% of the local jobs. The percentage of workers in Cambridge driving alone increased from 43% in 1980 to 52% in 1990. Over the same time span, more Cambridge residents have been commuting greater distances to employment outside of Cambridge.

As the metropolitan region continues to expand, and development patterns continue to encourage automobile use, traffic levels to, from, and through, the City of Cambridge are affected. Furthermore, Cambridge's dense population and land use patterns make it increasingly challenging for the City to accommodate significant amounts of new automobile traffic.

### *Transportation in Neighborhood Ten*

Geographically, Neighborhood Ten is the largest neighborhood in the City yet it is also one of the most residential in terms of land use. The street layout in Neighborhood Ten is a reflection of both the land ownership patterns of colonial times, and geographic limitations. The character of the main streets has also been somewhat influenced by the location of streetcar and rail routes through the neighborhood. Concord Avenue, Mount Auburn Street, and Huron Avenue generally travel in an east west direction through Neighborhood Ten from the Fresh Pond area to the Harvard Square vicinity and were all on trolley routes at the turn of the century. The Larchwood and Coolidge Hill sections of the Neighborhood were planned subdivisions, created in the early 20th century, and have distinct street patterns of much smaller quiet winding residential roads. The remaining street system in the neighborhood is made up of mostly smaller scaled residential streets.

Neighborhood Ten is served by 5 Massachusetts Bay Transportation Authority (MBTA) bus routes, as well as the Harvard Square subway station. The bus lines generally travel in and out of Harvard Station along east west corridors through the neighborhood (Concord Avenue, Huron Avenue and Mount Auburn Street). City staff meets regularly with representatives from the MBTA to address service planning, the condition of stations and other transit issues. New bus shelters have been recently installed throughout the City and including in Neighborhood Ten, through a private vendor.

*State Operated (DCR) Roadways in Neighborhood Ten*

Neighborhood Ten is unique in that it is one of only a few neighborhoods in the City that contain several state roadways. These heavily traveled roads run directly through, as well as along the borders, of Neighborhood Ten. Route 2, Route 16, and Route 2a, traverse Neighborhood Ten primarily along Fresh Pond Parkway, Memorial Drive, Alewife Brook Parkway, Gerry's Landing Road and Soldiers Field Road. Fresh Pond Parkway separates much of Neighborhood Ten from Fresh Pond Reservation and is also located adjacent to low density residential areas of the neighborhood. Route 16 serves as one of several designated truck routes through the City. Memorial Drive is located along the Charles River through Neighborhood Ten. Dealing with traffic on these roads is especially challenging because they are state owned and operated and the City has very limited control over operations or maintenance. Because much of the volume on these roads is made up of automobiles traveling through the city with no origin or destination in Cambridge, traffic may not be significantly affected by land use patterns or even policies within the City. Furthermore, there is a lack of suitable neighborhood cross streets where additional traffic can be directed. Neighborhood Ten itself, however, also has a high rate of workers traveling to work via single occupancy vehicles (49.7%) and also a higher number of vehicles per household when compared to the City (1.21 vs. 0.96).

City strategy regarding these roads is to work to keep regional traffic on the parkways through Neighborhood Ten as well as to push at various government levels for transportation corridor studies and transit improvements. The City actively lobbies the State's Department of Conservation and Recreation regarding concerns about roadways under its jurisdiction. Other City strategies for dealing with transportation issues in the neighborhood include: improving conditions for non-automobile travel such as, walking, biking, and transit; reduce vehicle speeds through traffic calming; and minimizing new traffic generated by development projects.

### West Cambridge Survey Results

Transportation concerns are also evident in the results of the 2004 West Cambridge Survey. According to the survey results, most residents say traffic and parking is what they like least about living in West Cambridge (24%). On the other hand, convenience to shops and resources are what people like most about living in West Cambridge (35%). As part of the survey residents were read a list of various issues about life in West Cambridge and were asked if those issues were a major concern, a minor concern, or not a concern to them. Traffic congestion was noted as a concern for three quarters of the respondents and a major concern for 38% of respondents, more than any other issue. Yet the availability of public transportation was a concern for only 43% of respondents, less than any other issue.

### *Committee Discussion*

The Study Committee recommendations closely reflect the transportation topics that were presented and discussed and range from straightforward signage maintenance and repair, to broader issues such as long-term major design improvements of streets and further coordination with the State.

The Study Committee was made aware of some of the limitations involved when dealing with transportation and traffic issues at such a localized level. Although solutions to transportation challenges were not always immediately evident, the Committee, working closely with staff, was able to understand the types of considerations that go into developing strategies to address them. The transportation recommendations developed by the Committee attempt to reflect these types of considerations.

Much of the Committee discussions focused on the enforcement and improvements on DCR controlled roadways through the neighborhood. Heavily used roadways such as Fresh Pond Parkway, Memorial Drive and Gerry's Landing Road, have direct impacts on much of Neighborhood Ten and will require significant coordination and cooperation between the City and the DCR to deal with issues of enforcement, sign repair, maintenance, queues at signaled intersections, and other improvements. There was unanimous support among the Study Committee to see increased intergovernmental cooperation between the City, DCR, State Police, and any other appropriate agency to adequately address the identified issues along these roads.

The Study Committee discussed traffic calming in Neighborhood Ten and ways to balance the need to slow automobiles down with maintaining efficient traffic flow and the parking concerns of residents and businesses. The Committee agreed that any traffic calming measures, especially those in commercial areas, should take into account pedestrian and automobile needs at the specific location, parking availability, snow plow operations, traffic flow and the business climate.

### *Transportation Recommendations*

- Urge DCR to install a "No Trucks No Buses" sign eastbound on Fresh Pond Parkway well in advance of Huron Avenue in order to give drivers advance notice of the restriction, which starts beyond the Huron Avenue Intersection.
- Install a "No Turns for Trucks and Buses" sign on Brattle Street at Fresh Pond Parkway.
- Review the current location of the "Do Not Block Intersection" sign on Brattle Street at Lexington Avenue and explore additional options to address queues blocking the intersection, such as working with DCR to adjust timing of the signals, possibly formalizing the westbound two lane approach, and more clearly marking the intersection.
- Request that DCR replace missing directional signs at the intersection of Mount Auburn Street, Fresh Pond Parkway, and Memorial Drive.
- Explore options to address queues blocking the intersection of Larch Road and Brattle Street and Fresh Pond Lane and Brattle Street, such as working with DCR to adjust timing of the signals, and more clearly marking the intersections.
- Increase walk time for pedestrians at the intersection of Huron Ave. and Fresh Pond Parkway.
- Consider new alternatives to allow eastbound and westbound drivers to safely turn left on to Fresh Pond Parkway from Huron Avenue.
- Notify DCR of the need to communicate with neighborhood residents in order to address enforcement, maintenance, and improvement concerns as well as respond about what is being done.
- Increase enforcement of bike lane traffic regulations for both bicyclists and motorists.

- Increase enforcement of the no double-parking rules in order to reduce delays to MBTA bus routes.
- Increase enforcement in order to lower instances of automobile speeding and red light running.
- Continue improving the City's enforcement of snow removal regulations to keep sidewalks and curb ramps clear for pedestrians and wheelchair users via residents calling the snow hotline with problem locations. The City should try to identify property that is unoccupied such as the former Chinese food restaurant on Vassal Lane for targeted enforcement.
- Improve the unsafe pedestrian crosswalk on Memorial Drive at Hawthorne, as well as the disability ramps. Currently, the disability ramps don't line up in a safe or efficient way.
- Facilitate bike travel into Harvard Square from Brattle Street by adding appropriate signage at the turn onto Hawthorne Street.
- The Study Committee supports efforts to improve traffic flow and pedestrian safety, while also increasing public open space, in the Gerry's Landing area.
- The Study Committee supports traffic-calming projects in Neighborhood Ten. Traffic calming projects should take into consideration residents adjacent to the proposed location, pedestrian and vehicle needs of the specific location, parking availability, snow plow operations, and traffic flow issues. Traffic calming should not negatively impact the business climate of the neighborhood
- Traffic calming and safety improvements in Huron Village should encourage vehicles to go slow, yield to pedestrians, and also help provide an identity to the retail area.
- Some locations where the Study Committee feels traffic calming features should be considered include:
  - Mount Auburn Street
  - Intersection of Reservoir Street, Vassal Lane, and Walden Street
  - Huron Avenue, Chilton Street, Gurney Street and Standish Street (Huron Village)
  - Intersection of Lexington Avenue and Brattle Street, which also takes into account pedestrian access to Lowell Park.
  - Along Reservoir Street
  - Along Fayerweather Street
- The elevator in the Harvard Square MBTA Station should be kept properly working at all times.
- The Study Committee supports efforts to address negative neighborhood impacts from traffic with no origin or destination in Cambridge.
- The City should explore options for providing public parking for Collins Branch Library patrons that do not have a negative impact on residents of Aberdeen Avenue.

# *Housing*

Providing adequate and affordable housing for residents in the City of Cambridge remains an increasingly important and challenging concern. Cambridge lies at the heart of a major metropolitan region. As the City's economic base expands and remains strong, it is essential that housing is available to meet rising demands. Furthermore, the diverse population that contributes greatly to Cambridge's overall desirability as a place to live, is to a large extent, supported by affordable housing opportunities.

Housing costs in Cambridge, for both rental and homeownership units, have continued to rise in the last decade, and affordability remains a significant concern for the City. Cambridge is a very dense city in terms of both population and land uses and there are limited opportunities to create new housing in many residential areas. There is a delicate balance that often becomes evident between providing needed housing while also maintaining the desired character, density and historic scale of the City. In recent years, areas that have traditionally had non-residential uses, and even some existing residential structures throughout the City have provided new potential for housing creation.

According to the United States Department of Housing and Urban Development, housing that costs no more than 30% of the income of a household's annual income is considered "affordable". The "affordable housing" determination that is supported by government programs is affordable to households that are "low or moderate income," meaning that their household income is no more than 80% of the areawide median income (for the Boston Metropolitan Area).

| Household Size | Median Income | 80% of Median |
|---|---|---|
| 1 person | $58,900 | $46,300 |
| 2 persons | $67,300 | $52,950 |
| 3 persons | $75,700 | $59,550 |
| 4 persons | $84,100 | $66,150 |
| 5 persons | $90,800 | $71,450 |
| 6 persons | $97,600 | $76,750 |
| 7 persons | $104,300 | $82,050 |
| 8 persons | $111,000 | $87,350 |

*Source: US Department of Housing and Urban Development*
*Effective March, 2006*

### *Housing in Neighborhood Ten*

The housing stock in Neighborhood Ten is made up of primarily relatively older single-family, and multi-family homes 2 to 3 stories in height on various lot sizes. The low-density residential zoning districts that cover most of the neighborhood are reflected in the physical forms of the housing structures. Neighborhood Ten is the most expensive neighborhood in the City in terms of housing costs. As of 2005, the median price of a single-family home in Neighborhood Ten was over $1.4 million compared to $725,000 for the city as a whole. The median prices for a two-family home or condominium in the Neighborhood during the same time were $1,205,750 and $455,000 respectively. According to the 2000 U.S. Census, median

rent in the neighborhood is $1,220 compared to $962 for the City.

Neighborhood Ten has higher homeownership rates than the City as a whole. According to the 2000 U.S. Census, over 50% of housing units are owner occupied while just over 42% of the housing units are rented, compared to the City overall with about a 31% homeownership rate and a 68% rental rate.

**Housing Unit Distribution by Ownership in Neighborhood Ten, 2000**

| | |
|---|---|
| All Housing Units | 4,258 |
| Renter-Occupied Units | 1,800 (42%) |
| Owner-Occupied Units | 2,186 (51%) |
| Vacant Units | 272 (6%) |

*Source: US Census Bureau*

According to the Housing Market Information report from 2006, between 1997 and 2002 there were 1,171 housing sales in Neighborhood Ten. A total of 653 (55%) of these sales were condominium units, while 349 (29%) were single-family houses, 140 (11%) were two-family houses, and 29 (2%) were three-family houses.

### *West Cambridge Survey Results*

According to the West Cambridge Residential Survey, over 70% of respondents believe that West Cambridge is a good or excellent place to raise a child. And 75% of respondents believe that the Neighborhood is a good or excellent place to retire. Of renters that responded to the survey 72% reported that if they could afford to buy a home anywhere they would choose West Cambridge. The majority of survey respondents (80%) agreed that there is a need for affordable housing in Cambridge. Further, 79% of respondents stated that they would support additional housing in West Cambridge for people with lower incomes. According to the responses, residents seem to be split on which type of housing opportunity is needed more in West Cambridge, with 32% responding that rental is needed more, 28% responding that homeownership is needed more, and 16% said that both are equally needed.

### *Committee Discussion*

There was near unanimous support on the Study Committee regarding the need to provide affordable housing, especially in Neighborhood Ten. The Study Committee was also supportive of the City's goals, policies, and programs regarding affordable housing. It was felt that there was a demand for housing among younger individuals and families that may have grown up in the neighborhood but have trouble affording present housing costs. There were some questions among the Committee regarding affordable housing funding procedures, and how much would be considered appropriate for Neighborhood Ten. There was also a desire among several committee members to explore what effect new residential developments and new university housing has on the housing market.

Much of the discussion focused on strategies to provide affordable housing in a low-density neighborhood such as Neighborhood Ten, where many structures are already built at or above what current zoning allows. There was concern expressed about the possibility of significantly affecting the character of the neighborhood or negatively impacting quality of life issues with the addition of a large number of new housing units. The redevelopment of non-residential property in the neighborhood was explored during the Committee discussions. The recent conversion of an industrial commercial building on Aberdeen Avenue into housing was cited as an example of providing affordable residential units through redevelopment. The Star Market site on Mount Auburn Street was also noted as a large parcel that may be redeveloped at some point in the future. The Study Committee felt that any redevelopment at the site might also present an opportunity to provide additional affordable housing for the neighborhood. The Committee was somewhat split on whether providing affordable housing was worth changes in zoning and or increasing the current allowed density in the Neighborhood.

### *Recommendations*

- Explore ways of providing affordable housing in Neighborhood Ten without significantly changing the current residential zoning or significantly altering the density or character of the neighborhood.
- If the Star Market site on Mount Auburn Street is redeveloped in the future, it should be a mixed-use development with a housing and commercial mix.
- Examine the effect of new residential developments (both university and general residential) on the amount and cost of housing in Neighborhood Ten.
- The City should address the issue of some two-family residences in the neighborhood being taxed as two separate condominium units, and also review how residential tax exemptions are assessed.

# *Retail Areas in Neighborhood Ten*

# *Economic Development*

A healthy economic environment is essential to support and sustain the high level of municipal services enjoyed by residents and helps to promote further job growth, as well as to attract new companies and investment.

Since its existence, Cambridge has played an important role in the regional economy. Even before European settlers located here, the area served as an important food gathering location for Native Americans from surrounding areas. The first puritan settlers to Cambridge made the area that is now Harvard Square the focal point of the colony for all economic as well as civic and religious activities. Throughout the 19th century, the City of Cambridge established itself as a national industrial center. This continued until the middle of the 20th century when, like in many other cities, Cambridge experienced the negative economic effects of industries closing, moving to the suburbs, other regions and even overseas. Since that time, the City's economy has shifted from a manufacturing base to biotech, high-tech, institutional, research and service industries. The presence of a high concentration of institutes of higher learning in the region, including Harvard University and MIT in the city itself, has facilitated an entrepreneurial environment for start up firms and new technologies.

By most accounts, the present overall economic climate in Cambridge is very positive. The City currently has an "AAA" municipal credit rating from three major credit rating agencies (Moody's, S&P, Fitch). The largest employers in the City, as of 2005, are Harvard University and the Massachusetts Institute of Technology (MIT) followed by the City of Cambridge.

There are several key commercial districts/corridors in the City: Central Square, Huron Village/Fresh Pond, Harvard Square, Inman Square/Cambridge Street, Kendall Square and Porter Square/North Mass Ave. Other commercial activity takes place on a generally smaller scale throughout Cambridge. There are also several larger development districts in the City, which, historically, have featured R & D and industrial uses, located at Concord/Alewife, North Point, Kendall Square/East Cambridge, University Park, and Lower Cambridgeport.

### *West Cambridge Survey Results*

According to the West Cambridge Neighborhood Survey, households in West Cambridge reported being most likely to have one (39%) or two (30%) people working full time. Twenty seven percent reported having no one in the household working full time, although that percentage is most likely affected by the number of retired persons and students in the Neighborhood. Most respondents (36%) reported working in professional services. Other industries reported were business or repair services (9%), public administration/government (8%), financial services, real estate, insurance (7%), manufacturing (6%), and transportation, communication, public utilities (6%).

When residents were asked to choose what they liked best about West Cambridge, proximity to shops and resources was mentioned most. The

Mount Auburn Star Market (31%) and the Fresh Pond Whole Foods Market (30%) are the most popular places for the survey respondents to buy their groceries, followed by the Porter Square Star Market (8%), and Huron Market and/or Formaggios (6%). For shopping and other errands 42% of respondents answered that they go to Harvard Square, 16% said they go to Watertown and Belmont, and 11% said they use Porter Square. Four percent of respondents answered that they use Huron Village most often. When performing errands and shopping, the survey found that 56% of respondents use a car and 30% walk. According to the survey, the most popular type of new business residents want to see in the neighborhood is a restaurant or coffee shop (28%). Other types of business mentioned were a grocery store (17%), a video store (5%), bookstore (5%), or Laundromat/dry cleaners (5%).

### *Economic Development in Neighborhood Ten*

Neighborhood Ten is a predominately residential community of many sub-areas. The commercial districts are primarily along the edges of the neighborhood, and include Harvard Square, Fresh Pond Parkway, Huron Village and the Concord Avenue corridor.

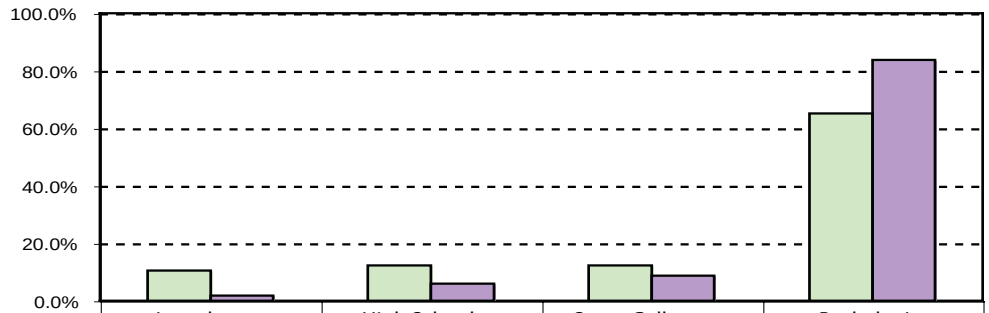
Two of the City's largest employers, Harvard University (10,142 employees) and Mount Auburn Hospital (1,790 employees) are located in Neighborhood Ten.

According to a storefront inventory undertaken in 2005, there are approximately 104 businesses in Neighborhood Ten, excluding Harvard Square, and 6 apparent vacancies. Compared to other areas of the City, Neighborhood Ten has a relatively high number of smaller independent retail establishments. The economic as well as educational level of residents for the neighborhood is also very high. According to the 2000 Census, the median family income in the Neighborhood was $106,853, compared to $59,423 for the City, also 83% of neighborhood residents have a obtained a Bachelor's degree or higher.

### Labor Force

| **City of Cambridge** | 1980 | 1990 | 2000 |
|---|---|---|---|
| Persons 16 & Older | 82,461 | 83,720 | 89,303 |
| Civilian Labor Force | 52,014 | 57,038 | 59,909 |
| Labor Force Participation | 63.1% | 68.1% | 67.1% |
| Unemployed | 2,332 | 2,941 | 3,668 |
| Unemployment Rate | 2.8% | 3.5% | 4.1% |
| **West Cambridge** | 1980 | 1990 | 2000 |
| Persons 16 & Older | 7,450 | 7,231 | 7,174 |
| Civilian Labor Force | 4,938 | 5,250 | 4,837 |
| Labor Force Participation | 66.3% | 72.6% | 67.4% |
| Unemployed | 138 | 139 | 105 |
| Unemployment Rate | 1.9% | 1.9% | 1.5% |

***Educational Attainment, 2000 (persons aged 25 and over)***




| | Less than High School | High School Diploma | Some College or Associates | Bachelor/ Graduate |
|---|---|---|---|---|
| City of Cambridge | 10.5% | 12.2% | 12.2% | 65.1% |
| West Cambridge | 1.7% | 6.0% | 8.6% | 83.8% |

### *Committee Discussion*

The Study Committee discussion regarding economic development in Neighborhood Ten focused on maintaining and in some areas improving, the retail vitality and character of the neighborhood. Of particular concern were recent retail vacancies and a seemingly high retail turnover in the Huron Village area. The Study Committee was interested in pursuing strategies to protect the overall character of Huron Village and encouraging an appropriate and successful retail mix for the area. While it was noted that, according to staff analysis, the vacancies in Huron Village did not appear to be symptomatic of a larger problem in the area, the Study Committee agreed that it is important to encourage neighborhood support for local businesses. The Study Committee also felt that there is a demand among the local community for businesses and stores that are neighborhood focused. These types of establishments would be supported by local residents and also contribute to maintaining a distinctive character for the Huron Village area. The Huron Village area in particular is often considered a successful model of a neighborhood retail cluster with a relatively high number of small independent type businesses (bakery, book stores, small restaurant/café, food market, boutique clothing, toy store, dry cleaners, and a bank branch) that serve and add to the vitality of the neighborhood.

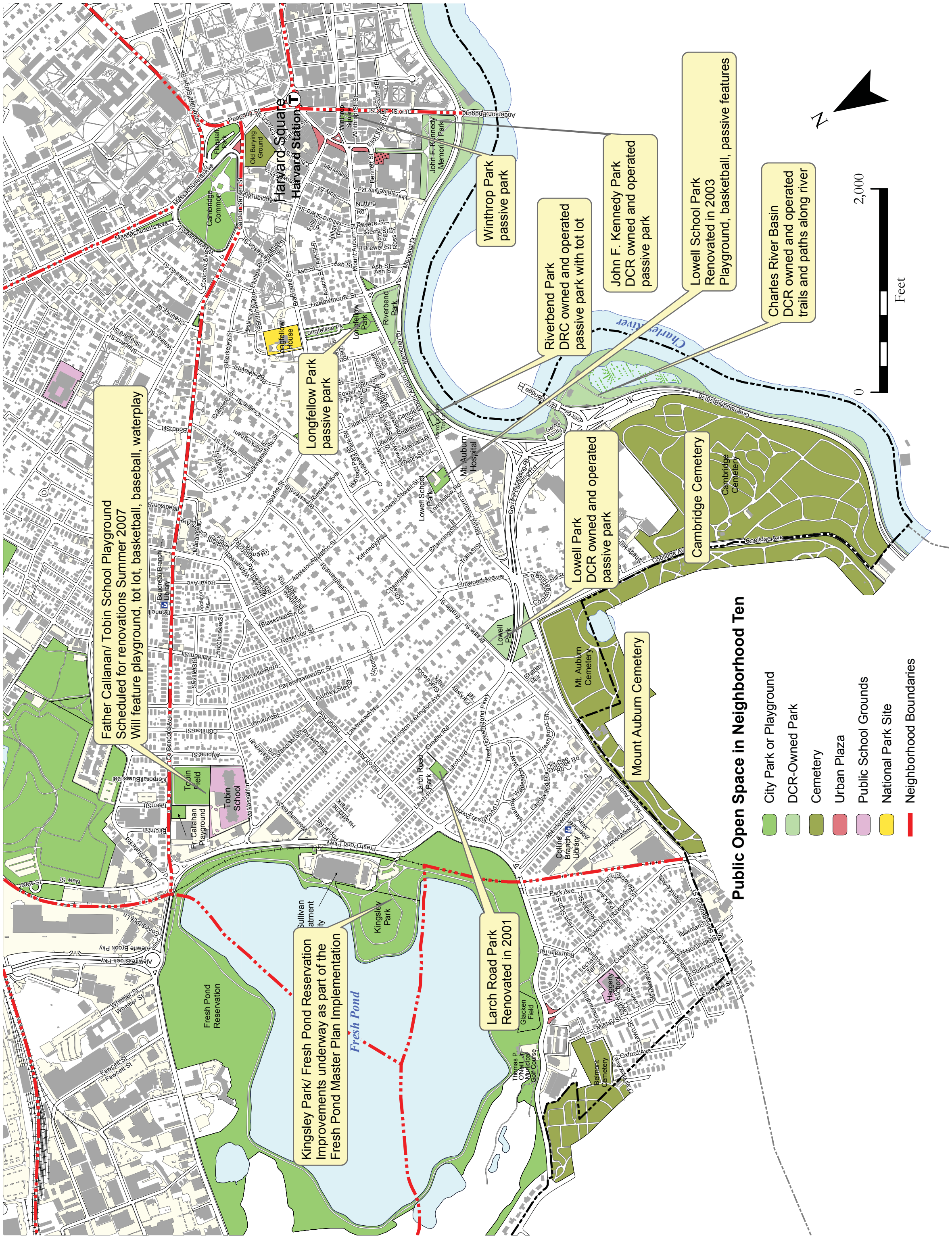
The Study Committee was also interested in exploring ways to improve the retail character along Fresh Pond Parkway in the Neighborhood. There was a general sense that the area feels disconnected from the rest of Neighborhood Ten. The Study Committee recognized however, that the area may need a comprehensive improvement strategy in addition to a revitalized retail environment. In general, it was felt that the area should be more connected to other residential areas of the Neighborhood and become a destination for residents.

Throughout the neighborhood, the Study Committee agreed on that there was a need for a community-gathering place, which could also serve food and drinks, where residents could gather, meet and socialize.

### *Economic Development Recommendations*

- New businesses in Huron Village should enhance and promote a distinctive retail character for the area
- The City should work with the community, as well as area businesses, to explore ways to encourage residents to support retail establishments in Huron Village, and also help facilitate marketing and promotional campaigns.
- The Study Committee supports the re-establishment of a United State Post Office substation in Huron Village.
- The Study Committee supports the establishment of a neighborhood serving business at the former Huron Drug site, and recommends that the city assist in attracting such an establishment. Examples include: a pharmacy, ice cream store, children's clothing store, technical/computer support service center, community gathering place.
- The Study Committee recommends that a community-gathering place, that can also serve food and or drinks, be actively pursued for the neighborhood.
- The Study Committee recommends that the BA retail district along Fresh Pond Parkway be studied and analyzed in further detail. There should be a comprehensive and holistic improvement strategy for the area. Things to consider include: a vision for the area, incentives for redevelopment of the parcels, improvement strategies, zoning and land use options, urban design guidelines, and parcel consolidation.
- The Study Committee recommends that the retail area on Fresh Pond Parkway become more neighborhood focused as well as a destination for neighborhood residents.
- The Study Committee feels that the vacant and underutilized lots and building along Fresh Pond Parkway in the neighborhood should be more well-maintained.

# *Neighborhood Ten Public Open Space*



# *Open Space*

Existing open space resources in Cambridge must meet the needs of many different types of users, from young children to adults, in both passive and active facilities. In addition, by virtue of the City's density and land use patterns, as well as rising property values, the expansion of public open space in Cambridge is becoming more challenging to achieve.

There are currently 78 public parks in the City of Cambridge, which vary in size from 0.1 acre to over 100 acres. There are over 492 acres of public open space in the Cambridge, although this is only 40% of the recommended open space for a City of this size according to the National Recreation and Parks Association (NRPA). Private open space is not included in these calculations, though in some instances it can also enhance open space and recreational opportunities.

### *Open Space and Recreation Survey*

In 2002, the City of Cambridge hired the consulting firm of Atlantic Marketing Research Company Inc., to conduct a telephone survey of Cambridge residents regarding open space. The purpose of the survey was to get information on resident's opinions and attitudes about open space in the City. Survey respondents reported moderate levels of satisfaction with park maintenance but most frequently noted better park maintenance as the best way to improve the City's park system. According to the survey the most frequently used parks in the City were Danehy Park, Dana Park, Fresh Pond Reservation, and the Charles River, the latter two being at least partially located within Neighborhood Ten. The survey also found that most residents felt that additional park resources should be allocated to acquisition of land for new parks, followed closely by improving existing park resources.

**Public Open Space in Neighborhood Ten**

| Park | Ownership | Size (acres) | Uses |
|---|---|---|---|
| Fresh Pond Reservation (Neighborhood Ten Portion) | City | 15 | Passive |
| Charles River | DCR | 14 | Passive |
| Father Callanan Playground (Tobin School) | City | 3.3 | Basketball, Baseball, Soccer, Tot lot |
| Lowell Park | DCR | 3.2 | Passive |
| Longfellow Park | City | 2.2 | Passive |
| John F Kennedy Memorial Park | DCR | 1 | Passive |
| Lowell School Park | City | 0.5 | Passive |
| Winthrop Park | City | 0.3 | Passive |
| Larch Road Park | City | 0.1 | Tot lot, Basketball |

John F. Kennedy Memorial Park, Charles River (Riverbend Park), and Lowell Park, are owned and maintained by the State through the Department of Conservation and Recreation (DCR).

Neighborhood Ten has about 4.75 acres of public open space per 1000 residents compared to the City as a whole with 5.14 acres per 1000 residents. Danehy Park and significant portions of Fresh

Pond though not officially in Neighborhood Ten, are close to many areas of the neighborhood and add to the open space resources of residents. According to the Green Ribbon Open Space report, portions of Neighborhood Ten are in need of increased access to tot lots, a neighborhood park and, a community park.

### *Committee Discussion*

There was general satisfaction among the Study Committee with the parks and other open space resources in Neighborhood Ten. It was noted that parks in Neighborhood Ten allowed neighborhood families and residents to meet and socialize. Much of the Committee's discussion centered on maintenance and improvements on DCR controlled open space in the Neighborhood. Of particular interest to the Study Committee were strategies to maximize the recreational value of existing facilities. Lowell Park, at the intersection of Brattle Street and Fresh Pond Parkway, was noted as a relatively well-sized park that had a lot of potential to be a well used resource for the neighborhood. There was interest among the Committee to explore ways for the City to undertake improvements to the park through an agreement with the DCR.

### *Open Space Recommendations*

- The Study Committee recognizes that adequate access is an important part of public open space and supports efforts to increase pedestrian and bicycle safety and access as part of open space improvements.
- The City should actively pursue strategies for increased maintenance and improvements on State owned parkland, specifically at Lowell Park and open space associated with the Charles River, which are maintained through the Department of Conservation and Recreation (DCR). Lowell Park, in particular, could

become more of a destination for the neighborhood, through improvements such as the additions of tables and benches.

- The Study Committee supports efforts to acquire and or create new public open space in Neighborhood Ten.
- The section of Lowell Park below Fresh Pond Parkway may be appropriate for a dog park.
- The City should explore taking over maintenance and improvements at Lowell Park, possibly in return for an agreement for increased maintenance by the State on the Charles River.
- The addition of tables and benches to Larch Road Park should be considered, while taking into account the original park design public process and community preferences.
- Tables and benches should be added to Kingsley Park in Fresh Pond Reservation while taking into account the recommendations of the Fresh Pond Master Plan.
- The tennis courts at Glacken Field should be improved. Although the courts are in the Strawberry Hill neighborhood, the Study Committee notes that Neighborhood Ten residents use the courts extensively.
- Neighborhood Ten children and families should have opportunities for public indoor recreational activities especially during colder months. This could be part of a new facility or through arrangements with existing public and private facilities in the neighborhood, such as expanded community use of the Tobin Elementary School or the National Guard Armory.
- The Study Committee supports creative ways to reclaim and increase publicly accessible open space in the Gerry's Landing area, which is currently fractured and taken up by a series of paved roadways.

# APPENDIX: ACTION PLAN

## *LAND USE AND ZONING RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **LU 1** | There should be more advance public notice than is presently required for new commercial, mixed used, and multiple housing developments or conversions. There should also be adequate time allotted and opportunities for public participation and discussion on proposed developments. | A Project Review Special Permit is needed for any new development over 50,000 square feet (in most zoning districts), a Multifamily Special Permit is required for new developments generally consisting of 12 or more dwelling units, the conversion of non-residential structures to residential use will often require a special permit, and most townhouse developments require a special permit.<br><br>Special permits require a public hearing within 65 days of the filing of the application. Abutters within 300ft of the site's property line are notified. The applicant is also required to erect and maintain at least one notification panel at the site for which the special permit is requested. |
| **LU 2** | There should be proactive zoning and land use studies on the commercial areas of Neighborhood Ten in order to determine the amount of potential new development as well as neighborhood impacts. | ■ **FUTURE ACTION ITEM -SHORT RANGE:** Analysis of the commercial areas of Neighborhood Ten, specifically along Fresh Pond Parkway and Mount Auburn Street, are included in the Fiscal Year 2008 (FY08) City budget goals. |
| **LU 3** | Areas of idiosyncratic zoning should be identified. Specifically, those parcels with a large amount of development potential and small structures currently on site, such as the C2 zoning in the Marsh District (bounded by Sparks, Willard, and Mount Auburn Streets) which should more closely match the small frame houses currently there. | ■ **FUTURE ACTION ITEM - SHORT RANGE:** The Community Development Department will work with owners, neighbors and relevant parties in the area to address zoning issues. |
| **LU 4** | Any new development in Neighborhood Ten should take into account future traffic patterns, urban design, and the desired long-term character of the neighborhood | Due to current zoning and land uses in Neighborhood Ten, any major new development in the neighborhood would most likely occur in existing commercial areas such as along Mount Auburn Street near the Watertown border and/or along Fresh Pond Parkway and Concord Avenue. For new developments over 50,000 square feet (in these areas) a Project Review Special Permit is required. This special permit process requires a review of transportation, urban design, environmental, infrastructure, housing, and open space criteria and impacts in a public hearing at the Planning Board. |

■ ***ACTION ITEM - Timeframe***

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

## *LAND USE AND ZONING RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **LU 5** | There is general satisfaction with the current character of the residential districts in the neighborhood. Strategies for protecting the character of residential districts in the neighborhood should be explored, including the use of zoning regulations and historical districts where appropriate | Neighborhood Ten, with the exception of Harvard Square, is zoned for relatively low-density development. Much of the land uses that currently exist in the residential areas of Neighborhood Ten are at or exceed the limits of the current base zoning, which inhibits major changes in those areas. In addition, significant portions of Neighborhood Ten fall within a historic district and 3 separate neighborhood conservation districts, which are intended to preserve the historic and architectural character of those areas. |
| **LU 6** | Consideration should be given to the cumulative effect of new development on infrastructure such as roads and water. Performance should also be monitored regarding maintenance and enforcement on roads, public transit, and other public services. | In 2001, based on several years of work by the Citywide Growth Management Advisory Committee, city residents, and staff, a comprehensive re-zoning of the entire City was approved in order to address impacts of future development and concerns about future density and traffic growth.<br><br>Also as part of the Project Review Special Permit application required for all projects over 50,000 square feet, narratives regarding traffic, urban design, sewer service infrastructure, water services infrastructure, and noise mitigation must be submitted. These narratives include impacts of the proposed development are reviewed by the applicable City departments or agencies and the Planning Board. |
| **LU 7** | The Study Committee supports requiring a statement/report regarding the Hospital's expansion needs and impacts of any expansion on the neighborhood (similar to an Environmental Impact Statement). | Mount Auburn Hospital received a special permit for an expansion in Fall 2005. The expansion plans include a new 5-story acute care facility and a 144 parking space garage on the existing hospital campus. The Hospital also agreed to a set of conditions to mitigate neighborhood impacts after a series of meetings with the Mount Auburn Neighborhood Association. Some of the conditions include: time limits for truck deliveries, evaluating new access to Gerry's Landing Road, a lighting plan, landscaping plan, and a construction management plan including a contact liason. |
| **LU 8** | The Study Committee supports a public process to address long-term development issues at the Mount Auburn Hospital site, including the next phases of development, traffic and parking, and buildout at the site over the next 20-30 years. | Mount Auburn Hospital received a special permit for an expansion in Fall 2005. The expansion plans include a new 5-story acute care facility and a 144 parking space garage on the existing hospital campus. The Hospital also agreed to a set of conditions to mitigate neighborhood impacts after a series of meetings with the Mount Auburn Neighborhood Association. |

■ ***ACTION ITEM - Timeframe***

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

## *LAND USE AND ZONING RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **LU 9** | Explore the potential of creating a neighborhood village in the commercial area along Fresh Pond Parkway. The area should not however, compete in a negative way with or detract from Huron Village. | ■ **FUTURE ACTION ITEM – SHORT RANGE:** An analysis of the commercial areas of Neighborhood Ten, specifically along Fresh Pond Parkway and Mount Auburn Street, is included in the Fiscal Year 2008 (FY08) City budget goals.<br><br>Generally, market conditions and other factors determine what type of retail will locate in a given area. The Economic Development Division of CDD will work with property owners to help find a match for retail space tenants based on community desires. Recent improvements to this area of Fresh Pond Parkway include new pedestrian plazas, sidewalks, landscaping, and push button pedestrian signals across Fresh Pond Parkway. Other improvements will likely occur through the redevelopment of the privately owned land on the Parkway. |
| **LU 10** | Any new development along Fresh Pond Parkway should enhance the area as a destination and create improved urban design. | ■ **FUTURE ACTION ITEM - SHORT RANGE:** Analysis of the commercial areas of Neighborhood Ten, specifically along Fresh Pond Parkway and Mount Auburn Street, is included in the Fiscal Year 2008 (FY08) City budget goals. |
| **LU 11** | Increase pedestrian amenities along Fresh Pond Parkway, in order to better connect to other areas of the neighborhood. | In 2002, the Environmental and Transportation Planning Division of CDD coordinated with the State to implement a number of improvements along Fresh Pond Parkway in Neighborhood Ten. These improvements included new pedestrian plazas, sidewalks, landscaping, and push button pedestrian signals across Fresh Pond Parkway. Additional opportunities for increased pedestrian connections to other areas of the neighborhood will likely occur through the redevelopment of the privately owned land on the Parkway. |
| **LU 12** | Balance pedestrian and automotive needs along the Fresh Pond Parkway. | In addition to the pedestrian enhancements completed as part of the 2002 Fresh Pond Parkway Improvements, the project included new center islands, signs, curbs, pavement markings to better organize the rotary, as well as new lighting, and bicycle facilities. |
| **LU 13** | There should be adequate public review for any new development at the Star Market site on Mount Auburn Street. This may entail more than the 90 days required under a special permit. | ■ **FUTURE ACTION ITEM – SHORT RANGE:** Analysis of the commercial areas of Neighborhood Ten, specifically along Fresh Pond Parkway and Mount Auburn Street in the vicinity of Star Market, is included in the Fiscal Year 2008 (FY08) City budget goals. |
| **LU 14** | Any new development at the Star Market site should protect the quality of the neighborhood. | ■ **FUTURE ACTION ITEM – SHORT RANGE:** Analysis of the commercial areas of Neighborhood Ten, specifically along Fresh Pond Parkway and Mount Auburn Street in the vicinity of Star Market, is included in the Fiscal Year 2008 (FY08) City budget goals. |

## *LAND USE AND ZONING RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **LU 15** | Develop strategies to ensure appropriate urban design in the BA zoning district along Concord Avenue. | ■ **FUTURE ACTION ITEM - MED TERM**: The Community Development Department will work with property owners and the surrounding neighborhood to address urban design issues. |
| **LU 16** | Protect the character of Huron Village as a neighborhood destination. | Generally, market conditions and other factors determine what type of retail will locate in a given area. Most of Huron Village is a zoned Business A1, which is a relatively low-density commercial district and consistent with encouraging smaller neighborhood focused businesses. |
| **LU 17** | Explore pedestrian based commercial opportunities along Concord Avenue | Generally, market conditions and other factors determine what type of retail will locate in a given area. The Economic Development Division of CDD will work with property owners to help find a match for retail space tenants based on community desires and preferences. |
| **LU 18** | There should be coordination with the State regarding access to and from Memorial Drive and Gerry's Landing to minimize impacts on the neighborhood. | **DCR ITEM:** The roadways and open space in the Gerry's Landing area along the Charles River is under the authority of the State Department of Conservation and Recreation (DCR). As part of an agreement with neighbors, Mount Auburn Hospital will evaluate new access to Gerry's Landing Road including coordination with the DCR. The City of Cambridge is in the preliminary stages of establishing and maintaining effective communication with DCR in regard to a number of issues and in particular, the maintenance and improvements of public open space and roadways under their jurisdiction. |

■ ***ACTION ITEM - Timeframe***

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

## *TRANSPORTATION RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **T 1** | Increase enforcement of bike lane traffic regulations for both bicyclists and motorists. | In general, bicyclists have the same rights and responsibilities as motorists when traveling on the public ways in Massachusetts. There are a few differences, such as those surrounding bicycling on sidewalks; using lights at night; and wearing helmets.<br><br>To complain about a dangerous or careless driver residents can send a letter describing the incident with the license plate number to the Registry of Motor Vehicles "Office of Driver Control, PO Box 199150, Boston, MA 02119-9150 or a form can be filled out online at www.mass.gov/rmv/forms/21171.pdf<br><br>Other bicycle and bike lane issues can be reported to the City's Traffic, Parking, and Transportation Department Enforcement Division (617) 349- 4731 or the Cambridge Police Department Enforcement Unit (617) 349-3307. |
| **T 2** | Increase enforcement of the no double-parking rules in order to reduce delays to MBTA bus routes. | The City's Traffic Parking and Transportation Department has increased enforcement in Neighborhood Ten. |
| **T 3** | Increase enforcement in order to lower instances of automobile speeding and red light running. | The Police Department will target specific areas for enforcement based on an area's need, for a certain amount of time. Traffic calming projects are used to supplement enforcement and safety and are planned for various locations throughout Neighborhood Ten. The Community Development Department generally considers implementing these streetscape changes at the request of community members, with construction often taking place in the course of other projects, such as street repaving and sewer reconstruction. Speeding and other traffic laws on City streets are enforced by the Cambridge Police Department Traffic Unit, which can be contacted at (617) 349-3307. |
| **T 4** | Continue improving the City's enforcement of snow removal regulations to keep sidewalks and curb ramps clear for pedestrians and wheelchair users via residents calling the snow hotline with problem locations. The City should try to identify property that is unoccupied such as the former Asian food restaurant on Vassal lane for targeted enforcement. | Residents can report an un-shoveled sidewalk, by calling the snow hotline at (617) 349-4903. |

## *TRANSPORTATION RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **T 5** | Facilitate bike travel into Harvard Square from Brattle Street by adding appropriate signage at the turn onto Hawthorne Street. | Bicycle signs into Harvard Square have been installed. |
| **T 6** | The Study Committee supports traffic-calming projects in Neighborhood Ten. Traffic calming projects should take into consideration residents adjacent to the proposed location, pedestrian and vehicle needs of the specific location, parking availability, snow plow operations, and traffic flow issues. Traffic calming should not negatively impact the business climate of the neighborhood. | Traffic calming projects are planned for several areas of Neighborhood Ten. Each traffic calming project involves public process and input, which takes into account the concerns mentioned. For more information on traffic calming in the City residents can go to the web at www.cambridgema.gov/cdd/et/tc or call (617) 349- 4655. |
| **T 7** | Traffic calming and safety improvements in Huron Village should encourage vehicles to go slow, yield to pedestrians, and also help provide an identity to the retail area. | Traffic calming in the Huron Village area will be considered when Huron Avenue is scheduled for re-paving in that location. |

■ ***ACTION ITEM - Timeframe***

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

## *TRANSPORTATION RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **T 8** | Some locations where the Study Committee feels traffic calming features should be considered include: | |
| | • Mount Auburn Street | ■ **FUTURE ACTION ITEM – SHORT RANGE:** Traffic calming features at several locations on Mount Auburn Street are scheduled for construction in summer 2007. |
| | • Intersection of Reservoir Street, Vassal Lane, and Walden Street | • A temporary traffic calming feature through a joint project with the Arts Council was installed in September 2006 at the intersection of Vassal Lane, Reservoir Street, and Walden Street. |
| | • Huron Avenue, Chilton Street, Gurney Street and Standish Street (Huron Village) | • Traffic calming in the Huron Village area will be considered when Huron Avenue is scheduled for re-paving in that location. |
| | • Intersection of Lexington Avenue and Brattle Street, which also takes into account pedestrian access to Lowell Park.<br>• Along Reservoir Street<br>• Along Fayerweather Street | • The Environmental and Transportation Planning Division of CDD generally considers implementing traffic calming at the request of community members, with construction often taking place in the course of other projects, such as street repaving and sewer reconstruction. |
| **T 9** | The elevator in the Harvard Square MBTA Station should be kept properly working at all times. | ■ **FUTURE ACTION ITEM – SHORT RANGE:** As part of an agreement between the MBTA and the Disability Community a second, backup, elevator will be installed at Harvard Station. The final design is anticipated to be completed by summer of 2007 and construction should be complete in 2008. |
| **T 10** | The Study Committee supports efforts to address negative neighborhood impacts from traffic with no origin or destination in Cambridge. | Staff from the Environmental and Transportation Division of CDD are involved in a number of regional planning and transportation projects, as well those taking place in adjacent communities. The Division participates in a number of regional organizations that deal with environmental and transportation issues.<br>• Boston Metropolitan Planning Organiaztion (MPO)<br>• Metropolitan Area Planning Council (MAPC)<br>• MBTA Advisory Board |
| **T 11** | The City should explore options for providing public parking for Collins Branch Library patrons that do not have a negative impact on residents of Aberdeen Avenue. | The Collins Branch Library has been exploring informal options for library parking with the Aberdeen Place Housing Development. |

## *TRANSPORTATION RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **DCR ITEM T 12** | Urge DCR to install a "No Trucks No Buses" sign eastbound on Fresh Pond Parkway well in advance of Huron Avenue in order to give drivers advance notice of the restriction, which starts beyond the Huron Avenue Intersection. | ■ **DCR ITEM – MEDIUM/LONG RANGE:** Fresh Pond Parkway Is under the authority of the DCR. The City of Cambridge will work to improve cooperation and response times to issues, including the replacement, repair, and or installation of missing or necessary roadway signs. |
| **DCR ITEM T 13** | Install a "No Turns for Trucks and Buses" sign on Brattle Street at Fresh Pond Parkway. | ■ **DCR ITEM – MEDIUM/LONG RANGE:** This work will need to be coordinated the DCR. The City of Cambridge will work to improve cooperation and response times to issues, including the replacement, repair, and or installation of missing or necessary roadway signs. |
| **DCR ITEM T 14** | Review the current location of the "Do Not Block Intersection" sign on Brattle Street at Lexington Avenue and explore additional options to address queues blocking the intersection, such as working with DCR to adjust timing of the signals, possibly formalizing the westbound two lane approach, and more clearly marking the intersection. | ■ **DCR ITEM – MEDIUM/LONG RANGE:** When Brattle Street is repaved, new pavement markings to formalize the two westbound lanes will be considered. Other work will need to be coordinated the DCR. .<br>DCR will be urged by appropriate City Staff to reduce the signal's cycle time in order to reduce the length of the queue. |
| **DCR ITEM T 15** | Request that DCR replace missing directional signs at the intersection of Mount Auburn Street, Fresh Pond Parkway, and Memorial Drive. | ■ **DCR ITEM – MEDIUM/LONG RANGE:** These roads are under the authority of the DCR. The City of Cambridge will work to improve coppoeration and response times to issues, including the replacement, repair, and or installation of missing or necessary roadway sings. |
| **DCR ITEM T 16** | Explore options to address queues blocking the intersection of Larch Road and Brattle Street and Fresh Pond Lane and Brattle Street, such as working with DCR to adjust timing of the signals, and more clearly marking the intersections. | ■ **DCR ITEM – MEDIUM/LONG RANGE:** This intersection is under the authority of the DCR.<br>DCR will be urged by appropriate City staff to reduce the signal's cycle time in order to reduce the length of the queue. |

■ ***ACTION ITEM - Timeframe***

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

## *TRANSPORTATION RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **DCR ITEM T 17** | Increase walk time for pedestrians at the intersection of Huron Ave. and Fresh Pond Parkway. | ■ **DCR ITEM – MEDIUM/LONG RANGE:** This intersection is under the authority of the DCR. The City of Cambridge will work to improve cooperation and response times to issues, including signal timing. |
| **DCR ITEM T 18** | Consider new alternatives to allow eastbound and westbound drivers to safely turn left on to Fresh Pond Parkway from Huron Avenue. | ■ **DCR ITEM – MEDIUM/LONG RANGE:** The traffic signal at this intersection is operated by the DCR. The City of Cambridge will work to improve cooperation and response times to issues, such as intersection efficiency and safety. |
| **DCR ITEM T 19** | Notify DCR of the need to communicate with neighborhood residents in order to address enforcement, maintenance, and improvement concerns as well as respond about what is being done. | ■ **DCR ITEM – MEDIUM/LONG RANGE:** The City of Cambridge will continue to work with DCR to address enforcement, maintenance and improvement issues. |
| **DCR ITEM T 20** | Improve the unsafe pedestrian crosswalk on Memorial Drive at Hawthorne, as well as the disability ramps. Currently, the disability ramps don't line up in a safe or efficient way. | ■ **DCR ITEM – MEDIUM/LONG RANGE:** This intersection is under the authority of DCR. The City of Cambridge will work to improve-cooperation and response times to issues, such as intersection efficiency and safety. |
| **DCR ITEM T 21** | The Study Committee supports efforts to improve traffic flow and pedestrian safety, while also increasing public open space, in the Gerry's Landing area. | ■ **DCR ITEM – MEDIUM/LONG RANGE:** As part of an agreement with neighbors, Mount Auburn Hospital will evaluate new access to Gerry's Landing Road including coordination with the DCR. The roadways and open space in the Gerry's Landing area along the Charles River is under the authority of the State Department of Conservation and Recreation (DCR). |

**DCR NOTE:** *Some recommendations regarding Transportation, Open Space and Land Use deal with roads, intersections and land and public open space that is under the authority of the Massachusetts Department of Conservation and Recreation (DCR). Any work to these facilities will require direct coordination and cooperation with DCR.*

*The City of Cambridge is in the preliminary stages of establishing and maintaining effective communiation with DCR in regard to a number of issues and in particular, the maintenace and improvements of public open space and roadways under their jurisdiction.*

## *HOUSING RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **H 1** | Explore ways of providing affordable housing in Neighborhood Ten without significantly changing the current residential zoning or significantly altering the density or character of the neighborhood. | The Housing Division of CDD actively pursues opportunities to develop affordable housing throughout the city including in Neighborhood Ten. Generally, any affordable housing project must meet the requirements of the zoning district of which it will be located.<br><br>Most of the residential areas of Neighborhood Ten are zoned Residence B and Residence A-1which are the among the lowest density zoning districts in the City and are consistent with much of the current built form and character of Neighborhood Ten. Any significant new residential developments in Neighborhood Ten would most likely occur in existing commercial areas such as along Mount Auburn Street near the Watertown border and/or along Fresh Pond Parkway and Concord Avenue.<br><br>Under Article 19 of the zoning ordinance any new development over 50,000 square feet (in the higher density areas of Neighborhood Ten) must obtain a Project Review Special Permit. This process includes a design review and public hearing to address impacts the new development may have on the existing neighborhood. |
| **H 2** | If the Star Market site on Mount Auburn Street is redeveloped in the future, it should be a mixed-use development with a housing and commercial mix. | ■ **FUTURE ACTION ITEM – SHORT RANGE:** Analysis of the commercial areas of Neighborhood Ten, specifically along Fresh Pond Parkway and Mount Auburn Street in the vicinity of Star Market, is included in the Fiscal Year 2008 (FY08) City budget goals. |
| **H 3** | Examine the effect of new residential developments (both university and general residential) on the amount and cost of housing in Neighborhood Ten. | Neighborhood Ten on average has the highest housing costs in the City, according to the 2000 Census. Any significant new residential developments in Neighborhood Ten would most likely occur in existing commercial areas such as along Mount Auburn Street near the Watertown border and/or along Fresh Pond Parkway and Concord Avenue. Through the inclusionary zoning provision of the City Zoning Ordinance, new residential developments with 10 or more units are required to dedicate 15% of those units as affordable.<br><br>Most of the remaining areas of Neighborhood Ten are zoned Residence B and Residence A-1, which are among the lowest density zoning districts in the City. Many of the properties in these areas of Neighborhood Ten already meet, exceed, or are very close to the amount of development allowed on the land. |
| **H 4** | The City should address the issue of some two-family residences in the neighborhood being taxed as two separate condominium units, and also review how residential tax exemptions are assessed. | Residents should contact the City Assessing Department with concerns about property valuation, assessment, and abatement. For Residential Property Information at the Assessing Department call 617-349-4110 |

## *ECONOMIC DEVELOPMENT RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **ED 1** | New businesses in Huron Village should enhance and promote a distinctive retail character for the area. | Generally, market conditions and other factors determine what type of retail will locate at a given location. Most of Huron Village is a zoned Business A1, which is a relatively low-density commercial district. The Economic Development Division of the Community Development Department, offers a "site-finder database" to help match small businesses with appropriate commercial spaces in the city. Neighbors and businesses can learn more about Economic Development services by contacting the Economic Development Division office at 617-349-4637. |
| **ED 2** | The Study Committee recommends that the City work with the Neighborhood Ten community, as well as area businesses to explore ways to encourage residents to support retail establishments in Huron Village, and also help facilitate marketing and promotional campaigns. | The Economic Development Division offers a workshop to assist retailers with marketing and building a customer base. Other programs offered by the Division include a façade improvement program, a program to assist retailers with interior renovations and merchandising, and a "site-finder database" to help match small businesses with appropriate commercial spaces in the city. Neighbors and businesses can learn more about these services by contacting the Economic Development staff at 617-349-4637. |
| **ED 3** | The Study Committee supports the re-establishment of a United States Post Office substation in Huron Village. | The Economic Development Division has had a number of discussions with the United States Postal Service and will continue to work to help facilitate locating another post office substation in a retail establishment in Huron Village. |
| **ED 4** | The Study Committee supports the establishment of a neighborhood serving business at the former Huron Drug site, and recommends that the City assist in attracting such an establishment, examples include: a pharmacy, ice cream store, children's clothing store, technical/computer support service center, community gathering place. | The Economic Development Division of the City had several discussions with independent drug stores in an effort to replace Huron Drug. None of these establishments expressed interest in locating at the site. The owner of the space then leased the site to Marimekko, a clothing boutique store. |
| **ED 5** | The Study Committee recommends that a community-gathering place, that can also serve food and or drinks, be actively pursued for the neighborhood. The focus of this type of establishment should be a place for neighborhood residents to gather, meet and socialize. | The Economic Development Division will work with property owners to help find a match for retail space tenants based on community desires. However, market conditions and other similar factors determine what type of retail will locate at a given location. The Economic Development Division, also offers a "site-finder database" to help match small businesses with appropriate commercial spaces in the city. Neighbors and businesses can learn more about this and other Economic Development services by contacting the Economic Development Division staff at 617-349-4637. |

■ ***ACTION ITEM - Timeframe***

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

## *ECONOMIC DEVELOPMENT RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **ED 6** | The Study Committee recommends that the BA retail district along Fresh Pond Parkway be studied and analyzed in further detail. There should be a comprehensive and holistic improvement strategy for the area. Things to consider include: a vision for the area, incentives for redevelopment of the parcels, improvement strategies, zoning and land use options, urban design guidelines, and parcel consolidation. | ■ **FUTURE ACTION ITEM – SHORT RANGE:** Analysis of the commercial areas of Neighborhood Ten, specifically along Fresh Pond Parkway and Mount Auburn Street, is included in the Fiscal Year 2008 (FY08) City budget goals. |
| **ED 7** | The Study Committee recommends that the retail area on Fresh Pond Parkway become more neighborhood focused as well as a destination for neighborhood residents. | ■ **FUTURE ACTION ITEM – SHORT RANGE:** Analysis of the commercial areas of Neighborhood Ten, specifically along Fresh Pond Parkway and Mount Auburn Street in the vicinity of Star Market, is included in the Fiscal Year 2008 (FY08) City budget goals. |
| **ED 8** | The Study Committee feels that the vacant and underutilized lots and buildings along Fresh Pond Parkway in the neighborhood should be maintained. | ■ **FUTURE ACTION ITEM – SHORT RANGE:** Analysis of the commercial areas of Neighborhood Ten, specifically along Fresh Pond Parkway and Mount Auburn Street in the vicinity of Star Market, is included in the Fiscal Year 2008 (FY08) City budget goals. |

■ ***ACTION ITEM - Timeframe***

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

## *OPEN SPACE RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **OS 1** | The Study Committee recognizes that adequate access is an important part of public open space and supports efforts to increase pedestrian and bicycle safety and access as part of open space improvements. | Traffic parking, street and sidewalk repairs, pedestrian access and safety, and bicycle safety are considered as part of all park renovations and open space improvements. |
| **OS 2** | The Study Committee supports efforts to acquire and or create new public open space in Neighborhood Ten. | The Report of the Green Ribbon Open Space Committee (2000) makes recommendations regarding open space acquisition and priorities throughout the City based on an analysis of existing facilities, population density of various age groups, income, recreational needs, types of open space use, as well as a comprehensive graphic analysis of neighborhoods and open space using GIS mapping.<br><br>In November of 2001, the Community Preservation Act (CPA) was approved, which allocates funding to affordable housing, historic preservation, and open space, including open space acquisition.<br><br>The Zoning Ordinance is a tool also used by the City to both encourage and require private development and enhancement of open space. |
| **OS 3** | The addition of tables and benches to Larch Road Park should be considered, while taking into account the original park design public process and community preferences. | ■ **FUTURE ACTION ITEM - MEDIUM RANGE:** DPW will work with the Community Development Department to identify community preferences as well as an appropriate location in Larch Road Park for an additional bench. |
| **OS 4** | Tables and benches should be added to Kingsley Park in Fresh Pond Reservation while taking into account the recommendations of the Fresh Pond Master Plan. | ■ **FUTURE ACTION ITEM - MEDIUM RANGE:** Improvements to Kingsley Park will be considered as part of the implementation of the Fresh Pond Master Plan. |
| **OS 5** | The tennis courts at Glacken Field should be improved. Although the courts are in the Strawberry Hill neighborhood, the Study Committee notes that Neighborhood Ten residents use the courts extensively. | The tennis courts at Glacken Field were renovated summer 2006. |

## *OPEN SPACE RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **OS 6** | Neighborhood Ten children and families should have opportunities for public indoor recreational activities especially during colder months. This could be part of a new facility or through arrangements with existing public and private facilities in the neighborhood, such as expanded community use of the Tobin Elementary School or the National Guard Armory. | ■ **FUTURE ACTION ITEM – SHORT RANGE:** A new West Cambridge Youth Center on Huron Avenue near Glacken Field will be constructed. Construction is anticipated to begin in Spring 2007 and last for approximately 18 months. More information can be found online at: www.cambridgema.gov/dhsp2/westyouth.cfm. For more information about the construction project, contact Project Manager Michael J. Black at (617) 349-4251. |
| **DCR ITEM**<br>**OS 7** | The City should actively pursue strategies for increased maintenance and improvements on State owned parkland, specifically at Lowell Park and open space associated with the Charles River, which are maintained through the Department of Conservation and Recreation (DCR). Lowell Park, in particular, could become more of a destination for the neighborhood, through improvements such as the additions of tables and benches. | ■ **DCR ITEM –MEDIUM/LONG RANGE:** Lowell Park and the Charles River Reservation are under the authority of the State's Department of Conservation and Recreation (DCR). |
| **DCR ITEM**<br>**OS 8** | The section of Lowell Park below Fresh Pond Parkway may be appropriate for a dog park. | ■ **DCR ITEM –MEDIUM/LONG RANGE**: Lowell Park and the Charles River Reservation are under the authority of the State's Department of Conservation and Recreation (DCR). |
| **DCR ITEM**<br>**OS 9** | The City should explore taking over maintenance and improvements at Lowell Park, possibly in return for an agreement for increased maintenance by the State on the Charles River. | ■ **DCR ITEM –MEDIUM/LONG RANGE:** Lowell Park and the Charles River Reservation are under the authority of the State's Department of Conservation and Recreation (DCR). |

■ ***ACTION ITEM - Timeframe***

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

## *OPEN SPACE RECOMMENDATIONS*

| *Rec. Type & Number* | *Study Recommendation* | *Status and Progress to Date* |
|---|---|---|
| **DCR ITEM**<br>**OS 10** | The Study Committee supports creative ways to reclaim and increase publicly accessible open space in the Gerry's Landing area, which is currently fractured and taken up by a series of paved roadways. | ■ **DCR ITEM –MEDIUM/LONG RANGE:** The roadways and open space in the Gerry's Landing area along the Charles River is under the authority of the State Department of Conservation and Recreation (DCR). |

**DCR NOTE:** *Some recommendations regarding Transportation, Open Space and Land Use deal with roads, intersections and land and public open space that is under the authority of the Massachusetts Department of Conservation and Recreation (DCR). Any work to these facilities will require direct coordination and cooperation with DCR.*

*The City of Cambridge is in the preliminary stages of establishing and maintaining effective communiation with DCR in regard to a number of issues and in particular, the maintenace and improvements of public open space and roadways under their jurisdiction.*

*CITY OF CAMBRIDGE*

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