

East Cambridge Neighborhood Study

■ ■ *U P D A T E* ■ ■

Summary, Recommendations and Action Plan



East Cambridge Neighborhood Study

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Summary, Recommendations and Action Plan ■ 2006



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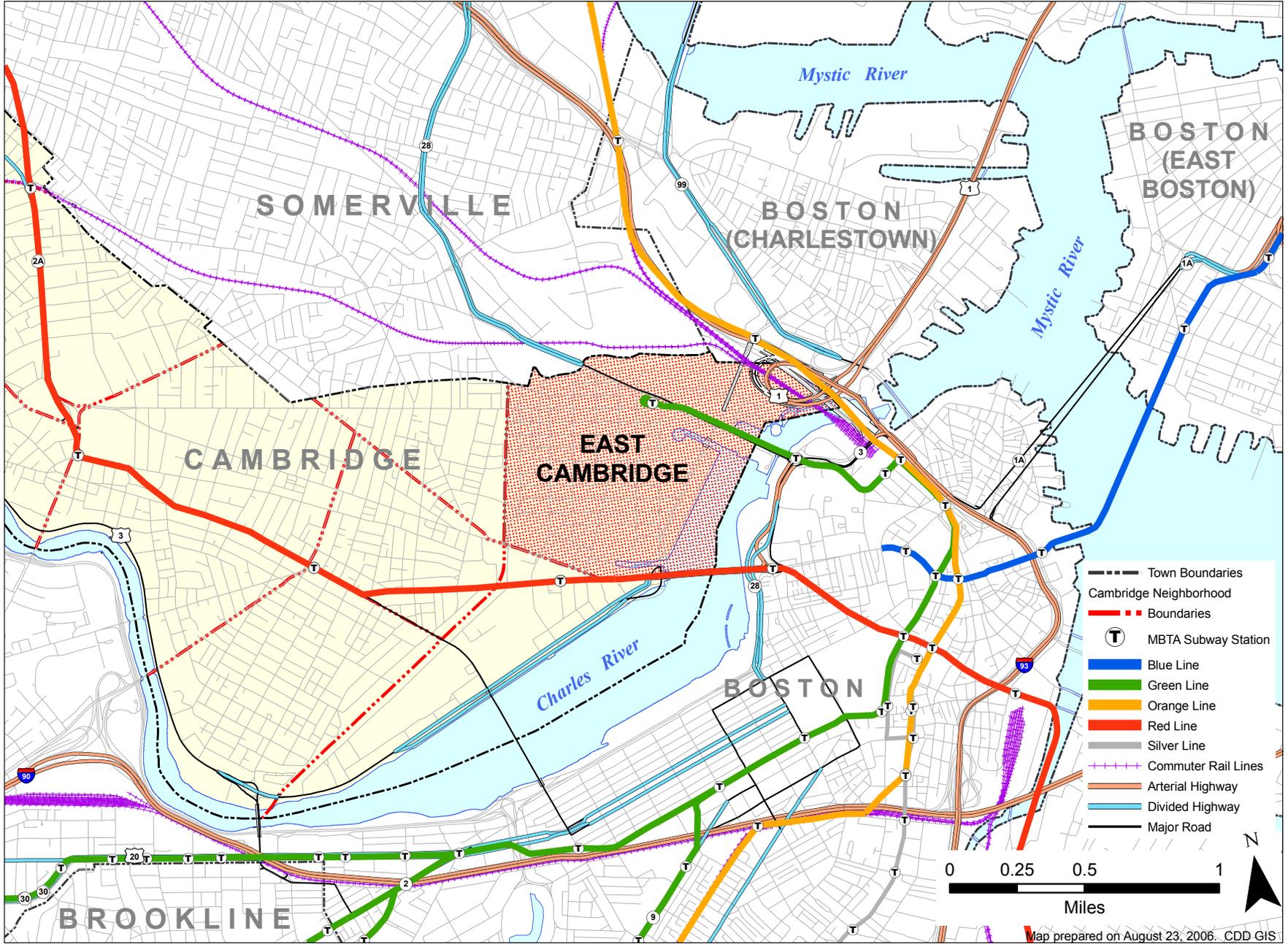
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Introduction





Map prepared on August 23, 2006. CDD GIS

History

Since 1988, the Community Development Department (CDD), through its neighborhood planning program, has conducted comprehensive studies for each of the city's residential 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 transportation, housing affordability and homeownership, neighborhood commercial areas and employment, park maintenance, and land use planning. As part of each neighborhood study, CDD collects data on demographic changes, as well as changes in housing markets, land use, and development issues in each neighborhood. Where appropriate, the recommendations made in the neighborhood studies 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 also informed the city's growth policy document, *Towards a Sustainable Future*, which outlines planning assumptions and policies in the areas of land use, transportation, housing, economic development, open space, and urban design.

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 current documents that evolve with the changing times.

The following are the goal and objectives underlying the neighborhood study and update processes:

Goal

To enhance and inform the physical planning process through collaboration between residents 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 improvement.
- To conduct work on a neighborhood level that is reflective of larger citywide planning practices, such as the Cambridge Growth Policy and the work of the Green Ribbon Open Space Committee.

Implementation

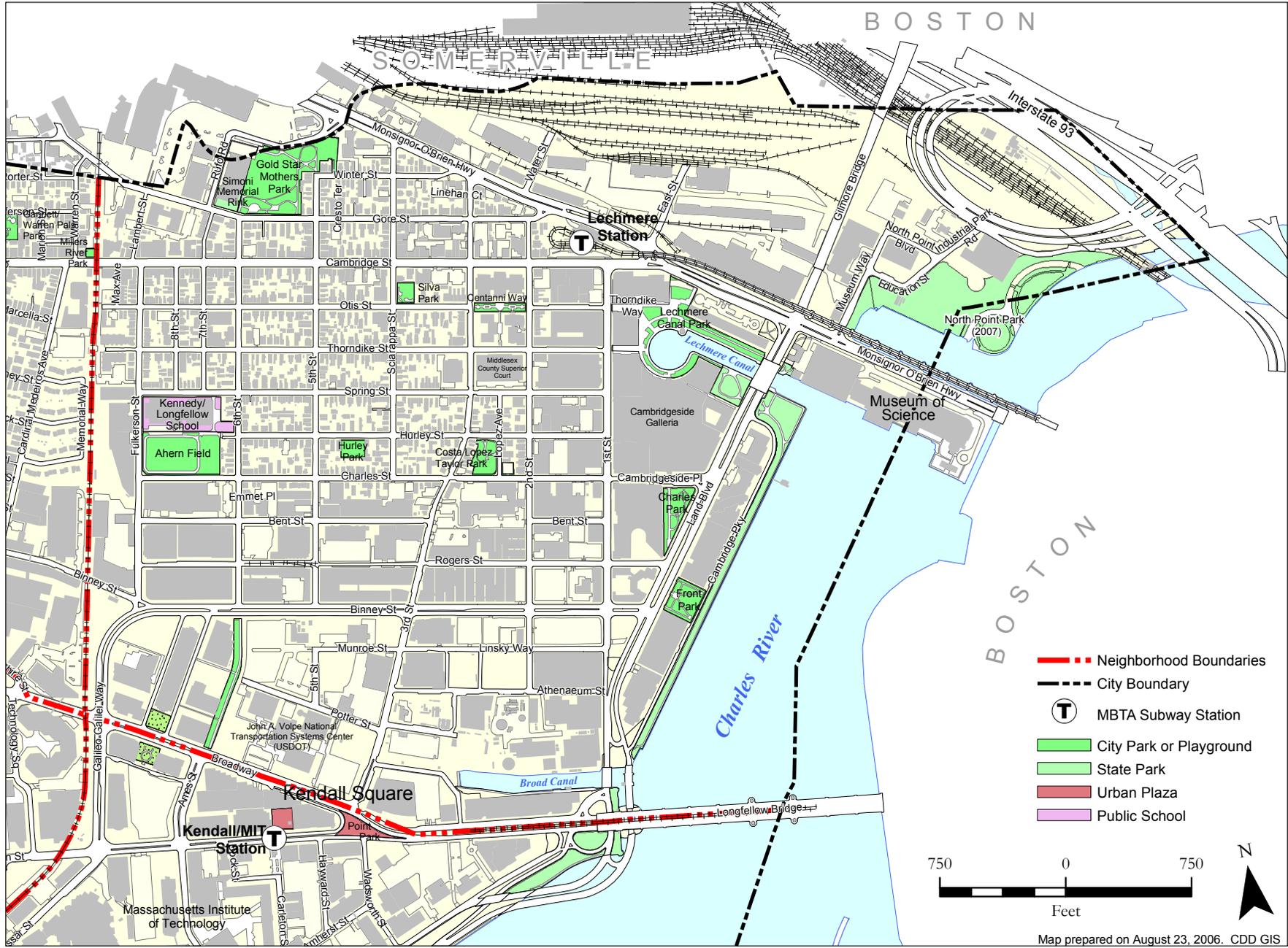
The goal of these neighborhood studies is to create a strong link between community process and the everyday work done by the city's many departments. It is important that these studies remain an integral part of the strategic management, budgeting, and daily operations of city departments. For this reason, CDD will increase outreach to other departments while developing studies and, once they are completed, will communicate recommendations to relevant departments to be incorporated into their work plans.

East Cambridge Neighborhood Study

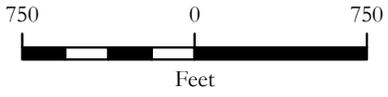
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Summary





- - - Neighborhood Boundaries
- - - City Boundary
- T MBTA Subway Station
- City Park or Playground
- State Park
- Urban Plaza
- Public School



Map prepared on August 23, 2006. CDD GIS

SUMMARY

Previous East Cambridge Studies

The original East Cambridge Neighborhood Study took place during 1988 and was completed in 1989. A study committee of eleven East Cambridge community members, working with Community Development Department staff, discussed planning issues relating to the future of the neighborhood. Using data on demographics, housing, and land use, and information from neighborhood surveys, the study committee established a set of recommendations for future neighborhood growth and improvement. The recommendations were published in the East Cambridge Neighborhood Study, and they are also included as an appendix to this document (starting on page 43), along with reports on the progress that has been made in addressing the recommendations between 1989 and the present.

The Eastern Cambridge Planning Study (ECaPS), which was done in 2000-2001, studied future growth in the East Cambridge neighborhood and the eastern part of the Wellington-Harrington neighborhood. The study was directed by an eighteen-member study committee of neighborhood residents, representatives of businesses and institutions, and City staff, and took place during a moratorium on new development within the study area. The study created a vision for future development in the area, focusing on evolving commercial and former industrial areas at the edges of the residential neighborhood, and identified strategies for realizing that vision. ECaPS led to a rezoning proposal that was adopted by the City Council in October 2001.

Neighborhood Study Update Process

Community Development Department staff held a public meeting on November 19, 2005, to discuss progress that has been made on the recommendations of the East Cambridge Neighborhood Study and the Eastern Cambridge Planning Study, and to discuss neighborhood residents' current planning concerns. About 50 residents attended this meeting. A new set of neighborhood study recommendations was drafted in response to the discussion at this meeting, and a follow-up public meeting was held on May 3, 2006 to review and revise the new draft recommendations. The new recommendations are included in the "Recommendations from Update Process" section starting on page 27 of this report.

Demographics Update

According to information from the US Census, between 1990 and 2000 the population of East Cambridge rose by about 26%, making it the fastest-growing neighborhood in the city for that decade. The largest growth has occurred among residents age 18-29 and age 35-44. The number of children (18 and under) in the neighborhood remained about the same from 1990 to 2000, while all other age groups increased slightly in number. The table below shows changes in age distribution as a percentage of the overall population.

AGE DISTRIBUTION	East Cambridge		City of Cambridge	
	1990	2000	1990	2000
Total Population	5,780	7,294	95,802	101,355
0 - 4	5%	3%	5%	4%
5 - 17	9%	7%	9%	9%
18 - 24	11%	15%	20%	21%
25 - 29	14%	16%	13%	15%
30 - 34	11%	11%	11%	10%
35 - 44	14%	16%	16%	14%
45 - 64	19%	18%	14%	18%
65 and over	17%	14%	11%	9%

The number of foreign-born East Cambridge residents has risen from 1,411 in 1990 to 2,111 in 2000, growing from about 24% of neighborhood population to about 28%. The number of neighborhood residents speaking a language other than English at home also increased, from 1,847 in 1990 to 2,554 in 2000, growing from about 32% of the neighborhood to about 35%. Citywide, about 26% of Cambridge residents are foreign-born and about 30% speak a language other than English at home.

Some of the more significant demographic changes have occurred in the composition of households. The overall number of households has increased by 35%, from 2,726 in 1990 to 3,688 in 2000, but the number of households classified as families – at least two people related by birth or marriage – remained about the same. Though the proportion of families has decreased among all households, the distribution of family types has not greatly changed.

SUMMARY

HOUSEHOLD TYPE	East Cambridge		City of Cambridge	
	1990	2000	1990	2000
All households	2,726	3,688	39,337	42,615
Non-family households	51%	62%	55%	59%
Family households	49%	38%	45%	41%

FAMILY TYPE

(by head of household)	East Cambridge		City of Cambridge	
	1990	2000	1990	2000
All families	1,335	1,391	17,648	17,595
Married couples	78%	71%	72%	71%
with children	24%	21%	29%	28%
Unmarried females	16%	21%	22%	23%
with children	7%	9%	12%	13%
Unmarried males	6%	8%	6%	6%
with children	1%	1%	2%	2%
All family types with children	33%	32%	43%	43%

Finally, the educational attainment of East Cambridge residents has changed, with a trend towards higher education levels. The percentage of neighborhood residents age 25 or older with less than a high school diploma has decreased substantially from 1990 to 2000, while the percentage of residents with a college degree or graduate degree has increased from about one-third to almost half. Educational attainment remains somewhat lower in East Cambridge than Cambridge at large, in which 65% of residents age 25 or older have a college or graduate degree. The percentage of East Cambridge residents currently enrolled in college or graduate school has increased from about 12% in 1990 to about 17% in 2000, but remains lower than the citywide percentage of 26%. Also, the median annual household income in the neighborhood increased from \$40,590 in 1989 to \$41,583 in 1999, but remains lower than the citywide median of \$47,979.

EDUCATIONAL ATTAINMENT

	East Cambridge		City of Cambridge	
	1990	2000	1990	2000
Less than 9th Grade	15%	8%	7%	5%
9th-12th, No Diploma	16%	9%	9%	5%
High School Graduate or Equivalent	22%	20%	16%	12%
College, No Degree or Associate Degree	13%	14%	14%	12%
Bachelor, Graduate or Professional Degree	34%	48%	54%	65%

Complete information on neighborhood demographics can be found in the Community Development Department's Neighborhood Demographics Profile, available on the web at www.cambridgema.gov/cdd/ data.

SUMMARY

Land Use and Zoning Update

The Eastern Cambridge Rezoning, adopted in 2001 as a result of the Eastern Cambridge Planning Study, changed the zoning regulations for allowable development in some of the evolving commercial and former industrial districts of East Cambridge and Wellington-Harrington. These districts include the North Point area north of Monsignor O'Brien Highway, the site of the US Department of Transportation near Kendall Square, the areas around First and Second Streets, and the area just north of Binney Street. The goal of the rezoning was to allow these districts to develop into vibrant mixed-use areas, while helping to ensure that new development would provide public benefits and would have minimal negative impacts on the character of surrounding neighborhoods.

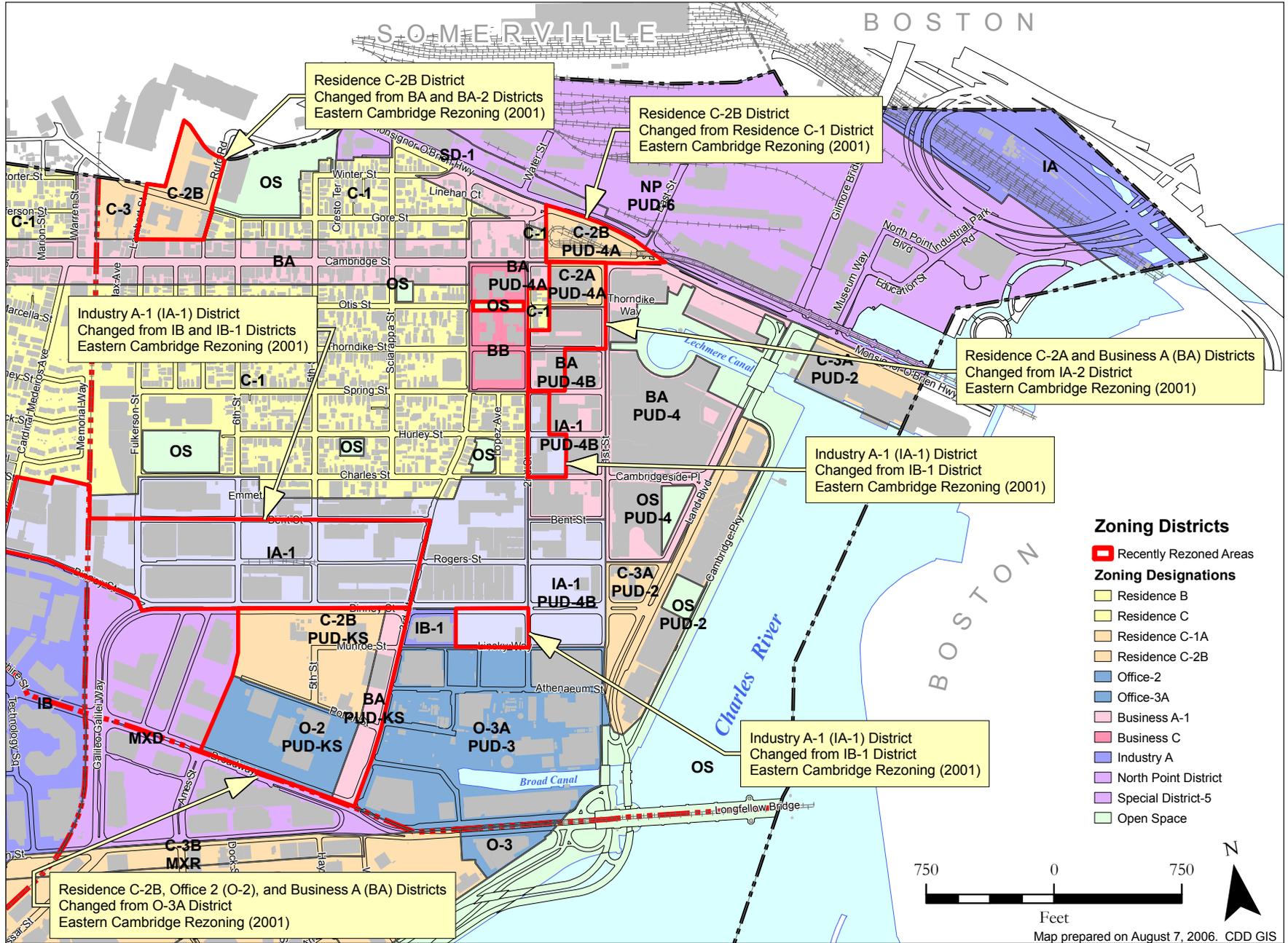
In the North Point area, the Kendall Square/US Department of Transportation area, and the area around First and Second Streets, the Eastern Cambridge Rezoning established a "two-tiered" system of base zoning and overlay zoning regulations. First, the base zoning in these areas was lowered, so that less development would be allowed to occur as-of-right and without required public review. Then, Planned Unit Development (PUD) overlay districts were established for each of these areas, providing opportunities for development above the base level in amount and height and a wider variety of uses, but imposing more detailed requirements regarding the mix of uses, the design of buildings, transportation and open space improvements, and a more extensive public review process.

ECaPS also suggested that the industrial-use district just north of Binney Street should develop as a transitional area between the Kendall Square commercial district and the East Cambridge residential neighborhood. The base zoning in this area was changed to allow lower-density development, and then an Eastern Cambridge Housing Overlay (ECHO)

district was created, allowing housing to be built at twice the allowed density for commercial uses. The ECHO regulations also set maximum building heights starting at 65 feet along Binney Street and gradually lowering to 35 feet along Charles Street, next to the neighborhood. In addition, a "transfer of development rights" provision was created, allowing development potential to be moved from parcels in the area north of Binney to parcels in the area south of Binney. If such a transfer were to occur, the "donating parcel" must then be used for either open space or low-density housing.

The Citywide Rezoning, also adopted in 2001, was another rezoning initiative that modified regulations in parts of East Cambridge. In many commercial districts in the city, the allowed density of development for commercial uses was lowered while the allowed density for residential uses remained the same, thus encouraging the development of new housing or mixed-use projects in commercial areas. The Citywide Rezoning also established new review processes for large projects within a new part of the zoning ordinance called "Article 19." Under Article 19, projects of 50,000 square feet or more must undergo a public hearing and receive a special permit from the Planning Board.

Another change associated with the Citywide Rezoning was the "Backyard Rezoning" petition adopted in 1999, which lowered the allowed density of housing units and increased the required amount of open space in residential districts across the city, including the Residence C-1 district in East Cambridge. This change was meant to discourage the development of infill units or large additions that would displace open space in residential backyards.



- Zoning Districts**
- Recently Rezoned Areas
- Zoning Designations**
- Residence B
 - Residence C
 - Residence C-1A
 - Residence C-2B
 - Office-2
 - Office-3A
 - Business A-1
 - Business C
 - Industry A
 - North Point District
 - Special District-5
 - Open Space



Map prepared on August 7, 2006. CDD GIS

EAST CAMBRIDGE BASE ZONING DISTRICTS

Recent Changes in Blue

NOTES ON ZONING REGULATIONS TABLE
Max. FAR = maximum allowed ratio of gross floor area on a parcel divided by the total land area of the parcel ("floor area ratio"). Where a slash (/) separates two figures, the first applies to non-residential and the second to residential & dormitory uses.
Min. Lot Area/DU = minimum allowed ratio of a parcel's lot area, expressed in feet, divided by the number of dwelling units on that parcel.
Min. Setback = minimum required distance between a parcel's lot line (front, side, or rear) and the wall of a building, in feet. The symbol (H+L) in a formula represents the height of the building plus the length of the building parallel to that lot line.
Max. Height = maximum allowed building height on a parcel, in feet. A slash (/) has the same meaning as under Max. FAR (see above).
Min. OS Ratio = minimum required ratio of usable open space on a parcel (not including parking) to total land area, expressed as a percentage.
General range of allowed uses gives an overview of the types of uses permitted by zoning in that district, but does not refer to specific allowed uses. Refer to Article 4 of the Cambridge Zoning Ordinance for a detailed Table of Use Regulations.
CAUTIONARY NOTE: This table is intended to give an overview of the zoning regulations specifically pertaining to the East Cambridge Neighborhood. It does not provide a full description of the City of Cambridge's zoning regulations, and may not serve as a substitute for the Cambridge Zoning Ordinance.

Base District	Max. FAR	Min. Lot Area/DU	Min. Setback Front Yard	Min. Setback Side Yard	Min. Setback Rear Yard	Max. Height	Min. OS Ratio	Modifications	General range of allowed uses
RESIDENCE									
C-1	0.75	1,500	(H+L) ÷ 4 at least 10	(H+L) ÷ 5	(H+L) ÷ 4 at least 20	35	30%	changed from 1,200 and 15% in "Backyard" Rezoning	residential: single-/two-family townhouses apartments, condos
C-2A	2.50	300	(H+L) ÷ 5 at least 5	(H+L) ÷ 6	(H+L) ÷ 5 at least 20	60	10%		
C-2B	1.75	600	(H+L) ÷ 4 at least 10	(H+L) ÷ 5	(H+L) ÷ 4 at least 20	45	15%		
C-3	3.00	300	(H+L) ÷ 5 at least 5	(H+L) ÷ 6	(H+L) ÷ 5 at least 20	120	10%		some institutional (limited in C-1)
C-3A	3.00	300	(H+L) ÷ 5 at least 5	(H+L) ÷ 6	(H+L) ÷ 5 at least 20	120	10%		
OFFICE									
O-2	1.50/2.00	600	(H+L) ÷ 4 at least 10	(H+L) ÷ 5	(H+L) ÷ 4 at least 20	70/85	15%	changed from 2.00 in Citywide Rezoning (2000)	residential institutional offices/laboratories
O-3A	2.00/3.00	300	(H+L) ÷ 5 at least 5	(H+L) ÷ 6	(H+L) ÷ 5 at least 20	90/120	10%	changed from 3.00 in Citywide Rezoning (2000)	
BUSINESS									
BA	1.00/1.75	600	no min	no min	(H+L) ÷ 5 at least 20	35/45	no min	changed from 1.00 in Citywide Rezoning (2000)	residential institutional offices/laboratories most retail uses
BB	2.75/3.00	300	no min	no min	no min	80	no min	changed from 4.00 in Citywide Rezoning (2000)	
INDUSTRY									
IA-1	1.25/1.50	700	no min	no min	no min	45	no min		residential institutional offices/laboratories
IA	1.25/1.50	no min	no min	no min	no min	45	no min		some retail most light industrial
IB-1	1.50/3.00	no min	no min	no min	no min	60/70	no min		some heavy industrial
OPEN SPACE									
OS	0.25	N/A	25	15	25	35	60%		open space, religious, civic uses
Brief Description and Overview of District Regulations									
Special District									
MXD	Mixed Use Development District: Cambridge Center. Allows a mix of light industry, office, biotechnology manufacturing, retail, residential, hotel, entertainment, and institutional uses. Aggregate gross floor area of the entire district limited to 2,773,000 square feet plus 200,000 square feet for residential uses. At least 100,000 square feet reserved for open space. See Article 14 of Cambridge Zoning Ordinance.								
NP	North Point Residence, Office and Business District. Allows certain residential, office, laboratory, retail, and institutional uses. Maximum FAR is 1.0, maximum building height 40 feet, minimum open space ratio 20%, minimum dwelling unit density 600 square feet per dwelling unit. See Article 16 of Cambridge Zoning Ordinance. Greater development density is possible through the PUD-6 regulations: see Article 13 of Cambridge Zoning Ordinance. Created in Eastern Cambridge Rezoning (2001)								
SD-1	Along Monsignor O'Brien Highway in East Cambridge. Regulations similar to Industry A-1 with exceptions. See Article 17 of Cambridge Zoning Ordinance. Modified in Eastern Cambridge Rezoning (2001)								

Recent Changes in Blue

NOTES ON OVERLAY DISTRICTS

Overlay zoning districts are drawn on top of the base zoning districts. They contain special regulations that modify or complement the regulations of the base districts, and development in those districts must adhere to the base zoning regulations except where they are modified by the overlay zoning regulations. Overlay districts do not cover every part of the city, but rather tend to be focused on areas that have particular planning issues that are not easily addressed through conventional zoning. For example, overlay districts are used to regulate institutional campus areas, central business areas, and transition areas between lower-density residential neighborhoods and higher-density commercial or institutional areas.

NOTES ON PLANNED UNIT DEVELOPMENT (PUD) DISTRICTS

Planned Unit Development (PUD) districts are special types of overlay districts that provide flexible guidelines allowing for the integration of a variety of land uses and densities into one development, to provide greater opportunity for the construction of quality developments on large tracts of land. A developer may choose to conform to all of the PUD controls and processes in lieu of the controls governing the base district. In doing so, a developer is required to receive a special permit from the Cambridge Planning Board both for a development master plan and for individual buildings. The general PUD regulations are described in Article 12 of the Cambridge Zoning Ordinance, and regulations for each of the PUD districts are described in Article 13 of the Cambridge Zoning Ordinance.

Overlay District	Brief Description and Overview of Overlay District Regulations
ECHO	<p>Eastern Cambridge Housing Overlay. West of Second Street, between Charles Street and Binney Street, with a northern extension along the west side of Fulkerson Street. Provides incentives to develop housing and residential mixed-use projects in the area adjacent to the existing residential neighborhood. Residential uses are permitted at double the permitted FAR for non-residential uses, except in the C-1 district. Height restrictions step down to residential neighborhood – max height is 65 feet along Binney Street, 55 feet along Rogers Street, 45 feet along Bent Street, and 35 feet along Charles Street. See Article 20, Section 20.40 of the Cambridge Zoning Ordinance for details. Created in Eastern Cambridge Rezoning (2001)</p>
TDD and TDR	<p>Eastern Cambridge Development Rights Transfer Districts. The Transfer Donating District includes areas within the boundaries of the ECHO district (see above) and the PUD-4B district north of Binney Street (see below). The Transfer Receiving District includes areas south of Binney Street, north of Main Street, and west of First Street. The permitted non-residential floor area on a parcel in the Transfer Donating District may be moved to parcels in the Transfer Receiving District, subject to limitations described in Article 20, Section 20.30 of the Cambridge Zoning Ordinance, and requiring a special permit to be granted by the Cambridge Planning Board. After any permitted floor area has been moved from a parcel, that parcel must be used either for public open space or for housing at an FAR of no more than 0.75. See Article 20, Section 20.30 of the Cambridge Zoning Ordinance for details. Created in Eastern Cambridge Rezoning (2001)</p>

PUD District	Brief Description and Overview of Planned Unit Development Regulations
PUD-KS	<p>Kendall Square. Mixed-use with general and technical office and retail activity, a residential component and a large public open space. Max. FAR 3.0 with restrictions. Max. height 65 feet with some areas allowing up to 85, 120, 180, or 250 feet, and max. 45 feet adjacent to public open space. Created in Eastern Cambridge Rezoning (2001)</p>
PUD-2	<p>East Cambridge Riverfront. Medium density residential and office with supporting retail uses. Max. FAR 3.0, up to 4.0 allowed for residential uses. Max. height 120 feet.</p>
PUD-3	<p>Kendall Square / East Cambridge Riverfront. General and technical office uses with supporting commercial activities, links between Kendall Square and the East Cambridge riverfront. Max. FAR 3.0 residential & dormitory, 2.0 other. Max. height 230 feet with limitations.</p>
PUD-4 PUD-4A PUD-4B	<p>East Cambridge near Lechmere. Medium density mix of retail, office and residential. Max. FAR from 2.0 to 2.5 with conditions and allowances. Max. height from 65 to 85 feet with special limitations and allowances. Created in Eastern Cambridge Rezoning (2001)</p>
PUD-6	<p>North Point. Residential with retail and office uses, community services, and public open space. Max. FAR 2.4 with modifications to encourage housing and development near transit. Max. height 85 feet with areas allowing up to 120, 220, and 250 feet and areas limited to 65 feet. Created in Eastern Cambridge Rezoning (2001)</p>

An online version of the Cambridge Zoning Ordinance is available at www.cambridgema.gov/cdd/cp/zng/zord.

SUMMARY

Transportation Update

Transportation in East Cambridge, and Cambridge in general, is a complex issue because people travel in many different ways. According to the US Census, about 38% of East Cambridge residents drive alone to work, while about 24% use public transportation and about 25% walk, with the rest using other modes of travel such as bicycling or carpooling. Of people who work in the East Cambridge neighborhood, about 53% drive alone, about 27% use public transportation, and about 6% walk.

The Eastern Cambridge Planning Study of 2001 addressed transportation issues affecting the area and identified three major themes to guide future transportation planning work: reducing the number of new automobile trips made to and from the neighborhood, diverting through-traffic away from neighborhood streets, and encouraging non-auto modes of transportation by improving pedestrian, transit, and bicycle facilities.

The Parking and Transportation Demand Management (PTDM) Ordinance is part of a citywide effort to reduce automobile trips throughout Cambridge. This ordinance requires developers or businesses that create new parking spaces to submit a plan for reducing the number of single-occupancy vehicle trips made to that location. As part of their PTDM plan, businesses may provide subsidized transit passes, private shuttles, incentives for carpooling, flexible work hours, and facilities for bicycle commuters, among other possible measures. One prominent example of a PTDM measure in Cambridge is the EZRide shuttle, which is financed by a group of about 16 Cambridge businesses along with the City of Cambridge and MIT, and provides a connection from Cambridge office districts to various MBTA transit stations. This shuttle is available to the public for a \$1 fare.

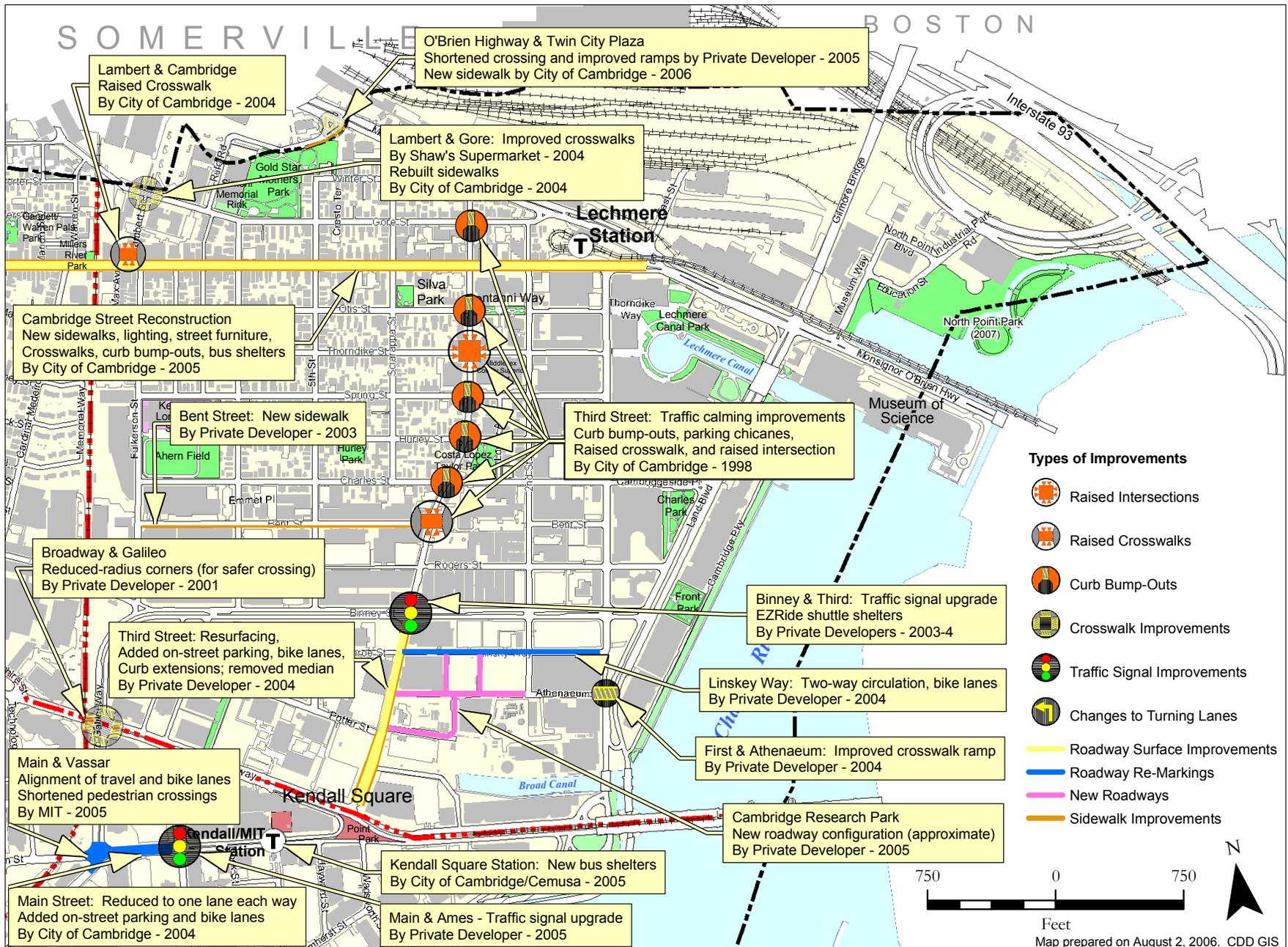
The Article 19 review process (see Land Use and Zoning Update) requires that developers of large projects prepare a traffic study to be reviewed by the Traffic, Parking and Transportation Department and the Planning Board. Developers may then be required to provide mitigation for adverse traffic impacts that might result from the project. Mitigation requirements may include upgrades to roadways or intersections, traffic calming measures, improved pedestrian, bicycle or transit facilities, or any of the other transportation demand management measures described above.

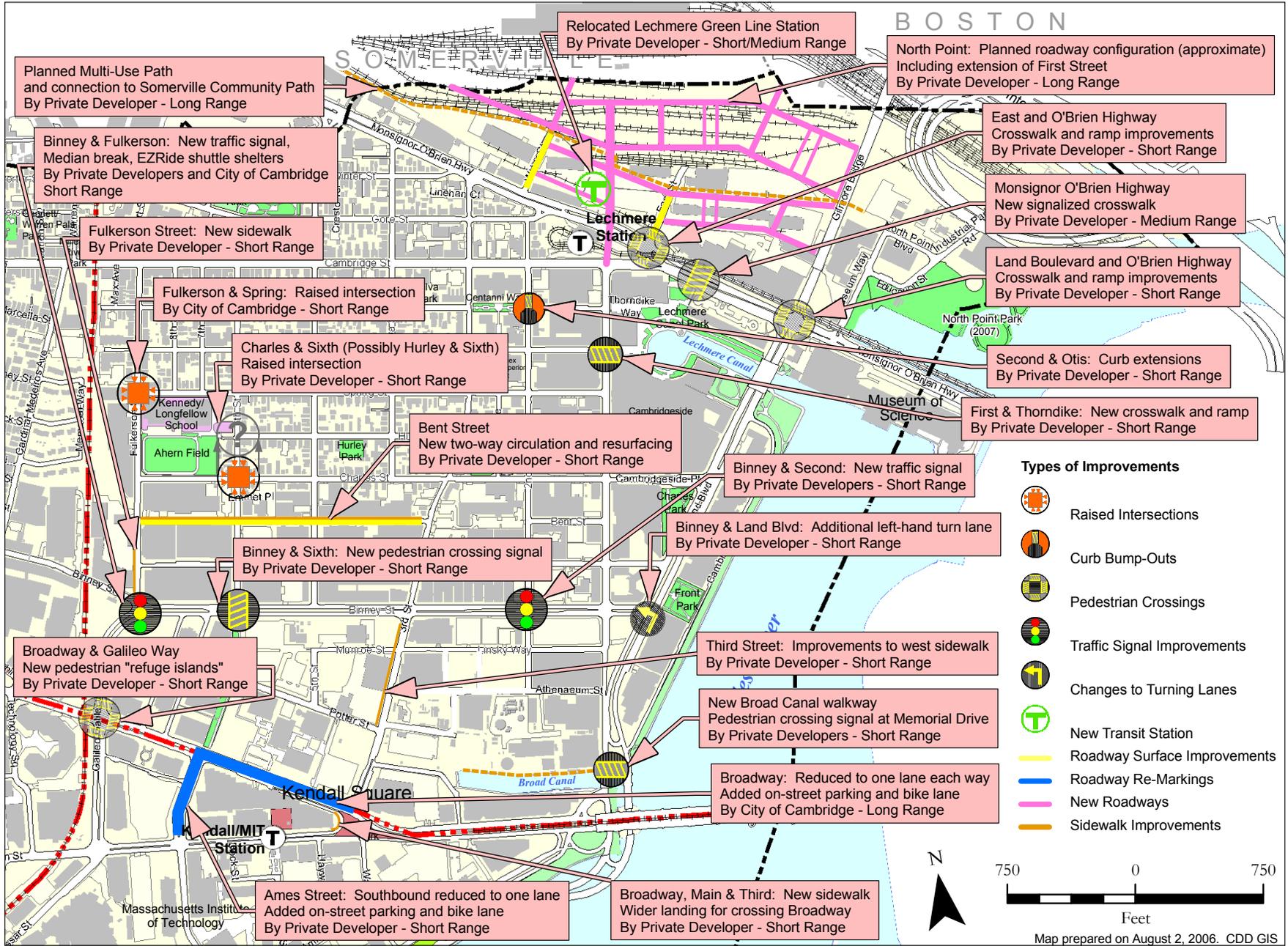
In East Cambridge, many recent and planned transportation improvements are being provided by developers as part of their special permit mitigation requirements. For example, the developers of Cambridge Research Park near Kendall Square have renovated Third Street and Linskey Way, providing a new road surface, sidewalk, and bicycle lanes, and have provided new EZRide shuttle shelters and a new traffic signal at Third Street and Binney. In the future, developers in the North Point area are required to provide improved pedestrian crossings of Monsignor O'Brien Highway and a new Lechmere transit station, among other improvements.

The City has also undertaken several transportation improvements in East Cambridge over the past several years. Through the citywide traffic calming program, the City installs raised crosswalks, curb bump-outs, and other features on residential streets in order to slow the speed of traffic and increase pedestrian and vehicular safety. Traffic calming devices were installed along Third Street (north of Binney) in 1998, and a raised intersection is planned to be installed on Fulkerson Street in the future. In addition, Cambridge Street was fully reconstructed from Inman Square to Lechmere, finishing in 2005. This project involved the reconstruction of roadways and sidewalks with curb bump-outs at crosswalks, as well as new lighting, signage, street furniture, tree plantings, and other decorative features. Business owners and residents from the East Cambridge and Wellington-Harrington neighborhoods participated actively in the planning process for this reconstruction.

In terms of regional transportation, there are a couple of long-range transit plans that include parts of East Cambridge. The "Beyond Lechmere" plan aims to extend Green Line service through Lechmere and into Somerville and West Medford, and relies on the movement of Lechmere Station across Monsignor O'Brien Highway, which is being planned and executed by the developers of North Point. The Beyond Lechmere plan is currently expected to be complete around 2014. Also, the "Urban Ring" plan, which intends to improve circumferential connections among the "spokes" of existing rapid transit lines, is planned to provide a new transit connection through Lechmere and Kendall Square stations. This plan is very long range and anticipated for completion around 2025.

The maps on the following pages summarize the recently completed and planned transportation improvements in East Cambridge.





SUMMARY

Housing Update

The housing stock has been growing throughout Cambridge in general and within East Cambridge in particular. According to the US Census, the number of housing units in East Cambridge increased from about 3,200 in 1990 to about 4,000 in 2000, and the number of units has continued to increase since 2000 due to new development. Moreover, as demand for housing has increased, the vacancy rate of housing units in East Cambridge fell from 15% in 1990 to 9% in 2000. The housing stock is about one-third owner-occupied and two-thirds rental, which is similar to the city at large, and there is a diverse mix of one-to-three-family homes, apartments, and condominium buildings.

A major goal of the City is to create and maintain a stock of housing units that are affordable to low- to moderate-income residents. The City has adopted several different mechanisms to further that goal. The Inclusionary Zoning Ordinance requires that new housing projects provide affordable units in addition to market-rate units. To accommodate these affordable inclusionary units, developers receive a 30% bonus in the total number of units that can be developed. If the development is rental housing then the affordable units will be rental, while if the project is condominiums, the inclusionary units will be sold to first-time homebuyers. An example of an inclusionary housing project in East Cambridge is the One First Street project, currently under construction, which will contain about 200 condo units, of which 23 will be reserved for low- or moderate-income homebuyers.

The City also works through the Cambridge Affordable Housing Trust to provide funding to assist non-profit housing organizations and the Cambridge Housing Authority in creating new affordable housing, preserving the affordability of existing housing, and rehabilitating multi-family housing. The Trust receives financial support from Community Preservation Act funding and from private commercial developers through the Incentive Zoning Ordinance. Community Development Department staff work with non-profit community development organizations to identify opportunities for new affordable housing through acquisition of existing multifamily buildings, renovation of existing units, conversion of non-residential buildings to housing, and new construction. Since 1995, over 2,800 units of affordable housing have been created or preserved throughout the city due to these efforts.

The City and its non-profit partners also offer programs to assist residents and homeowners to revitalize the housing stock, preserve affordability, and stabilize income-eligible owner-occupants in their homes. The City's Home Improvement Program, offered in East Cambridge by the non-profit Just-A-Start, offers technical assistance and low-interest loans to income-eligible homeowners for necessary home repairs. Cambridge Neighborhood Affordable Housing Services provides funding to owners of rental units to help rehabilitate apartment buildings if the rents are kept affordable. The Cambridge Lead-Safe program, offered by the Community Development Department, does educational outreach about the risks of lead paint and provides technical assistance and forgivable loans for owners to remove lead paint from their units.

The Community Development Department offers a monthly First-Time Homebuyers Class, which is free and open to the public. The City also offers up to \$130,000 in downpayment and closing cost funding and financial assistance to assist income-eligible residents purchase their first home.

Information about all of these programs is available in the brochure *A Guide to Affordable Housing Programs in Cambridge*, by calling the Housing Information Line at 617-349-4622, or on the Community Development Department website at www.cambridgema.gov/cdd/hsg.

SUMMARY

Economic Development Update

Historically, East Cambridge has always been an active commercial center as well as a residential neighborhood. Currently, six of the 25 largest employers in Cambridge are located in East Cambridge, and about 14% of all Cambridge employees work in the neighborhood. Offices and private laboratories are concentrated in the Kendall Square area, while a diverse neighborhood retail district exists along Cambridge Street and a section of First Street. In addition, the Cambridge Galleria mall serves shoppers from Cambridge and the region at large.

The Eastern Cambridge Planning Study of 2001 suggested a strategy for future retail development in the neighborhood, which includes supporting existing local businesses in established commercial areas, and allowing limited amounts of new retail in new development areas. The Eastern Cambridge Rezoning (see Land Use and Zoning Update) allowed for the possibility of new retail along Third Street near Kendall Square and within the new North Point development area, and the proposed development plans in each of those areas includes some ground-floor retail spaces.

To further the goal of supporting local businesses and strengthening existing commercial districts, the Community Development Department offers several assistance programs to local businesses throughout the city. The Façade, Signage and Lighting Improvement Program offers design assistance and matching grants for businesses to improve their exteriors, helping to support the businesses as well as improve the look of entire districts. Many Cambridge Street businesses have participated in this program since it was first offered in 1999. Another program, the Best Retail Practices Program, offers workshops, consultations, and grants to business owners for a range of different improvements including interior redecorating and repair, mechanical system upgrades, and marketing assistance. Several East Cambridge businesses have participated in this program as well.

The Community Development Department also provides a variety of services to small business owners or people looking to start a new business in Cambridge, including one-on-one consulting from CDD's Economic Development staff. A SiteFinder Database is available to help match prospective business owners with available commercial property in the city. Through a partnership with the Center for Women and Enterprise, the City offers a set of classes on topics related to starting new businesses, maintaining and expanding existing businesses, financial literacy, and obtaining loans. The Community Development Department also publishes information on permitting processes, business associations in the city, and organizations that provide other types of business support, as well as a regularly-updated Cambridge Women and Minority-Owned Business Directory.

Information about all these programs and services is available in the brochure *Doing Business in Cambridge*, by contacting the Economic Development staff at 617-349-4637, or on the web at www.cambridgema.gov/cdd/ed.

In addition, the City provides employment services to Cambridge residents through the Office of Workforce Development (617-349-6234) and the Cambridge Employment Program (617-349-6166). The Community Development Department also co-sponsors employment development programs including the Cambridge Health Careers Program, which offers classes to Cambridge Health Alliance employees to help them apply to nursing or radiology programs, and the Just-A-Start Biomedical Careers Program, which helps Cambridge residents qualify for entry-level jobs in the biomedical industry.

SUMMARY

Open Space Update

The City of Cambridge's open space planning goal is to maintain a high-quality system of parks and open space resources throughout the city, providing a variety of recreational opportunities for children and adults of all ages and abilities, and helping to improve and beautify the urban environment overall. The City also actively looks for opportunities to expand the system by creating new open spaces, though acquiring new public land in Cambridge can be challenging due to high land costs and a competitive real estate market. In East Cambridge, there are about 20 acres of public open space, much of which has been developed within the past 20 years, and at least 15 acres of new open space is either under development or planned.

In 2000, a City of Cambridge planning study conducted by the "Green Ribbon Committee" established priority areas for the creation of new open space in the city. In East Cambridge, the Grand Junction Railroad corridor was identified as a top priority for creation of an urban park trail, for which the City is undertaking a feasibility study. The extension of the Somerville Community Path through the North Point area and to the waterfront was also identified as a top priority, and part of this extension is planned to be constructed by private developers. Some parts of the neighborhood were also identified as areas of need for community parks, and the entire eastern half of Cambridge (east of Harvard Square) was identified as a priority area for new multipurpose playing fields.

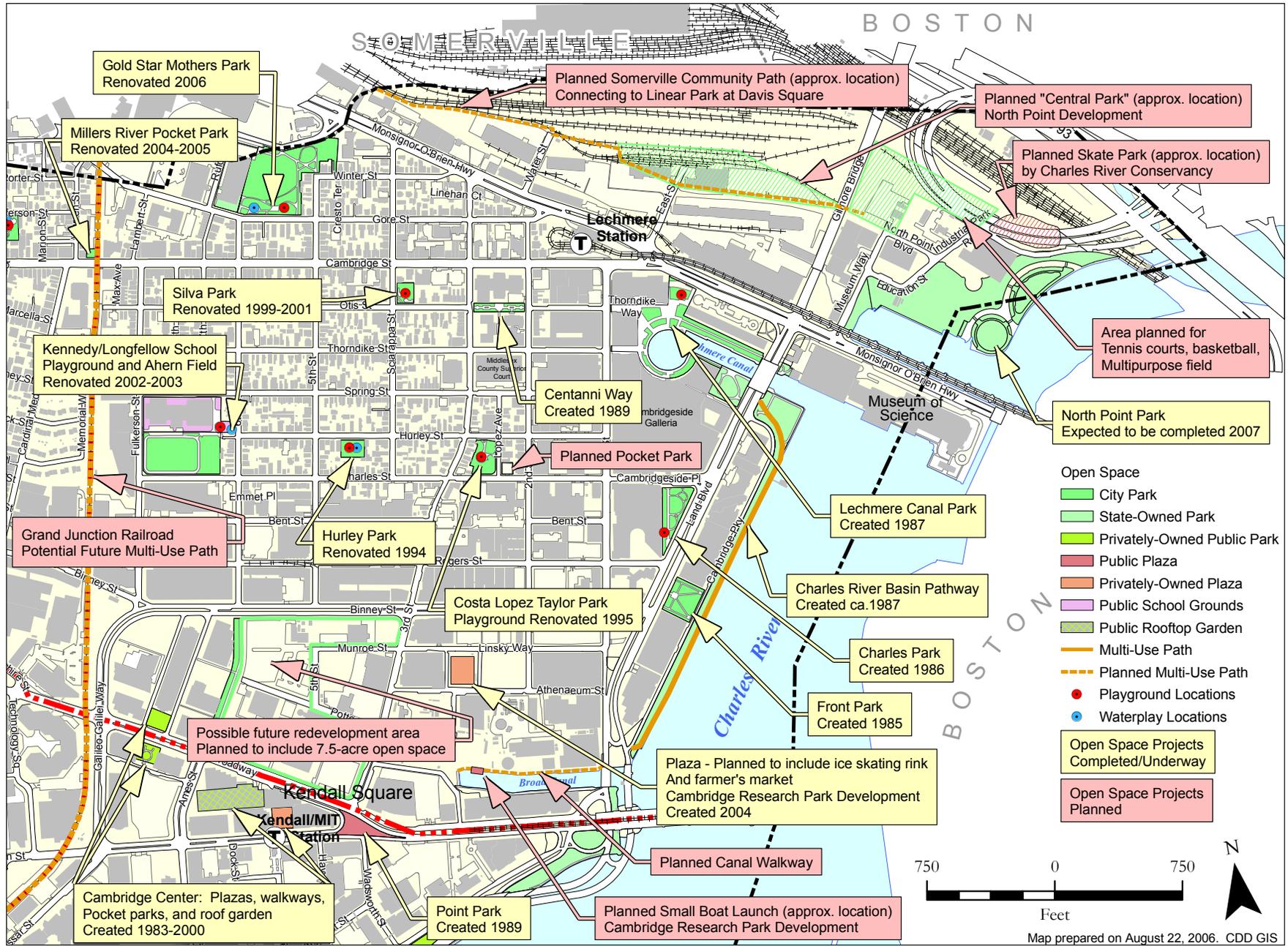
Several neighborhood parks have been renovated since the previous East Cambridge Neighborhood Study in 1989. Renovations took place at Hurley Park in 1994, Costa Lopez Taylor Park in 1995, Silva Park in 2001, the Kennedy-Longfellow School Playground and Ahern Field in 2002-2003, and most recently at Gold Star Mothers Park. Recent park renovations throughout the city have also included new water play equipment, which has been installed at Hurley Park, the Kennedy-Longfellow School, and Gold Star Mothers Park.

On the East Cambridge waterfront, a new "North Point Park" near the Gilmore Bridge is currently under development by the state Department of Conservation and Recreation, with the first part planned to open in 2007. Future plans for this area also include tennis courts and a playing field, as well

as a new world-class skateboarding park, for which the Charles River Conservancy is raising funds. The state also owns the Simoni Skating Rink on Gore Street, now being managed by a private recreation facilities company and currently undergoing renovations.

Historically, private developers have played a role in the creation of new open space in evolving parts of East Cambridge. Public open spaces are often required by zoning or as conditions of special permits for large development projects. As part of the development of the East Cambridge Riverfront in the 1980s and 1990s, private developers funded the creation and ongoing maintenance of Charles Park, Front Park, Lechmere Canal Park, and Centanni Way, all of which are now city-owned public parks. Point Park, the public plaza at Kendall Square, was also developed privately, and the developers of nearby Cambridge Research Park have created a small park and plaza as publicly beneficial open space; it is home to regular outdoor concerts and is planned to include a farmers' market and an outdoor ice skating rink. As part of their special permit requirements, developers in the North Point area are creating a 5-acre park to be used for passive recreation and stormwater retention. A similar requirement also exists if future redevelopment were to occur in the area just north of Kendall Square that is mostly occupied by the US Department of Transportation complex. A housing project planned in that area on Third Street is required to provide a public open space connection to a potential future park within that block.

Besides new parks, playgrounds, and recreational areas, the City seeks opportunities to create "pocket parks" or plazas by adding landscaping, seating, and sometimes lighting to beautify and activate small public spaces. Some pocket parks were recently renovated along Cambridge Street as part of its reconstruction, including the Millers River Park next to the railroad track. Planning is currently underway to develop a new pocket park at the corner of Lopez Avenue and Charles Street, on a parcel donated to the City by a private developer. This future pocket park may also include community gardening plots.



East Cambridge Neighborhood Study

▪ ▪ *U P D A T E* ▪ ▪

Recommendations from Update Process



LAND USE AND ZONING RECOMMENDATIONS from Update Process

Rec. Type & Number	Recommendation	Status and Progress to Date
LU1	Examine the cumulative impacts of new development in the neighborhood. Focus on impacts on parking, traffic, utilities, safety, open space, and overall quality of life.	<p>The Eastern Cambridge Planning Study, conducted in 2000-2001, established goals for future development in the East Cambridge neighborhood and included 20-year projections for development and traffic impacts across the study area. The Eastern Cambridge Rezoning, adopted by the City Council in 2001, reduced the total amount of new development allowed in East Cambridge and imposed requirements for review of impacts associated with traffic, parking, urban design, and open space.</p> <p>As part of the Article 19 special permit review process for large development projects, current traffic conditions are assessed and measured along with future projections for traffic growth. The impacts of the proposed project are considered within the context of existing and proposed development in the area, and developers are required to perform mitigation where appropriate.</p>
LU2	Ensure that the density and height of new buildings is similar to the existing patterns of development in the neighborhood, specifically along Cambridge Street and on the edges of the residential neighborhood.	<p>Zoning for the residential portion of East Cambridge was considered in the Eastern Cambridge Planning Study. As a result, the core residential area remained zoned for moderate-density housing as currently exists, while zoning in the adjacent evolving industrial area was modified to encourage housing and to provide a transition in height and density between the Kendall Square commercial area and the neighborhood core.</p> <p>On request, the Community Development Department can prepare an informational discussion of current zoning regulations, comparing the height and density of existing development to the height and density allowed by zoning.</p>
LU3	Ensure that development in the neighborhood is consistent with the zoning established through the Eastern Cambridge Planning Study. There is a concern that recent development projects have been allowed to be too large after receiving variances from the Board of Zoning Appeal.	<p>Property owners and developers have a legal right to petition the Board of Zoning Appeal (BZA) for a variance from the requirements of the zoning ordinance. Among other considerations, the BZA must account for whether a proposed variance might cause "substantial detriment to the public good" or deviate from the "intent or purpose" of the zoning ordinance. Therefore, it is important that members of the public testify at public hearings or explain their views to the BZA in writing whenever there is a concern about a requested variance. The East Cambridge Planning Team has been very proactive in reviewing requests for variances and communicating neighborhood concerns to the BZA.</p> <p>On request, Community Development Department staff are available to discuss the technical aspects of the zoning ordinance as they relate to proposed projects with residents and property owners.</p>

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

LAND USE AND ZONING RECOMMENDATIONS from Update Process

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
LU4	Reduce the impact of rooftop mechanical equipment. Ensure that vents face away from the residential neighborhood.	In 2003, the City Council passed a set of zoning changes based on the recommendations of the Rooftop Mechanicals Task Force. Under Article 19 of the zoning ordinance, the Planning Board now considers the visual and noise impacts of rooftop mechanical units during the project review process. The zoning changes also created limitations on the height of rooftop mechanical units when they are next to residential areas.
LU5	Explore ways to encourage more activity along First Street, which feels like a “dead area” in the neighborhood. Housing, retail, and pedestrian activity might help to enliven the street and make it feel more a part of the neighborhood.	<p>On major streets such as First Street, the design guidelines created in the Eastern Cambridge Planning Study encourage retail activity and a continuous streetfront with more entrances at the street level. The zoning in the First Street corridor also has built-in incentives to encourage the development of housing and the inclusion of ground-floor retail. The One First Street residential project, for example, will contain street-level retail. New development or redevelopment projects that occur in the future can be expected to include additional housing and retail. Also, as development proceeds in the North Point area, First Street is expected to become more active as it will become one of the main travel routes into the area.</p> <p>■ UNDER CONSIDERATION – SHORT RANGE: The Traffic, Parking and Transportation Department is evaluating a design to add on-street metered parking to the west side of First Street between Spring and Bent Streets, near existing retail businesses. Changes to this on-street parking may be re-evaluated in the future if the traffic volume on First Street increases as a result of its planned extension across O’Brien Highway and into the North Point area.</p>
LU6	Ensure that loading docks are sited away from the neighborhood.	Under Article 19 of the Cambridge Zoning Ordinance, the Planning Board considers the placement of loading docks as part of the project review process. The stated design objective in Article 19 that guides the Planning Board’s review is to have “Loading docks that are located and designed to minimize impacts (visual and operational) on neighbors.”

TRANSPORTATION RECOMMENDATIONS from Update Process

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
T1	Explore ways to improve transportation in the area of Fulkerson Street, Sixth Street, and Fifth Street, in the following ways:	
T1(a)	Address speeding along Fulkerson and Sixth Streets.	<ul style="list-style-type: none"> ■ FUTURE ACTION – SHORT RANGE: Community Development Department staff will meet with residents to discuss installing a raised crosswalk or intersection at the Fulkerson/Spring intersection in connection with the planned resurfacing of Spring Street. A raised crosswalk is planned to be installed at the Sixth/Charles intersection by Lyme Properties within the next two years.
T1(b)	Address traffic volume on Lambert Street.	Additional resident permit parking spaces were added to one side of Lambert in fall 2005 to slow traffic and create a buffer for pedestrians.
T1(c)	Address truck traffic on Fulkerson Street.	Except for local deliveries, trucks are banned from using Fulkerson Street between Charles and Cambridge Streets. The Cambridge Police Department has increased enforcement of the truck ban on Fulkerson Street. Residents should report violations by calling 617-349-6936 and leaving detailed information.
T1(d)	Improve condition of roads and sidewalks on Fulkerson, Fifth, and Charles.	<ul style="list-style-type: none"> ■ FUTURE ACTION – SHORT/MEDIUM RANGE: Fulkerson Street from Charles Street to Binney Street is planned to be repaved within the next two years, and a new sidewalk will be added on the western side of the street. Charles Street and Fifth Street are under consideration for repaving within the next five years.
T1(e)	Address the incidence of cars “hopping the median” to cross Binney Street.	<ul style="list-style-type: none"> ■ FUTURE ACTION – SHORT RANGE: As a result of planned roadway improvements, Bent Street will become open to two-way traffic. This will provide an eastbound alternative for drivers who might otherwise attempt to make a left turn onto Binney.
T1(f)	Improve safety of pedestrian crossings on Binney Street.	<ul style="list-style-type: none"> ■ FUTURE ACTION – SHORT RANGE: A planned traffic signal at Binney and Fulkerson, as well as a planned “roving eyes” signal at Binney and Sixth, should allow for safer pedestrian crossings at those locations. Installation is planned to occur by 2007.
T1(g)	Improve safety of pedestrian crossings at Sixth and Hurley, near the playground.	<ul style="list-style-type: none"> ■ UNDER CONSIDERATION – SHORT RANGE: Residents have suggested moving the planned raised crosswalk at the Sixth/Charles intersection to the Sixth/Hurley intersection. The Community Development Department will explore whether this move is possible. <p>These issues have been referred to the Traffic, Parking and Transportation Department for enforcement. Residents should report specific parking violations to the enforcement coordinator at 617-349-4689.</p>

■ ACTION ITEM - Timeframe

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

TRANSPORTATION RECOMMENDATIONS from Update Process

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
T1(h)	Address taxi parking along Fulkerson and illegal parking in bicycle lanes on Binney.	These issues have been referred to the Traffic, Parking and Transportation Department for enforcement. Residents should report specific parking violations to the enforcement coordinator at 617-349-4689.
T2	Improve the ability for residents to report areas where many parking violations tend to occur. Particular areas include First Street and Second Street near Galleria, the Courthouse area, and the intersection of Third Street and Cambridge Street.	The parking enforcement office is aware of violations in the Galleria and Courthouse areas, and the staff works to enforce parking regulations in those areas to the best of their ability. To request additional enforcement in an area, residents can call the enforcement coordinator in the traffic department at 617-349-4689. The traffic department will change enforcement patterns appropriately. The traffic department also has an improved website interface for comments and feedback. www.cambridgema.gov/traffic
T3	Explore ways to improve parking availability for residents. Suggestions for improvement include charging a lower rate for parking at the municipal parking garage, creating resident-only parking lots or garages, and providing alternative parking options on street cleaning days.	<p>■ UNDER CONSIDERATION – SHORT RANGE: Technical upgrades to the revenue control equipment at the First Street parking garage were completed in 2006. The new equipment will facilitate the collection of data about garage usage and allow more flexibility in the rate structure than is presently possible. In the short term, the Traffic, Parking and Transportation Department will analyze garage usage and investigate possible changes to the rate structure, including possibly offering a discounted rate for night and weekend parking.</p>
T4	Provide enclosed bus shelters on Cambridge Street, and increase MBTA service on the #69 bus route.	Community Development Department staff have surveyed the sidewalk and determined that the public right-of-way is too narrow to install bus shelters at any locations on Cambridge Street east of the King Open School. The only other possibility would be to consider installing shelters on private property, which would require approval from the property owners. Staff will request through the MBTA planning process that the frequency and reliability of #69 bus service be addressed.
T5	Ensure that the pedestrian crossing to the new Lechmere Station works as planned.	<p>As part of the approved master plan for development in the North Point area, private developers will construct a new Lechmere Green Line and bus station on the north side of Monsignor O'Brien Highway. The current station will be closed, and First Street will be extended across Cambridge Street and Monsignor O'Brien Highway toward the new station. The rest of the current Lechmere Station site is planned to be privately developed for residential, commercial, or hotel use.</p> <p>The new First Street extension will have traffic signals designed to allow pedestrians enough time to safely cross First Street and Monsignor O'Brien Highway in one trip. The Traffic, Parking and Transportation Department will closely monitor the new pedestrian crossings on an ongoing basis.</p> <p>Design of the new station is currently underway and construction is expected to begin around 2007.</p>
T6	Address potential traffic and parking impacts near the planned new Cambridge Police Headquarters at Sixth Street and Bent Street.	The City is developing a comprehensive on- and off-street parking plan for the new Police Headquarters. This plan will ensure no loss of residential permit parking spaces.

TRANSPORTATION RECOMMENDATIONS from Update Process

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
T7	Examine the issue of residents of new housing developments parking on neighborhood streets instead of designated off-street garages. There is a concern that it might be cheaper for residents to get a parking permit and park on the street than pay to park in the off-street parking included in residential development projects. Can developers include price of parking space into unit price?	<p>Each newly developed condominium unit is required to include at least one parking space with the property deed, thus the price of the parking space must be included in the price of the unit. New rental housing is required to include at least one off-street parking space for every rental unit. There is no policy that requires parking to be included in the price of the rental unit, but the option to rent an off-street parking space must be made available to every new tenant.</p> <p>This is a challenging issue with no easy solution, as the City tries to balance the need for sufficient parking supply with its overall goals of reducing auto travel and supporting alternate modes of transportation. The City will continue to consider parking issues on an ongoing basis.</p>
T8	Address the following traffic issues:	
T8(a)	Congestion on Cambridge Street.	<p>■ FUTURE ACTION – SHORT/MEDIUM RANGE: The planned extension of First Street to O'Brien Highway by the developers of North Point is expected to reduce existing congestion at Cambridge and First Streets. In addition, recent pavement marking changes have improved traffic flow on Cambridge Street in Inman Square, and planned signal coordination is expected to further improve operations near Inman Square.</p>
T8(b)	Speeding between stop signs on Gore Street, Otis Street, Sciarappa Street.	<p>■ COMPLETED ACTION: The recent addition of on-street resident parking near Gold Star Mothers Park is expected to help slow traffic on Gore Street. The Traffic, Parking and Transportation Department is also in the process of converting the metered parking along the remainder of Gore Street to resident permit parking.</p> <p>This area has been referred to the Cambridge Police Department for increased speeding enforcement.</p>
T8(c)	Traffic backups at signals on Monsignor O'Brien Highway.	<p>The completion of the Leverett Circle construction in Boston and the resumption of Green Line service at Lechmere have resulted in improvements to traffic flow on Monsignor O'Brien Highway.</p>
T8(d)	Congestion on Third Street due to difficulty for cars making left turns, and cars speeding through sections of the street between traffic calming bump-outs.	<p>■ FUTURE ACTION – SHORT/MEDIUM RANGE: The planned extension of First Street is expected to reduce some of the traffic on Third Street by providing an alternate route to Monsignor O'Brien Highway. Third Street currently has left-turn pockets at intersections between Cambridge Street and O'Brien Highway, and the signal timing is optimized for all traffic movements. Traffic calming devices were installed along Third Street in 1998. After traffic calming was installed, typical speeds on Third Street were measured to be low, in the 22 to 26 miles-per-hour range.</p>

■ ACTION ITEM - Timeframe

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

TRANSPORTATION RECOMMENDATIONS from Update Process

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
T8(e)	Light cycle at First and Cambridge does not allow enough time for pedestrians.	<p>Currently, the traffic signal at First and Cambridge has a protected “walk” sign that is activated by a button. Pedestrians should press the button and wait for the walk signal to appear at the next appropriate point in the light cycle. If this control is not working properly, please contact the Traffic, Parking and Transportation Department directly at 617-349-4715.</p> <p>■ FUTURE ACTION – SHORT/MEDIUM RANGE: The First/Cambridge signal will be changed after First Street is extended into the North Point area. The new light cycle will be timed to allow for full, continuous crossings of Cambridge Street and Monsignor O’Brien Highway. This extension is planned as part of the construction of the new Lechmere Station, planned to begin in 2007.</p>
T8(f)	Light cycle on Land Boulevard and Galleria does not allow enough time for pedestrians.	In 2006, this comment was forwarded to the state Department of Conservation and Recreation, which controls the signals on Land Boulevard. Additional concerns may be forwarded to the DCR at 617-626-1250.
T9	Provide resident passes for the EZRide shuttle, and increase this service. Residents would benefit from direct public transportation service from East Cambridge to Central Square.	The EZRide shuttle is a member-funded service managed by the Charles River Transportation Management Agency. It connects Cambridge businesses to Kendall Station, Lechmere Station, and North Station during morning and afternoon rush hours on weekdays. The shuttle is available to the public for a \$1 fare, but the CRTMA does not offer a pass program to the general public. More information is available from the website www.ezride.info or by calling 617-839-4636 (617-8-EZ-INFO).
T10	Provide citywide parking stickers for Zipcars.	■ UNDER DISCUSSION: The Traffic, Parking and Transportation Department will evaluate ways to improve on-street parking opportunities for Zipcars.
T11	Explore ways to reduce the necessity for trains to blow whistles at road crossings.	Federal Railroad Administration regulations do not permit the creation of any additional “quiet zones,” and there are no existing quiet zones along the Grand Junction Railroad. The installation of a four-segment automated gate might encourage more limited whistle use, but it would be large and costly to install, and there would be no guarantee that it would reduce the use of whistles.
T12	Paint bicycle logos on the “striped shoulder” area of Cambridge Street to increase awareness among drivers. Also increase enforcement of double-parking in this area.	Detailed discussions were held with the community regarding the reconfiguration of Cambridge Street in July and August of 1998 and again in May 1999. Based on the extensive input received, it was decided that the street cross-section would consist of one parking lane on each side of the street and two travel lanes, one eastbound and one westbound. Each travel lane is striped for an 11-foot vehicular travel lane and a 5-foot “buffer zone” to reduce conflicts between moving vehicles, including bicycles, and parked cars. Concerns regarding double-parking will be referred to the Cambridge Police Department.

HOUSING RECOMMENDATIONS from Update Process

Rec. Type & Number	Recommendation	Status and Progress to Date
H1	Encourage new housing in the neighborhood to include more two, three, or four bedroom units to accommodate families with children.	The City of Cambridge actively encourages housing developers to include units that can accommodate families with children. The Planning Board considers this issue during the project review process for large housing projects.
H2	Encourage new housing to imitate existing housing stock by having front doors that open onto streets and public ways, and amenities that can be enjoyed by all residents.	The design guidelines developed in the Eastern Cambridge Planning Study, and incorporated by reference into the Cambridge Zoning Ordinance in 2001, encourage residential buildings to have multiple entrances facing the street. These guidelines also encourage the inclusion of amenities such as ground-floor retail along major streets. In certain areas, such as the North Point district and the site of the US Department of Transportation near Kendall Square, the Eastern Cambridge rezoning requires large development projects to include publicly accessible open space.
H3	Examine the conversion of 3-family houses in the neighborhood to condominium units and its impacts on parking and the character of small, neighborhood blocks.	<p>There have been about 60 condominium conversion projects in East Cambridge since 1981, resulting in about 250 converted condo units, out of about 4000 total units in the neighborhood. Current zoning does not regulate the conversion of three-family houses to condominium units. However, the Community Development Department and the Traffic, Parking and Transportation Department will continue to address parking, urban design, and other impacts as they relate to new development in the neighborhood.</p> <p>The Home Improvement Programs (HIP) offered through the Community Development Department and the city's non-profit partners offer housing owners an alternative to converting their property to condos. HIPs provide grants and loans for owners to renovate their properties and keep rental prices affordable to low and moderate income households. For more information, contact the Housing Division at 617-349-4622.</p>
H4	Encourage the creation of more housing and mixed-use buildings in areas of the neighborhood that could benefit from increased pedestrian activity. Such areas include the Metropolitan Pipe site and other areas near the Kennedy School and Ahern Field, the Big John's Mattress site and others along First Street, and sites of former churches that may have closed.	<p>The Eastern Cambridge Rezoning created incentives to encourage the development of housing on each of these sites. It can be expected that new housing development, along with some commercial uses, will occur in these areas over time.</p> <p>The Community Development Department actively pursues opportunities to create affordable housing in appropriate sites. If residents know of any properties that are on the market and might be suitable for affordable housing, please contact the Housing Division at 617-349-4622.</p>

ECONOMIC DEVELOPMENT RECOMMENDATIONS from Update Process

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
ED1	Support locally-owned businesses, particularly in ground-floor spaces and in the basement of the Galleria. Play an active role in advertising the presence of local businesses to residents.	The Community Development Department offers a range of services to local businesses. These services provide independent businesses with resources that allow them to better compete with larger chains. For example, the Community Development Department recently offered a workshop to assist retailers with marketing and building a customer base. Other programs include a façade improvement program, a program to assist retailers with interior renovations and merchandising, and a “site-finder database” to help match small businesses with appropriate commercial spaces in the city. Neighbors and businesses can learn more about these services by contacting the Economic Development staff at 617-349-4637.
ED2	Support the Cambridge Street retail district in the following ways: <ul style="list-style-type: none"> a) Preserve the small scale and character of existing retail, possibly through historical protections. b) Encourage more variety in stores, to promote a “downtown shopping” feel such as in Central Square. c) Explore having activities such as parades that might serve as a marketing tool. 	<ul style="list-style-type: none"> a) The relatively low building densities allowed by zoning along Cambridge Street, combined with the relatively small size of land parcels, provide limitations on the size and scale of retail buildings. b,c) The Community Development Department can work most effectively to support and enhance retail districts when they work with an area business association. A business association can take the lead in efforts to support retail diversity as well as promoting area-wide activities, while Economic Development staff can provide technical and organizational support. Economic Development staff can also help in matching new or existing local businesses with available spaces in the neighborhood.
ED3	Support the creation of a pedestrian-oriented retail corridor in new development areas along Third Street. Encourage business entrances to face sidewalks, and encourage cafes and shops to be open evenings and weekends, not just during working hours.	<p>The Eastern Cambridge Rezoning and Eastern Cambridge Design Guidelines provide for the creation of a retail corridor along Third Street near Kendall Square. Current development plans for Cambridge Research Park include 65,500 square feet of ground-floor retail, and plans for a residential building at 303 Third Street include about 10,000 square feet of ground-floor retail.</p> <p>Businesses tend to set their hours based on when there is a demand for those businesses to be open, so neighbors should contact the owners or managers of neighborhood businesses directly to encourage them to stay open later. In addition, the Cambridge Licensing Commission has explored the possibility of allowing longer hours of operation for some businesses, as well as allowing more “sidewalk cafes” in retail areas. For more information, contact the Economic Development Division at 617-349-4637.</p>

OPEN SPACE RECOMMENDATIONS from Update Process

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
OS1	Explore opportunities to create new public open space in the neighborhood. This may be accomplished both by publicly acquiring land for new open space as well as by requiring private developers to provide land or funding to be dedicated to open space.	<p>The city continually seeks opportunities to create additional public open space in Cambridge, through both public and private means. Over the past two decades, about 10 acres of new open space have been created in East Cambridge, including the parks on the East Cambridge Riverfront, which are city-owned parks that were developed and are maintained largely with funding from private developers. The state is also developing a new 8-acre riverfront park in East Cambridge called "North Point Park" that is expected to open in spring 2007.</p> <p>The zoning changes enacted through the Eastern Cambridge Planning Study in 2001 require that large development projects in specific "Planned Unit Development" areas include publicly accessible open space. The planned North Point development complex, which has been permitted under the new zoning regulations, will include a 5-acre park space. This will be a public park, with private developers responsible for construction and maintenance. Similar requirements are in place for the "PUD-KS" block north of Broadway and west of Third Street. While most of this block is owned by the US Department of Transportation and no redevelopment is planned, a permitted plan for housing at 303 Third Street does include publicly accessible open space.</p>
OS2	Improve Ahern Field / Kennedy-Longfellow School Playground by expanding the recreational open space to the other side of Fulkerson Street. Also consider ways to make the area feel more safe; the area feels less safe because there are few "eyes" watching the park.	Expanding the recreational space at Ahern Field to the other side of Fulkerson Street is recommended in the 2001 Eastern Cambridge Planning Study. The "Transfer of Development Rights" mechanism encourages development potential in this area to be shifted south of Binney Street, creating an opportunity for low-density housing and protected open space to be created in areas north of Binney, such as near Ahern Field.
OS3	Create a multi-use path along the Grand Junction Railroad line with pedestrian crossings to connect neighborhoods	<p>■ UNDER CONSIDERATION – LONG RANGE: A study exploring the feasibility of creating a multi-use path in the Grand Junction Railroad corridor is currently underway and expected to be complete in 2006. If the plan is considered feasible and approved by the rail company, it will be implemented through a phased approach as funding is available. At this time, the plan for a multi-use path does not include new pedestrian crossings, because they would not be feasible while the rail line is active.</p>

■ **ACTION ITEM - Timeframe**

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

OPEN SPACE RECOMMENDATIONS from Update Process

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
OS4	Required open spaces in private developments should be carefully designed to be accessible to the public, not located within enclosed internal courtyards.	<p>Developers of large projects in certain “Planned Unit Development” areas may be required by zoning to include publicly accessible open space. The Planning Board reviews the plans for these spaces to ensure that they are designed to be fully accessible to the general public. Examples of this type of required open space include the 5-acre “Central Park” planned for the North Point development area and the courtyard and pathway included in the permitted housing development at 303 Third Street.</p> <p>Other residential development projects are also required by zoning to include a certain amount of usable open space. Usable open space might not necessarily be required to be publicly accessible. Usable open space, as defined in the zoning ordinance, is meant to be used primarily by the residents of the building, serving a purpose similar to the “backyard” of a traditional house.</p>
OS5	Create a park space on the vacant lot across from Costa Lopez Taylor Park.	<p>■ FUTURE ACTION – SHORT RANGE: Planning is currently underway to create a “pocket park” in this area, to include a sitting area with plantings. This area may possibly also include community gardening plots. The city is currently exploring funding for the 2008 Fiscal Year (July 2007-June 2008).</p>
OS6	Ensure that there are pedestrian connections across O’Brien Highway to the new park at North Point, and between the North Point area and Charlestown.	<p>As part of the permitted development at North Point, First Street will be extended across Monsignor O’Brien Highway, and a new traffic signal with pedestrian crossings will be installed. New signals and pedestrian crossings will be also be installed at the intersections of Monsignor O’Brien with East Street and Land Boulevard, and a new signalized pedestrian crossing of Monsignor O’Brien will be installed between East Street and Land Boulevard, near Lechmere Canal Park. All of these improvements will be made by private developers in conjunction with development projects in the North Point area, and will be installed before those projects are completed. City staff will monitor the effectiveness of these crossings over time as they are used.</p>
OS7	Provide open space facilities to meet the needs of all neighborhood residents of all ages. Particular facilities that are seen as being needed in East Cambridge include playing fields (for youth soccer and other informal sports use) and tennis courts.	<p>One of the goals of the city’s open space planning is to provide a diverse set of facilities to serve different types of users. In the 2000 report of the Green Ribbon Open Space Committee, multi-use playing fields were identified as a priority need for the eastern half of Cambridge. The new park under development at 238 Broadway in Area Four will include a small multi-use playing field. In 2004, Donnelly Field (near the King Open School) was fully renovated, and renovations to Gold Star Mothers Park on Gore Street are currently being completed. Expanding the recreational space at Ahern Field to the other side of Fulkerson Street is recommended in the 2001 Eastern Cambridge Planning Study.</p> <p>A cluster of tennis courts is planned to be included in the “North Point Park” area under development by the state near the Central Artery, along with a full basketball court and an informal field area. A new skateboard park is also planned in that area, for which the Charles River Conservancy is currently raising funds.</p>

OPEN SPACE RECOMMENDATIONS from Update Process

Rec. Type & Number	Recommendation	Status and Progress to Date
OS8	<p>The following improvements should be made to existing open spaces:</p> <ul style="list-style-type: none"> a) The "Sixth Street extension" walkway needs improved lighting and emergency call box. b) Front Park needs an emergency call box. c) Park areas along the river need improved lighting and trash receptacles. 	<ul style="list-style-type: none"> ■ a) FUTURE ACTION – SHORT RANGE: The Electrical Department is planning to install an emergency call box in this location. In the future, the Electrical Department will also explore ways to improve the lighting. ■ b) UNDER CONSIDERATION – MEDIUM RANGE: The Electrical Department will look into appropriate places to install an emergency call box in Front Park, and will explore funding possibilities for installing a call box in the future. c) These areas are owned by the state and maintained by the Department of Conservation and Recreation. This recommendation will be referred to the DCR.
OS9	<p>Explore the possibility of creating an off-leash dog park in the neighborhood. Attention should be paid to ensuring that such an area is kept clean and well cared-for. Perhaps require dog owners who use the park to assume responsibility for some of the park's maintenance activities.</p>	<ul style="list-style-type: none"> ■ UNDER DISCUSSION: Over the past year, the Public Facilities Committee of the City Council has discussed the topic of off-leash dog areas in the city. As a result of these discussions, two new off-leash areas are being proposed, one at Danehy Park and one in Cambridgeport. The committee also discussed the possibility of creating an off-leash area in East Cambridge on land owned by the Cambridge Redevelopment Authority (CRA) at Binney Street and Galileo Galilei Way. <p>The new off-leash areas will serve as pilot programs to examine the effectiveness of a "self-policing" clean-up policy in off-leash areas. The policy will be reassessed when the off-leash areas have been in use for about one year.</p>
OS10	<p>Address problems with maintenance and snow removal in open spaces required of new housing developments.</p>	<p>Maintenance of public parks is the responsibility of the City of Cambridge Department of Public Works (DPW) or, in the case of state-owned parks, the Massachusetts Department of Conservation and Recreation. Also, some parks may be publicly accessible but maintained by a private company. Residents should contact the parks maintenance supervisor for East Cambridge at 617-349-6962 if they notice any problems with maintenance.</p> <p>Maintenance of private open spaces is the responsibility of property owners. However, owners are responsible for clearing snow if it blocks a public way. Violations should be reported by calling the snow hotline at 617-349-4903, and citations will be issued to property owners as appropriate.</p> <p>More information on snow removal is available from the DPW website at www.cambridgema.gov/theworks/services/snow.html.</p>
OS11	<p>Support the creation of a public canoe / kayak launch at Lechmere Canal.</p>	<p>Plans for the Cambridge Research Park development at Kendall Square include a canoe/kayak launch on the Broad Canal.</p>

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

GENERAL RECOMMENDATIONS from Update Process

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
G1	Address the following concerns related to public infrastructure in the neighborhood:	
G1(a)	There are problems with storm drainage on Fulkerson Street and nearby roads. Water tends to flood in places, does not fall into catch basins.	<ul style="list-style-type: none"> ■ FUTURE ACTION – SHORT RANGE: The Department of Public Works has investigated concerns regarding drainage on Fulkerson Street. Within the next year, DPW plans to install new catch basins at the Fulkerson/Thorndike and Fulkerson/Bent intersections. DPW has recently cleaned an existing catch basin in the vicinity of 71 Fulkerson as well.
G1(b)	There is a problem with sewer gas odors along Cambridge Street and Fulkerson Street in the summer.	<ul style="list-style-type: none"> ■ COMPLETED ACTION: The Department of Public Works has investigated reports of sewer gas odors in several locations along Cambridge Street. Staff believe that odors are the result of gas build-ups in sewer pipes during dry periods. In order to trap liquids and prevent the escape of gases, “elbows” were installed in several catch basins along Cambridge Street, including at Cambridge and Fulkerson. The “elbows” were installed in December 2005, and DPW will monitor whether these improvements are successful in reducing odors.
G1(c)	There is lead in the water of some homes along Fulkerson (unclear whether this is because of the city water line, private hookups, or pipes within the homes).	The Water Department conducts weekly water testing at several locations around the city, including the School Department building on Thorndike Street, the courthouse, and Engine 3 fire station. This is to ensure that the water distributed throughout the city meets the same quality standards. Residents who are concerned about the quality of water at their homes can arrange for testing by the city’s water testing lab at 617-349-4770. Information is also available on the Water Department website: www.cambridgema.gov/CWD .
G1(d)	Roads seem to be in bad repair in the area of Fulkerson Street, Sixth Street, and Fifth Street, and along Bent Street and Charles Street from Fifth to Fulkerson. Sidewalks also seem to be in bad repair in the area of Fulkerson and Charles (near the park).	<ul style="list-style-type: none"> ■ FUTURE ACTION – SHORT/MEDIUM RANGE: In 2006, Bent Street is planned to be resurfaced and a new sidewalk is planned to be installed. Fulkerson Street from Charles to Binney is planned to be resurfaced within the next two years, and Lyme Properties plans to install a section of sidewalk on the western side of Fulkerson by 2008. A raised crosswalk is also under consideration at the intersection of Fulkerson and Spring Street. Both Charles Street and Fifth Street are under consideration by the Department of Public Works for repaving within the next five years.
G1(e)	The electrical power supply in the neighborhood has not been reliable, with blackouts occurring during the summers in recent years.	Electricity in Cambridge is provided by the NSTAR company. In fall 2005, NSTAR made improvements to the electrical systems in East Cambridge to try to reduce the occurrence of blackouts during the summers. For information about electrical service, contact NSTAR customer support.

GENERAL RECOMMENDATIONS from Update Process

Rec. Type & Number	Recommendation	Status and Progress to Date
G2	Improve trash pickup and enforcement of trash regulations for property owners. Overflowing garbage is a problem, leading to rats in some areas.	<p>■ NEW POLICY IN EFFECT: In April 2006, the Department of Public Works began implementing new rules with regard to garbage pick-up. Residents are required to put out their garbage no earlier than 6PM on the day before trash collection day, and any garbage left overnight must be placed in a can with a tight-fitting lid.</p> <p>A compliance officer checks for violations of the garbage pick-up policy. If a violation is noted, the property owner is sent a warning notice with information about the new rules. In the future, citations may be issued for violations of the policy. For more information, contact the Department of Public Works at 617-349-4800 or see information on the web at www.cambridgema.gov/theworks/services/rubbish.html.</p>
G3	Improve street signage and lighting in the neighborhood. In particular, address locations where trees cover signs or streetlights.	Specific problems with streetlights should be reported to the Electrical Department at 617-349-4925 or by e-mail to streetlightrepair@cambridgema.gov . Specific problems regarding tree branches covering street lights should be reported to the Operations Center at the Department of Public Works at 617-349-4800 or 617-349-4846, by e-mail at theworks@cambridgema.gov , or using the web form at www.cambridgema.gov/theworks ; DPW will then schedule an inspection and correct problems as needed. All public trees in East Cambridge are planned to be pruned in 2008 as part of the regular citywide tree-pruning schedule.
G4	Plant more street trees in the neighborhood where possible. Trees planted in pits without grates covering them are preferable.	The City of Cambridge is dedicated to planting new trees throughout the city, and strives to plant about 150-300 trees each year. To request that a tree be planted in a particular location, leave a message for the City Arborist at 617-349-6433 or e-mail cambridgetree@cambridgema.gov . Generally, trees are planted in open tree pits without grates. This is because as trees grow, they can push on the grate and cause damage to the tree or the grate. Grates only tend to be used for large-scale plantings along busy sidewalks, where they can help to maintain a more even sidewalk surface.

■ **ACTION ITEM - Timeframe**

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

GENERAL RECOMMENDATIONS from Update Process

Rec. Type & Number	Recommendation	Status and Progress to Date
G5	Neighborhood residents would like to have a community center in the neighborhood, possibly a senior center. Facilities such as the Sons of Italy building might be available for use.	<p>Cambridge's Department of Human Service Programs operates a citywide Senior Center in Central Square to serve as a "one-stop multi-service area for seniors living in Cambridge and its surrounding area." This center offers a full range of programs including meals, classes, fitness, ethnic and cultural programs, trips, arts and crafts, lectures, games, and other events. Human Service Programs also operates the Frisoli Youth Center, which offers youth programs to children age 9-13 in the eastern part of Cambridge and citywide.</p> <p>In addition, the East End House (105 Spring Street), a 130-year-old privately-operated community center, offers a diverse set of community programs including child care, after-school and summer programs, senior enrichment programs, an emergency food pantry, and community education classes such as yoga, English as a second language, tax assistance and computer education. East End House also hosts many neighborhood grass roots organizations, and offers many community- and family-oriented activities throughout the year.</p>

East Cambridge Neighborhood Study

▪ ▪ *U P D A T E* ▪ ▪

APPENDIX:

Recommendations from 1989 Neighborhood Study



**APPENDIX:
LAND USE AND ZONING RECOMMENDATIONS from 1989 Neighborhood Study**

Rec. Type & Number	Recommendation	Status and Progress to Date
LU1	Undertake a study to rezone the areas that include First to Second Street, the office districts south of Binney Street and the industrial area between Charles and Binney Streets from Third Street to Fulkerson Street. As part of this process, the Community Development Department should work with a committee of residents and property owners to prepare a permanent rezoning petition for the above priority areas.	This area was rezoned as part of the Eastern Cambridge Rezoning, which was developed through the Eastern Cambridge Planning Study by a committee of residents working with city staff and professional consultants.
LU2	Institute an interim zoning measure, which would place a uniform height and density limit in the areas that are being studied for permanent rezoning. This temporary zoning would protect the East Cambridge neighborhood against new, large-scale development that could otherwise occur during the rezoning process.	While the Eastern Cambridge Planning Study was underway, a moratorium was imposed restricting development in the areas being studied.
LU3	Create a First Street Overlay District, which would: <ul style="list-style-type: none"> • Encourage mixed-use projects, especially a retail and housing mix. • Promote the development of affordable housing. • Create a unified image on First Street in which every project would be subject to design review. • Reduce the amount of potential development. • Reduce allowable heights of buildings adjacent to the residential area of Second Street. 	Zoning regulations for the area around First Street were changed in the Eastern Cambridge Rezoning, mainly through the creation of the PUD 4, 4A, and 4B districts. Affordable housing is also encouraged through the Inclusionary Zoning requirement.
LU4	Consider rezoning the Commonwealth Energy Site to achieve a reduction in allowable height and density.	This site is currently under development as “Cambridge Research Park.” An effort was made to rezone this area, but no new zoning was implemented. The development currently underway was permitted following an extensive review process, and was subject to specific density controls, traffic mitigation requirements, and public review.
LU5	Study the rezoning of the IA-1/IB-1 zones (Fulkerson and Binney Streets) to promote mixed use development, including office, housing, light industry, and open space buffer along Fulkerson Street near the Metro Pipe site. The new zoning should promote compatible development with the existing residential area.	This area was rezoned as part of the Eastern Cambridge Rezoning. The Eastern Cambridge Housing Overlay (ECHO) district encourages residential use but allows a wide range of commercial and light industrial uses as well.

These recommendations were developed by the East Cambridge Neighborhood Study Committee in 1988-89. New recommendations begin on page 27.

**APPENDIX:
LAND USE AND ZONING RECOMMENDATIONS from 1989 Neighborhood Study**

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
LU6	The Community Development Department should work closely with the Inspectional Services Department and other city agencies to develop procedures by which the abutters and relevant neighborhood groups are notified of proposed development projects filed with the city. Developer might be required to meet with the residents before the project is approved or disapproved. While the neighborhood recommendations would be advisory, the developer and city should take the concerns and recommendations of the neighborhood into account. The existing development consultation procedures in the zoning ordinance, which already apply to certain area in the city, could be an appropriate mechanism to consider.	Any developer seeking a special permit from the Planning Board or a variance from the Board of Zoning Appeal must undergo a public hearing at which interested residents may review and comment on the proposed development. Public hearings are advertised with a poster on site and mailings to abutting property owners and others who have expressed interest. The Citywide Rezoning in 2001 made all projects of 50,000 square feet or more subject to a special permit from the Planning Board.
LU7	If the U.S. Congress approves the sale of the federal Department of Transportation property on Binney Street, the Cambridge Redevelopment Authority and the Community Development Department should establish a neighborhood advisory committee to develop a master plan for the area. Building housing on this site, with a strong component of affordable housing, should be the principal development goal.	The Department of Transportation site was rezoned as part of the Eastern Cambridge Rezoning, but there is currently no known plan for the sale or redevelopment of that site.
LU8	Affordable housing development should be promoted along Fulkerson Street, south of the FAR Group projects, down to Binney Street.	An affordable housing component is required in all large housing projects through the Inclusionary Zoning provision, and housing is encouraged in that area through the provisions of the Eastern Cambridge Housing Overlay district.
LU9	Assure that proper parking ratios are maintained as development occurs in the areas between First and Third Streets and in the industrial district. The Committee strongly believes that developers should be required to replace parking which is lost.	Parking requirements are governed both by the zoning ordinance, including the Article 19 traffic study review for large projects, and by the Parking and Transportation Demand Management Ordinance, which applies to businesses and developers creating new parking. The city's priority is to reduce the demand for parking by reducing the number of single-occupancy vehicle trips made by employees.
LU10	Promote a strong visual and pedestrian connection from the development areas on the periphery of the neighborhood to the East Cambridge residential district as was done in the East Cambridge Riverfront district. These development areas should be viewed as an integral part of the East Cambridge residential neighborhood.	The Eastern Cambridge Design Guidelines developed in the Eastern Cambridge Planning Study encourage pedestrian and visual connections throughout new development areas, and particularly along pathways leading to public transit, public parks, and the Charles River.
LU11	If the city decides to reuse the old fire station on Third and Gore Streets, first priority should be given to reuse as a community service facility for East Cambridge residents.	This building is presently used by the Cambridge Electrical Department as a shop and for storage of equipment. If the building were to be converted to another use, a suitable replacement site would need to be found for the current use. At one time it was considered as a potential affordable housing project, but it was decided at the time that rehabilitation of the building would be prohibitively costly.

**APPENDIX:
TRAFFIC AND PARKING RECOMMENDATIONS from 1989 Neighborhood Study**

Rec. Type & Number	Recommendation	Status and Progress to Date
TP1	<p>Reduce the number of trucks going through residential areas in the following ways:</p> <ul style="list-style-type: none"> a) Study the possibility of restricting through truck traffic on Charles Street between Third and Sixth Streets. b) Step up enforcement of areas where trucks are restricted such as on Third Street. c) Add truck route signs at appropriate locations. 	<p>A citizen committee was formed to create a truck management plan for Cambridge. However, the recommended truck restrictions have not been approved at the state level. Currently, East Cambridge has a designated, posted truck route that includes Main Street, Galileo Galilei Way, Binney Street, First Street, and Land Boulevard.</p>
TP2	<p>Establish a plan to make the East Cambridge garage available to residents during snow emergencies.</p>	<p>The municipal garage on First Street is currently available for resident parking during snow emergencies.</p>
TP3	<p>Formulate a plan for a one-way street system in East Cambridge. The Traffic Department with assistance from the Community Development Department should form and work closely with a neighborhood committee representing geographic distribution across the neighborhood.</p>	<p>After consideration by the Traffic, Parking and Transportation Department along with neighborhood residents, it was decided that a one-way street system through the residential neighborhood would not be desirable because it would make it more difficult for residents to get to their homes. A system of stop signs at alternating intersections was adopted instead.</p>
TP4	<p>Undertake a comprehensive study to determine the need for adding parking spaces on Cambridge Street.</p>	<p>During the creation of the Cambridge Street Action Plan, community members expressed that it was important to maintain and improve the supply of parking on Cambridge Street. As a result of the Cambridge Street renovations, the amount of free, handicap, and metered parking on Cambridge Street has been increased by over 20 spaces.</p>
TP5	<p>Establish strict traffic mitigation measures for all new development projects in East Cambridge. This plan should be presented to all developers proposing new projects in East Cambridge.</p>	<p>As part of the Article 19 special permit review process established in the 2001 Citywide Rezoning, any project receiving a project review special permit, including projects of at least 50,000 square feet of new development, must submit a traffic and parking plan to be reviewed by the city staff and the Planning Board, and must plan for mitigation of any adverse impacts. In addition, businesses and developers creating new parking must prepare a Parking and Transportation Demand Management plan with the goal of reducing the number of single-occupancy vehicle trips made by employees.</p>
TP6	<p>Work with the owner of the Twin City Mall to install a walkway from Gore Street into the mall.</p>	<p>As part of the Gold Star Mothers Park improvements process, the Community Development Department has worked with the Twin Cities Plaza management to connect the park walkways to the shopping center entrances. New lighting has also been installed along the park pathways.</p>
TP7	<p>Ensure that the new Lechmere T-Station is highly accessible to residents and that there are ample shuttle bus connections from the T-Station to businesses in the area. The Committee also encourages both a pedestrian overpass and an at-grade pedestrian crossing to the new T-Station.</p>	<p>The idea of a pedestrian overpass or underpass was considered during planning for the Cambridge Street reconstruction as well as in the Eastern Cambridge Planning Study. Currently, the plan is to include a new signalized crossing of Monsignor O'Brien Highway to allow pedestrians to cross safely at-grade. It was determined that if an at-grade crossing is available, an overpass or underpass would be underutilized.</p>

These recommendations were developed by the East Cambridge Neighborhood Study Committee in 1988-89. New recommendations begin on page 27.

**APPENDIX:
TRAFFIC AND PARKING RECOMMENDATIONS from 1989 Neighborhood Study**

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
TP8	Encourage the State to speed up the roadway improvements on Binney Street.	The Binney Street roadway improvements were completed around 1994.
TP9	Assist the County in implementing measures that would encourage employees to use public transportation and would discourage employees from parking in the residential area. The County should also participate in the mitigation program for East Cambridge Riverfront district.	Middlesex County offices are currently not subject to Parking and Transportation Demand Management requirements, though employees must follow normal on-street parking regulations. The city is willing to assist the county in implementing transportation demand management programs.
TP10	Examine the potential benefits and impacts of opening up the median at Binney Street and Fulkerson Street.	A median break and new traffic signal are being planned at this location to encourage traffic from One Kendall Square to continue along Binney Street instead of turning left onto Fulkerson Street. Amgen and Lyme Properties are working with the city on this project, which is planned to be completed in 2006.

**APPENDIX:
HOUSING RECOMMENDATIONS from 1989 Neighborhood Study**

Rec. Type & Number	Recommendation	Status and Progress to Date
H1	Examine the conversion of three family homes to condominiums to determine its effect on the supply of affordable housing and to determine if such conversions can be a potential resource for creating new homeownership opportunities, such as forms of limited equity ownership.	Data on condominium conversions are available in the Housing Information Report published by the Community Development Department and available on the CDD website. CDD works with non-profit partners and the Cambridge Affordable Housing Trust to create and preserve affordable units throughout the city, rental and owner-occupied, through construction and rehabilitation projects.
H2	<p>Improve the condition of existing housing stock in the following ways:</p> <ul style="list-style-type: none"> a) Continue to target public resources for housing rehabilitation to low and moderate income residents. b) Continue to explore ways to upgrade rent-controlled housing. c) Continue to work with neighborhood non-profit agencies to deliver housing rehabilitation services. 	Through the Home Improvement Program and the Cambridge Neighborhood Affordable Housing Service, the city and non-profit partners provide loans and technical assistance to homeowners and landlords to renovate their properties, and encourage rental prices to be kept affordable to low and moderate income households.
H3	<p>Construct new affordable housing for low and moderate income homebuyers and renters in the following ways:</p> <ul style="list-style-type: none"> a) Identify all publicly owned vacant and under-utilized buildings. b) Seek all available public subsidies from the federal, state, and local governments. c) Work with private developers to include affordable units in all new housing developments. 	The city works with non-profit partners and the Cambridge Affordable Housing Trust to create and preserve affordable housing units throughout the city. Since 1995, more than 2,700 affordable units citywide have been created or preserved due to these efforts. Cambridge's Inclusionary Zoning, adopted in 1998, requires housing developments of ten or more units to include units affordable to low and moderate income households.
H4	Continue to assist low-income elderly homeowners to remain in their homes by targeting housing rehabilitation services to them.	The Home Improvement Program is actively marketed to all homeowners, and many program participants are seniors.
H5	Consider ways in which rent control can better serve low and moderate income people and how small property owners can be better informed and educated about the rules and procedures of rent control.	Due to state law, rent control in Cambridge was phased out between 1995 and 1997. The city and local non-profit organizations work with property owners to improve multifamily housing properties and keep their units affordably priced.
H6	Widely publicize the various tax abatement programs available to seniors and residents with disabilities.	There are several property tax exemptions and deferrals available to seniors, veterans, and persons with disabilities. Information on these abatements is available from the City Assessing Department and on the city's website. CDD staff refer homeowners to the Assessing Department for information about abatements they might qualify for.

These recommendations were developed by the East Cambridge Neighborhood Study Committee in 1988-89. New recommendations begin on page 27.

APPENDIX:
HOUSING RECOMMENDATIONS from 1989 Neighborhood Study

Rec. Type & Number	Recommendation	Status and Progress to Date
H7	Update housing data and statistics each year, such as housing sales and condominium conversions, and make this information available to East Cambridge residents.	Data on housing sale prices and condominium conversions are available in the Housing Information Report published by the Community Development Department and available on the CDD website.
H8	Work with private developers and public agencies to ensure that all new housing developments are built in scale and character with the surrounding neighborhood.	The scale of new housing is regulated through the city's zoning ordinance. Through the special permit review process – Article 19 of the Cambridge Zoning Ordinance – large development projects undergo a review to assess whether their design is appropriate within the neighborhood context.

**APPENDIX:
CAMBRIDGE STREET BUSINESS DISTRICT (ECONOMIC DEVELOPMENT) RECOMMENDATIONS
from 1989 Neighborhood Study**

Rec. Type & Number	Recommendation	Status and Progress to Date
CS1	<p>Undertake a study of parking problems on Cambridge Street. This study should address the following areas:</p> <ul style="list-style-type: none"> a) Study the need for parking for residents of Cambridge Street and the costs and benefits of providing such parking. b) Target specific areas where more parking spaces could be provided for both residential and commercial parking. c) Enforce parking regulations for the most frequent violations such as double-parking and parking violations near the courthouse. d) Study the possibility of reducing the size of some loading zones to free up more metered parking. 	<p>The Cambridge Street Action Plan, created in 1997, led to a full reconstruction of the Cambridge Street roadway and sidewalks that was completed in 2004. Community members expressed that it was important to maintain and improve the supply of parking on Cambridge Street, and so as part of the reconstruction, the amount of free, handicap, and metered parking on Cambridge Street has been increased by over 20 spaces.</p>
CS2	<p>Start a comprehensive business assistance program, such as the National Main Street Program, with the following goals:</p> <ul style="list-style-type: none"> a) Encourage the stability and growth of locally owned small businesses. b) Upgrade the physical structures and public areas. c) Strengthen the local business association to improve planning and marketing. d) Promote the active community involvement of residents and businesses in improvements and activities. 	<p>The business assistance programs provided by the Economic Development Division in the Community Development Department play a similar function to the programs offered through the National Main Streets Program. The development of the Cambridge Street Action Plan served as an opportunity both to actively involve members of the community in planning issues and to promote assistance programs to businesses along Cambridge Street.</p>

APPENDIX:

**CAMBRIDGE STREET BUSINESS DISTRICT (ECONOMIC DEVELOPMENT) RECOMMENDATIONS
from 1989 Neighborhood Study**

Rec. Type & Number	Recommendation	Status and Progress to Date
CS3	<p>As part of the business assistance program stated above, the following steps should be considered:</p> <ul style="list-style-type: none">a) Undertake a survey of existing businesses to determine ownership and rental patterns, lease terms, financial stability, and business plan needs.b) Undertake a survey of residential structures to determine number of units, the percentage of rent controlled units and physical condition.c) Study resident shopping patterns and needs.d) Provide outreach and access to financial and technical assistance for business owners.e) Improve store signs and encourage more uniform signs.f) Upgrade building facades.g) Encourage business owners and the city to play a more active role in clean-up and maintenance.h) Provide more trash receptacles.i) Clean up the seating area adjacent to the Miller's River development and ensure that this area is well-maintained.j) Initiate periodic promotional clean-up events with businesses and residents.k) Enforce the city ordinance, which prohibits trash from being placed on the sidewalk more than 12 hours prior to pick-up.	<p>Many of these issues have been addressed through the Cambridge Street roadway improvements and the Economic Development Division's business assistance programs. In addition, the Economic Development Division uses surveys to gather information about retail spaces in the city and consumer shopping patterns.</p>

**APPENDIX:
PARKS AND OPEN SPACE RECOMMENDATIONS from 1989 Neighborhood Study**

Rec. Type & Number	Recommendation	Status and Progress to Date
OS1	The City is currently working on developing a comprehensive maintenance plan for Cambridge parks. As part of this effort, the City should examine ways to improve the coordination among the various city agencies involved in park service and explore the centralization of planning, development and maintenance under a single agency.	The Open Space Committee, consisting of representatives from the Department of Public Works, the Community Development Department, the Department of Human Service Programs, the Conservation Commission, the Electrical Department, and the Water Department, was created to coordinate park planning, development and maintenance.
OS2	Initiate a pilot program to involve residents in park beautification and maintenance. The City should work with residents by targeting one East Cambridge park and forming a neighborhood committee to implement a small-scale program.	The Open Space Committee has discussed a possible framework for creating "Adopt-A-Park" groups, and may implement a pilot program in the future.
OS3	Increase the resources for recreation programming in East Cambridge parks. In addition, the City should establish a training program and a summer internship program to train staff associated with the new programs.	A number of Cambridge's recreational programs use East Cambridge's parks and facilities, including Cambridge Youth Soccer, Girls Youth Softball, Cambridge Youth Hockey, and adult softball leagues. Also, the playgrounds at Gold Star Mothers Park and Ahern Field have recreation staff during the summer. Youth interns provide the staffing for many of Cambridge's summer recreational programs. More information is available from the Recreation Division at 617-349-6200.
OS4	Address the problems of security and vandalism in East Cambridge parks by: <ul style="list-style-type: none"> a) Increased police presence and lighting in the parks. b) Strict enforcement of the 10:00p.m. curfew. 	The city works to improve lighting so as to improve safety in all of the parks it renovates. All newly-renovated parks also have emergency call boxes so that park users can communicate directly with Cambridge Police to report suspicious or illegal activity. The Department of Public Works also now has a "graffiti hotline" – 617-349-6955 – to report graffiti on public property so that it can be removed as quickly as possible.
OS5	The newly developed East Cambridge parks should be dedicated to Luke Agnetta and Tom Walker in memory of their long and dedicated service to the community.	The process of dedicating parks and other public property to individuals falls under the purview of the Cambridge City Council.
OS6	Enhance the design of future East Cambridge park renovations by considering: <ul style="list-style-type: none"> a) Clearly defined play areas and uses for people of different ages. b) A performance area. c) Better lighting. d) More benches. e) More trash receptacles. 	The city works to provide open space and recreational resources to residents of all ages, by providing a variety of different types of playgrounds, athletic fields and playing courts, passive use spaces, and other facilities. Improved lighting has been a part of most recent park renovation projects, and the city also works to ensure that its parks meet a high standard in terms of fencing material, trash receptacles, furniture, and signage. Most new and newly renovated parks also include bulletin boards for community posting.

These recommendations were developed by the East Cambridge Neighborhood Study Committee in 1988-89. New recommendations begin on page 27.

**APPENDIX:
PARKS AND OPEN SPACE RECOMMENDATIONS from 1989 Neighborhood Study**

<i>Rec. Type & Number</i>	<i>Recommendation</i>	<i>Status and Progress to Date</i>
OS7	Post signs in East Cambridge parks to encourage residents to keep the park clean.	The city has a standardized set of signage that it uses to encourage park users to keep parks clean, including signs reminding users to clean up after dogs. The Open Space Committee is also creating a brochure for residents with information about how to care for public parks.
OS8	Identify and develop areas in the neighborhood that can be used for outdoor sitting, plantings and community gardens.	The city works to identify opportunities to create small outdoor sitting areas, and is currently planning to create such an area at the corner of Lopez Avenue and Charles Street, possibly to include community gardens as well.



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