**Today's Agenda**

<table>
<thead>
<tr>
<th>Item</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome</td>
<td>5 min.</td>
</tr>
<tr>
<td>History of River Street</td>
<td>20 min.</td>
</tr>
<tr>
<td>Review of input/themes</td>
<td>15 min.</td>
</tr>
<tr>
<td>Existing Conditions Progress</td>
<td>40 min.</td>
</tr>
<tr>
<td>Carl Barron Process Preview</td>
<td>15 min.</td>
</tr>
<tr>
<td>Questions &amp; Comments</td>
<td>10 min.</td>
</tr>
<tr>
<td>Next Steps</td>
<td>5 min.</td>
</tr>
</tbody>
</table>

*Please note: Doors open at 5:45pm, meeting starts at 6pm on the dot!*
Welcome Back
# Project Team

## City Team

- **Jerry Friedman**  
  Public Works

- **Tegin Teich**  
  Community Development

- **Patrick Baxter**  
  Traffic, Parking & Transportation

## Consultant Team

- HDR Engineering
- Halvorson Design Partnership
- McMahon Associates
- Project for Public Spaces
- GEI Consultants
- BSI Engineering
- Feldman Land Surveyors
The Working Group

- Patrick Barrett
- Dan Beaulieu
- Seanna Berry
- Sai Boddupali
- Valerie Bonds
- Matthew Ciborowski
- Gabriel Cira
- Abby Duker
- Samuel Gebru

- Melissa Greene
- Kai Long
- Neil Rodriguez
- Randy Stern
- Andrew Tarsy
- Christopher Tassone
- Annie Tuan
- Olivia Turner
Project Limits Expanded

Traffic Island

Green Street
History of River Street
River Street
from Central Square to Memorial Drive

Cambridge Historical Commission
February 26, 2019

Central Square, ca. 1950
Reconstructed plan of Cambridge and environs in the 17th century
Cambridge roads in 1775
Cambridge roads in 1775
West Boston (Longfellow) Bridge, 1793
Bridges and Turnpikes, 1830
River Street (1811) and Western Avenue (1824) catchment areas

George H. Walker & Co. “Map of the Roads of Wellesley and Vicinity”, ca. 1894
U.S. Coast Survey, 
*Boston Harbor, 1857* 
as surveyed in 1847
We were now terribly annoyed by the tide-waters, which would break through the dikes, or overflow sufficiently deep for a boat to ride with ease. Cellars and kitchens full, and everything afloat. At one time the waters were four feet deep in the first story. The waters at the ebbing of the tide, would return as suddenly as they came, but the dampness would remain for a long time. Thinking our health would suffer if we remained, we determined to remove as quickly as possible, but upon making inquiry, found it was impossible to obtain a house, with the exception of the Phipps or Boardman house; and that being such an old castle, we thought it would not be advisable. But, upon reflection, as the bridge would soon be built, and, in the rear, a road cut through to the colleges, it would be far more pleasant and convenient; we therefore secured it.

On February 2nd, 1809, the Cambridgeport Meeting-house Corporation conveyed by agreement and indenture, the meeting-house, organ, bell, etc., to the Cambridgeport parish, at which time the corporation became extinct. From the time of the dedication of the house, in 1807, to 1809, divine service had been constantly performed, at the expense of the corporation. In March, an embargo was issued by authority, prohibiting all vessels from leaving the port. "Hard times" was now the universal cry.
Cambridge Street Railways in 1881
blue = Cambridge Railroad  red = Charles River Street Railway
Project Limits – Carl Barron Plaza
Central Square, 1854
Central Square, 1916
Central Square, 1946
Cambridge Chronicle
Nov. 7, 1968

TREES IN CENTRAL SQUARE: Pedestrians stare in wonderment at trees planted in heart of Central Square as part of beautification program financed by city and federal funds. Like New York City, Cambridge will soon have its own “Central Park.” Three maples and foundations for benches are shown in triangular plot, left foreground. At extreme right, sidewalk has been widened, trees have been planted and benches installed for weary shoppers. Traffic tower will eventually be removed. City’s new “Mini Park” is conversation piece for miles around. (Photo by Ed Pacheco)
Olympia Theater (1910); razed 1954. Photo ca. 1954
River Street looking north from Franklin Street, ca. 1925
Olympia Theater site, ca. 1980
River Street looking south from Green Street, ca. 1925
Project Limits – Tubman Square
River Street looking north at Pleasant Street, ca. 1933
Project Limits – Hoyt Field and Riverside Press Park
Henry F. Walling, “Map of the City of Cambridge ... Massachusetts,” 1854
A schooner at the Riverside Press wharf, ca. 1890, as seen from the River Street Bridge
Natural outlet of the millpond creek, ca. 1895
River Street Carbarns, ca. 1895

current site of CVS and Whole Foods
Charles Eliot’s plan for public reservations on both banks the Charles River, 1894
River Street looking toward Central Square from Putnam Avenue, ca. 1920
Victory Diner, 360 River Street (site of Rite-Aid store), 1948
traffic is two-way until 1964
Review of input & emerging themes
Summary of Themes We Heard

• Safety / Calm
• Accessibility
• Public space enhancements
• Supporting businesses
• Efficient transportation
Crosswalk has no signal

Wrong way traffic into Auburn?

Truck traffic that can't use Main Dr.

Crossing at night

River access
SPEED
Work zone
Accessibility

- Cannot use sidewalk with stroller
- Good circulation
Public Space Enhancements

- Place
- Nice feel due to housing + scale
- Vacant
- Riverside Park
- Activities + Lighting
- Green space
- Pleasant
Supporting Businesses
Efficient Transportation

[Map with annotations: Congestion, Traffic congestion, mixed pattern of traffic signs, school bus turning issue, light]
Sample Envision Cambridge Citywide Goals

CLIMATE AND ENVIRONMENT

• Climate Change Preparedness: Protect the lives and livelihoods of the Cambridge community from the impacts of climate change

COMMUNITY WELLBEING

• Sense of Belonging: Strengthen our social connections and provide a safe and welcoming community

URBAN FORM

• Open Space: Create a connected network of high-quality open spaces that links all residents to local and regional natural assets, provides a range of activities and experiences, is inclusive of all people, and encourages social connections

ECONOMIC DEVELOPMENT

• Great Commercial Districts: Preserve and enhance the distinctive character of Cambridge’s commercial districts, especially its major squares and mixed-use corridors

MOBILITY

• Reliability and Efficiency: Ensure people and goods can reliably move within Cambridge and around the region, and encourage space-efficient transportation choices like walking, biking, transit, and carpooling.

• Safe and Active Transportation: Eliminate traffic fatalities and serious injuries while encouraging active living and improving comfort for people of all ages and abilities
Existing Conditions
Progress
River Street is a.....

- Infrastructure spine and
- Regional roadway and
- Neighborhood street and
- Retail district and
- Place to be and
- Front yard.
River Street Bounded by Water (1880)
Legend

- Stormwater
- Sewer
- Combined Sewer
- MWRA Sewer
- 100 Year Precipitation Flood Limits – Present Day Conditions

- Separate combined sewer systems
- Reduce flooding
- Investigate and upgrade where needed
1889 Blackstone Street Sewer
Stormwater Catchment Areas today

HINGHAM STREET
24" S.D. (D18)

WESTERN AVENUE
48" x 24" S.D. (D17A)

RIVER STREET
24" S.D. (D55)

PLEASANT STREET
60" S.D. (D16)
100-Year Precipitation Flood Limits – Present Day Conditions

- HINGHAM STREET 24" S.D. (D18)
- WESTERN AVENUE 48" x 24" S.D. (D17A)
- RIVER STREET 24" S.D. (D55)
- PLEASANT STREET 60" S.D. (D16)
Ponding
Water Quality Issue: Existing Catch Basins Lack Sumps

Modern Deep Sump Catch Basin

Stormwater Pipes and Manholes Installed in 1974

Existing Catch Basins Not Replaced
Existing Sewer/Stormwater -- East

Legend

- Stormwater
- Sewer
- Combined Sewer

- Separate combined sewer systems and route to upgraded Cottage-Lopez Drain
- Reduce flooding
- Investigate and upgrade where needed
1889 River Street Sewer
Water Supply System -- West

1896 8” CAST IRON

1930 6” CAST IRON
Water Supply System -- East

1896 8” CAST IRON

Water Line
Gas & Electric

Electricity Distribution

Two Gas Lines, 30” and 36”

1920
Accessibility & Crossing Issues

- ADA Non-Compliant Ramp
- Potholes
Sidewalk Damage
Brick Damage & Empty Tree Pits
Tree Roots Lifting Sidewalks
Existing Street Lighting
Tree Evaluation -- West
Tree Evaluation -- East
## Tree Summary Data

<table>
<thead>
<tr>
<th>QTY.</th>
<th>SCIENTIFIC NAME</th>
<th>COMMON NAME</th>
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</thead>
<tbody>
<tr>
<td>6</td>
<td>Acer platanoides</td>
<td>Norway Maple</td>
</tr>
<tr>
<td>1</td>
<td>Acer rubrum</td>
<td>Red Maple</td>
</tr>
<tr>
<td>1</td>
<td>Celtis occidentalis</td>
<td>Hackberry</td>
</tr>
<tr>
<td>1</td>
<td>Eucommia ulmoides</td>
<td>Hardy Rubber Tree</td>
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<tr>
<td>1</td>
<td>Fraxinus americana</td>
<td>White Ash</td>
</tr>
<tr>
<td>9</td>
<td>Fraxinus pennsylvanica</td>
<td>Green Ash</td>
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<tr>
<td>3</td>
<td>Ginkgo biloba</td>
<td>Maidenhair Tree</td>
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<td>1</td>
<td>Gleditsia triacanthos</td>
<td>Honeylocust</td>
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<td>4</td>
<td>Koelreuteria paniculata</td>
<td>Golden Rain Tree</td>
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<tr>
<td>12</td>
<td>Platanus acerifolia ‘Bloodgood’</td>
<td>London Plane</td>
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<tr>
<td>5</td>
<td>Malus cultivar Dwarf Variety</td>
<td>Crabapple Cultivar</td>
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<tr>
<td>2</td>
<td>Malus sp.</td>
<td>Crabapple Species</td>
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<tr>
<td>1</td>
<td>Quercus bicolor</td>
<td>Swamp White Oak</td>
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<tr>
<td>4</td>
<td>Quercus palustris</td>
<td>Pin Oak</td>
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<tr>
<td>1</td>
<td>Tilia americana</td>
<td>American Linden</td>
</tr>
<tr>
<td>27</td>
<td>Tilia cordata</td>
<td>Littleleaf Linden</td>
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<tr>
<td>1</td>
<td>Ulmus americana ‘Valley Forge’</td>
<td>Valley Forge Elm</td>
</tr>
<tr>
<td>6</td>
<td>Ulmus ‘Patriot’</td>
<td>Patriot Elm</td>
</tr>
<tr>
<td>6</td>
<td>Ulmus ‘Homestead’</td>
<td>Homestead Elm</td>
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<tr>
<td>5</td>
<td>Zelkova serrata</td>
<td>Japanese Zelkova</td>
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<tr>
<td>97</td>
<td><strong>Total Trees 20 Types</strong></td>
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</table>

<table>
<thead>
<tr>
<th>TREE CONDITION</th>
<th>QUANTITY</th>
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<tbody>
<tr>
<td>GOOD</td>
<td>54</td>
</tr>
<tr>
<td>FAIR</td>
<td>34</td>
</tr>
<tr>
<td>POOR</td>
<td>9</td>
</tr>
<tr>
<td>DEAD</td>
<td>1</td>
</tr>
</tbody>
</table>

**TOTAL LIVE TREES**: 97
Urban Design Conditions -- West

LEGEN
- Limit of Work
- Roads
- Sidewalks & Plazas
- River
- Open Space & Parks
- Athletic Courts
- Private Property Landscape
- Private Space
- Driveways & Parking Lots
- Retail / Restaurant
- Churches
- Municipal Buildings / Schools / Community Center
- Curb Cut
- Pedestrian Nodes / Gateway
- Flag Poles
- Bus Stops
- MBTA Stations
- Signalized Intersections
- Pedestrian Connections
- Multi-Use River Paths
- Architectural Significance

River Street Reconstruction

RIVER STREET BRIDGE, AUTO DOMINATED
WHOLE FOODS UNFRIENDLY EDGE
RITE AID UNFRIENDLY EDGE
RIVER STREET CAFE & BAR
HOYT FIELD PEDESTRIAN CONNECTION
TUBMAN PARK OPPORTUNITY
RIVERSIDE PRESS PARK IN WALLED EDGE

Working Group 2, February 26, 2019 - Slide 88
Urban Design Conditions -- East

LEGEND
- Limit of Work
- Roads
- Sidewalks & Plazas
- River
- Open Space & Parks
- Athletic Courts
- Private Property
- Landscape
- Private Space
- Driveways & Parking Lots
- Retail / Restaurant
- Churches
- Municipal Buildings / Schools / Community Center
- Curb Cut
- Pedestrian Nodes / Gateway
- Flag Poles
- Bus Stops
- MBTA Stations
- Signalized Intersections
- Pedestrian Connections
- Multi-Use River Paths
- Architectural Significance

River Street Reconstruction

Working Group 2, February 26, 2019 - Slide 89
Regional Context

Volpe Redevelopment

Kendall Square Growth
Typical Existing Cross Section

50' Right-of-Way

33' Pavement

5' Sidewalk
3' Furnishing Zone
4' Bike Lane
10.5' Travel Lane
18.5' Travel Lane/Curbside Space
3' Furnishing Zone
5' Sidewalk
City's goal is to reduce drive alone trips by workers to 38% and residents to 29% by 2020.
Vehicle Speeds

West of Putnam Avenue

East of Pleasant Street

Higher Speeds Recorded near Pleasant Street
Hourly Vehicle Types

Approach to Putnam Ave.

Just past Pleasant St.

Cars

Light Trucks

Buses

Tractor Trailers
Crash Type at High Crash Locations

Source: CPD, 2016-2018
Pedestrian & Bicycle Amenities

- Bicycle parking
- Blue Bikes Station
- Unsignalized crossing
- Signalized crossing
Bicycle Level of Comfort

People have varying levels of tolerance for traffic stress created by volume, speed, proximity of adjacent traffic and on-street parking.

This can be measured as a "Bicycle Level of Comfort" (BLC)
• An all-ages and ability network has BLC of 1 or 2
• Facilities with BLC 1 or 2 are generally safest
• River Street is currently BLC 3 or worse
Vehicle Operations

AM and PM traffic queues for all vehicles

Traffic Queues
Average 5-minute Max

AM (7:00-10:00 AM)

PM (4:30-7:30 PM)
Each end of the corridor experiences the most bus delay.

Street segments recorded with the most bus delay and reliability issues in the City.

Transit Operations
Transit Ridership – Central Square

Thousands of people use bus stops in Central Square each day.
Fewer riders use stops on River Street, but bus routes carry almost 3,000 daily riders through the corridor.
## Curbside Space – Flexible Toolbox

<table>
<thead>
<tr>
<th>Function</th>
<th>Definition</th>
<th>Examples of Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access for commerce</td>
<td>Goods and services reach their customers</td>
<td>Commercial vehicle loading, truck loading</td>
</tr>
<tr>
<td>Access for People</td>
<td>Arrivals, transfers between modes</td>
<td>Bus stops, bike parking, curb bumpouts, pick up/drop off, short-term parking, taxi zones</td>
</tr>
<tr>
<td>Activation</td>
<td>Offers vibrant social spaces</td>
<td>Food truck parking, seating, parklets and streateries, public art, street festivals</td>
</tr>
<tr>
<td>Greening</td>
<td>Enhances aesthetics and environmental health</td>
<td>Plantings, rain gardens, bio-swales, green infrastructure</td>
</tr>
<tr>
<td>Mobility</td>
<td>Moves People &amp; Goods</td>
<td>Sidewalks, bus lanes, bike lanes, travel lanes, turning lanes</td>
</tr>
<tr>
<td>Storage (less than 24-hour)</td>
<td>Provides storage for vehicles and equipment</td>
<td>Bus layover, private vehicle parking, reserved spaces (police, govt., etc), construction needs.</td>
</tr>
</tbody>
</table>
Existing Curbside Uses

- Parking
- Bus Stop
- Bike Lane
- Loading Zone
- Tow Zone

Diverse uses compete for curbside space
Parking/Vehicle Storage

Vehicle storage space is well used in the River St. neighborhood, especially at 6:00 PM and through overnight.

Unregulated Spaces are heavily occupied all day, peaking at noon and in the evening.

13 metered spaces are over 90% full at 6PM and 8PM.
Carl Barron
Process Preview
Develop understanding of the existing conditions of Carl Barron Plaza and surrounding areas--its assets and challenges, and the opportunities associated with the plaza.

Ensure that the community understands the overall process.

Hear the community’s thoughts, ideas and concerns about the future of Carl Barron Plaza.

Gather ideas for programming and physical improvements to the plaza.

Collaborate with community organizations and local businesses on proposed changes to the space, and its programming and management in the short and long term.
Existing Conditions (March - April)

CARL BARRON CHARRETTE

**Activity Mapping**: To understand how people are interacting with the space in its current form.

**Stakeholder Interviews and Interest Groups**: To dive deeper into key assets and challenges associated with the space we will interview individuals and interest groups, including (but not limited to)

- Business owners
- Youth Groups
- Cultural Organizations
- Local advocates
- Building managers
- Service providers
Phase I (May TBD)
CARL BARRON CHARRETTE: OPEN HOUSE

An interactive exhibit inside or outside for the public and invitees with three key elements:

**Information Sharing:** 2-3 Boards and materials about ‘why are we here and what is the goal of the River Street/Carl Barron Plaza project?’ Key information re. River Street.

**Reporting Back:** 2-3 Boards summarizing the information gathered thus far on existing conditions at Carl Barron Plaza with the help of diagrams and key statistics.

**Soliciting Input:** 2-3 broad activities to gauge people’s perception of the current space and their needs.

+ Games and food trucks
Phase II (Thurs. June 20 and Sat. June 22)

CARL BARRON CHARRETTE

A multi-day charrette to generate ideas for the space led by Project for Public Spaces -

Placemaking Workshop: typical agenda includes

- Introductions (if less than 40)
- Overview of the workshop and introduction to placemaking presentation
- Breakout Groups
  - On-site Place Game
  - Brainstorm
  - Report back
- Closeout and next steps
Phase II (Sun., June 23?)

CARL BARRON CHARRETTE

**Outdoor Day of engagement:** To (quickly) solicit input from people in the space who may not be available for the full workshop. Sample questions:

- What types of uses would encourage you to spend time in the space?
- What types of public amenities will make this space more usable for you and your family/friends?
- One thing you love about the space?
- One thing you would like to see improved?

**Additional Interviews and Interest Groups**
Questions and Comments?
Next Steps
Project Wikimap

Where do you see issues and opportunities for change on River Street?

Click “Add Points” to add to the map.
INSTRUCTIONS

The City of Cambridge wants your input to help begin the process of redesigning River Street. Writing your comments on this map will let the City’s project team know what you see as issues and opportunities along River Street and in Carl Barron Plaza (at the corner of River Street and Massachusetts Ave in Central Square). For more information on the River Street Reconstruction and the ways the City is engaging people, please visit cambridgema.gov/riverstreet

1. Enter your email below and click “Continue to Map.” (You may also "Continue as Guest.")
2. Enter your ZIP code.
3. Click "Add Points" in the purple menu bar above and then select the point type that best matches your comment.
4. Click on the map where you want your comment to appear.
5. Type in your comment (this is required), and click on "Submit."
6. Add as many points as you like by repeating steps 3 to 5.

NOTE: You may also click on an existing point to add a comment and/or agree/disagree.

Use your email address to login and make comments, and to receive project notifications.

Email Address

Continue To Map
Project Wikimap

Where do you see issues and opportunities for enhancements on River Street?

Click “Add Points”

Add Points

Select point type and then place on map:

- Activity/Public Realm - Streets, sidewalks, parks and plazas when used for anything other than transportation (e.g., resting, eating, playing, viewing art, dancing, festivals, etc.)
- Commerce/Business - Anything related to local businesses and their needs (e.g., loading zones, short-term parking, outdoor dining, etc.)
- Greenery/Landscape - Anything that grows or helps things grow (e.g., trees, rain gardens, bi-swales, green infrastructure, etc.)
- Mobility/Access - Transportation (by foot, by wheel), by transit, by app, etc., and accessing transportation (parking, boarding/de-boarding, accessing a sidewalk, crossing a street, etc.)
- Safety/Comfort - Anything related to safety from any perspective, including transportation safety, personal safety, or otherwise.
- Other - Everything else!
River Street Reconstruction

The River Street Reconstruction project will upgrade the sanitary sewers, stormwater and water subsurface infrastructure while developing a new surface design for River Street, the bus terminal area at River and Magazine Streets near Central Square, and Carl Barron Plaza. The project aims to create a streetscape design that meets the needs of all the various users and in a way that engages the local community, contributes to overall enhancement of the neighborhood, and meets the city's goals related to transportation, and urban design.

The concurrent design of Carl Barron Plaza, the significant open space at the heart of Central Square will include consideration of public art, fixed and/or varying, furniture, access, plantings, and landscaping. The design must also consider the complexity of transportation needs related to the bus bays adjacent to the Plaza and people moving through the plaza.

The community outreach and design processes will occur throughout 2019 and into early 2020. Construction is anticipated to begin in spring 2020.

To sign up for email updates on this project, please click here.

To provide comments and feedback on this project, please use this form.

February 2019

The second River Street Reconstruction Working Group meeting will be held on Tuesday: February 26th from 6:00-8:00 pm at the Manning Apartments, 1st Floor Community Room, 237 Franklin Street. At this meeting, City and project team staff will provide a history of the project area, present existing conditions in the context of project themes that will inform the design, and provide an overview of the Carl Barron Plaza charrette process anticipated in the spring. The meeting announcement and the draft meeting agenda are now available.

January 2019

The Cambridge Community and National Leader in Sustainability
Let's talk about the River Street Reconstruction project!

The River Street Reconstruction Project will upgrade sanitary sewers, stormwater and water subsurface infrastructure, while developing a new surface design for River Street, the bus terminal area of River and Magazine Streets near Central Square, and Carl Barron Plaza.

The project aims to create a streetscape design that meets the needs of all users in a way that engages the local community, contributes to the overall enhancement of the neighborhood, and meets the city's goals related to infrastructure, transportation, and urban design.

To learn more about the project and sign up for email updates, visit:
http://www.cambridgeme.gov/RiverStreet

To share your thoughts about the project, please use the form below.

You can get information about how we use the data we collect by viewing the City of Cambridge privacy statement at:
https://www.cambridgeme.gov/PrivacyStatement

Name *

Comment/issue *
What is the issue you would like to bring to the attention of the River Street Reconstruction Project team? (max 4000 characters)

Email
If you would like someone to follow up with you on your comment, please provide your email address.

Thank you for your feedback!
You can scroll to the bottom of this page to submit your comments.

Optional: Tell us a little about yourself!
If you'd like to provide more information for the project team, please answer the following questions. This information will be used to help improve the project.

City of Cambridge
Comment Form Live

Thank you for your feedback!
You can scroll to the bottom of this page to submit your comments.

Optional: Tell us a little about yourself!
If you are ready to submit your comments or feedback, you can jump to the bottom of the page and click the "Submit" button to send your feedback along to the project team.

If you have a few extra minutes, the team would appreciate it if you could use the following optional survey to give us a little information about you and how you use River Street. Providing the information below will help us better understand the needs and concerns of those who live near, work in and around, and pass through River Street. All information provided below is purely voluntary and will be used to help us make sure that we are collecting feedback from the widest possible range of users of and visitors to the River Street corridor and Carl Bannen Plaza.

Where do you live?

If you selected 'Other' above, please let us know the city/town below

Where do you work?

If you selected 'Other' above, please let us know the city/town below

How often do you come to River Street?

What brings you to River Street?
(Please check all that apply)

- [ ] I live one or two blocks from River Street.
- [ ] I work on a few blocks from River Street.
- [ ] I visit someone on a few blocks from River Street.
- [ ] I shop on a few blocks from River Street.
- [ ] I pass through River Street on my way somewhere else.
- [ ] Other (please provide details below)

How do you use River Street?
(Please check all that apply)
Upcoming Public Meeting

Tuesday, March 26

Possible agenda topics:

• Brief presentation on project scope, schedule, policies, themes
• Displays of existing conditions data
• Collect public input on likes/dislikes, existing conditions, themes/goals
Next Working Group Meeting

Tuesday, April 23

Possible agenda topics:

• Public input and goals
• Most critical challenges in existing conditions
• Toolbox of design options
• Update on Carl Barron Plaza charrette process