Neighborhood Nine Study

▪ ▪ U P D A T E ▪ ▪

Summary, Recommendations and Action Plan

City of Cambridge ▪ Community Development Department

Summer 2004

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Introduction

CITY OF CAMBRIDGE

Neighborhood Nine Location Map

INTRODUCTION TO THE NEIGHBORHOOD STUDY PROCESS

History

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

Since 1988, the Community Development Department (CDD), through its neighborhood planning program, has conducted comprehensive studies in ten of the city's neighborhoods. CDD staff work collaboratively with a citizen committee appointed by the City Manager to identify planning opportunities and make recommendations for a course of action. Recommendations address such issues as traffic and parking, housing affordability and homeownership, neighborhood commercial areas and employment, park maintenance, and rezoning for areas that are inappropriately zoned. As part of each neighborhood study, CDD collects data on demographic changes, as well as changes in housing markets, land use, and development potential in each neighborhood.

For each study, the City Manager appoints a committee of neighborhood residents, small business owners, and civic leaders, as well as staff from CDD, to review the data, identify problems that exist in the neighborhood, and make recommendations as to how to resolve these problems. Where appropriate, the recommendations are incorporated into the work programs of City departments for implementation; in some cases, this implementation takes place over a short period of time, in others it is part of long-term strategic planning.

The neighborhood study process has informed the City's growth policy document, *Towards a Sustainable Cambridge,* which outlines the City's planning assumptions and policies in the areas of land use, housing, transportation, economic development, open space, and urban design. CDD staff drafted the growth policy document in 1992 and 1993 after a series of workshops with citizen, business, and institutional representatives. It recognizes that Cambridge's diversity of land uses, densities, and population groups should be retained and strengthened.

NEIGHBORHOOD NINE STUDY

A JOINT REPORT OF THE

NEIGHBORHOOD NINE STUDY COMMITTEE AND THE

CAMBRIDGE COMMUNITY DEVELOPMENT DEPARTMENT

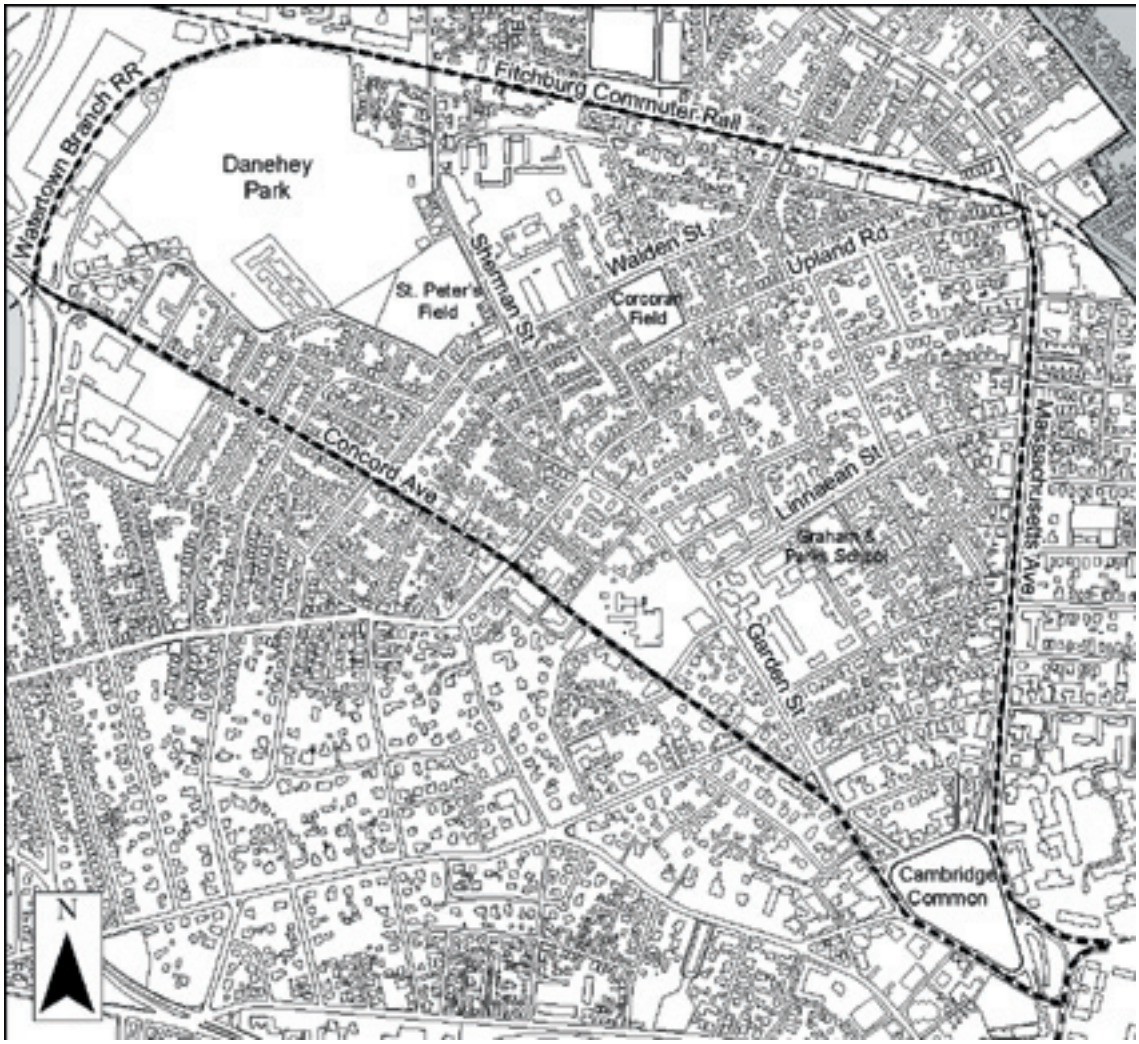
Neighborhood Study Updates

To ensure that these studies remain current and useful, CDD has begun the practice of periodic study updates. Each neighborhood study will be updated approximately every three to four years. The update process involves a series of public meetings, where community members are invited to comment on the original study recommendations, suggest new items, and prioritize issues. City staff from various departments attend these meetings to give presentations and answer questions as needed.

The end result of the update process is a "Summary, Recommendations, and Action Plan" document that is made available to the public, City Council, and City staff. The update process is intended to ensure that neighborhood studies remain living documents that can evolve with the changing times.

CITY OF CAMBRIDGE

Neighborhood Nine Boundaries



The following are the goals and objectives underlying the neighborhood study and update process:

Goal

To enhance and inform the delivery of municipal services through collaborative planning between citizens, City Council, and City Departments.

Objectives

- To create a planning process that has input from community members;
- To inform members of the community by making neighborhood study reports available to the public, in print and online.
- To provide information to department heads and other City staff about community needs and values.
- To assist with the budget and management process.
- To formulate long-term plans for neighborhood improvements.
- To conduct work on a neighborhood level that is reflective of larger citywide planning practices (such as the Growth Policy Document and the Report of the Green Ribbon Open Space Committee);

Implementation

The goal of these studies has always been to create a strong link between community process and the everyday work done by the City's many departments. While this is usually the case, there has been a renewed interest on the part of CDD and the City Council Neighborhood and Long-Term Planning Committee in ensuring that these studies remain an integral part of the strategic management, budgeting, and daily operations of City department. For this reason, CDD will increase outreach to other departments while developing studies and once they are completed help integrate recommendations into actual work plans.

Original Neighborhood Nine Study

The Neighborhood Nine Study Committee met for seven months from November 1993 to May 1994. The Neighborhood Study process reviewed and discussed the study topic areas. The Committee developed 60 specific recommendations for the neighborhood regarding Housing, Land Use and Zoning, Urban Design, Open Space, Public Safety, Economic Development and Institutional Use. In April and November of 2002, CDD held two neigborhood wide meetings to update the community on the recomendations of the 1994 study. Since that time a number of recommendations have been completed, are underway, remain as future action items for the city, or call for no action at this time.

DEMOGRAPHIC INFORMATION

During the 1990's the City of Cambridge underwent a period of population growth and change, with increases in population, housing stock, and overall diversity paralleled by declines in the number of youths and elders. Demographic trends in Neighborhood Nine have brought the neighborhood closer to citywide averages in a number of respects, from age distribution to race to distribution of household types. Several distinct differences remain, which appear to relate to a high level of education prevalent in the neighborhood.

Population

Overall, the municipal population grew by 5.8% over the 1990s, from 95,802 to 101,355. During the same period Neighborhood Nine experienced an almost analogous increase of 6% to a population of 11,794, as recorded by the 2000 Census.

Age

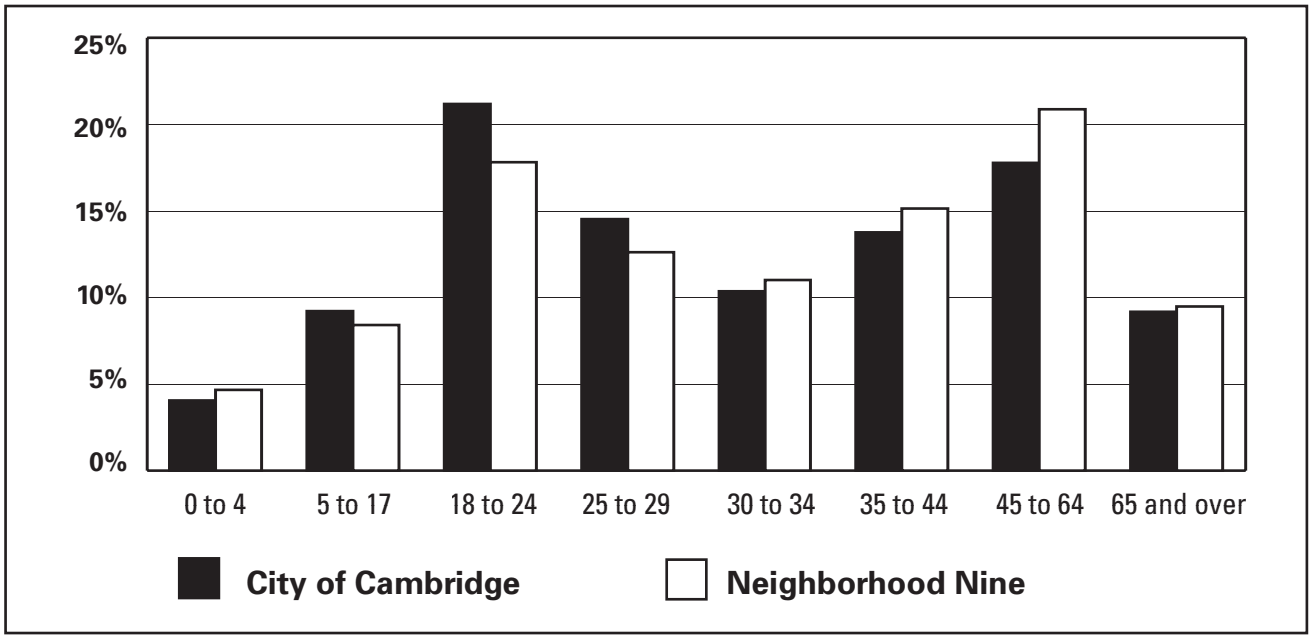
Since the 1980 U. S. Census the age structure of the Neighborhood Nine population has evolved to resemble more closely the age structure citywide. Among those under 18 years of age, 13.3% of the citywide population falls in this group compared to 13.1% of Neighborhood Nine. The fraction of elders in the City and neighborhood are almost identical, 9.2% versus 9.5%

Diversity

The level of diversity in Neighborhood Nine has increased over the years. As of the 2000 U. S. Census, 26% of the citywide population and 23% of the neighborhood population were born abroad. 30% of the citywide population speaks a language other than English at home compared to 23% of Neighborhood Nine residents. The 1 to 1.15 ratio of foreign born to foreign speaking residents, citywide suggests the presence of many immigrant families with native born children speaking the parent's language. In Neighborhood Nine the same ratio is virtually 1 to 1, suggesting that the foreign born do not remain long enough in the neighborhood to grow families.

Citywide the Asian population has undergone a rapid transition, more than tripling since 1980 to 12%. Like the City of Cambridge, Neighborhood Nine, Asians also tripled in number over the same 20 year period to 10.1%. Changes in the definition of racial categories has led to a dramatic citywide increase of persons who define their race as Other or mixed. In 1990 3.2% of the City's population described themselves as a member of the Other racial category. By the 2000 U. S. Census 7.7% of the citywide population described their race as Other or as mixed. In Neighborhood Nine the number of residents who assign themselves to the Other or mixed racial categories rose from 0.1% in 1990 to 4.9% in 2000.

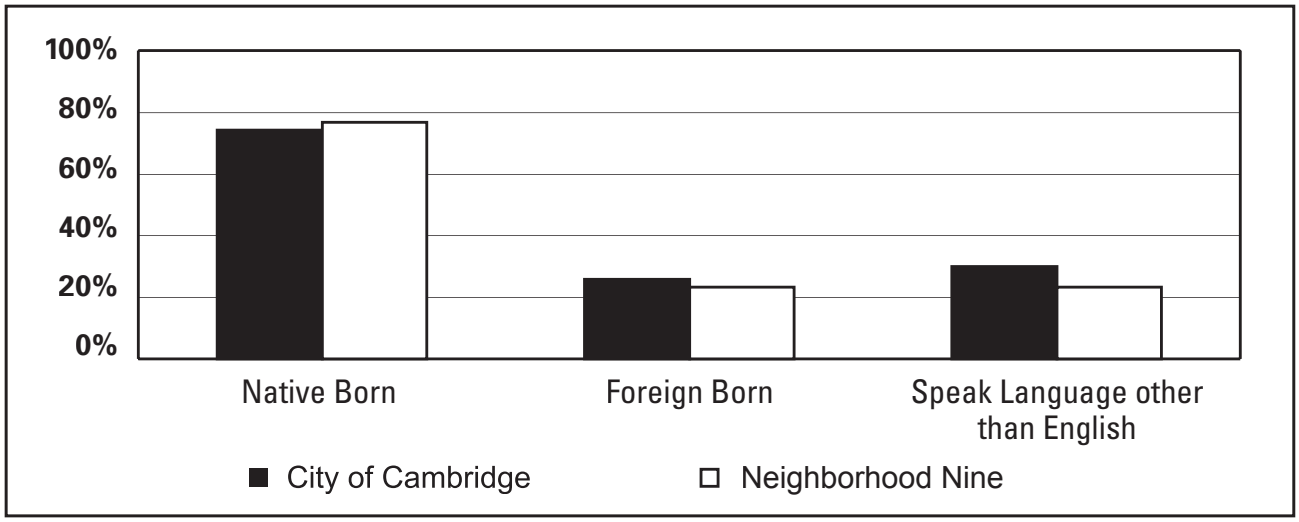
Population by Age: Comparison of Neighborhood Nine and the City of Cambridge in 2000



Race & Hispanic Origin: Comparison of Neighborhood Nine and the City of Cambridge

	Population 1980	1990	2000	Change 1980 - 2000 Net	%	As % of Neighborhood Population 1980	1990	2000
CTY OF CAMBRIDGE	95,322	95,802	101,355	6,033	6.3%	100.0%	100.0%	100.0%
White	78,460	72,122	69,022	(9,438)	(12.0%)	82.3%	75.3%	68.1%
Black	10,418	12,930	12,079	1,661	15.9%	10.9%	13.5%	11.9%
Asian	3,612	8,081	12,113	8,501	235.4%	3.8%	8.4%	12.0%
Other	2,832	2,669	8,141	5,309	187.5%	3.0%	2.8%	8.0%
Hispanic Origin (any race)[4]	4,536	6,093	7,455	2,919	64.4%	4.8%	6.4%	7.4%
NEIGHBORHOOD NINE	11,082	11,126	11,794	712	6.4%	100.0%	100.0%	100.0%
White	8,934	8,668	8,517	(417)	(4.7%)	80.6%	77.9%	72.2%
Black	1,611	1,716	1,481	(130)	(8.1%)	14.5%	15.4%	12.6%
Asian	306	650	1,190	884	288.9%	2.8%	5.8%	10.1%
Other	231	92	606	375	162.3%	2.1%	0.8%	5.1%
Hispanic Origin (any race)[4]	297	331	533	236	79.5%	2.7%	3.0%	4.5%

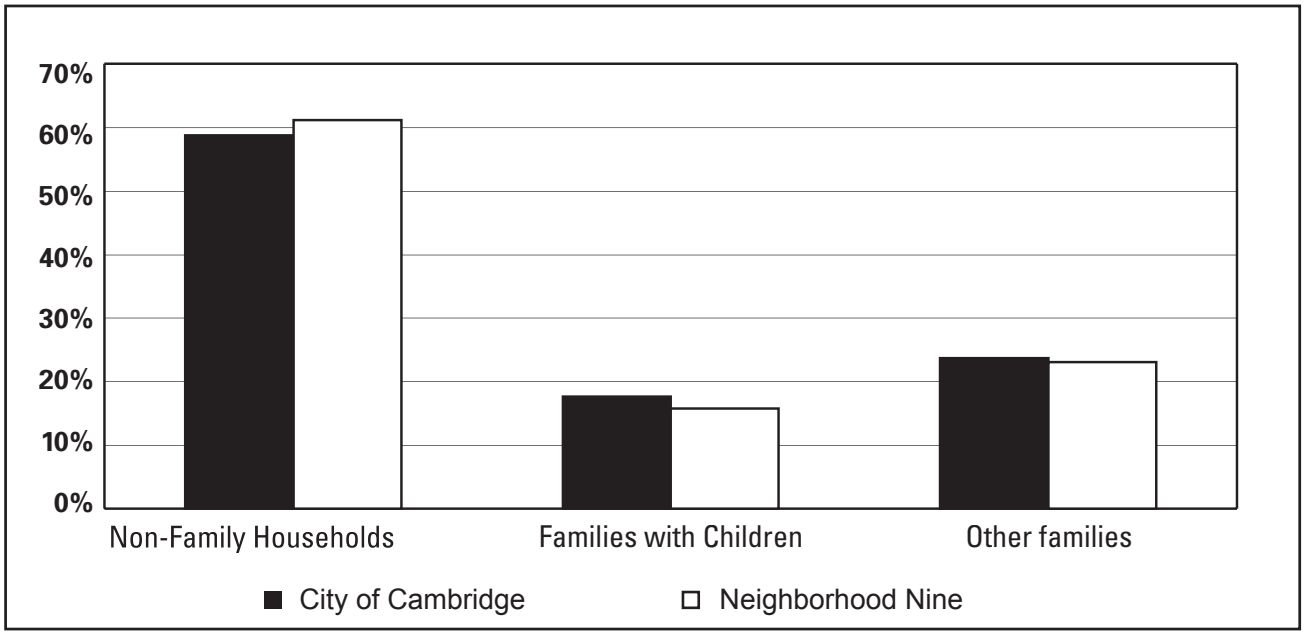
Nativity & Language: Comparison of Neighborhood Nine and the City of Cambridge in 2000



Households Families and Group Quarters Residents

Both the City and Neighborhood Nine experienced an increase in the number of households during the 1990s, rising 8.3% citywide and 6.3% in the neighborhood. Since 1980 a small increase in the number of family households throughout Cambridge combined with steady growth in Neighborhood Nine has brought the ratio of family to non-family households to almost identical levels. Families now comprise 41.3% of the households in Cambridge and 38.9% in Neighborhood Nine, a figure little changed since 1980.

The mix of family types in Cambridge remained stable in 1990s. On the other hand, Neighborhood Nine underwent changes that brought certain categories closer to citywide averages. In Neighborhood Nine family households headed by unmarried females increased by 4.3% to 18.0%, closer to the citywide figure of 23.4% than was the case in 1990. Families with children under 18 and headed by an unmarried female increased by 2.5% to 10.2%, again closer to the citywide average than was the case in 1990. By 2000 one in four Neighborhood Nine families comprised a married couple with children while one in ten comprised an unmarried female with children. Families with children under 18 comprise 17.6% of citywide holds compared to 15.8% of Neighborhood Nine households.



Note: A "Household" as defined by the U. S. Census comprises a group of people who occupy a housing unit as their usual place of residence. A "Family" consists of those households of two or more people where one or more members is related to the head of household by birth, marriage or adoption.

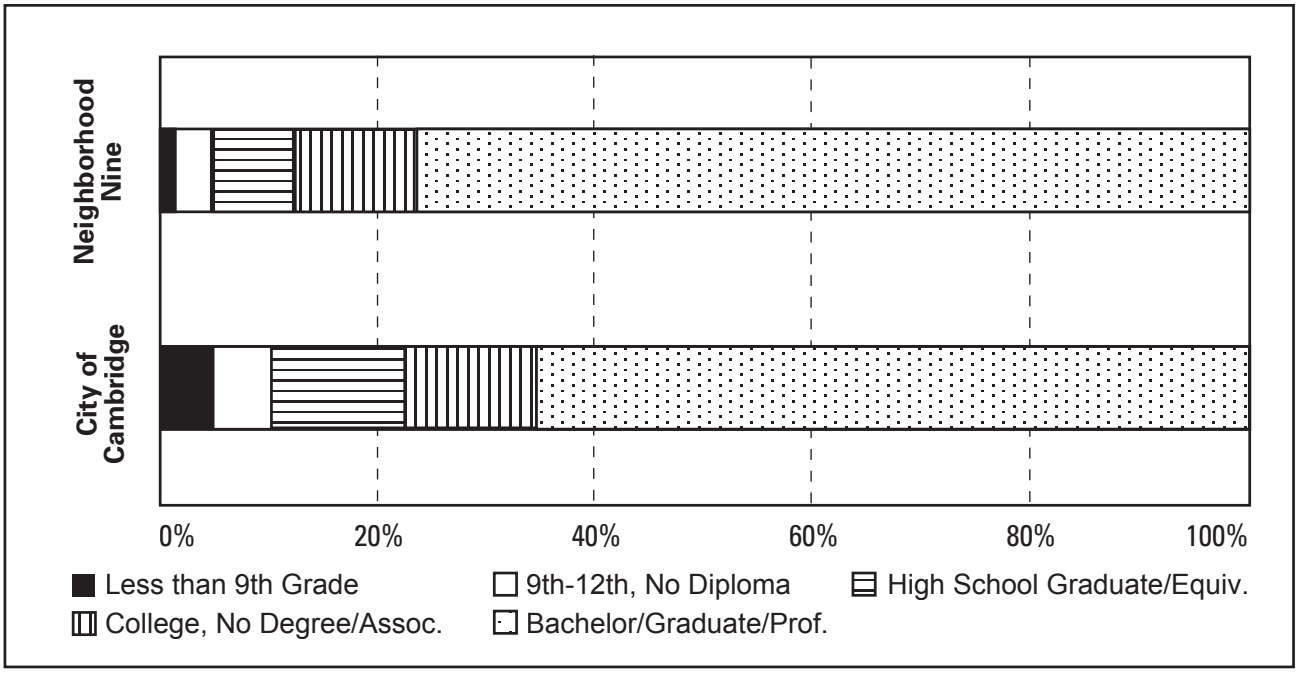
Persons who live in situations such as dormitories, group homes and medical facilities do not reside in households. Instead they are classified as living in "group quarters." As of the 2000 Census, the group quarters population of the City included 14.5% of all residents, compared to 11.5% in Neighborhood Nine. The vast majority of these neighborhood residents occupy the Harvard University dormitories located adjacent to Garden Street.

Education and Income

The level of education among neighborhood residents 25 or older exceeds the already high levels found citywide. 65% of City residents 25 or older have a Bachelor or Graduate degree as their highest level of education. In Neighborhood Nine 77% of the population 25 or older has achieved a similar level of education. Conversely the neighborhood includes few adult residents with less than a High School Diploma. 10.4% of Cambridge residents fall under this standard, compared to 4.7% in Neighborhood Nine.

As might be expected from a more highly educated population, median income levels in Neighborhood Nine exceed those of the City as a whole. The median household income in the City in 2000 totaled $47,979, which was 22.4% less than the corresponding Neighborhood Nine median of $58,708. Furthermore, the rate of increase of median household income citywide was less than that of Neighborhood Nine during the 1990s, rising by 8.0% compared to 19.6%. The difference between family median income in the neighborhood and City is larger, with the neighborhood median income of $82,288 exceeding the citywide level by 38.5%. However the difference between the neighborhood and citywide rates of growth was smaller, 16.4% versus 10.9%.

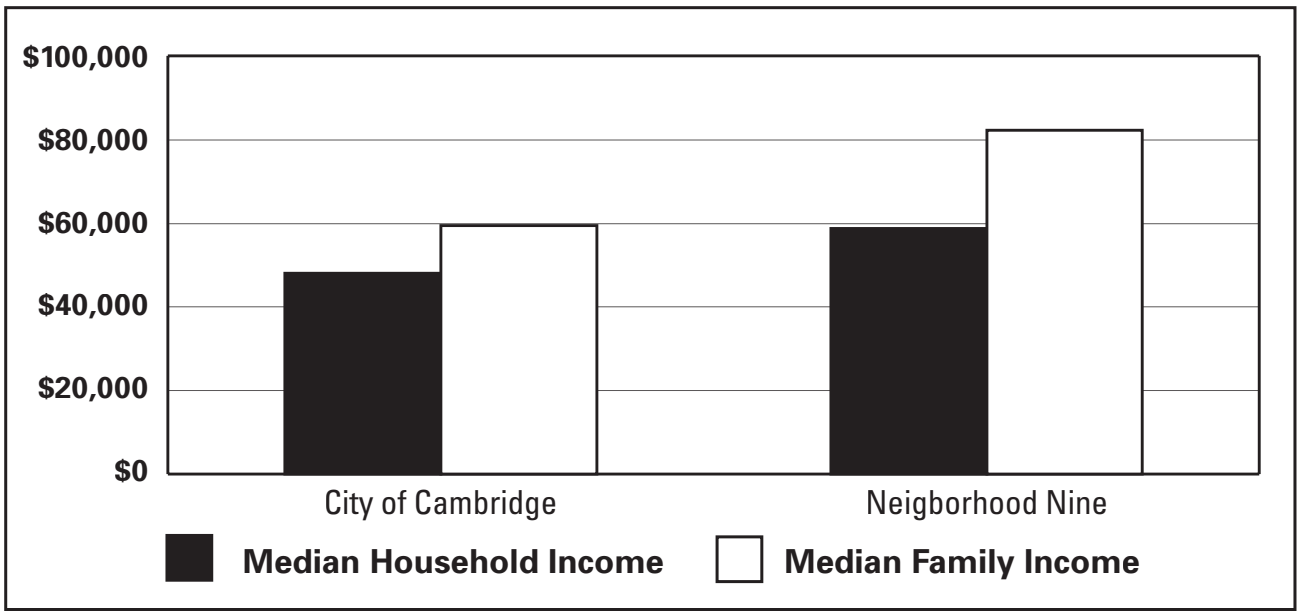
Educational Attainment of Population 25 & Older: Comparison of Neighborhood Nine and the City of Cambridge in 2000



Median Income: Comparison of Neighborhood Nine and the City of Cambridge

	Median Income			Change 1979 - 1999		As % of City Median Income		
	1979[1]	1989[1]	1999	Net	%	1979	1989	1999
HOUSEHOLD								
CITY OF CAMBRIDGE	$34,169	$44,422	$47,979	$13,810	40.4%	100.0%	100.0%	100.0%
NEIGHBORHOOD NINE	$41,432	$49,071	$58,708	$17,276	41.7%	121.3%	110.5%	122.4%
FAMILIES								
CITY OF CAMBRIDGE	$42,906	$53,604	$59,423	$16,517	38.5%	100.0%	100.0%	100.0%
NEIGHBORHOOD NINE	$55,406	$70,669	$82,288	$26,882	48.5%	129.1%	131.8%	138.5%

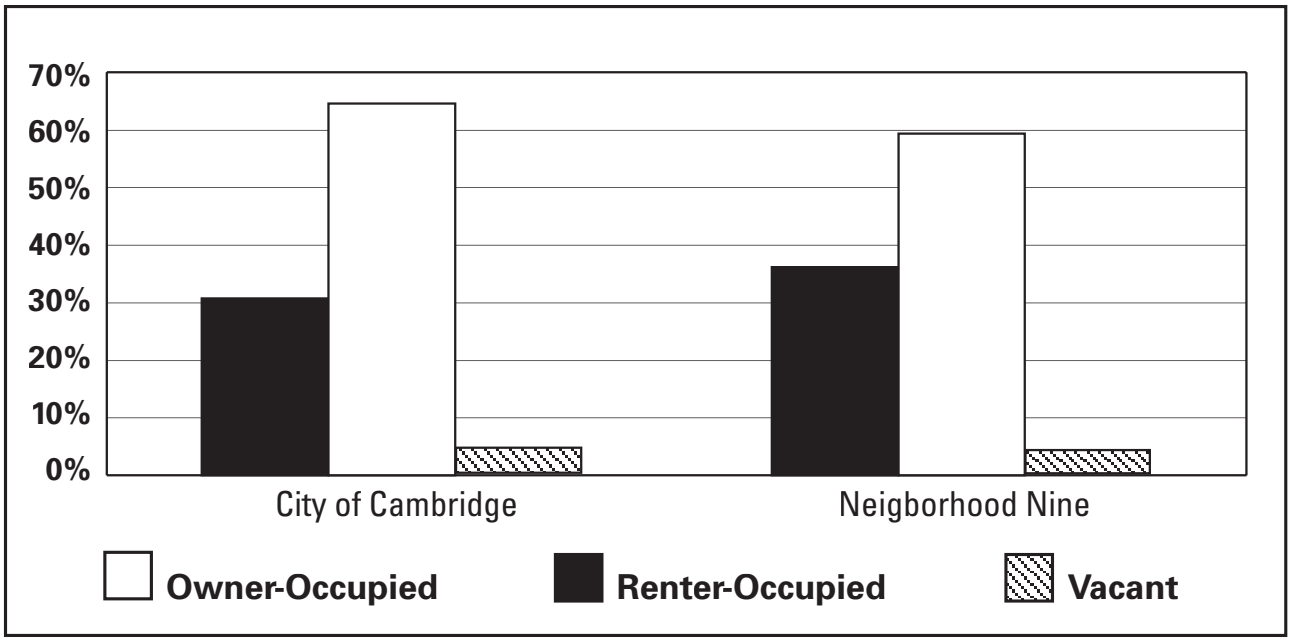
Family & Household Median Income in 2000



Housing

During the 1990s the housing stock in both Cambridge and Neighborhood Nine grew at a similar rate, 6.5% compared to 5.9%, arriving at a count of 5,799 in Neighborhood Nine. The Cambridge housing stock is primarily renter occupied and this holds true in Neighborhood Nine. Nonetheless, as might be expected in a comparatively higher income area, the rate of home ownership at 36.1% in Neighborhood Nine exceeds the citywide level of 30.8%. The number of vacancies citywide fell dramatically during the 1990s, while the number of vacant units in Neighborhood Nine decreased slightly during the same period to 261.

Housing Tenure in 2000



Neighborhood Nine Study

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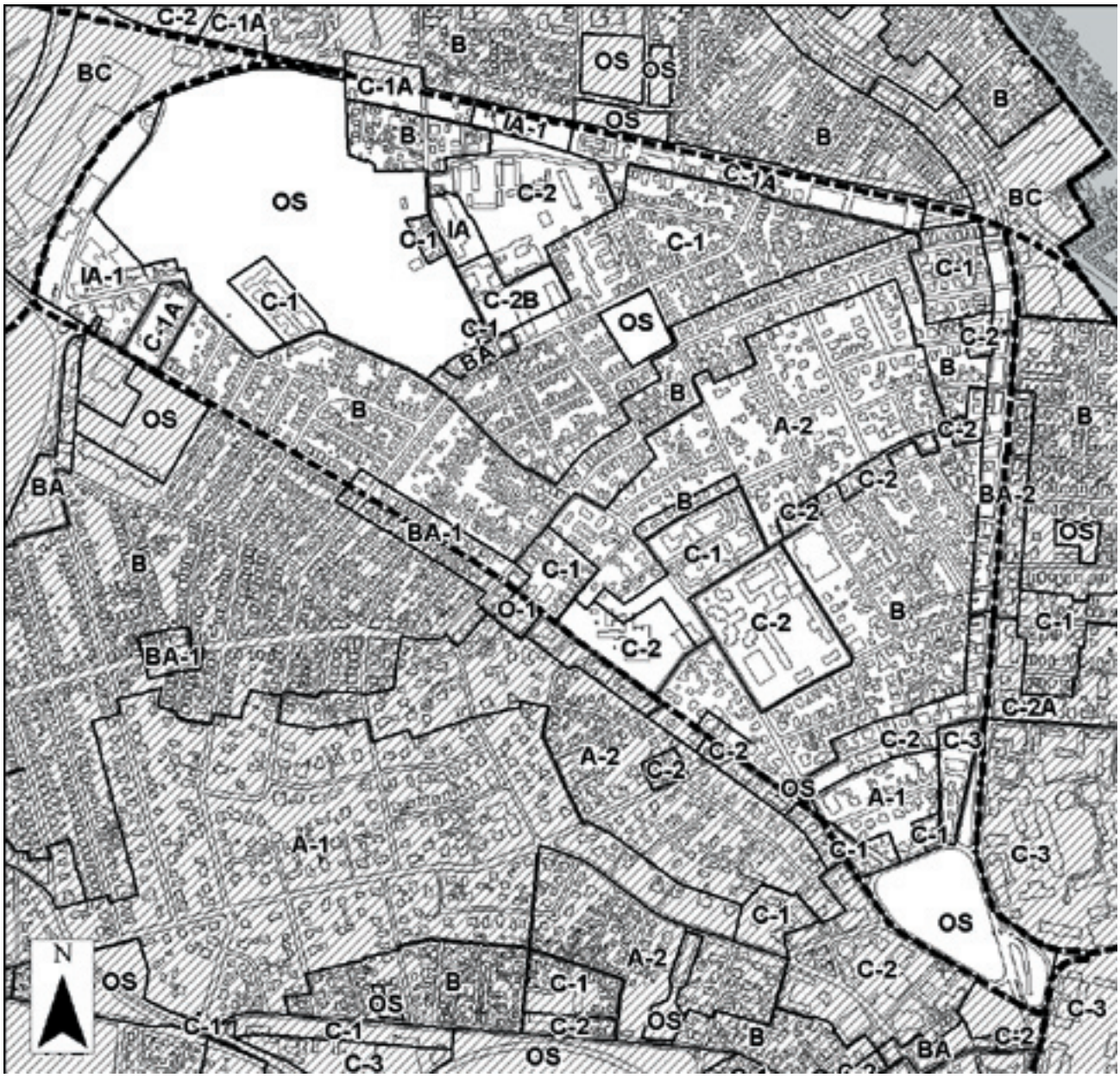
Recommendations and Action Plan

CITY OF CAMBRIDGE
Neighborhood Nine Zoning Map



Summary Update

During the past decade, major changes have taken place within Neighborhood Nine, and within Cambridge as a whole. As a result of this, many of the original recommendations have either been completed or have become irrelevant. However, some do remain to be completed. All of these original recommendations, as well as any progress to date, still appear in the tables for each topic.

Neighborhood Nine Today

Since 1996 when the Neighborhood Nine Study was completed, the City has taken several actions that affect development. In 2001 the City of Cambridge adopted a Citywide Rezoning Petition that included significant changes to the city's zoning ordinance. Among the changes was the institution of a new public process for the review of new buildings greater than 50,000 square feet throughout the city. This was done to involve the community and provide for consistency with urban design guidelines to ensure built character consistent with that of the neighborhood. Similar standards are applied in an administrative review for projects between 20,000 and 50,000 square feet.

In 1998 the City Council approved an Inclusionary Zoning amendment to the Cambridge Zoning Ordinance, which sets aside 15% of units in new housing developments as affordable to middle and low income residents and families. The Green Ribbon Open Space Committee produced a report in March 2000, which outlined criteria established for the purchase of land to be used as open space. Since the original study, the City has designated more than $2 million in funds towards the purchase of open space.

In November of 2001, Cambridge voters approved the Community Preservation Act (CPA). The CPA made a total of $13.5 million local and state dollars available during FY2002 and FY2003 and $10.6 million local and state dollars during fiscal 2004 for affordable housing, open space, and historic preservation in Cambridge. An appointed committee, which heard testimony at public hearings in April of 2002 and June of 2003, determined that 80% of the funds from the CPA should be devoted to the creation of affordable housing, while 10% should be devoted to open space and historic preservation respectively.

In April and November of 2002, meetings were held in the community to update the original Neighborhood Nine Study.

The following "Recommendations and Action Plan" table provides a list of all recommendations, along with implementation status and progress-to-date summary. Items that are part of the City's present or future action plan are denoted by a ■ symbol. An estimated timeframe is also provided for each action item, describing whether it is expected to occur within a short-range (less than 2 years), medium-range (2-6 years), or long-range (6-10 years) period.

LAND USE RECOMMENDATIONS

Rec. Type & Number	Recommendation	Status and Progress to Date
LU1	Evaluate what kind of redevelopment, if any, should take place in light industrial areas if the opportunity arises.	In the Zoning Ordinance are recently adopted provisions which encourage reuse of older industrial areas for residential use. The provisions adopted in 2000 as one of the early changes growing out of the citywide rezoning process encourages reuse of non residential building for housing anywhere in the city.
LU2	Consider the following changes in the Industry A-1 zoning district: • Amend the zoning ordinance to require a special permit, issued by the Planning Board, for all development proposals in the zoning district. As part of the permitting process, the Planning Board should encourage residential use on the parcel at Sherman Street and along Concord Avenue at the Fresh Pond rotary because of the proximity of Danehy Park and Tobin School). Commercial and light industrial use may be accommodated closer to the rail spur and Fresh Pond Shopping Mall.	Industry A-1 districts along Richdale Avenue and Bolton Street, at Rindge Avenue, and at Birch Street and Concord Avenue were rezoned to the new Residence C-1A district, which retained the IA-1 district's FAR of 1.25 and height of 45 feet. However, the Lot Area Per Dwelling Unit was reduced from 1,200 square feet to 1,000 square feet. Adopted as part of the citywide rezoning in 2001 much of the Industry A-1 along New Street was retained. The FAR for residential uses was increased to 1.50 to encourage the construction of housing.
LU3	Modify the residence C-3 zoning district as follows: • Develop design guidelines for the Residence C-3 districts surrounding Harvard Square to protect adjacent lower density residential neighborhoods and to provide a smooth transition between zoning districts of different character.	***Zoning Under Analysis*** • The Hammond Street Overlay in the Agassiz Neighborhood was created in 2002 to address this transition. Current discussions are occurring with Harvard University and Harvard Law School, at the Agassiz working group which includes representatives from Neighborhood Nine, Agassiz Neighborhood, Harvard University and the City. • Section 19.50 of the Zoning Ordinance, adopted during the citywide rezoning effort of 2001, requires a height transition for new buildings in the Residence C-3 district where they are constructed adjacent to a lower density district like the neighborhood Residence C-1 district. The requirement applies to any building construction of 25,000 square feet or more. Other site and building design requirements are also imposed that are intended to make new structures better neighbors where they are visible from a public street
LU4	Consider design changes in Porter Square: • The owners of the Porter Exchange should redevelop the parking lots to make them visually appealing and with uses that serve the neighborhood. Possibilities include placing either a park, housing, or retail above ground with parking underneath.	***Porter Square Sites Under Study*** A master planning effort is now underway by Lesley University which includes future use of the parking lots. Lesley has discussed the master plan with the neighborhood and city. Project review and site development standards will apply to new development. City has held community meetings on air rights, undeveloped sites, and issues around retail along Mass Avenue (February 5, 2004 and April 8, 2004).

LAND USE RECOMMENDATIONS - (cont.)

Rec. Type & Number	*Recommendation*	*Status and Progress to Date*
LU5	Improve Concord Avenue as follows: • Discourage parking in front of the buildings or visible from the main street	***Future Action Item*** For buildings of 25,000 square feet or more in a business district (e.g. the Business A District along Concord Avenue) or high density residential district, Section 19.50 of the Zoning Ordinance prohibits parking between the façade of a building and the adjacent street. Parking is prohibited in the required front yard setback of any zoning district.

INSTITUTIONAL RECOMMENDATIONS

Rec. Type & Number	Recommendation	Status and Progress to Date
INST1	HARVARD UNIVERSITY AND RADCLIFFE COLLEGE Harvard and Radcliffe should continue to work with the neighborhood during the early stages of planning for new construction. Harvard should improve their internal planning process to ensure optimum communication with the community	***Agassiz Working Group And Town-gown Processes Ongoing*** The City Manager has recently appointed representatives from Neighborhood Nine to the Agassiz Working Group, to work with the University as they prepare to develop the Harvard Law School campus along Massachusetts Avenue. Harvard is required to submit an annual Town Gown Report to the Planning Board, in which they are required to submit detailed account of their planning and development activities, the potential impact of these activities on the surround neighborhoods. Should Harvard propose any large development, greater than 50,000 s.f. which is within 100 feet of a public way or add more that 250 parking spaces, it would be required to secure a Special Permit under Article 19.000 requiring both urban design and traffic review by the Planning Board and would require a public hearing at the Planning Board for that permit.
INST2	Harvard should confine its institutional uses to their existing grandfathered premises (when within residential areas) and to commercially zoned areas.	***Institutional Overlay Zoning Ongoing*** The Institutional Overlay District regulates institutional uses outside the institutional campus areas in residential districts, constraining the establishment of new institutional uses in residential areas.
INST3	The University should continue and expand cleaning the sidewalks on their property.	***Harvard University Maintenance Ongoing*** Harvard will continue to clean and maintain its property.
INST4	The Committee urges Harvard and Radcliffe to open up certain resources to the immediate neighborhood, especially the libraries and athletic facilities)	***Harvard University Resources Ongoing*** The Harvard Widener Library (largest of HU Libraries) is available to residents of the City of Cambridge with a public library card, all residents must show proof in the form of a letter that the Cambridge Public Library does not have available the research or publication item that they are requesting. Residents are only allowed reading privileges that are granted for 6 calendar days a year. Residents are not allowed into the stacks The Gutman Library at the Graduate School of Education offers a special program to Cambridge Public Schools. Teachers and Administrators should contact the Reference Department for more information on research assistance and borrowing privileges. Harvard University has over 100 libraries and policies vary at each school. The Harvard University Museum of Natural History is free to all every Sunday from 9AM to 12:00 noon and on Wednesday afternoons from September through May from 3-5PM. Harvard University athletic facilities are only available to faculty, students and employees.

INSTITUTIONAL RECOMMENDATIONS - (cont.)

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

TRAFFIC, PARKING & TRANSPORTATION RECOMMENDATIONS

Rec. Type & Number	Recommendation	Status and Progress to Date
TPT1	Consider changing some existing two-way streets to one-way • Possibilities for consideration include Hurlburt and Mt. Pleasant Streets and Buena Vista Park	***No Planned Action*** The Traffic, Parking and Transportation Department is available to do an analysis of impacts if residents of the street are interested. Potential impacts to be considered include increased speeds and where relocated traffic would go.
TPT2	Manage traffic flow to keep through traffic (no destination within the neighborhood) to main thoroughfares	***Planning Ongoing*** This is a major goal for roadway improvements. City tries to ensure that major thoroughfares can accommodate reasonable amounts of traffic to prevent cutting through on local streets.
TPT3	Address the problem of non-residents parking illegally on residential streets	***Enforcement Ongoing*** Parking control officers are assigned to each neighborhood to insure residential compliance. If people identify specific areas with violations, they can contact the Traffic, Transportation and Parking Department for selective enforcement (phone: 617-349-4700).
TPT4	Explore the possibility of changing hours of resident trash removal to after the morning rush hour	***No Planned Change*** The Department of Public Works Operations Division handles all sanitation for the City. The operating hours of the division are 7AM until 3PM, DPW has determined that starting at 7AM creates the least impact.

TRAFFIC, PARKING & TRANSPORTATION RECOMMENDATIONS - (cont.)

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

Rec. Type & Number	Recommendation	Status and Progress to Date
TPT8	Improve pedestrian/bicycle safety and access through enforcement of existing regulation, expansion of programs to encourage walking and bicycling	***Bicycle and Pedestrian Programs Ongoing*** The City has an extensive Bicycle and Pedestrian Program, with citizen committees and a variety of projects. Many City departments are involved in making improvements to the infrastructure for bicycling and walking, and promoting these modes as sustainable and healthy ways for people to get around. An important component of the City's pedestrian program is to improve walking conditions in the city. This is done in various ways, including making traffic signals work better for pedestrians, reducing crossing distances where possible, repairing and improving sidewalks, reviewing proposed developments to make sure they are as pedestrian-friendly as possible, and encouraging landscaping and building designs that make walking pleasant. Cambridge also promotes walking through promotional activities and educational projects, Cambridge Walks is an interdepartmental group that is led by the Cambridge Health Alliance; among other things, they sponsor the "Hunt for Golden Shoes" every May throughout the city, and various "Walk to School" events, including participation in the national "Walk Your Child to School Day" every October. To help make bicycle use even more convenient, the City is implementing a number of programs. Bicycle programs include installing bicycle lanes and other bicycle improvements as streets are repaved, safety campaigns to promote and ensure safe cycling (such as the "Be Bright at Night" campaign to encourage more use of lights by cyclists and the "Watch for Bikes" campaign to remind motorists to look before opening car doors), and the installation of bicycle parking throughout the city. Over the past year (2003-2004), the "4 Points 4 Safety" campaign has focused on education and enforcement in four key areas: • Don't run red lights • Yield to pedestrians in crosswalks • Cross with the WALK light • Look for bikes before opening car doors.

Rec. Type & Number	Recommendation	Status and Progress to Date
TPT9	Improve, through signage, lights or reconstruction, at unsafe intersections:	***Future Traffic Calming Projects***
	• Garden Street beyond Walden to Field Street	■ ***Garden***: Pavement markings & signs done. On list for future traffic calming.
	• Walden and Richdale (install pedestrian crossing signal)	***Walden/Richdale:*** Planned State bridge project should improve intersection Mass Highway is investigating how to maintain pedestrian access before scheduling project.
	• Linnaean and Garden	***Linnaean/Garden***: No Planned Action
	• Sherman at Danehy Park/Walden Square Road	■ ***Sherman:*** curb extensions done at Fenno and Stearns. Improved pavement markings. On list for future traffic calming.
	• Raymond and Richdale at Walden Square Road	■ ***Raymond/Richdale:*** No street work planned. The Yerxa Road underpass will connect the dense residential areas of Walden Square and Richdale Avenue located on the south side of the tracks with the #83 MBTA bus on Rindge Avenue and numerous community facilities. The underpass design is fully ADA compliant and will safely and comfortably accommodate both pedestrians and cyclists. The underpass will include a new walkway with lighting, retaining walls, and handrails, plantings, a small seating area, and attractive steel picket fencing along both sides of the railroad right of way to prevent people from crossing the tracks. Construction is scheduled to begin in the Summer of 2004.
	• Garden and Concord at Arsenal Square	***Arsenal Square:*** Implementation of curb extensions.
	• Newell Street at Upland Road (install a Yield sign on Newell)	***Newell:*** Neighborhood process recommended no change to intersection.
		Planning in Progress
	• Massachusetts Avenue and Upland Road	■ ***Mass./Upland:*** Porter Square Project - Project to start consruction Fall 2004 in conjunction with sewer separation work in the area. • Seven additional crosswalks and improved crosswalk markings to give pedestrians more direct access and more options for crossing. • Reduced delay at signalized crosswalks and additional crossing time for pedestrians. • A left-turn out of the shopping center onto southbound Mass. Avenue. • An exclusive right turn lane from northbound Mass. Avenue to Somerville Avenue. • An enlarged plaza to create an enhanced Porter Square and give it a new sense of place. • Bicycle lanes added through the project area and partial removal of median.

■ ***ACTION ITEM*** **- Timeframe**

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

TRAFFIC, PARKING & TRANSPORTATION RECOMMENDATIONS - (cont.)

Rec. Type & Number	*Recommendation*	*Status and Progress to Date*
TPT9 - (cont.)	• Upland Road	***Upland Road:*** Options for how to address concerns about speeding traffic on Upland Road are currently being analyzed.
	• Massachusetts Avenue southbound turning left onto Roseland Street.	***Mass. Ave./Roseland:*** Mass. Ave. southbound turning left onto Roseland. The Traffic, Parking & Transportation Department will investigate to see what improvements might be made to the signal operations at this intersection.
TPT10	Pursue a comprehensive street enhancement program to help control the speed of traffic, discourage through traffic and enhance pedestrian flow by the use of landscaped traffic circles and speed humps	***Traffic Calming Program Ongoing*** See TPT 5.
TPT11	Improve enforcement of existing parking and traffic laws which regulate double parking, illegal use of resident parking spaces, parking in no-parking zones, and moving violations	***Enforcement Ongoing*** The City continues ongoing enforcement of all traffic regulations. In addition, if areas are identified with specific violations, they can contact the Department of Traffic, Transportation and Parking for selective enforcement (phone: 671-349-4700)

HOUSING RECOMMENDATIONS

Rec. Type & Number	Recommendation	Status and Progress to Date
H1	The City should continue limited-equity home ownership programs to promote home ownership for residents with low- and moderate incomes.	***Homebuyers Program Expanded*** The Cambridge Homebuyer Initiative is a limited-equity homeownership program for low-and moderate-income households funded in 1995 under Cambridge's CITYHOME Program. Starting in 2002, the City's homebuyer program was expanded to include middle-income households. The City's Community Development Department also offers monthly First Time Homebuyers Classes, which are open to all residents, and help income eligible households qualify for special mortgage products. Information on the City's housing programs is published in the Guide to Cambridge Housing Programs, which is printed in English, Spanish, and Haitian Creole, and on the Community Development website at http://www.cambridgema.gov/~CDD. More information is available by calling the housing information line at (617) 349.4622.
H2	The City should identify properties within the neighborhood that may provide opportunities for limited equity development. • lot near Bellis Circle • storage site on Concord Avenue • "bird house" on Walden Street	■ ***Homeownership Programs Ongoing*** **- Short Range** 6 Units of Homeownership opportunities will be built at Bolton Street development-JAS Corporation. The three lots noted are all privately owned, not currently under consideration for development.
H3	The City should identify distressed properties that may provide opportunities for rehabilitation and conversion into affordable housing.	***Housing Programs Ongoing*** The Housing Division of Community Development actively pursues opportunities to preserve, develop, and acquire affordable housing throughout the city.
H4	The City should support policies and programs that offer equitable solutions for expiring use housing and would not force residents to leave the City because of housing costs.	***Housing Program Ongoing*** The Preservation of Expiring Use Restriction properties program provides technical and financial assistance to tenants and landlords of federally assisted rental housing that is in danger of being converted to market rate housing. Walden Square Apartments have been preserved as permanent affordable units; rehabilitation work at the development is ongoing.
H5	The City should consider giving floor area ratio (FAR) bonuses to owners of proposed mixed-use developments located in commercial districts, which include a significant low-income housing component.	***Inclusionary Housing Programs Ongoing*** The Inclusionary Zoning Ordinance requires developers of any new or converted residential development with 10 or more units to provide 15% of the total number of units as affordable housing. Developers receive a 30% density bonus in return.

■ ***ACTION ITEM*** **- Timeframe**

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

HOUSING RECOMMENDATIONS - *(cont.)*

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

ECONOMIC DEVELOPMENT & EMPLOYMENT RECOMMENDATIONS

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

■ ***ACTION ITEM*** **- Timeframe**

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

HOUSING RECOMMENDATIONS from Update Process - (cont.)

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

Rec. Type & Number	Recommendation	Status and Progress to Date
ED10	The Study Committee directs these recommendations to the city's Work Force Development Office and its training and placement partners. The Study Committee directs these recommendations to the city's Work Force Development Office and its training and placement partners.	The Office of Workforce Development (OWD) builds partnerships between schools, community based organizations, and the business sectors to expand employment and training opportunities for Cambridge Residents. OWD assess and responds to the unmet needs of the local workforce. OWD works with area business on a number of initiatives. The OWD office is a division of the Department of Human Service Programs and can be reached at 617.349.6200
	1. Conduct English as a Second Language classes at the Peabody and Fitzgerald Community Schools (using the Graham and Parks Community School as a model).	***ESL Programs Ongoing*** The Department of Human Service Programs, Community School Division should be contacted directly for classes and schedule information. All programs offered at these sites are determined through Neighborhood Councils. The Cambridge Learning Center at 19 Brookline Street offers English as a Second or Other Language classes to city residents of all native languages.
	2. Create or expand existing job training programs for young adults, single mothers and other economically disenfranchised parts of the population. 3. Intensify outreach efforts so that residents can take advantage of training and placement services. 4. Build partnerships with emerging technology companies to provide training or training opportunities for residents.	***Job Training Program Ongoing*** OWD is committed to enhancing career and training opportunities for adults, and had formed partnerships with local employment, training, and education providers, through the Cambridge Employment Program (CEP), Bunker Hill Community College, Just-A-Start Biomedical Careers Program, and Resources for Employment, Education, and Training Providers.
	5. Explore ways for high school graduates from the neighborhood to pursue a post secondary education, including the creation of a scholarship fund involving local schools and businesses.	***City Scholarship Program Ongoing*** In 1990's the City established The City of Cambridge Scholarship Program. A number of scholarships are also available for high school senior funded by local businesses and organizations, and are accessed through guidance centers of the local high schools.
	6. Expand youth employment and career pathways initiatives.	***Job Training Program Ongoing*** OWD collaborates with schools, community-based organizations, and business to develop internships, career exploration and employment opportunities for Cambridge youth, through the Youth Employment Center, the Mayor's Summer Youth Program, the Fall Youth Employment Program, The Neighborhood Service Project, The Summer Jobs Campaign, and Resources for Professionals Working with Youth. OWD works with a Business Advisory Committee that offer guidance to help plan and promote efforts that increase skills and training of current and future works.

Rec. Type & Number	*Recommendation*	*Status and Progress to Date*
ED10 - (cont.)	7. Provide the necessary transportation links needed for residents to access job-training programs, especially area community colleges.	The job traning programs: • CRLS - Broadway bus line from Harvard Square • Bunker Hill Community College - Orange line MBTA, also walkway improvements for walking and biking are included in the approved projects at North Point, which are expected in 2 - 6 years. • Just A Start - Cambridge Street bus line from Harvard Square

OPEN SPACE RECOMMENDATIONS

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

■ ***ACTION ITEM*** **- Timeframe**

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

OPEN SPACE RECOMMENDATIONS - *(cont.)*

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

OPEN SPACE RECOMMENDATIONS - (cont.)

Rec. Type & Number	*Recommendation*	*Status and Progress to Date*
OS9	Railroad Crossing: • Convert open lot next to railroad tracks at Walden Square into a passive park along with the renovation of the tunnel.	***No Planned Change*** This lot is privately owned. Improvements of underpass (See OS 10) do not include this lot.
OS10	Improve Railroad Underpass	■ ***Yerxa Road Underpass Construction to Begin in Summer 2004*** Since 1993, the City and the North Cambridge neighborhood have been planning for safe and direct crossings of the rail line. The City allocated $50,000 for a safety study and preliminary design that was completed in 1994. Final design of the underpass was funded through a $500,000 state grant from the Executive Office of Transportation and Construction. The underpass will include a new walkway with lighting, retaining walls, and handrails, plantings, a small seating area and attractive steel picket fencing along both sides of the railroad right of way to prevent people from crossing the tracks. Bids have been received (April 2004) and construction is scheduled to begin in the Summer of 2004, with construction to be completed in 18 months.

■ ***ACTION ITEM* - Timeframe**

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

URBAN DESIGN RECOMMENDATIONS

Rec. Type & Number	Recommendation	Status and Progress to Date
UD1	As part of the Open Space Plan, the city should encourage commercial and residential property owners along Massachusetts Avenue and Concord Avenue and the corner of Walden and Sherman Streets to convert available area (small sites) to open space	Projects that seek a Special Permit must submit site plans to the Planning Board for review. One criteria for the Special Permit in Article 19.000, allows the Planning Board to require some open space on the site.
	• Small sites could be landscaped and benches installed.	
	• Give special consideration to the corner of Sherman and Walden Streets (Masse's Corner) to give it definition.	***No Planned Change***
	• Consider ways to reward property owners for not over-developing space that is currently open and consider tax breaks for limited public access to private open space.	***No Planned Change***
UD2	The city should consider placing benches and trash receptacles along streets throughout the neighborhood in locations that do not impede pedestrian flow.	***Streetscape and Park Improvements Ongoing*** Currently the city has trash receptacles on all major streets, and business districts, squares, parks and playgrounds, if a side street request placement of trash receptacles the DPW will send out an inspector and monitor the situation before it places a permanent receptacle or rectifies the cause of the concern. Benches are sited in conjunction with major streetscape improvements, and parks and playgrounds renovations based on the ADA standards.
UD3	Encourage the following urban design improvements:	
	• The owners and manager of the Star Market/Porter Square Shopping Center should landscape the parking lot (with no loss of parking spaces) making it less of an eyesore and more appealing.	***Shopping Center Renovations Completed 1997-98*** The City, Porter Square Neighbors Association, and the owner of the Porter Square shopping center entered into a MOU, which has resulted in a full redevelopment of the parking lots. Improvements included substantial new landscaping, façade treatment, and street furniture.
	• The owners of the Porter Exchange should redevelop the parking lots to make them visually appealing and with uses that serve the neighborhood. Possibilities include placing a park, housing or retail above ground with parking underneath.	***Master Plan Is In Process*** Lesley University is currently in the process of developing a long-rang campus master plan, including potential uses of university owned land in the Porter Square area. More information will be available from Lesley University as their plans develop. (See INST7)
	• Encourage programs and projects that make the area around the Fresh Pond Shopping Center more pedestrian-friendly by encouraging appropriate types of sidewalks and other pedestrian paths; planting trees and other vegetation; and installing benches, traffic lights, and other pedestrian amenities.	■ ***Concord Alewife Study In Process*** The Concord Alewife Planning Study will include recommendations on the long-term development to the shopping center and will include increased pedestrian orientation.

Rec. Type & Number	Recommendation	Status and Progress to Date
UD3 - (cont.)	• Include open space requirements in redevelopment of larger spaces, such as Cambridge Storage, as well as mixed-income housing and retail activity that serve the immediate residents.	***New Zoning in Affect*** Since 2001 large projects that seek a Special Permit must submit site plans to the Planning Board for review. One criteria for the Special Permit is Article 19.000, which allows the Planning Board to require some open space on the site.
	• Public Works, Commonwealth Electric and Nynex should collaborate on development of a single pole that would incorporate telephone wires and directional signs.	***No Planned Action***
UD4	Take an integrated approach to planning Massachusetts Avenue, with research and improvements in the following areas: • Study problems of traffic flow, noise and loading zones; types of businesses desired in this area; strategies to encourage them; urban design improvements such as benches, open spaces, bicycle path and pedestrian crossings; means of making the area more livable. • Place emphasis on making Massachusetts Avenue a pedestrian oriented neighborhood shopping area; plant trees, grass, and perhaps flowers along the center strip from Everett Street to the railroad bridge at Porter Square; encourage businesses to have more plantings in front of their stores- possibly boxed plants; install benches where practical; consider encouraging development of outdoor dining facilities by existing establishments (zoning code could give bonuses to encourage this development); (encourage the License commission to give occupancy increases if the increased seats are outdoors); keep Massachusetts Avenue and Porter Square liquor license caps in place. • Suggested areas for benches/enhanced landscaping: in front of Porter Exchange, in front of the Congregational Church and in areas that are practical and that do not impede pedestrian flow.	■ ***Planning Process Underway*** Planning efforts currently underway to address a range of issues from Porter Square and along lower Massachusetts Avenue, includes retail vitality and diversity, and zoning support for retail and future development in Porter Square. Major streetscape improvements are considered in conjunction with street reconstruction, which is not currently planned for this section of Massachusetts Avenue. For more information about licensing policies, contact Cambridge License Commission at 617.349.6140.
	• Explore the feasibility of landscaping the median strip, not necessarily with trees and grass, but possibly other durable, low maintenance planting material.	***No Planned Action*** See above

■ ***ACTION ITEM*** **- Timeframe**

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

Rec. Type & Number	Recommendation	Status and Progress to Date
UD4 - (cont.)	• Consider having the parking meters along Massachusetts Avenue go into effect at 9:00 or 9:30 am. Look at what impact parking in the area has on the smaller businesses.	***No Meter Changes Planned*** The purpose of the meters is to make sure the spaces turn over and can be used by multiple patrons. This is especially important for Mass Avenue where on street parking is the only option for customers who drive to frequent the small businesses. Analysis shows that an effectively-enforced meter is used by 9 cars per day. Meter feeding reduces the available parking 40%. There is no plan to change the start time of meters in this area of high demand as the change would reduce available parking for the customers of the businesses.
	• Consider eliminating 15 minutes meter zones.	***No Meter Changes Planned*** Time limits are set based on the type of business and their parking needs. ATM's in particular have many short-term users and the 15-minute meters serve the use well. If there are locations that are problems at a 15-minute meter, such locations can be addressed by contacting the Department of Traffic and Parking 617.349.4700
	• More enforcement of double parked cars to ease congestion and promote flow of traffic on Richdale and Walden.	Enforcement has been increased.
	• Study the record of tickets issued to determine if any particular times of the day have an especially high rate of illegal parking; if so, follow up with tougher enforcement.	***No Additional Study Planned*** Issuance data does not necessarily indicate the rate of illegal parking. Such a study is difficult and the results will not be informative. If there are areas where residents feel increased enforcement is needed, contact the Department of Traffic, Parking and Transportation at 616.349.4700, they will review the particular area and then add comments to the Route card for that area advising the Parking Control Officer of any special enforcement needs.
	• Study size of trucks allowed on neighborhood streets.	***No Planned Action*** Truck size is regulated at the Federal level and there is no restriction by size or character of street. The City permits the route for wide load or over-weight vehicles. Mass Highway must approve truck restriction on city streets. A truck with an origin or destination on a restricted street can use that street.
	• Study loading zone areas along Massachusetts Avenue, and at Walden and Richdale Avenue: Look at hours of operation, restrictions, enforcement, etc.	***No Additional Planned Action*** Changes have been made based on comments from residents and businesses. At this time the loading zones seem to be appropriate to the need and balanced with other curb regulations needed in the area. If there are any particular areas of concern residents should contact the Department of Traffic, Transportation and Parking 617.349.4700 with the specific location and problem.

Rec. Type & Number	Recommendation	Status and Progress to Date
UD4 - (cont.)	• Explore opportunities for cluster parking to allow alternative uses on the street, such as dedicated bus lanes and bicycle lanes.	There is no available property in this corridor to use for cluster parking.
	• Explore the possibility of dedicated buslanes for Massachusetts Avenue.	Creating dedicated bus lanes would require that the available travel lanes for general purpose traffic would be reduced from four to two. Two lanes would not be able to accommodate the amount of traffic currently using Mass. Ave.
	• Do a survey of current and potential users and trip purposes along the Massachusetts Avenue corridor.	A survey of this area is not planned at this time. Surveys are generally done when there are specific question that is trying to be answered in connection with projects.
UD5	The city, neighborhood residents and businesses must work together to foster a good mix of commercial retail uses along Massachusetts Avenue that serve local needs such as drug stores, convenience stores, shoe repairs, dry cleaning, hardware, small clothing stores, toy stores, family and affordably priced restaurants	■ ***Planning Process Underway - Short Range*** Discussion related to supporting retail in the Mass Ave corridor has been taking place in a series of City-sponsored public meetings on Porter Square and Lower Mass Ave. Meetings were held on February 5, April 8, June 10, and July 19, 2004.
	• There is insufficient parking along Massachusetts Avenue and in Porter Square for these to be satisfactory regional or destination retail areas.	***No Planned Action*** While there is no plan to increase parking in this area, there is sufficient parking to support neighborhood retail, the preference most consistently expressed by area residents. The City works continually to enhance access and mobility for people using public transit, bicycling and walking.
	• Massachusetts Avenue should not become "restaurant row" or have a concentration of businesses in the same field such as the furniture concentration around Putnam Square, nor should it have a concentration of craft shops, boutiques, tee shirt shops and similar shops principally aimed at peoples' discretionary rather than necessity spending; limited destination shopping is preferable.	■ ***Planning Process Underway*** See above
	• Conduct a survey of businesses to determine where patrons come from.	***No Planned Action***
	• Look at incentives such as real estate tax exemptions to assist local businesses.	***No Planned Action***
	• Resolve issues of commercial delivery and trash pick-up times so as to minimize rush hour traffic delays and disruption to neighbors.	***No Planned Action*** The current schedules have been determned to be the best pick up times.

■ ***ACTION ITEM*** **- Timeframe**

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

URBAN DESIGN RECOMMENDATIONS - (cont.)

Rec. Type & Number	*Recommendation*	*Status and Progress to Date*
UD6	• Consider having city public works crews remove snow on sidewalks along Massachusetts Avenue and along all the city's major corridors and squares.	***DPW Maintenance Ongoing*** The Dept. of Public Works is currently leading an effort to ascertain how snow removal on sidewalks can be achieved more effectively and efficiently. Already, during a snow event, snow-clearing efforts start at a much earlier stage than in the past. High priority pedestrian areas that are cleared are those areas surrounding City buildings, major squares throughout the City including Harvard, Central, Porter, Kendall and Lechmere, and sidewalks and pathways surrounding City parks including Fresh Pond Reservation. Once the snow stops, City crews also clear bus stops along the major bus routes. The next steps for enhancing snow clearance are: • Look at refocusing enforcement routes; • Reach out to large property owners to ask for assistance to clear high volume pedestrian areas proximate to their business. • Target mailings and outreach to large property owners that are problematic and do not clear sidewalk areas in important locations. Explain why clearance is important and reinforce responsibility. • Continue to assess if, when and where the City can take on additional sidewalk clearance responsibilities directly, particularly in areas abutting a city-owned parcel.

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