

Area Four Neighborhood Study

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Summary, Recommendations and Action Plan





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TABLE OF CONTENTS -

Introduction: Neighborhood Planning in Cambridge.....7 -
 Neighborhood Studies.....9
 Neighborhood Study Updates.....9
 Implementation.....9
 Growth Policy Document9

Summary.....11 -
 Previous Area Four Studies 13
 2010 Study Update 13
 Demographics Update..... 15
 Land Use and Zoning Update 17
 Transportation Update..... 23
 Housing Update..... 26
 Open Space Update..... 30

Recommendations and Action Plan33 -

Appendices45 -

Appendix A: Information about Streets and Sidewalks47 -

Appendix B: Park Maintenance Facts.....49 -

Appendix C: Affordable Housing Distribution by Neighborhood50 -

Appendix D: Recommendations from Previous Neighborhood Studies.....51 -

NEIGHBORHOOD MAPS

Context Map 12
Neighborhood Map 14
Land Use 16
Zoning Districts 18
Buildout 20
Transit 22
Bicycle Facilities 24
Open Space 31

Area Four Neighborhood Study

▪ ▪ U P D A T E ▪ ▪

Introduction: Neighborhood Planning in Cambridge



Neighborhood Studies

The Community Development Department (CDD), through its neighborhood planning program, has conducted comprehensive planning studies in each of the city’s neighborhoods. The Neighborhood Studies are an extension of the Cambridge Growth Policy Document, discussed below, conducted at the neighborhood level. In producing each neighborhood study, CDD staff worked collaboratively with a resident committee appointed by the City Manager to identify planning opportunities and make recommendations for a course of action. Recommendations address such issues as traffic and parking, housing affordability and homeownership, neighborhood commercial areas and employment, open space, and zoning. As part of each neighborhood study, CDD presented data on demographic changes, as well as changes in housing markets, land use, and development potential in each neighborhood. Where appropriate, the recommendations resulting from 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 other cases, it is part of long-term strategic planning.

Neighborhood Study Updates

To ensure that the Neighborhood Studies remain current and useful, CDD updates each neighborhood study periodically. The update process involves a series of public meetings, where community members are invited to hear about the planning that has been conducted in the neighborhood, consider what they currently like and value about the neighborhood, and discuss how they see the neighborhood changing over the next ten years or more. The regular updates provide an opportunity to comment on the original study recommendations, suggest new items, and prioritize issues. Community Development Department staff attend these meetings to give presentations and answer questions as needed.

The 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 changing times.

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 maintains outreach to other departments while developing studies and, once they are completed, regularly discusses recommendations with relevant departments as they may be incorporated into their work plans.

Growth Policy Document

The city’s Growth Policy Document, “Towards a Sustainable Future,” outlines the city’s planning assumptions and policies in the areas of land use, housing, transportation, economic development, open space and urban design. The document was drafted in 1993, after a series of workshops with citizens, businesses, and institutional representatives. It is recognized that the city’s diversity of land uses, densities and population groups should be retained and strengthened. The Growth Policy Document

also calls for careful development of the city’s evolving industrial districts, such as Alewife and North Point. “Towards a Sustainable Future: Cambridge Growth Policy Update 2007” revises the original plan and continues to address the issues with which neighborhoods, elected officials, the Planning Board, and the Community Development Department are concerned, while taking into account the extensive planning analyses and efforts that have happened throughout the city since the original study was completed. While the Growth Policy Document is comprehensive, it is recognized that each of the city’s thirteen neighborhoods has distinctive concerns, needs, and resources that should be identified and addressed in the context of the city’s overall planning policies.

Area Four Neighborhood Study

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Summary



Previous Area Four Studies

The original Area Four Neighborhood Study was conducted by a committee of nine members of the Area Four community, who met in 1992. During their meetings, this committee discussed a wide variety of neighborhood planning issues, heard presentations from Community Development Department staff, and received input from other community members. The topics discussed by this study committee included land use, transportation, housing, economic development and employment, open space, and public safety. Their effort resulted in the *Area Four Neighborhood Study* (published in 1995), containing an analysis of each of these topics along with recommendations to help guide long-term planning within the neighborhood.

The first Area Four Neighborhood Study Update process involved a series of three public meetings held in 2002-2003, at which Community Development Department staff described efforts the City had undertaken since the original study to address land use, transportation, housing, economic development, open space, and public safety issues in the neighborhood. Members of the community also discussed the recommendations of the original Area Four Neighborhood Study and made some new recommendations to supplement the original set. The *Area Four Neighborhood Study Update* report was published in 2004.

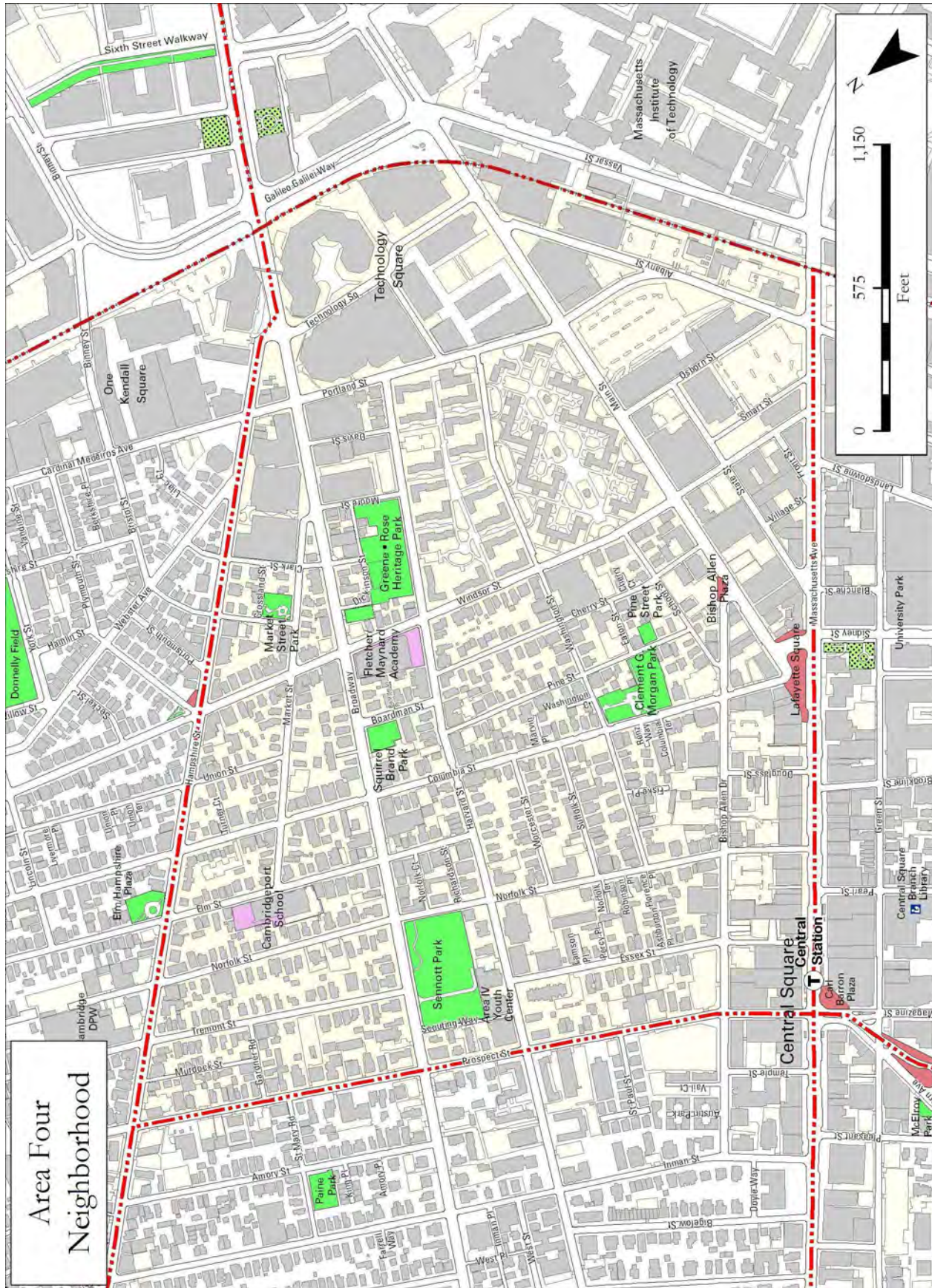
Recommendations from these prior neighborhood studies are listed in the “Recommendations and Action Plan” table in Appendix D of this document, with an implementation status and progress-to-date summary for each.

In addition to neighborhood studies, areas in the eastern part of Area Four were included in the Eastern Cambridge Planning Study, conducted from 1999 to 2001. This planning study focused on commercial and redeveloping industrial districts east of Windsor Street, such as the Technology Square / Draper Laboratories area and small commercial districts along Broadway and Hampshire Street. The study led to zoning changes in some of these areas. View the study at www.cambridgema.gov/cdd/cp/zng/ecaps.

2010 Study Update

The 2010 Area Four Neighborhood Study Update process was conducted through public meetings held in March and May, 2010. CDD staff were present to discuss land use and zoning, transportation, housing, economic development, and open space issues with neighborhood residents and community members. A summary of information presented by staff and issues discussed by community members is included in the “Summary” section of this report and in Appendices found at the end of this report. In addition, a questionnaire was made available on the CDD website and in paper form, asking community members what they like about the neighborhood with regard to its built character, transportation, housing, businesses, and open space, and what they think could be improved in the future. A new set of planning recommendations was developed as a result of the community discussion and questionnaire responses, as detailed in the “Recommendations and Action Plan” section of this report, along with information prepared by City of Cambridge staff on how the recommendations will be addressed through the ongoing work of the City.

City of Cambridge
Area Four Neighborhood Study Update – Summary



Demographics Update

Area Four is a neighborhood of about 7,000 residents living within an area of about one third of a square mile. In many ways, the demographics of Area Four are similar to Cambridge as a whole, with some qualities that set Area Four apart from other neighborhoods, as illustrated in the tables below. For instance the population of Area Four has a higher proportion of children than Cambridge at large. Area Four also has a diverse racial mix – it is the only Cambridge neighborhood in which no single race makes up a majority of the population. The proportion of foreign-born residents in Area Four is higher than in Cambridge as a whole. Also, the percentage of Area Four residents with a high school degree (close to 80%) is somewhat lower than the citywide proportion (about 90%).

Population and Age	Area Four		City of Cambridge	
	1990	2000	1990	2000
Total Population	6,886	7,263	95,802	101,355
Percentage Younger than 18	26 %	23 %	14 %	13 %
Percentage 18 and Older	74 %	77 %	86 %	87 %

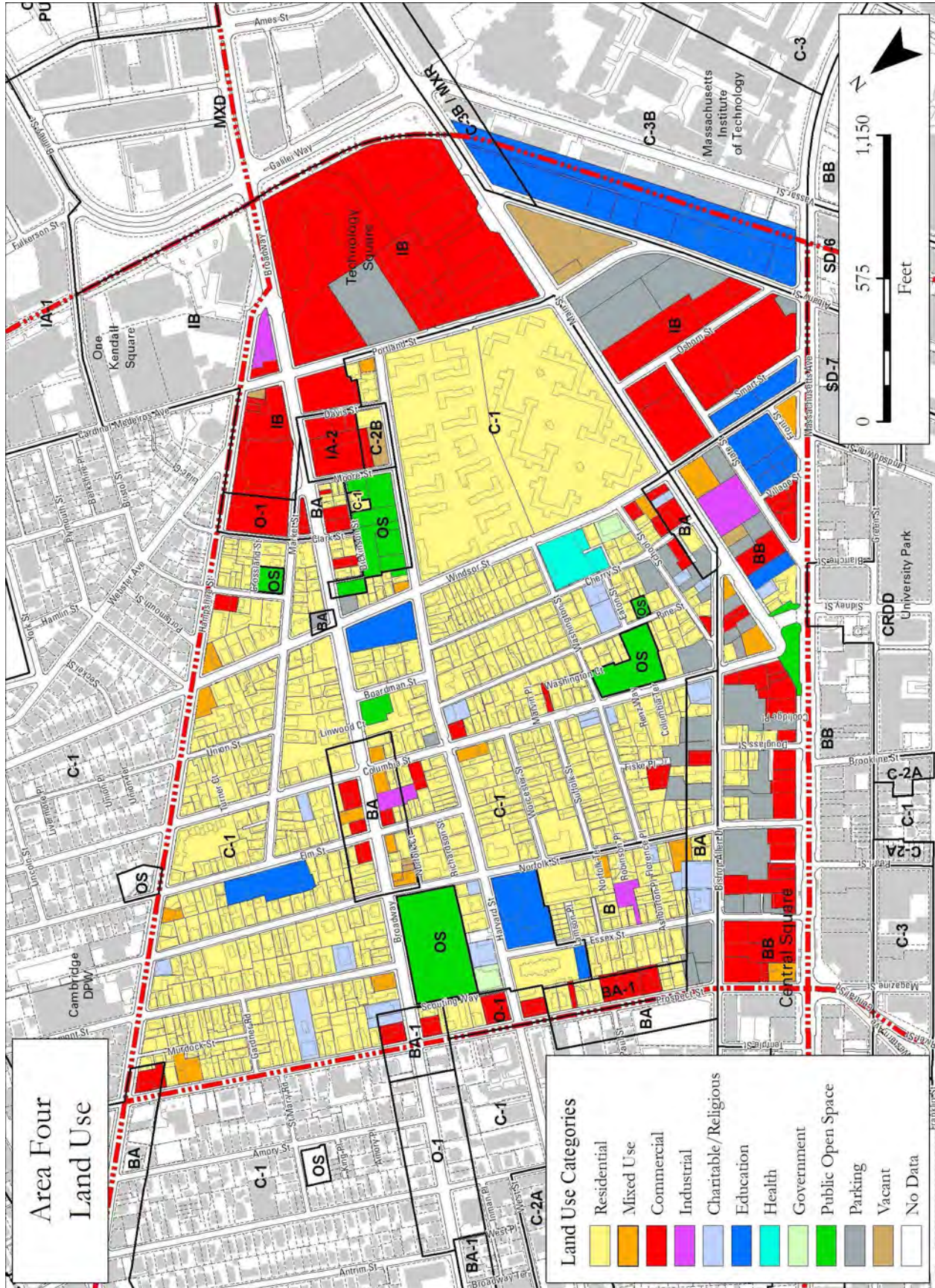
Race, Ethnicity, and National Origin (as percentage of total population)	Area Four		City of Cambridge	
	1990	2000	1990	2000
White	48 %	46 %	75 %	68 %
Black	35 %	30 %	14 %	12 %
Asian / Pacific Islander	7 %	8 %	8 %	12 %
Other / Two or More Races	N/A	16 %	N/A	8 %
Hispanic Origin (any race)	17 %	16 %	6 %	7 %
Foreign Born (any race or ethnicity)	32 %	32 %	22 %	26 %

Note: Hispanic status is considered independently of race in the U.S. Census, and reflects whether a respondent has origins in either Spain or a Spanish-speaking country of the Western Hemisphere. The latter include Mexico, Cuba and the Dominican Republic, as well as all Spanish-speaking countries located in Central America and South America.

Educational Attainment (as percentage of persons 25 and older)	Area Four		City of Cambridge	
	1990	2000	1990	2000
Less than 9 th Grade	12 %	9 %	7 %	5 %
9 th – 12 th Grade, No Diploma	13 %	13 %	9 %	5 %
High School Graduate/Equivalent	26 %	19 %	16 %	12 %
College, No Degree/Associates	19 %	20 %	14 %	12 %
Bachelor/Graduate/Professional Degree	29 %	40 %	54 %	65 %

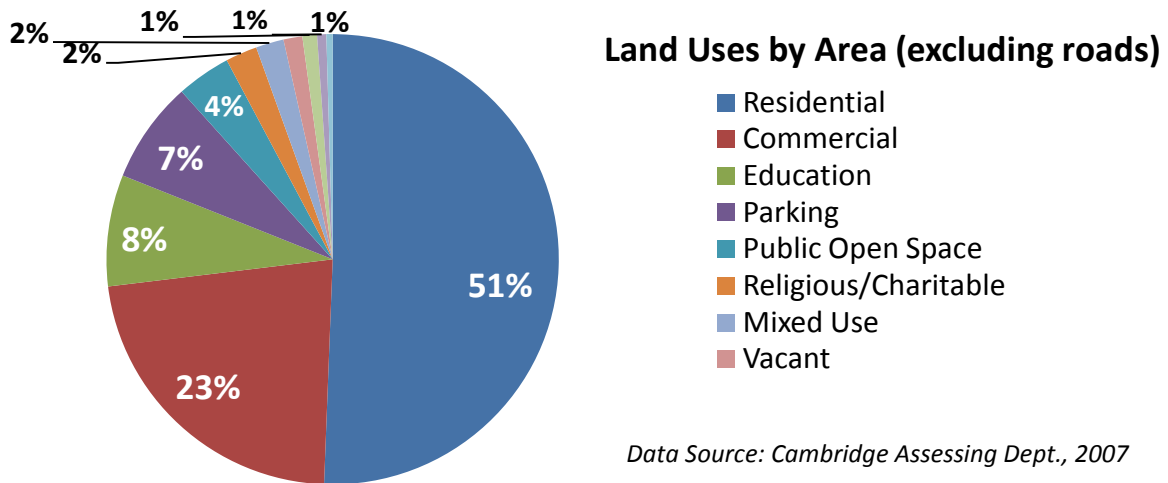
Data Source: US Census, 2000

More demographic information about Area Four, other neighborhoods, and all of Cambridge can be found on the Community Development Department website at www.cambridgema.gov/cdd/data.



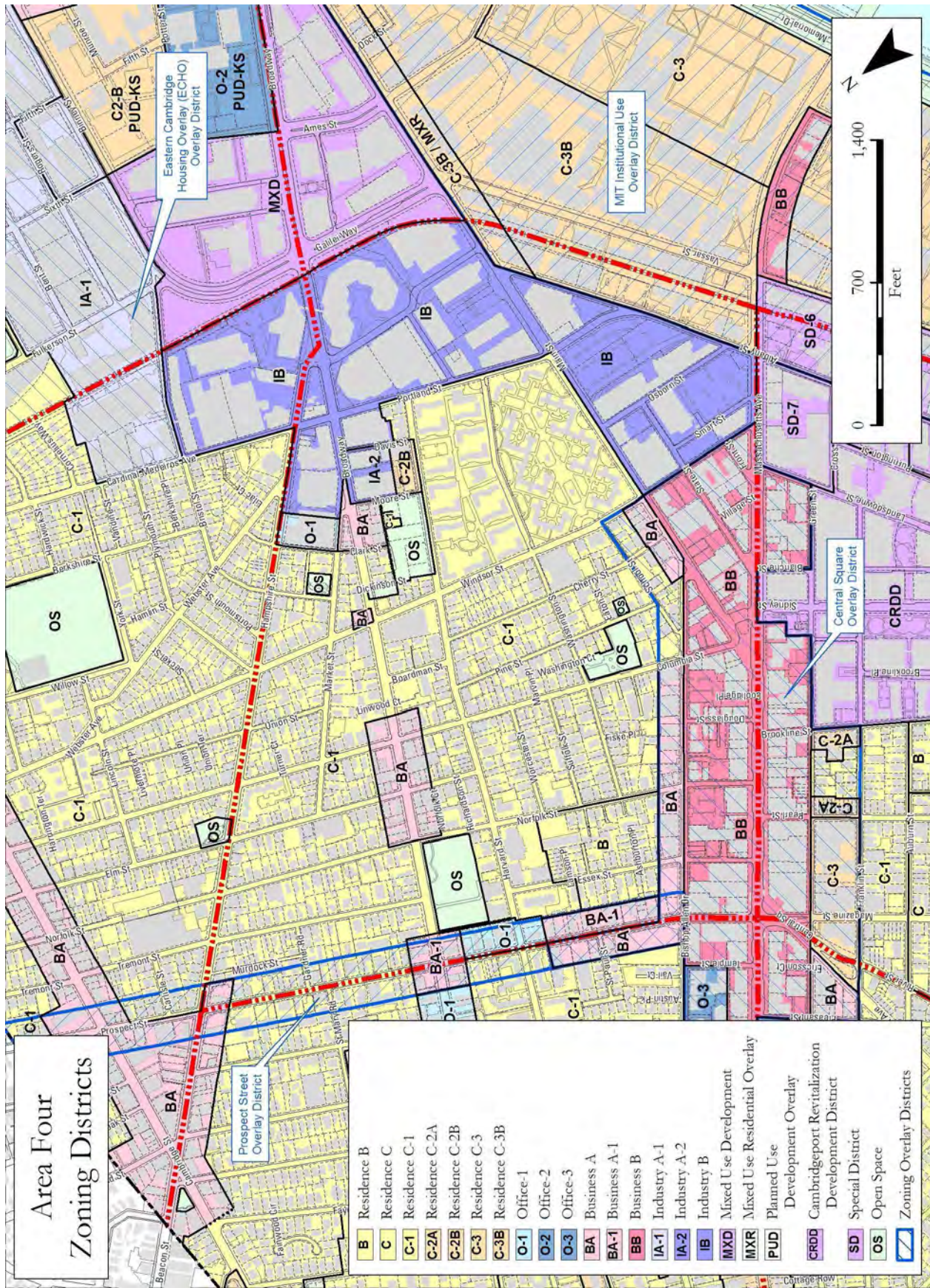
Land Use and Zoning Update

Area Four is a predominantly residential neighborhood that contains a healthy mix of other supporting uses. Just over half of the land (excluding public roads) is residential use, just under one quarter is commercial use, and the rest is a mix of educational (including MIT uses and public and private K-12 schools), public open space, and other uses, with a significant amount of land (7%) dedicated solely to parking. A map showing the locations of different land uses in Area Four is provided on page 16.

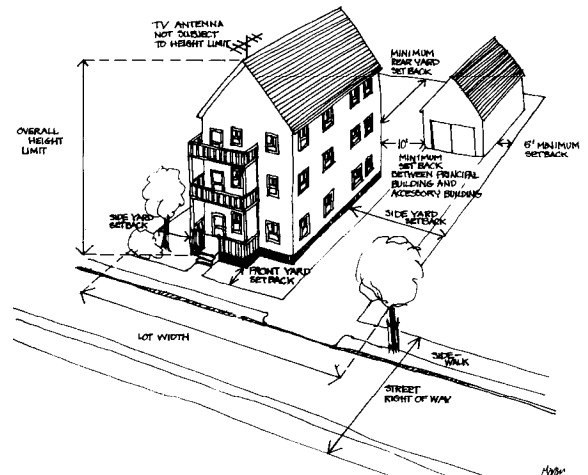
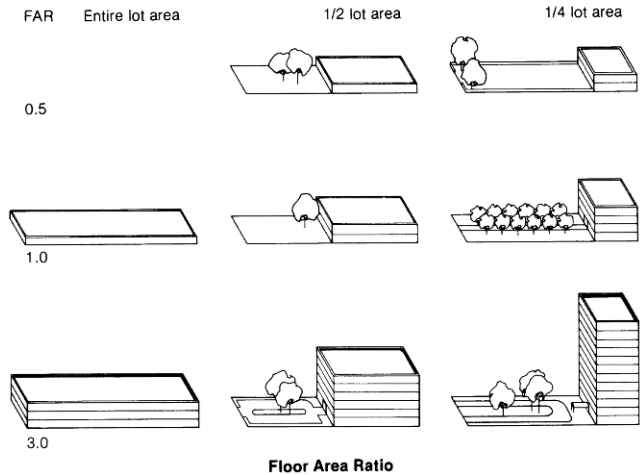


The zoning regulations in Area Four are largely intended to preserve the existing character of the built environment. Most residential areas have a **Residence C-1** designation, the most typical designation in Cambridge, which allows development at a moderate density and a maximum height of 35 feet. Because most residential lots are built to a density higher than what is allowed by zoning, the zoning regulations encourage investment in existing housing stock and discourage tear-downs of existing homes. New housing development, which might occur on empty lots or parcels that are not built to the highest allowed density, would be allowed at a scale and density similar to the surrounding neighborhood. **Office (O-1)** and **Business (BA, BA-1, BB)** districts, which allow housing, office, and certain kinds of retail, include areas along Massachusetts Avenue, Bishop Allen Drive, parts of Prospect Street and Broadway, and Inman Square. **Industry (IA-1, IB)** districts, including areas along Main Street and west of Portland Street, allow housing, retail, office and industrial uses. There are few industrial uses left in this part of the city, as the district has become home to large-scale technical office and commercial laboratory uses. The commercial districts near Main Street and Massachusetts Avenue, however, have some significant parcels that are vacant, used for parking, or contain other transitional uses, and may experience redevelopment in the future.

A map of Area Four zoning districts, with some selected information about zoning regulations, are provided on the following two pages. A map showing the existing development density of parcels (Floor Area Ratio) as a percentage of the maximum density allowed by zoning is provided on page 20.

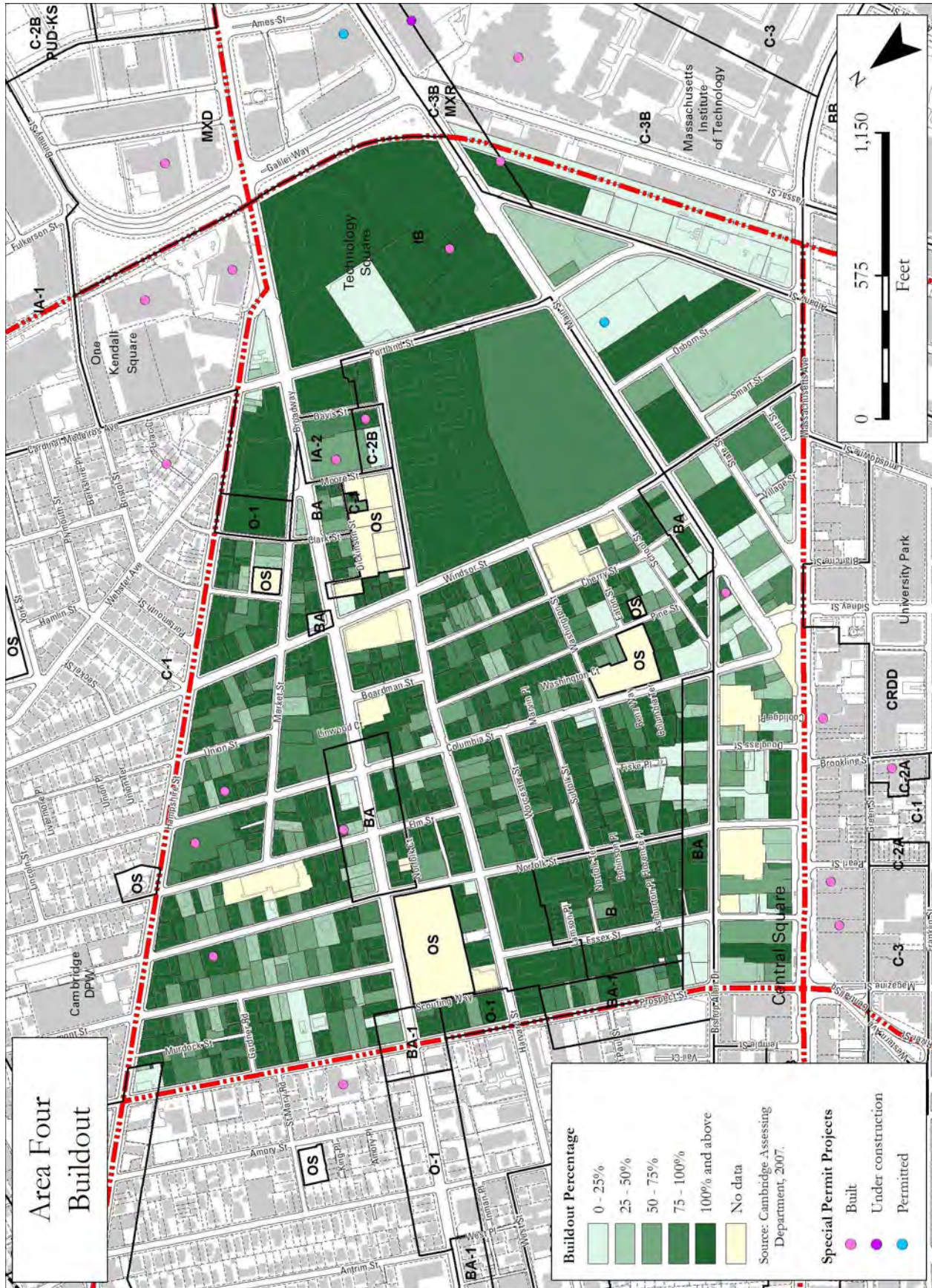


City of Cambridge
 Area Four Neighborhood Study Update – Summary



Area Four Zoning Districts	Max Floor Area Ratio (FAR)	Min Lot Area / Dwelling Unit	Min Open Space Ratio (% of lot)	Min Yard Setbacks	Max Height
Residence B	0.50	2,500 SF	40%	15' front 7.5' side (sum to 20') 25' rear	35'
Residence C-1	0.75	1,500 SF	30%	10' (or more) front Varies by formula 20' (or more) rear	35'
Residence C-2B	1.75	600 SF	15%	10' (or more) front Varies by formula 20' (or more) rear	45'
Residence C-3B	3.00 non-res 4.00 res	300 SF	10%	10' front None on sides None in rear	120'
Office 1 (O-1)	0.75	1,200 SF	15%	10' (or more) front Varies by formula 20' (or more) rear	35'
Business A-1 (BA-1)	1.00 non-res 0.75 res	1,200 SF	None	None in front None on sides 20' (or more) rear	35'
Business A (BA)	1.00 non-res 1.75 res	600 SF	None	None in front None on sides 20' (or more) rear	35' non-res 45' res
Business B (BB)	2.75 non-res 3.00 res	300 SF	None	None	80'
Industry A-2 (IA-2)	2.75 non-res 4.00 res	No minimum	None	None	70'
Industry B (IB)	2.75 non-res 4.00 res	No minimum	None	None	120'

NOTE: The preceding is a simplified presentation of selected regulations from the Cambridge Zoning Ordinance. For the full ordinance, visit www.cambridgema.gov/cdd/cp/zng/zord.



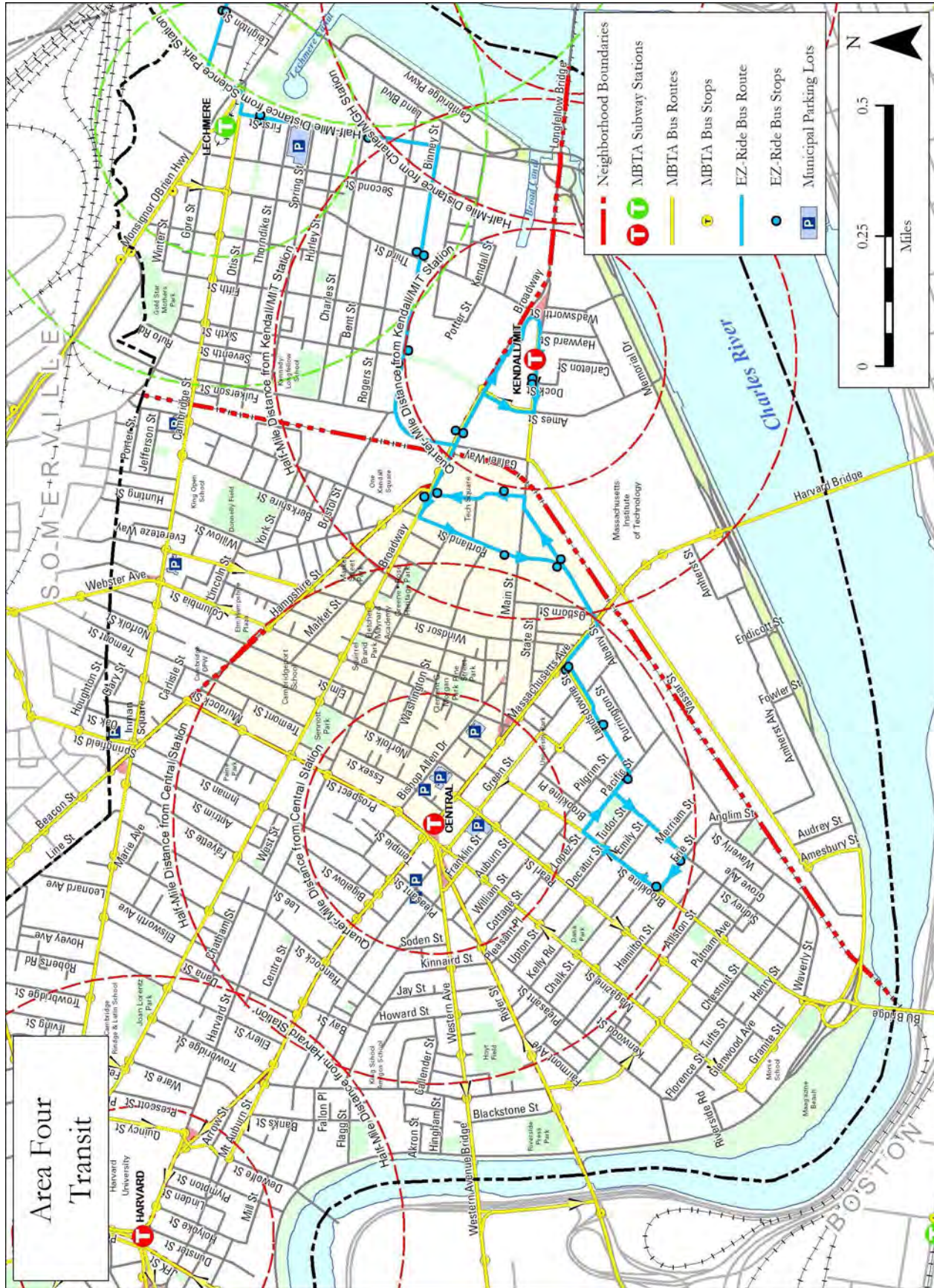
As part of a Citywide Rezoning effort completed in 2001, the allowed densities and heights for commercial uses in Business and Industry districts were reduced, but densities for residential uses were left unchanged, providing incentives to develop housing and help meet the demand for residential units in Cambridge. Former industrial districts are expected to evolve into mixed-use areas providing larger-scale housing, employment, services such as ground-floor retail, and public open space within a walkable environment. An important consideration in zoning is maintaining an appropriate transition between areas that have an established residential character and areas where higher-scale commercial and residential uses might be built.

A small part of Area Four, southeast of Albany Street and along the Grand Junction Railroad line, is zoned as part of the MIT Institutional Use Overlay District, which allows for the development of new, tax-exempt educational uses within that area. Future development of MIT's educational facilities might occur within this Institutional Use District. MIT also owns land within the neighborhood's Business and Industry districts, primarily south of Main Street. Most of this land is used for commercial purposes, and is therefore taxable.

Many land use policies in Cambridge are intended to promote environmental sustainability by reducing energy use and water consumption, limiting the emission of greenhouse gases and other pollutants, and improving the management of stormwater and wastewater. In 2010, the City Council enacted a zoning change to require that all new development of 25,000 square feet or more be designed to meet standards under the LEED (Leadership in Energy and Environmental Design) system. The City also adopted the state's "Stretch Code" energy regulations, requiring stricter minimum standards for energy efficiency in all new construction. In general, Cambridge's land use policies encourage mixed-use development that is accessible by walking, bicycling and public transportation, which helps to reduce automobile use. Also, large projects are required to prepare a stormwater management plan that allows for a significant amount of rainwater to be collected and retained on-site.

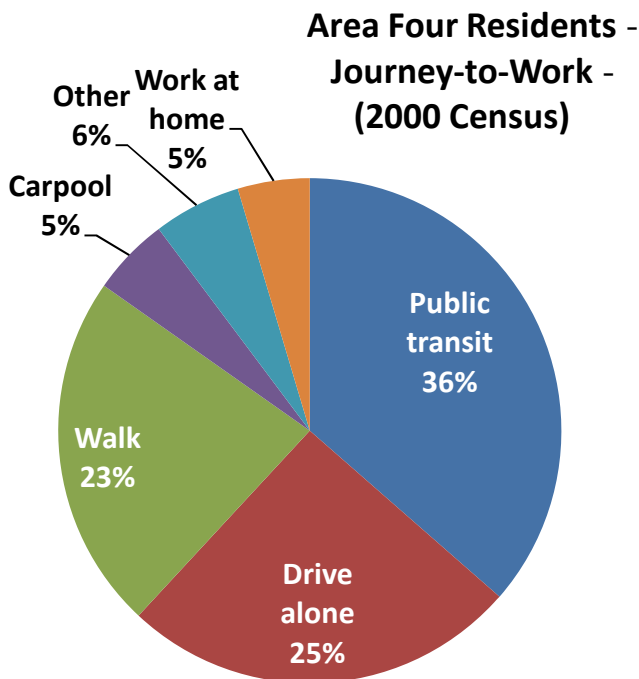
In the Area Four Neighborhood Study Update discussions and questionnaire, community members were near universal in their appreciation of the existing scale and character of the residential neighborhood, with close-knit housing and easy pedestrian access to retail stores and services, public transportation options, and parks. Residents expressed mixed views about future development. Some residents were interested in seeing more housing developed on vacant sites and along major streets, feeling that this would help to satisfy some of the demand for housing, and that a high population density helps to maintain the neighborhood's character as a walkable, bicycle-friendly area with good public transportation and a range of retail stores and services. Other residents were concerned about the impacts that additional housing units and residents would have on traffic, the availability of parking, competition for open space and other neighborhood amenities, and overall feeling of crowdedness. In addition, some residents were concerned about biological science laboratories being sited close to the residential neighborhood and the impacts that they might have on residents, particularly the noise and visual impacts of rooftop mechanical systems, and the risk of contact with hazardous materials.

City of Cambridge
 Area Four Neighborhood Study Update – Summary

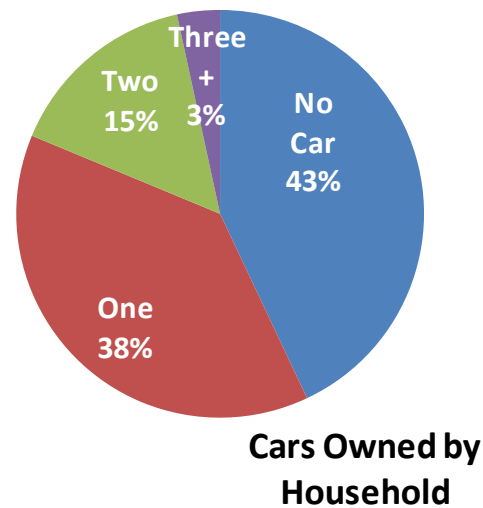


Transportation Update

Cambridge is a city in which people get around in a variety of ways, including walking, bicycling, and public transportation, with less reliance on automobile travel than most other parts of the country. Area Four residents in particular tend not to rely on driving as a primary mode of transportation. According to information from the 2000 Census, only 25% of Area Four residents drive alone to work, while 36% use public transportation, 23% walk, and 16% use other modes such as bicycling, carpooling, or working from home. Of households in the neighborhood, 43% do not even own a car, compared to about one quarter of households citywide. Across the city, the number of people using bicycles to get around is growing, both to commute to work and for other everyday trips around the city.



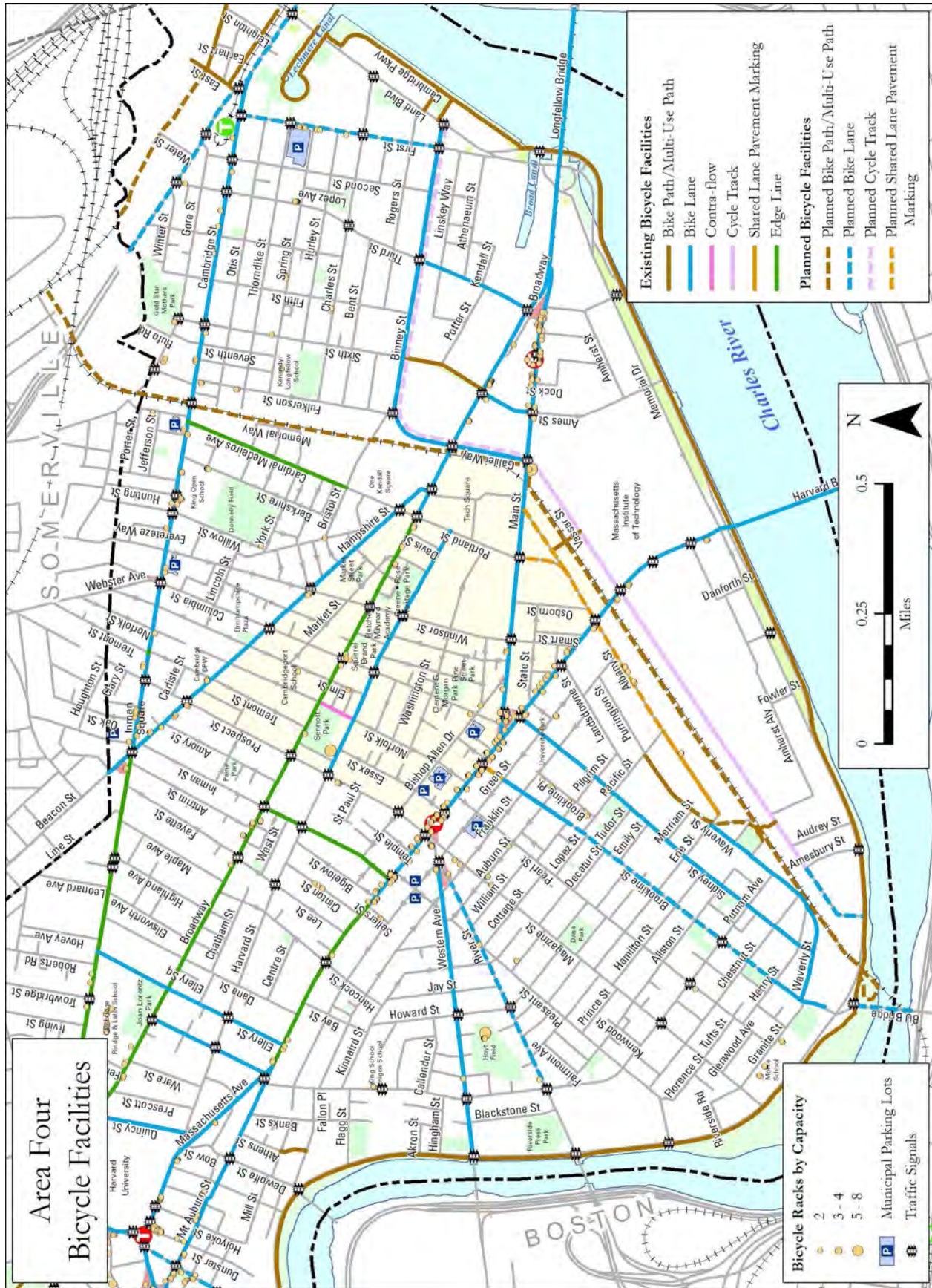
Data Source: US Census, 2000



Data Source: Cambridge Assessing Dept., 2007

Part of the reason for the non-auto-oriented character of the neighborhood is the availability of public transportation, most importantly the Red Line subway (via Central Square station), but also several bus lines and the EZRide shuttle service. A map of public transportation service in the neighborhood and surrounding area is included on page 22. Also, a map of bicycle facilities in and around the neighborhood is included on page 24.

The results of the Area Four Neighborhood Study Update questionnaire also show that many residents prefer making most of their trips by walking, bicycle, or public transportation. A common response among Area Four residents was that they like living in the neighborhood because they rarely have to drive; however, many residents still own a car for occasional trips, or in some cases subscribe to a car sharing service like Zipcar.



Cambridge’s overall approach to transportation planning is to continue to support Cambridge as a place where people can get around without needing to drive. There are many benefits to reducing people’s reliance on automobiles, including increased safety, improvements to public health, less traffic congestion in neighborhoods, and reductions in greenhouse gases and other pollutants. An additional transportation goal is to manage the impacts of automobile traffic by directing the heaviest traffic to major roads, and to “calm” – or slow down – traffic on residential streets. Similarly, truck traffic is directed towards specific major roads and away from neighborhood streets.

Roadway and sidewalk improvements that are undertaken periodically throughout Cambridge. The Department of Public Works maintains a Five-Year Sidewalk and Street Reconstruction Plan (viewable online at www.cambridgema.gov/theworks) which identifies the streets and sidewalks that are anticipated to be reconstructed each year over the next five years. Projects are prioritized based on need, and the plan is updated annually as conditions change. In many cases, street reconstruction is also included as a part of projects to reconstruct underground utilities through the ongoing renewal of Cambridge’s sewer and storm drain systems. When improvements to a road or sidewalk are being considered, planners discuss possible design improvements with community members, including curb extensions, raised crossings devices, bicycle facilities, or other improvements meant to reduce the speed of traffic and increase safety for pedestrians, bicyclists, and motorists alike. Examples of these types of improvements are the bicycle lanes on Hampshire Street, the raised crossings recently completed on Windsor Street, and the improvements underway on Elm Street. In addition, the recent full-depth reconstruction of Massachusetts Avenue south of Lafayette Square resulted in a new roadway surface and markings, widened and improved sidewalks and pedestrian crossing ramps, bicycle lanes, lighting and signage.



New bicycle lanes were added as part of the reconstruction of South Massachusetts Avenue.



Raised crossings at intersections were installed as part of improvements to Windsor Street.

Transportation planners work to manage automobile traffic through the city's Parking and Transportation Demand Ordinance, which requires any business or property owner who creates new commercial parking in the city to implement a plan to reduce, over time, the proportion of single-occupancy vehicle trips made by employees or commuters coming to that location. Business or property owners may accomplish this by creating disincentives for commuters to drive while providing incentives to use public transportation, bicycle, or walk, and must make annual reports to the city on the effectiveness of those measures. Also, through the review process for large development projects, the Planning Board may require developers to mitigate the traffic impacts of new development. Mitigation could include limiting the supply of parking where feasible, making improvements to nearby roads and sidewalks in order to make walking and bicycling more desirable, and providing appropriate incentives for residents, employees, or visitors not to drive. In Area Four, many of the large new commercial buildings along Main Street and Massachusetts Avenue are subject to Planning Board mitigation requirements, Parking and Transportation Demand Management requirements, or both. In addition, bicycle parking is a requirement for all new development in the city.

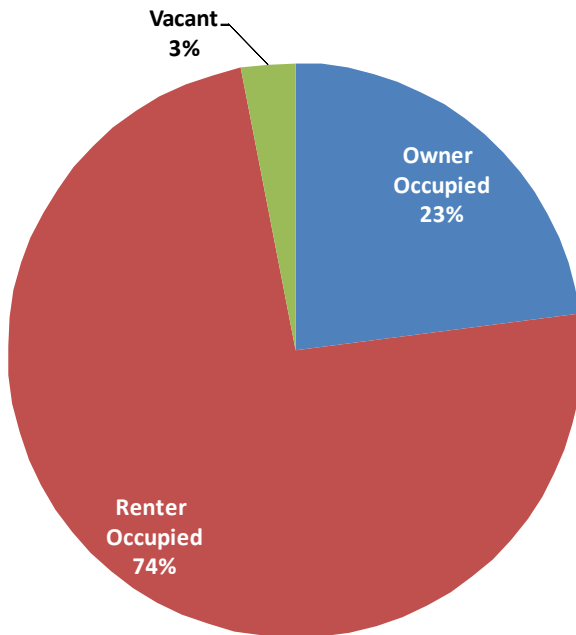
The Environmental and Transportation Planning division of the Community Development Department provides a wide range of information about the city's approach to transportation planning, as well as resources for residents, employees, and visitors to learn about the different transportation options available. See www.cambridgema.gov/cdd/et for details.

In the Area Four Neighborhood Study Update discussions and questionnaire, one of the major issues raised was improving the environment for bicycling in the neighborhood and the city, including the creation of more bike lanes, cycle tracks and dedicated bicycle paths (to allow children to bicycle more safely), additional outdoor and indoor bicycle parking facilities, and educational efforts to promote bicycle safety among motorists and cyclists. Participants were also interested in improvements to the condition of roadways and sidewalks in the neighborhood, and whether traffic calming or other pedestrian improvements could be incorporated into future roadway projects. Another issue was enforcement of regulations related to transportation, including speeding, illegal parking (such as double-parking, blocking sidewalks, and parking too close to intersections), bicycling rules, and snow removal from sidewalks. Many participants were interested in improving public transportation, particularly with bus or shuttle service that could connect area residents more conveniently to destinations such as supermarkets and the Cambridge Public Library main branch. In general, participants were supportive of reinforcing the character of the neighborhood as a non-auto-oriented place.

Housing Update

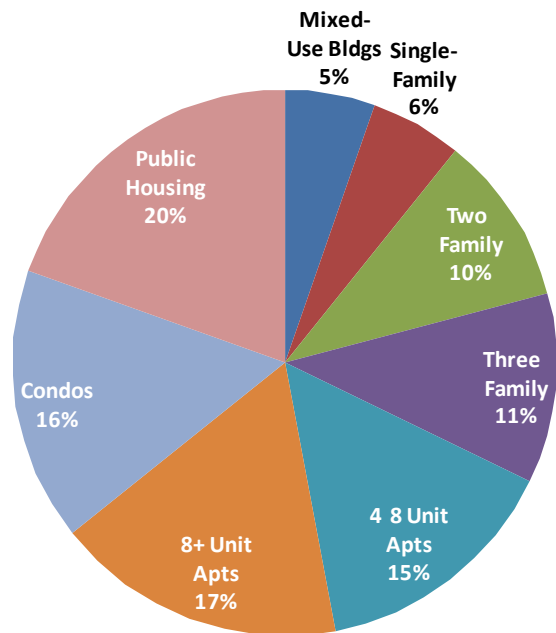
There are currently about 2,800 housing units in Area Four. Cambridge housing is mostly rental overall, with about one-third of units owner-occupied and two-thirds renter-occupied. Area Four is even more predominantly rental, with one-quarter of units owner-occupied and three-quarters renter-occupied. The housing in Area Four includes a wide range of building types, from single-family houses to large rental apartments and condominium buildings. A significant proportion of the housing in Area Four – about one-fifth of all units – is public housing operated by the Cambridge Housing Authority.

Units by Tenure



Data Source: US Census, 2000

Units by Building Type



Data Source: Cambridge Assessing Dept., 2007

Housing affordability is one of the major planning considerations in Cambridge. Housing is considered “affordable” if the total annual housing costs do not exceed 30% of a household’s annual income (before taxes). Housing programs, and affordable housing units, are typically intended to promote affordability for households earning up to 80% of the area-wide median income (referred to as “low to moderate” income), a segment of the population that tends to be underserved by the private housing market. However, some programs serve middle-income households as well, and some programs or services are available to residents of all incomes.

Cambridge offers a range of programs intended to promote affordability and improve the city’s housing stock. They include first-time homebuyer classes and financial assistance for homebuyers, Home Improvement Programs for homeowners and rental property owners, and the marketing of affordable units to interested residents. Information about housing programs offered by the City is available on the Community Development Department website at www.cambridgema.gov/cdd/hsg.

The development or preservation of affordable housing units is supported through the Cambridge Affordable Housing Trust, which combines funding from federal, state, local, and private sources, and has worked to create or preserve over 1,800 affordable rental and homeownership units throughout Cambridge. Many such projects have been completed in Area Four in recent years, including 20 units in the converted Squirrel Brand factory at Broadway and Boardman Street, 13 units at Scouting Way, 13 units on Columbia Street, 10 apartments at 821-823 Main Street (the former “Nightstage” site), and 24 units at Harvard and Davis Streets (the former “Print Shop” site). Over 50 of the affordable units that have been developed over the past five years are homeownership units sold to first-time homebuyers with low-to-moderate incomes.

Another way that Cambridge promotes affordable housing development is through Inclusionary Zoning, which requires that any developer of 10 or more new market-rate housing units must include units that are affordable to low-to-moderate income households. The affordable units must be comparable in size, quality, and tenure (rental or owner-occupied) to the market-rate units in the building. The number of affordable units must be at least 15% of the number of units built under base zoning regulations, but as a bonus, the developer is entitled to a 30% increase in the total allowed floor area and number of units.

In the Area Four Neighborhood Study Update discussions and questionnaire, most residents expressed strong support for maintaining a supply of affordable housing to ensure that the neighborhood remains a mixed-income community. Some residents expressed an interest in supporting more affordable opportunities for middle-income residents as well as low and moderate income. Some participants, however, noted that Area Four already contains a large number of affordable housing units, and that the City should support the creation of affordable units in neighborhoods that currently have less affordable housing. (A chart detailing the distribution of affordable housing units throughout Cambridge is available in Appendix C of this document.) Others felt that housing affordability could be supported by encouraging the development of more market-rate units, which would help to absorb the high demand for housing units in the neighborhood. Another major issue raised by participants was the condition of housing, with many residents feeling that private property owners should improve the upkeep and maintenance of housing exteriors and landscaping. Some participants felt that absentee landlords contribute to this problem, and others felt that owners of affordable housing properties were a factor; however, at public meetings, participants noted that recent affordable housing developments in the neighborhood have been attractively designed and well maintained.

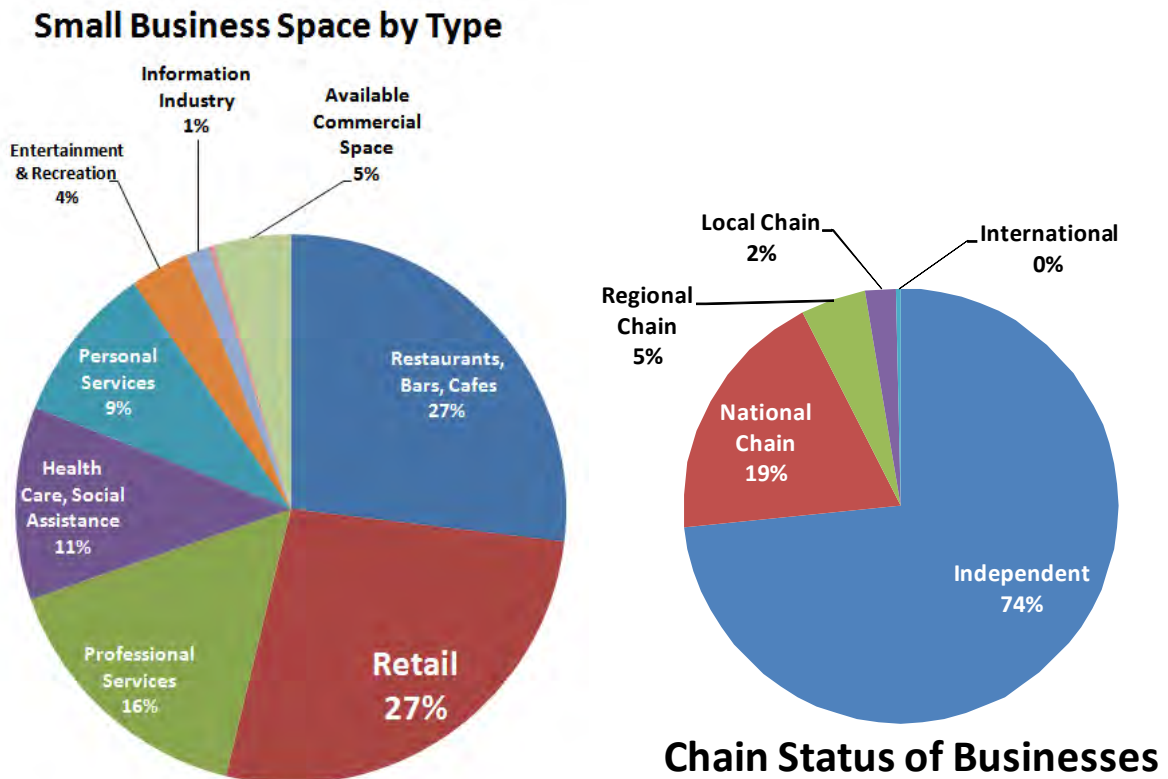


At left: Affordable housing at Scouting Way and Columbia Street has a historic design.

Above: Projects on Harvard Street (“Print Shop”) and Main Street (“Nightstage”) are more contemporary. The Main Street project has received LEED Platinum certification.

Economic Development Update

Area Four is home to a variety of businesses. Most of these are small businesses clustered in Central Square, with some businesses located along major avenues such as Broadway, Prospect and Hampshire Streets, or scattered throughout the neighborhood. While they fall into a range of different categories – about half are retail stores or restaurants, another half are professional offices, services, or other – most of the businesses are local and independently owned.



Data Source: Cambridge Community Development Department, Economic Development Division, 2010

Along with small businesses, there are a number of larger business establishments, mostly technical office or laboratory uses in areas such as Technology Square, the “Osborn Triangle” bounded by Massachusetts Avenue, Main Street and Albany Street, and areas near the intersection of Broadway and Hampshire Street. There are a few industrial uses remaining in the neighborhood, most notably the Cambridge Brands candy factory on Main Street.

The Economic Development Division of the Community Development Department offers a range of services to small business owners or prospective business owners. These include workshops, training, and one-on-one consulting for business owners, design assistance and grants to upgrade storefront business exteriors and interiors, and a free site-finder service to match small businesses with available commercial spaces. Economic Development staff also promote Cambridge as a center of the life sciences industry. The City provides funding for residents to participate in the Cambridge Biomedical Careers Program, a program offered through Just-A-Start to prepare residents for entry-level jobs at local biotechnology companies, universities, research institutions, clinical laboratories and hospitals. More

information about economic development programs offered by the City is available on the Community Development Department web page at www.cambridgema.gov/cdd/ed.

Participants in the Area Four Neighborhood Study Update and respondents to the questionnaire appreciated the mix of uses and services available close to the residential neighborhood. The issues raised most by participants dealt with the business environment in Central Square. Many people felt that an increasing amount of retail frontage is being taken over by bank branch offices, which is having a “sterilizing” effect on the environment. Residents would also like to see some of the currently vacant retail sites be filled with uses that would serve neighborhood residents. The types of businesses that were mentioned by most residents included clothing stores, bookstores, restaurants and cafés, and boutiques for items such as gifts, arts-and-crafts goods, and stationery or office supplies. Another major topic of discussion was the bad behavior witnessed by individuals or groups that frequent Central Square, which some community members feel is making the area feel less friendly to store patrons, owners and employees alike.



Clockwise from bottom left: The Chicago Pizza/Olive Tree Café/Cambridge Bicycle strip on Massachusetts Avenue, the new Craigie on Main restaurant, and the Clear Conscience Café in Central Square all received design and/or funding assistance through the City’s Façade, Signage and Lighting Improvement Program.

Open Space Update

Area Four includes several public parks and open spaces, ranging from large community parks like Sennott Park to the new plaza recently created at Lafayette Square. A map of neighborhood open spaces is on page 31. In the questionnaire for the Area Four Neighborhood Study Update, respondents expressed great affection for the parks and open spaces in the neighborhood, appreciating both the variety of park types and features and the appearance and quality of the parks, particularly those that have had recent renovations.

Open space planning in Cambridge is guided by a variety of goals, including maintaining and improving the existing supply of open space, creating new open spaces where appropriate, providing a mix of different types and sizes of open space to serve different segments of the community, providing environmental and aesthetic benefits to neighborhoods, and supporting overall community health and well-being. Much of the open space planning in Cambridge is informed by the 2000 report of the Green Ribbon Open Space Committee, which looked at the existing open spaces in the city, along with demographic information, and determined what areas should be considered for open space expansion. Top priority recommendations from this study included new neighborhood parks in Area Four and a park trail along the current right-of-way of the Grand Junction Railroad. The Green Ribbon Committee also recommended expanding the size and variety of uses in existing parks where possible, improving access to existing parks, and creating small, passive-use “pocket parks” where opportunities arise.

A more recent open space planning effort is the Healthy Parks and Playgrounds initiative, which considers the role of outdoor play in the health, development, and overall well-being of children and the community at large. This study recommends providing a variety of different types of open spaces that allow for play that is exploratory, creative, challenging, and imaginative, incorporating more natural elements, loose parts and materials, and features that allow for risk-taking within a reasonably safe environment.

More information about parks and open space in Cambridge, including the Green Ribbon report and Healthy Parks and Playgrounds report, is available on the Community Development Department website at www.cambridgema.gov/cdd/cp/parks.

Many open space projects have been completed in Area Four in recent years, including the creation of two new neighborhood parks – Squirrel Brand Park at Broadway and Boardman Street in 2005 and Greene • Rose Heritage Park in 2008 – the creation of a new plaza, Jill Brown-Rhone Park, at Lafayette Square in 2009, the renovation of Clement G. Morgan Park and Chief Anthony Paolillo Tot Lot in 2010, and improvements along the Broadway edge of Sennott Park in 2010.

The open space issue most frequently noted in the Area Four Neighborhood Study Update meetings and questionnaire was maintenance of existing open spaces, including removal of trash, litter, and dangerous materials such as broken glass, care of trees, plantings, lawns and landscape elements, and repairs to playground equipment, park furniture, and other features. Participants also expressed a desire to make more areas available for large or small groups of people to meet and sit, either informally or as part of programmed meetings or activities. Many residents felt that some small areas, such as the edges of parks, parking lots, and public facilities, as well as areas with wider sidewalks, could be improved with trees and plantings or by creating “pocket park” spaces. Also, Sennott Park was the topic of much discussion, with some residents feeling that it is being overused by programmed youth sports, which is resulting in damage to the field areas and fewer opportunities for informal use by neighbors. On the other hand, some neighbors expressed appreciation for the programmed uses, because they help to enliven the space, discourage inappropriate use, and provide convenient opportunities for neighborhood children to play. It was suggested that there should be community discussions around the future of the park.

Area Four Neighborhood Study

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Recommendations and Action Plan



Land Use and Zoning Recommendations	Current Status and Potential Actions
<p>LU1 RECOMMENDATION: In future planning, work to preserve the existing built character of the neighborhood. Residents appreciate the character of the existing housing stock, mixed-use pattern of development, and general walkability of the neighborhood, as well as the diversity and sense of community among its residents.</p> <p>While nearly all residents expressed support for preserving the neighborhood’s existing building stock, neighbors have expressed differing opinions about future development.</p> <p>Some neighbors feel that the development of additional housing units would result in negative impacts such as increased demand on parking and other public resources. Specific concerns have been raised about new housing units being constructed in residential backyards, which would impact visual open space and privacy for neighbors, or created by subdividing existing houses into multiple units.</p> <p>Other neighbors feel that expansion of the housing stock would promote housing affordability and choice by absorbing the high demand for housing, and that a higher population density results in more services available within walking distance, less reliance on cars, and more activity in the neighborhood. There was some support for larger-scale housing – or housing built above ground-floor retail – along major streets at the edges of the neighborhood.</p>	<p>Most of the existing residential neighborhood has a Residence C-1 zoning designation, typical of most residential areas east of Harvard Square. In a 1999 rezoning, a rezoning of the C-1 district reduced the allowed density of dwelling units and increased the required percentage of open space on a parcel, making it less likely for new units to be developed in the yard spaces of existing house lots. Part of the residential neighborhood is zoned Residence B, which is more restrictive.</p> <p>Analysis was conducted by the Community Development Department and presented at community meetings showing the amount of new development that might be allowed under current zoning regulations. The great majority of residential lots in the Residence C-1 district do not have the potential to add new dwelling units, while some lots may have the potential to add a small number of units. Parcels that are currently vacant or contain older, small-scale, non-residential uses have the greatest development potential, especially in districts that allow for higher-scale housing.</p> <p>There may be possible approaches to setback or open space regulations that could further discourage “backyard” development. Community Development Department staff are available to discuss possible approaches with residents or community groups on request.</p> <p>When new dwelling units are developed anywhere in the city, zoning requires that off-street parking be provided at a ratio of one space per new dwelling unit (this may be reduced by a special permit). This ratio reflects overall household vehicle ownership rates within the city, which have remained stable over the past several years. The City does not encourage the creation of excess parking because of its goal to reduce automobile travel.</p>

Land Use and Zoning Recommendations	Current Status and Potential Actions
LU2 RECOMMENDATION: Address the impacts that large-scale laboratory uses might have on residential abutters, with a focus on noise and visual impacts of exterior mechanical equipment. Waste management and public safety are also concerns.	<p>This is a citywide issue that could potentially arise wherever technical office and laboratory uses are allowed in neighborhood-oriented business or office districts, such as the Business A (BA, along with BA-1, BA-2, BA-3) zoning districts and the Office 1 (O-1) district. Most of these districts contain smaller land parcels, which are not well-suited for intensive lab uses.</p> <p>FUTURE ACTION: The Community Development Department will investigate areas throughout the city where laboratory uses might be allowed adjacent to low or moderate density residential districts, and will explore zoning options to mitigate the potential impacts of such uses in the future, particularly with regard to exterior mechanical equipment.</p> <p>Waste management and other operational issues are best addressed through the licensing process for individual businesses.</p>

Land Use and Zoning Recommendations	Current Status and Potential Actions
<p>LU3 RECOMMENDATION: Investigate future use possibilities, such as housing, for vacant lots and surface parking lots in the neighborhood.</p> <p>Specific sites that were noted include lots at School/Cherry Streets, Harvard/Moore Streets, Bishop Allen/Prospect Streets, and the parking lot on Norfolk Street near St. Mary’s church. Neighbors also discussed the vacant MIT-owned building at 750 Main Street and the now vacant parcel at the corner of Broadway and Elm Street.</p>	<ul style="list-style-type: none"> • 35 Cherry Street is owned by MIT, and was formerly parking for the now-vacant MIT-owned commercial building at 750 Main Street. MIT has committed to making the Cherry Street parcel available for community use in the future, and when there is a proposed new use for the 750 Main Street site, MIT will engage in discussions with the City and the community regarding the future use of the Cherry Street parcel. • Neighbors for a Better Community, Inc., acquired the parcel at Harvard and Moore as part of an agreement with the developer of 205 Broadway, with the restriction that the site would be developed for “community uses” such as parks, affordable housing, or a gymnasium. The City and the Cambridge Affordable Housing Trust have been active in trying to facilitate a sale of this parcel to a non-profit housing developer. There have been discussions with the seller, but agreement has not been reached on the terms of such a transfer. The City remains very interested in ensuring that this site, when developed, provides the community uses that have long been envisioned there. • The corner of Bishop Allen and Prospect Streets is privately owned and provides parking for office uses in Central Square. If the site were developed for a different use, the parking might need to be relocated. • The parking lot on Norfolk Street serves the adjacent multifamily residential building containing about 20 units of housing. The owner has proposed additional housing units on the parking lot site, which would require a zoning variance because the parcel is already built to its maximum allowed density. • The corner of Broadway and Elm Street is currently under development for residential use.

Transportation Recommendations	Current Status and Potential Actions
<p>T1 RECOMMENDATION: Work to make bicycling safer and more convenient in Cambridge.</p> <p>Specific recommendations include providing more facilities for parking/locking bicycles and providing safer bike lanes and cycle tracks, so that parents can feel more comfortable cycling with children. Suggestions also include bike sharing programs (like in Paris, Montreal and Washington, DC), and better education/enforcement of road rules for bicyclists, targeting both cyclists and drivers.</p>	<p>The number of people bicycling in Cambridge is increasing, as shown by direct on-street counts conducted by the City of Cambridge from 2002 to 2008, as well as Census information on modes of commuting to work. As bicycling becomes more common, overall safety will increase because people are becoming more aware of cyclists on the road. The City works actively to increase bicycle safety and comfort, and to educate cyclists and drivers about bicycle laws and safety.</p> <p>FUTURE ACTIONS</p> <ul style="list-style-type: none"> • <i>Bike Parking:</i> The Community Development Department is currently assessing bicycle parking demand, which will help to prioritize locations for future bike parking, and the City has funding to install over 100 new racks by 2011. The MBTA is also exploring new locations for bike storage near transit stations, with the Central Square parking lots identified as a possibility. The City will also monitor its zoning requirements for bicycle parking as part of new development, to ensure that it meets the rising demand. • <i>On-Street Bike Facilities:</i> The City considers bicycle travel whenever work is being done to reconstruct or significantly modify a roadway. Possibilities include dedicated bike lanes, cycle tracks, or other improvements meant to make a street safer and more comfortable for bicycling overall. Improvements are planned with community input. • <i>Wayfinding:</i> The Bicycle Committee is a group of Cambridge residents and university representatives that advises and cooperates with the City on bicycle-related programs and initiatives. An initiative currently underway is the creation of a “wayfinding” system to help cyclists find safe cross-town routes based on existing roads and facilities. • <i>Bike Share:</i> The City is working with the Metropolitan Area Planning Council and several municipalities to explore creating a bike share program in the Boston area.

Transportation Recommendations	Current Status and Potential Actions
<p>T2 RECOMMENDATION: Improve neighborhood streets to make them more pedestrian-friendly, with improved sidewalk surfaces, improved crosswalks, and raised crossings and other traffic calming devices where appropriate. “Shared streets” were also suggested, on which the road surface is raised to sidewalk level and designed to indicate that pedestrians, bicyclists and vehicles (at slow speeds, often at limited times) can use the space together.</p> <p>Areas that were suggested for traffic calming include Tremont Street and Norfolk Street (particularly at the intersection with Broadway, near Sennott Park) and Pine Street near Clement Morgan Park and the Margaret Fuller House.</p>	<p>Traffic calming improvements are considered whenever reconstruction or major rehabilitation of streets and sidewalks is planned. Crosswalks and other pavement markings are also considered during street reconstruction. New crosswalks may only be created when sidewalks are reconstructed, because they require new sidewalk ramps.</p> <p>The Department of Public Works maintains a Five-Year Street and Sidewalk Reconstruction Plan, updated annually and available on the web at www.cambridgema.gov/theworks.</p> <p>FUTURE ACTIONS: Streets planned for reconstruction in Area Four in the next few years include Norfolk Street (Broadway to Bishop Allen Drive), Davis Street, Moore Street, and Broadway (Portland to Columbia). Improvements to Elm Street (Hampshire to Broadway), Market Street (Elm to Columbia), Gardner Road and Prospect Street are underway.</p>
<p>T3 RECOMMENDATION: Improve the condition and operation of vehicular roadways. Neighbors suggested better repair of potholes, repaving of street surfaces, and improved pavement markings (lane lines, turn markings). There was a specific suggestion to reverse the one-way direction of Gardner Road.</p>	<p>Street and sidewalk reconstruction (as discussed above) is prioritized based on the condition of the road. Specific issues such as potholes or sidewalk defects can be reported to the Pothole Hotline at 617-349-4854 or by e-mailing theworks@cambridgema.gov.</p> <p>Residents can petition to change the direction of a street by submitting a letter to the Director of Traffic, Parking and Transportation that is signed by representatives of as many households as possible. If the change would relocate traffic or affect access on another residential street, the residents on that street must also support the change. Any such request will be reviewed by the Traffic, Parking and Transportation Department for approval, and must also have the approval of the Fire Department.</p>

Transportation Recommendations	Current Status and Potential Actions
<p>T4 RECOMMENDATION: Improve the enforcement of transportation-related regulations, including: speeding, failure to stop at crosswalks, violations of bicycling rules, parking too close to intersections, double-parking, blocking sidewalks or driveways, and failure to remove snow from sidewalks.</p>	<p>The most immediate and effective way to improve enforcement is to report violations to the proper department when they occur, providing as much detail as possible about the offense, including where, when, and how often it occurs. Appendix B (page 48) provides information about whom to contact to report specific types of issues.</p>
<p>T5 RECOMMENDATION: Improve public transportation in the neighborhood. Neighbors would like bus service that is more frequent and reliable, better cross-town service (e.g., the proposed Urban Ring), and connections to desired destinations. Specific destinations that were mentioned include the Cambridge Main Library and the Market Basket grocery store near Union Square, Somerville.</p>	<p>Service in Area Four includes the #68 Broadway route, reinstated in 1998, which connects to the Cambridge Main Library, and the #85 route, with stops along Hampshire Street and Broadway in Area Four and near the Market Basket in Somerville. However, both routes operate only on weekdays. The EZRide Shuttle, funded by the City of Cambridge and area businesses and institutions, connects parts of Area Four to Cambridgeport, Kendall, and Lechmere Stations.</p> <p>There are special programs available for seniors and persons with disabilities, including the MBTA’s paratransit service “the RIDE” and a taxi discount program available through the City of Cambridge.</p> <p>The City will continue to meet regularly with MBTA staff to discuss transit service-related issues and improvements in Cambridge.</p>
<p>T6 RECOMMENDATION: Explore ways to decrease automobile traffic and the reliance on cars in the neighborhood. Suggestions included encouraging car sharing programs and economic incentives not to drive, such as congestion pricing.</p>	<p>Decreasing automobile traffic has long been a goal of Cambridge’s planning, as articulated in the city’s Growth Policy (1993), Climate Protection Plan (2002), and other studies. Some tools that help work towards this goal are the Vehicle Trip Reduction Ordinance, Parking and Transportation Demand Management Ordinance, and a range of other programs and projects meant to promote walking, bicycling, public transportation, and other alternatives to driving alone. Information about all of these programs is available on the web at www.cambridgema.gov/cdd/et.</p> <p>The City continues to support and encourage the use of car sharing programs, such as Zipcar, as one way of reducing reliance on private automobiles. If congestion pricing were to be considered, it would most likely be on a regional basis.</p>

Housing Recommendations	Current Status and Potential Action
<p>H1 RECOMMENDATION: Consider how the supply of affordable housing in Area Four compares to the citywide supply of affordable housing.</p> <p>Most residents expressed support for affordable housing – for low, moderate and middle-income households – as a way to maintain the mixed-income character of the neighborhood and the city. Some neighbors, however, have concerns about the proportion of subsidized affordable housing that exists in Area Four compared to other neighborhoods, and would support a more even distribution of affordable units throughout the city.</p>	<p>Appendix C of this report includes a table showing housing units with affordability restrictions for low- to moderate-income households in Cambridge, distributed by neighborhood. Through a range of housing development and assistance programs, the City continues to support the creation and preservation of housing units that are affordable to people of a range of incomes throughout Cambridge.</p>
<p>H2 RECOMMENDATION: Encourage the upkeep of residential properties, especially front yards and building façades. Improving the public appearance of housing can benefit the character of the entire neighborhood, while properties that are not well maintained might have negative impacts on surrounding neighbors.</p>	<p>The City supports housing improvement programs (offered by Homeowners Rehab, Inc. and Just-A-Start) that provide financial assistance to income-eligible homeowners and owners of affordable rental units to upgrade their properties.</p>
<p>H3 RECOMMENDATION: Encourage homeownership in Area Four.</p>	<p>The City supports a range of programs meant to encourage homeownership. First-Time Homebuyer Classes, free for all Cambridge residents, help educate residents about the homebuying process and allow income-eligible households to apply for financial assistance and special mortgage products when purchasing housing in the private market. Through the Cambridge Affordable Housing Trust, the City funds the development of new owner-occupied units that are permanently affordable to low- and moderate-income households, as well as the preservation of affordability restrictions on existing affordable properties. In Area Four alone, over 50 new affordable homeownership units have been developed in the past five years.</p>

Economic Development Recommendations	Current Status and Potential Action
<p>ED1 RECOMMENDATION: Address the perceived proliferation of national bank branch offices in Central Square.</p> <p>The current trend of retail spaces being filled by bank branches is seen to have a “sterilizing” effect on the character of the area, making it feel less vibrant and less community-oriented. Other neighborhood-serving businesses would be preferred.</p>	<p>The City works to support a diversity of small business types in commercial districts, with a focus on local and independent businesses. However, private property owners make most of the decisions about how ground-floor commercial spaces are filled. It may seem that bank branches are occupying more retail space than in the past, but it is not clear whether this is a trend that will continue into the future. Economic Development staff from the City will continue to work actively with landlords to recruit desirable local businesses to fill retail vacancies.</p> <p>UNDER CONSIDERATION: The Community Development Department will explore whether there are zoning mechanisms that might help to limit ground floor frontage occupied by bank offices.</p>
<p>ED2 RECOMMENDATION: Work to recruit businesses that are desired by neighborhood residents to fill retail vacancies in Central Square and throughout the neighborhood.</p> <p>The desired types of retail most mentioned by neighborhood residents are clothing stores, bookstores, art/office supply stores, healthy and affordable restaurants and cafes. Outdoor restaurant/cafe seating was noted as an improvement in the neighborhood.</p>	<p>In fall 2009, the Economic Development Division conducted a customer intercept survey to gain a better understanding of the businesses Central Square residents and visitors want in the square. Based on this information and continued input from public meetings, the EDD staff work actively with landlords, businesses, and aspiring entrepreneurs to match businesses with available commercial space.</p>
<p>ED3 RECOMMENDATION: Address inappropriate behavior that is frequently witnessed in Central Square. Incidences of public drinking, vandalism, public urination, harassment, illegal drug selling or use, and sometimes violence have negatively impacted the feeling of comfort in the area and could have negative impacts on the business environment.</p>	<p>The Cambridge Police Department, in coordination with some other departments and agencies, has been working to address this issue directly on an ongoing basis. In addition to actively engaging with businesses and with the communities that include people who have exhibited improper behavior, the City is taking some more concrete actions, such as changing the arrangement of benches to try to disperse large crowds of people.</p> <p>FUTURE ACTION: The City, primarily through the Police Department, will continue to monitor the issue and take actions as appropriate.</p>

Open Space Recommendations	Current Status and Potential Action
<p>OS1 RECOMMENDATION: Improve the maintenance and upkeep of public open spaces.</p> <p>Many neighbors find that litter is an issue in open spaces throughout the neighborhood, resulting in the appearance of neglect, danger from broken glass in some areas (e.g., near Area Four Youth Center), and rodent problems. There were suggestions to involve community members in cleaning up parks, and that community-based education efforts might help encourage park users not to litter. Neighbors also expressed concerns about maintenance of trees and plantings and the upkeep of playground and water play equipment. A specific concern is the upkeep of school-based playgrounds during the summer.</p>	<p>Maintenance of parks, open spaces, and street trees is managed by the Parks and Forestry Division of the Department of Public Works. Any concerns related to litter, repairs, or any other issues relating to the appearance or operation of the park should be reported to this office at 617-349-4880, providing as much detail about the issue as possible. The Department of Public Works also welcomes the active participation of community members in park upkeep, and can arrange with community groups to perform activities such as clean-ups or plant maintenance on a one-time or ongoing basis.</p> <p>This recommendation will be referred to the Department of Public Works. More information about park maintenance, and whom to ask about specific issues, is available in Appendix B of this report.</p>
<p>OS2 RECOMMENDATION: Create more inviting outdoor places where groups of people can sit in Area Four.</p> <p>Neighbors expressed an interest in seating areas for groups of a variety of sizes, so that community members can come together informally as well as for programmed activities (peace circles were an example). Franklin Street Park was mentioned as an example of a small but inviting space, and neighbors expressed favorable opinions about new seating areas in the renovated Clement G. Morgan Park, at Sennott Park, and in Lafayette Square, though some noted that Lafayette Square has an abundance of hard surface and might benefit from minor “softening” improvements. Some neighbors felt that the new Greene Rose Heritage Park, while it contains some benches, is not a very inviting space for groups.</p>	<p>In recent years, park renovations and new park projects have typically included the addition of seating, primarily with fixed park benches and picnic tables. City staff have also begun to discuss possibilities for loose furniture that could be placed in public spaces on a temporary or seasonal basis.</p> <p>UNDER CONSIDERATION: City staff will continue to look for opportunities, on an ongoing basis, to add loose or fixed park furniture to public spaces where it could be used for formal or informal community activities.</p>

Open Space Recommendations	Current Status and Potential Action
<p>OS3 RECOMMENDATION: Encourage the “greening” of the neighborhood through plantings and landscape improvements.</p> <p>Suggested areas for plantings include the edges of parks, wide sidewalk areas (like the intersection of Main Street and Bishop Allen Drive), city parking lots, and other public facilities. More street tree plantings were also desired. It was suggested that community members could be involved in the maintenance of planted areas.</p>	<p>On an ongoing basis, the City seeks opportunities for planting trees and other landscape features along sidewalks and in other small public spaces, and in some cases creating “pocket park” areas with seating, such as the new seating and plantings along the Broadway edge of Sennott Park. Community involvement in the maintenance of planted areas is welcomed. Area Four community members have already been involved in programs to maintain small public planted spaces, in coordination with the Department of Public Works. Information is available from the Parks and Forestry division of the Department of Public Works at 617-349-4880.</p>
<p>OS4 RECOMMENDATION: Address the potential conflicts and other issues that may result from the multiple uses of Sennott Park, particularly between organized activities (such as youth sports) and informal enjoyment of the park by neighbors. A specific issue is the effect that soccer play (by youth and adults) is having on the condition of the field area, which is often muddy and bare.</p> <p>While some neighbors feel that the park is experiencing overuse by people from outside the neighborhood, others appreciate having programmed uses because they are convenient for neighbors with children and contribute to the liveliness of the space.</p> <p>It was suggested that community members meet to discuss issues around the future use of the park, and possibly establish a “friends of the park” group to help with oversight and upkeep.</p>	<p>Currently, there are no plans to change the overall design or arrangement of uses in Sennott Park. Most recently, an informal walkway lined with decorative plantings and seating was added along the Broadway edge of the park to allow more opportunities for passive use. Any significant future changes would require discussion with all users and neighbors, and would most likely not occur until funding for a major capital improvement project became available.</p> <p>Community groups may organize to help with the maintenance and upkeep of parks. To inquire, interested community members should contact the Parks and Forestry division of the Department of Public Works at 617-349-4880.</p>

Area Four Neighborhood Study

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Appendices



Appendix A: Information about Streets and Sidewalks

In Cambridge, the design, operation and maintenance of roadways and sidewalks occur through the coordinated work of different departments. Below is some basic information about the responsibilities of different departments as they relate to street and sidewalk improvements.

Street and Sidewalk Reconstruction

The **Department of Public Works (DPW)** maintains a Five-Year Sidewalk and Street Reconstruction Plan which identifies the streets and sidewalks that are anticipated to be reconstructed each year over the next five years. Projects are prioritized based on need, and the plan is updated annually as conditions change. In many cases, street reconstruction is also included as an integral part of the City's on-going program of sewer separation, stormwater management, and infrastructure renewal.

The Five-Year plan can be viewed online at www.cambridgema.gov/theworks, or call 617-349-4800.

Crosswalks and other Pavement Markings

The **Department of Traffic, Parking and Transportation (TPT)** is responsible for pavement markings such as crosswalks, bicycle lanes and lane lines. Pavement markings are done most effectively after a street has been repaved. New crosswalks must have sidewalk ramps at either end that are compliant with the Americans with Disabilities Act and other standards. Therefore, new crosswalks are created in association with sidewalk reconstruction. Faded crosswalks and other pavement markings are refreshed annually in the summer. Most work is done at night.

Street Direction, Traffic Signage, Parking Regulations

The **Department of Traffic, Parking and Transportation (TPT)** is responsible for traffic control signage, such as one-way signage and stop signs, and is also responsible for parking regulation signage. Residents can petition to change the direction of a street by submitting a letter to the Director of Traffic, Parking and Transportation that is signed by representatives of as many individual households as possible. If the change would relocate traffic or affect access on another residential street, the residents on that street must also support the change. Any such request will be reviewed by the Traffic, Parking and Transportation Department for approval, and must also have the approval of the Fire Department.

Signage-related requests can be made online at www.cambridgema.gov/traffic, or call 617-349-4700.

Traffic Calming and Bicycle Facilities

The **Community Development Department (CDD)** manages a program to design and install traffic calming features along neighborhood streets, with a goal of reducing the speed of traffic and creating a safer environment for pedestrians, bicyclists, and motorists. Different design features include raised crossings and intersections, curb extensions, chicanes, and crossing islands. CDD also works to provide safe bicycling facilities such as bike lanes and cycle tracks on major roads and some separated multi-use pathways. While traffic calming features and bike facilities can be requested by residents, they are usually implemented as a part of planned street reconstruction work (see above).

Learn more at www.cambridgema.gov/cdd/et, or call 617-349-4600.

Quick Guide to Reporting Street and Sidewalk Issues

Here is a list of resources for some typical street/sidewalk requests that may be reported by community members. When making a report/request, please **note the location** and describe the issue **in detail**. Provide a street address or intersection if possible. If the request is for enforcement of a violation, make note of the **date, time, location, and any other details** regarding vehicles involved. In some cases (such as traffic signals or streetlights) look for an ID number that may be used as a reference.

<i>Issue:</i>	<i>Contact:</i>
Report a pothole or other street/sidewalk defect	Department of Public Works (Street Maintenance) Reporting Line: 617-349-4854 E-mail: theworks@cambridgema.gov
Report a broken or missing traffic signal or traffic sign	Department of Traffic, Parking and Transportation 617-349-4700 www.cambridgema.gov/traffic
Report a streetlight in need of repair	Electrical Department 617-349-4925 E-mail: StreetLightRepair@cambridgema.gov
Request a street tree planting or street tree maintenance	Department of Public Works (Parks and Urban Forestry) 617-349-4800 E-mail: cambridgetree@cambridgema.gov
Report an icy or unshoveled sidewalk after a snowstorm	Department of Public Works <i>It is strongly preferred that reports are made using the online form:</i> www.cambridgema.gov/TheWorks/services/snow/complaint.aspx Phone: 617-349-4903
Report major driving/moving violations (e.g., running a red light, speeding, etc.)	Cambridge Police Department Traffic Unit 617-349-4365 (or 617-349-3300) E-mail: SAAhern@cambridgepolice.org
Report parking violations (e.g., car in Residential Permit Parking without sticker, misuse of Visitor Parking Permit, vehicle blocking a driveway)	Department of Traffic, Parking and Transportation 617-349-4700 (during work hours) After hours contact Cambridge Police Department 617-349-3300
Report violation of a truck traffic restriction (see www.cambridgema.gov/traffic for map and list of streets with truck restrictions)	Cambridge Police Department Traffic Unit 617-349-4365 (or 617-349-3300) E-mail: SAAhern@cambridgepolice.org

Appendix B: Park Maintenance Facts -

The Parks and Urban Forestry division of the Department of Public Works (DPW) is responsible for the care and maintenance of over 100 municipal properties, including parks, playgrounds, squares, plazas, medians, and public building grounds, and nearly 15,000 public trees. It is responsible for the following:

- Cleaning up litter in parks
- Emptying trash barrels
- Pruning/trimming and other maintenance of trees, lawns, shrubs, flowers
- Repairing playground equipment, fencing, furniture or other fixtures
- Responding to requests for street tree planting/maintenance
- Coordinating community involvement in upkeep of parks and landscaped areas

Contact: 617-349-4885 during business hours (or DPW 24-hour line at **617-349-4800**).

For more information, visit www.cambridgema.gov/theworks/departments/parks.

Responsibilities of Other Divisions or Departments

When reporting a concern, please provide as specific information as possible.

<i>Issue:</i>	<i>Contact:</i>
Report a dog violation (dogs off-leash where not allowed, owners not picking up waste)	Animal Commission Phone: 617-349-4376 (during business hours) E-mail: mmccabe@cambridgema.gov
Report graffiti on public property	Department of Public Works Graffiti Hotline: 617-349-6955
Report rodent activity in parks (or elsewhere)	Department of Public Works Rodent Hotline: 617-349-4899
Request a permit for field use (athletics use only)	Recreation Division – Department of Human Service Programs Permits Office: 617-349-6238 www.cambridgema.gov/dhsp/athletic.cfm
Request a permit to hold an event in a park (non-athletic)	Department of Public Works Operations Center: 617-349-4846 (during business hours) www.cambridgema.gov/theworks/services/park.html
Request a community gardening plot	Cambridge Conservation Commission 617-349-4680 E-mail: jwright@cambridgema.gov

Appendix C: Affordable Housing Distribution by Neighborhood -

	Non Profit	Public Housing	Inclusionary Zoning	Private Units	Total	% of Total	All Units*	% of neigh.
1 – East Cambridge	83	394	251	0	728	10.3 %	4,062	17.9 %
2 – MIT	0	0	0	0	0	0.0 %	811	0.0 %
3 - Wellington/Harrington	193	214	0	179	586	8.3 %	3,125	18.8 %
4 – Area 4	311	553	3	118	985	13.9 %	2,720	36.2 %
5 – Cambridgeport	573	474	49	165	1,261	17.8 %	4,760	26.5 %
6 – Mid Cambridge	307	59	4	32	402	5.7 %	6,722	6.0 %
7 – Riverside	226	179	43	192	640	9.0 %	3,877	16.5 %
8 – Agassiz	58	8	1	0	67	0.9 %	2,060	3.3 %
9 – Neigh 9	105	86	5	345	541	7.6 %	5,799	9.3 %
10 – Neigh 10	7	8	6	29	50	0.7 %	4,258	1.2 %
11 – North Cambridge	434	582	77	504	1,597	22.6 %	5,107	31.3 %
12 – Camb. Highlands	58	0	11	0	69	1.0 %	278	24.8 %
13 – Strawberry Hill	3	153	0	0	156	2.2 %	1,146	13.6 %
	2,358	2,710	450	1,564	7,082	100.0 %	44,725	15.8 %

NON-PROFIT UNITS

1 – East Cambridge	83	3.5%
2 – MIT	0	0.0%
3 - Wellington/Harrington	193	8.2%
4 – Area 4	311	13.2%
5 – Cambridgeport	573	24.3%
6 – Mid Cambridge	307	13.0%
7 – Riverside	226	9.6%
8 – Agassiz	58	2.5%
9 – Neigh 9	105	4.5%
10 – Neigh 10	7	0.3%
11 – North Cambridge	434	18.4%
12 – Camb. Highlands	58	2.5%
13 – Strawberry Hill	3	0.1%
	2,358	100.0%

PUBLIC HOUSING UNITS

1 – East Cambridge	394	14.5%
2 – MIT	0	0.0%
3 - Wellington/Harrington	214	7.9%
4 – Area 4	553	20.4%
5 – Cambridgeport	474	17.5%
6 – Mid Cambridge	59	2.2%
7 – Riverside	179	6.6%
8 – Agassiz	8	0.3%
9 – Neigh 9	86	3.2%
10 – Neigh 10	8	0.3%
11 – North Cambridge	582	21.5%
12 – Camb. Highlands	0	0.0%
13 – Strawberry Hill	153	5.6%
	2,710	100.0%

INCLUSIONARY ZONING UNITS

1 – East Cambridge	251	55.8%
2 – MIT	0	0.0%
3 - Wellington/Harrington	0	0.0%
4 – Area 4	3	0.7%
5 – Cambridgeport	49	10.9%
6 – Mid Cambridge	4	0.9%
7 – Riverside	43	9.6%
8 – Agassiz	1	0.2%
9 – Neigh 9	5	1.1%
10 – Neigh 10	6	1.3%
11 – North Cambridge	77	17.1%
12 – Camb. Highlands	11	2.4%
13 – Strawberry Hill	0	0.0%
	450	100.0%

PRIVATE HOUSING UNITS

1 – East Cambridge	0	0.0%
2 – MIT	0	0.0%
3 - Wellington/Harrington	179	11.4%
4 – Area 4	118	7.5%
5 – Cambridgeport	165	10.5%
6 – Mid Cambridge	32	2.0%
7 – Riverside	192	12.3%
8 – Agassiz	0	0.0%
9 – Neigh 9	345	22.1%
10 – Neigh 10	29	1.9%
11 – North Cambridge	504	32.2%
12 – Camb. Highlands	0	0.0%
13 – Strawberry Hill	0	0.0%
	1,564	100.0%

City/Trust Affordable: includes all Trust funded units, as well as affordable units funded w/other City funds; includes units that are under construction or permitted

Public Housing: includes all state and federal public housing units in Cambridge

Inclusionary Zoning: includes all affordable IZ units; includes units under construction or permitted

Private Units: includes units subject to affordability restrictions located in privately-owned buildings, including limited equity cooperatives

All Units: from CDD Neighborhood Demographic Profile, based on Census 2000 data

SOURCE: Cambridge Community Development Department, as of 06/19/2008.

Appendix D: Recommendations from Previous Neighborhood Studies -

Source	Rec#	Land Use Recommendation	Progress and Status
1995 Study	LU1	<p>Regulate Potential Development in the Industrial B District.</p> <ul style="list-style-type: none"> The Committee recommended that the City in cooperation with the community and the property owners should work together to regulate potential development in the Industrial B district, and ensure that office buildings do not encroach on abutting residences. The Committee recommended that housing be allowed in the Industrial B district and that design guidelines should be created to ensure an appropriate transition from the industrial and office uses to the residential area. 	<p>AREA REZONED IN 2001: As part of the 2001 Citywide Rezoning, the maximum floor area ratio (FAR) for commercial development in the Industry B District was reduced from 4.0 to 2.75. Housing was made an allowed use in the district at a maximum FAR of 4.0. The Eastern Cambridge Rezoning, also enacted in 2001, changed some of the base zoning districts in the area south of Hampshire Street, north of Harvard Street, east of Windsor Street and west of Portland Street.</p> <p>The Citywide Rezoning also established a project review process for large development (Article 19 of the Zoning Ordinance). This process requires proposed projects of 50,000 square feet or more to be permitted by the Planning Board based on a review of urban design criteria and transportation impacts. In its review of projects in the area east of Windsor Street and north of Main Street, it considers the Eastern Cambridge Design Guidelines established as part of the Eastern Cambridge Rezoning.</p>
2004 Update	LU2	<p>The City should work to effectively implement the zoning and design guidelines of the Eastern Cambridge Area Planning Study (ECaPS).</p> <p>The ECaPS zoning and design guidelines are intended to effectively regulate development in portions of the Area Four neighborhood, to guide critical design issues for this development, and to create effective buffer zones along the eastern edge of the neighborhood. It is important that the City government, administration, and citizen boards consistently enforce the design guidelines, as they reflect the overall consensus that came out of a comprehensive community process.</p>	<p>The Eastern Cambridge Planning Study led to the adoption of the Eastern Cambridge Rezoning and Eastern Cambridge Design Guidelines in 2001. These regulations have been applied by the city’s Inspectional Services Department, Community Development Department and Planning Board since that time to the few large projects that have been permitted in Area Four since the rezoning, including MIT’s Brain and Cognitive Science building on Main Street, multifamily housing at 130 Windsor Street, and a commercial building on MIT-owned property at 650 Main Street (not yet in construction).</p>

Source	Rec#	Land Use Recommendation	Progress and Status
2004 Update	LU3	<p>The City should enter into a proactive dialogue with MIT to halt further expansion of lab, office, and business development into the Area Four neighborhood. The neighborhood has been alarmed by the scale and design of recent development, especially the redevelopment of Technology Square along Portland Street.</p> <p>While formal zoning and urban design guidelines play an important role in regulating development, so does the development of relationships between institutions, local residents, and community groups. The City of Cambridge, and especially the Community Development Department, should play an active role in ensuring that this communication takes place. For its part, MIT should take the initiative to engage more closely with the local community when developing properties to ensure that the work they do is compatible with surrounding neighborhoods.</p>	<p>Communication with MIT on planning and development issues occurs in a number of ways. Every year, each university is required to submit a Town-Gown Report and presentation to the Planning Board, which includes information and projections on enrollment and employment, land acquisitions, anticipated space needs and future projects. Also, the Town-Gown reports often highlight partnerships between universities and community members as well as benefits or services offered to the public.</p> <p>In addition, large university development projects that are within 100 feet of a public way, add at least 150 parking spaces, or relocate at least 250 parking spaces are required to undergo project review by the Planning Board. As with all development projects, city staff advises property owners to engage with neighborhood residents before submitting plans to be reviewed by the Planning Board.</p>

Source	Rec#	Land Use Recommendation	Progress and Status
2004 Update	LU4	A procedure should exist to notify local residents and community groups when a large property is sold in the neighborhood. This will enable the community to engage in a planning process early on.	Changes in the ownership of a property are recorded at the Middlesex Registry of Deeds, which periodically reports changes to the Cambridge Assessing Department. Assessing information for a property can be checked on the City’s website or at the Assessing Department office. Notifying residents of each transaction would be burdensome and not necessarily helpful, since a change in ownership does not guarantee that a parcel’s use will change (nor does retained ownership guarantee that a parcel’s use will not change). Planning processes typically consider land use changes that might occur regardless of who owns the property. As an exception, universities are required to report annually on new land acquisitions through the Town-Gown process. Public notification is required when a property owner seeks a special permit or variance for a development project.
2004 Update	LU5	The City should engage in conversations with the Area Four neighborhood early and often when it acquires new land, to ensure that decisions about land use and design reflect the needs of the community.	It is usually not feasible to conduct extensive public discussion before purchasing a specific parcel, because of the negotiations and short timeframe that are typical of real estate transactions. However, acquisitions are informed by planning studies and city goals that have been developed with public input. Also, after land is acquired by the City, the characteristics of how that land is developed and used are determined with public input and discussion.

Source	Rec#	Land Use Recommendation	Progress and Status
2004 Update	LU6	<p>Both private developers and institutions should be required to complete a housing impact study when doing large-scale development.</p> <p>This process could be analogous to the City Parking Transportation Demand Management process, which is now part of the special permit process, but would instead focus on the impact a development is likely to have on housing availability and price. This could build upon the existing inclusionary zoning requirements and impact fees that developers are currently subject to.</p>	<p>The City has conducted two “nexus studies” in order to estimate the impact of large-scale development on the local housing market and to justify mitigating action by developers. It was found to be more useful to investigate long-term, city-wide housing impacts and enact requirements for specific development projects. The Inclusionary and Incentive zoning requirements were adopted in 1998 as a result of these studies.</p> <p>Inclusionary Zoning requires that new housing projects of ten units or more set aside 15% of their base units as affordable to low-to-moderate income households, in exchange for a 30% increase in allowed floor area and dwelling units. This applies to private developers as well as universities developing multi-family housing (but not dormitories).</p> <p>Incentive Zoning requires developers of certain large non-residential projects to make a contribution to the Cambridge Affordable Housing Trust equal to \$4.38 per square foot of developed floor area.</p>

Source	Rec#	Transportation Recommendation	Progress and Status
1995 Study	T 1	<p>Designate the area on Main Street next to Newtowne Court as “Residents Only Parking”</p> <ul style="list-style-type: none"> The Committee felt this would be an improvement for the housing development and would coincide with the planned renovation of Newtowne Court. 	<p>REGULATIONS CHANGED: Main Street next to Newtowne Court was designated as resident permit parking in February, 1995.</p>
1995 Study	T 2	<p>Re-establish a Bus Line on Broadway</p> <ul style="list-style-type: none"> The Committee felt certain the reinstatement of the Broadway bus line would have a beneficial impact on economic development in the neighborhood. The Committee believes residents will have better access to jobs through such a bus line. 	<p>NEW BUS ROUTES ESTABLISHED: The Broadway bus from Harvard to Kendall (Route 68) was reinstated in 1998. Also, Route 64 peak-hour service (Oak Square to Kendall via Central Square) was rerouted to Prospect-Broadway-Kendall, thus adding service to Broadway through Area Four.</p>
2004 Update	T 3	<p>The City should develop a coordinated plan for traffic calming.</p> <p>This plan should address the impact that traffic calming on one street has on other streets in the vicinity. It was noted that the successful traffic calming project on Columbia Street appears to have had negative impacts on surrounding streets (especially Windsor Street).</p>	<p>The City’s traffic calming program is coordinated with the schedule of street and sidewalk improvements. The 5-Year Street and Sidewalk Plan is available on the Department of Public Works website at www.cambridgema.gov/theworks.</p> <p>The traffic calming measures that are chosen for a particular street are based on studies of speeds in the area, the amount of traffic on that street as well as other area streets, uses in the area (residential, commercial, schools, parks), discussion with community members, and the technical advantages or disadvantages of different options.</p> <p>COMPLETED PROJECT: Traffic calming was included in the reconstruction of Windsor Street, completed in 2007. Traffic calming measures included curb bump-outs and raised intersections at Washington Street and School Street. A raised intersection was not installed at Windsor and Harvard Streets, because they are typically not effective where there is already a traffic signal.</p>

Source	Rec#	Transportation Recommendation	Progress and Status
2004 Update	T 4	<p>Certain residential streets serve as major thoroughfares and should be investigated for potential Traffic Calming.</p> <p>The City should especially focus this effort on streets with parks, schools, and elderly housing. Harvard and Windsor Streets are of particular concern. The intersection of these two streets is also of particular concern, due to the presence of a school, park, and many residences in the area.</p>	<p>COMPLETED PROJECTS: Traffic calming features were installed on Windsor Street in 2007 (see above). The sidewalks along Harvard Street were reconstructed and widened alongside the new Greene • Rose Heritage Park, which was completed in 2008.</p>
2004 Update	T 5	<p>The City should continue to incorporate bike lanes wherever feasible and safe for both pedestrians and cyclists.</p>	<p>Cambridge’s approach is to make all roads as safe and comfortable as possible for bicycling, with facilities that vary based on street type. Bicycle lanes are usually created on arterial and major collector streets, but may be created on residential streets where appropriate. Sometimes a “contra-flow” bicycle lane is installed to allow travel in the opposite direction from automobiles. Where there is not adequate space, an “edge line” might be painted to improve bicycling safety along the road shoulder. Traffic calming devices also help to facilitate bicycling by lowering automobile speeds.</p> <p>COMPLETED BICYCLE FACILITIES: There are currently dedicated bicycle lanes on Massachusetts Avenue, Main Street and Harvard Street. Bicycle lanes were added to Hampshire Street in 2003. There is a contra-flow bicycle lane on Norfolk Street connecting Harvard Street to Broadway. Broadway has an “edge line” to facilitate bicycling on the road shoulder.</p>

Source	Rec#	Transportation Recommendation	Progress and Status
2004 Update	T 6	<p>The following intersections should be improved to be safer for pedestrians, bicyclists, and those in automobiles:</p> <ul style="list-style-type: none"> • Dickinson and Clark Streets. • Broadway and Norfolk Street. • Harvard and Norfolk Streets. • Broadway and Moore Street. <p>One possible improvement would be to make Moore Street one-way, with traffic emptying onto Harvard Street.</p> <p>Of particular concern are the following intersections in Central Square:</p> <p>Massachusetts Avenue and Norfolk Street.</p> <ul style="list-style-type: none"> • This intersection is problematic for a variety of reasons, including: illegally parked cars, jaywalking, traffic back up at the nearby traffic lights, and the narrowing of streets by bicycle lanes. This makes left turns very difficult and dangerous. If this intersection cannot be made safer, one option might be to ban left-hand turns (at all times, or at least during rush hour). <p>Massachusetts Avenue and Pearl Street.</p> <ul style="list-style-type: none"> • Pedestrian crossing is in conflict with buses and other vehicles turning left. One option might be to install a signal that has a left turn arrow and a pedestrian signal that does not conflict. 	<p>COMPLETED PROJECT: Dickinson and Clark Streets were improved as part of the conversion of the 238 Broadway parcel into the new Greene • Rose Heritage Park, completed in 2008.</p> <p>FUTURE PROJECTS: Norfolk Street between Broadway and Bishop Allen is planned to be improved in the short term, with new pedestrian crosswalks and ramps installed. Moore Street is also planned to be improved within the next two years.</p> <p>The Traffic, Parking, and Transportation Department has reviewed the intersections along Massachusetts Avenue at Norfolk Street and Pearl Street. No changes are recommended, since further restrictions might cause longer wait times for both vehicles and pedestrians, which could exacerbate problems with traffic congestion and/or jaywalking.</p>

Source	Rec#	Transportation Recommendation	Progress and Status
2004 Update	T 7	<p>The Traffic Department should work to improve the timing of this traffic signal at Bishop Allen and Prospect Streets.</p> <p>While this signal has worked to prevent accidents at that intersection, it also causes overflow into neighborhood streets that should be addressed. One suggested response was installing a pedestrian-controlled walk signal, rather than having the walk signal automatically display during every cycle.</p>	<p>COMPLETED IMPROVEMENTS: The Traffic, Parking, and Transportation Department analyzed of all the Prospect Street traffic signals and implemented timing changes in 2005. The intersection at Bishop Allen and Prospect Streets now has “countdown” walk signals that are concurrent with the traffic signals in each direction.</p>
2004 Update	T 8	<p>The Traffic Department should enforce parking restrictions within a certain distance of the following intersections, which are made dangerous by illegal parking:</p> <ul style="list-style-type: none"> • Broadway and the Squirrel Brand driveway. • Windsor and Market Streets. • Broadway and Market Street (especially wrong-side of street parking on Market Street, which leads some drivers to believe this is a one-way street). 	<p>Enforcement of illegal parking, especially at corners, is an ongoing priority addressed by parking enforcement agents on a daily basis.</p>
2004 Update	T 9	<p>The Planning Board and Board of Zoning Appeals (BZA) should increase its outreach efforts when new development that will increase on-street parking demands is proposed.</p> <p>The Planning Board and BZA should contact local community groups when a hearing is being held. All City departments should be proactive in publicizing and thoroughly explaining the implications of development on the neighborhood.</p>	<p>When a development is proposed that requires a special permit or variance from either the Planning Board or the Board of Zoning Appeal, notice must be provided on site by the developer and mailed to abutters within 300 feet of the property. State statute also requires a legal notice to be published in the local newspaper. Public hearings appear on the Planning Board and BZA agendas, which are available on the city’s website. Community members can request e-mailed agendas for all Planning Board meetings by contacting Liza Paden at lpaden@cambridgema.gov. Questions can be referred to the Community Development Department or the City Clerk’s office.</p>

Source	Rec#	Transportation Recommendation	Progress and Status
2004 Update	T 10	The City should continue to investigate ways to limit the abuse of visitor parking permits.	Monitoring of visitor pass abuse is ongoing, with offenses resulting in voiding of misused passes and denial of visitor passes in the future. Reports of visitor pass misuse should be reported to the Traffic, Parking and Transportation Department at 617-349-4700. In 2009, the Traffic, Parking and Transportation Department piloted a system in which visitor passes would only be valid within two blocks of a residence in order to curb misuse; however, this system was discontinued due to complaints from residents.
2004 Update	T 11	The City should increase publicity for the EZ Ride shuttle.	The EZ Ride Shuttle runs on weekdays around 6:30am-10:30am and around 3:00pm-8:00pm, making stops at North Station, Lechmere, Kendall Square, Cambridgeport, and other locations along the route. The fare is \$1 for adults, 50 cents for children, students, seniors and persons with disabilities, and it is free to employees and affiliates of sponsoring organizations. The City is an EZRide partner and has worked to promote the service through focused advertising campaigns and the annual “Go Green Month” in May. EZRide information is also available on the <i>Getting Around in Cambridge</i> map, the MBTA System Map, and <i>Cambridge Life</i> magazine. The EZRide Shuttle now carries over 1,600 riders daily.
2004 Update	T 12	The City should conduct better evening enforcement of parking restrictions. It is important to balance the needs of neighborhood residents with those of local businesses. Creating this balance is particularly challenging, and important, in Area Four along Hampshire Street heading into Inman Square.	CHANGE IMPLEMENTED: A pilot program extending parking enforcement hours until 10 PM proved successful, and the extended hours were made permanent.

Source	Rec#	Housing Recommendation	Progress and Status
1995 Study	H 1	<p>Inform neighborhood residents about the City’s housing programs.</p> <ul style="list-style-type: none"> The City is called upon to mount an informational campaign about its various housing programs in Area Four. Particular attention should be paid to the non-English speaking residents in the community. City documents and brochures describing its housing efforts should have Spanish and Creole supplements to be accessible to the Hispanic and Haitian residents of the neighborhood. 	<p>NEW GUIDE AVAILABLE: In 2003, the City began issuing a new version of its informational brochure <i>A Guide to Affordable Housing Programs in Cambridge</i>, which is available in English, Spanish, and Haitian Creole. Information is also available on the city’s web page at www.cambridgema.gov/cdd/hsg or by calling the Housing Information Line at 617-349-4622. The City also provides information at public meetings and through the free First Time Homebuyers Classes. Interpretation services are available by request.</p>
1995 Study	H 2	<p>Increase Home Ownership Opportunities in Area Four.</p> <ul style="list-style-type: none"> The Study Committee supports all programs that are designed to offer home ownership opportunities to Area Four residents. Long-term residents, who are currently renters, should be particularly targeted for home ownership programs, through distribution of information that illustrates the range of ownership options available to them. Newly constructed housing in Area Four should offer as many affordable housing ownership opportunities to Area Four residents as possible. 	<p>The City of Cambridge supports a wide variety of programs to help expand homeownership opportunities, particularly for low- and moderate-income households. In the past three years, the City has offered more than 50 affordable homeownership units to first-time buyers in Area Four.</p> <ul style="list-style-type: none"> The Inclusionary Zoning provision requires developers of large housing projects (including condos) to set aside affordable units to be marketed by the City to low-to-moderate income homebuyers. The Cambridge Affordable Housing Trust, with funding from various public and private sources, supports the development of new affordable housing (ownership and rental) and to apply restrictions to make existing units in the market permanently affordable. Free First-Time Homebuyer Classes, offered by the city, help income-eligible households qualify for special mortgage products or financial assistance in purchasing homes from the private market.

Source	Rec#	Housing Recommendation	Progress and Status
1995 Study	H 3	<p>Upgrade Existing Rental Housing Stock.</p> <ul style="list-style-type: none"> • The Committee recognizes the importance of the Home Improvement Program to low and moderate income homeowners in Area Four, and supports the City in its continued funding and implementation of the program in the community. • The Committee recommends that the City enforce corrections of building code violations in a vigorous manner, particularly deteriorated, multi-family apartment buildings. The property of persistent violators should be targeted for non-profit acquisition, and as candidate buildings for the Resident Cooperative Ownership Program. • Augment efforts that seek to rehabilitate rent controlled buildings such as Cambridge Neighborhood Apartment Housing Services (CNAHS). • The Committee recommends that the Rent Control Board streamline its regulations governing rehabilitation of rent-controlled buildings and the reimbursement of owners for such efforts. 	<p>Home Improvement Programs are offered by two non-profit organizations in Area Four, Homeowners Rehab, Inc. (HRI) and Just-A-Start, Inc. These programs offer low-interest rehabilitation loans for owner-occupied, 1-to-4-unit buildings. In Area Four, Home Improvement Programs supported 33 rehabilitation projects (52 units total) between 2004 and 2009. Separately, Just-A-Start offers a 3% Home Improvement Revolving Loan through Cambridge Savings bank.</p> <p>Cambridge Neighborhood Apartment Housing Services (CNAHS) continues to offer low-interest rehabilitation financing to private owners of multi-family residential buildings if a number of units are made affordable to low- and moderate-income tenants for up to 20 years.</p> <p>Massachusetts acted to discontinue rent control programs in 1995.</p>

Source	Rec#	Housing Recommendation	Progress and Status
1995 Study	H 4	<p>Accommodate Housing Requirements of Disabled Residents.</p> <ul style="list-style-type: none"> All newly constructed housing in Area Four should have a certain proportion of the units that are accessible to the disabled. 	<p>COMPLETED PROJECTS: A number of new housing developments in Area Four include accessible units for residents with disabilities. All new City-assisted homeownership developments include fully accessible units. The Cambridge Housing Authority renovated 55 Essex Street to be a combination of 25 assisted-living and 44 independent-living apartments, all of which are affordable, and 13 units in Newtowne Court (5% of total) were made accessible in 1999. The building code requires that 5% of units be accessible in new multifamily housing.</p>
1995 Study	H 5	<p>Encourage the Development of New Mixed-Income Housing on the Blouin site (245 Columbia Street).</p> <ul style="list-style-type: none"> The Committee strongly supports construction of housing on the Blouin site. The new housing should be ownership oriented, and designed to accommodate a range of incomes. The City can use the funds from sale of market rate units to cross subsidize affordable housing 	<p>COMPLETED PROJECT: Sixteen affordable homeownership units, the Columbia/Hampshire Condominiums, were developed on the Blouin Site in 1996.</p>
1995 Study	H 6	<p>Rehabilitate the Building on 290 Broadway and Build Mixed-Income Housing on the Rest of the Site.</p> <ul style="list-style-type: none"> The Committee urges the renovation of the building at 290 Broadway. In addition to bringing the apartments into conformity with the building code, the Committee recommends that the retail uses on Broadway be maintained. The Committee further recommends that mixed-income housing be constructed on the rest of the site. 	<p>290 Broadway remains in private ownership. However, the building was rehabilitated to include housing on the upper floor and neighborhood retail on the first floor, and the remainder of the site was developed as mixed-income owner-occupied housing.</p>

Source	Rec#	Housing Recommendation	Progress and Status
1995 Study	H 7	<p>Target Empty Lots and Abandoned Buildings for Development of Affordable Housing.</p> <ul style="list-style-type: none"> • The Committee recommends that the Community Development Department conduct an inventory of privately owned, vacant parcels and abandoned buildings in the neighborhood and approach the owners with the intent of developing housing. <p>Specific Sites to be targeted:</p> <ul style="list-style-type: none"> • Burned house on 155 Washington Street (at the corner of Washington and Windsor) • Empty lot at the corner of Columbia and Harvard Streets. • Empty lot at 135-137 Cherry Street 	<p>The Housing Division of the Community Development Department, working with local non-profit organizations, actively pursues opportunities to develop affordable housing units throughout the city on an ongoing basis. Staff collect information from real estate brokers, community members and others in order to identify opportunities.</p> <ul style="list-style-type: none"> • The property at the corner of Washington and Windsor is currently a residential use. One condominium unit within the building is owned by the Cambridge Housing Authority. • The lots at the corner of Columbia and Harvard and at 135-137 Cherry Street remain privately owned.
1995 Study	H 8	<p>Enhance The Integration of Public Housing Developments into the Area Four community.</p> <ul style="list-style-type: none"> • The Committee recommends starting a dialogue with the CHA and the Pisani Center Tenant Council to explore all possible avenues of cooperation in addressing neighborhood issues. 	<p>The Cambridge Housing Authority renovated Newtowne Court between 1993 and 1999. The renovations aimed to improve the physical compatibility of Newtowne Court with the rest of the neighborhood. Interior improvements included reconfigurations to better match typical household sizes, the use of high-quality, durable materials, and the creation of 13 fully accessible units. Exterior improvements included more parking and open space, reconfiguration of lighting and trees, the addition of porches, and a reduction in hardtop and chain link fence.</p> <p>The tenant council for Washington Elms and Newtowne Court has typically been involved in neighborhood activities, in some cases applying for grants and working with neighborhood groups.</p>

Source	Rec#	Housing Recommendation	Progress and Status
2004 Update	H 9	The City should continue to act through its Inclusionary Zoning ordinance to encourage developers and institutions to create affordable housing units within residential developments.	The Inclusionary Zoning provision of the Cambridge Zoning Ordinance requires developers of any new or converted housing development with 10 or more units to set aside 15% of the units built under base zoning regulations as affordable housing for low- or moderate-income households. To compensate, developers receive a 30% increase in the number of units and allowed floor area for the project. Affordable units must be comparable to the other units in the project, so if the project is rental apartments then the affordable units will have affordable rents, and if the project is condos then the affordable units are sold to income-eligible first-time homebuyers at an affordable price, with restrictions on re-sale price. Inclusionary units are marketed by the Cambridge Community Development Department.
2004 Update	H 10	Developers and institutions creating commercial developments should continue to contribute money to the City's Affordable Housing Trust through the Incentive Zoning ordinance.	The Incentive Zoning provision of the Cambridge Zoning Ordinance requires that if a non-residential project seeks a special permit for an increase in the permissible density or intensity of a particular use, the developer must mitigate the impact of that development on the city's housing supply by making a contribution of \$4.38 per square foot towards affordable housing. This payment is made to the Cambridge Affordable Housing Trust, which funds the creation and preservation of affordable housing units throughout the city.

Source	Rec#	Housing Recommendation	Progress and Status
2004 Update	H 11	<p>As recommended in the original study, the City should aggressively pursue opportunities to purchase housing units on vacant land in Area Four to increase the number of affordable units in the neighborhood.</p> <p>One potential opportunity could be the parking lots that belong to the candy factories that have left or are leaving Cambridge. A high priority for acquisition and conversion to affordable housing should be the Cambridge Brands parking lot on School Street.</p>	<p>The Housing Division of the Community Development Department, working with local non-profit organizations, actively pursues opportunities to develop affordable housing units throughout the city and to preserve federally assisted rental housing in danger of being converted to market-rate housing. Funding is provided by the Cambridge Affordable Housing Trust and other sources. Some recent affordable housing projects in Area Four include:</p> <ul style="list-style-type: none"> • The former Squirrel Brand factory was converted to 20 units in 2004. • Scouting Way, a 13-unit project combining historic preservation and new construction, was built in 2005. • 13 units were completed on Columbia Street in 2007. • 10 apartments were built at 821-823 Main Street (the former “Nightstage” property) in 2009. • 24 units were completed at Harvard and Davis Streets in 2009. <p>The Cambridge Brands Company remains in operation.</p>
2004 Update	H 12	<p>The Community Development Department should immediately provide information to community groups and residents about the existing state of affordable housing in the City to enable local residents to make informed decisions and effectively advocate for more affordable housing.</p> <p>This information should be in text and map format and should include numbers, types, general location, and any potential for the expiration of affordability restrictions. CDD should provide guidance on the most effective ways in which local residents can advocate for the creation of long-term affordability restrictions.</p>	<p>Since 1995, the City’s efforts have helped to create or preserve over 2,900 affordable housing units. Information about projects with City funding assistance is available in the Cambridge Affordable Housing Trust’s report. Information on the overall affordability of market-rate housing in Cambridge can be found in the <i>Housing Market Information</i> publication. All of these publications, along with other information on housing-related topics, is available on the Community Development Department website at www.cambridgema.gov/cdd, and questions can be addressed by contacting the Housing Information Line at 617-349-4622.</p>

Source	Rec#	Housing Recommendation	Progress and Status
2004 Update	H 13	The City should develop affordable artist lofts with studio space and galleries on the first floor.	There are currently no projects involving artist lofts or studios in Area Four.
2004 Update	H 14	<p>The City should continue to provide opportunities for members of the community to participate in the ongoing discussion about the future of the 238 Broadway site.</p> <p>While the future of the 238 Broadway parcel remains to be decided, the Community Development Department should be proactive in providing information and assistance in helping the City Council make an informed decision about whether to convert this parcel to housing, open space, some other use, or a mix of uses. Since the acquisition of this parcel and its designation for open space, many things have changes in the neighborhood: housing has become more expensive, other sources of funding to create housing (most importantly, the Community Preservation Act) have become available, and the Neighbors for a Better Community parcel on the corner of Harvard and Moore Streets could potentially increase the size of the site.</p>	<p>PROJECT COMPLETED: The 238 Broadway site was developed into Greene • Rose Heritage Park according to the plan developed through a community design process. The park was completed in 2008.</p>

Source	Rec#	Housing Recommendation	Progress and Status
2004 Update	H 15	The City should acquire the Neighbors for a Better Community parcel on the corner of Harvard and Moore Street and develop affordable housing on this site. This site should be integrated into the 238 Broadway planning process.	Neighbors for a Better Community, Inc., acquired the parcel at Harvard and Moore as part of an agreement with the developer of 205 Broadway, with the restriction that the site would be developed for “community uses” such as parks, affordable housing, or a gymnasium. The City and the Cambridge Affordable Housing Trust have been active in trying to facilitate a sale of this parcel to a non-profit housing developer. There have been discussions with the seller, but we have been unable to reach an agreement on terms. While there are no active discussions taking place currently, the City remains very interested in ensuring that this site, when developed, provides the community uses that have long been envisioned there.
2004 Update	H 16	While the current funding climate makes the creation of limited-equity coops challenging, the City should continue to investigate the feasibility of this form of housing. As another way to enable homeownership among low and moderate-income persons, the creation of limited-equity condominiums should continue and be increased.	The Community Development Department, in collaboration with local non-profit organizations, investigates opportunities to create limited-equity homeownership units where appropriate. Some limited-equity homeownership units are created through the Inclusionary Zoning provision, requiring that developers of condominium projects of ten units or more set aside some units to be sold at a cost affordable to low- to moderate-income homebuyers, with restrictions on resale price to keep those units affordable in the future. In the past three years, the City has offered more than 50 affordable homeownership units to low- and moderate-income families in Area Four.
2004 Update	H 17	If the Department of Public Works goes through the planning process to move to a new, non-residential location, the Department’s current site on Hampshire Street should be explored as a potential location for affordable housing.	UNDER CONSIDERATION – LONG RANGE: It is part of the City’s long-term strategy to identify a new site for the Department of Public Works facility. If it is relocated, the future use of the present site will be determined through a public process.

Source	Rec#	Housing Recommendation	Progress and Status
2004 Update	H 18	<p>The City should create a comprehensive plan to control rent increases and limit evictions, especially by absentee landlords.</p> <p>This type of affordable housing preservation is important because the current housing market makes the development of new units challenging. The creation of new affordable units has failed to keep up with the number of affordably priced units on the private market that are being lost.</p>	<p>Massachusetts acted to discontinue rent control programs in 1995, and a home-rule petition to reinstate rent control did not pass a Cambridge ballot vote in 2003. Since 1995, the City has focused its efforts on the creation of more affordable housing units and the preservation of existing affordable units that are in danger of being converted to market-rate units.</p>
2004 Update	H 19	<p>MIT should be encouraged to house all students and as many of its affiliates as possible on campus, in order to reduce the housing crunch in surrounding neighborhoods.</p>	<p>According to MIT’s 2009 Town-Gown Report, about 77 undergraduates (2% of all undergraduates) and 1,652 graduate students (28% of all graduate students) live in private, non-MIT-owned housing in Cambridge. MIT’s policy is to guarantee four years of housing to all undergraduates, and currently provides housing to 41% of its graduate students. MIT currently provides housing only to a small number of faculty and staff who serve as resources within the student residential system.</p>

Source	Rec#	Economic Development Recommendation	Progress and Status
1995 Study	ED 1	<p>Create a Partnership between the City, Businesses, and the Schools to provide Job Training for Promising Students.</p> <p>The Committee recommends the creation of a cooperative apprenticeship program between the School Department and emerging biotech industries. Students would be introduced to the field of study through on-the-job training. The City should provide the initial start up costs with the School Department and businesses absorbing the students training costs.</p>	<p>The Office of Workforce Development (OWD) provides career assistance to Cambridge residents and partners with organizations to create job training and placement resources. An example is the Just-A-Start Biomedical Careers Program, which provides classroom preparation, training, and placement for entry-level positions in the biotechnology industry. The Community Development Department supports a number of Cambridge residents who participate each year. In Fiscal Year 2010, 18 residents will be funded for this training.</p>
1995 Study	ED 2	<p>Build an “Environmental Center” in Area Four in cooperation with MIT.</p> <p>The Committee recommends the City establish a public/private partnership with MIT for the creation of an Environmental Center in Area Four. The center would offer training in environmentally related occupations, such as recycling, and would raise awareness about environmental issues in the neighborhood and the City as a whole</p>	<p>MIT cooperates with the City of Cambridge and the local community at large on a range of environmental initiatives. These include research and teaching projects in which MIT faculty and students work with teachers and students in Cambridge Public Schools, as well as projects to support the Cambridge Climate Action Plan. Information on MIT’s environmental initiatives can be found online at web.mit.edu/environment.</p>

Source	Rec#	Economic Development Recommendation	Progress and Status
1995 Study	ED 3	<p>Create a Job Training Center in the Public Housing Developments.</p> <p>The Committee recommends utilizing the vacant units in the Newtowne Court housing development for on-site job training. The Department of Employment and Training should establish a satellite office at Newtowne Court with one staff person and equipment. Low cost day care should be made available to participants in the job-training program.</p>	<p>There are no longer any long-term vacancies in Newtowne Court. However, since 1998, the Cambridge Housing Authority has funded a staff member specifically focused on helping public housing tenants find employment.</p> <p>There are also a number of opportunities nearby that offer job assistance and educational programs to Cambridge residents. The Windsor Street Community and Healthcare Center across the street from Newtowne Court has a learning computer lab where English as a Second or Other Language (ESOL), literacy, and basic computer education classes are offered. The center also houses a youth workforce development program, a community arts program, and a Head Start program. The Cambridge Employment Program, located at 51 Inman Street, works to help Cambridge residents find employment through one-on-one consultations and referrals to employers and job training programs.</p>
1995 Study	ED 4	<p>Make Improvements in the Quality and Distribution of Employment and Training Literature.</p> <p>The Committee recommends the distribution of employment and job training information through a centralized location. The current material describing jobs and training opportunities was criticized as too bureaucratic in language, as well as being hard to obtain.</p>	<p>The Office of Workforce Development publishes a directory, <i>Cambridge Works and Learns</i>, which is available at their office at 51 Inman Street. The Cambridge Employment Program, also at 51 Inman Street, is a “one-stop” location for job advising and information on employment training and placement resources. Information about job programs is also available on the web at www.cambridgema.gov/DHSP/owd.cfm.</p>
1995 Study	ED 5	<p>Increase recent immigrants’ access to “English as a Second Language” classes. Particular attention should be paid to the Haitian population in the neighborhood.</p>	<p>English as a Second or Other Language (ESOL) programs are offered at a variety of locations, including the Cambridge Learning Center at 19 Brookline Street, Concilio Hispano at 105 Windsor Street, and the Windsor Street Community and Healthcare Center at 119 Windsor Street. Programs are offered to speakers of a variety of native languages, including Haitian Creole.</p>

Source	Rec#	Economic Development Recommendation	Progress and Status
2004 Update	ED 6	The City should encourage future economic development to be compatible with the neighborhood (i.e. small businesses on the first floor of buildings with residences above, rather than “big box” chain development).	The Cambridge Zoning Ordinance typically allows and usually encourages mixed-use development with small, ground-floor retail along major streets like Massachusetts Avenue and Main Street. Zoning regulations, along with the relatively small sizes of lots, would make it difficult to develop “big box” chain stores in the neighborhood.
2004 Update	ED 7	The City should help those who have been displaced through the loss of traditional manufacturing jobs to find new means of employment, by providing job training and by encouraging a diverse range of employers to locate within the city.	The Office of Workforce Development (OWD) provides career assistance to Cambridge residents and partners with organizations to provide job training and placement resources. The Cambridge Employment Program (51 Inman Street) is a “one-stop” location for information on job training and placement. Programs include the Just-A-Start Biomedical Careers Program, which provides classroom preparation, training, and placement for entry-level positions in the biotechnology industry. The City will begin offering a Green Jobs program in 2010 to train Cambridge residents for jobs in green building maintenance and energy efficiency.
2004 Update	ED 8	The City should support small retail by maintaining an inventory of vacant retail spaces and their lease rates.	ONGOING SERVICE: The Economic Development Division of the Community Development Department currently maintains a “SiteFinder” database of small, available retail spaces throughout the city. Prospective small business owners can consult with Economic Development staff to learn about opportunities that suit their needs.
2004 Update	ED 9	Conduct a needs analysis of small businesses in Area Four. This may show the need for an organization similar to Just-A-Start, but that develops affordable retail space instead of housing.	ONGOING PROGRAMS: The Economic Development Division routinely surveys businesses citywide to assess needs in particular areas and to market programs that provide assistance. These surveys have been conducted in Area Four, with a particular focus on Central Square.

Source	Rec#	Economic Development Recommendation	Progress and Status
2004 Update	ED 10	The City should evaluate the impact the loss of 238 Broadway as a municipal building will have on the local job market.	The municipal offices that were temporarily located at 238 Broadway are now located roughly one half mile away at 344 Broadway.
2004 Update	ED 11	The City should develop methods to encourage large businesses to hire Cambridge residents, in order to increase employment among Cambridge residents and to reduce commuting.	The City has ongoing programs serving Cambridge businesses as well as Cambridge residents seeking jobs, providing opportunities to match potential employees with businesses looking to hire. The Cambridge Biomedical Careers Program is intended to train and guide residents to jobs at local life science companies, and the Green Jobs training program is intended to train residents in jobs that promote energy efficiency and sustainability in the City.
2004 Update	ED 12	The neighborhood should be kept informed about the redevelopment of the Nightstage property (823 Main Street). This parcel has been approved for a mixed-use development, but has not moved forward into the construction process.	COMPLETED PROJECT: The mixed-use development that had been permitted for that site was not developed. The site was acquired by the city and Just-A-Start developed 10 affordable housing units (including fully accessible ground-floor units) in 2008.
2004 Update	ED 13	When a retail building goes under new ownership and/ or is renovated, long-time tenants should not only be given the right of first refusal, but the City should ensure that the tenants are realistically able to afford the renovated space. In the past, the right of first refusal has not helped to retain small businesses because new rent and lease rates are unaffordable to these businesses.	The City is limited in its ability to influence commercial tenure and rents. However, the City is committed to maintaining a diversity of retail in Cambridge and providing support in the form of grants, advising and other assistance to small businesses and to property owners leasing commercial space to local tenants. Programs include the Façade Improvement Program, Best Retail Practices Program, financial literacy classes and others. Information is available at www.cambridgema.gov/cdd/ed .

Source	Rec#	Open Space Recommendation	Progress and Status
1995 Study	OS 1	<p>Allocate more funds towards Park Maintenance.</p> <ul style="list-style-type: none"> The committee supports the allocation of more City resources towards park maintenance. The community also recommends that a service contract be attached to all park renovation projects in the neighborhood. 	<p>The Parks and Urban Forestry Division of the Department of Public Works (DPW) has included new specialized staff positions, increased training, and established sector maintenance crews responsible for different districts of the city. Some parks are maintained through a private maintenance contract.</p>
1995 Study	OS 2	<p>Renovate Harvard Street Park.</p> <ul style="list-style-type: none"> The Committee strongly recommends that Harvard Street Park be renovated as a primary priority of the open space recommendations. 	<p>COMPLETED PROJECT: Harvard Street Park was expanded with the acquisition of the 238 Broadway site, resulting in the new 1.6-acre Greene • Rose Heritage Park, completed in 2008. The park contains a new playground, water play features, seating, a lawn area, ornamental plantings and public art. The existing tennis court and community gardens were renovated as well.</p>
1995 Study	OS 3	<p>Upgrade Area Four Community Garden on Broadway.</p> <ul style="list-style-type: none"> The Committee would like to see the garden on Broadway upgraded. The improvements should include attractive fencing around the garden, better design for the individual plots, and sidewalk improvements to Boardman Street, next to the garden. 	<p>COMPLETED PROJECT: When the former Squirrel Brand factory was acquired and developed into affordable housing units, the front area was developed as a public park. The park includes a passive sitting area at the Broadway and Boardman Street corner and a public community garden area to the west, which has been upgraded with new soil, water spigots and accessible pathways. The project was completed in 2005.</p>
1995 Study	OS 4	<p>Design and Construct a Small Sitting Area in Sennott Park.</p> <p>The Committee recommends the design of a sitting area within Sennott Park. The sitting area is to be located on the part of the park next to Broadway and Norfolk Street, away from abutting houses. The Committee envisions such an area to be surrounded by small hedges for a sense of enclosure, and to include sitting benches and chess tables.</p>	<p>COMPLETED PROJECT: In 2010, the edge of Sennott Park was improved by extending the existing curved walkway and adding benches, a picnic table, new trees and plantings, and a low ornamental fence along Broadway. The project was funded through the Community Development Block Grant program. The design was completed in 2009 with input from community members.</p>

Source	Rec#	Open Space Recommendation	Progress and Status
1995 Study	OS 5	<p>Plant a Shade Tree in the Hampshire/Elm Sitting Area.</p> <p>The sitting area is not in Area Four proper, but is located in the Wellington-Harrington neighborhood. The Committee suggests the Wellington-Harrington Study Committee consider recommending planting a shade tree in the sitting area.</p>	<p>UNDER CONSIDERATION - Medium Range:</p> <p>A shade tree was not planted because it might interfere with existing trees. However, the Department of Public Works has improved the sitting area periodically over time with new plantings. In the future, staff will evaluate the potential cost and scope of renovating the site, possibly including new uses that could better activate the space. Any future changes to the space would be determined through discussion with neighbors and community members.</p>
1995 Study	OS 6	<p>Explore the possibility of adding the following sites to the neighborhood’s open space system.</p> <ul style="list-style-type: none"> • 206-210 Broadway • 165 Harvard Street • 197 Harvard Street <p>All the sites are privately owned. The Committee felt that the vacant parcel at 165 Harvard Street was too small to be considered appropriate for housing. The Committee felt that 206-210 Broadway would be appropriate as open space. The Committee recommends that the Department of Public Works (DPW) should notify the owners about cleaning their property. If the owners fail to comply, DPW should clean the lots at the owners’ expense</p>	<ul style="list-style-type: none"> • COMPLETED PROJECT: 165 Harvard Street was incorporated into the development of the 238 Broadway site, and is now part of Greene • Rose Heritage Park. • The 206-210 Broadway site was developed for office use in 1999. • 197 Harvard Street remains in private ownership as a parking lot.
1995 Study	OS 7	<p>Schedule Street Trees for Periodic Trimming so that Tree Branches do not Obstruct Street Lights.</p>	<p>City trees are pruned regularly on about a 6-year cycle, with contractors working in a different section of the city each year. Pruning was done throughout much of Area Four in 2009, with additional work expected to take place in 2010. The City Arborist will also evaluate potentially hazardous situations on an ongoing basis. Issues or questions can be reported to the City Arborist at 617-349-6433 or cambridgetree@cambridgema.gov.</p>

Source	Rec#	Open Space Recommendation	Progress and Status
2004 Update	OS 8	<p>The City should continue the ongoing community process surrounding the Squirrel Brand open space.</p> <p>This space should continue to have a large community garden component, while at the same time including space for members of the public (especially youth) to interact and enjoy the site.</p>	<p>PROJECT COMPLETED: When the Squirrel Brand factory was converted to affordable housing units, it was determined that the space in front of the building would become a public park. The space was designed through a community process in 2002-2003, and the new park was completed in 2005. Roughly half of the space contains community gardening plots, while the other half includes a lawn, plantings and furniture for passive use.</p>
2004 Update	OS 9	<p>While the final status of the 238 Broadway site has yet to be determined, any open space on the site should reflect the plan developed through the community process.</p>	<p>COMPLETED PROJECT: The 238 Broadway site was developed into Greene • Rose Heritage Park according to the plan developed through a community design process. The park was completed in 2008.</p>
2004 Update	OS 10	<p>Parks should be designed to encourage safety and discourage illicit activity. Existing parks should be continually monitored to ensure that they are clean, well-maintained, safe, and being used for appropriate activities. The parks can and should serve an important role in providing positive activities for youth.</p>	<p>Safety and security are important considerations in the design of new parks. Park features and equipment are arranged to provide a high degree of visibility, and projects often include additional lighting where necessary and emergency phones. Department of Public Works staff conduct regular park maintenance, with a crew dedicated to each sector of the city, and work to prevent graffiti and litter from accumulating. Park maintenance issues can be reported to the Parks and Urban Forestry division at 617-349-4880, and graffiti on public property can be reported to the City’s “Graffiti Hotline” at 617-349-6955.</p>

Source	Rec#	Open Space Recommendation	Progress and Status
2004 Update	OS 11	<p>The City should work to more effectively link youth educational and recreational organizations to existing park and recreation facilities.</p> <p>In order to do this, City departments concerned with these issues (including Community Development, Human Services, and Recreation) should conduct a comprehensive recreational needs analysis of local youth. Increased activity should be balanced with concerns about increased noise (especially amplified) by local residents.</p>	<p>Many parks are near Cambridge schools and youth centers, which often use parks for their programs, and parks are also used by youth sports groups and other community-based organizations. The Recreation division of the Department of Human Service Programs works to coordinate use of city parks for formal recreation programs where necessary.</p> <p>Recreation and school programs were considered in the work of the Green Ribbon Open Space Committee, which reported on citywide park facility needs in 2000. In addition, needs for open space that supports unstructured play activities for children and adults of all ages and abilities were explored by the Healthy Parks and Playgrounds Task Force.</p>
2004 Update	OS 12	<p>The City should work to improve the quality of lawns and fields throughout the park system.</p>	<p>The Parks and Urban Forestry division of the Department of Public Works has a specialized position focused on turf management. Park renovations often include complete field and drainage work, as well as irrigation.</p>
2004 Update	OS 13	<p>The City should establish a process for informing the public about changes in use to athletic facilities. Residents expressed concern with the lack of notice about the change at Sennott Park from baseball to soccer.</p>	<p>When a change in use occurs as part of a park renovation or redesign, the Community Development Department, the Recreation Division of the Department of Human Service Programs, and the Department of Public Works work collaboratively with community members to plan the use changes through a public process.</p>
1995 Study	OS 14	<p>Allocate more funds towards Park Maintenance.</p> <ul style="list-style-type: none"> The committee supports the allocation of more City resources towards park maintenance. The community also recommends that a service contract be attached to all park renovation projects in the neighborhood. 	<p>The Parks and Urban Forestry Division of the Department of Public Works (DPW) has included new specialized staff positions, increased training, and established sector maintenance crews responsible for different districts of the city. Some parks are maintained through a private maintenance contract.</p>

Source	Rec#	Public Safety Recommendation	Progress and Status
1995 Study	PS 1	<p>Monitor Streetlights in Area Four on a Regular Basis and Replace Damaged Lights Promptly.</p> <p>The committee recommends the Electrical Department conduct regular monitoring of the street lighting situation in Area Four.</p>	<p>Most streetlights in Cambridge are now maintained by the city Electrical Department. Residents can report damaged or burnt out lights to the Electrical Department at 617-349-4925 or streetlightrepair@cambridgema.gov.</p>
1995 Study	PS 2	<p>Improve Sidewalk Conditions on the Streets Listed Below:</p> <ul style="list-style-type: none"> • Boardman Street (next to community garden) • Cherry Street • Main Street (next to Newtowne Court public housing development) • Pine Street • Washington Street (next to Windsor Street) <p>The Committee felt the physical environment in Area Four needed to be cleaned up. The Committee recommended a manual be developed for property owners on how to remove graffiti and that the Department of Public Works pay more attention to the neighborhood.</p>	<p>All of the recommended sidewalks from the study have been improved. Ongoing sidewalk reconstruction is conducted according to the Department of Public Works’ 5-Year Street and Sidewalk Plan, available on the city website at www.cambridgema.gov/theworks.</p> <p>Requests for street or sidewalk repair can be reported to the Department of Public Works at 617-349-4800 or theworks@cambridgema.gov. To report potholes, call 617-349-4854.</p> <p>The Department of Public Works also engages with community members to do coordinated clean-ups in parks, streets and squares, and to tend planted areas on sidewalk edges, traffic islands and small plazas.</p> <p>The City has produced a “Fighting Graffiti” brochure, also available at www.cambridgema.gov/theworks.</p>

Source	Rec#	Public Safety Recommendation	Progress and Status
1995 Study	PS 3	Enhance Police Visibility on Bishop Allen Drive.	<p>The Cambridge Police Department (CPD) has worked to increase its overall presence within the entire community. CPD’s Community Policing Program focuses on an overall strategy of partnerships and problem-solving. This program includes:</p> <ul style="list-style-type: none">• Designated neighborhood sergeants (available to meet with community groups)• A leadership council of community leaders, police and public officials• Regular meetings with the Cambridge Housing Authority (which includes Washington Elms and Newtowne Court)• Community-Based Justice Meetings (law enforcement, school department, DA, probation)• Meetings with Concilio Hispano to discuss issues unique to the Latino community• \$500 grants for community events• Neighborhood walks on request• School Resource Officer Program, in which an officer is assigned to every school

Source	Rec#	Public Safety Recommendation	Progress and Status
2004 Update	PS 4	<p>The City should work to ensure that parks and other public spaces are safe in the evening. Neighbors are particularly concerned about the need for greater police presence at Columbia/ Pine Street, Market Street, and Sennott Parks in the evening.</p> <p>Creating safe parks requires thoughtful design, proper maintenance, and consistent police enforcement. Specific ideas presented by neighbors include: increasing uniformed foot patrols, increasing the number of parked police cars, having designated youth activity coordinators in parks (both during school vacation and after school), and fully funding a youth summer jobs program.</p>	<p>Safety and security are important considerations in the design of new parks. Park features and equipment are arranged to provide a high degree of visibility, and projects often include additional lighting where necessary and emergency phones.</p> <p>The Cambridge Police Department’s Community Policing Program, described above, also addresses this issue by working with community members to identify and respond to issues that may arise in neighborhood parks.</p> <p>A variety of activity coordinators may be available at any given time, including staff at youth centers, youth recreation workers in parks during the summer, and staff for community school and after-school programs. Youth employment programs are coordinated through the Office of Workforce Development, and include the Mayor’s Summer Youth Employment Program as well as the Youth Employment Center at Cambridge Rindge and Latin School.</p>
2004 Update	PS 5	<p>Overall, the number of police patrols in the neighborhood in the evening should be increased.</p>	<p>Issues that may be addressed through additional patrols can be discussed directly with the neighborhood sergeant, to provide immediate and direct feedback on patrolling activities. The neighborhood sergeant can be contacted at 617-349-3382 or area4@cambridgepolice.org.</p>
2004 Update	PS 6	<p>The City should sponsor community events in the parks at night. This will create more positive activity in the park while discouraging negative activity.</p>	<p>The Department of Human Service Programs occasionally sponsors evening events, such as movies and family concerts at Sennott Park in the summer. The Cambridge Police Department also offers grants for community-organized events like block parties.</p>

Source	Rec#	Public Safety Recommendation	Progress and Status
2004 Update	PS 7	The City should support the ongoing efforts of the Area Four Safety Group that has been meeting since summer 2002. The City should seriously consider this group’s recommendations and work to implement them whenever possible.	The Community Policing Program includes a neighborhood sergeant who works closely with neighborhood groups through meetings and events, as well as a leadership council of community leaders, police and public officials. This collaboration produces ongoing recommendations for improvement.
2004 Update	PS 8	<p>The City should continue to address concerns about graffiti and litter within the neighborhood. The Department of Public Works should continue to work on developing a plan to effectively address these issues both on public and private property. It is particularly important for the City to quickly clean graffiti on public property, such as parks, youth centers, schools, and other municipal buildings.</p> <p>It was suggested that the schools be encouraged to educate children about the importance of keeping streets and public places free from litter and graffiti.</p> <p>It was also suggested that youth who are known to be graffiti artists be mentored and encouraged to create other forms of art, especially public art, in order to discourage them from “tagging” and help them develop a greater sense of respect for public spaces.</p>	<p>The City offers a “Fighting Graffiti” brochure, also available at www.cambridgema.gov/theworks, and graffiti on public property can be reported to the City’s “Graffiti Hotline” at 617-349-6955. Litter clean-up is managed by Department of Public Works staff, who also work with community members to do coordinated clean-up events.</p> <p>Art programs are offered through various organizations around the city. For instance, the Cambridge Arts Council coordinates the Public Art Youth Council, which employs public high school students to create public art projects for their peers.</p>
2004 Update	PS 9	The City should install additional street lights at the Area Four Youth Center.	Any issues related to street lighting in the city should be reported directly to the Electrical Department at 617-349-4925 or streetlightrepair@cambridgema.gov .
2004 Update	PS 10	The City should evaluate the placement of street lights, paying specific attention to those lights blocked by tree branches.	Any issues related to street lighting in the city should be reported directly to the Electrical Department at 617-349-4925 or streetlightrepair@cambridgema.gov .

Source	Rec#	Public Safety Recommendation	Progress and Status
2004 Update	PS 11	The City should look for ways to increase safety for youth in Area Four and in Central Square. Rather than relying only on the police, the City should hire trained youth workers to conduct outreach on streets and in parks.	The City supports trained youth outreach workers for Area Four, based in the Margaret Fuller House.



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