NORTH CAMBRIDGE
NEIGHBORHOOD STUDY

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INTRODUCTION

Introduction

During the past decade, the City of Cambridge, along with the surrounding region, has witnessed a wave of commercial growth and economic development. This growth has expanded the City's revenues and has created new jobs and opportunities for its residents. Cambridge today is one of the few cities in the Commonwealth that is not experiencing a cutback in services. This is due in part to increases in its tax base resulting from commercial growth.

While many residents welcome this return to prosperity, it has also heightened awareness of issues which are of concern to neighborhood residents including: gentrification, increased traffic and parking problems, the rising cost of housing, sufficient open space resources, and the threat to neighborhood character and quality of life.

In order to assess the impacts of this new development, obtain an updated profile of neighborhood residents, and establish an action plan to address these issues, the Community Development Department has initiated a new program within its Neighborhood Planning Component. Beginning in East and North Cambridge, the Department is working with neighborhood residents to create a plan for the future of their neighborhoods.

Purpose of the Study

The purposes of the North Cambridge Neighborhood Study are to:

(1) Examine the current demographic composition of North Cambridge and document the changes which have occurred since 1970.

(2) Assess the physical changes which have occurred in the zoning, land uses, commercial establishments, housing stock, and open space resources.

(3) Identify residents' opinions regarding their neighborhood and those changes.

(4) Help neighborhood residents to articulate any concerns they have regarding changes in North Cambridge.

(5) Formulate an action plan which will serve as a general guide and a joint city and neighborhood work plan for future growth and improvements.

To accomplish these objectives, staff from the Community Development Department worked closely with a newly formed North Cambridge Neighborhood Study Committee, composed of sixteen neighborhood residents. The Committee met from June 1988 to February 1989 to discuss the major issues facing their neighborhood: population changes, land use and zoning, the development process, Massachusetts Avenue, Alewife, traffic and parking, housing, and parks and open space. During these meetings, the Committee reviewed new information, discussed the results of a recent demographic and community opinion survey, invited guests to share their particular expertise, and strove for consensus around neighborhood concerns and recommendations for each topic.

Methodology

The Community Development Department and the North Cambridge Neighborhood Study Committee used a variety of research methods in compiling information for this report. This information has been the basis for the recommendations which conclude each topic area. The most significant information sources include:

(1) 1970 and 1980 U.S. Census data.

(2) A comprehensive land use inventory and an in-depth analysis of commercial and industrial sites.

(3) A study of the existing zoning in North Cambridge, including allowable potential development in each zoning district.

(4) A study of housing characteristics and sales trends from 1960 to 1986.

(5) A demographic and community opinion random telephone survey of 416 North Cambridge residents conducted by Bell Associates in 1988. The survey results, presented throughout the report, are estimated to be accurate within plus or minus five percent.

Community Participation Process and Outreach Methods

The Community Development Department and the North Cambridge Neighborhood Study Committee have worked together to create an open and inclusionary process for formulating the neighborhood study. The following steps were taken to ensure community input and review:

(1) On May 23, 1988, the North Cambridge Stabilization Committee held a widely publicized meeting to discuss the undertaking of the North Cambridge Neighborhood Study. Interested residents volunteered to be part of the Study Committee. During the following two weeks, other residents were asked to participate on the Study Committee to achieve an even broader representation.

(2) The Neighborhood Study Committee met weekly from June through October 1988 to discuss selected topics. Representatives from city agencies (Public Works Department, Conservation Commission, Traffic Department, Community Development Department), and Homeowners' Rehab Inc., a non-profit housing agency, served as resources for the Committee. In addition, members from the Stabilization Committee, the Business Association of North Cambridge, and other interested residents participated occasionally in the Study Committee meetings.

(3) The Community Development Department and Study Committee members provided periodic updates to the Stabilization Committee during the study.

(4) In November and December 1988, the Study Committee and Community Development Staff met with the North Cambridge Stabilization Committee to present their research findings and discuss their concerns and preliminary recommendations. The Study Committee then revised the Study draft following these meetings.

(5) In January 1989, a summary of the research findings, Study Committee concerns and preliminary recommendations along with a notice of public meeting to discuss the draft appeared in the North Cambridge News. The North Cambridge News is distributed to every household in North Cambridge.

(6) On January 11, 1989, a neighborhood-wide meeting was held to provide an opportunity for all residents to comment on, and suggest changes to, the Committee's draft report. Additional revisions were made to the draft as a result of this meeting.

Study Area

North Cambridge is located in the northwestern corner of the City. (See map on page 15.) Referred to by the City as Neighborhood 11, its official boundaries are Somerville to the north, Arlington and Belmont to the west, the B&M railroad line to the south and Porter Square to the east. (See map on page 17.)

Although North Cambridge extends officially to Belmont, most residents refer to the large non-residential area west of the Alewife Brook Parkway as simply Alewife. Alewife actually extends south of the railroad tracks into Neighborhood 12; however, for the purposes of this study, the Committee examined the Alewife area in its entirety.

Highlights of the Study Committee Concerns

(1) Committee members think that the existing Industry C zoning district and the three Industry A-1 zoning districts are incompatible with the surrounding residential areas. Individually, the amount of development potential permitted in each of these zones is too great. When taken together, the combined development potential in the Industry C (Whittemore Avenue), the Industry

A-1 (Linear Park), and the Business C-1 (Trolley Square) districts would result in substantial over-development of the neighborhood.

(2) The lack of a safe pedestrian crossing at the B&M railroad tracks is extremely dangerous. The Committee feels strongly that this situation, having already caused a number of fatalities, should be attended to immediately. Many residents, including young children and elderly people, cross the tracks to reach the Fresh Pond Shopping Center. Many more children will use this as a shortcut when the Thomas Danehy Park is completed.

(3) The Committee raised many concerns regarding the land use decision making process in Cambridge. They are confused about the different roles, responsibilities, powers and limitations of the various city boards and the departments that staff them.

(4) One of the strongest and most persistent concerns of the Study Committee centered around the zoning in Trolley Square. Members feel that the entire Business C-1 zoning district is inappropriate.

(5) In particular, Committee members question whether the special permit criteria in Trolley Square are consistent with the objectives of neighborhood residents. In most cases, members believe that the public amenities achieved through the special permit process are not worth the increased density allowed by the permit.

(6) The Committee would like to see regulations adopted along Massachusetts Avenue which would require a more stringent design review process.

(7) The interface between commercial and residential uses is a problem for many residents in certain areas on and surrounding Massachusetts Avenue. Trucks serving businesses use residential streets throughout the day and night. In addition to the noise, other activities, such as early morning trash pickup, also create considerable problems for residents living close to these businesses.

(8) The vision for Alewife as described in the 1979 Alewife Revitalization Plan has not materialized. On the contrary, the Committee is concerned with the way in which development has been occurring in this area. Alewife has been compared to a suburban shopping center with too much asphalt, concrete and buildings which do not relate well to each other. Rather than being an environment which is friendly and inviting to people, the area has remained stark, mundane and isolated from the surrounding neighborhoods.

(9) The existing zoning in the Alewife area allows approximately thirteen million additional square feet of development. The Committee believes that if built, this amount of development would have a devastating impact on the area's natural resources. The wetlands serve an important ecological, as well as aesthetic, function and must be protected. Because the entire area is situated in a flood plain, the amount of development and the location and form of the buildings are of particular importance.

(10) The amount of traffic in North Cambridge has increased steadily over the past few years. Increased traffic congestion has resulted in more accidents, greater amounts of noise, trip delays and an overall deterioration in the quality of life. The Committee is concerned that new development will further exacerbate this situation.

(11) The Committee is adamantly opposed to the Massachusetts Department of Public Works proposed Route 2 roadway improvements as presented in the Fall 1988 for the following reasons:

- The proposed roadway will not solve the traffic problem in the Alewife area, but rather, will merely push the traffic further into Cambridge;
- It will exacerbate traffic congestion at the Fresh Pond Reservation rotary, endangering the water supply;
- It is not worth $40 million of public funds;
- It breaks with a long-standing public policy that through traffic into Boston should not be encouraged;

- It ruins the Metropolitan District Commission and the City of Cambridge's Alewife Brook Parkway greenbelt concept;
- It exacerbates an already seriously dangerous situation for pedestrians; and
- It creates a barrier which will further separate North Cambridge from the Alewife area.

(12) Committee members think that one of the most positive features of their neighborhood is the diversity of its population, and maintaining the mix of residents is an important priority for the Committee. However, the rising cost of housing is making it extremely difficult for long-time residents and their families to remain in the neighborhood. In addition, the high cost of housing prohibits many low and moderate income people from moving into the neighborhood. The Committee is concerned that if present trends continue, North Cambridge will be only affordable to a narrow segment of the population.

(13) Due to expiring Section 8 rental subsidies and use restrictions, the future of many affordable units in the Fresh Pond Apartments (Rindge Towers) is uncertain. Under current federal regulations 338 subsidized units are in danger of losing their Section 8 status in 1991. In addition, the mortgage of one building is eligible for prepayment in 1993. This means that the owner might be able to sell another 274 units at market rates. The loss of these units could displace hundreds of North Cambridge residents and drastically add to the affordable housing crisis.

(14) Increasingly, new housing units are being built without regard to the existing scale and character of the neighborhood or parking and traffic problems. At the same time the neighborhood is often asked to support greater density in order to receive a limited number of affordable units in a particular project. This dilemma is of concern to the Committee, and they would like to ensure that it is appropriately addressed when areas within North Cambridge are rezoned.

(15) Park planning, design and maintenance are carried out by different city agencies. This division of labor results in a lack of coordination on park issues. Committee members would like to see a cohesive and systematic approach towards all facets of park management and maintenance.

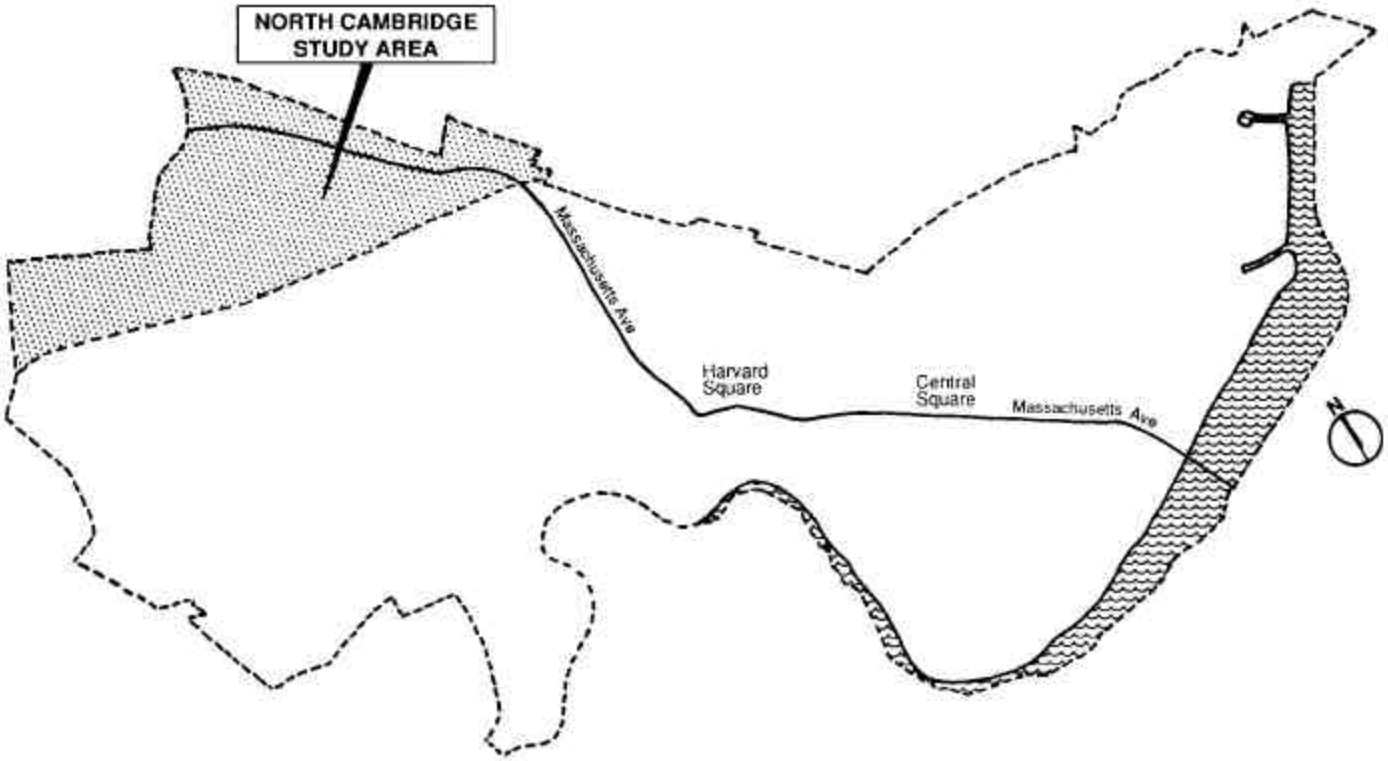
(16) The Committee is very concerned about the wetlands in the Alewife area. These "urban wilds" are the last remaining natural land in Cambridge and, as such, should be protected. Not only are these lands important aesthetically, but wetlands serve important ecological functions, as well. In addition to their protection, they should be better maintained, and people should be better educated as to their value.

Highlights of the Recommendations

A principal feature of the Neighborhood Study is the series of recommendations in each topic area. The North Cambridge Study Committee and the Cambridge Community Development Department jointly support each of the recommendations presented in this book. Some of the most significant recommendations are presented below:

(1) Rezone the Industry C and Industry A-1 zoning districts to make them more compatible with the surrounding residential areas. The rezoning process should include: arranging a dialogue between area residents and property owners to see if an appropriate rezoning package could be negotiated; carefully studying the relationship between density, economic vitality and traffic generation; encouraging an appropriate balance of residential and commercial uses; investigating all options to maximize affordable housing opportunities; and creating an urban design plan for the parcels of land on Rindge Avenue with the involvement the residents of Jefferson Park and the Fresh Pond Apartments in formulating this plan. Finally, if the remaining sites in the Industry C zone are developed commercially as part of Alewife Center, continue to restrict access from Harvey Street. (See page 41.)

(2) Improve pedestrian access from the Fresh Pond Apartments and Jefferson Park area to the



NORTH CAMBRIDGE NEIGHBORHOOD STUDY

NEIGHBORHOOD LOCATION

City of Cambridge

Cambridge Community Development
Fall 1990

Fresh Pond Shopping Center and Thomas Danehy Park. This should be done by adding a stairway to the Alewife Brook Parkway bridge. Once the Thomas Danehy Park is completed and used, the feasibility of a pedestrian overpass will be reconsidered. (See page 63.)

(3) Develop a procedure to improve the coordination of review processes for proposed development projects with all appropriate City agencies, such as the Community Development Department, Inspectional Services Department, Traffic Department, License Commission, Conservation Commission and Rent Control Board. (See page 50.)

(4) Work with neighborhood groups to delineate ways in which communication could be improved between the Community Development Department and the community to clarify what the City considers to be "valid community input." (See page 43.)

(5) Work with the neighborhood to examine specific issues where the neighborhood has continual problems with land use policies and determine whether recommendations should be made to change these policies. (See page 44.)

(6) Examine the special permit criteria of the Business C-1 zoning district (Trolley Square) to determine how the process can be more effectively utilized to produce amenities for the neighborhood. (See page 50.)

(7) Establish a binding design guidelines review process for Massachusetts Avenue for all new projects over a certain size. (See page 50.)

(8) Work with area residents and local businesses to establish reasonable delivery and trash pick-up hours in those commercial areas directly affecting residential properties. (See page 50.)

(9) Encourage improvements to the Alewife Brook Parkway/Route 2 which will improve safety and reduce traffic congestion in the area; ensure that the water supply at the Fresh Pond Reservoir and the wetlands at the Alewife Reservation are not adversely affected; continue the long-standing public policy that through traffic into Boston should not be encouraged; preserve and enhance the Metropolitan District Commission and the City of Cambridge's greenbelt concept at Alewife Brook Parkway/Route 2; improve pedestrian access; and prevent the creation of a barrier separating North Cambridge from the Alewife area. (See page 61.)

(10) Establish a working committee composed of residents from north and west Cambridge neighborhoods and Alewife property owners to update the 1979 Alewife Revitalization Plan. The committee should take a comprehensive look at the entire Alewife area and make recommendations to the City Council concerning the amount and type of development which is most appropriate for each area within Alewife. (See page 61.)

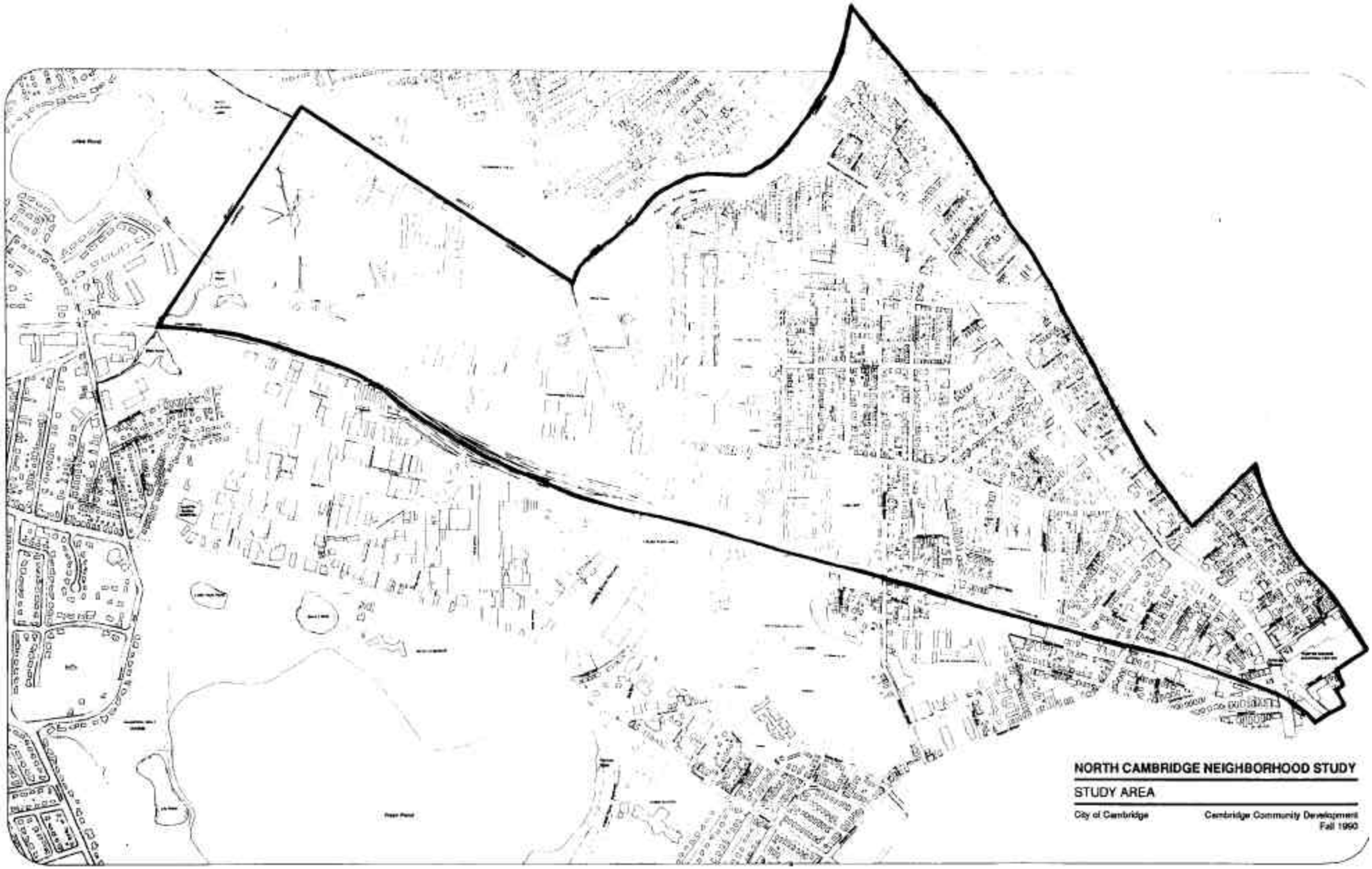
(11) Work with state, regional, and local officials to complete a comprehensive environmental plan for the entire Mystic River Valley Watershed area. The plan should examine the sensitive and fragile ecology of the area and recommend measures to ensure that the flood plains and wetlands are protected and the open space will be preserved. (See page 61.)

(12) Establish strict traffic mitigation measures for all new commercial developments in North Cambridge. (See page 68.)

(13) Establish a special Task Force to examine the expiring use restrictions and Section 8 rental subsidy programs in order to retain these units as affordable housing for low and moderate income tenants. It is critical that steps be taken immediately to preserve these affordable rental units. (See page 82.)

(14) Work with private developers and public agencies to ensure that all new housing developments built are in scale and character with the surrounding neighborhood. Try to retain the present mix of housing types as development continues in the neighborhood by encouraging the inclusion of affordable units in all new housing developments in North Cambridge. (See page 82.)

(15) Create a comprehensive maintenance plan for Cambridge parks. (See page 86.)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STUDY AREA
City of Cambridge
Cambridge Community Development
Fall 1990

Organization of the Report

The report begins with an overview of the demographic characteristics of North Cambridge. Next, it highlights resident opinions of neighborhood quality and community participation. For the most part, each subsequent chapter (Land Use and Zoning, The Development Process, Massachusetts Avenue, Alewife, Traffic and Parking, Housing and Parks and Open Space) is organized in the following way:

(1) Presentation of the research findings;

(2) Highlights of the 1988 Demographic and Community Opinion survey conducted by Bell Associates;

(3) Outline of the Study Committee's major concerns; and

(4) Joint recommendations of the North Cambridge Neighborhood Study Committee and the Community Development Department.

NEIGHBORHOOD PROFILE

Introduction

Throughout its history, North Cambridge has been known as a stable neighborhood with a wide range of ethnic and household income groups. Historically, the neighborhood has been home to generations of French Canadians, Irish and Italian families. While this is still true today, other immigrants from Asia, Africa, the Caribbean and Central America have moved to the neighborhood in recent years. During the past decade, growing numbers of higher income professionals have also been attracted to North Cambridge. While in the past, the majority of residents fell into low or moderate income groups, many of these newcomers are causing the median household income in North Cambridge to rise substantially.

The degree and rate of population change occurring in North Cambridge has been noted by many residents with concern. Long time residents, often the elderly or first time homebuyers, are increasingly unable to remain in North Cambridge, while only those new residents with substantial incomes can afford to move in. Residents fear this trend will alter the fabric of North Cambridge and threaten to destroy the very qualities which make the neighborhood an attractive place to live.

This chapter provides an overview of the major demographic changes (population, income, education and occupation) which have taken place in North Cambridge from 1970 to the present. Two sources of information were used:

(1) The United States Census Bureau data from 1970 and 1980. (When available, 1960 information is included.)

(2) The 1988 North Cambridge Demographic Survey conducted by Bell Associates. This was a telephone survey of 416 randomly selected North Cambridge households. Because this is a survey of a representative sample of the population (unlike the U.S. Census which mails a questionnaire to every household), results have an accuracy rate of plus or minus five percent.

Due to methodological differences between the U.S. Census and the Bell Associates survey, as well as changes in the way in which the U.S. Census collected data between 1970 and 1980, comparisons of several demographic characteristics cannot be made.

Population

(1) The population of North Cambridge as well as for the City as a whole has declined steadily since 1960. Between 1960 and 1980, North Cambridge lost 29 percent of its population, while the City's population declined by 11.5 percent. The gap between North Cambridge and the City narrowed slightly between 1970 and 1980: North Cambridge lost nine percent of its population and the City, five percent.

North Cambridge Population

1960	1970	1980
15,544	12,097	10,990

(2) Between 1970 and 1980, North Cambridge lost nine percent of its population. The largest decline occurred among the age groups of 0-19 years (a 32 percent decrease) and 35 - 65 years (a 17 percent decrease). The City's five percent population loss also occurred in similar age groups, but at a proportionately lower rate: 0 - 19 years had a 20 percent decrease and 35 - 45 years, a 10 percent decrease.

(3) In contrast, the percentage of North Cambridge residents increased in two other age groups: a 17 percent increase in people aged 20 - 34 years, and an eight percent increase in people aged 65 and older. The City experienced a ten percent increase in the age group 20 - 34 years, but the percent of people aged 65 and older decreased by seven percent.

(4) The table on the following page highlights the population changes in North Cambridge from 1970 to 1988. The trends show a continued increase

in the number of people in the 20 - 34 age group, equalling 38 percent of North Cambridge in 1988, and in the 35 - 54 age group, totalling 24 percent of the neighborhood in 1988. In sum, 62 percent, or almost two-thirds, of the 1988 North Cambridge population is between the ages of 20 and 54.

North Cambridge Residents by Age Groups

	1970	1980	1988
0 - 4 years	8%	6%	6%
5 - 19 years	24%	18%	14%
20 - 34 years	26%	34%	38%
35 - 54 years	19%	17%	24%
55-64 years	9%	9%	6%
65+ years	14%	16%	12%
Total	100%	100%	100%

(5) In 1980, 55 percent of all households in North Cambridge were families. In the City, 46 percent of all households were families. A family is defined as two or more related persons; a household is defined as one or more related or unrelated persons.

(6) According to the 1988 demographic survey, the percentage of families in North Cambridge has remained stable since 1980. The following table shows the 1988 breakdown of household composition in North Cambridge:

single person household	25%
couple with children	23%
couple without children	23%
live with roommates	17%
single parent household	9%
other	3%

(7) Between 1970 and 1980, both household and family size declined in North Cambridge. Household size decreased from an average of 2.8 persons per household in 1970 to 2.3 persons per household in 1980, compared to city-wide figures of 2.4 and 2.1, respectively. Family size declined during the same period from 3.4 persons per family to 3.1, while city-wide family size decreased from 3.2 to 3.0 persons per household.

(8) The 1988 demographic survey shows that the greatest percentage of people in North Cambridge currently live in two person households:

1 person households	25%
2 person households	38%
3 person households	17%
4 person households	10%
5 person households	7%
6 person households	3%
Total	100%

(9) The number of female-headed families in North Cambridge increased by 43 percent between 1970 and 1980. In 1970, 18 percent of all families in North Cambridge, as well as city-wide, were female-headed. By 1980, 30 percent of all North Cambridge families had female heads of households, compared to 24 percent city-wide.

(10) Between 1970 and 1980, the number of female-headed families with children under 18 in North Cambridge increased by 61 percent. In the City, the number of female-headed families with children under 18 increased by 51 percent during those years.

Ancestry, Race & Ethnicity

(1) In 1980, the largest group of people claiming single ancestry in North Cambridge were the Irish (15 %). Italians (5%), English (5%), and French (4%) were the next three largest ethnic groups in the neighborhood.

(2) In 1980, 12 percent of the City's population lived in North Cambridge. In comparison, 18 percent of the City's Irish population and 28 percent of the City's French population lived in North Cambridge.

(3) Between 1970 and 1980, the number of black people living in North Cambridge increased from six to 14 percent. In the City, the number also

increased, but by a smaller amount from seven to 11 percent. According to the 1988 demographic survey, the number of black people living in North Cambridge has dropped to approximately ten percent.

(4) The proportion of foreign-born residents in North Cambridge increased from ten percent in 1970 to 15 percent in 1980. According to the 1988 demographic survey, this number has increased further to 21 percent.

Income

(1) In both 1960 and 1970, the median household income in North Cambridge was considerably higher than the median household income city-wide. By 1980, however, the median household income in North Cambridge had dropped to 97 percent of the City's median household income.

Median Household Income

	1960	1970	1980
North Cambridge	$5,240	$7,988	$13,857
Cambridge	$3,828	$5,114	$14,211
NC as a percent of the City	137%	156%	97%

(2) Between 1960 and 1980, the median family income in North Cambridge remained relatively comparable to the median family income city-wide.

Median Family Income

	1960	1970	1980
North Cambridge	$6,077	$10,086	$17,123
Cambridge	$5,943	$9,815	$17,845
NC as a percent of the City	102%	103%	96%

(3) In 1980, North Cambridge had the fifth highest poverty rate of the 13 Cambridge neighborhoods.

- Between 1970 and 1980, the number of families living below the poverty level in North Cambridge increased from five percent in 1970 to 13 percent in 1980. The number of families living in poverty in the City also increased during this same time period, although from nine to 11 percent.
- The percent of elderly people living in poverty has decreased in both North Cambridge and the City as a whole between 1970 and 1980. In North Cambridge, the percentage declined from 19 to 12; in the City, it declined from 14 to ten percent.
- In 1970, 31 percent of all female-headed households with children under 18 in North Cambridge were living in poverty. In 1980, this number increased to 39 percent. In contrast, the city-wide percentage dropped from 43 in 1970 to 34 percent in 1980.

(4) In 1980, income distribution in North Cambridge was as follows: 37 percent of the households earned less than $10,000; 34 percent earned between $10,000 and $20,000; 21 percent earned between $20,000 and $35,000; and eight percent earned more than $35,000.

(5) Because of methodological differences, a direct comparison of income between the 1980 census and the 1988 survey is not possible. However, the 1988 demographic survey estimates the income breakdown as follows:

- 22 percent are low income (50% or less of the median income for the Greater Boston area, or less than $20,550 for a family of four).
- 14 percent are moderate income (50% - 80% of the median income, or $20,550 - $29,900 for a family of four).
- 45 percent are middle income and upper income (more than 80% of the median in-

increased, but by a smaller amount from seven to 11 percent. According to the 1988 demographic survey, the number of black people living in North Cambridge has dropped to approximately ten percent.

(4) The proportion of foreign-born residents in North Cambridge increased from ten percent in 1970 to 15 percent in 1980. According to the 1988 demographic survey, this number has increased further to 21 percent.

Income

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- The percent of elderly people living in poverty has decreased in both North Cambridge and the City as a whole between 1970 and 1980. In North Cambridge, the percentage declined from 19 to 12; in the City, it declined from 14 to ten percent.
- In 1970, 31 percent of all female-headed households with children under 18 in North Cambridge were living in poverty. In 1980, this number increased to 39 percent. In contrast, the city-wide percentage dropped from 43 in 1970 to 34 percent in 1980.

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- 45 percent are middle income and upper income (more than 80% of the median in-

years is 53 percent. The following table shows the length of residency for 1988:

Less than 5 years	47%
5 - 10 years	17%
11 - 20 years	13%
21 years or more	23%
Total	100%

(3) When comparing newer residents (those who have moved into North Cambridge within the last five years) to longer term residents, the 1988 survey found that newer residents tend to have higher incomes and more education. In addition, newer residents are more likely to be employed in professional occupations. According to the 1988 demographic survey, newcomer college graduates outnumber longer term graduates by two to one: 70 percent versus 36 percent. In addition, 69 percent of newer residents earn high incomes (over 80 percent of median), while 43 percent of those living here five years or more are in the high income bracket.

Summary of Demographic Changes

North Cambridge is experiencing a population decline comparable to losses in Cambridge and the greater Boston area. This decline is felt most strongly in the young (0 - 19 years) and middle age (33 - 65 years) groups. In contrast, the proportion of young adults (20 -34 years) has increased considerably, from 26 percent in 1970 to 38 percent in 1988.

Slightly more than half (55%) of the households in North Cambridge are families. The greatest percentage of residents (38%) live in two person households, although one-fourth of all households are occupied by persons living alone.

Ancestry data is not available in 1988; however, in 1980, the Irish were the largest group in North Cambridge claiming single ancestry. The next largest ethnic groups were the Italians, English and French. Currently, black people make up ten percent of the neighborhood, and foreign-born residents, 21percent, more than double the 1970 level of ten percent .

In 1970, the median household income in North Cambridge was 156 percent greater than that of the City. In 1980, it had fallen to 81 percent of the City's median household income. In addition, North Cambridge had the fifth highest poverty rate of the 13 Cambridge neighborhoods.

While a direct comparison of income between 1980 and 1988 is not possible, the 1988 demographic survey estimates that 22 percent of residents are low income (earning 50 percent or less of the Boston area median income, or less than $20,550 for a family of four). Forty-five percent of North Cambridge households are middle or upper income (earning more than 80 percent of the Boston area median income, or more than $29,900 for a family of four.)

Of those residents earning low incomes, the proportion of minorities to whites is quite high: one third of all Asians and almost half of all black residents earn low incomes. In contrast, 18 percent of all white residents earn low incomes.

The educational level of North Cambridge residents is rising. In 1970, 58 percent of residents over 25 had earned a high school degree. In 1988, this level had risen to 92 percent. The proportion of residents with college degrees rose from 16 percent to 52 percent.

Residents in professional, technical and managerial occupations rose from 27 percent to 58 percent between 1970 and 1988. When clerical and sales workers are added to this category, white collar jobs account for 78 percent of all employment, up from 57 percent in 1970. Blue collar jobs declined from 27 to 15 percent during this time.

Nearly half of all residents (47%) have lived in North Cambridge for less than five years while 23 percent have been here 21 years or more. Between 1970 and 1980, many newcomers to North Cambridge were lower income, minority and single heads of households. In contrast, those moving into North Cambridge in the 1980's tend to have professional occupations, and higher incomes and educational levels.

Residents Views of Neighborhood Quality and Community Participation

As part of the 1988 demographic survey conducted by Bell Associates, North Cambridge residents were asked a series of questions regarding their views on a range of neighborhood issues. The questions focused on neighborhood concerns, the ways in which the neighborhood has changed and the level of community participation in the decisions which affect the neighborhood. The results of this survey are presented below. Responses to questions aimed at specific neighborhood issues such as housing, parks and open space, are included in later chapters.

Neighborhood Quality

(1) Most North Cambridge residents think that the overall quality of life in their neighborhood has not changed significantly over the last five years:

Quality of life has remained the same	53%
Quality of life has improved	27%
Quality of life has diminished	17%
Not sure/No response	3%

(2) Most North Cambridge residents think that the level of community spirit has remained the same over the last five years, but that it will improve during the next five:

Past 5 years:

Community spirit has stayed the same	44%
Community spirit has improved	29%
Community spirit has deteriorated	17%
Not sure/No response	10%

Next 5 years:

Community spirit will improve	39%
Community spirit will not change	33%
Community spirit will deteriorate	12%
Not sure/No response	16%

(3) When asked to identify the qualities they liked best about North Cambridge, the following characteristics were cited most often: physical condition/appearance (23%), convenience/location (20%), public transportation (18%), and neighborly feeling (15%).

(4) When asked about neighborhood problems, most residents cited high housing costs, lack of parking, high rents, traffic congestion, environmental quality, and development pressures as major problems. Rundown homes were considered to be a minor problem, while inadequate public transportation, lack of elderly services, lack of recreational facilities, and rundown parks were considered not to be problems. Finally, residents were divided equally on the degree to which they considered the lack of open space, lack of youth services, and lack of day care to be neighborhood problems.

The table below highlights community perceptions of neighborhood problems in North Cambridge:

Community Perceptions of Neighborhood Problems

	Major Problem	Minor Problem	No Problem
High housing costs	67%	12%	11%
Lack of parking	56%	20%	21%
High rents	49%	21%	22%
Traffic congestion	45%	31%	24%
Environmental quality	36%	29%	28%
Development pressures	31%	19%	21%
Lack of open space	26%	32%	38%
Lack of recreation facilities	20%	30%	41%
Lack of youth services	17%	14%	17%
Lack of day care	17%	10%	17%
Rundown homes	16%	45%	36%
Lack of elderly services	11%	18%	29%
Rundown parks	16%	34%	44%
Inadequate public transportation	3%	17%	79%

Community Involvement

(1) The majority of North Cambridge residents (68%) said they do not know enough about development plans for their neighborhood. This was especially true of newer residents (less than one year in the neighborhood); 88 percent of whom would like to know more about development plans in the neighborhood.

(2) When asked how they would prefer to receive information about the City's plans for the neighborhood, most residents said they would like the information sent to their homes through the mail, newspaper articles, and the neighborhood newsletter. Roughly half of the residents preferred to hear about plans by word of mouth and at community meetings. The least popular method for obtaining information was through meetings at City Hall.

(3) Forty-one percent of North Cambridge residents have wanted to change something or address a problem in their neighborhood.

The higher a person's education, the more likely he or she is to want to make changes in the neighborhood:

Some high school	11%
High school degree	29%
Some college	39%
College degree	44%
Post college degree	62%

Couples with children and single parents are more likely to want to make changes in the neighborhood than are couples without children, roommates or single persons living alone:

Couples with children	50%
Single parents	60%
Couples without children	37%
Roommates	38%
Single persons living alone	34%

(4) Of those residents who have wanted to change something in the neighborhood, 51 percent took some action. This was done by contacting a government agency (43%), a neighborhood organization (22%), the North Cambridge Stabilization Committee (7%), or some other means (17%).

(5) Of the remaining 49 percent (residents who have wanted to change something in the neighborhood, but have not taken any action), 32 percent said their inaction was due to a lack of time, 15 percent said taking an action would not make a difference, 16 percent said the issue was not important enough, 11 percent had been frustrated by previous attempts, and the other 26 percent were not sure.

(6) Nearly one-half (42%) of North Cambridge residents have heard of the Stabilization Committee. Of these, 49 percent believe they have done a good or excellent job of representing residents' needs to the City, 21 percent said they had done a fair or poor job and 30 percent were not sure.

(7) Of those who have heard of the Stabilization Committee, five percent are active participants having attended at least four meetings per year over the last two years and 79 percent are not active having attended fewer than four meetings per year over the last two years.

L A N D U S E
A N D Z O N I N G

Introduction

The North Cambridge neighborhood consists of a mixture of residential, commercial and industrial uses. Historically most of the industrial area was concentrated in the westernmost part of the neighborhood (Alewife), separated physically from the residential sector by the Alewife Brook Parkway. Today, most of this land is either office or open space. All of the residential area of North Cambridge is concentrated in the area east of the Parkway. Industrial and commercial uses east of the Parkway tend to be clustered on and around Massachusetts Avenue and the railroad tracks. Parks and playgrounds are integrated throughout the neighborhood.

This chapter examines the major land use and zoning characteristics of North Cambridge and highlights the changes that have occurred since 1975. In addition, the chapter presents an assessment of the development potential in the commercial and industrial areas, highlights neighborhood opinions of a variety of land use issues and recommends specific strategies for controlling and managing future growth in North Cambridge.

General Land Uses

The North Cambridge neighborhood contains a variety of land uses: residential (38%), commercial (31%), open space (18%), institutional/governmental (7%), industrial (4%), parking (1%) and vacant (1%). (See Land Use Map on page 35.)

Since 1975, a number of land use changes have occurred in the neighborhood primarily in the conversion of industrial land for commercial uses.

- Commercial uses have increased by 111 acres, or 23 percent, while industrial uses have decreased correspondingly by 106 acres, or 22 percent. Most of these changes occurred in the Alewife Triangle area where approximately 60 acres of industrial land have been converted into commercial uses. Another 20 acres of industrial land at the W. R. Grace site/Jerry's Pond are presently under development for commercial use as Alewife Center.
- Seven acres of industrial land were converted to institutional land at the Alewife MBTA station.
- Four and a half acres of industrial land along the B & M railroad tracks were converted to open space as Linear Park. Additional open space was created at Massachusetts Avenue and Clarendon Avenue when an industrial parcel was converted to Clarendon Park.
- Residential uses have increased by two percent. Many vacant lots along Massachusetts Avenue and in the Cogswell Avenue area have been developed into residential uses. Several institutional uses have also been converted into residential uses.
- Most of the residential interior of North Cambridge has remained unchanged.

North Cambridge General Land Use Changes, 1975 - 1987

Use	1975 No. of Acres	1975 Percent	1987 No. of Acres	1987 Percent	Change in Acres	Change In Percent
Commercial	38	8%	149	31%	+111	+23%
Residential	173	36%	182	38%	+ 9	+ 2%
Institutional/ Governmental	24	5%	34	7%	+ 10	+ 2%
Industrial	125	26%	19	4%	-106	-22%
Open Space [1]	48	10%	86	18%	+ 38	+ 8%
Parking [1]	72	15%	5	1%	- 62	-13%
Vacant [1]			5	1%		
Total	480	100%	480	100%		

[1] The 1975 land use information does not provide definitions for the various categories. Discrepancies in open space, parking, and vacant land uses between 1975 and 1987 are therefore partially due to calculational differences.

Source: 1975 North Cambridge Profile,
Cambridge Community Development Department
1987 Current Measurements

Zoning

North Cambridge has 12 different zoning districts each with its own height, density and use restrictions. (See Map on page 39 and Table on page 37.)

- In general, the inner core of the neighborhood is zoned Residence B, one of the City's most restrictive zoning districts.
- The Massachusetts Avenue corridor contains four different zones allowing for a mix of residential and commercial uses as well as differing densities. (See Massachusetts Avenue Chapter.)
- Industrial land east of Alewife Brook Parkway is confined to areas along the southern periphery of the neighborhood (B&M railroad tracks) and the land currently owned by W.R. Grace (including the planned Alewife Center development) adjacent to the Parkway.
- West of the Alewife Brook Parkway, the Alewife area within North Cambridge includes an open space zone (the MDC reservation) and two office zones. (See Alewife Chapter.)

In 1978, most of the neighborhood, east of the Alewife Brook Parkway, was downzoned significantly from a variety of commercial and industrial districts to a Residence B zone. Two different industrial districts composed of four separate land areas were retained, although they were also downzoned substantially.

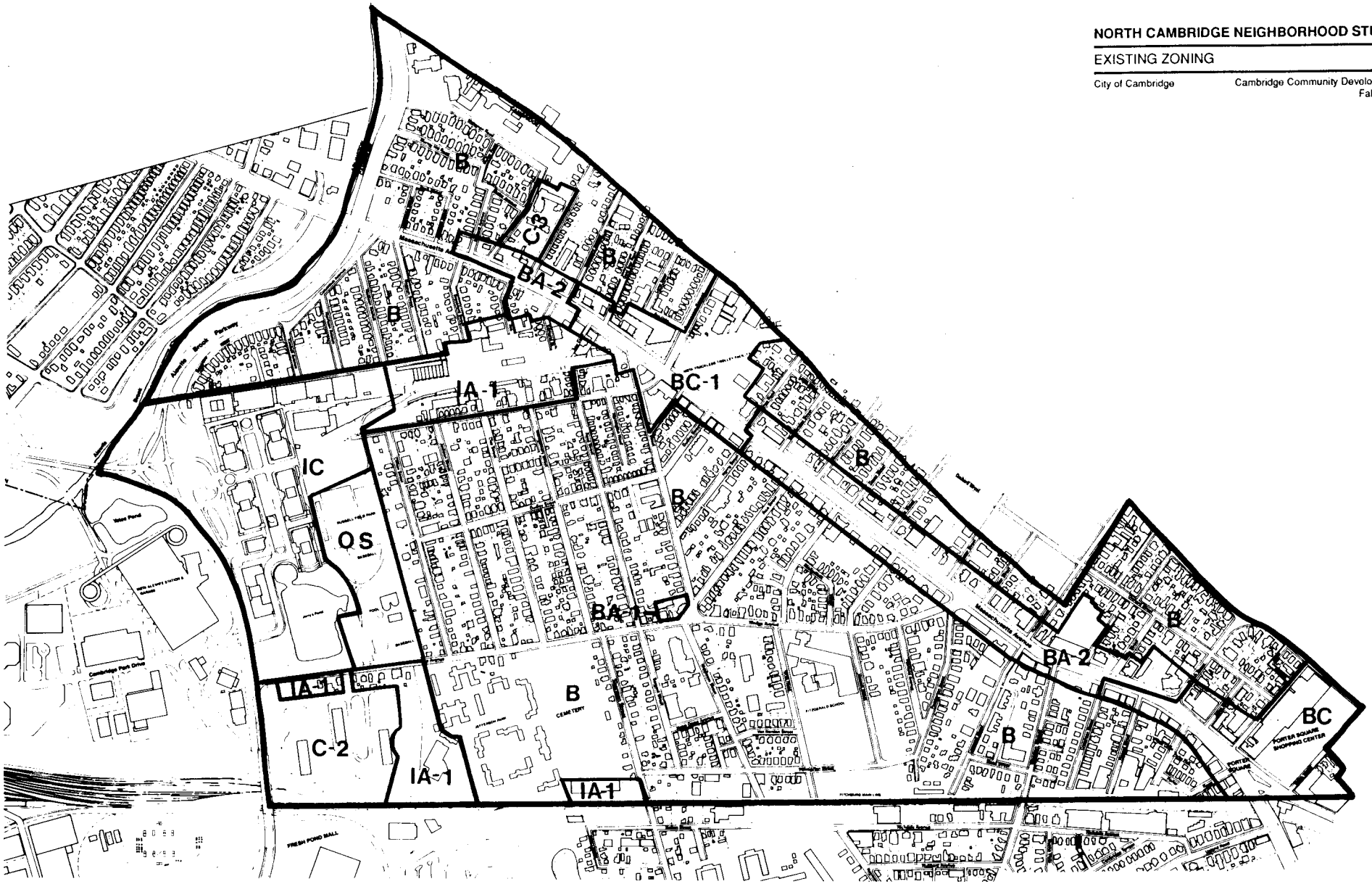
- The 20 acre W. R. Grace/Alewife Center site was rezoned from an Industry B district - the most permissive zoning in the City - to an Industry C district which is a substantially more restrictive zoning district.
- Three separate parcels along the B&M railroad tracks (Linear Park) and Rindge Avenue were rezoned from Industry A and Industry B districts to a more restrictive Industry A district.

NORTH CAMBRIDGE NEIGHBORHOOD STUDY

EXISTING ZONING

City of Cambridge

Cambridge Community Development
Fall 1990



In addition the first open space zoning district in the neighborhood was created at Russell Field by rezoning a multi-family residential and an industrial zone.

Two years later, in 1980, the entire Alewife area west of Alewife Brook Parkway was downzoned significantly . Prior to this rezoning, the majority of the land had been industrially zoned with the least restrictive (Industry A and B) zoning districts. Now, however, the area contains a mix of residential, commercial, industrial and open space districts with stricter zoning controls.

North Cambridge Zoning Districts - 1988

Zone	Use	Min. Lot Area/ Dwelling Units	Max. Dwelling Units Per Acre	FAR	Max. Height
B	Residential	2500 s.f.	17	.5	35'
C2	Residential	600 s.f.	72	1.75	85'
C3	Residential	300 s.f.	145	3.0	None
BC	Commercial			2.0	55'(1)
	Residential	500 s.f.	87	2.0	55'(1)
BC-1	Commercial			2.75	60'(2)
	Residential	300 s.f.	142	2.5	60'(2)
			(with special permit:	3.0)	
BA-1	Commercial			1.0	35'
	Residential	1200 s.f.	36	.75	35'
BA-2	Commercial			1.0	45'(3)
	Residential	600 s.f.	72	1.75	45'(3)
O2	Commercial			2.0	85'
	Residential	600 s.f.	72	2.0	85'
O3	Commercial			3.0	None
	Residential	300 s.f.	145	3.0	None
IA-1	Commercial			1.25	45'
	Industrial			1.25	45'
	Residential	1200 s.f	36	1.25	45'
IC	Commercial			1.0	45'
	Industrial			1.0	45'
	Residential	300 d.u. on the site		1.0	45'
			(PUD/IC—5 acre minimum:	2.0	85')
PUD-5	Commercial			2.2	125'
	Residential	600 d.u. on the site		2.2	125'
OS	Open Space				

(1) 35 feet within 50 feet of a residential district
(2) 50 feet average
(3) 35 feet to the cornice line

The last major rezoning in North Cambridge occurred in 1986, when Massachusetts Avenue underwent a comprehensive rezoning. The underlying theme of this rezoning effort was to create two nodes on the Avenue by concentrating development in Porter Square and Trolley Square, and to encourage low scale development on the linear sections of the corridor leading to and from these nodes. (See the Massachusetts Avenue Chapter.)

Development Potential

The residential areas in North Cambridge are unlikely to change significantly because most of the existing development is already built out to the current Residence B zoning limitations. However, it is likely that the majority of the non-residential areas will change in use or be developed more intensively in the next five to ten years.

The remaining Industry A-1 districts have substantial development potential:

- There are four sites along Linear Park: Fawcett Oil, the greenhouses, Cambridge Lumber, and Belanger Roofing that have the potential of almost a quarter million square feet of new development. Under a single development package, these parcels could yield 183 units of housing.
- One parcel along the railroad tracks, just north of Bellis Circle, could have the potential of 30,000 square feet of new development, or a total of 38 units of housing.
- Several parcels along Rindge Avenue are too small to allow for much additional new development, if developed individually . One site, however, between the Fresh Pond Apartments and Jefferson Park, has the potential for an additional 164,000 square feet of new construction, or 126 units of housing.
- Several parcels in the Industry C district (W.R. Grace property) are currently developed considerably below their potential. The three properties closest to Harvey Street have combined potential of an additional 248,000 square feet of new development. If they were to be redeveloped residentially, 412 units could be built on these sites.

Neighborhood Survey Results

In addition to the demographic and community opinion information presented in the previous two chapters, residents were also asked specific questions about development issues in North Cambridge. The highlights of these responses are as follows:

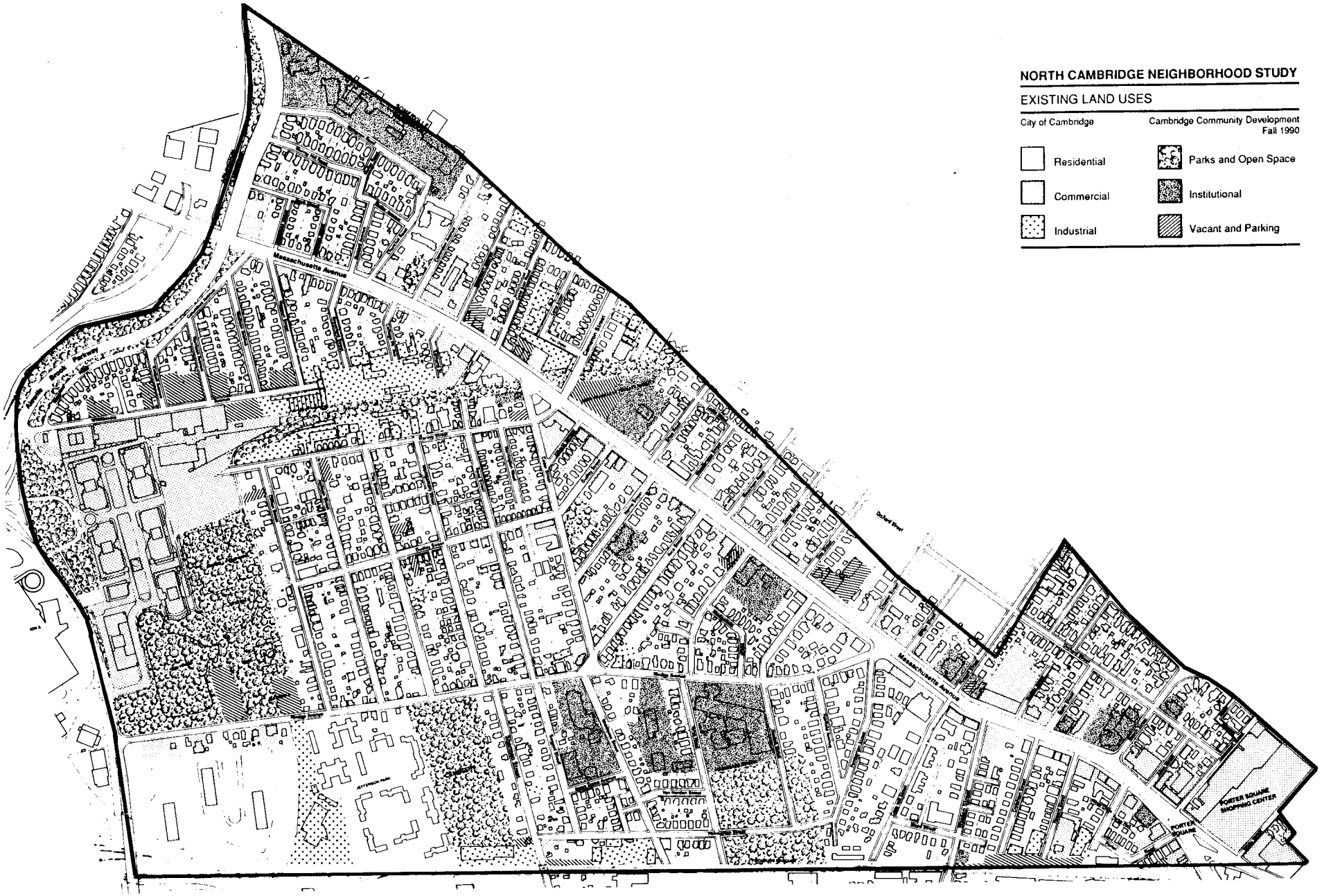
(1) Many more residents than not think that development in the Alewife area has had a positive effect on the neighborhood. The responses were even more positive when asked about the effect of Alewife development on the City as a whole.

- When asked how they felt about the impact of development in the Alewife area on their neighborhood over the past five years, 40 percent said it has had a positive effect, 21 percent thought it has had a negative effect, and 24 percent said development has had no effect.
- 52 percent said Alewife development has been positive for the City as a whole, 15 percent said it has been negative, and 17 percent said it has had no effect on the City.

(2) Thirty-one percent of North Cambridge residents think that development pressures cause major problems for the neighborhood. Nineteen percent think they cause minor problems, and 21 percent do not think that development pressures cause any problems for the neighborhood.

(3) When asked about the positive effects of development, residents most often cited improved public transportation (30%), improved economic conditions (16%), and upgraded physical quality (15%). Also mentioned were improved/new buildings (12%) and improved quality of life (11%).

(4) When asked about the negative effects of development, residents overwhelmingly cited traffic and parking problems (43%). Following this



NORTH CAMBRIDGE NEIGHBORHOOD STUDY

EXISTING LAND USES

City of Cambridge

Cambridge Community Development
Fall 1990

- Residential
- Commercial
- Industrial
- Parks and Open Space
- Institutional
- Vacant and Parking

issue, residents listed overcrowded conditions (16%), high housing costs (14%), and declining environmental quality (14%).

Study Committee Concerns

(1) Inappropriate Zoning: Committee members think that the Industry C zoning district, and the three Industry A-1 zoning districts, are incompatible with the surrounding residential areas. They raised the following concerns:

- Individually, the amount of development potential that is permitted in each of these four zones is too great. When taken together, the combined development potential in the Industry C (Whittemore Avenue), the Industry A-1 (Linear Park), and the Business C-1 (Trolley Square) districts would result in substantial overdevelopment of the neighborhood.
- Although the Committee thinks that the amount of residential density allowed in these districts is too much, members wish to ensure that future zoning will maintain incentives to build housing. In addition, the Committee would like to see residential units built which are also affordable. Members are well aware that these issues will require trade-offs; rezoning efforts should carefully study options.
- Traffic on Rindge Avenue, Massachusetts Avenue, and Harvey Street has been increasing steadily. The amount of increased density permitted in these zones would make the traffic congestion unmanageable. Therefore, future zoning should attempt to balance residential and commercial uses at a level which will not exacerbate this problem.
- The Committee would like to see Rindge Avenue strengthened as a retail area which serves nearby residents. In addition, members are concerned about the type and amount of potential development which could occur on the parcels of land between Jefferson Park and Fresh Pond Apartments. Finally, they would like to see Rindge Avenue upgraded physically: better maintenance of the bus area, more trees and landscaping on the street, and more attention to the storefronts.

(2) Sheridan Square: Although this area is referred to as a "Square", the area lacks an identity, as well as any sense of cohesiveness. Traffic patterns are chaotic and hazardous, and for this reason, parking can sometimes be dangerous. In addition to these concerns, the Committee noted that commercial establishments in the Square have a difficult time sustaining their businesses. Historically, this area has served as a neighborhood retail district, and members would like to see the area revitalized so that it could continue to serve the surrounding neighborhood with a convenient place in which to shop.

Land Use Recommendations

(1) Rezone the Industry C and Industry A-1 districts to make them more compatible with the surrounding residential areas:

- Arrange a dialogue between area residents and property owners to see if an appropriate rezoning package could be negotiated.
- Study carefully the relationship between density, economic viability and traffic generation.
- Encourage an appropriate balance of residential and commercial uses.
- Investigate all options to maximize affordable housing opportunities.
- Create an urban design plan for the parcels of land on Rindge Avenue. Involve the residents of Jefferson Park and Fresh Pond Apartments in formulating this plan.
- Continue to restrict access from Harvey Street, if the remaining sites in the Industry C zone are developed commercially as part of Alewife Center.

(2) Examine ways to create a viable neighborhood retail district in Sheridan Square. Explore

available programs or funding sources to assist property owners and small businesses to upgrade their buildings.

(3) Explore the feasibility of various roadway and other improvements such as creating an island with grass and trees, to Sheridan Square. These improvements would make the area safer by creating better defined traffic patterns and would help give the Square a better sense of identity.

The Development Process

One of the most important aspects of this study was the process by which City officials and neighborhood residents worked together to formulate the recommendations for future action. During the study, a considerable amount of time was devoted to questions regarding the land use and development decision making process. Study Committee members used this opportunity to express their concerns over past actions and to articulate those areas in which they wanted stronger responses from the City. In addition, the Study Committee members pressed for a greater neighborhood role in the decision making process.

To address these issues, staff of the Community Development Department worked closely with the Study Committee to better understand their concerns. Several meetings were held on the development process alone. By the end of these meetings, both Committee members and Community Development Department staff felt that significant gains had been made. Committee members had a better understanding of the constraints and rationales for various land use policies, and the Department had a better understanding of neighborhood concerns regarding these policies. As a result of this, a closer and better working relationship has been established which will improve the decision making process in the future.

Study Committee Concerns

(1) **Clarification of the Land-Use Process:** The Committee raised many concerns regarding the decision making process in Cambridge. While many discussions were held on this subject, the following questions highlight the various issues:

- What are the different roles, responsibilities, powers and limitations of the Planning Board, the Board of Zoning Appeals (BZA), the Community Development Department and the Inspectional Services Department?
- What is the relationship between these various Boards and the City departments which staff them?
- How do the Planning Board, the BZA and the Rent Control Board interact with each other when more than one has jurisdiction over a particular development?
- What is the role of the Community Development Department? For example, is the Department supposed to mediate between the interests of different groups or advocate for the interests of one group over another?
- What is the role of the Neighborhood Planning component within the Community Development Department? How does this component interact with other components in the Department?
- How do the Community Development Department, the BZA and the Planning Board interpret "neighborhood participation"? When and how do they utilize this input when making decisions? When a developer is sent to the community for feedback on their projects, what kind of feedback does the Department/boards look for? What kind of feedback will they listen to?

(2) **The Business C-1 Special Permit Process:** Residents are becoming increasingly frustrated with the way in which the special permit review process works. In Trolley Square, the aesthestic value in construction and design, as well

as the community's stated concern for open space, are not addressed adequately in the current zoning. The Committee questions whether the current special permit criteria in Trolley Square are consistent with the objectives of the neighborhood residents. In most cases, the members believe that the public amenities achieved through the special permit process are not worth the increased density allowed by the permit. Because most people in the neighborhood tend to oppose most of the special permits and the Planning Board grants them, it often appears as if the community and the Planning Board are on opposite sides of most issues.

Development Process Recommendations

(1) The City should develop a procedure to improve the coordination of the review of proposed development projects with all appropriate City agencies, such as the Community Development Department, Inspectional Services Department, Traffic Department, License Commission, Conservation Commission and Rent Control Board. As part of this process, the following methods should be considered:

- Study the possibility of timing permit review processes, whenever legally possible, so that they occur sequentially.
- Initiate a process whereby a City department or board, upon receiving a building, demolition, or special permit application, or a variance request, would notify all other boards and departments with jurisdiction over the project.
- Recommend a process to ensure that the notification of these applications and of all public hearing notices will be mailed to the Neighborhood Planning component and to the North Cambridge Stabilization Committee Chairperson. These notices should be written in clear language, understandable to the general public.
- Improve communications between the Board of Zoning Appeals and Planning Board through an ongoing dialogue concerning zoning, planning and necessary ordinance changes.

(3) The Community Development Department will work with neighborhood groups to improve communication between the Department and the community and to clarify what the City considers to be "valid community input." The Department could achieve this through the following:

- Increase outreach and educational efforts to help residents better understand the development process, the roles of different groups involved in the process, as well as their powers and jurisdictional limitations. These efforts could include:

  1) writing and distributing fliers and pamphlets which explain different facets of the development process; and

  2) inviting City officials to attend Stabilization Committee meetings to make presentations and answer questions on a variety of development related issues.
- Try to ensure that all hearing notices mailed to residents are written in clear, understandable language and include more information about the proposed development, special permit or variance application, or other request.
- Establish procedures to ensure that the neighborhood planners work closely with other Department staff on all projects.
- Communicate its viewpoints on various projects as early as possible and keep the public informed of any changes in the project or the Department's positions.
- Listen to the community's concerns over particular projects or issues and either:

  1) work with the Planning Board or the developers to help them take those concerns into account; or

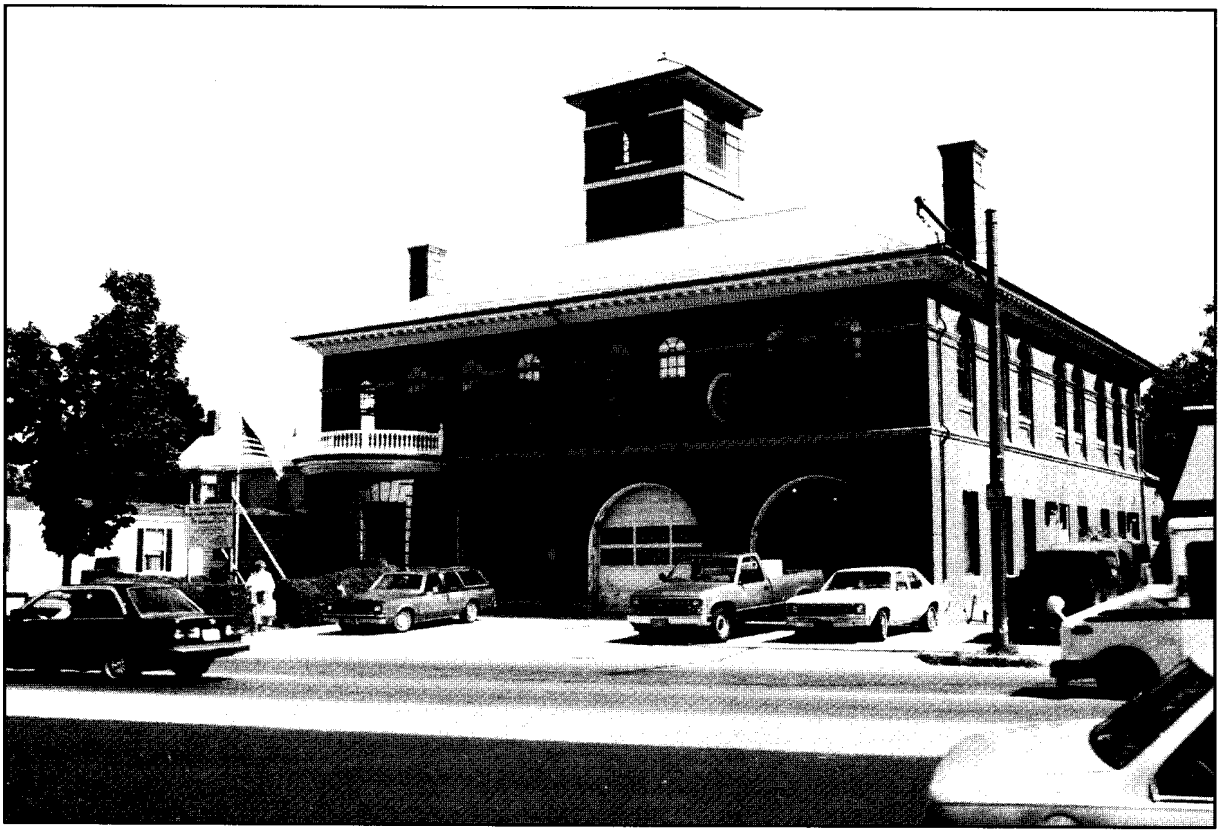
2) clearly articulate the reasons why the Department disagrees with the neighborhood.

- Work closely with the neighborhood to help residents understand exactly the legal jurisdiction of the Planning Board and what issues they may or may not consider regarding a particular project. If, in an individual project, many residents continue to have concerns which cannot be addressed legally by the Planning Board, especially under the special permit criteria, the Community Development Department will provide assistance to the neighborhood to address those concerns.
- Involve the community at an early stage in the development of new policy recommendations.

(4) In cases where the neighborhood has continual problems with specific land use policies, the Community Development Department will work with the neighborhood to examine the relevant issues and determine whether recommendations should be made to change these policies. For example, the Community Development will work with the neighborhood to:

- look at the special permit criteria to see if they could be revised and improved to better address the community's concerns.
- develop a mandatory design review process for all developments over a certain size.
- develop a process whereby traffic mitigation measures would be required of all projects over a certain size.

MASSACHUSETTS AVENUE



Introduction

Massachusetts Avenue, in North Cambridge, is primarily a commercial corridor which contains a variety of other land uses as well. Roughly half of the properties (approximately 100) are used entirely for commercial uses while the remaining parcels are residential, mixed-use (commercial on the ground floor and residential above), institutional or vacant. Recently, two parks have been added to the mix of land uses on the Avenue. In 1981, Clarendon Park was created, and in 1984, the railroad land crossing the Avenue at Trolley Square was converted to Linear Park.

Land Use

There are approximately 130 commercial establishments on Massachusetts Avenue. Since 1980, the earliest date for which this information is available, there have been few changes in the use or market orientation of these establishments. While business ownership may have changed, only eight sites have changed their land use significantly between 1980 and 1988. The following table lists those businesses:

Address	1980	1988
815 Somerville Ave.	Porter Sq. Dodge	Porter Sq. Arcade (under construction)
1923A Mass. Ave.	Residential	Festivo
1923B Mass. Ave.	Residential	Gnomon Copy
1925 Mass. Ave.	Residential	Annie Dakota
1925 Mass. Ave.	Residential	Needle Advice
1963 Mass. Ave.	Miller & Seddon Co.	Children's Workshop
1967 Mass. Ave.	Miller & Seddon Co.	Cribs and Cradles
1975 Mass. Ave.	Miller & Seddon Co.	Bob Slate Stationer
2067 Mass. Ave.	Vacant	Henderson Carriage Offices Bank of Greece Tapas Charles Assoc. Health Stop Frameworks Window Planning
2211 Mass. Ave.	Residential	Kate's Mystery Books

Another seven businesses have maintained the same category of use, but have changed their market orientation. These establishments are listed below:

Address	1980	1988
2000 Mass. Ave.	Charette	The Dino Store
2024 Mass. Ave.	Self Defense Studio	Saturday's Child
2285 Mass. Ave.	Di Anthony School of Cosmetology	WBT Balloons Vacant Nite Tite Furniture Armed Forces Center
2150 Mass. Ave.	Allen Stationary	Supercuts
2326 Mass. Ave.	Sacred Heart Religious	Realty World Star
2362 Mass. Ave.	The Caning Shoppe	Budget Copy Center
2368 Mass. Ave.	Dudley Furniture	Living Rooms Unlimited
2372 Mass. Ave.	Dudley Furniture	Hana Sushi
2374 Mass. Ave.	Dudley Furniture	Capriccio Salon
2376 Mass. Ave.	Dudley Furniture	Korean Store
2378 Mass. Ave.	Dudley Furniture	Palmer Video
2380 Mass. Ave.	Dudley Furniture	Cambridge Studio Photographers

While many businesses along Massachusetts Avenue continue to serve the immediate neighborhood, certain areas have become more regionally focused. In Porter Square, for example, there are many more chain stores and fast food establishments than there have been in the past. In addition, one retail mall has just opened (just outside the neighborhood's boundary), and another is under construction, with shops catering to the upper-end market.

Zoning

Massachusetts Avenue has four distinct zoning districts encompassing five separate sections of the corridor. (See map on page 39.)

- From Porter Square north to Beech Street and Creighton Street is zoned Business C which has a 55 foot height limit and a 2.0 floor area ratio.
- North to Norris Street and Shea Road is a Business A-2 district which has a 45 foot height limit with a 1.0 floor area ratio for commercial uses and a 1.75 floor area ratio for housing.
- Trolley Square (from Shea Road to Washburn Avenue) is zoned as a Business C-1 district which has a 60 foot maximum height limit with a 2.75 floor area ratio for commercial uses. Residential uses are allowed a 2.5 floor area ratio and up to a 3.0 floor area ratio with a special permit.

- From Washburn Avenue to Brookford Street is another Business A-2 district.
- The remaining parcels on Massachusetts Avenue are zoned as a Residence B district which has a 35 foot height limit and a .5 floor area ratio.

The existing zoning along the Avenue is the result of a comprehensive rezoning in 1986. Prompted by a rezoning petition submitted by neighborhood residents, the Cambridge City Council in 1985 requested that a comprehensive land use and zoning study be done. The Community Development Department worked together with an advisory committee of area business owners and residents, along with the consulting firm of Wallace, Floyd and Associates, to produce an urban design and land use study of the corridor. Out of this effort came a design guidelines document and a rezoning petition which the City Council adopted as part of the zoning ordinance in October 1986.

In addition to separate zoning districts, the 1986 rezoning created the Massachusetts Avenue Overlay District encompassing the entire northern portion of the corridor. The intent of the Massachusetts Avenue Overlay District is to create a more harmonious and consistent image for development along the Avenue through additional regulations beyond those of the base zoning districts. The focus of the Overlay District's regulations is based on building and site design, pedestrian amenities, historic preservation, and in general, on encouraging development of appropriate scale and character. The Overlay District also provides for a formal, yet non-binding review by the Community Development Department with public review of those projects over 6,000 square feet.

The 1986 land use study and rezoning also conceived of Trolley Square as a distinct commercial node along Massachusetts Avenue. Thus, in the Business C-1 zoning district, a higher density of use is allowed, above that of base zoning, with a special permit, provided a number of criteria are met. One criterion is that 15 percent or more of the lot be green area or other open space, as accepted by the Planning Board, which grants the special permit. Other criteria include the amount of square footage devoted to residential use; site planning for parking; and mandatory design review.

Neighborhood Survey Results

Eighty-five percent of residents think that the majority of the retail establishments located on Massachusetts Avenue are serving North Cambridge residents more than people from other Cambridge neighborhoods or adjacent communities. In addition, the majority of residents said that the quality of services has remained relatively stable during the past five years.

Study Committee Concerns

(1) Trolley Square Zoning: One of the strongest and most persistent concerns of the Study Committee centered around the zoning in Trolley Square. Members feel that the existing Business C-1 zoning district is inappropriate because it allows greater density here than in other areas of Massachusetts Avenue. They made the following points:

- Trolley Square should not be a development node as conceived in the 1986 Massachusetts Avenue rezoning. Members agree that Trolley Square would be redeveloped more appropriately at the level of the Business A-2 zoning district which is similar to its present scale and the majority of land along the corridor.
- An argument could be made that development in Trolley Square should be less than other areas along the Avenue, as it is halfway between two intense nodes, Porter Square and Alewife.
- The lack of parking on residential streets in Trolley Square is a serious problem.

- Committee members stressed their concern that the combined amount of development allowed by both the Business C-1 district and the adjacent Industry A-1 district is far too great.
- The community had intended that the open space criteria in the special permit would create visual and usable open space for the community. However, the criteria have not been interpreted in this way. Consequently, this requirement has not enhanced the Avenue.

(2) **Design Review:** The Committee would like to see regulations adopted which would require a more stringent review process along Massachusetts Avenue.

(3) **Historic Homes:** The Cambridge Historical Commission has identified six houses on Massachusetts Avenue (between Chester and Day, and Rindge and Haskell) which are the last remaining houses built during the period of residential development along the Avenue (1870-1910). The Committee would like to ensure that these houses are maintained and preserved.

(4) **Residential/Commercial Areas:** The interface between commercial and residential uses is a problem in many areas on and surrounding Massachusetts Avenue. Trucks serving businesses use residential streets throughout the day and night. In addition to the noise, other activities, such as early morning trash pickup, also create considerable problems for residents living close to these businesses.

(5) **Signage:** Many of the signs on Massachusetts Avenue are unattractive. Flashing signs are inappropriate in this area and overly large or protruding signs detract from the aesthetic quality of the neighborhood. Because many of these signs predate the sign ordinance, current regulations do not apply to many of the worst offenders.

Massachusetts Avenue Recommendations

(1) Examine the special permit criteria for Trolley Square to determine how they can be revised to more effectively produce amenities for the neighborhood. In particular, consider changes which would require that open space be visible, or accessible, from the Avenue.

(2) The City is currently working on the establishment of a design review process and guidelines which would require all new projects over a certain size to go through a binding review process. This concept should be supported.

(3) Work with the Historical Commission and area residents to either create an historic district or give landmark status to the appropriate houses on Massachusetts Avenue.

(4) Work with area residents and local businesses to establish reasonable delivery and trash pick-up hours.

(5) Remove all existing and disallow any new billboards on Massachusetts Avenue, to the extent permitted by state statute. Strengthen and enforce the sign ordinance. Give owners a certain amount of time to put up new signs which conform to the ordinance.

(6) Encourage landscaping, tree planting and seating areas along the Massachusetts Avenue corridor.

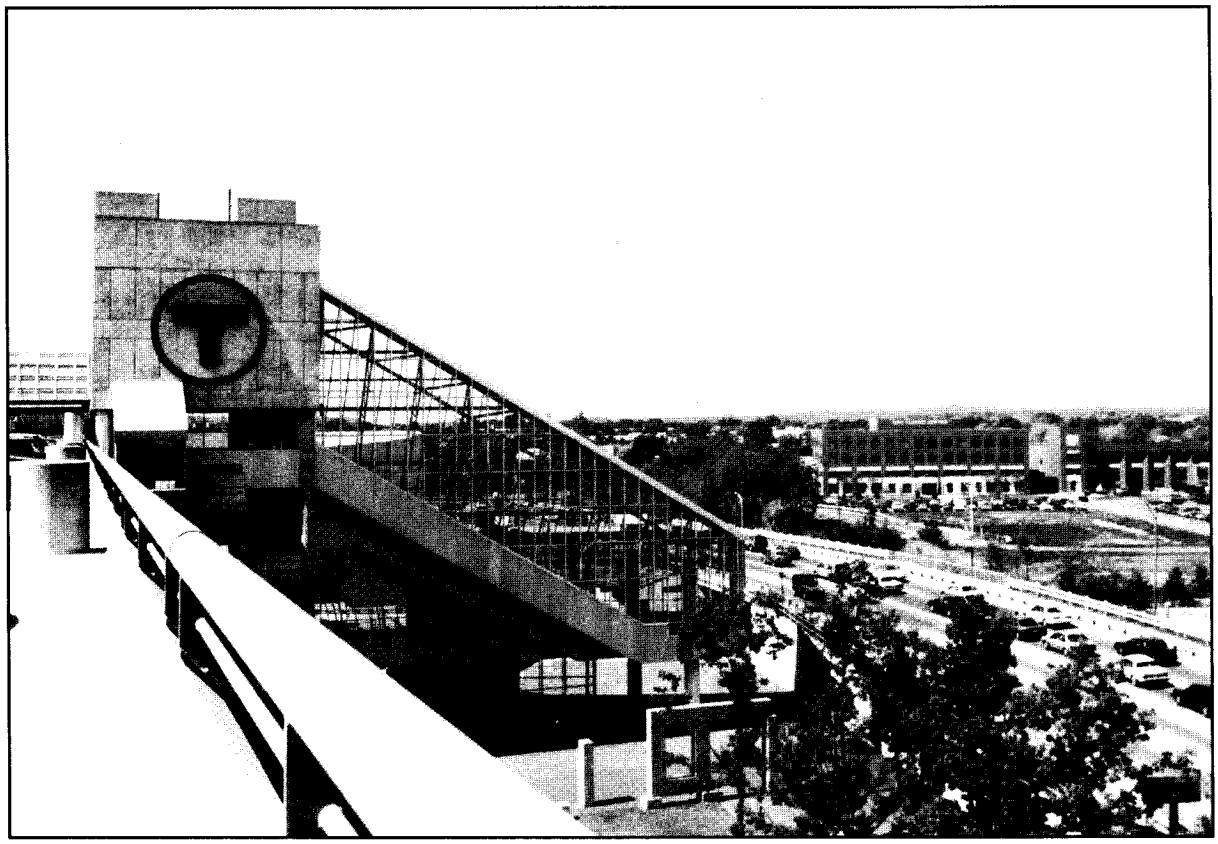
(7) Investigate existing programs and available funding sources to assist businesses to upgrade their properties.

Study Committee Recommendation

The Study Committee strongly recommends that Trolley Square be rezoned so that the development potential in this area is comparable to the rest of Massachusetts Avenue. In addition, they want the City to consider reducing the geographic boundaries of the existing zoning districts to eliminate the residential units on Cameron Avenue from this district.

At this time, the Community Development Department does not endorse this recommendation because Trolley Square was part of a comprehensive rezoning effort which was completed just two years ago. Given limited resources, the Department will be concentrating its efforts on other critical areas of the neighborhood and City.

A L E W I F E



Introduction

Historically, Alewife developed as an industrial area that has produced a wide variety of manufactured products, many jobs, and tax revenues over the last six decades. Since the middle of the 1980's, however, the area has changed slowly into an office, research and service center. Today, very few of the industrial uses remain.

In the late 1970's, with the anticipation of a reduced manufacturing base in Alewife, the Community Development Department undertook a comprehensive planning process to formulate an urban design plan which would guide future growth in the area. The process, which involved area business people and residents, culminated in the 1979 Alewife Revitalization Plan. Six goals were listed in this plan: encourage appropriate development; discourage inappropriate development; upgrade the image of the area; limit the scale of development; protect residential neighborhoods; and protect public open space.

While the Alewife Revitalization Plan led to some significant zoning changes, many of the goals of the Plan have not yet been achieved. The Study Committee concerns and Alewife recommendations listed below reflect some of the objectives still envisioned for the area.

In addition to its historical development patterns, Alewife's natural resources also make the area unique: The Metropolitan District Commission (MDC) owns 91 acres of open space reservation containing varieties of rare and endangered plants; the hydrology of the area is such that the water table is very close to the ground surface; most of the area is included in the 100 year floodplain of the Alewife Brook watershed area; and the topsoil has a very low bearing capacity, thus necessitating special foundation designs. All of these features require careful planning.

Study Area

Alewife refers to everything north of Concord Avenue and west of the Alewife Brook Parkway, to the Arlington and Belmont town lines. In addition, the Alewife Center/W.R.Grace site and Fresh Pond Shopping Center to the east of the Parkway are considered part of this area. (See Map on page 57.)

Alewife falls within the boundaries of four neighborhoods (North Cambridge, Neighborhood 10, Neighborhood 9 and Cambridge Highlands); however, for the purposes of this Study, the Committee's concerns and recommendations address the entire area.

General Land Uses

Land uses have changed dramatically in Alewife over the last two decades resulting in a mix of uses throughout the area. Since 1980, one third (10) of the businesses in the North Cambridge portion of Alewife (north of the B&M railroad tracks to Route 2) have changed from industrial to commercial businesses. Almost all of land area has been converted, or is planned to be developed as office space. The only exceptions are the MDC Alewife Reservation and three remaining industrial parcels. (See Land Use Map page 59.) The research and management consulting firm of Arthur D. Little owns much of the land north of the Reservation to Route 2. The remaining properties along Route 2 have commercial uses or are vacant.

To the south of the Reservation, in what is known as the Triangle, the major property owner is the real estate company Spaulding and Slye, owning roughly one third of the land. The construction of the MBTA in 1985 added to the substantial transportation uses in the Triangle.

The area south of the railroad tracks, commonly called the Quadrangle, has also seen dramatic

changes in land use. What was once nearly all industrial, is now a mix of industrial and commercial purposes. Land east of the Alewife Brook Parkway is, or is planned to be for commercial uses.

Zoning

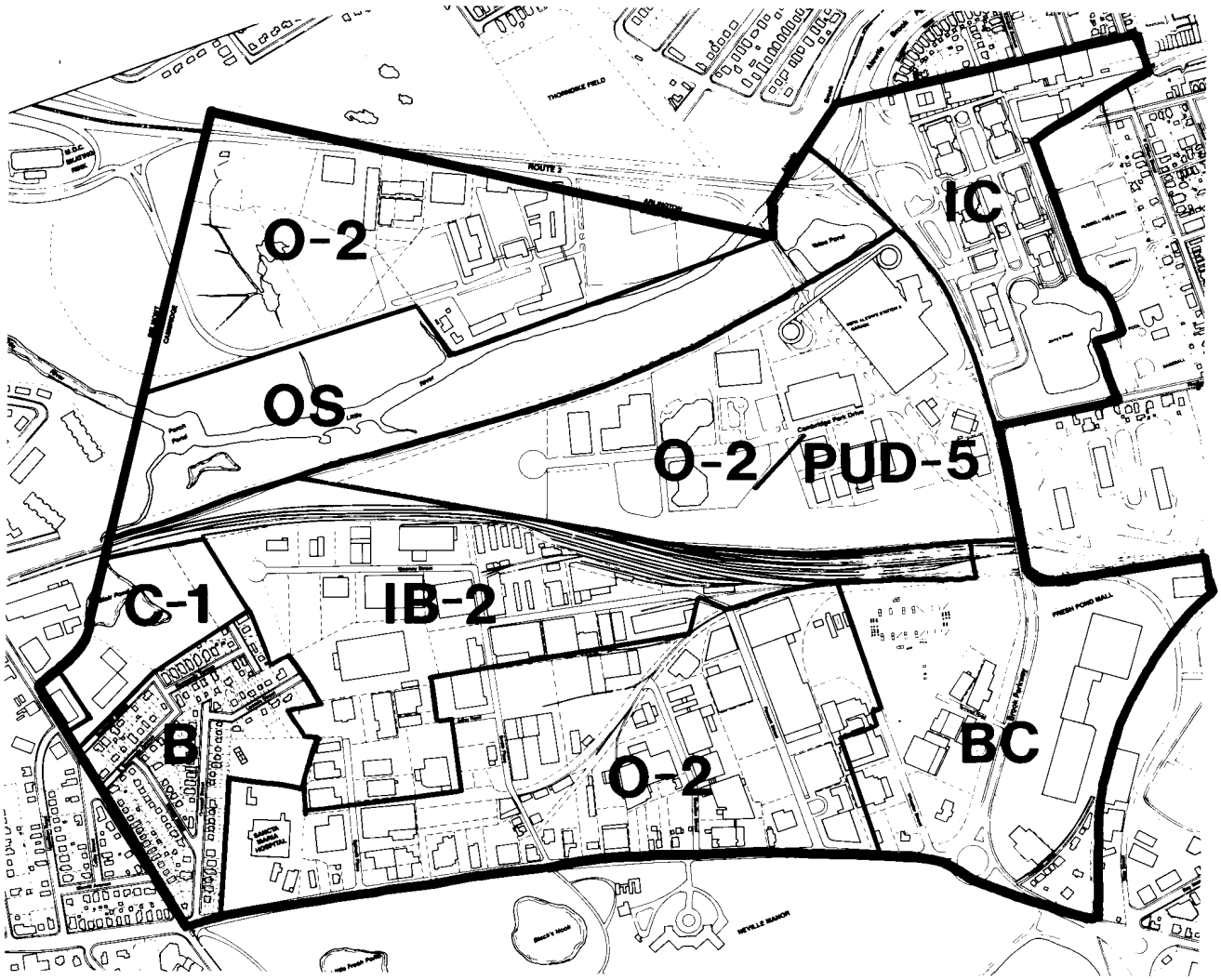
Prior to the last rezoning in 1980, most of Alewife was industrially zoned with districts allowing up to a 4.0 floor area ratio and unlimited heights. The rezoning created ten different zoning districts in the area. (See chart below.)

- The Arthur D. Little district is zoned Office 2: commercial and industrial uses are allowed at a 2.0 floor area ratio with an 85 foot height limit.
- The Triangle is a Planned Unit Development district (PUD-5) with a base zoning of Office 2. PUD-5 allows for a Special Permit, which under certain conditions would increase the floor area ratio to 2.2, and the height limit to 125 feet.
- The Quadrangle contains five separate zoning districts with floor area ratios ranging from .5 to 2.0, and height limits from 35 feet to 85 feet.
- Alewife Center/W. R. Grace Site is in an Industry-C/PUD district which has an F.A.R. of 2.0 and an 85 foot height limit.
- The Fresh Pond Mall is in a Business C district, with a 2.0 floor area ratio.

Alewife Zoning Districts - 1988

Zone	Use	Min. Lot Area/ Dwelling Units	Max. Dwelling Units Per Acre	FAR	Max. Height
O2	Commercial			2.0	85'[1]
	Residential	600 s.f.	72	2.0	85'[1]
OS	Open Space				
PUD-5	Commercial			2.2	125'
	Residential	600 d.u. on the site		2.2	125'
IC	Commercial			1.0	45'
	Industrial			1.0	45'
IC/PUD	Commercial			2.0	85'
	Industrial			2.0	85'
	Residential	300 d.u. on the site		2.0	85'
IB-2	Commercial			1.5	85'[2]
	Industrial			1.5	85'[2]
BC	Commercial			2.0	55'[3]
	Residential	500 s.f.	87	2.0	55'[3]
C1	Residential	1200 s.f.	36	.75	35'
B	Residential	2500 s.f.	17	.5	35'
BA	Commercial			1.0	35'
	Residential	600 s.f.	72	1.75	85'

[1] 35 feet within 125 feet of a residential district
[2] 35 feet within 100 feet of a residential structure less than 35 feet in height
[3] 35 feet within 50 feet of a residential district



NORTH CAMBRIDGE NEIGHBORHOOD STUDY

ALEWIFE LOCATION AND ZONING

City of Cambridge — Cambridge Community Development
Fall 1990

Development Potential

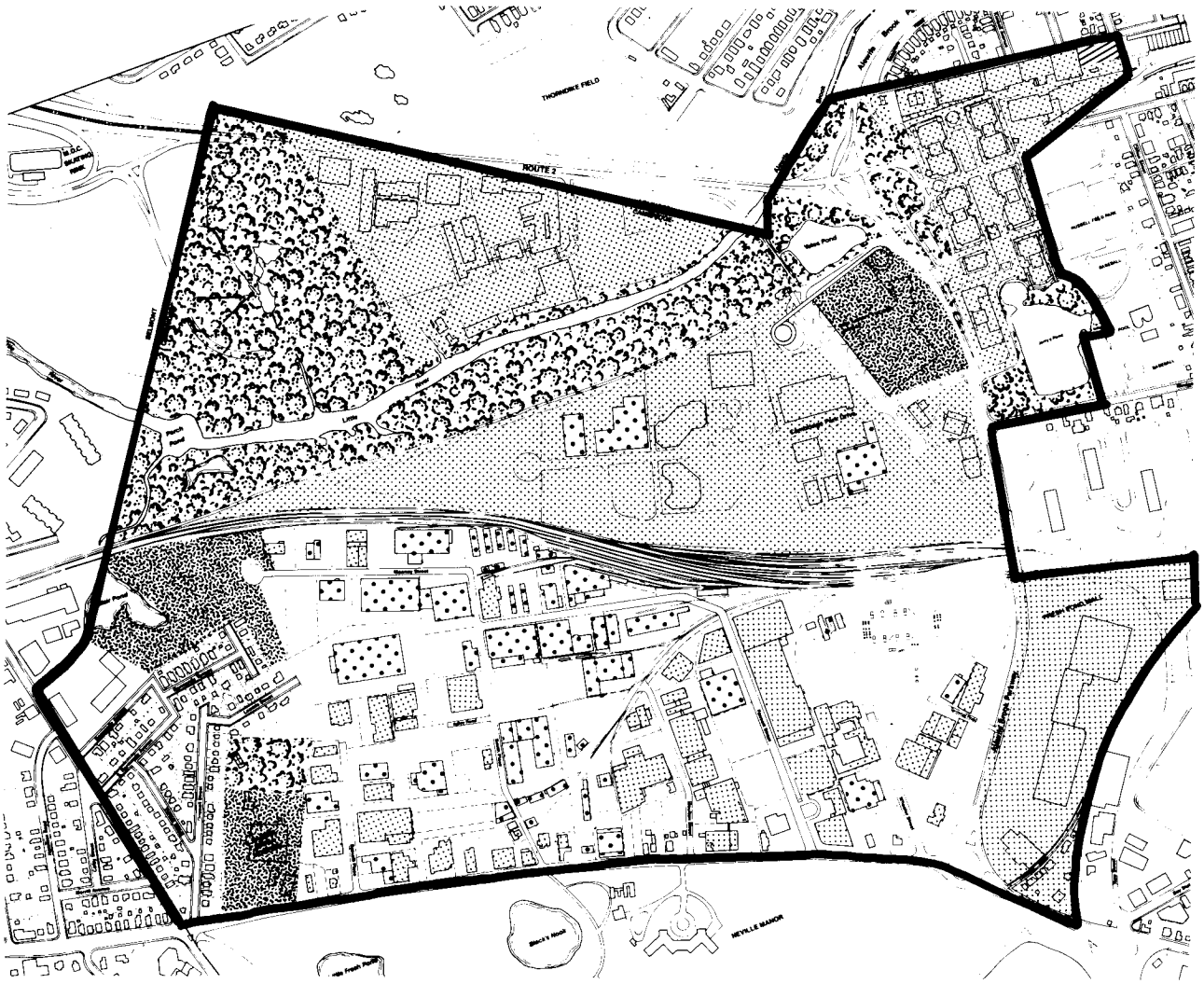
The entire Alewife area is developed to a much lower extent than what is allowed under zoning. Currently, the potential exists for an additional 13 million square feet of new commercial development. The map on the following pages shows the sites which are likely to be redeveloped in the next five to ten years.

- **Arthur D. Little District:** None of the parcels in this area are developed to their potential; the most densely developed site has used only 37 percent of its allowable floor area ratio. With the exception of the property owned by Arthur D. Little, it is likely that all other parcels in this area will be redeveloped in the next five to ten years. The total amount of new commercial development which could occur on this land is two and a half million square feet. If these parcels were to be redeveloped for residential use, 750 housing units of could be built.
- **The Triangle:** Since most of the development in this area is relatively new, or recently approved, only two sites are likely to be redeveloped in the near future: 165 Cambridgepark Drive and the 30 Cambridgepark Drive. In spite of this apparent stability, however, most of the buildings are currently using between one third and one half of their allowed densities. Altogether, current zoning allows an additional two to two and one quarter million square feet of new commercial development.
- **Alewife Center/W. R. Grace Site:** The Planning Board recently approved 1,050,000 square feet of new development on this site. Although this amount represents only 60 percent of its allowed density, the Special Permit has capped the development at this amount.
- **Quadrangle, Industry B-2 District:** This entire zoning district, with the exception of two or three properties, is likely to be redeveloped in the future. Altogether, approximately two and a half million square feet of new development could be built.
- **Quadrangle, Office 2 District:** It is likely that just over half of these sites could be redeveloped; the total amount of potential development is estimated to be 3,370,000 square feet.
- **Business C District, Fresh Pond Mall:** Although it is unlikely that the Fresh Pond Mall, the utility site, and various other smaller developments will be redeveloped in the near future, the district still allows an additional two and a half million square feet of new development.

Study Committee Concerns

(1) **Proposed Route 2/Alewife Brook Parkway Improvements:** The Committee is opposed to the Massachusetts Department of Public Works Route 2 roadway proposal (as presented in Fall 1988) for the following reasons:

- It will not solve the traffic problem in the Alewife area, but rather, will merely push the traffic further into Cambridge;
- It will exacerbate traffic congestion at the Fresh Pond Reservation rotary, endangering the water supply;
- Since it will not solve any traffic problems, it is not worth even the lowest projected estimate of $40 million;
- It breaks with accepted public policy to discourage people from driving into Boston;
- It will exacerbate an already seriously dangerous situation for pedestrians as there are no sidewalks, crosswalks, or railroad crossings in the plan;
- It will destroy the opportunity for the City of Cambridge and MDC to pursue a long-standing vision of creating a Fresh Pond Parkway greenbelt; and



NORTH CAMBRIDGE NEIGHBORHOOD STUDY

ALEWIFE LAND USE

City of Cambridge

Cambridge Community Development
Fall 1990

- Residential
- Commercial
- Industrial
- Parks and Open Space
- Institutional
- Vacant and Parking

- It will create a physical and psychological barrier between North Cambridge and the Alewife area at a time when the City is trying to pursue policies which will better integrate these areas.

(2) **Alewife Vision:** In 1979, the Alewife Revitalization Plan presented a series of goals which, if achieved, would have created a cohesive vision for the Alewife area. In general, the producers of the plan envisioned an urban looking environment, with mixed uses for day and nighttime activities; attractive buildings and walkways; and plenty of trees and open spaces.

This vision of Alewife has not materialized. On the contrary, the Committee is concerned with the way in which development has been occurring in this area. Alewife has been compared to a suburban shopping center with too much asphalt and concrete and buildings which do not relate well to each other. Instead of being an environment which is friendly and inviting to people, the area has remained stark, mundane and isolated from the surrounding neighborhoods. It has also developed solely as an office district, without any retail or residential uses.

(3) **Potential for Overdevelopment:** Zoning in the Alewife area allows approximately 13 million square feet of new development. The Committee believes that if built, this amount of development would have a devastating impact on the area's natural resources. The wetlands serve an important ecological, as well as aesthetic, function and must be protected. Because the entire area is situated in a flood plain, the amount of development, and the location and form of the buildings are of particular importance.

(4) **Appropriate Development:** In addition to the amount of potential development allowed in Alewife, the Committee is concerned about the type of uses which may be built under the current zoning. For example, if 13 million square feet of commercial development were to occur in this area, it could seriously exacerbate the current housing shortage in Cambridge. Secondly, the Committee would like to see the type of commercial development encouraged which best meets the employment needs of Cambridge residents. Finally, the Committee would like to ensure that Alewife development projects will provide jobs for North Cambridge residents and daycare facilities for Alewife employees and neighborhood residents.

(5) **Design Review:** In order to create the type of environment discussed in the Alewife Revitalization Plan, the City needs a strong design review process. The current zoning lacks this type of mechanism. Presently, the two Planned Unit Development (PUD) districts are the only tools in Alewife which require developers to undergo a design review process. However, this form of zoning has failed for two reasons. First, the base zoning is too high and therefore diminishes any incentive for a developer to use the PUD. Second, because the PUD may only be used when developing 20 acres or more, few landowners can actually take advantage of this zoning.

(6) **Pedestrian Access:** Committee members noted that it is extremely difficult, if not dangerous, for pedestrians to get in and out of Alewife. Crossing Alewife Brook Parkway, particularly during the long morning and afternoon rush hours, is a formidable challenge. If Alewife is going to provide employment opportunities for North Cambridge residents, and if auto transportation is to be discouraged as a goal, then improving pedestrian access to Alewife is essential.

In addition to the difficult crossing at Alewife Brook Parkway, members reiterated their concern that there is no safe way for people to walk to Fresh Pond Shopping Center from Fresh Pond Apartments (Rindge Towers) and Jefferson Park. Since Fresh Pond is the shopping area which serves this part of North Cambridge, it is essential that a safe method for crossing the railroad tracks be created immediately.

(7) **Protection of Alewife's Natural Resources:** Alewife contains some of the few remaining wetlands left in Cambridge. Adequate protection, sufficient maintenance, and active management are essential to keep these lands in the appro-

priate state. The following areas deserve special attention:

- The MDC Reservation contains important, and sometimes, rare, species of plants which must be protected. Because this area is so important ecologically, careful consideration should be given to the degree of public accessibility which will allow enjoyment and appreciation without damaging the resources.
- Little River and Blair's Pond are still relatively pristine. Measures should be taken to ensure that they remain this way.
- Jerry's Pond has the potential to become a valuable community recreational resource. The Pond and surrounding wetlands should be enhanced and better maintained.

(8) **Financial and Technical Support:** Because Environmental Impact Reports are prepared by the same developer who is seeking approval for his or her project, it is imperative that the City have adequate resources with which to review these reports. Yet, the Cambridge Conservation Commission has only a one person staff, and one of the lowest budgets of any Conservation Commission in the state. In addition, the City has only one engineer and few assistants to review all of the flood plain and other technical issues.

(9) **Outdated Database:** The hydrological data base for Alewife is eight years old. Since important development decisions are made using this information, it is critical that the data be updated.

(10) **Comprehensive Flood Plain Review:** Under the current flood plain review processes, each developer is required to assess the impacts of his or her development on the flood plain and employ measures to mitigate those impacts. However, this approach is deficient in that it only examines the isolated impacts of each specific development, rather than the cumulative effect of all development on the entire flood plain.

(11) **Public Safety:** The Committee is concerned about the level of public safety in and around Alewife. Due to the overlapping jurisdiction of public agencies, neighborhood residents are often confused about who has responsibility for lighting and police patrol.

Alewife Recommendations

(1) Any improvements to the Alewife Brook Parkway/Route 2 should be done in such a way as to:

- improve safety and reduce traffic congestion in the area;
- ensure that the water supply at the Fresh Pond Reservoir and the wetlands at the Alewife Reservation are not adversely affected;
- continue the long standing public policy that through traffic into Boston should not be encouraged;
- preserve and enhance the Metropolitan District Commission and the City of Cambridge's greenbelt concept at Alewife Brook Parkway/Route 2;
- create safe and pleasant ways to allow people to walk through Alewife, as well as to cross the roadways to the shopping center; and
- prevent a barrier from being created which would separate North Cambridge from Alewife.

(2) Request that the Massachusetts Department of Public Works prepare a new Environmental Impact Report, containing a thorough environmental study of the Alewife Brook Parkway area and an analysis of the proposed roadway changes and their impacts, before the Fall 1988 roadway proposal for Route 2/Alewife Brook Parkway is approved.

(3) Establish a working committee composed of residents from north and west Cambridge neighborhoods and Alewife property owners to update

the 1979 Alewife Revitalization Plan. This committee should take a comprehensive look at the entire Alewife area and make recommendations to the City Council concerning the amount and type of development which is most appropriate for each area within Alewife. As part of this comprehensive planning process, the following issues should be addressed:

- Develop an urban design plan which will provide guidelines and recommend actions to achieve an appropriate environment for Cambridge, e.g.: buildings whose design reflect the City's rich urban architectural heritage as well as extensive landscaping, trees, and other open space amenities, and water bodies which could more naturally serve as flood retention areas; consider the most attractive and environmentally sensitive manner for addressing parking in Alewife; and explore options for enhancing the Alewife Parkway concept.
- Take measures to ensure that new development will not adversely affect traffic flow, flood plains, wetlands, or water quality.
- Recommend ways to encourage the development of mixed uses, including housing. Not only is housing needed in this area, but the presence of residential units would make Alewife a safer and more interesting area: active at night as well as during the day.
- Examine employment and daycare options at Alewife. Consider possible mechanisms which would strengthen the Cambridge Employment Plan, thereby ensuring that more Cambridge residents benefit from new development projects in Alewife. Consider ways to encourage day care centers for Alewife employees and Cambridge residents.

(4) Work with regional, environmental, and local officials to complete a comprehensive environmental plan for the entire Mystic River Valley Watershed area. The plan should examine the sensitive and fragile ecology of the area, as well as recommend measures to ensure that the flood plains and wetlands are protected and the open space will be preserved.

(5) The following recommendations apply to the Metropolitan District Commission (MDC):

- Work with area residents to create a management plan for the reservation land. Ensure that ecologically sensitive land is protected adequately, while opening up less critical land for public use and enjoyment.
- Conduct environmental educational programs to increase the public's awareness of the sensitivity and importance of the Alewife wetland areas.
- Work with area residents to investigate the possibility of acquiring Jerry's Pond, Blair's Pond, and additional reservation land near Arthur D. Little.
- Request that Arthur D. Little return the parking lot to open space.

(6) Update the comprehensive hydrological data.

(7) Study the need for a local wetlands protection ordinance which would give the Cambridge Conservation Commission increased control over development in the wetlands.

(8) Increase filing fees so that the Conservation Commission can hire consultants to assist them in their technical reviews.

(9) Simplify the review process by transferring all flood plain permitting to the jurisdiction of the Cambridge Conservation Commission.

(10) Complete Alewife Boulevard following the Alewife comprehensive planning study.

(11) Study ways to improve the level of safety in the Alewife area.

(12) Identify the specific agencies which have jurisdiction over portions of the Alewife area. Improve the coordination of maintenance and public safety issues between these agencies.

(13) Improve pedestrian access from the Fresh Pond Apartments/Jefferson Park area to the Fresh Pond Shopping Center and Thomas Danehy Park. This should be done by adding a stairway to the Alewife Brook Parkway bridge to be constructed by the State Department of Public Works. Once the Thomas Danehy Park is completed and is being used, the feasibility of a pedestrian overpass will be reconsidered.

TRAFFIC AND PARKING

Introduction

Growing reliance on the automobile, combined with increased growth in Cambridge, Boston and surrounding communities, has resulted in an exacerbation of traffic and parking problems in North Cambridge. Traffic can become particularly congested on the two major routes through the neighborhood: the Alewife Brook Parkway and Massachusetts Avenue. This congestion, in turn, causes greater volumes of traffic on residential streets. In addition, employees, commercial customers and residents must compete for a limited number of on-street parking spaces.

At the same time, North Cambridge is well served by the MBTA's Red Line. Porter Square, Davis Square and the Alewife MBTA stations are all within walking distance of different parts of the neighborhood. Buses and trolleys also run along Massachusetts Avenue and Rindge Avenue. The availability of public transportation and a growing awareness of the traffic and parking impacts of development provide a backdrop for necessary transportation changes. In the coming years, the ability to mitigate traffic related impacts of new developments, increase the use of mass transit and public transportation, and reduce automobile dependency will require a strong level of commitment and cooperation on behalf of state and local officials, businesses and residents.

This chapter does not present new research on traffic and parking issues. Rather, it highlights neighborhood opinions, lists the Study Committee's concerns, and presents the Community Development Department and North Cambridge Study Committee recommendations on this critical issue.

Neighborhood Survey Results

(1) When residents were asked to list the three things they liked best about their neighborhood, 18 percent of North Cambridge residents cited public transportation.

(2) While most residents are not concerned about the availability of public transportation, traffic congestion and the lack of parking were considered to be serious problems:

- Three percent of residents considered inadequate public transportation to be a major problem, 17 percent said it was a minor problem and 79 percent said it was no problem.
- Fifty-six percent considered the lack of parking to be a major problem, 20 percent said it was a minor problem and 21 percent said it was no problem.
- Forty-five percent said traffic congestion was a major problem, 31 percent said it was a minor problem and 24 percent said it was no problem.
- Most residents travel to work by car (60%), but a substantial number use public transportation to get to work (30%). Nine percent walk, ride a bicycle or work at home.

(4) Thirty-six percent of North Cambridge residents work in Cambridge. Of these residents, 52 percent drive, 22 percent use public transportation and 25 percent walk, bicycle or work at home.

Study Committee Concerns

(1) **Traffic Congestion:** The amount of traffic in North Cambridge has increased steadily over the past few years. Increased traffic congestion has resulted in higher accident levels, greater amounts of noise, trip delays, and an overall deterioration in the quality of life. The Committee is concerned that new development will further exacerbate this situation.

(2) **Public Transportation:** Although the MBTA has three subway stations which serve North Cambridge residents, many parts of the neighborhood are in need of improved bus service.

- The Arlington buses, which run most frequently on Massachusetts Avenue, do not always make scheduled stops in North Cambridge.

- The Rindge Avenue bus runs infrequently during non-rush hours, and often misses those times for which it is scheduled to make stops.
- Better means of transit are needed to transport North Cambridge residents to their jobs in the Alewife area, to stores and other activities in Porter Square, and to the shopping centers at Fresh Pond.
- Alternative means of transportation are needed to discourage non-Cambridge residents from driving through North Cambridge on their way to other destinations.

(3) **Parking:** The decision regarding how much parking to require involves a number of trade-offs: open space versus asphalt; underground parking versus increased building bulk; parking availability versus traffic congestion. These issues need to be studied carefully to insure that the most appropriate choices are made.

In addition, specific areas within North Cambridge have parking problems which are unique to the characteristics of those areas. For example, parking is particularly difficult for residents who live on side streets between Massachusetts Avenue and the Somerville line. Due to the residential sticker program in both cities, residents may park their cars only on portions of their street. The Committee would like to see some creative solutions applied to these unique situations.

(4) **Trucks:** Large trucks using small residential streets are a problem: they create noise; obstruct traffic; and damage trees, sidewalks, and private property.

(5) **Porter Square:** Traffic congestion and parking are serious problems in the Porter Square area. The current shortage of commercial parking spaces is causing non-residents (employees and customers) to park on residential streets, creating serious problems for area residents. On the other hand, the Committee is concerned that the provision of additional large scale parking garages will simply exacerbate the problem by encouraging more people to drive to the area. Action needs to be taken to alleviate this situation in a manner which is sensitive to the needs of those residents living in and around Porter Square.

(6) **Rindge Avenue:** Due to the presence of an elementary school, park and recreation area, teen center and library, residents are particularly concerned about the increasing level of traffic on Rindge Avenue. They would like to ensure that this traffic will not adversely affect the safety level for pedestrians using these facilities.

Traffic and Parking Recommendations

(1) Establish strict traffic mitigation measures for all new commercial developments in North Cambridge.

(2) Work with local, regional, and state officials to create an effective forum for regional transportation planning efforts.

(3) Cambridge residents and officials should form a task force to work with state representatives on an ongoing basis to accomplish the following recommendations:

- The MBTA should build satellite parking along Route 128 and in Belmont and Arlington. The number of buses travelling between the Boston and Cambridge area and these communities should then be increased.
- The MBTA should expand their marketing of T passes to encourage the use of public transportation.
- The MBTA should improve North Cambridge bus and trolley service by increasing the frequency of service along Massachusetts Avenue and Rindge Avenue, and by ensuring that its schedules are met.
- The MBTA should improve its service on the Red Line trains to encourage people to use public transportation.

(4) The Community Development Department is currently working with Cambridge businesses and CARAVAN For Commuters to establish a city-wide program in which employers would of-

fer alternative transportation services to their buildings. The Committee supports this effort, but recommends that the program include an aggressive strategy to target the Alewife area.

(5) Ensure that new commercial developments keep their parking to a minimum in the Alewife area.

(6) Ensure that new commercial parking is kept to a minimum in the Porter Square area with no construction of any public parking facilities.

(7) The Traffic and Parking Department should aggressively enforce the resident sticker, visitor pass and double parking regulations.

(8) Work with area businesses and residents to establish reasonable truck delivery hours in those commercial areas which directly affect residential properties.

(9) Ensure that area residents who will be affected by new parking regulations or changes to the one-way street system are notified when these changes are being considered, and are included in the formulation of these policies.

(10) Consider the installation of a traffic signal/walk light on Rindge Avenue across from the Fitzgerald School.

H O U S I N G

General Description

The 1980's was a decade of dramatic changes in the North Cambridge housing market. Once one of the most affordable neighborhoods in the City, sales prices have now equalled or surpassed city-wide prices. Despite these trends, North Cambridge shows signs of residential stability as nearly three out of four properties (72%) are owner occupied.

As of 1988, according to the Cambridge Office of Revaluation, there were 1,800 residential properties in North Cambridge, of which nearly three fourths (72%) were owner-occupied. In the same year, there were 5,066 housing units in the neighborhood, an increase of 166 units since 1980. At that time, according to the US Census, there were 4,900 units of which 4,596 (94%) were occupied. The additional units were gained through the construction of new townhouses and duplexes (82 and six units respectively) and the North Cambridge Senior Center (51 elderly units), as well as the conversion of a nursing home on Chester Street and the Lincoln School (27 units total).

The large majority (76%) of the housing units are in one and two family houses. Less than one-fifth (19%) of the units are in three family houses, while five percent are located in four or more family buildings.

1988
Number of Units per Building

Number of Units	% of Buildings
1	35%
2	41%
3	19%
4-8	4%
9+	1%
Total	100%

Over half of the existing housing stock was built before 1940. Much of it dates from the 19th century when the extension of the railroad and the construction of the West Boston (Longfellow) Bridge opened up North Cambridge to Boston investors for both industrial and residential development. The growth of the brick yards and other industries spawned housing for the new workers, particularly along Rindge Avenue and Sherman Street. In the early 20th century, the neighborhood grew more dense as numerous two family residences were built to house increasing numbers of workers and their families.

The majority of the housing stock in the neighborhood appears, on the exterior, to be in relatively good condition. A recent study by Homeowners' Rehab, Inc. determined that 310 residences (17%) are in need of some level of renovation. Of these, two thirds (213 buildings) need cosmetic work only, 91 require moderate renovations, and the remaining six need major rehabilitation.

Condominiums

As of 1988, according to the Cambridge Office of Revaluation, North Cambridge had 49 condominium buildings, totaling 315 dwelling units. Three-fourths of the buildings (36) contain two or three units having been converted from two and three family homes. The remaining thirteen buildings include detached single family homes which may have been subdivided internally, as well as larger buildings.

Most condominium conversions have occurred since 1980. Prior to that year, only four multi-family buildings for a total of 53 units had been converted. In 1980 alone, the number of condominium units nearly tripled from 53 to 156 units when an additional three buildings converted. Two buildings, high rises on Massachusetts Avenue, accounted for nearly all of the new units that year. After 1980, the greatest number of conversions took place when fourteen buildings containing 61

units were converted. The high number of conversions yielding a relatively low number of condominium units indicates that most of the buildings converted were much smaller than the buildings that were converted in the early 1980's. This change is largely due to the rent control ordinance which restricts the conversion of apartments in all buildings over three units.

New Construction, Reuse & Extensive Renovation
North Cambridge: 1980-1987

Year	Address	Units	Type	New/Reuse	Condo
1980	2-4 Chester St.	8	TH	N	Yes
1981	2143-2157 Mass Ave.	11	TH	N	No
	8-8A Cogswell Ave.	2	DPX	N	No
	41-47 Cogswell Ave.	38	TH	N	No
1982	10 Chester St.	7	■	R	Yes
1983	171-179 Sherman St.	4	TH	R	No
	2050 Mass Ave.	51	MF	N	No
1984	35-41 Walden St .	20	●	R	Yes
	37 Harvey St.	5	TH	N	No
1985	12-14 Shea Rd.	2	DPX	N	No
	21 Cogswell Ave.	6	TH	N	Yes
	6 Chester St.	3	TH	N	No
1986	203 Pemberton St.	7	TH	N	Yes
1987	146 Rindge Ave.	2	DPX	N	No
Total New Units		166			

TH: Townhouse
DPX: Duplex
MF: Multifamily
■: Reused nursing home
●: Reused school building

Rentals

The majority of housing units in North Cambridge are rented. This has been consistent over time and is similar to city-wide rental patterns. From 1970 to 1980, the number of renters to owners increased slightly; however, the results from the 1988 North Cambridge Demographic Survey indicate that number of homeowners may have increased somewhat since 1980. This increase in homeowners may be due in part to the number of condominium conversions that took place during the 1980's.

Proportion of Renters to Owners

	Renters	Owners
1970	70.9%	29.1%
1980	73.5%	26.5

Rental Levels

Historically, rents in North Cambridge have been slightly lower than the city-wide median rent, and lower than in the surrounding west Cambridge neighborhoods.

Median Contract Rent

	North Cambridge	Cambridge
1970	$110	$119
1980	$200	$219

The 1988 demographic survey found that two thirds of all tenants pay a monthly rent of $600 or less. Nearly one-fourth pay between $601-$900 per month.

1988 North Cambridge Rent Levels

$300 or less	24%
$301 - $600	42%
$601 - $900	23%
$901 - $1200	5%
Over $1200	2%
Unknown	4%
Total	100%

Rent Controlled Housing

According to the Cambridge Rent Control Board, North Cambridge has 942 rent controlled units in 296 buildings. This accounts for 17 percent of all structures and 37 percent of all rental units in the neighborhood.

Rent Levels in Rent-Controlled Units

Rent	Percent of RC Units
$300 or less	51%
$301 - $600	45%
Over $600	4%
Total	100%

Subsidized Housing

Over one-fourth (1,377 units) of all the housing in North Cambridge receive some form of public subsidy, either through the tenant or the owner. Subsidized units are located in five Cambridge Housing Authority developments, the privately owned Fresh Pond Apartments (Rindge Towers) or in private leased housing scattered throughout the neighborhood.

Location of Publicly-Owned Subsidized Units

Name	Address	Units	Housing Type
Daniel Burns Apts.	30-50 Churchill Ave	199	Elderly
Jackson Street Apts.	121 Jackson St.	10	Family
Jefferson Park	Rindge at Jackson	284	Family
Leonard J. Russell Apts.	2050 Mass. Ave.	51	Elderly
Robert Weaver Apts.	81 Clifton St.	20	Elderly
Total		564	

Location of Privately-Owned Subsidized Units

Name	Address	Units	Housing Type
Rindge Towers	362 Rindge Avenue	777	Fam/Elderly
Leased Housing tenants	(various locations)	36*	
Total:		813	

* 26 units located in Rindge Towers also receive additional subsidy; these units have not been included in this number to avoid double counting.

Sales

Until 1980, home prices in North Cambridge were among the lowest in the City. Throughout the 1960's and 1970's home prices were lower in North Cambridge than in the surrounding neighborhoods in the western section of Cambridge. They were consistently lower than prices city-wide. Prices rose slowly during these decades. When adjusted for inflation, prices increased an average of 15 percent for each four year period between 1961 and 1980.

During the 1980's, housing prices climbed dramatically to the point where they now equal or surpass prices city-wide. In the early years of the decade, home prices in North Cambridge rose to parallel prices city-wide. Median prices for one and two family homes rose from $113,500 in 1984, to $200,000 in 1985, to $285,000 in 1986 representing an average increase of 59 percent each year. In 1985 and 1986 home prices in North Cambridge rose above city prices. In those two years, the median cost for triple deckers in North Cambridge was $50-60,000 higher than in Cambridge as a whole.

Median Price Trends

	1981-1983	1984-1986	%Change
1 Family	$70,000	$139,000	99%
2 Family	$85,250	$165,000	94%
3 Family	$85,000	$210,000	147%

Sales prices for condominiums followed similar trends, although at a lower price level than home sales. The median price stayed between $60,000 and $70,000 through 1984; however, prices nearly doubled from early to mid-decade, rising from $65,000 to $118,000.

Prices for newly constructed units, both condominiums and townhouses, were sometimes higher than the overall median prices in their respective sales years, although townhouse prices were actually lower than those for single family homes in 1983. Newly constructed condominiums were consistently higher than the median for all condominium sales, including conversions.

Price Trends For New Condominiums

Year	New Condo Sales	Median Price: New Condos	Median: All Condos
1981	5	$72,000	$63,900
1982	0	—	—
1983	1	$102,000	$60,100
1984	3	$150,000	$69,900
1985	3	$165,000	$93,000
1986	5	$233,000	$144,500

Price Trends For New Townhouses

Year	Median Price: New Home Sales	New Townhouse Sales	Median Price: All 1 Fam Sales
1981	0	—	—
1982	6	$72,500	$60,000
1983	8	$75,475	$99,000
1984	13	$147,000	$100,000
1985	5	$150,000	$141,500
1986	8	$137,950	$157,450

North Cambridge prices also paralleled closely those in the greater Boston area. Between 1981 and 1986, neighborhood single family prices rose from $66,000 to $157,450, while Boston area prices climbed from $70,000 to $159,200. North Cambridge prices for one to three unit homes were also fairly close to Arlington prices in the years studied.

Type and Volume of Sales

Between 1981 and 1986, 480 sales occurred in North Cambridge. Two hundred (42%) of these were sales of condominiums. Nearly half (43%) of all non-condominium sales were of single family houses, including townhouses. Slightly more than one third (35%) of the sales were of two family homes, while 15 percent were of three family residences. The lowest turnover (7%) occurred in multi-family buildings, most of these were four to eight unit buildings.

Home sales increased in volume from early to mid-decade. There were 33 to 35 sales annually between 1981 and 1983. In the years following, sales ranged from 47 to a peak of 72 sales in 1986. Sales of three family houses, in particular, were slow in the first three years, but rose steadily from 1984 to the present. In the latter years, many three deckers were subsequently converted to condominiums.

In contrast to the increased number of home sales, condominium sales peaked in 1981 with 55 sales; most of these were in three buildings along Massachusetts Avenue which had been recently converted. Sales were slower in 1982 and 1983, with 18 sales per year. However, volume increased steadily in the following years to reach a second peak in 1986 with 47 sales.

Sales Location and Turnover

Sales were dispersed widely throughout every section of the North Cambridge neighborhood, although many of the housing sales did occur in Porter Square as discussed below. The street with the most number of home sales was Cogswell Avenue, which had 33 sales (including townhouses). This was followed by Clifton (13), Dudley (11), Reed and Rindge (ten each), Montgomery, Harrington, and Rice (nine each), Jackson (eight) and Cedar with seven sales. Condominium sales, as mentioned, were concentrated on Massachusetts Avenue and Cogswell Avenue, as well as occurring on Chester, Rice, Clifton and other streets.

Eleven homes were re-sold during the six year period. Another 14 were sold, then converted and re-sold as condominium units. The streets where resales occurred are listed below:

Home Resales 1980-1986	Conversion and Resales 1980-1986
Cameron Avenue	Alberta Terrace (2)
Dudley Court	Cogswell Street
Harrington Street	Creighton Street (2)
Harvey Street	Davenport Street
Jackson Street	Madison Avenue
Locke Street	Mead Street
Madison Avenue	Pemberton Street
Milton Street	Reed Street
Rice Street	Regent Street
Rindge Avenue	Rice Street
Russell Street	Rindge Avenue

Porter Square Trends

Because of the concentration of sales occurring in Porter Square (see map on page 77), the area was analyzed to determine whether a distinct housing market exists there, particularly with the MBTA Red Line making the area more accessible.

Although Porter Square represents a relatively small portion of the neighborhood area, it accounts for a significant portion of all North Cambridge housing sales between 1981 and 1986. During those years, one fourth of all one to three family home sales occurred there. In the latter three years, one third of all single family home sales in North Cambridge were made there.

Condominium sales have been a major force in Porter Square's housing market, out numbering home sales nearly two to one in the early part of decade. In the six year study period, almost half of all North Cambridge condominium sales occurred here, many of them concentrated on Massachusetts Avenue and Cogswell Street.

Porter Square housing prices have not differed significantly from prices elsewhere in North Cambridge, with the exception of condominium sales. Condominium prices were consistently higher than those in the rest of the neighborhood. Between 1981 and 1986, the median prices for condominiums in Porter Square rose from $82,300 to $166,500; elsewhere in North Cambridge, condominium prices climbed from $42,000 to $137,500.

Housing Affordability

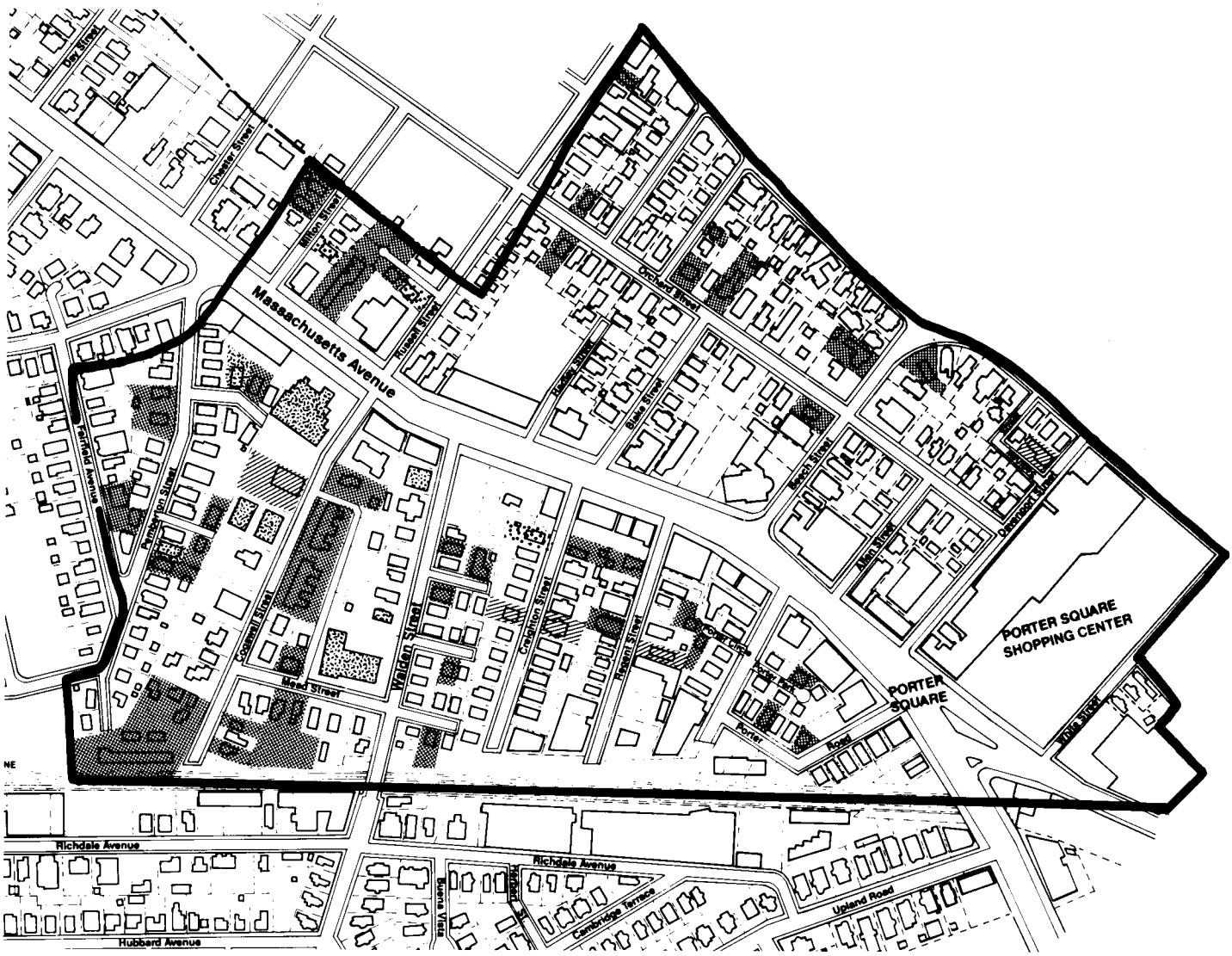
North Cambridge, once one of the City's most affordable neighborhoods for housing, has caught up with the rest of Cambridge. Sales prices have risen rapidly since 1981. (Every year, except for 1982, prices have risen substantially.) Buying a home requires a larger income than it once did. Rental opportunities are scarcer, as condominium conversions cut into the rental stock, and construction of new rental housing has all but ceased.

North Cambridge housing has been subject to the same forces driving the real estate market throughout the greater Boston area. In the 1980s, housing demand grew in concert with economic recovery, lower interest rates, changing demographics and favorable tax laws. Would-be homeowners and investors began to notice lower-cost, family-oriented neighborhoods such as North Cambridge. In a market where housing is relatively scarce, new demand forced prices up quickly.

Rising prices restrict opportunities for potential homebuyers in North Cambridge. The following table shows the median price for a single family home in 1981 and 1986, in constant 1986 dollars, and the income needed, in 1986 dollars, to purchase it.

Yearly Income Needed to Purchase One Family Home

Year	Median Price	Income Needed In Constant Dollars
1981	$77,860	$33,563
1986	$157,450	$47,374
% Change	102%	41%



NORTH CAMBRIDGE NEIGHBORHOOD STUDY

PORTER SQUARE HOUSING SALES

City of Cambridge

Cambridge Community Development
Fall 1990

House Sales

Condo Conversions

Condo Sales

Resales

The median family income in 1980 for North Cambridge was $17,123, or $24,749 in 1986 dollars. While 1986 income data is unavailable, it appears that home prices are less accessible for a larger proportion of North Cambridge families.

Neighborhood Survey Results

(1) Two-thirds of all North Cambridge residents view high housing costs as a major problem in the neighborhood. This was equally true among homeowners and renters alike.

(2) Forty-nine percent of all North Cambridge residents think high rents are a major problem in the neighborhood.

(3) Over half of North Cambridge residents (57%) believe there is a need for more housing opportunities for residents of their neighborhood.

(4) Of those residents who perceive a need for more housing opportunities, 43 percent said there is a greater need for rental housing, 25 percent said there is a greater need for homeownership, and 21 percent said the need for both is equal (11% were unsure).

(5) Most North Cambridge renters (65%) expect to own a home one day, but only 13 percent think that they will be able to afford to purchase a home in their neighborhood.

(6) Sixty-three percent of North Cambridge homeowners are aware of the City's home improvement programs to fix up their homes; however, only 22 percent of North Cambridge residents are aware of programs which provide homeownership assistance.

(7) Most North Cambridge residents (81%) do not consider rundown homes to be a major problem in the neighborhood. Similarly, 84 percent of North Cambridge residents think the housing stock is in similar or better condition today than it was five years ago.

Study Committee Concerns

(1) **Preservation of Affordable Housing:** North Cambridge residents are proud of the relatively large amount of affordable housing situated within their neighborhood: 27 percent of the housing stock in North Cambridge is subsidized, compared to 12 percent of all units across the City. Preserving these units is one of the Committee's strongest housing goals. In addition, members wish to ensure that this mix of affordable housing will remain at the same or higher levels as new housing is built in the neighborhood.

(2) **Preservation of Diversity:** One of the most positive features of the North Cambridge neighborhood is the diversity of its population. Maintaining this mix of residents is an important priority of the Committee; however, the rising cost of housing is making it extremely difficult for long-time residents and their families to remain in the neighborhood. In addition, the high cost of housing prohibits many low and moderate income people from moving into the neighborhood. The Committee is concerned that if present trends continue, North Cambridge will only be affordable to a narrow segment of the population.

(3) **Maintenance of Existing Housing Stock:** According to a recent study conducted by Homeowners' Rehab, Inc., 17 percent of North Cambridge residential properties could use some level of renovation or cosmetic improvements. The Committee would like to ensure that all low and moderate income property owners who need home improvements are aware of the various financing programs which are available to them. Secondly, the Committee is concerned about those homeowners who need home improvement assistance but do not meet the City's income guidelines.

(4) **Preservation of Rental Housing at Fresh Pond Apartments (Rindge Towers):** Due to expiring Federal Section 8 subsidies and use restrictions, the future of many affordable units at Rindge Towers is uncertain. Three hundred thirty eight

subsidized units are in danger of losing their Section 8 status in 1991. In addition, the mortgage of one tower is eligible for prepayment in 1993. This means that the owner might be able to sell another 274 units at market rates. The loss of these units could displace hundreds of North Cambridge residents and drastically add to the affordable housing crisis.

(5) **Condominium Conversions:** Between 1980 and 1986, approximately 215 rental units were converted into condominiums. Because rental properties are the only means of affordable housing for many people, the Committee is concerned about this loss and the potential for a further reduction in the number of rental units through future condominium conversions. On the other hand, some Committee members view the conversions as a possible resource for creating more affordable homeownership opportunities for moderate income residents.

(6) **High Costs of New Housing Production:** Opportunities to produce more affordable housing for low and moderate income residents are becoming increasingly difficult. The scarcity of vacant land, high land values, and high construction costs severely limit the amount of affordable housing that can built.

(7) **Rent Control:** The Committee supports the underlying intent of rent control; however, members would like to see these units being rented to those people who need them most. In addition, the Committee would like to find incentives for landlords to maintain and improve their buildings.

(8) **Density of Development:** Increasingly, new housing units are getting built without regard to the existing character of the neighborhood, nor do they take parking or traffic problems into account. Sometimes the neighborhood is asked to support greater density in order to receive a limited number of affordable units in a particular project. This dilemma is of concern to the Committee and will have to be addressed appropriately when areas within North Cambridge are rezoned.

(9) **Townhouse Bonuses:** Increasingly townhouses are being built as-of-right in North Cambridge. These dwellings concern the Committee because they are frequently built in the back yards of existing homes, thereby increasing density and reducing open space in the neighborhood. In addition, while the new units contribute to the traffic and parking problems experienced in the neighborhood, they do not contribute to the supply of affordable housing.

Housing Recommendations

(1) Given the scarcity of vacant land in North Cambridge, as well as high land values and construction costs, public agencies, non-profit groups, and the Stabilization Committee should concentrate their efforts on preserving the existing housing stock. The following methods should be employed:

- Continue to target and publicize public resources for housing rehabilitation to low and moderate income residents.
- Continue to work with neighborhood non-profit agencies to deliver housing rehabilitation services.
- Continue the level of coordination between public agencies and non-profit groups in order to maximize affordable housing opportunities.
- Support the conversion of existing rent controlled multi-family properties to resident-owned limited-equity cooperatives.
- Consider the creation of a program which could help capture some of the existing stock of affordable housing by offering to purchase a house before a homeowner places it on the open market. The house could then be sold at a below market rate to a qualified resident.

(2) Consider ways in which rent control could better serve low and moderate income people and incentives could be created to help landlords (or

interested tenants) maintain or improve their buildings.

(3) The City should set up a special Task Force to examine the expiring use restrictions and Section 8 subsidy programs in order to retain these units as affordable housing for low and moderate income tenants. It is critical that steps be taken immediately to preserve these affordable rental units.

(4) Examine the conversion of two and three family homes to condominiums in order to determine how such conversions affect the supply of affordable housing. Explore ways in which these conversions could become a potential source for creating new homeownership opportunities, such as forms of limited equity ownership.

(5) Work with private developers and public agencies to ensure that all new housing developments are built in scale and character with the surrounding neighborhood. Try to retain the present mix of housing types as development continues in the neighborhood by encouraging the inclusion of affordable units in all new housing developments in North Cambridge.

(6) In those areas of North Cambridge which will undergo rezoning efforts, particular attention should given toward rewriting the zoning so that affordable housing opportunities can be more easily created.

(7) Due to the high costs of new housing production, a wide range of options for strengthening the recently adopted incentive zoning amendment should be considered.

(8) The Planning Board is in the process of revising the City's townhouse ordinance to reduce the bonuses currently given for townhouse development. These changes will help to ensure that new townhouses being built will better conform to the surrounding neighborhoods and should be supported.

PARKS AND OPEN SPACE

Introduction

Almost one-fifth of North Cambridge is land used for open space. Seven city-owned parks, playgrounds, tot lots and fields, combined with the natural land in the Metropolitan District Commission reservation at Alewife total 86 acres, or 18 percent of the neighborhood. (See map on page 87.) In addition, the City is converting the former City landfill on Sherman Street just outside the neighborhood boundary, to a 55 acre park. This multi-use facility, named Danehy Park, will include athletic fields, three tot lots, and jogging and bicycling paths, as well as extensive space for passive recreation. Danehy Park is expected to open in 1990.

The City of Cambridge is also in the process of revising its maintenance policies. In 1988, a consultant was hired to review current maintenance operations, provide recommendations for improvements, and develop a city-wide park maintenance management system. By 1989, it is anticipated that residents will witness a marked improvement in the maintenance and repair of parks and playgrounds.

Neighborhood Survey Results

(1) The majority of North Cambridge residents do not consider the amount of recreational facilities or the condition of the parks to be a problem in their neighborhood.

- When asked about the lack of recreational facilities in North Cambridge, 20 percent said it is a major problem, 30 percent said it is a minor problem, and 41 percent said it is no problem.
- When asked about rundown parks, 16 percent said it is a major problem, 34 percent said it is a minor problem, and 44 percent said it is no problem.
- Forty-five percent of residents think that the condition of the neighborhood's parks and recreational areas has improved over the past five years, 31 percent said it has stayed the same, and 10 percent said it has become worse.

(2) Residents are fairly evenly divided on whether the lack of open space in North Cambridge is a major problem (26%), minor problem (32%), or no problem (38%).

(3) Thirty-six percent of North Cambridge residents said environmental quality is a major problem in their neighborhood, 29 percent think it is a minor problem, and 28 percent said it is no problem.

Study Committee Concerns

(1) **Planning:** The Committee expressed the need for more open space planning. For example, members thought it would helpful if the neighborhood and City had data showing who is using the various parks in North Cambridge. They would like to know the ages of people living near specific parks to make sure that the park design and equipment best meet the needs of these particular people. Finally, the Committee wondered whether there were any groups of people who are currently prevented from using the parks for various reasons.

(2) **Community Involvement:** The communities surrounding the individual parks in North Cambridge need to become more involved and to feel a greater sense of ownership over the parks. This should be done allowing residents a greater degree of participation in all facets of park planning, design and maintenance.

(3) **Better Management:** Park planning, design and maintenance are carried out by different city agencies. This sometimes results in a lack of coordination on park issues. A more organized and cohesive policy for addressing all facets of park management is needed. In addition, these agencies often do not have adequate funding, or enough properly trained staff to carry out their mandates.

(4) **Improved Maintenance:** The parks in North Cambridge are not adequately maintained. The City does not appear to have a systematic approach to maintenance; rather, parks seem to receive the most attention in those neighborhoods in which the community applies the greatest degree of pressure. Frequently, parks are created or renovated and then they quickly deteriorate because

they are not properly maintained,. If the parks were better maintained, the City could save resources by having to renovate the parks less frequently.

(5) **Additional Open Space:** Assuming the City could improve the process by which existing parks are maintained, the Committee would like to see more green spaces added throughout North Cambridge. They would like to know what options exist for creating new parks and connecting open spaces. Finally, they wondered whether there are ways in which the City could require larger developments to provide greater amounts of open space as a public amenity.

(6) **Protection of Alewife Resources:** The Committee is very concerned with the wetlands in the Alewife area. These urban wilds are the last remaining natural land in Cambridge and, as such, should be protected. Not only are these lands important aesthetically, wetlands serve important ecological functions as well. In addition to protecting the wetlands, the Committee would like to see them maintained at a higher level. Finally, the Committee expressed the need to increase the public's awareness of the value of these lands.

Parks and Open Space Recommendations

(1) The City is currently working on developing a comprehensive maintenance plan for its parks. As part of this effort, the City should:

- Examine ways to improve the coordination among the various city agencies involved in park services.
- Take measures to ensure that sufficient funds exist to hire an appropriate number of skilled staff, or train current employees in all aspects of park maintenance, and to provide the staff with adequate resources to carry out their jobs effectively.
- Consider the creation of a formal Adopt-a-Park program, whereby a park employee would coordinate efforts of resident groups, community organizations and neighborhood businesses to help maintain the parks.
- Dispense more trash receptacles throughout the neighborhood.
- Enforce the dog laws and post more signs about dog laws in the parks.

(2) Undertake a thorough open space plan for North Cambridge to establish future open space and recreational priorities. The plan should:

- Document the types of open space uses which exist in the neighborhood;
- Determine whether this amount and mix is appropriate given the current and projected demographic composition of the neighborhood;
- Recommend ways to create additional open spaces and community gardens in North Cambridge; encourage landscaping, tree planting, and sitting areas throughout the neighborhood, and ensure that all residents have access to the type of open space which meets their needs.

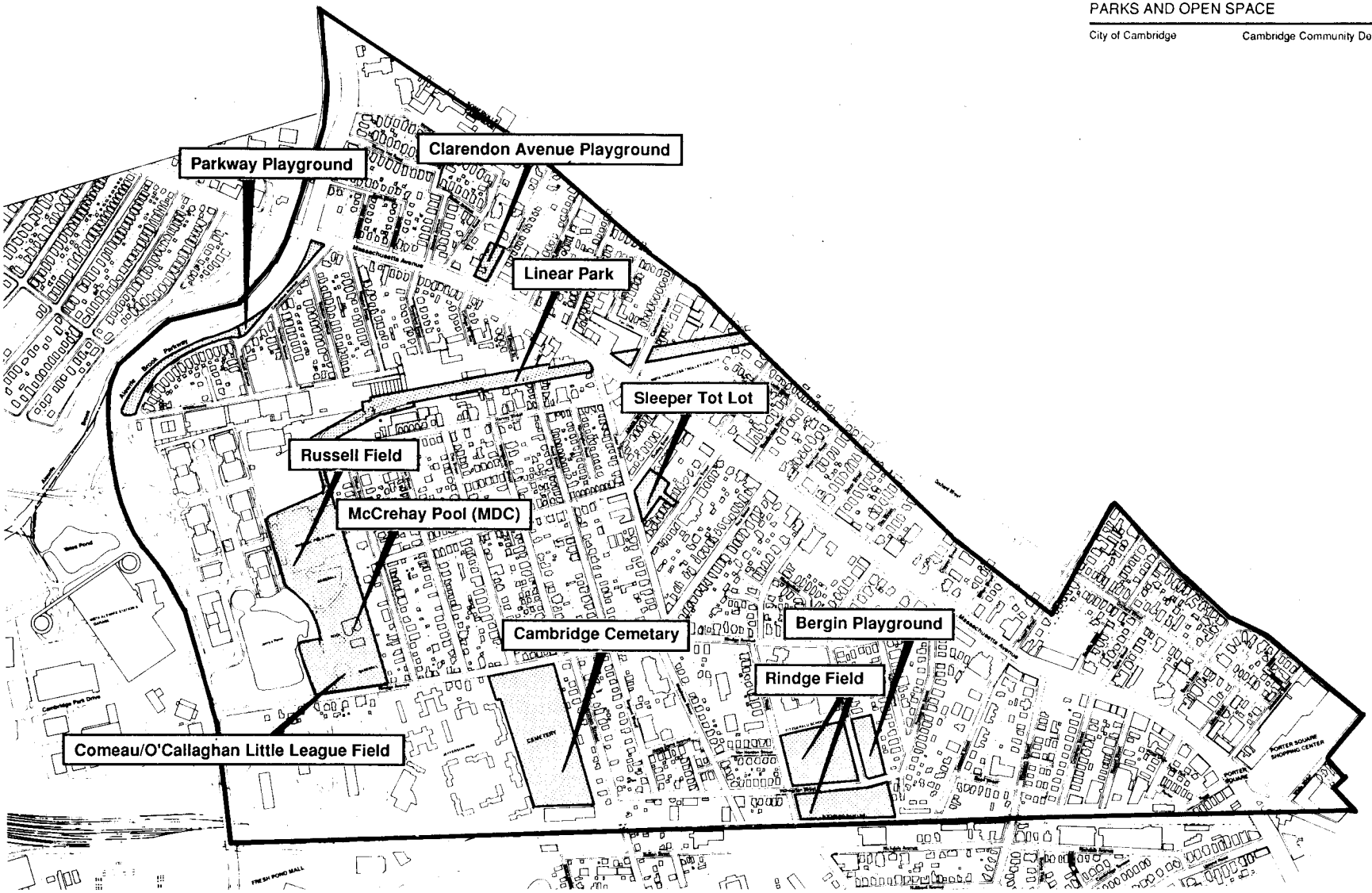
(3) Expand the Community Development Department's outreach process to encourage community involvement during the park planning and design stages. The following are some suggestions for ways to improve the participation process:

- Encourage park users (children, teenagers, adults, and older persons) to participate in all phases of planning, design and maintenance;
- Make the process as creative and fun as possible;
- Place signs in parks inviting people to attend meetings when any kind of park renovations are planned;

NORTH CAMBRIDGE NEIGHBORHOOD STUDY

PARKS AND OPEN SPACE

City of Cambridge — Cambridge Community Development, Fall 1990



(4) Continue to work with the Commission on Handicapped Persons and area residents to ensure that those people with special needs have sufficient amounts of recreation areas and equipment accessible to them.

(5) Increase the level of safety so that residents, particularly older people, feel safe using the parks.

(6) Improve safety in Linear Park by keeping it better maintained, including shovelling the snow and ice in the winter and repairing light fixtures when necessary.

(7) Investigate potential funding sources to allow the Committee on Public Planting to purchase more trees for North Cambridge streets.

(8) Encourage the establishment of an ongoing program for the maintenance and grooming of City trees and public plantings.

(9) Renovate the Pemberton Street lot next to the tennis courts to some form of open space which can be agreed to by area residents.

C O N C L U S I O N

Conclusion

This report has shown that North Cambridge is composed of an ethnically diverse population, split almost evenly between residents who have lived in the neighborhood less than five years and those who have lived there more than five. Newcomers tend to have higher educational levels, work in professional jobs, and have higher incomes than those living in the neighborhood more than five years.

While much of the residential portions of the neighborhood will remain stable in the near future, new development could occur in the Industry A-1 and Industry C zones, as well as on Massachusetts Avenue, and in most of Alewife. To further enhance and protect the residential character of North Cambridge, residents and the City should, in the near future, reexamine the development potential in these areas. Particular attention should be addressed to the fragile environmental features of the urban wilds in the Alewife area.

The Study also makes clear the need to improve the process by which land use and development policies are made and implemented. Several recommendations have been suggested. The collaborative nature of this report and the soundness of its recommendations are strong signal of the value and opportunities inherent in this approach to planning for the future.

In addition to examining potential development, topics which influence daily life in North Cambridge today were examined. Recommendations regarding the provision of affordable housing, improvements to the planning and maintenance of parks and playgrounds, and steps to address traffic concerns are outlined. It is intended that the implementation of these recommendations will improve the quality of life in North Cambridge and will also assist low to moderate income families to remain in the neighborhood. Generational continuity within a community, clearly enhances the richness of its history and culture. It is a goal the report strives to address.

A resounding conclusion evidenced throughout the Study calls for the City and community to continue to work closely to insure a stronger and better North Cambridge neighborhood. The North Cambridge Neighborhood Study has established the foundation for joint planning on the future of this neighborhood.

SUMMARY

OF RECOMMENDATIONS

Summary of Recommendations

RECOMMENDATIONS	RESPONSIBLE AGENCY[1]
LAND USE AND ZONING	
1. Rezone Industry C and Industry A-1 Districts	CDD
2. Strengthen Sheridan Square as a neighborhood retail district.	CDD
3. Improve vehicular circulation in Sheridan Square.	Traffic
DEVELOPMENT PROCESS	
1. Improve inter-departmental coordination of development review processes.	CDD
2. Improve CDD development review process.	CDD
3. Develop new land use recommendations to respond to recurring community concerns.	CDD
MASSACHUSETTS AVENUE	
1. Examine Special Permit criteria.	CDD
2. Establish binding design review for large scale development projects.	CDD
3. Protect historic properties.	CHC
4. Restrict delivery and trash pick-up hours.	Traffic
5. Remove billboards and strengthen sign ordinance.	CDD
6. Landscape and build seating areas.	DPW
7. Assist property owners to upgrade commercial buildings.	CDD

RECOMMENDATIONS	RESPONSIBLE AGENCY[1]
ALEWIFE	
1. Monitor proposed Alewife Brook Parkway road improvement plans of Massachusetts Dept. of Public Works.	CDD
2. Conduct a new Environmental Impact Report for revised Alewife Brook Parkway improvements (plan as presented Fall 1988).	EOTC
3. Update Alewife Revitalization Plan.	CDD
4. Develop environmental plan for Mystic River Valley Watershed area.	CCC
5. Strengthen Metropolitan District Commission land management.	MDC
6. Update comprehensive hydrological data.	CCC
7. Consider a Wetlands Protection Ordinance.	CCC
8. Expand technical review capacity of Conservation Commission.	CCC
9. Transfer Flood Plain Special Permit Review to Conservation Commission.	CDD
10. Construct Alewife Boulevard after Alewife Urban Design plan is updated.	CDD
11. Improve safety in Alewife area.	Police
12. Clarify agency jurisdiction for maintenance and public safety in Alewife.	City & MDC
13. Improve pedestrian access to Fresh Pond Shopping Center.	EOTC

RECOMMENDATIONS	RESPONSIBLE AGENCY[1]
TRAFFIC AND PARKING	
1. Develop traffic mitigation regulations for commercial developments.	CDD
2. Promote regional transportation planning.	CDD
3. Encourage public transportation improvements.	MBTA
4. Continue traffic mitigation efforts with businesses.	CDD
5. Permit only the minimum parking spaces allowed by zoning in the Alewife area.	CDD
6. Encourage minimal commercial parking in Porter Square.	CDD
7. Continue enforcement of parking regulations.	Traffic
8. Establish new truck delivery hours.	Traffic
9. Involve residents when changing traffic patterns and parking regulations.	Traffic
10. Install traffic signals near Fitzgerald School.	Traffic
HOUSING	
1. Preserve existing housing stock and promote homeownership programs.	CDD
2. Develop program to target rent controlled units to low and moderate income people and provide incentives to upgrade rent controlled buildings.	RCB
3. Appoint Task Force on Section 8 Expiring Use Restrictions.	CDD
4. Examine conversions of two and three family homes for their effect on affordable housing.	CDD

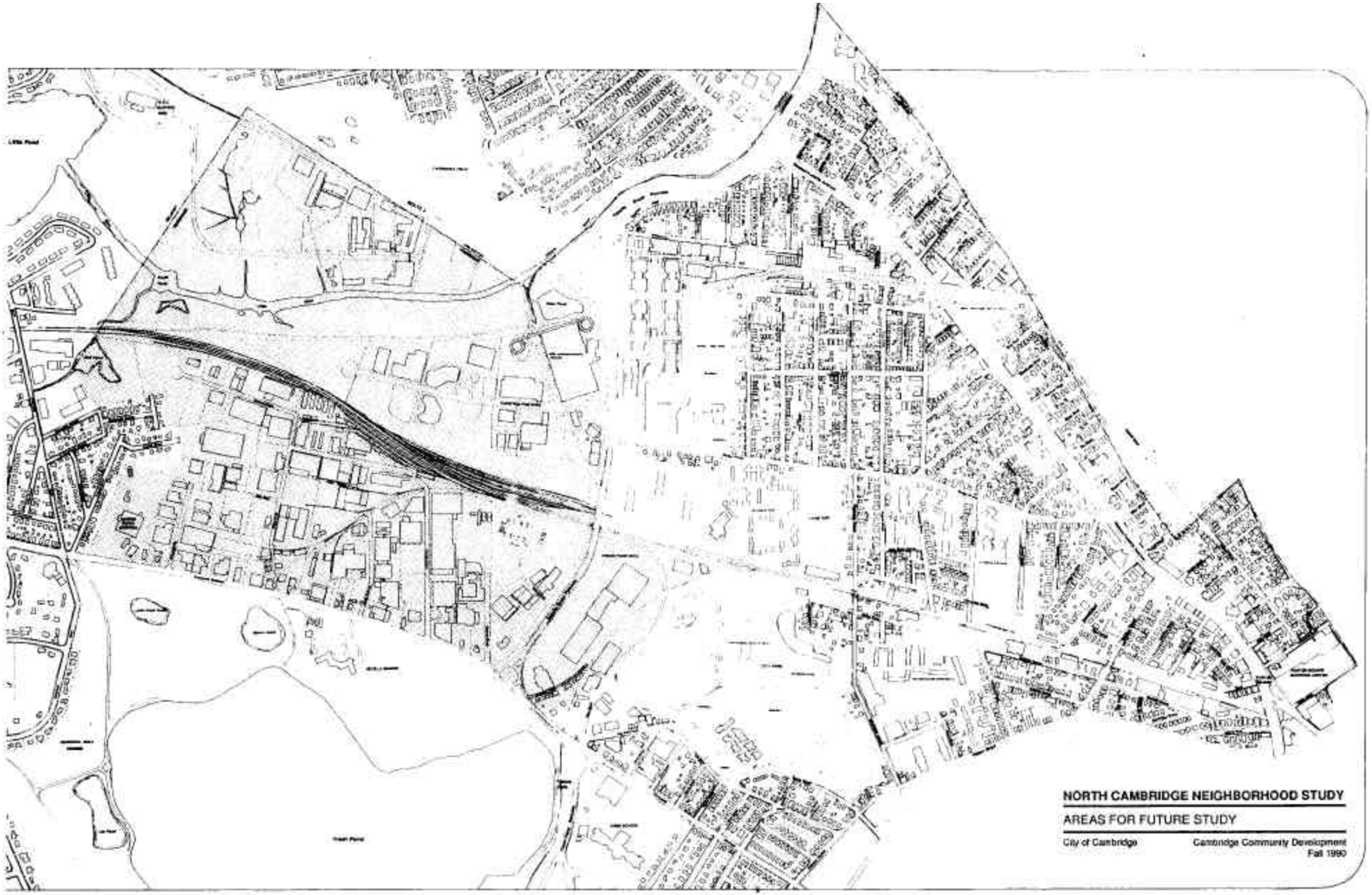
RECOMMENDATIONS	RESPONSIBLE AGENCY[1]
5. Promote residential development in keeping with the scale and character of existing residences, and include affordable units.	CDD
6. Incorporate regulations requiring affordable housing in North Cambridge rezoning petitions.	CDD
7. Strengthen Linkage Program.	CDD
8. Revise Townhouse Regulations.	CDD

PARKS AND OPEN SPACE

1. Complete the comprehensive park maintenance study.	City Manager
2. Develop a North Cambridge Open Space Plan.	CDD
3. Increase community role in park planning.	CDD
4. Provide for the special needs of handicapped persons.	CDD
5. Improve public safety in the parks.	Police
6. Improve maintenance and safety of Linear Park.	DPW
7. Increase street tree plantings.	DPW
8. Improve grooming of existing trees.	DPW
9. Renovate the Pemberton Street park lot.	CDD

[1] ABBREVIATIONS

CDD	Community Development Department
EOTC	Executive Office of Transportation & Construction
CHC	Cambridge Historical Commission
DPW	Department of Public Works
MDC	Metropolitan District Commission
CCC	Cambridge Conservation Commission
MBTA	Massachusetts Bay Transportation Authority
RCB	Rent Control Board
CHC	Cambridge Historical Commission


NORTH CAMBRIDGE NEIGHBORHOOD STUDY
AREAS FOR FUTURE STUDY
City of Cambridge
Cambridge Community Development
Fall 1990

APPENDIX I

DEMOGRAPHIC TABLES

Population

	North Cambridge	City	North Cambridge as a % of City	North Cambridge % Chng 10 years	City % Chng 10 years
1960	15,544	107,716	14.4%		
1970	12,097	100,361	12.1%	-22.17%	-6.8%
1980	10,990	95,322	11.5%	-9.2%	-5.0%

Households

	North Cambridge	Persons per Household	City	Persons per Household
1970		2.8	36,441	2.4
1980	4,596	2.3	38,836	2.1

Families

	North Cambridge	% of all Households	Persons per Family	City	% of all Households	Persons per Family
1970	2,963		3.4	20,850	57%	3.2
1980	2,526	55%	3.1	17,719	46%	3.0

Female Headed Families

	North Cambridge	% of all Families	% of Change in 10 Years	City	% of all Families	% of Change in 10 Years
1970	528	17.8%		3,727	17.88%	
1980	753	29.8%	42.6%	4,293	24.23%	15.19%

Female-Headed Families with Children under 18

	North Cambridge	% of all Families	% of Change in 10 Years	City	% of all Families	% of Change in 10 Years
1970	244	8.2%		1,517	7.3%	
1980	392	15.5%	60.66%	2,286	12.9%	50.69%

Age of Population

1970

Age	North Cambridge	% of North Cambridge	City	% of of City	North Cambridge as a % of City
0-4	971	8.0%	5,919	5.9%	16.4%
5-9	946	7.8%	5,237	5.2%	18.1%
10-19	1,939	16.0%	15,228	15.2%	12.7%
20-34	3,117	25.8%	37,005	36.9%	8.4%
35-54	2,289	18.9%	16,862	16.8%	13.6%
55-64	1,189	9.8%	8,410	8.4%	14.1%
65+	1,648	13.6%	11,700	11.7%	14.1%
Total	12,099	100.0%	100,361	100.0%	12.1%

1980

Age	North Cambridge	% of North Cambridge	City	% of City	North Cambridge as a % of City
0-4	641	5.8%	3,928	4.1%	16.3%
5-9	576	5.2%	3,802	4.0%	15.1%
10-19	1,411	12.8%	13,293	13.9%	10.6%
20-34	3,697	33.6%	40,734	42.7%	9.1%
35-54	1,879	17.1%	15,659	16.4%	12.0%
55-64	1,002	9.1%	7,035	7.4%	14.2%
65+	1,784	16.2%	10,871	11.4%	16.4%
Total	10,990	100.0%	95,322	100.0%	11.5%

Median Age of Population

	North Cambridge	City
1970	30.9	26.6
1980	31.1	30.2

Income Distribution, 1980

	North Cambridge	City
Less than $5000	11.8%	9.3%
$5,000-$7,499	7.9%	8.1%
$7,500-$9,999	8.4%	8.0%
$10,000-$14,999	13.5%	15.6%
$15,000-$19,999	19.9%	15.5%
$20,000-$24,999	15.4%	13.3%
$25,000-$34,999	13.8%	14.6%
$35,000-$49,999	6.7%	9.0%
$50,000 or more	2.6%	6.7%
	100%	100%

Median Incomes

	1960			1970			1980		
	North Cambridge	City	NC as a % of the City	North Cambridge	City	NC as a % of the City	North Cambridge	City	NC as a % of City
Households	$5,240	$3,828	136.9%	$7,988	$5,114	156.2%	$13,857	$14,211	97.5%
Families	$6,077	$5,943	102.3%	$10,086	$9,815	102.8%	$17,123	$17,845	96.0%

Change in Median Income

	1960-1970		1970-1980		1960-1980	
	North Cambridge	City	North Cambridge	City	North Cambridge	City
Households	52.4%	33.6%	73.5%	177.9%	164.4%	271.2%
Families	66.0%	65.2%	69.8%	81.8%	181.8%	200.3%

Population Below Poverty

	1960		1970		1980	
	North Cambridge	City	North Cambridge	City	North Cambridge	City
Households	N/A	N/A	9.8%	14.8%	N/A	N/A
Families	N/A	N/A	5.3%	8.6%	12.5%	11.0%
65+ years	N/A	N/A	19.3%	13.9%	12.0%	10.2%
Female-headed Households	N/A	N/A	31.4%	42.5%	39.4%	34.0%
Persons	N/A	N/A	13.5%	14.2%	13.9%	15.1%

Population Receiving Public Assistance

	1960		1970		1980	
	North Cambridge	City	North Cambridge	City	North Cambridge	City
Families	N/A	N/A	15.2%	8.0%	N/A	N/A
Households	N/A	N/A	N/A	N/A	12.1%	9.1%

Ancestry 1980

Ethnic Group	North Cambridge	as a % of North Cambridge	City	as a % of City	North Cambridge as a % of City
Irish	1,696	15.4%	9,695	10.2%	17.5%
Italian	593	5.4%	5,203	5.5%	11.4%
English	509	4.6%	7,151	7.5%	7.1%
French	492	4.5%	1,731	1.8%	28.4%

Foreign Born

1970				1980			
North Cambridge	% of North Cambridge	City	% of City	North Cambridge	% of North Cambridge	City	% of City
1,203	10.9%	15,474	15.4%	1,620	14.7%	17,563	17.5%

Race/Ethnicity

	1970					1980				
	N.C.	% of N.C.	City	% of City	N.C. as a % of City	N.C.	% of N.C.	City	% of City	N.C. as a % of City
White	11,212	92.7%	91,408	91.1%	12.3%	8,669	78.9%	78,460	82.3%	11.0%
Black	747	6.2%	6,783	6.8%	11.0%	1,541	14.0%	10,418	10.9%	14.8%
Am. Ind Esk. Aleut.	N/A		N/A			11	0.1%	184	0.2%	6.0%
Asian & Pac. Islnd.	N/A		N/A			400	3.6%	3,612	3.8%	11.1%
Other	138	1.1%	2,170	2.2%	6.4%	369	3.4%	2,648	2.8%	13.9%
Span. Orig	N/A	N/A				593	5.4%	4,536	4.8%	13.1%

Length of Residence (5+ Years)

	North Cambridge	City
1970	60%	45%
1980	56%	40%

Educational Enrollment

	1970				1980			
	N.C.	% of N.C.	City	% of City	N.C.	% of N.C.	City	% of City
Kinder.	146	5.6%	989	6.8%		inc'd below		inc'd below
Elem. (1-8)								
Public	1,078	41.5%	6,756	47.0%	850	49.1%	6,232	55.5%
Private	592	22.8%	2,396	16.7%	292	16.9%	1,516	13.5%
Secondary (9-12)								
Public	490	18.9%	2,985	20.8%	339	19.6%	2,590	23.1%
Private	289	11.1%	1,209	8.4%	251	14.5%	883	7.9%
Total	2,595	100.0%	14,335	100.0%	1,732	100.0%	11,221	100.0%
% public		64.0%		73.0%		68.6%		78.6%
% private		36.0%		27.0%		31.4%		21.4%

Educational Attainment (25 Years or Older)

	1970				1980			
	N.C.	% of N.C.	City	% of City	N.C.	% of N.C.	City	% of City
25+ years	6,879	100.0%	54,724	100.0%	7,232	100.0%	58,013	100.0%
Completed High School								
1-3 years	1,450	21.1%	8,526	15.6%	950	13.1%	5,428	9.4%
4 years	2,377	34.6%	13,109	24.0%	2,231	30.8%	12,280	21.2%
Completed College								
1-3 years	574	8.3%	4,888	8.9%	1,110	15.3%	6,911	11.9%
4 years +	1,067	15.5%	16,499	30.1%	1,959	27.1%	25,001	43.1%

Labor Force

	1970		1980	
	N.C.	City	N.C.	City
Unemployed	3.1%	4.0%	4.9%	4.5%

Occupations

	1970				1980			
	N.C.	% of N.C.	City	% of City	N.C.	% of N.C.	City	% of City
Prof/Tech/ Managers	1,455	27.1%	18,559	39.5%	1,866	34.0%	23,088	46.5%
Clerical/Sales	1,598	29.8%	12,768	27.2%	1,694	30.8%	11,830	23.8%
Craftsman	604	11.3%	3,366	7.2%	520	9.5%	2,939	5.9%
Oper./Laborers	824	15.4%	6,276	13.3%	587	10.7%	5,012	10.1%
Services	874	16.3%	6,029	12.8%	800	14.6%	6,650	13.4%
Other	6	0.1%	26	0.1%	29	0.5%	163	0.3%
Total Employed	5,361	100.0%	47,024	100.0%	5,496	100.0%	49,682	100.0%

Industry

	1970				1980			
	N.C.	% of N.C.	City	% of City	N.C.	% of N.C.	City	% of City
Construction	168	3.1%	1,235	2.6%	191	3.5%	1,166	2.3%
Manufacturing	1,159	21.6%	8,021	17.1%	937	17.0%	6,620	13.3%
Transportation	154	2.9%	926	2.0%	210	3.8%	1,365	2.7%
Communications	145	2.7%	1,109	2.4%	97	1.8%	813	1.6%
Trade	957	17.9%	6,025	12.8%	848	15.4%	6,013	12.1%
Finance, Ins., R. Est., Bus.	622	11.6%	4,526	9.6%	591	10.8%	5,714	11.5%
Educational	888	16.6%	12,790	27.2%	908	16.5%	14,243	28.7%
Health, Pers. Serv., Other Prof'l.	778	14.5%	9,414	20.0%	1,295	23.6%	11,009	22.2%
Public Admin.	396	7.4%	2,417	5.1%	413	7.5%	2,537	5.1%
Other	94	1.8%	561	1.2%	6	0.1%	202	0.4%
Total	5,361	100.0%	47,024	100.0%	5,496	100.0%	49,682	100.0%

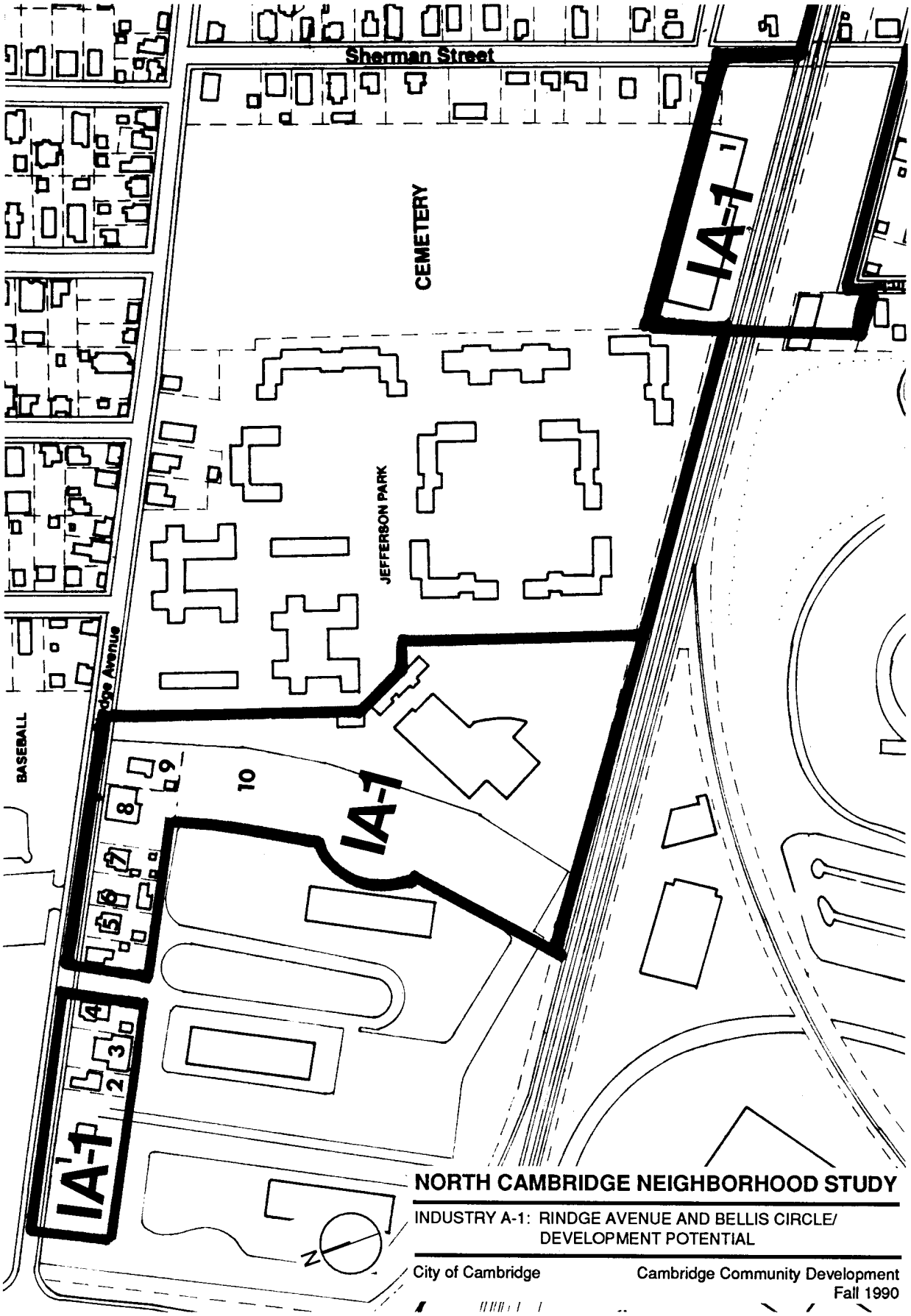
APPENDIX II

LAND USE AND ZONING

- Development Potential: Industry A-1 and Industry C Zoning Districts
- Maps

North Cambridge Development Potential, 1988
Industry A-1 Zoning District:Linear Park

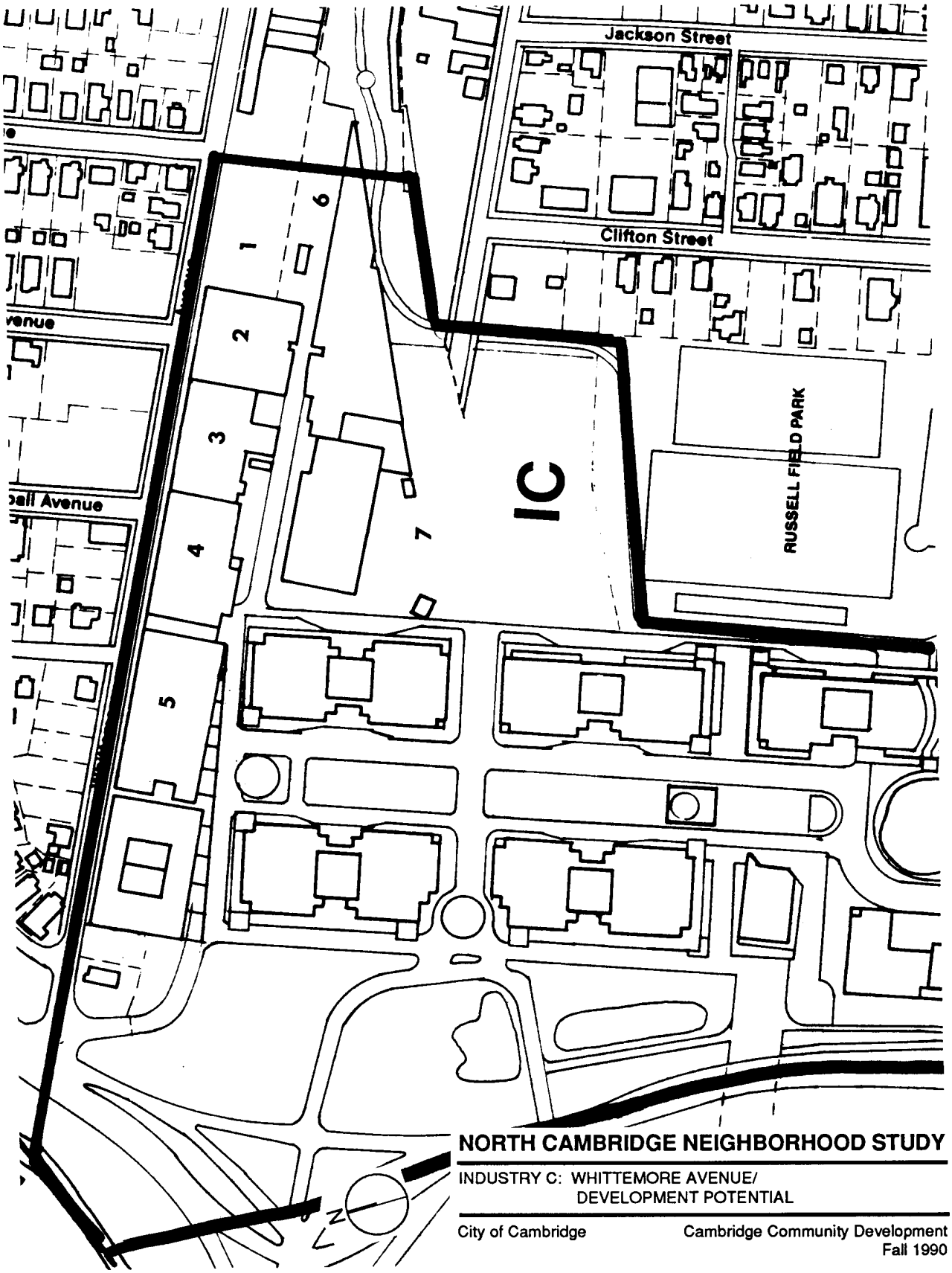
Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max Buildable Sq. Ft.	% FAR Built	Pot New Sq. Ft.	Max D.U.
1	I[1]	6,967	7,600	8,709	.87	1,109	5
2	R[2]	2,660	3,000	3,325	.90	325	2
3	R	2,660	3,000	3,325	.90	325	2
4	R	2,660	3,000	3,325	.90	325	2
5	R	2,660	3,000	3,325	.90	325	2
6	I	103,246	6,000	129,058	.05	23,058	86
7	I	15,959	37,800	19,949	1.89	-0-	13
8	I	10,123	7,200	12,654	.57	5,454	8
9	I	8,922	20,000	11,153	1.79	-0-	7
10	I	32,369	20,800	40,461	.51	19,661	27
11	R	2,583	1,400	3,229	.43	1,829	2
12	R	2,387	1,400	2,984	.47	1,584	1
13	R	2,276	1,400	2,845	.49	1,445	1
14	R	1,650	1,500	2,063	.73	563	1
15	R	1,798	2,000	2,248	.89	248	1
16	R	12,375	21,620	15,469	1.40	-0-	10
17	R	5,253	5,100	6,566	.78	1,466	4
18	R	3,570	3,000	4,463	.67	1,463	2
19	C[3]	7,176	11,340	8,970	1.26	-0-	5
20	I	8,514	14,400	10,642	1.35	-0-	7
21	I	51,033	1,800	63,791	.03	61,991	42
22	R	3,183	2,000	3,979	.50	1,979	2
23	R	2,003	1,272	2,504	.51	1,232	1
24	R	3,066	1,440	3,833	.38	2,393	2
25	R	2,263	1,020	2,829	.36	1,809	1
26	R	1,916	1,200	2,395	.50	1,195	1
27	R	1,950	1,200	2,438	.49	1,238	1
28	R	1,974	1,200	2,468	.49	1,268	1
29	R	1,956	1,200	2,445	.49	1,245	1
30	I	34,464	24,520	43,080	.57	18,560	28



NORTH CAMBRIDGE NEIGHBORHOOD STUDY

INDUSTRY A-1: RINDGE AVENUE AND BELLIS CIRCLE/ DEVELOPMENT POTENTIAL

City of Cambridge — Cambridge Community Development, Fall 1990

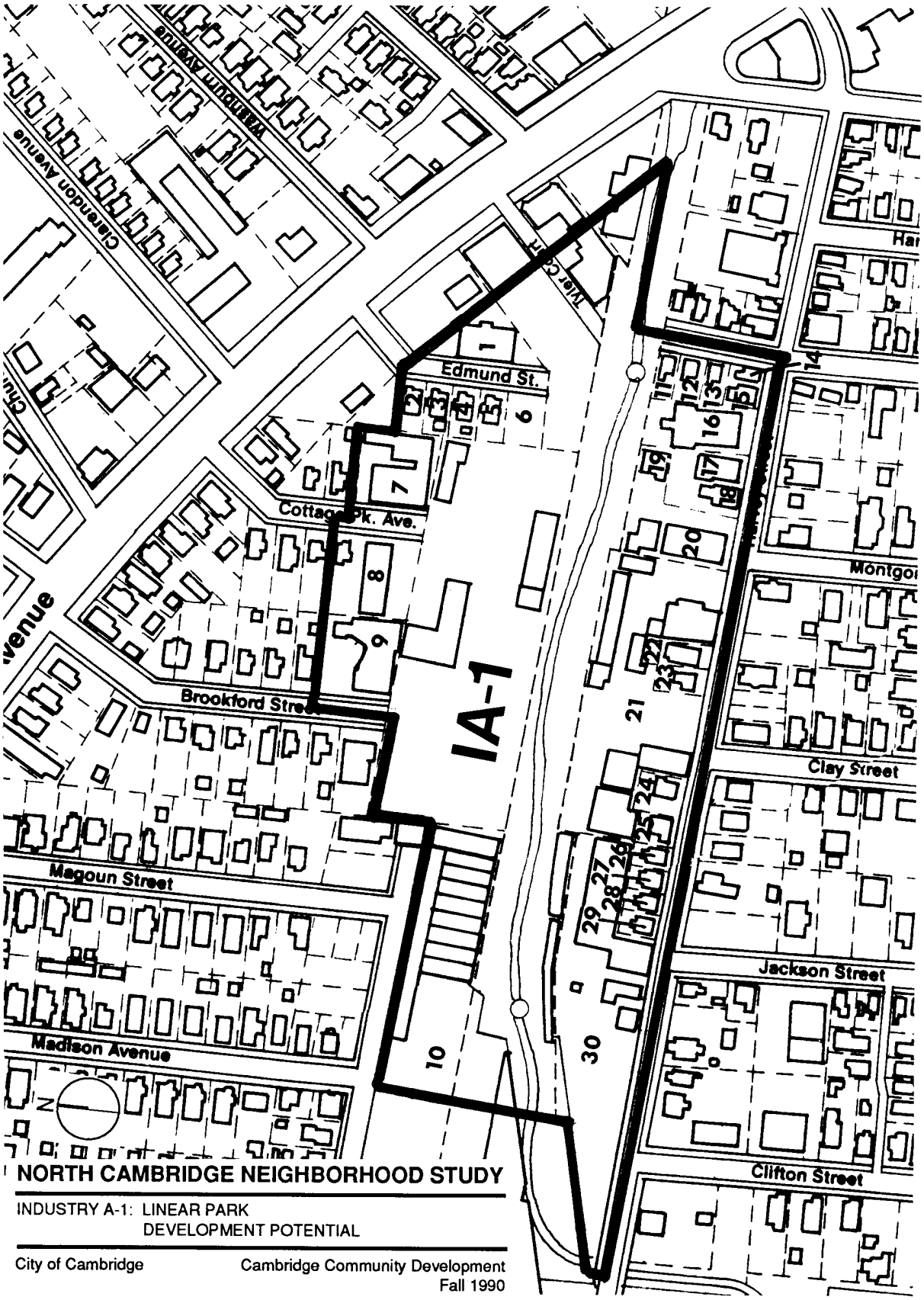


NORTH CAMBRIDGE NEIGHBORHOOD STUDY

INDUSTRY C: WHITTEMORE AVENUE/
DEVELOPMENT POTENTIAL

City of Cambridge

Cambridge Community Development
Fall 1990



NORTH CAMBRIDGE NEIGHBORHOOD STUDY

INDUSTRY A-1: LINEAR PARK
DEVELOPMENT POTENTIAL

City of Cambridge

Cambridge Community Development
Fall 1990

Industry A-1 Zoning District:Bellis Circle

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max Buildable Sq. Ft.	% FAR Built	Pot New Sq. Ft.	Max D.U.
1	I	46,231	27,920	57,789	.48	29,869	38

Industry A-1 Zoning District:Rindge Avenue

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max Buildable Sq. Ft.	% FAR Built	Pot New Sq. Ft.	Max D.U.
1	C	11,500	2,300	14,375	.16	12,075	38
2	R	3,342	1,952	4,178	.47	2,226	2
3	C	4,218	2,640	5,273	.50	2,633	3
4	R	4,498	800	5,623	.14	4,823	3
5	R	9,913	900	12,391	.07	11,491	8
6	R	4,803	2,360	6,004	.39	3,644	4
7	I	4,825	1,900	6,031	.32	4,131	4
8	I	9,700	5,600	12,125	.46	6,525	8
9	R	8,058	900	10,072	.09	9,173	6
10	I	152,207	25,800	190,259	.14	164,459	126

Industry C Zoning District:Whittemore Avenue

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max Buildable Sq. Ft.	% FAR Built	Pot New Sq. Ft.	Max D.U.
1	I	24,000	0	48,000	0	48,000	80
2	I	16,000	33,600	32,000	1.05	0	53
3,4,5	I	56,590	102,000	113,180	.90	11,180	377
6	I	15,765		31,530		31,530	
7	I	84,000		84,000		168,000	

(1) I - Industry

(2) R - Residential

(3) C - Commercial

APPENDIX III

MASSACHUSETTS AVENUE

- Business Inventory
- Development Potential
- Maps

Massachusetts Avenue Business Inventory

No.	Address	1980	1988
1	815 Somerville Ave.		Putnam Furniture
2	815 Somerville Ave.	Porter Sq. Dodge	Vacant (Slater)
3	Porter Square Shopping Center		
	1 White St.	Dunkin Donuts	Dunkin Donuts
	9 White St.		McDonalds
	11 White St.	Headline Hair	Command Performance
	13 White St.	Thrifty Liquors	Liquor World
	15 White St.	Brighams	Brighams
	17 White St.	Gift House	Reading Works
	19 White St.	Porter Sq. Deli	Popeyes
	21 White St.	Rexall Drug	Video Plus
	23 White St.	Porter Sq. Drug	Music and...
	27 White St.	HFC	HFC
	29 White St.	Tags	Tags
	31 White St.		Healthworks
	35 White St.	Kresge SS Co	CVS
	39 White St.	Fayva	Fayva
	49 White St.	Decelles/Star Mkt.	Decelles/Star Mkt.
	53 White St.	Cambridge Savings	Cambridge Savings
	55 White St.	Shea Cleaners	Shea Cleaners
5	1923A Mass. Ave.	Residential	Festivo
	1923B Mass. Ave.	Residential	Gnomon Copy
	1925 Mass. Ave.	Residential	Annie Dakota
	1925 Mass. Ave.	Residential	Needle Advice
6	1 Davenport St.	Stephen James Steak	Stephen James Steak
7	1933 Mass. Ave.	Sunnycorner Farm	Porter Sq. Conv.
	1937 Mass. Ave.	Porter Sq. Shoe	Porter Sq. Shoe
	1939 Mass. Ave.	Ralph Galante, Ins.	Ralph Galante
	1945 Mass. Ave.	Newtowne Grille	Newtowne Grille
8	1953 Mass. Ave.	U.S. Post Office	U.S. Post Office
	1955 Mass. Ave.	Offices	Offices
	1957 Mass. Ave.	Roach's Sporting	Roach's Sporting
9	1963 Mass. Ave.	Miller & Seddon Co.	Children's Workshop
	1967 Mass. Ave	Miller & Seddon Co.	Cribs and Cradles
	1975 Mass. Ave.	Miller & Seddon Co.	Bob Slate Stat.
10	1979 Mass. Ave.	Long Funeral Home	Long Funeral Home
11	1900 Mass. Ave.	Dragon Phoenix	Passage to India
	1902 Mass. Ave.	Camb. Formal Wear	Camb. Formal Wear
	1904 Mass. Ave.	Camb. Music Center	Camb. Music Center
	1906 Mass. Ave.	Camb. Music Center	Seasonal

Massachusetts Avenue Business Inventory (continued)

No.	Address	1980	1988
	1908 Mass. Ave.	Camb. Music Center	Vacant
	1910 Mass. Ave.	Adrian's Jewelry	Adrian's Jewelry
12	1912 Mass. Ave.	Beauty Creators	Vacant
13	1920 Mass. Ave.	The Alewife Rest.	Christopher's Rest.
14	1924 Mass. Ave.	Averof	Averof
16	1960 Mass. Ave.	Camb. Savings Bank	Camb. Savings Bank
17	1972 Mass. Ave.	Vacant	Offices
18	2000 Mass. Ave.	Women's World	Fitness Folk
	2000 Mass. Ave.	Charrette	The Dino Store
	2000 Mass. Ave.	Charrette	Offices
	2000 Mass. Ave.	Aikido	New England Aikikai
	2000 Mass. Ave.	The Caning Shop	The Caning Shop
	2014 Mass. Ave.	Vintage Etc.	Porter Sq. Person'l
	2014 Mass. Ave.	The Kim's	Children's Plygrnd.
	2016 Mass. Ave.	Music School	Music School
	2018 Mass. Ave.	Music Emporium	Music Emporium
	2020 Mass. Ave.	Decustibus	Decustibus
	2024 Mass. Ave.	Self-Defense Studio	Saturday's Child
20	2030 Mass. Ave.	Andy's	Andy's
	2032 Mass. Ave.	Fournier Furniture	Camb. Camera Exch.
	2034 Mass. Ave.		Novita Hair
	2038 Mass. Ave.	Shaklee Cleaners	General Optical
22	2013 Mass. Ave.	Lechmere Auto Wash	Lechmere Auto Wash
24	2055 Mass. Ave.	Sunoco Station	Sunoco Station
25	2067 Mass. Ave.	Vacant	Henderson Carriage
			Offices
			Bank of Greece
			Tapas
			Charles Assoc.
			Health Stop
			Frameworks
			Window Planning
30	2161 Mass. Ave.	American Friends	American Friends
	2161 Mass. Ave.	Thomas Herlihy, Dnt.	Thomas Herlihy
31	2175 Mass. Ave.	Keefe Funeral Home	Keefe Funeral Home
32	2179 Mass. Ave.	Francis Bane, Dnt.	Francis Bane
	2179 Mass. Ave.	Thomas Leonard, Dnt.	Thomas Leonard
35	2211 Mass. Ave.	Residence	Kate's Mystery Bks.
36	2225 Mass. Ave.	The Energy Bank	Vacant (Nahigian)
38	2245 Mass. Ave.	White Hen Pantry	White Hen Pantry

No.	Address	1980	1988
39	2255 Mass. Ave.	Stella Boyle Beauty	Hairgrounds
	2257 Mass. Ave.	The Guild Shop	Terry's Cleaning
	2259 Mass. Ave.	The Guild Shop	All & Everything
	2261 Mass. Ave.	Photography	Gateway to India
	2263 Mass. Ave.	Aaron Deal Buffet	Dover St. Pizza
	2267 Mass. Ave.	The Flag Center	The Flag Center
40	2269-2275 Mass. Ave.	All & Everything	Vacant
41	2277 Mass. Ave.	Offices	Modern Continental
42	2285 Mass. Ave.	Di Anthony School of Cosmetology	WBT Balloons
	2285 Mass. Ave.	Di Anthony	Vacant
	2285 Mass. Ave.	Di Anthony	NiteTite Furniture
	2285 Mass. Ave.	Di Anthony	Armed Forces Center
43	2301 Mass. Ave.	Camb. Flower Shop	Vacant
44	2307 Mass. Ave.	Griffin Funeral Home	Griffin Funeral
45	2309 Mass. Ave.	Century Bank	Century Bank
46	2323 Mass. Ave.	Electrophone Corp.	Electrophone Corp.
	2325-2329 Mass. Ave.	Country Workshop	Country Workshop
	2329 Mass. Ave.	Lords & Ladies	Country Workshop
	2331 Mass. Ave.	Camb. Real Estate	Joseph White, Ins.
	2333 Mass. Ave.	Andrews Home Imprvmt.	Andrews Home
	2335 Mass. Ave.	Herbert Dorris, Dnt.	Herbert Dorris
47	2343 Mass. Ave.	Law Offices	Law Offices
48	2044 Mass. Ave.	Ace Wheel Works	Ace Wheel Works
50	2072 Mass. Ave.	Kentucky Fried Chkn.	Kentucky Fried Chkn
51	2088 Mass. Ave.	G & P Famous Pizza	Maharaja
	2090 Mass. Ave.	Walden Cleaners	Walden Cleaners
	2094 Mass. Ave.	Violin Repair	Walden Laundry
	2096 Mass. Ave.	Imported Car Parts	Mohawk Shade& Blind
52	2100 Mass. Ave.	The China Fair	The China Fair
54	2150 Mass. Ave.	Allen Stationary	Supercuts
	2154 Mass. Ave.	Auto Bar Systems	Woodworkers' Store
	2154 Mass. Ave.	Rex Equipment Inc.	Woodworkers' Store
	2158 Mass. Ave.	AAA Typewriter	AAA Typewriter
	2166 Mass. Ave.	AAA Typewriter	Health Alliance
	2168 Mass. Ave.	Eliot News	Bay Bank
55	2172 Mass. Ave.	Pemberton Market	Pemberton Market
57	2200 Mass. Ave.	Rinaldo Realty	Rinaldo Realty
58	2210 Mass. Ave.	Anthony Laima, Dnt.	No.Camb Dental Asn
61	2228 Mass. Ave.		City Lights
	2230-2232 Mass. Ave.		Lamp Glass

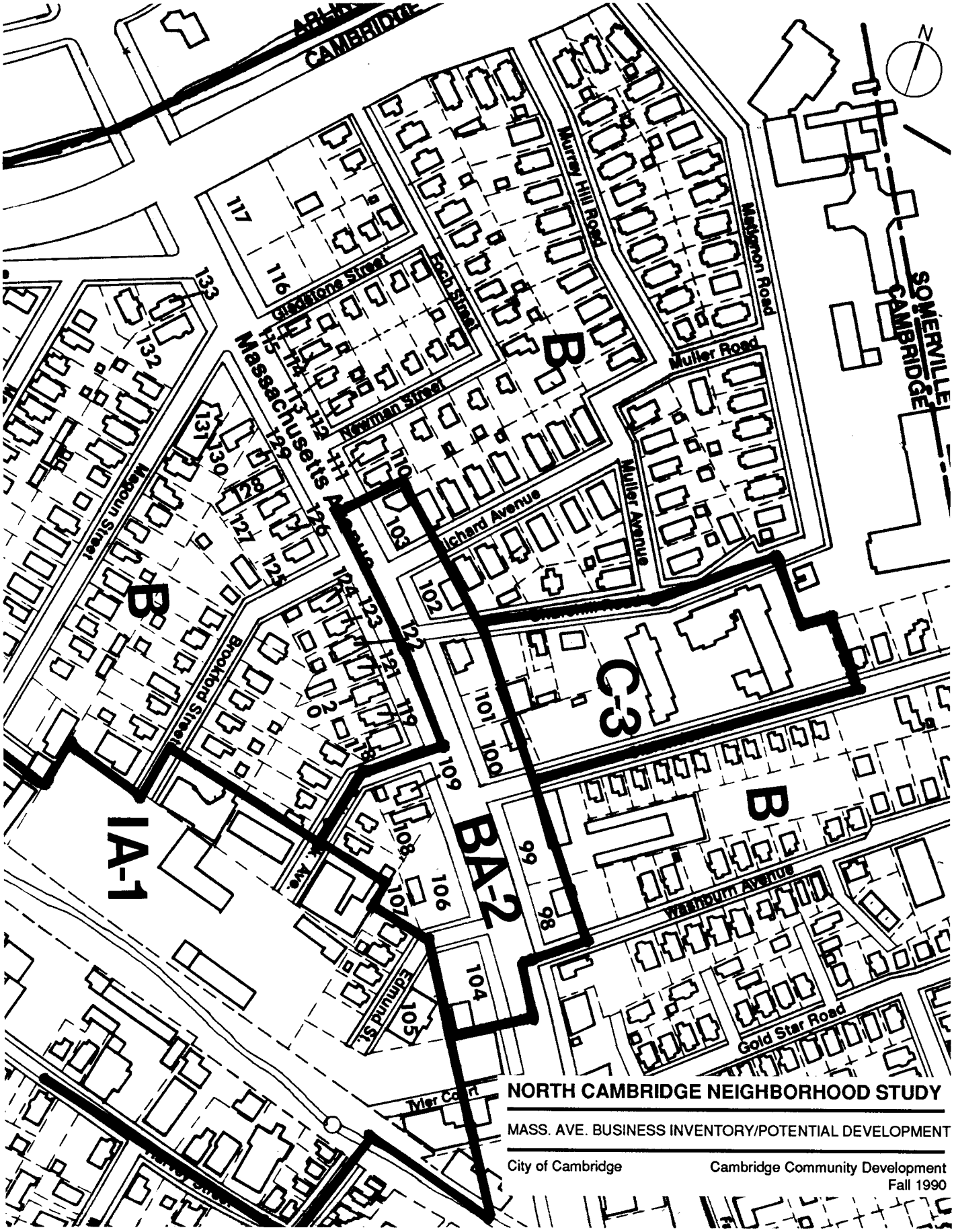
Massachusetts Avenue Business Inventory (continued)

No.	Address	1980	1988
	2234-2238 Mass. Ave.		Tavian Music
65	2286 Mass. Ave.	Highland Farms	Highland Farms
66	2288 Mass. Ave.	Coin-Op Laundry	Coin-Op Laundry
67	2294 Mass. Ave.	John Danehy, Ins.	John Danehy, Ins.
	2298 Mass. Ave.	Dover Market	Mediterranean Groc.
	2300 Mass. Ave.	College Realty	Jon Edwards Hair
	2302 Mass. Ave.	Dean Realty	Tax Man
	2304 Mass. Ave.	Franklin Radio & TV	Magic Carpets
68	2310 Mass. Ave.	Frank's Steakhouse	Frank's Steakhouse
69	2322 Mass. Ave.	Zulu's Variety Store	J.H. Quinn, Insur.
	2324 Mass. Ave.	Wee Leo Chinese Food	Wee Leo Chinese
70	2326 Mass. Ave.	Sacred Heart Religious	Realty World Star
72	2353 Mass. Ave.	Offices Camb.	Oral Surgical
74		Carr's	Carr's
75		Distribution Center	Dick's Auto Body
75A	36 Cameron Ave.	Dudley Furniture	Whse. Szafarz, Inc.
	40 Cameron Ave.	Dudley Furniture	Whse. Colorific
76	14 Cameron Ave.	Sign Shop	Vacant
77	2409 Mass. Ave.	George Spartachino	George Spartachino
78	5 Cameron Ave.	NEFCO	NEFCO
79	2425 Mass. Ave.	Mass Ave Auto Sales	Mass Ave Auto Sales
80	2435 Mass. Ave.	My Cousin's Place	Vacant
81	2445 Mass. Ave.	Sub Shop	Our Kitchen
	2447 Mass. Ave.	Sunlight Cafe	Sunlight Cafe
	2449 Mass. Ave.	Gold Star Trucking	Gold Star Trucking
81A	25 Fair Oaks St.	Combustion Service Co	Combustion Service
82	1 Camp St.	Nefor Engineering Co.	Rounder Records
83	29 Camp St.	Cambridge Machine Co	Rounder Records
84	54 Washburn Ave.	Thomas G. Gallagher	Thomas G. Gallagher
85	2451 Mass. Ave.	Norton Beverage Co.	Norton Beverage Co.
86	2467 Mass. Ave.	Green Parrot Rest.	Vacant
87	2346 Mass. Ave.	Verna's	Verna's
	2348 Mass. Ave.	The Middle Store	The Middle Store
	2350 Mass. Ave.	Ryan's Flowers	Ryan's Flowers
88	2360 Mass. Ave.	No. Camb. Coop Bank	No. Camb. Coop Bank
89	2362 Mass. Ave.	The Caning Shoppe	Budget Copy Center
	2364 Mass. Ave.	Mendolshohn Haberdasher	Touring Unlimited
	2366 Mass. Ave.	Marmel Realty	Joses
90	2368 Mass. Ave.	Dudley Furniture	Living Rm Unlimited
	2372 Mass. Ave.	Dudley Furniture	Hana Sushi

No.	Address	1980	1988
	2374 Mass. Ave.	Dudley Furniture	Capriccio Salon
	2376 Mass. Ave.	Dudley Furniture	Korean Store
	2378 Mass. Ave.	Dudley Furniture	Palmer Video
	2380 Mass. Ave.	Dudley Furniture	Camb. Studio Photo.
91	2382 Mass. Ave.	Vic's Egg on One	Garbun Chinese Food
	2384 Mass. Ave.	Frank's Barber Shop	Frank's Barber Shop
	2386 Mass. Ave.	Lion's Den Cafe	Lion's Den Cafe
	2390 Mass. Ave.	John Gimigliano	John Gimigliano
92	2400 Mass. Ave.	Peter Arseneaux, Dnt.	George Biron, Dnt.
	2400 Mass. Ave.	Joseph Carabbio, Pod.	Law Offices
	2400 Mass. Ave.	Congress Men's Shop	Congress Men's Shop
	2400 Mass. Ave.	JJ Delaney Ass., R.E.	
	2400 Mass. Ave.	The Film Group	
	2400 Mass. Ave.	Survey & Research	Survey & Research
	2400 Mass. Ave.	University Bank	University Bank
	2406 Mass. Ave.	John Lynch Drug	John Lynch Drug
93	2408 Mass. Ave.	Vacant	Friendly Corner Fd.
			Laundry Coin-Op
	2420 Mass. Ave.	Camb. House of Pizza	Camb House of Pizza
95	2440 Mass. Ave.	Buy-Rite Liquor	Vacant
96	2456 Mass. Ave.	Murphy's Hardware	Vacant
		Auto Repair Shop	Vacant
97	2464 Mass. Ave.	Medical Office Bldg.	Medical Office Bldg
98	2485 Mass. Ave.	Uncle Russ Shell Stn.	Uncle Russ Citgo
98	2485 Mass. Ave.	U-Haul Company	U-Haul Company
99	2495 Mass. Ave.	NaiNanKo Auto Imports	NaiNanKo Auto
99	2501 Mass. Ave.	Midas	Midas
101	2525 Mass. Ave.	Vacant Lot	Bay Bank
102	2535 Mass. Ave.	Jack's Gulf Station	Jack's Gulf
103	2551 Mass. Ave.	Hayes Oil	Hayes Oil
104	2474-2480 Mass. Ave.	Sunoco	Sunoco
105	16 Edmunds St.	Kennel Supply Dist.	Vacant
106	2494 Mass. Ave.	Mobil Gas Station	Offices
107	16 Edmunds St.	Utility	Utility
109	2512 Mass. Ave.	Doll House Shop	Doll House Shop
110	2557 Mass. Ave.	Residence Holistic	Health
117	2603 Mass. Ave.	Mobil Gas Station	Mobil Gas Station
118	2514 Mass. Ave.	Vacant	Vacant
120	2528 Mass. Ave.	Henry's Barber Shop	RRR Technologies
121	2530 Mass. Ave.	Franco's Auto Repair	Franco's Auto Rep.
122	2534Mass. Ave.	Barrell Plumbing Co.	Alewife Plumbing Co
128	2564 Mass. Ave.	City Paint & Supply	City Paint & Supply

Massachusetts Avenue Business Inventory (continued)

No.	Address	1980	1988
131	2578 Mass. Ave.	Camb. Brake Service	Camb. Brake Service
131	2578 Mass. Ave.	Hamel's Service Stn.	Hamel's Citgo Stn.
132	2596 Mass. Ave.	Lawrence Glynn, Law	Lawrence Glynn, Law

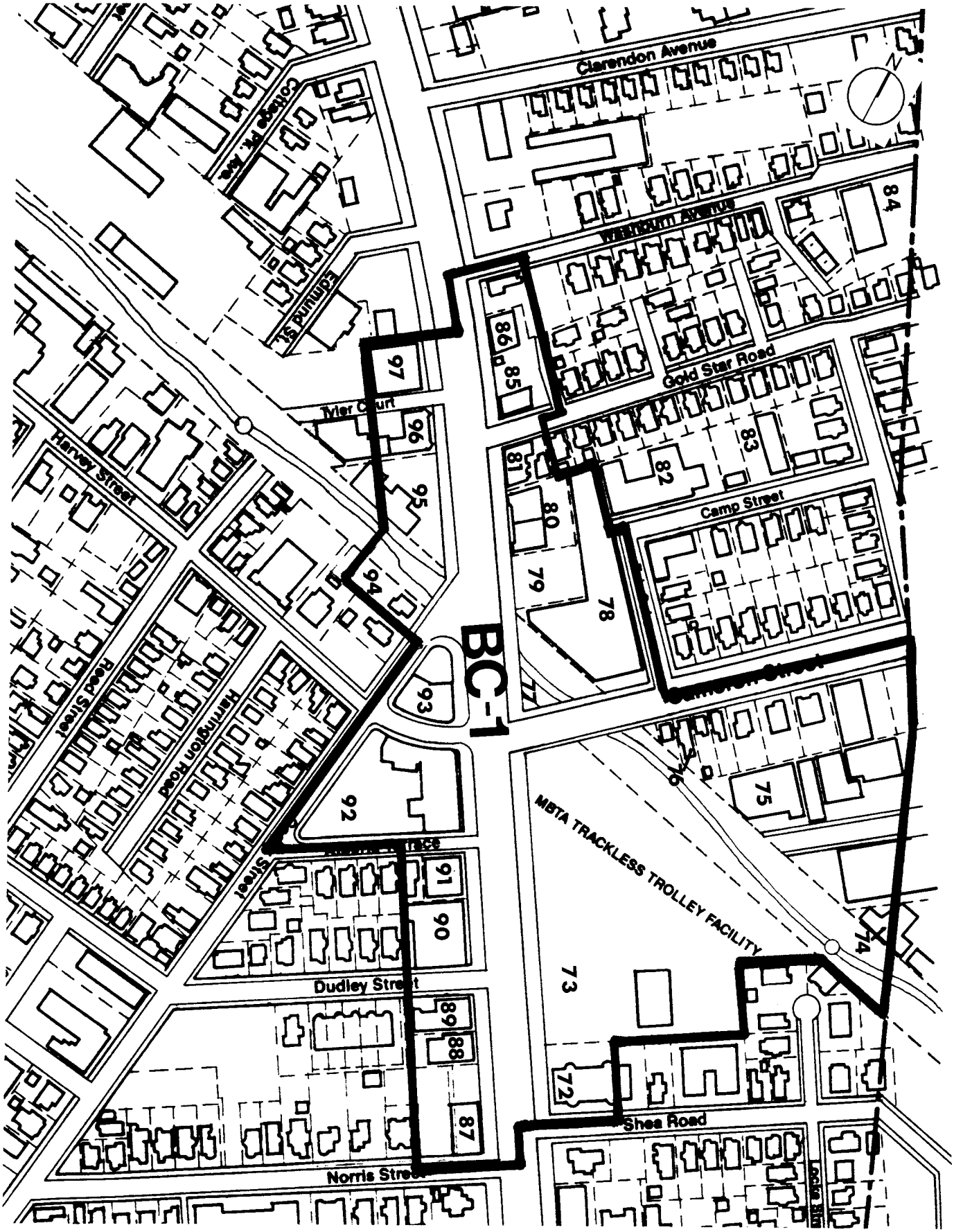


NORTH CAMBRIDGE NEIGHBORHOOD STUDY

MASS. AVE. BUSINESS INVENTORY/POTENTIAL DEVELOPMENT

City of Cambridge

Cambridge Community Development
Fall 1990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Washburn Avenue
Gold Star Road
Camp Street
Tyler Court
Harvey Street
Reed Street
Harrington Road
Dudley Street
Norris Street
Shea Road
MBTA TRACKLESS TROLLEY FACILITY
BC-1
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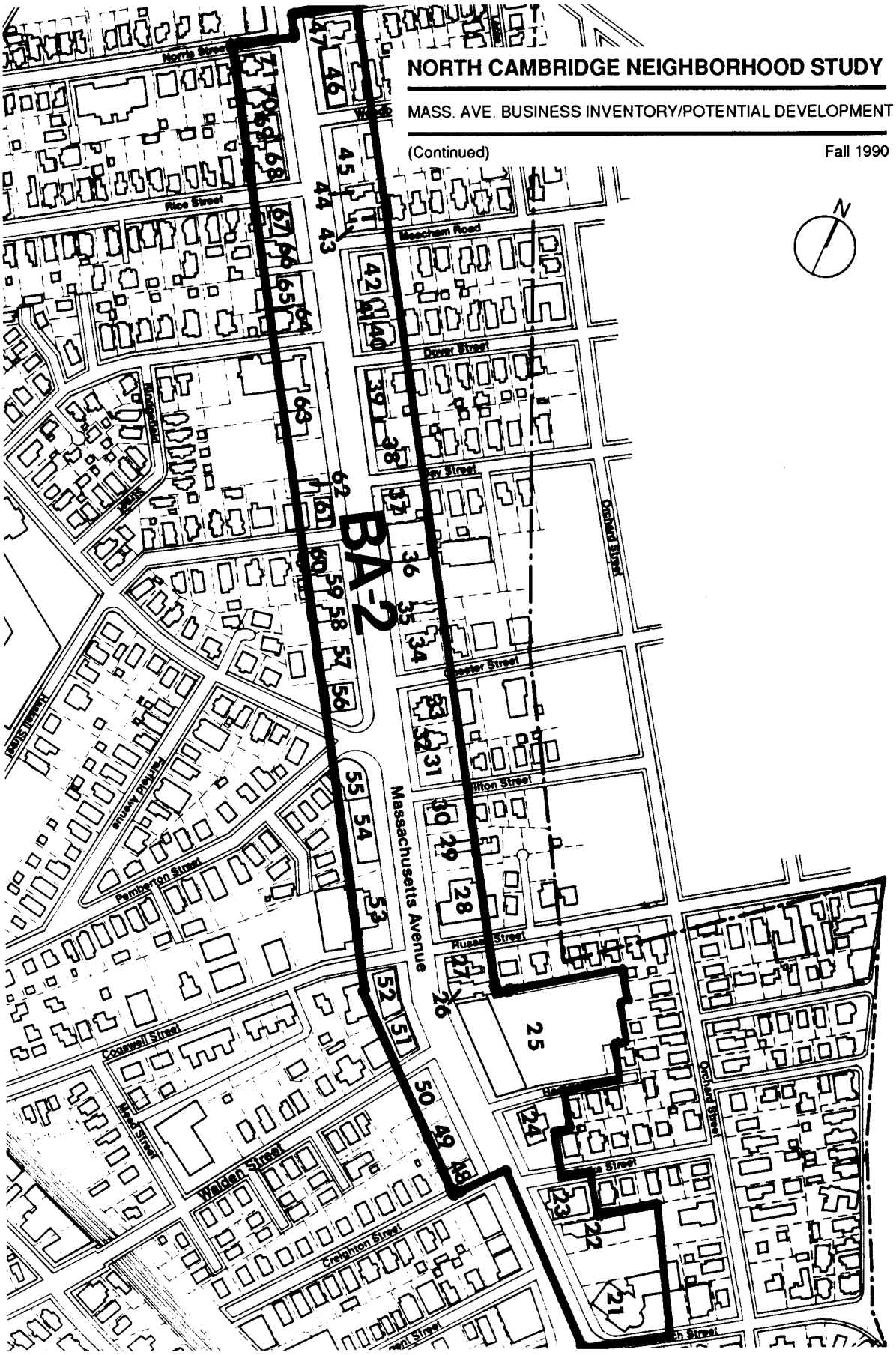
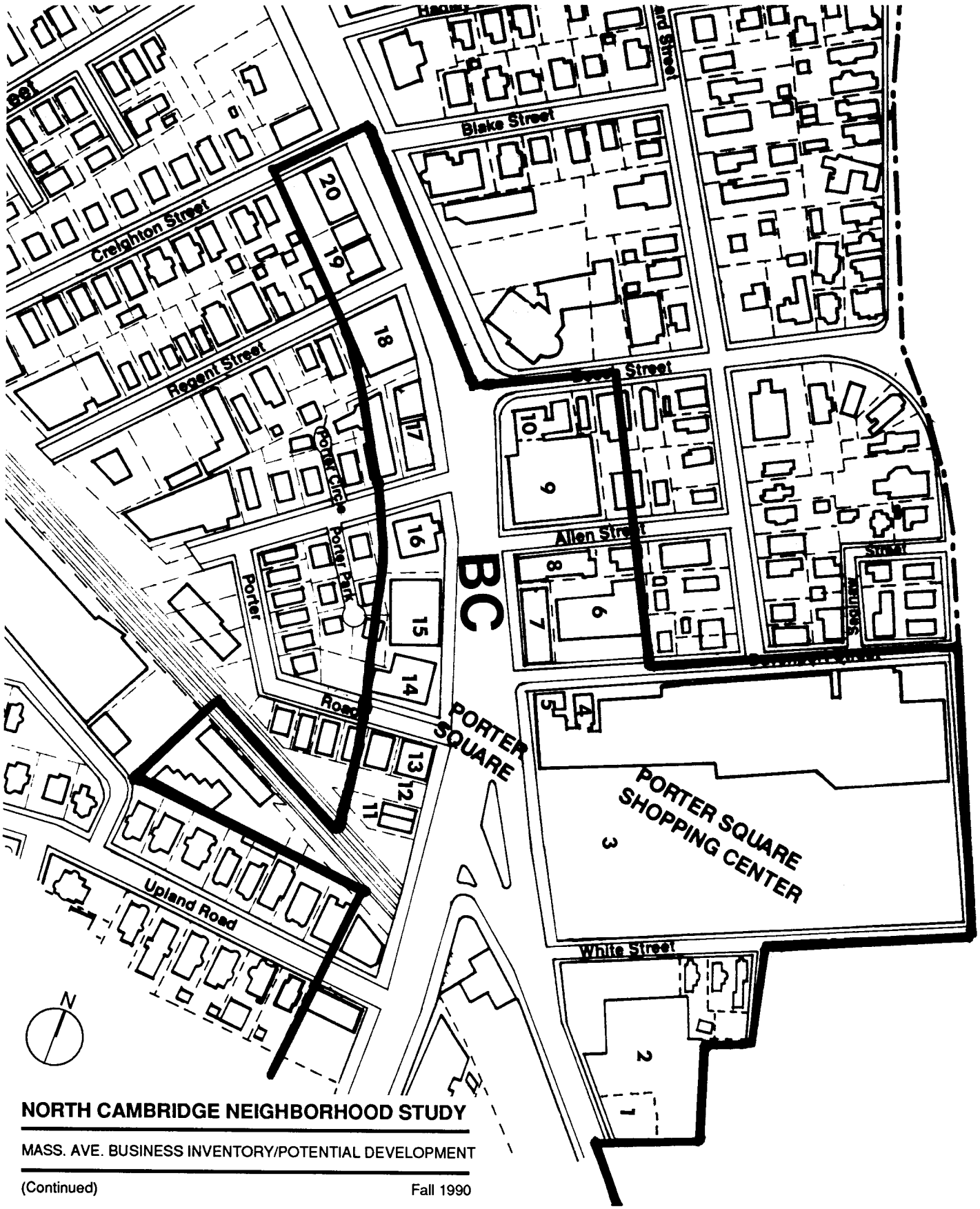


NORTH CAMBRIDGE NEIGHBORHOOD STUDY

MASS. AVE. BUSINESS INVENTORY/POTENTIAL DEVELOPMENT

(Continued) Fall 1990



NORTH CAMBRIDGE NEIGHBORHOOD STUDY

MASS. AVE. BUSINESS INVENTORY/POTENTIAL DEVELOPMENT

(Continued) Fall 1990

Massachusetts Avenue Development Potential

Business C Zoning District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
1	C[1]	10,286		20,572			20
2	C	39,785	46,000	79,570	.57	0	79
3	C	229,571	134,700	459,142	.29	324,442	459
4	R[2]	1,910		3,820			3
5	R/C	5,779	11,520	11,558	1.00	38	11
6	C	18,381		36,762			36
7	C	5,886	5,200	11,772	.44	6,572	11
8	C	6,707	10,384	13,414	.77	3,030	13
9	C	14,026	14,026	28,052	.50	14,026	28
10	C	4,032	5,000	8,064	.62	3,064	8
11	C	8,759	32,400	17,518	1.85	0	17
12	C	10,500	21,600	21,000	1.03	0	21
13	C	3,409	6,800	6,818	1.00	0	6
14	C	9,450		18,900			
		5,444	(B) 2,722			20	
15	INST[3]	12,484	25,440	24,968	1.02	0	24
16	C	9,002	7,680	18,004	.43	10,324	18
17	C	7,972	8,580	15,944	.54	7,364	15
18	C	8,969	16,200	17,938	.90	1,738	17
19	C	9,995	27,200	19,990	1.36	0	19
20	C	9,748	16,800	19,496	.86	2,696	19

Business A-2 Zoning District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
21	INST	35,500	51,504	53,250	.90	5,671	62
		7,850	(B) 3,925				
22	C	15,100	5,040	26,425	.19	21,385	25
23	INST	9,532	8,256	16,681	.49	8,425	15
24	C	16,977	2,580	29,710	.09	27,130	28
25	C	78,646	108,000	137,631	.78	296,311	31
26	R	6,316	13,200	11,054	1.19	-0-	10
27	R	4,300	0	7,525	0	7,525	7
28		11,408	25,970	19,964	1.02	0	23
		11,106	(B)	5,553			
29		13,538	21,760	23,692	.89	2,557	22
		1,251	(B)	626			

(B): Parcel lies partially in a Residence B district.

Parcel	Use	Total Parcel Area (Sq. Ft.)		Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
30	C	7,521		5,920	13,162	.45	7,242	12
31	C	9,185			16,074			15
32	C	5,698		4,160	9,972	.42	5,812	9
33		9,428		6,720	16,499	.41	9,779	15
34		10,377		4,500	18,160	.25	13,660	17
35	R/C	4,659			8,153			7
		1,900	(B)		950			
36/37	V[4]	40,595						
38	C							
39	C	5,063		4,400	8,860	.50	4,460	8
40	C	5,800		6,750	10,150	.67	3,400	9
41	C	4,800		3,960	8,400	.47	4,440	8
42	C	10,080		10,000	17,640	.57	10,356	18
		5,432	(B)		2,716			
43	C	5,500		12,000	9,625	1.30	0	9
44	C	5,722		3,000	10,014	.30	7,014	9
45	C	12,328		7,800	21,574	.92	1,816	21
		3,632	(B)		1,816			
46	C	7,735		3,264	13,536	.24	10,272	12
47	C	5,975		4,590	10,456	.44	5,866	9
48	C	4,606		3,290	8,061	.41	4,771	7
49	C	15,259			26,703			25
50	C	8,515			14,901			16
		6,268	(B)		3,134			
51	C	6,253		2,704	10,943	.25	8,239	10
52	C	5,969		4,312	10,446	.41	6,134	9
53		10,680			18,690			28
		28,519	(B)		14,260			
54	C	15,559		7,200	27,228	.26	20,028	25
55	C	6,537		4,800	11,440	.42	6,640	10
56		10,320		14,400	18,060			
		1,680	(B)		840	.76	4,500	17
57	C	9,900		8,750	17,325	.46	10,375	17
		3,600	(B)		1,800			
58	C	9,809		3,750	17,166	.20	15,216	17
		3,600	(B)		1,800			
59		6,469		6,600	11,320	.58	4,720	10
60		6,875		6,000	12,031	.50	6,031	11
61	C	3,575		3,200	6,256	.51	3,056	5
62		4,320		6,000	7,560	.79	1,560	7
63	INST	37,357			49,000			60
		28,000	(B)		18,679			
64		5,100			5,250			7
		3,000			2,550			

Business A-2 Zoning District (continued)

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
65		7,700	3,456	13,475	.23	11,827	13
		3,615 (B)		1,808			
66	C	4,922	2,700	8,614	.31	5,914	8
67	C	11,699		20,473			19
68	C	7,345	4,000	12,854	.31	8,854	12
69	C	6,000	22,000	10,500	2.09	0	10
70	C	4,980	4,400	8,715	.50	4,315	8
71		5,893	10,000	10,313	.97	313	9

Business C-1 Zoning District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
72	C	11,275	54,000	33,825	1.47	0	39
		5,592 (B)		2,796			
73*	I(5)	111,530					
		(35,000)	0	105,000	0	105,000	116
74	I	11,452	5,504	34,356	.16	28,852	38
75	C	9,775	7,000	29,325	.242	2,3253	2
76	I	2,107	1,200	6,321	.19	5,121	7
77	C	2,500	5,000	7,500	.67	2,500	8
78	I	26,771	23,971	80,313	.30	56,342	89
79	C	8,000		24,000			26
80	C	9,957		29,871			33
81	C	4,618	2,000	13,854	.14	11,854	15

Residence B Zoning District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
82	I	16,009		8,005			6
83	I	14,281		7,141			5
84	I	14,670					5

* A total of 35,000 sq. ft. is available for development on this parcel

Business C-1 Zoning District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
85	C	5,019	2,500	15,057	.17	12,557	16
86		15,129		45,387			50
87	C	12,819	4,000	38,457	.10	35,897	43
		2,880 (B)		1,440			
88	C	5,562	4,140	16,686	.25	12,546	18
89	C	5,940	3,936	17,820	.22	13,884	19
90	C	10,650	19,080	31,950	.60	12,870	35
91	C	4,204	12,675	12,612	1.00	0	14
92	C	27,719	20,816	83,157	.25	62,341	92
93	C	5,328	3,600	15,984	.23	12,384	17
94		7,591		22,773			25
95							
96							
97	C	13,856	19,600	41,568	.39	30,968	52
		7,200 (IA-1)		9,000			

Business A-2 Zoning District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
98	C	9,751	1,320	17,064	.07	16,664	16
		1,800		900			
99	C	15,000	12,440	26,250	.36	21,771	31
		15,921		7,961			
100		5,600		9,800			9
101	C	14,975		26,206			24
102	C	5,498	880	9,622	.09	8,742	9
103	C	4,950	1,600	8,663	.18	7,063	8
104	C	11,505	1,232	20,134	.06	18,902	19

Industry A-1 Zoning District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
105	C	6,967	7,600	8,709	.87	1,109	5

Business A-2 Zoning District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
106	C	11,527	3,696	20,172	.18	16,476	19
107	C	3,577		0			
108		4,496	2,670	7,868	.34	5,198	7
109	C	5,298	5,000	9,272	.54	4,272	8

Residence B Zoning District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
116	R	10,816	14,000	5,408	2.6	0	4
117	C	21,383	1,800	10,69	2.17	8,891	8

(1) C - Commercial
(2) R - Residential
(3) INST - Institutional
(4) V - Vacant Lot
(5) I - Industrial

APPENDIX IV

ALEWIFE

- Development Potential
- Maps

Alewife Development Potential

Arthur D. Little — Office-2 District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
1	C	73,180	17,281	46,360	.01	144,632	121
2	C	241,148	50,400	482,296	.10	431,896	401
3	C	43,376	13,200	86,752	.15	73,552	72
4	C	35,247	26,400	70,494	.37	44,094	58
5	C	57,960	33,600	115,920	.29	82,320	96
6	C	1,086,289	491,160	2,172,578	.23	1,681,418	1,810

Total New Square Feet of Development Potential : 2,457,912

Triangle — Office-2/PUD5 District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
7	See Parcel #13						
8	I	120,115	111,200	240,230	.46	129,030	200
9	C	127,795	172,800	255,590	.68	82,790	212
10	C	132,879	83,840	265,758	.32	181,918	221
11	C	148,104	136,000	296,208	.46	160,208	246
12	INST	340,000		680,000			566
13(O-2)	C	943,164	70,000	1,886,328	.36	1,216,328	1,571
13(PUD)				2,074,960	.32	1,404,960	600
14	C	28,995	44,800	57,990	.77	13,190	48
15	C	16,343	10,880	32,686	.33	21,806	27
16	C	21,179	13,824	42,358	.33	28,534	35
17	IND	139,895	81,952	279,790	.29	197,838	233
18	C	92,929	202,000	185,858	1.08	0	154

Total New Square Feet of Development Potential: O-2: 2,031,642
PUD5: 2,220,274

Alewife Center — Industry C/PUD District

Parcel	Use	Total Parcel Area (Sq. Ft.)	Existing Built Sq. Ft.	Max. Buildable Sq. Ft.	% FAR Built	Pot. New Sq. Ft.	Max. # of D.U.
19	C	871,000	87,000	1,742,000[1]	.60	0(Capped)[1]	

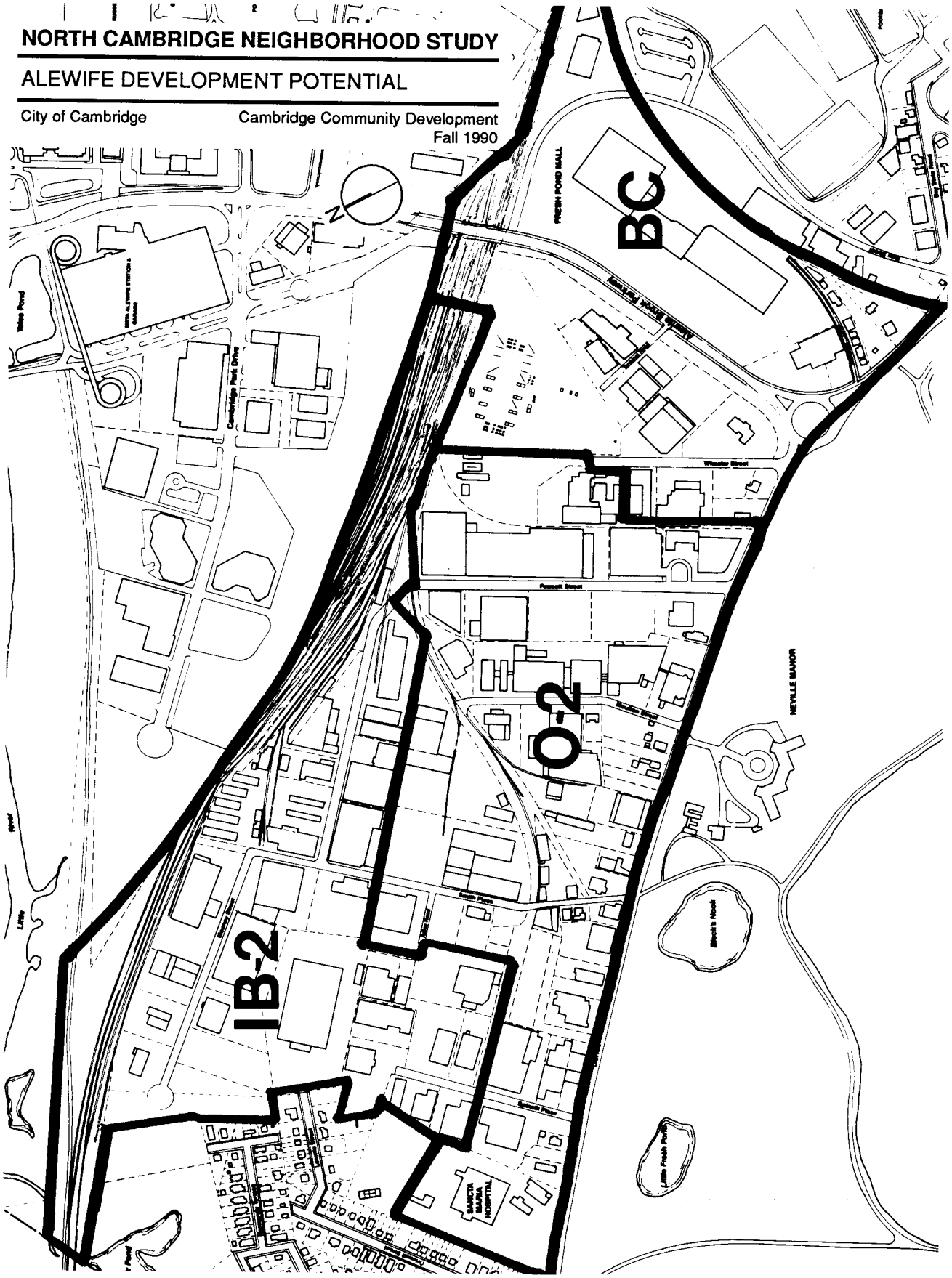
[1] Under a special permit issued by the Planning Board in 1987 the amount of development is capped at 1,050,000 Sq. Ft.

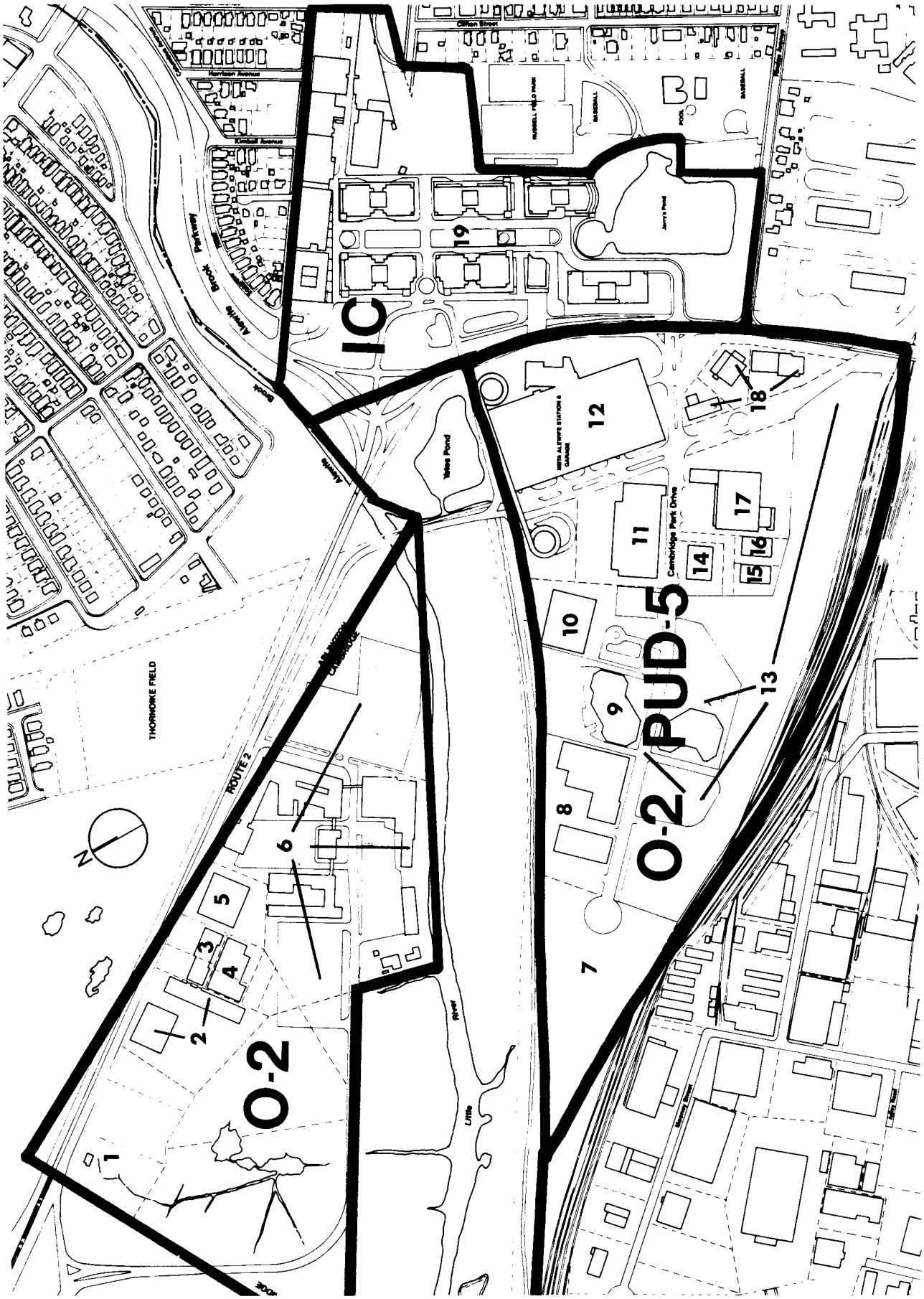
NORTH CAMBRIDGE NEIGHBORHOOD STUDY

ALEWIFE DEVELOPMENT POTENTIAL

City of Cambridge — Cambridge Community Development

Fall 1990





IC
O-2
O-2/PUD-5
THORNDIKE FIELD
ROUTE 2
Cambridge Park Drive
Yates Pond
Alewife Brook Parkway
Harrison Avenue
Kimball Avenue
Clifton Street
Little River
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19

Quadrangle — Industry B-2 District

Total Building Area (sf)	Max Built Sq. Ft.	Existing FAR (Hard Sites)	Pot. New Sq. Ft.
1,701,084	2,551,626	45,000	2,506,626

Quadrangle — Office -2 District

Total Building Area (sf)	Max Built Sq. Ft.	Existing FAR (Hard Sites)	Pot. New Sq. Ft.
2,145,951	4,291,902	921,600	3,370,302

Quadrangle — Business C District

Total Building Area (sf)	Max Built Sq. Ft.	Existing FAR (Hard Sites)	Pot. New Sq. Ft.
1,535,631	3,071,262	504,200	2,567,062

APPENDIX V

HOUSING TABLES

Vacancy Rates

	1970				1980			
	North Cambridge		City		North Cambridge		City	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Occ'd	4,173	96.8%	36,411	96.7%	4,596	94.0%	38,836	94.1%
Total Vacant	136	3.2%	1,237	3.3%	292	6.0%	2,442	5.9%
For Sale								
<6 mos	0	0.0%	29	0.1%	22	0.5%	113	0.3%
For Rent								
<2 mos	85	2.0%	567	1.5%	95	1.9%	486	1.2%
Other vacant	51	1.2%	641	1.7%	175	3.6%	1,843	4.5%
Total Yr Rnt'd	4,309	100.0%	37,648	100.0%	4,888	100.0%	41,278	100.0%
Total Units	4,309		37,668		4,888		41,300	

Tenure

	1970				1980			
	North Cambridge		City		North Cambridge		City	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Owner-Oc'd	1,215	29.1%	6,990	19.2%	1,219	26.5%	8,889	22.9%
Renter-Oc'd	2,958	70.9%	29,421	80.8%	3,377	73.5%	29,947	77.1%
Total-Oc'd	4,173	100.0%	36,411	100.0%	4,596	100.0%	38,836	100.0%

Units in Structure

	1970				1980			
	North Cambridge	% of N. C.	City	% of City	North Cambridge	% of N. C.	City	% of City
1 dettached	488	11.3%	3,951	10.5%	844	17.2%	4,108	10.0%
1 attached[1]	inc'd above		inc'd above		59	1.2%	1,426	3.5%
2	1,358	31.5%	7,015	18.6%	1,025	20.9%	6,125	14.8%
3-4	1,078	25.0%	8,712	23.1%	928	18.9%	8,300	20.1%
5+	1,385	32.1%	17,971	47.7%	2,034	41.5%	21,264	51.5%
Mobile home or trailor					10	0.2%	55	0.1%
Total	4,309	100.0%	37,649	100.0%	4,900	100.0%	41,278	100.0%

[1] An example of this would be townhouses which are owned individually, but attached.

Age of Structure in 1980

	NC	as a % of North Cambridge	City	as a % of City
1970-80	832	17.0%	4,361	10.6%
1960-69	624	12.7%	3,392	8.2%
1950-59	275	5.6%	2,176	5.3%
Pre-1950	3,169	64.7%	31,349	75.9%
Total	4,900	100.0%	41,278	100.0%

Median Rent

	North Cambridge	City
1970	$130	$119
1980	$200	$219

Persons per Room

	1970		1980	
	North Cambridge	City	North Cambridge	City
1 or less	3,893	34,369	4,403	37,440
1.01-1.5	218	1,456	135	961
1.51+	62	586	58	435
Total	4,173	36,411	4,596	38,836

Lacking some or all Plumbing

	North Cambridge	as a % of North Cambridge	City	as a % of City
1970	89	2.1%	1,986	5.5%
1980	95	2.3%	1,247	3.4%