

Cambridgeport Neighborhood Study

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Summary, Recommendations and Action Plan





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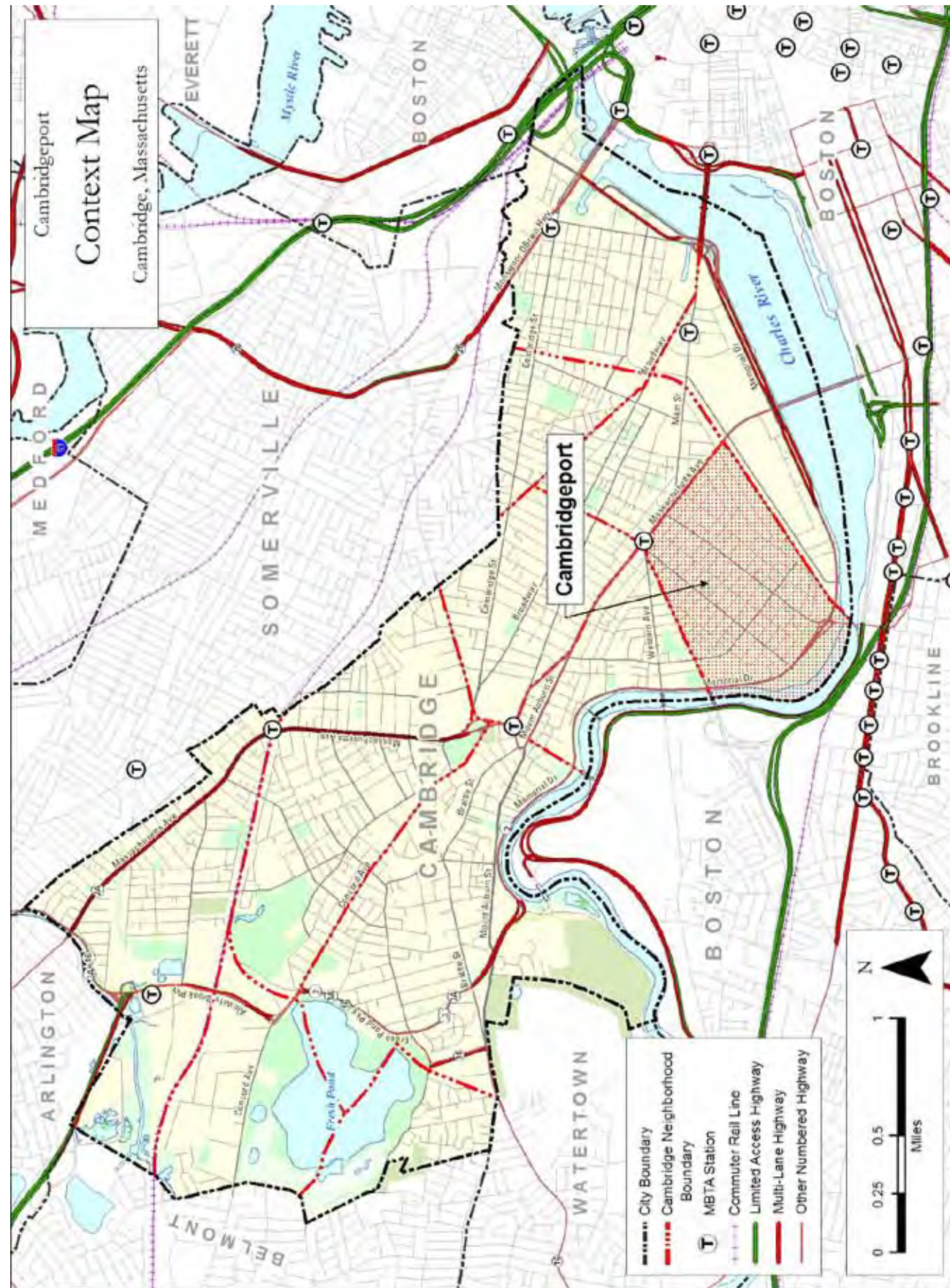
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Introduction





Cambridgeport

Cambridgeport today is a diverse, 0.53 square mile neighborhood located in the southern end of Cambridge and adjacent to the Charles River. In addition to the river, the neighborhood is bounded by River Street, Massachusetts Avenue and the Grand Junction rail line.

For the most part, streets in Cambridgeport follow a grid pattern, especially in the residential areas of the neighborhood, while the layout of major streets reflect historical routes to the early bridges across the river into Boston as well as some colonial property lines. There are non-residential uses including industrial, commercial, and laboratories located mostly at the neighborhood edges near the Massachusetts Institute of Technology and along the Charles River, although in recent years, some former non-residential buildings have been converted to residential uses. The main retail district is located in Central Square, with several significantly smaller concentrations of retail located throughout the neighborhood. Cambridgeport is fairly unique in that it is one of only a few city neighborhoods that feature both a relatively large residential area as well as large industrial and commercial areas within its borders. This development pattern has become even more apparent in the neighborhood over the past few decades as the residential population of the neighborhood continues to grow and certain non-residential uses, such as institutional and laboratories, continue to expand. Much of the planning work in the neighborhood over this time frame has focused on dealing with an increase in both types of development, maintaining appropriate transitions between the higher and lower density areas of the neighborhood, and finding the right balance between protecting neighborhood character, and promoting healthy growth.

History

Since the founding of Cambridge in 1630 up until the late 18th century the neighborhood currently known as Cambridgeport was mostly agricultural in character and contained a significant amount of wetlands and marshes. Neighborhood economic growth relied mostly on the connections being created to Boston at the time, particularly the West Boston Bridge in 1890 (where Longfellow Bridge now spans). The idea of a seaport in the area at the time gave the neighborhood its name. Although a port was never built in the area, the neighborhood developed as a residential suburb and was an important link between Boston and the farming communities of Middlesex County. Industrial

uses arrived in the neighborhood in large part after the Grand Junction rail line was built in the mid 19th century. The new railroad, along with cheap land away from populated areas at the time, prompted a wave of new industrial and economic growth. The factories and new growth also began to attract workers from outside of the neighborhood. By the late 19th century large amounts of housing were created to accommodate factory workers as well as waves of immigrants from throughout Europe. Many developers built triple-decker type houses in order to help meet the demand of so many new residents. After the early decades of the 20th century, research and technology based industrial expansion was facilitated, in large part, by the existence of MIT (which located its campus along the Charles River in the neighborhood in 1912).

Planning Issues

Today Cambridgeport remains a dense residential neighborhood with industrial uses and research and development still concentrated along the eastern edge of the neighborhood adjacent to MIT, the railroad line, and along the Charles River.

The same factors that made the neighborhood attractive for development since pre-industrial times helped create the current planning challenges for Cambridgeport: an expansion of industrial (research and laboratory) space fueled by a concentration of similar types of industry in the region, the existence of MIT and other institutions, and neighborhood housing demand prompted by the good quality of life and proximity to Boston and employment centers. The expansion of both non-residential and residential uses in the neighborhood has led to increased concerns regarding appropriate density for the neighborhood especially when existing properties are redeveloped, as well as transportation and parking concerns associated with this growth.

Much of the neighborhood is in close proximity to four bridges into and out of Boston, which has noticeable impacts on traffic in the area. Cambridgeport also features a considerable amount of commercial activity, which further impacts traffic flow and patterns on neighborhood streets. Although a significant amount of the automobile trips on the major roads and bridges in the neighborhood have destinations throughout the region, several streets that run through more residential portions of the neighborhood are impacted by this traffic, especially during peak hours. The railroad, although used much less today, still creates a transportation barrier for the neighborhood.

Cambridgeport has for many years featured both dense residential land use patterns as well as large non-residential parcels, although many former industrial properties continue to be redeveloped into other uses. Neighborhood access to the open space resources of the Charles River has also become a significant concern as parcels of land located along the river deal with

BACKGROUND

Growth Policy Document

The City's Growth Policy Document, "Toward 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. "Toward a Sustainable Future: Cambridge Growth Policy Update 2007" updates 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 been conducted 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 have distinctive concerns, needs, and resources that should be identified and addressed in the context of the city's overall planning policies.

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 a reflection of the Growth Policy Document and are conducted at the neighborhood level. In producing each neighborhood study, CDD staff work 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

redevelopment pressures. Because there are still other properties within residential areas of the neighborhood with remaining development potential, the amount of density that is appropriate has also been increasingly discussed, particularly in regard to the effect on parking, urban design, quality of life, and neighborhood services.

space, and zoning. As part of each neighborhood study, CDD collects data on demographic changes, as well as changes in housing markets, land use, and development potential in each neighborhood. 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 others it is part of long-term strategic planning.

Neighborhood Study Updates

To ensure that the neighborhood studies remain current and useful, CDD periodically updates each neighborhood study. The update process involves a series of public meetings, where community members are invited to comment on the original study recommendations, suggest new items, and prioritize issues. City staff from various departments attend these meetings to give presentations and answer questions as needed.

The 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 communicates recommendations to relevant departments to be incorporated into their work plans.

Cambridgeport Neighborhood Study

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Summary





SUMMARY

Previous Cambridgeport Neighborhood Study and Update

The original Cambridgeport Neighborhood Study was published in May 2000 after a two year study process involving a City Manager appointed study committee, City staff, and a series of large neighborhood forums. Through the process, the study committee developed recommendations that addressed topics such as development pressures, traffic concerns, and open space issues. In 2003, after a series of community meetings, the City produced the 2003 Cambridgeport Neighborhood Study Update in order to report back to the community on the status of the original recommendations as well as develop an action plan to address outstanding issues in the context of demographic shifts, updated housing and economic data, and new city policies and programs.

Cambridgeport Neighborhood Study Update

The most recent Cambridgeport Neighborhood Study Update process began with a community meeting on November 22, 2008. City staff presented information on the status and progress made on the previous set of neighborhood recommendations and residents discussed current planning issues in the neighborhood including land use and zoning, transportation, housing, economic development, and open space. Those discussions were used to create a new and updated set of draft neighborhood recommendations for Cambridgeport. There were two additional community meetings in April 2009 in order to refine the new set of planning recommendations for Cambridgeport and develop a sense of priority and timeframes to address them. The community process included significant discussion of several key topics, including: the amount of density and development that is appropriate for the neighborhood and whether certain areas within Cambridgeport exceed that level, the MBTA Urban Ring project's impact on the neighborhood, bicycle facilities throughout the neighborhood, pedestrian safety along several key streets and intersections, making sure that housing meets the needs of the neighborhood without additional

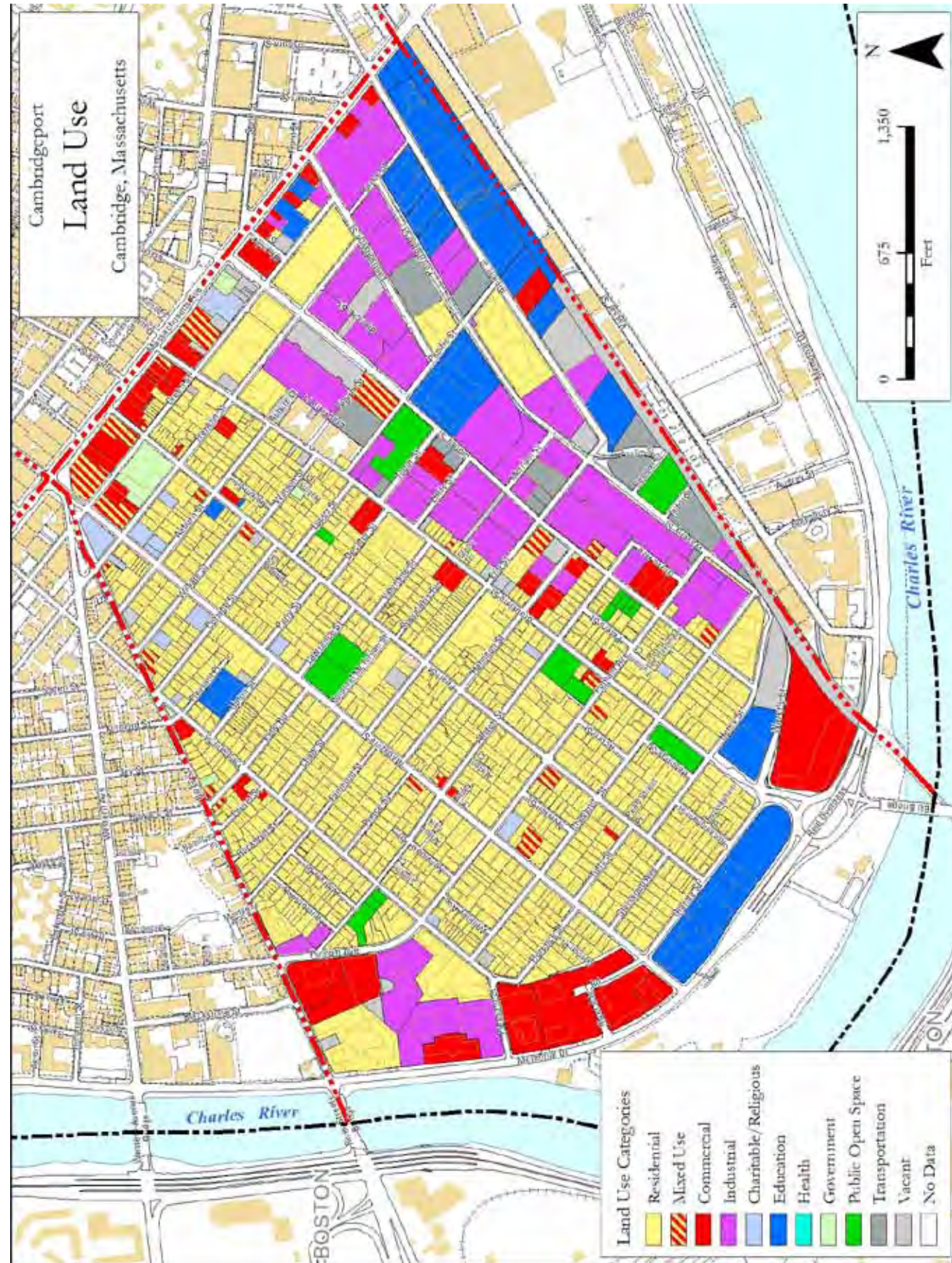
strains on city services or quality of life, the availability of on-street parking especially when new housing is proposed, and the management of and access to Magazine Beach and the Charles River in the neighborhood. The planning concerns expressed throughout the process are reflected in the Study Update recommendations for each topic area and are detailed later in the report. The study recommendations are intended to provide the city, as well as residents, with a sense of the most important planning issues facing the neighborhood at the time of this study. The recommendations do not necessarily articulate the solutions to the issues but are rather used to help guide planning efforts and in some cases may lead to further study and public discussions.

Demographics

The United States Census is a survey of every household taken every ten years by the U.S. Commerce Department Census Bureau as mandated by federal law. It collects demographic information on age distribution within the population, household composition, racial makeup, income, length of residency, ancestry, and other categories. Census data from the year 2000 is the latest data available at the time of this study update. However, where appropriate in the report, census information from the year 2000, for both Cambridgeport and the city as a whole is compared with similar census data from 1990 and 1980 to help identify neighborhood and city trends.



LAND USE MAP



SUMMARY

Land Use and Zoning Update

Most planning issues in Cambridgeport today are related to land uses in the neighborhood. Current land use patterns in Cambridgeport, which are a reflection of development patterns which started to take shape as early as colonial times and through the industrial age, also offer some insight into future development and planning for the neighborhood.

Policy changes and market forces have helped to change some of the land uses, particularly on the former large industrial sites; however, for the past century the general character of the neighborhood has featured mostly smaller residential lots at the core with larger non residential properties located along the edges near the railroad, MIT, and along the Charles River. Since the 1980's a number of properties in the historically non-residential areas of Cambridgeport have been redeveloped

oped to include a new mix of uses, including housing, office, laboratory space, and some retail. University Park, a former large industrial area that was redeveloped into research, office, laboratory, hotel, retail/grocery, and residential uses over the past twenty years, is an example of this shift in land uses.

Zoning has been used in conjunction with planning efforts to guide future development in the neighborhood and also to help ensure that quality of life issues continue to be adequately addressed. There are currently 22 zoning districts in Cambridgeport. The zoning districts reflect both current land uses and policy considerations especially in regard to maintaining appropriate transitions, access to the river, and encouraging housing.

The requirements of the zoning districts in Cambridgeport when compared to current land use, also provide an indication of the potential for new development.

Cambridgeport Zoning Districts

Base District	Max. FAR	Min. Lot Area/DU	Min. Setback Front Yard	Min. Setback Side Yard	Min. Setback Rear Yard	Max. Height	Min. OS Ratio	General range of allowed uses
RESIDENTIAL								
B	0.50	2,500	15	10 sum to 25	25	35	50%	residential: single-/two-family townhouses apartments, condos some institutional (limited in C-1)
C	0.60	1,800	(H+L) ÷ 4 at least 10	(H+L) ÷ 5 Sum to 20	(H+L) ÷ 4 at least 20	35	36%	
C-1	0.75	1,500	(H+L) ÷ 4 at least 10	(H+L) ÷ 5	(H+L) ÷ 4 at least 20	35	30%	
C-2A	2.5	300	(H+L) ÷ 5 at least 5	(H+L) ÷ 6	(H+L) ÷ 5 at least 20	60	10%	
C-2B	1.75	600	(H+L) ÷ 4 at least 10	(H+L) ÷ 5	(H+L) ÷ 4 at least 20	45	15%	
C-3	3.00	300	(H+L) ÷ 5 at least 5	(H+L) ÷ 6	(H+L) ÷ 5 at least 20	120	10%	
BUSINESS								
BA	1.00/0.75	600	No min	No min	(H+L) ÷ 5 at least 20	35/85	No min	residential institutional offices/laboratories most retail uses
BA-1	1.00/0.75	1,200	No min	No min	(H+L) ÷ 5 at least 20	35	No min	
BA-2	1.00/1.75	600	5	10	20	45	No min	
BA-3	0.75	1,500	(H+L) ÷ 4 at least 10	(H+L) ÷ 5	(H+L) ÷ 4 at least 20	35	30%	
BB	2.75/3.0	300	No min	No min	No min	80	No min	
OFFICE								
O-2	1.50/2.00	600	(H+L) ÷ 4 at least 10	(H+L) ÷ 5	(H+L) ÷ 4 at least 20	70/85	15%	Most residential and institutional, offices and laboratories
OPEN SPACE								
OS	0.25	N/A	25	15	25	35	60%	open space, religious, civic uses

Cambridgeport Zoning Districts - continued

Base District	Max. FAR	Min. Lot Area/DU	Min. Setback Front Yard	Min. Setback Side Yard	Min. Setback Rear Yard	Max. Height	Min. OS Ratio	General range of allowed uses
SPECIAL DISTRICTS								
Special District 5	Allows same uses as Office 2 and also manufacturing, processing, assembly and or packaging, retail, business, and consumer service establishments.							Special Districts regulate development in particular areas of the city. Currently, there are eleven Special Districts, 1, 2, 3, 4, 4A and 5 through 14, which have requirements of a standard zoning base district and additional requirements and regulations of the Special District for a reason specific to the Special District.
Special District 6	Allows same uses as Residence C-3 but prohibits parking lot or parking garage for private passenger cars as well as hotel and motel uses. Considerations are given to views of Fort Washington Park and view corridors along residential Cambridgeport streets.							
Special District 7	Allows same uses as Business B and prohibits parking lots or parking garages for private passenger cars.							
Special District 8	Allows same uses as Industry A-1 and also dormitory, residential, and previously existing heavy industry. Prohibits parking lot or parking garage for private passenger cars and retail, business, and consumer service establishments.							
Special District 8A	Allows same uses as Residence C-1A however retail, business and consumer service establishments are permitted as of right under certain circumstances. Parking lots or parking garages for private passenger cars is prohibited.							
Special District 9	Intended to promote housing development that is physically, architecturally, and socially integrated with the neighborhood. Generally allows the same uses as Residence C.							
Special District 10								
CRDD	Allows a diversity of land uses in close proximity within a limited area; encouraging a transition from the existing Cambridgeport residential neighborhoods to the business oriented uses in the District and interaction among the activities located within the district, while providing for mixed income residential uses as an extension of the Cambridgeport neighborhood.							
Memorial Drive Overlay	Located in the area between Magazine and River Streets and establishes building and site development standards to enhance the area appearance.							
NOTES ON ZONING REGULATIONS TABLE								
Max. FAR = maximum allowed ratio of gross floor area on a parcel divided by the total land area of the parcel ("floor area ratio"). Where a slash (/) separates two figures, the first applies to non-residential and the second to residential & dormitory uses.	Min. Lot Area/DU = minimum allowed ratio of a parcel's lot area, expressed in feet, divided by the number of dwelling units on that parcel.	Min. Setback = minimum required distance between a parcel's lot line (front, side, or rear) and the wall of a building, in feet. The symbol (H+L) in a formula represents the height of the building plus the length of the building parallel to that lot line.	Max. Height = maximum allowed building height on a parcel, in feet. A slash (/) has the same meaning as under Max. FAR (see above).	Min. OS Ratio = minimum required ratio of usable open space on a parcel (not including parking) to total land area, expressed as a percentage.	General range of allowed uses gives an overview of the types of uses permitted by zoning in that district, but does not refer to specific allowed uses. Refer to Article 4 of the Cambridge Zoning Ordinance for a detailed Table of Use Regulations.			
CAUTIONARY NOTE: This table is intended to give an overview of the zoning regulations specifically pertaining to the North Cambridge Neighborhood. It does not provide a full description of the City of Cambridge's zoning regulations, and may not serve as a substitute for the Cambridge Zoning Ordinance.								

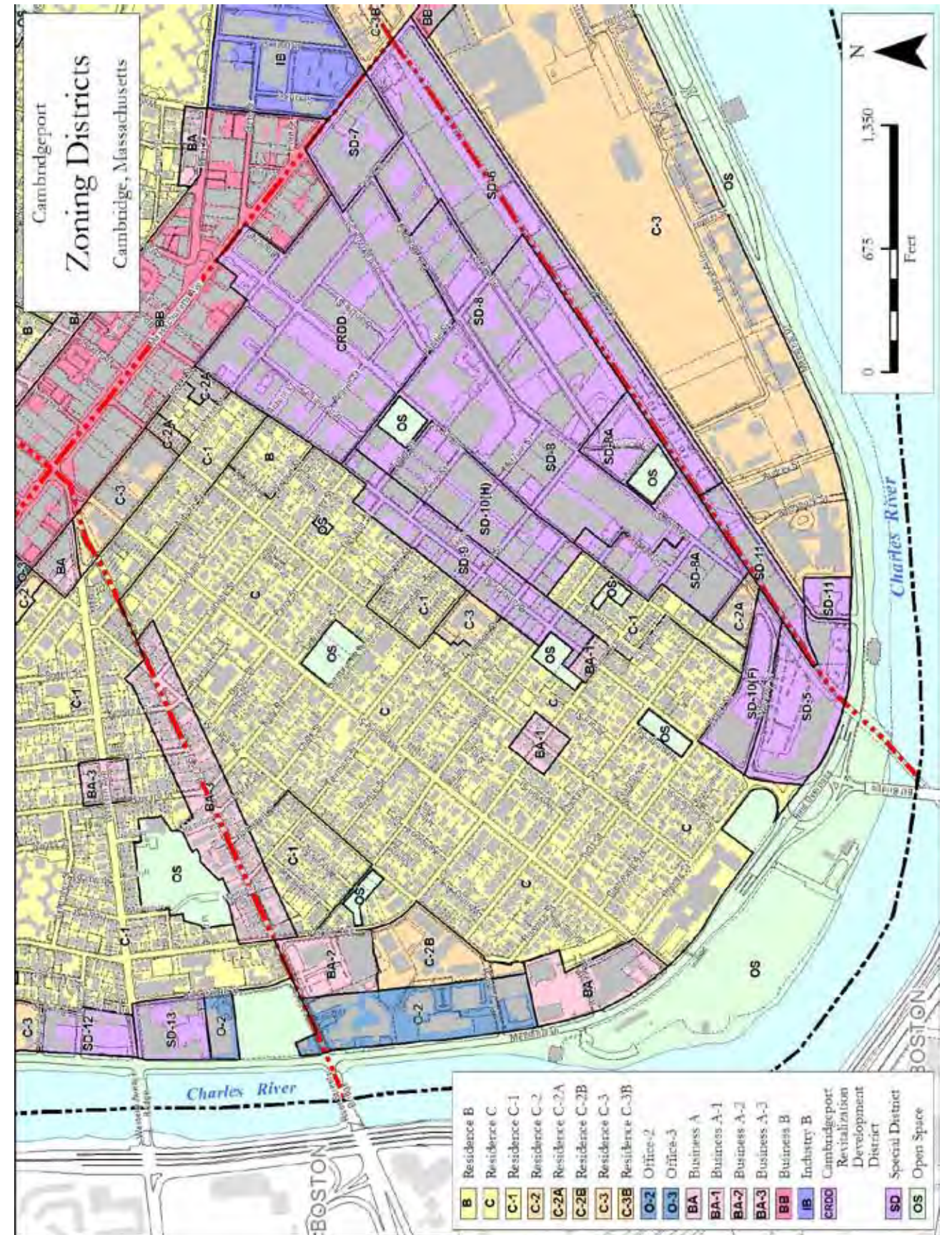
Several zoning changes were approved in 2004 along Memorial Drive including at 808 Memorial Drive, the Whole Foods Supermarket, the Marriott Hotel building, Pleasant Street housing and the NStar Substation, in order to provide a better transition between these sites and the lower density residential districts in the neighborhood. In 2008, zoning was approved to modify those provisions in order to better protect open space, landscaping, and neighborhood access to the river.

Cambridgeport is particularly impacted by MIT, which owns a relatively large amount of land in the neighborhood and has been expanding in recent years. There

were 2 new dormitories recently constructed at Sidney and Pacific Street and on Albany Street in Cambridgeport. In spring 2009, MIT participated in a community discussion regarding several university owned properties in Cambridgeport including the 5 story former Ford Motor Company building at 640 Memorial Drive, which will be renovated and rented as lab space, and a building at 130 Brookline Street which is also anticipated to be rented as lab space.

Overall, there are few empty or vacant lots in the more residential sections of the neighborhood. Two notable exceptions are the former Graham and Parks Elemen-

ZONING MAP



tary School building on Upton Street and the former police station on Western Avenue, which is just outside of the neighborhood boundaries. Both properties are currently city owned but are still subject to the requirements of the zoning ordinance. Further, it is likely that any redevelopment of the former police station into another use would require a Project Review Special Permit from the Cambridge Planning Board. Under Article 19 of the Zoning Ordinance most new developments over 50,000 square feet require a special permit from the Planning Board. As part of the review, specific Urban Design Objectives and Traffic Impact Indicators are used to consider impacts the project will have on the surrounding neighborhood. Through this process, the Planning Board may set conditions, and seek mitigation to reduce or eliminate negative impacts.

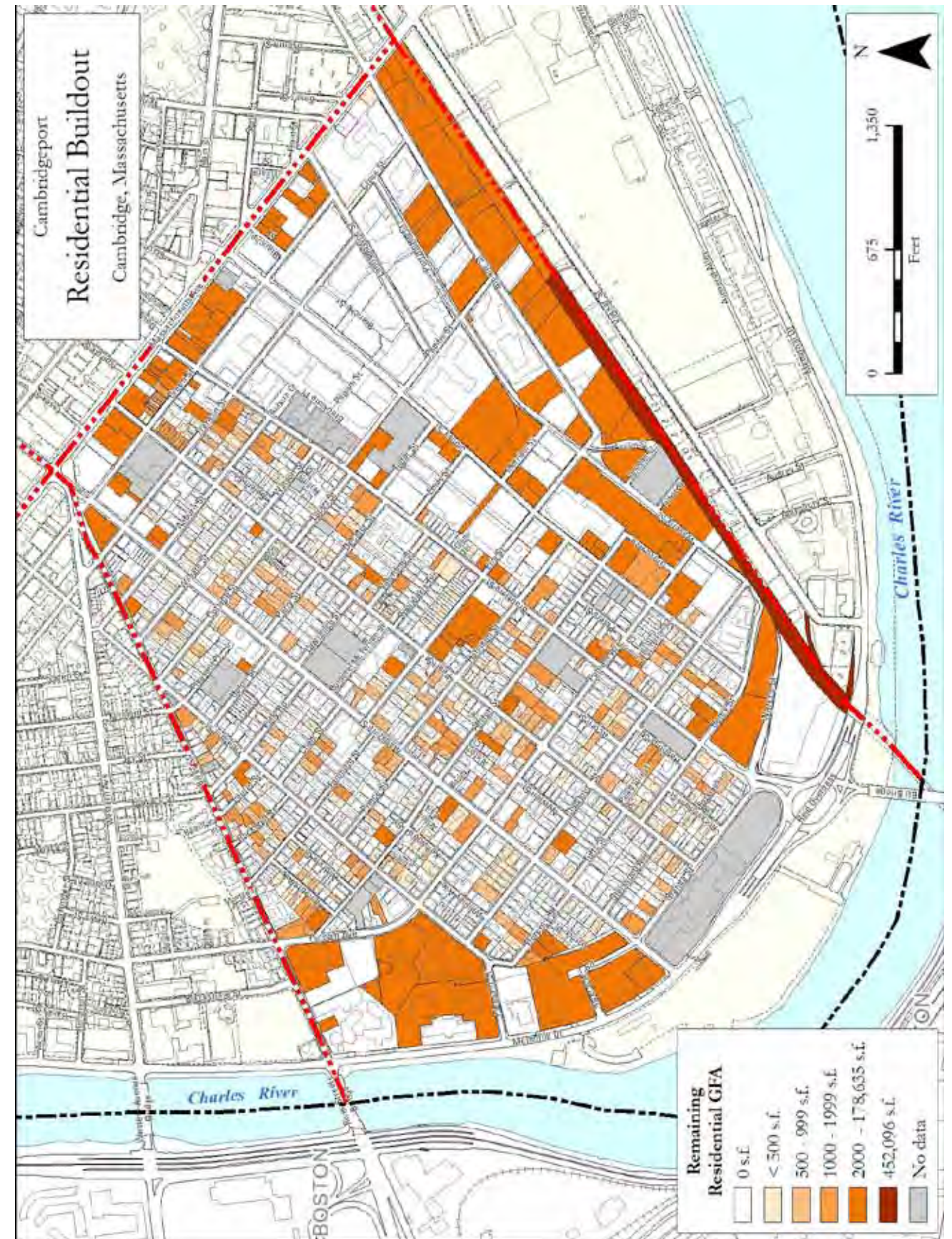
The former Blessed Sacrament Church and school building on Corporal McTernan Street is an example of a property in the more residential area of the neighborhood in the process of being redeveloped into a new residential use. Churches and religious institutions are, for the most part, privately owned but are still subject to the requirements of the zoning ordinance. Under Section 5.28 of the zoning ordinance if a conversion of a property from a non-residential use to a residential use

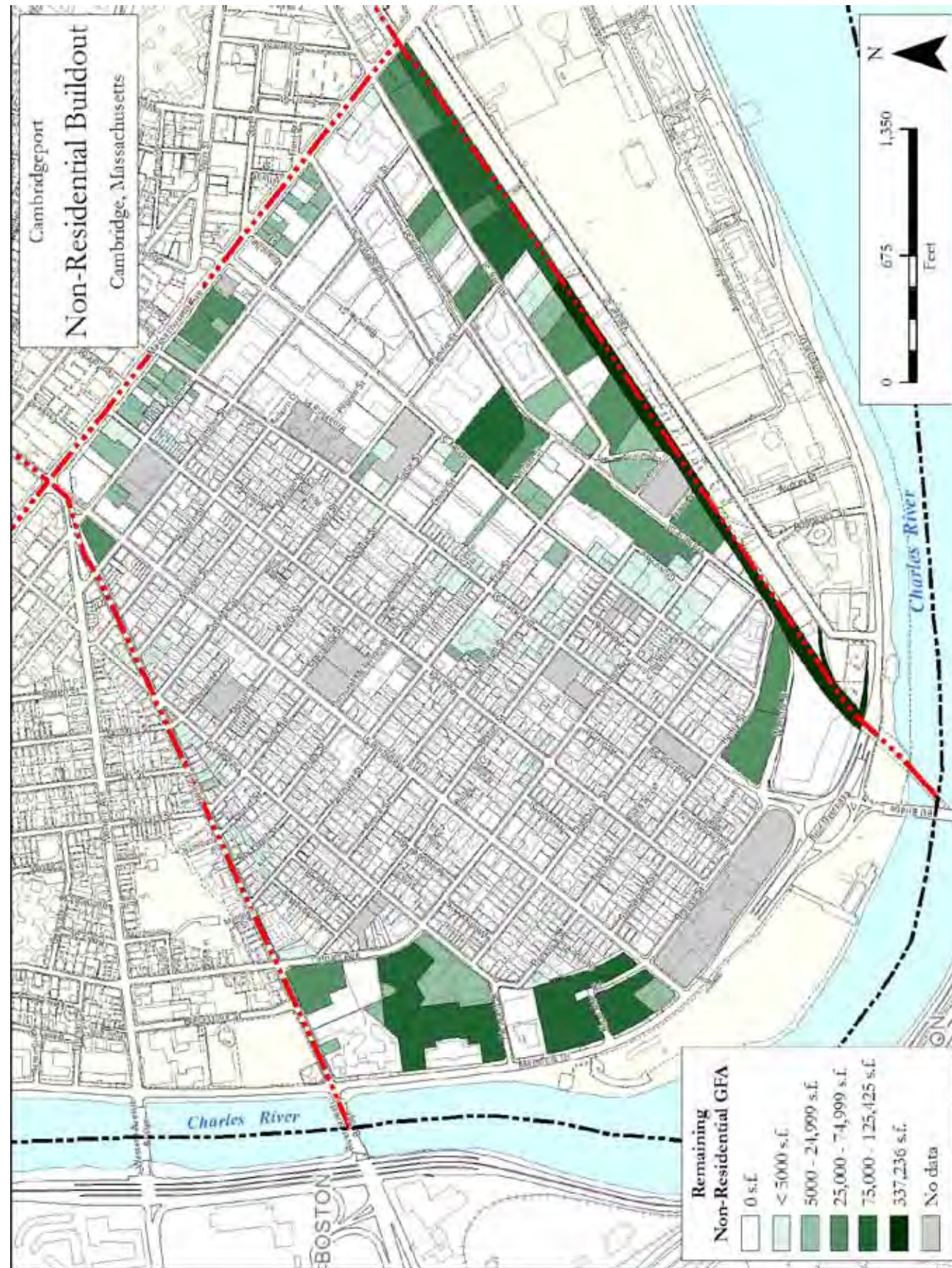
does not meet the requirements of the zoning district where it is located, a special permit, including a public hearing, is required. In 2005, the Zoning Ordinance was modified to require one parking space per unit for conversion non-residential buildings to housing. The required amount of parking may be reduced by Special Permit only if existing off street parking near the site can be used, or if there is a reason to assume that the project will not generate significant parking demand due to the availability of public transportation or other factors.

Other recent planning efforts that have the potential to affect land use in Cambridgeport include strategies to facilitate energy conservation in future developments. The City Manager appointed the Green Building/Zoning Task Force in April 2008 to discuss strategies to promote energy efficiency and environmental sustainability in building design. Key issues that the group looked at include adopting green building requirements such as LEED criteria for large scale developments, approach to green roofs, solar access, and identifying and addressing any impediments to building green in the zoning ordinance. In September 2009, the City Council adopted a zoning petition to facilitate the inclusion and installation of wind turbines.



RESIDENTIAL BUILDOUT MAP





SUMMARY

Transportation Update

The Cambridgeport neighborhood has largely developed around transportation features. The West Boston Bridge (located where the Longfellow Bridge presently exists) opened in 1793 and was the first of several bridges that would be constructed across the Charles River. These bridges, and the roads leading to them, became important transportation routes and commercial locations, and ushered in the first notable wave of growth for the neighborhood. Several of the earliest streets through the neighborhood still exist today as key transportation corridors including Massachusetts Avenue, Brookline Street, Pearl Street and Franklin Street. The neighborhood's convenient access to the bridges also made it an attractive location for workers commuting into Boston. The creation of the Grand Junction Railroad in 1855 attracted industrial uses to the area and provided the neighborhood with many of the physical characteristics it features today.

Presently, regional automobile traffic has substantial impacts on Cambridgeport streets, especially during peak hours. Over the past several years the city's strategies for dealing with transportation concerns have been to work to keep regional traffic on parkways, while advocating for transportation studies and transit improvements by the responsible government agencies; improve conditions for non-automobile travel such as walking, biking and transit; reduce vehicle speeds through traffic calming; and minimize new traffic generated by development projects. Current transportation planning in Cambridgeport involves enhancing alternative modes of transportation through increased bicycle facilities and safety, better pedestrian safety, and planning for the MBTA Urban Ring project.

CitySmart is a new grant funded, city pilot program that began in Cambridgeport, to test the effect of social marketing techniques on transportation choices, particularly in changing single-occupant vehicle trips to more sustainable modes, such as walking, bicycling and transit. Approximately 600 households have requested information about the program.

The Cambridgeport Roadways Project was completed in 2006 and created new one way access on Sidney and Waverly Streets between the Massachusetts Avenue edge of the neighborhood and the Boston University Bridge and Memorial Drive. This work also included a new extension of Sidney Street as well as landscaping, pedestrian and bicycle improvements along Sidney Street and Waverly Street, new intersections at Granite Street and Brookline Street and at Waverly Street and Erie Street. The primary goal of the project was to help

limit traffic growth on residential streets by improving other means of access to the commercial areas of Cambridgeport, including the University Park development. A follow up evaluation of the project was also completed and found that traffic generated from new development at University Park was significantly less than originally anticipated.

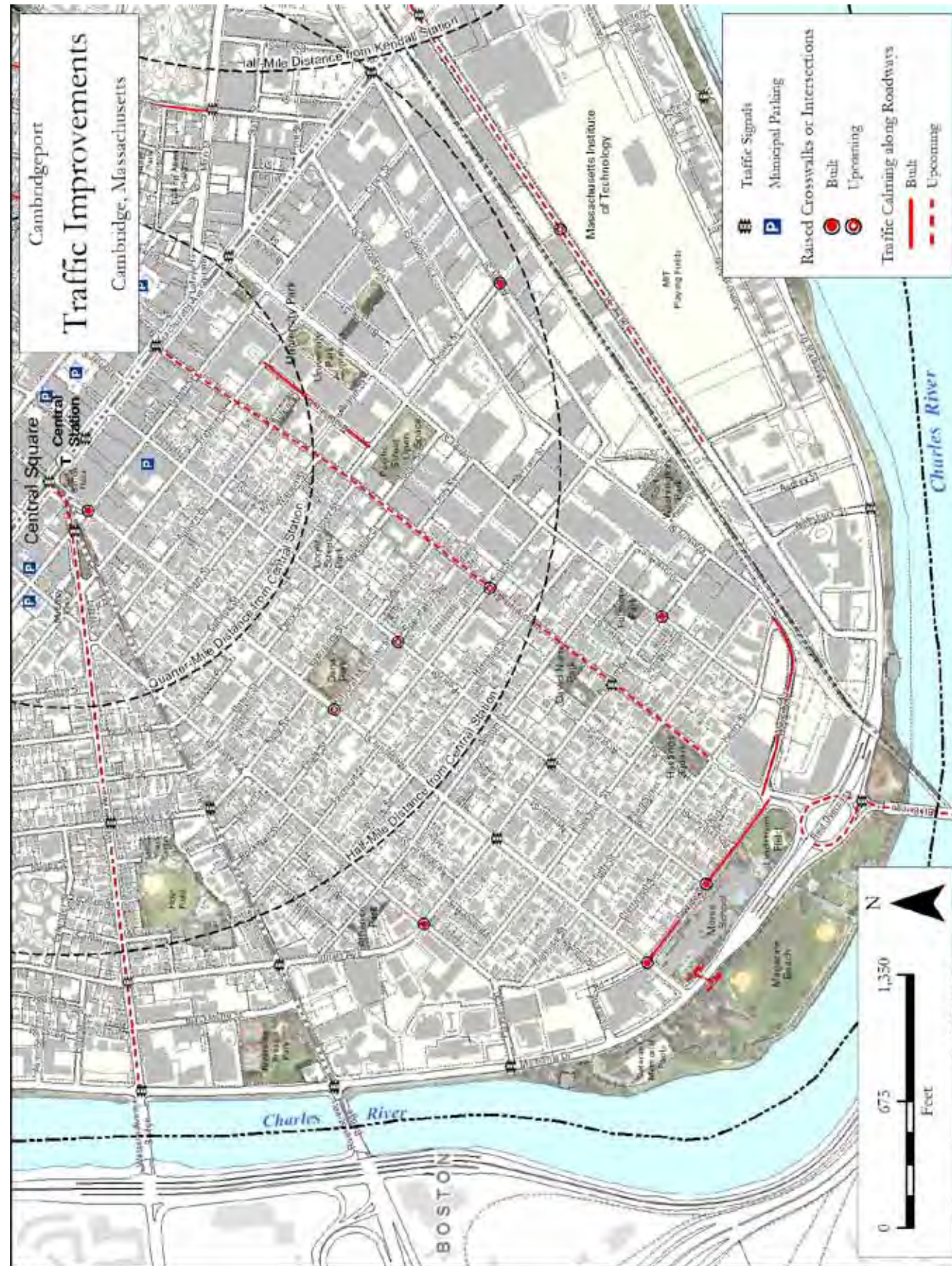
Most of Cambridgeport is accessible to the MBTA Red Line station at Central Square. There are two MBTA bus routes that travel through the residential areas of the neighborhood. The #47 Central Square/Longwood route provides access between Central Square, the Longwood Medical area and Dudley Square and travels inbound to Central Square on Brookline Street and outbound along Pearl Street and portions of Magazine Street and Granite Street. The Route #64 bus only travels inbound to Central Square through the neighborhood along Putnam Avenue and Magazine Street. Several other bus routes also stop in Central Square and feature service to communities outside of Cambridge, including Route #1 to Harvard Square and Dudley Square, Route #70 and #70A to Watertown Square and Waltham, Route #83 to Rindge Avenue via Somerville, Route #91 to Sullivan Square, and the Route CT1 to the Boston University Medical Center.

The EZ Ride shuttle began operation in 2002 and is partially funded through the private sector. The shuttle service connects employment centers in Cambridge particularly at Kendall Square and University Park with transit centers mainly at North Station and Kendall Square. The service is open to the public for a fee and has stops in Cambridgeport at Sidney Street in University Park, Sidney Street and Erie Street, and Brookline Street and Erie Street.

The Massachusetts Executive Office of Transportation is in Phase 2 of the Urban Ring project which is intended to improve transit connections around the region by providing more direct trips between employment and transit centers, improving travel times, and reducing crowding on the central subway system. Current plans for the Urban Ring project include new travel routes and connections through the neighborhood. Phase 2 of the project calls for a bus rapid transit system with two stops in Cambridgeport. Phase 3 plans include rail rapid transit to portions of the entire corridor.

Marked bicycle lanes in Cambridgeport are located along the entire length of Sidney Street, and a portion of Waverly Street between Erie Street and Brookline Street. There are existing shared bicycle lane mark-

TRAFFIC IMPROVEMENTS MAP



ings on Albany Street and work is underway for bicycle lanes on Brookline Street as well as longer-term plans for a multi-use path along the Grand Junction rail line. The City has conducted a feasibility study to determine whether it is possible to create a Rail-with-Trail (RWT) along the Grand Junction railroad corridor. A RWT would enable the railroad to continue its services, with a separated trail functioning parallel to the rail. The proposed Grand Junction RWT would serve pedestrians, bicyclists, joggers, and others as a recreational and transportation route, linking various Cambridge neighborhoods and other recreational facilities and serving major employment and university centers.

Traffic calming and other street improvements such as pedestrian amenities and bicycle facilities are typically planned and constructed in conjunction with larger infrastructure projects such as street reconstruction, or sewer separation and stormwater management projects. The Department of Public Works has a 5 year sidewalk and street improvement plan, which is continually updated, to coordinate street improvement projects citywide.

Traffic calming features are planned for Brookline Street where construction has begun on roadway improvements. The planned improvements will emphasize the residential nature of the street, reduce the speed of traffic and provide a safe space for walking and bicycling. Design improvements include traffic calming, safer pedestrian crossings, bicycle lanes and the addition

of street trees. As part of the project, the City will be piloting several innovative techniques for reducing the negative impacts of stormwater runoff on the Charles River's water quality. There are existing traffic calming features on Granite Street including raised crosswalks/intersections and curb extensions, and curb extensions on Brookline Place in University Park. There are also raised intersections at Putnam Avenue and Sidney Street, Albany Street and Pacific Street, and at Prospect Street and Green Street in Central Square.

Western Avenue is anticipated to undergo infrastructure improvements including sewer separation, stormwater management, public utilities, streets, and sidewalks in Fiscal Year 2012. A community process began in 2010 to determine what other types of street and surface improvements are appropriate as part of the project.

The Boston University Bridge is in the process of being rehabilitated as part of the DCR Accelerated Bridge Program. The design process included community input on bicycle and pedestrian issues and alternatives during and after construction. The project will feature significant improvements to access to the bridge for pedestrians and bicyclists such as widened pedestrian paths and landscaped areas, curb extensions, and new bicycle paths and lane markings. The project will happen in 3 phases with construction anticipated to be complete in summer 2011.



SUMMARY

Housing Update

Maintaining a stock of housing units that are affordable for low to moderate income residents remains an important goal for the City. The City's affordable housing program aims to maintain diversity in the city, to keep Cambridge families (especially those with children) in the city, and to support opportunities for rental and homeownership.

According to the latest census data available, the population of Cambridgeport increased by over 10%

between 1990 and 2000, twice the rate of the City of Cambridge. During the same period, the number of households and housing units increased by comparable rates for the City and the Cambridgeport neighborhood. Between 1990 and 2000, Cambridgeport also experienced a significant drop in vacant housing units, which decreased by 36% in the neighborhood compared to 18% for the entire city.

Population

	CAMBRIDGEPORT			CITY OF CAMBRIDGE		
	1990	2000	% Change	1990	2000	% Change
Total Population	9,100	10,052	10.5%	95,802	101,355	5.8%
Area	0.53 square miles			6.36 square miles		
Persons per sq mile	17,170	18,966	10.5%	15,063	15,936	5.8%
Households	4,203	4,598	9.4%	39,337	42,615	8.3%
Family Households	1,744	1,787	2.5%	17,648	17,595	-0.3%
Non-Family Households	2,459	2,811	14.3%	21,689	25,020	15.4%
Housing units	4,430	4,760	7.4%	41,979	44,725	6.5%
Owner-Occupied	1,070	1,266	18.3%	11,959	13,760	15.1%
Renter-Occupied	3,107	3,332	7.2%	27,446	28,855	5.1%
Vacant	253	162	-36.0%	2,574	2,110	-18.0%



In 1988, in order to meet affordable housing needs, the City established the Cambridge Affordable Housing Trust which combines funding from local, state, federal and private sources to develop new units of affordable housing and to preserve affordability restrictions on existing housing units. The Community Development Department works with nonprofit organizations to identify opportunities for new affordable housing citywide through the renovation of existing units, redevelopment of non residential buildings to residential use, new construction and other means. Since 1995, over 2,800 units of affordable housing have been created or preserved throughout the City as a result of these efforts.

Cambridgeport currently features a relatively dense land use pattern, therefore creating new housing can be challenging. Two recent examples of new residential projects are the former Blessed Sacrament Church complex, which is in the process of being redeveloped into approximately 48 housing units, and a recently approved project being undertaken by Homeowners Rehab Inc. (HRI) for 40 units of affordable housing on the site of a vacant industrial building and parking lot on Putnam Avenue.

There was general agreement among participants of the 2009 Cambridgeport Study Update process about the need to provide housing for residents; however it was also noted that it is important to consider potential impacts on the neighborhood as a result of new residential units on parking, density, transportation, and neighborhood character. One recent planning effort reflecting these concerns was a modification to Article 6 of the Zoning Ordinance in 2005, to require one space per unit for all new residential developments. The required amount of parking may be reduced by special permit only if existing off street parking near the site can be used, or if there is a reason to assume that the project will not generate significant parking demand due to the availability of public transportation or other factors.

The City and its non-profit partners offer several programs that assist residents and homeowners to revitalize the housing stock, preserve affordability, and stabilize owner-occupancy of housing units. Information about the City's affordable housing programs is available in the brochure A Guide to Affordable Housing Programs in Cambridge, which is available by calling the Housing Information Line at 617-349-4622, or on the Community Development Department website at www.cambridgema.gov/cdd/hsg.

SUMMARY

Economic Development Update

Reflecting historical trends, most of the commercial establishments and offices in Cambridgeport are concentrated in the University Park area, adjacent to the MIT campus, and to a somewhat lesser extent along the Charles River and in Central Square. There is a concentration of larger retail establishments along Memorial Drive, including a Whole Foods Supermarket, a Trader Joe's Supermarket, a MicroCenter computer store, a Rite Aid pharmacy, and a Radisson Hotel. Collectively, these businesses and firms function as an employment center for workers throughout the region.

Even with Cambridgeport's role as an important employment center, much of the economic development planning discussions regarding the neighborhood focused on the small business and retail environment. Economic development in the neighborhood is largely interconnected to Central Square, which is the primary retail district serving Cambridgeport, and features a variety of retail as well as some office uses. Current planning issues facing Central Square include determining the appropriate retail mix for the district, streetscape and maintenance issues, and making the area more of a destination for shoppers. The City held a community charrette in fall 2009 to discuss the district's needs as well as how it will evolve in the coming years. The Economic Development Division of the Community Development Department also recently conducted a comprehensive retail inventory of Central Square as well as an intercept survey of shoppers in order to help determine the appropriate mix and types of businesses needed there.

Additional clusters of smaller retail establishments are located in the more residential areas of the neighbor-



hood and in residential zoning districts. In 2003, the City held two community meetings to discuss rezoning certain areas in Cambridgeport to support neighborhood businesses. While there was a consensus at the time that the size and uses of the existing businesses was desired by the community, there was also general agreement that the zoning that was in place, which requires a variance for any changes to the type or size of a business in the district, provided the public with an appropriate level influence over changes to the retail in those locations.

There was some discussion during the public process of the 2009 Cambridgeport Study Update on whether allowing home based businesses should be considered as a way to contribute to the economic health of the neighborhood, while also respecting the historical character of the more residential areas. Also, to consider utilizing vacant properties to encourage start up businesses and incubator space for new and emerging industries.

Through the Community Development Department, the City of Cambridge offers several assistance programs to local businesses throughout the City. The primary goal of the programs is to help ensure that small independent businesses are able to thrive and compete with nationally owned chains. The Façade, Signage, and Lighting Improvement Program provides technical assistance and matching grants to interested business owners or property owners to restore or renovate the exterior of commercial buildings. The Best Retail Practices Program provides interior design and marketing assistance to retailers, including matching grants of up to \$5,000. A variety of services are also provided to small business owners or people looking to start a new business in Cambridge, including one-on-one counseling from CDD's Economic Development staff. Through a partnership with the Center for Women and Enterprise, the City offers a set of classes on topics related to starting a new business, maintaining and expanding existing businesses, financial literacy, and obtaining loans. Information about Economic Development programs and services is available in the brochure *Doing Business in Cambridge*, or by contacting the Economic Development Division at 617-349-4637, and on the web at www.cambridgema.gov/cdd/ed.

SUMMARY

Open Space Update

The City of Cambridge's open space planning goals are as follows: maintain a high quality system of parks and open space resources throughout the City, provide a variety of recreational opportunities for children and adults of all ages and abilities, and help to improve and beautify the overall urban environment. The City also actively looks for opportunities to expand the system by creating new open spaces.

In 2000, a City of Cambridge planning study conducted by the Green Ribbon Open Space Committee established criteria for open space acquisition and identified and prioritized open space needs throughout the City. The study report makes recommendations regarding open space acquisition and priorities based on an analysis of existing facilities, population density of various age groups, income, recreational need, types of open space uses, as well as a comprehensive graphic analysis of neighborhoods and open space using GIS mapping. According to the Green Ribbon Study Report, Cambridgeport contains over 26 acres of public parkland ranging from the approximately 19 acres associated with the Charles Riverfront to the 0.1 acre Lopez Street Park. The study identifies the need for a community park (serves more than one neighborhood and has facilities for programmed activities) as a top priority for the neighborhood.

The Cambridge Zoning Ordinance is increasingly being used as a tool to both encourage and require the creation and enhancement of green space. Through the Project Review process for developments between 25,000 to 50,000 square feet minimum standards for green permeable space must be met. The Special Permit process for developments over 50,000 square feet often requires the inclusion of green permeable space. Over 2 acres of new public open space was created at University Park as part of zoning requirements for the area, including a 50,000 square foot central park area.

Most renovations of public parks are coordinated through the Community Development Department although in some instances a consultant is hired to oversee the process. Dana Park, a centrally located and well used park in the neighborhood, was completely renovated in 2004 after a series of community meetings. Lopez Street Park, a smaller house lot sized park, was renovated in 2003. In recent years the City has explored opportunities to create "pocket parks" or plazas by adding landscaping, seating, and sometimes lighting, to beautify and encourage the use of small public spaces.



At approximately 19 acres, the Magazine Beach facility along the Charles River is the largest open space feature in Cambridgeport. Named for both a 19th century powder magazine at the site and its former use as an actual swimming area in the Charles River, Magazine Beach features a swimming pool, picnic areas, and playing fields. The park is under the control of the State through the Department of Conservation and Recreation (DCR). It also serves an important environmental role as part of the wider Charles River Reservation, and is home to a variety of wildlife habitats and vegetation. In 1999, the City and the DCR (formerly MDC) reached an agreement to renovate the Magazine Beach facility, with the City providing funding for renovations to the athletic fields and ongoing maintenance and upkeep of the fields, in exchange for priority in field scheduling. Improvements were recently made to the swimming pool, and construction is underway on the athletic fields and a new drainage system. The project is expected to be complete in 2010.

An open space issue that has become more prevalent citywide in recent years is the use of parks and open spaces by dogs and their owners, particularly when dogs are off leash. The City has recently initiated a new Citywide Off Leash Pilot Program to help address these potential conflicts. The program features six locations throughout the city where dogs have the opportunity to be off leash legally, including a dedicated area at Pacific Street Park and shared use at Fort Washington Park in Cambridgeport. The off leash area at Pacific Street Park was updated in summer 2009 and now features new pea stone surfacing. Off leash use is also allowed at Fort Washington Park which was recently reopened.



Cambridgeport Neighborhood Study

▪ ▪ U P D A T E ▪ ▪

2010 Recommendations and Action Plan



Recommendation Types:

- LUZ - Land Use and Zoning
- T - Transportation
- H - Housing
- ED - Economic Development
- OS - Open Space
- NP - General Neighborhood Planning

Action Items - Issues expected to be added to work plan in the future.

LAND USE AND ZONING Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
LUZ1	The city should examine to what degree and where density and development is appropriate or not appropriate for the neighborhood, recognizing that there is an overall desire for reduced density in the neighborhood, and taking into account access to the river, current traffic predictions, as well as the impact of Urban Ring travel through Cambridgeport.	<p>■ ACTION ITEM (Short range): The City will work with the neighborhood to examine neighborhood density and zoning. The Cambridge Growth Policy, outlined in Towards a Sustainable Future (updated 2007) specifies, "Existing residential neighborhoods, or any portions of a neighborhood having an identifiable and consistent built character, should be maintained at their prevailing pattern of development and building density and scale" Zoning is used as a tool to help guide the amount and type of development in the City. Zoning in Cambridgeport generally reflects land uses and also considers appropriate transitions between land uses, access to the Charles River, and encourages housing.</p>
LUZ2	Monitor privately owned properties in the neighborhood, including MIT and other large scale properties, where redevelopment is possible under current zoning. The City should actively communicate this information with the neighborhood and provide assistance in situations where there is not a desire for change by the neighborhood.	<p>In spring 2009, MIT participated in a community discussion regarding several MIT owned properties in Cambridgeport including the building at 640 Memorial Drive, which will be renovated and rented as lab space, the building at 130 Brookline Street, which is also anticipated to be rented as lab space, as well as the impact of the proposed urban ring plans on MIT properties. MIT along with all colleges and Universities in Cambridge submits an annual "Town-Gown Report" including a public presentation to the Planning Board. The Town Gown Report addresses specific questions regarding long range planning issues and future capital projects including anticipated timelines for completion.</p> <p>Upon request, Community Development Department staff can prepare informational presentations of current zoning regulations and basic analyses such as comparing heights and densities of existing developments to the heights and densities allowed by zoning at the same sites, as well as other technical assistance and guidance on zoning and land use issues, potential initiatives, and identifying key community concerns.</p>

■ **ACTION ITEM - Timeframe**
 Short Range - less than 2 years; Medium Range - 2-6 years;
 Long Range - 6-10 years

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
LU3	Actively keep the neighborhood informed and involved on plans for the Microcenter, Trader Joes, and Radisson Hotel sites (along the Charles River) as well as any current or upcoming zoning issues. There should be better pedestrian and bicycle access to these sites and to the DCR bridges and Magazine Beach from the neighborhood.	<p>■ ACTION ITEM (underway): The Community Development Department has recently started to consider strategies for the Charles River to better connect residents to the open space amenities, provide increased opportunities for both active and passive recreational use and create a more vibrant riverfront. This process will include additional discussions with residents of the neighborhoods along the Charles River including Cambridgeport.</p> <p>The Magazine Street pedestrian bridge will be replaced as part of the Massachusetts Department of Conservation and Recreation (DCR) Accelerated Bridge Program. Construction is anticipated to be complete by December 2010. According to DCR special considerations will be given to pedestrian, bicycle and handicap safety and access, traffic management during construction, landscaping improvements and construction noise mitigation.</p> <p>Several zoning changes were approved in 2004 along Memorial Drive and in lower Cambridgeport. The 808 Memorial Drive site, the nearby gas stations, the Polaroid office buildings, and Radisson Hotel site along Memorial Drive were rezoned from Business-A and Office-3 districts to an Office-2 zone which increased setbacks and open space requirements. The Brooks Pharmacy and Whole Foods sites were rezoned from an Office-3 zoning designation to a Business A-2 zone which lowered the allowed density and height. A portion of the Radisson Hotel, Pleasant Street housing, and NStar Substation sites were rezoned from Business A and Office 3 zones to a Residence C-2B zone which either preserved or lowered the allowed density and height and increased open space requirements. In addition, a Memorial Drive Overlay District was created and applies to the area along Memorial Drive between and including the Riverside Technology Center to Magazine Street and extending to the abutting residential districts. In 2009, the City Council approved a citizen zoning petition which modified these provisions, including eliminating the ability to waive certain yard and height requirements as well as the ability of the Planning Board to grant additional gross floor area on certain lots.</p>
LUZ4	The neighborhood should be actively involved in discussions to determine adequate off street parking requirements for new developments in Cambridgeport.	<p>The City's Parking and Traffic Demand Management (PTDM) Ordinance section of the Cambridge Municipal Code is intended to help reduce vehicle trips and traffic congestion within the City by requiring parking and transportation demand management (PTDM) plans for commercial parking facilities and other types of non-residential parking facilities over a specified size. Most projects involving new non-residential parking require a PTDM plan.</p> <p>In 2005, the zoning ordinance was modified to require one space per unit for conversions of non-residential buildings to housing. The required amount of parking may be reduced by special permit only if existing off street parking near the site can be used, or if there is a reason to assume that the project will not generate significant parking demand due to the availability of public transportation or other factors. The special permit process includes a public hearing.</p>

LAND USE AND ZONING Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
LUZ5	Facilitate the inclusion of solar power and wind power features for new developments and existing buildings in the zoning ordinance, and look for other ways for Cambridgeport to lead in energy conservation efforts.	<p>■ ACTION ITEM (underway): The City Manager appointed the Green Building/Zoning Task Force in April 2008 to discuss strategies to promote energy efficiency and environmental sustainability in building design. Key issues that the group has looked at include adopting green building requirements such as LEED criteria for large scale developments, approach to green roofs, solar access, and identifying and addressing any impediments to building green in the zoning ordinance. The Task Force forwarded recommendations to the City Manager in fall 2009. In September 2009 the City Council adopted new zoning that facilitates the inclusion and installation of wind turbines on buildings.</p> <p>The Cambridge Energy Alliance will reach out to residents, businesses, institutions, and municipal government with programs to reduce the use of electricity, natural gas, oil, gasoline, diesel fuel, and water in Cambridge. The Cambridge Energy Alliance will offer independent expertise, project management, flexible financial assistance, centralized coordination of services, and other assistance to all energy users in the City.</p> <p>Currently, through Article 19 of the zoning ordinance a LEED checklist is required as part of the Planning Board review. Consideration is being given to increasing these requirements.</p> <p>CITY SMART is a pilot program testing the effect of social marketing techniques on transportation choices. Particularly in changing single-occupant vehicle trips to more sustainable modes, such as walking, bicycling and transit. The CitySmart pilot will begin in Cambridgeport.</p>
LUZ6	Monitor the status of churches as well as the former Graham and Parks School in the neighborhood because any redevelopment of these buildings can significantly impact the neighborhood.	<p>The former Graham and Parks school on Upton Street is currently owned by the City, and is in a Residence C zoning district. Any redevelopment of the building would be subject to the requirements of the zoning ordinance.</p> <p>Churches are privately owned therefore information on the fiscal health, status, or future plans of the churches is most likely not readily available. If a church property in the city is redeveloped however, it is subject to the requirements of the zoning ordinance.</p> <p>Under section 5.28 of the Zoning Ordinance if a conversion of a nonresidential structure to residential use does not meet the dimensional requirements of the district where it is located a special permit including a public hearing is required.</p>
LUZ7	There is support for the recently adopted zoning changes for districts along the Charles River in the neighborhood which eliminate the ability to grant waivers for a 25 foot setback on Memorial Drive as well as the special curb cut limitations and landscaping requirements within the Memorial Drive Overlay District. There is also general support to increase setbacks, limit heights, and increase and preserve the green landscape and open space along the Charles River.	<p>■ ACTION ITEM (short range): Modifications to the Memorial Drive Overlay District were adopted on February 2nd, 2009 and will help meet the goals outlined in the recommendation. The Community Development Department has also recently started to consider strategies for the Charles River riverfront to better connect residents to the open space amenities, provide increased opportunities for both active and passive recreational use and create a more vibrant riverfront. This process will include additional discussions with residents of the neighborhoods along the Charles River including Cambridgeport.</p>

LAND USE AND ZONING Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
LUZ8	Study the Grand Junction rail line with a focus on maintenance issues, and current impacts on the neighborhood.	<p>■ ACTION ITEM (underway): The City has been working with MIT and other property owners along the Grand Junction rail line to discuss possible approaches. The City completed a feasibility study for a "Rail with Trail" path in 2006. The primary strategy includes working with property owners to establish the future use of the corridor as an open space path. Discussions with property owners along the right of way are ongoing.</p> <p>The Inspectional Services Department (ISD) is the primary city agency responsible for enforcing the condition of private lots. They can be reached at: (617) 349-6100.</p>
LUZ9	{Citywide recommendation} There should be a long range plan to bury overhead utility lines underground.	There are currently no plans to bury existing utility lines. It is very cost prohibitive to undertake the relocation of utility lines underground. In addition, private property owners would most likely be required to pay for relocating the service lines to their property.
LUZ10	Consider installing solar power facilities in empty lots.	Redevelopment of private empty lots is the most likely way that energy conservation improvements will be made to them. A Green Building Task Force has forwarded recommended actions to the City Manager, to promote energy efficiency and environmental sustainability in building design.
		In September 2009 the City Council adopted new zoning that facilitates the inclusion and installation of wind turbines.



■ **ACTION ITEM - Timeframe**
 Short Range - less than 2 years; Medium Range - 2-6 years;
 Long Range - 6-10 years

TRANSPORTATION Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
T1	The neighborhood should actively be involved during the planning stages of the Urban Ring project. Modes of transportation besides street buses should be seriously considered. There should also be advocacy from the City on behalf of the neighborhood in order to negotiate for community amenities including soundproofing, a signal at Granite Street, and station stops that benefit the maximum number of Cambridgeport residents and homes. Any construction associated with the project in the neighborhood should be done with the least amount of disruption.	<p>■ ACTION ITEM (ongoing): Throughout the planning stages of the Urban Ring project the Massachusetts Executive Office of Transportation (EOT) has been collaborating with the City of Cambridge as well as community groups and residents. Phase 2 of the project currently calls for a bus rapid transit (BRT) system with 2 stops in Cambridgeport. Phase 3 of the project includes adding rail rapid transit to a portion of the entire corridor. Construction details and final station locations will be considered during future stages of the phase 2 project implementation. Additional information is available on the project website: www.theurbanring.com</p>
T2	{Citywide recommendation} There should be a citywide plan for connecting bike lanes including across all of the River bridges as well as bicycle storage and parking facilities near businesses, libraries, parks and schools. In addition, short term improvements should be considered to address the currently disconnected bike lane system.	<p>■ ACTION ITEM (ongoing): The City actively works to improve and promote bicycle facilities citywide and where appropriate, including installing bicycle lanes and other bicycle improvements as streets are paved. The Boston University Bridge rehabilitation and Magazine Beach Pedestrian Overpass replacement will both feature improved bicycle access. The City is working with the Department of Conservation and Recreation and the Massachusetts Highway Department, who own and operate the bridges, to identify improvements on all of the bridges that cross the Charles River.</p> <p>All street reconstruction projects are analyzed for how they can better support walking and bicycling. The City's goal is that all streets should be bicycle-friendly; how this is achieved depends upon the type of street, traffic conditions, and other desirable changes.</p> <p>The Cambridge Bicycle Committee has a Facilities Network Planning subcommittee that analyzes the network of bicycle facilities, and identifies missing link and opportunities for wayfinding systems, as well as reviewing street projects and plans.</p> <p>There are also bicycle accommodation guidelines that apply to all construction projects that take place in the city, including for street reconstruction and new street construction; sewer storm drainage and water projects; private site developments; and utility construction.</p> <p>The City encourages bicycling by providing facilities such as bike lanes and bike racks as well as through public outreach programs. Bicycle racks exist at all public facilities in the city, and the bicycle rack program continues to install bicycle racks throughout the city, as funding permits.</p>

■ **ACTION ITEM - Timeframe**
 Short Range - less than 2 years; Medium Range - 2-6 years;
 Long Range - 6-10 years

TRANSPORTATION Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
T3	<p>Pedestrian safety is a major concern in the neighborhood. There is a significant amount of spillover traffic on Putnam Avenue especially during the afternoon rush hour period, which causes clogged intersections and an unsafe pedestrian environment. Several intersections in particular should be looked at and there should be a traffic study for these intersections during rush hour, as well as up to date traffic engineering, dedicated pedestrian crossing lights, clearer signage, and reduced speed limits:</p> <ul style="list-style-type: none"> • Granite Street and Brookline Street. • Granite Street and Pearl Street. • River Street, Western Ave and Magazine Streets. • Pleasant Street and Putnam Avenue. • Putnam Avenue and River Street. • Putnam Avenue and Western Avenue. • Allston Street and Magazine Street. • Allston Street and Pleasant Street. 	<p>The City's approach to improving public ways is generally to combine the upgrading of streets and sidewalks with larger infrastructure projects so that the entire design is coordinated and more cost effective. Many times the street improvements include pedestrian and bicycle amenities and safety features, traffic calming, and overall safety enhancements.</p> <p>The Department of Public works uses a 5 year sidewalk and street reconstruction plan, which is continually updated, to coordinate street improvement projects citywide. The plan is based in large part on budget considerations as well as sewer separation and storm water management project schedules. Priorities for sidewalk and street reconstruction projects are locations in poor condition that are in high priority areas: within 150 foot buffer of parks, major squares, libraries, schools, youth centers, elderly housing and senior centers; within 40 foot buffer of bus routes, along major thoroughfares; and Commission for Person with Disabilities priorities. DPW also works with the Community Development Department to plan improvements that also address residents concerns that may have been expressed regarding a specific location, including through the neighborhood planning process.</p> <ul style="list-style-type: none"> • The Granite and Brookline Street intersection was improved as part of the Cambridgeport Roadways project and features a new traffic signal and a new connection to the extended Waverly Street. • There is a raised intersection at Granite Street and Pearl Street. <p>■ ACTION ITEM (short range): A community process regarding improvements to Western Avenue began in early 2010. Traffic, Parking and Transportation Department staff conducted a speed study for Magazine Street in 2009. There are currently no roadway construction plans for River Street.</p> <ul style="list-style-type: none"> • Pleasant Street/Putnam Avenue intersection features curb extensions to facilitate pedestrian crossings. • There are currently no reconstruction plans for the Putnam Avenue/River Street intersection. <p>■ ACTION ITEM (short range): A community process regarding improvements to Western Avenue began in 2010. The Putnam Avenue and Western Avenue intersection will be included in those discussions.</p> <ul style="list-style-type: none"> • There are currently no reconstruction plans for the Allston Street and Magazine Street intersection. • There are currently no reconstruction plans for the Allston Street and Pleasant Street intersection. <p>The DPW 5 Year Sidewalk and Street Reconstruction Plan can be found on the web at: http://www.cambridgema.gov/TheWorks/departments/engnr/fiveyearplan.aspx</p>

TRANSPORTATION Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
T4	Traffic lights should be synchronized on River Street and Western Avenue in order to slow traffic to 25mph. Vehicular traffic should also be slowed on Magazine Street.	<p>■ ACTION ITEM (short range): Western Avenue is anticipated to undergo infrastructure improvements including sewer separation, stormwater management, public utilities, streets, and sidewalks in Fiscal Year (FY) 2012. A community process regarding the project began in 2010. As part of the process Western Ave and vicinity will be looked at more closely to determine what types of street improvements are appropriate. Traffic, Parking and Transportation Department staff are conducting a speed study for Magazine Street in 2009, however reducing the speed limit on Magazine Street would require approval at the State level.</p>
T5	Increase parking and snow removal enforcement in the neighborhood, and develop a comprehensive strategy to ensure adequate snow removal in the neighborhood.	<p>Parking control officers now use hand held computerized devices to more efficiently enforce parking rules. If there are requests for additional enforcement in a particular area, the Traffic Department will adjust enforcement patterns appropriately. To request additional enforcement in a specific area, residents can call the enforcement coordinator in the Traffic and Parking Department at (617) 349-4689.</p> <p>It is the responsibility of the adjacent property owner to clear a walking path on sidewalks. Residents can report an un-shoveled sidewalk, by calling the snow hotline at (617) 349-4903.</p> <p>The Department of Public Works (DPW) clears city streets as soon as possible during a snow storm, with the goals of chemically treating all major arteries within 3 hours of snow falling, keeping main arteries plowed during all stages of a storm, and clearing all streets and the sidewalks bordering City property once a storm has stopped. To make a street plowing/salting request, residents can call the DPW Operations Center at (617) 349-4800.</p>
T6	There should be a comprehensive approach to replacing and installing sidewalks in Cambridgeport especially in terms of color, material, and accessibility.	According to the Department of Public Works 5 Year Sidewalk and Street Reconstruction Plan, the sidewalk material of choice throughout the city is concrete and wire cut brick without beveled edges placed on a smooth asphalt base. Sidewalks must also meet ADA requirements. In general, the City avoids the use of traditional brick sidewalks because of issues with wheelchair accessibility, pedestrian trip hazards, and maintenance costs. However, the City will repair and maintain existing brick sidewalks. Information about sidewalk repair and the City's overall street and sidewalk improvement plan can be found at: www.cambridgema.gov/theworks/news/streets_sidewalks.htm

■ **ACTION ITEM - Timeframe**

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

TRANSPORTATION Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
T7	Review traffic safety on River Street regarding bicycles, and speeding, especially at night, as well as the flow and signalization of the Cambridgeport Roadways Project improvements southbound.	The Police Department will target specific areas for enforcement based on an areas need and for a certain amount of time. Speeding and other traffic laws on City streets are enforced by the Cambridge Police Department Traffic Unit, which can be contacted at (617) 349-3307. Construction associated with the Cambridgeport Roadways Project was completed in 2006. A follow up traffic count for the project was also completed.
T8	There is concern regarding neighborhood access to Magazine Beach facilities. There should be safe and convenient ways to cross Memorial Drive to Magazine Beach, especially when the existing pedestrian bridge is closed for renovations.	<p>■ ACTION ITEM (Short range): The Magazine Street pedestrian bridge will be replaced as part of the Massachusetts Department of Conservation and Recreation (DCR) Accelerated Bridge Program. Construction is anticipated to be complete by December 2010. According to DCR special considerations will be given to pedestrian, bicycle and handicap safety and access, traffic management during construction, landscaping improvements and construction noise mitigation.</p> <p>The new pedestrian bridge will be a new concrete and steel structure and include expanded ramp widths, improved slopes, and safer, code compliant handrails. While the bridge is closed for renovations existing pedestrian walkways, crosswalks and handicap ramps will be maintained. There will also be a temporary crosswalk, handicap ramp and traffic signalization across Memorial Drive.</p>
T9	{Citywide recommendation} There should be better coordination among City departments and other relevant agencies when street construction happens.	There is significant coordination on street construction projects between the Community Development Department, the Department of Public Works, the Traffic, Parking and Transportation Department, the Electrical Department, the Water Department, and private utility companies.
T10	Explore expanding the EZ Ride shuttle service.	There are currently no plans to expand the EZ Ride shuttle service. The service is significantly subsidized by participating businesses. The route is designed to facilitate the travel of workers from transit centers to employment locations, and therefore help reduce single occupancy vehicle trips through the neighborhood.
T11	{Citywide recommendation} . There should be more enforcement of bicycle road rules.	<p>Traffic enforcement is under the authority of the Cambridge Police Department. The police issue citations to both motorists and bicyclists that violate traffic laws.</p> <p>In general, bicyclists have the same rights and responsibilities as motorist when traveling on the public ways in Massachusetts. There are a few differences such as bicycling on sidewalks, using lights at night, and wearing helmets. Other bicycle and bike lane issues can be reported to the City's Traffic, Parking, and Transportation Department Enforcement Division (617) 349-4731 or the Cambridge Police Department Enforcement Unit (617) 349-3307.</p>

TRANSPORTATION Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
T12	There should be timely repair of potholes and bridge maintenance in the neighborhood.	<p>Potholes can be reported to the Department of Public Works (DPW) Pothole Hotline at (617) 349-4854. DPW will attempt to repair the pothole as soon as possible.</p> <p>The Magazine Street pedestrian bridge will be replaced as part of the Massachusetts Department of Conservation and Recreation (DCR) Accelerated Bridge Program. Construction is anticipated to be complete by December 2010.</p> <p>The Boston University (BU) Bridge will also be rehabilitated as part of the DCR Accelerated Bridge Program. The BU Bridge project will happen in 3 phases with construction anticipated to be complete in summer 2011.</p>
T13	{Citywide recommendation} Consider using elm trees in citywide street tree plantings.	<p>Elm trees are among the many tree species used citywide. Several disease resistant cultivars of elms have been planted throughout the city. There are several factors that determine the appropriate street tree for a certain location including: sidewalk widths, above and below ground utility lines, proximity to buildings, crosswalks and stop signs among others.</p>
T14	{Citywide recommendation} Explore the use of green materials and methods on new sidewalks and streets.	<p>■ ACTION ITEM (underway): As part of the Brookline Street reconstruction project, porous asphalt, which is more permeable than traditional sidewalk materials, will be used for a new sidewalk along the Brookline Street side of Hastings Square.</p> <p>According to the Department of Public Works 5 Year Sidewalk and Street Reconstruction Plan, the sidewalk material of choice throughout the city is concrete and wire cut brick without beveled edges placed on a smooth asphalt base. Sidewalks must also meet ADA requirements.</p>
T15	There should be stormwater plans in place for any potential new development on the parcels adjacent to the river.	<p>The National Pollutant Discharge Elimination System (NPDES) permit program is a stormwater management program authorized by the Wetlands Protection Act (WPA). The objective of the program is to reduce discharges of pollutants from a regulated stormwater system to the maximum extent practicable in order to protect water quality and includes new standards for stormwater management for private commercial, industrial, residential, and institutional properties. More information can be found on the web at: www.mass.gov/dep. There is also a city Stormwater Management Plan which consists of stormwater mitigation actions for the City of Cambridge and can be found on the web at: www.cambridgema.gov/TheWorks/stormwater.</p>

■ **ACTION ITEM - Timeframe**

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

TRANSPORTATION Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
T16	There should be traffic calming features on streets and intersections adjacent to playgrounds in the neighborhood.	<p>The City's approach to improving public ways is generally to combine the upgrading of streets and sidewalks with larger infrastructure projects so that the entire design is coordinated and cost effective. However, traffic, parking, street and sidewalk repairs, pedestrian access and safety, and bicycle safety are considered as part of all park renovations and open space improvements.</p>
T17	The future of the automobile should be considered as part of any planning process for the neighborhood. There should also be a long term plan to reduce excessive street signage.	<p>The Traffic Parking and Transportation Department maintains and installs most traffic and parking signs on the public way throughout the city including street name signs, regulatory signs, directional signs, parking signs and warning signs. The city aims to provide necessary but not excessive street signage. There are no long term plans to reduce signage which is used to enforce traffic rules.</p> <p>Future auto use is not necessarily predictable, however the City's transportation strategy includes improving conditions for non-automobile travel such as walking, biking, and public transit; reducing vehicle speeds through traffic calming; and minimizing new traffic generated by development projects. The City also actively works to improve and promote bicycles facilities throughout the City.</p>



HOUSING Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
H1	Housing in Cambridgeport should meet the needs of seniors, teachers, students, artists, and families in the neighborhood, while recognizing that the neighborhood already has a significant amount of density, and new residential developments should not put a strain on parking, neighborhood services, or quality of life.	<p>It is a priority of the City to provide affordable units that are designed and sized appropriately for families with children.</p> <p>The City and its non-profit development partners work actively to develop affordable housing throughout Cambridge. Projects have to follow zoning and permitting procedures, and are carefully designed to fit with the character of the existing neighborhood and often involve the reuse of existing buildings.</p> <p>The Community Development Department is undertaking a "Planning for Aging" study exploring planning issues that affect safety, health, mobility, and independent-living for Cambridge residents throughout the life cycle. Planning involves research, public discussion, and formulation of recommendations, and will involve coordination with other City programs including the Council on Aging.</p>
H2	There are a significant number of houses in Cambridgeport without any off street parking. The availability of nearby on street parking should be considered, and additional parking provided if necessary, whenever new housing is proposed in the neighborhood.	In 2005, the zoning ordinance was modified to require one space per unit for conversions of non-residential buildings to housing. The required amount of parking may be reduced by special permit only if existing off street parking near the site can be used, or if there is a reason to assume that the project will not generate significant parking demand due to the availability of public transportation or other factors.
H3	There is general support for affordable housing in Cambridgeport. However, the amount of affordable housing should be comparable to other areas of the city to avoid concentrations of lower income housing, and there should be housing available for all income levels in the neighborhood.	Housing is allowed in all zoning districts in Cambridge, and the preservation and creation of affordable housing remains a city priority. The City and its non-profit development partners work actively to develop affordable housing throughout Cambridge. However, a broad array of neighborhood needs and appropriate uses are considered when a property becomes available.
H4	{Citywide recommendation} There should be energy efficiency assistance available for affordable and market rate residential units.	<p>■ ACTION ITEM (underway): The Cambridge Energy Alliance will reach out to residents, businesses, institutions, and the municipal government with programs to reduce the use of electricity, natural gas, oil, gasoline diesel fuel and water in Cambridge. The Cambridge Energy Alliance will offer independent expertise, project management, flexible financial assistance, centralized coordination of services and other assistance to all energy users in the City.</p>
H5	Consider ways to facilitate the creation of individual housing units in certain situations which could help meet housing demand in the neighborhood without putting additional strains on parking, services, or quality of life.	<p>■ ACTION ITEM (underway): The Community Development Department study "Aging in the Cambridge Community" is looking at planning considerations to help seniors thrive in the community by looking at zoning issues, including the possibility of allowing accessory housing units in existing homes.</p> <p>The City, through the Home Improvement Program, the Cambridge Neighborhood Affordable Housing Service, and nonprofit partners, provides loans and technical assistance to homeowners and landlords to renovate their properties, and keep rents affordable to low and moderate income households.</p>

ECONOMIC DEVELOPMENT Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
ED1	Consider discussions about properties in the neighborhood that can serve an economic purpose for Cambridgeport including existing and unused city owned facilities in the neighborhood that might be considered for incubator business space for neighborhood residents.	<p>There currently no plans for the City to create and manage incubator business space.</p> <p>Working in collaboration with commercial real estate brokers and property owners, the Economic Development Division maintains a listing of available commercial properties and makes this information available at no cost to anyone interested in leasing commercial space. Site searches can be performed for office, retail, industrial, and R&D space. This service is useful to entrepreneurs and small businesses interested in spaces smaller than 2,000 square feet, as well as to those looking for larger amounts of space</p>
ED2	There should be better signage and retail at street level at the University Park Shaws.	<p>The University Park Shaws is privately owned and the signage currently at the street level meets zoning requirements which are specified in Article 7 of the Zoning Ordinance.</p> <p>The City's Economic Development Division staff work with both landlords and prospective business owners to help match businesses to available commercial spaces.</p>
ED3	Central Square has a major impact on the Cambridgeport neighborhood. The City should make an effort to further improve the Central Square area. Including methods to keep the area clean and make it into more of a destination such as more trash barrels, cleaner storefronts, better variety of stores, more user friendly parking with less loading zones and clear time limits.	<p>■ ACTION ITEM (underway): The City conducted a Central Square charrette in fall 2009 for residents and business owners to discuss the future of central square and how it will evolve in the coming years as well as its current needs. The Economic Development Division recently conducted a comprehensive ground floor retail inventory of Central Square as well as intercept surveys of shoppers. The information gathered will help determine the appropriate mix and types of businesses needed in Central Square.</p>
ED4	Any new retail in Cambridgeport should be the types of businesses that neighborhood residents desire: moderately priced clothing, specialty foods, sandwich/coffee shop, organic furniture, garden store.	Market conditions and other factors outside of city control play a significant role in where neighborhood residents choose to shop. Economic Development Division uses U.S. Census data regarding households, income, education, and employment, as well as business sales data to help determine what types of retail needs exist in certain areas. The Economic Development Division also works closely with neighborhoods to determine what type of retail is desired by residents as well as contact existing or prospective businesses owners to let them know about opportunities for locating in the area. Individuals with questions or suggestions should contact the Economic Development Division at 617-349-4637.
ED5	The vacant retail space at the Whole Foods on Putnam Avenue should be filled.	

■ **ACTION ITEM - Timeframe**

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

ECONOMIC DEVELOPMENT Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
ED6	Subject to adequate community review, locally owned businesses, self employment, and home offices should be encouraged and facilitated in the neighborhood.	Home occupations are allowed as an accessory use. The Economic Development Division of the Community Development Department offers small business development programs and workshops. Many participants in these programs are locally owned businesses and residents starting home based businesses.
ED7	The city should work with residents and small businesses to help address neighborhood concerns with trash, noise, and snow removal.	The Inspectional Services Department (ISD) is the primary city agency responsible for enforcing sanitation issues on private lots. The Inspectional Services Department can be reached at (617) 349-6100. The Cambridge License Commission enforces garbage collection hours. A noise investigator can address complaints and adjust hours of operation in an area as needed. The License Commission can be reached at (617) 349-6140 It is the responsibility of the adjacent property owner to clear a walking path when there is snow on sidewalks. Residents can report an un-shoveled sidewalk, by calling the snow hotline at (617) 349-4903.



■ **ACTION ITEM - Timeframe**
 Short Range - less than 2 years; Medium Range - 2-6 years;
 Long Range - 6-10 years

OPEN SPACE Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
OS1	Magazine Beach and the Charles River are valuable open space resources for the neighborhood and also serve an important environmental role. These areas should be maintained and managed with respect for the existing natural environment, including all vegetation and wildlife habitats.	<p>■ ACTION ITEM (underway): The Community Development Department has recently started to consider strategies for the Charles River to better connect residents to the open space amenities, provide increased opportunities for both active and passive recreational use and create a more vibrant riverfront. This process will include additional discussions with residents of the neighborhoods along the Charles River including Cambridgeport.</p> <p>In 1999, the City and the DCR (formerly MDC) reached an agreement to renovate the Magazine Beach facility. The City provided funding for renovations to the athletic fields as well as ongoing maintenance and upkeep of the fields. In return, the DCR has agreed to give Cambridge priority in field scheduling. Construction is underway on the athletic fields as well as on a new drainage system at the site and is expected to be complete in 2010. Improvements were also made to the swimming pool. The design for the next phase of the Magazine Beach improvements (including the picnic and playground areas west of the fields, landscaping and access improvements) was completed along with the design work for the fields. However, this work is contingent on additional funding.</p>
OS2	There should be more coordination as well as advocacy on the part of residents with Department of Conservation and Recreation (DCR) to address maintenance and improvement issues at Magazine Beach, as well as better communication with the neighborhood and an updated schedule for improvements. The area should be inviting, safe, and attractive to local residents and suitable for passive activities in addition to the recreational uses planned.	
OS3	Replace, as well as add new, trees in the neighborhood, especially where there are empty tree wells and around public buildings. Existing trees should be pruned and maintained regularly by an arborist.	<p>Trees will be planted in Cambridgeport as existing trees are removed; sidewalks are rebuilt; and in coordination with requests by residents.</p> <p>Tree planting and maintenance are coordinated by the Parks and Urban Forestry division of the Department of Public Works. Residents can assist with the planting of street trees through the Client Tree Program, in which the resident pays a portion of the cost of planting a tree and agrees to assist with watering and maintenance during the first few years of planting. Information is available by calling 617-349-6433.</p> <p>Plantings generally take place in spring, or in fall when necessary. All street trees depend on the help of residents for weeding and watering. For new street trees, weekly watering and weeding is critical for their survival.</p>
OS4	Pacific Street Park should be improved. The City should also explore ways to expand Pacific Street Park from Sydney to Brookline Street.	<p>■ ACTION ITEM (medium range): There are no current plans to renovate Pacific Street Park, although additional improvements may occur sometime in the future. The off leash area at the park was established in 2006 and new pea stone surfacing was installed at the site in July 2009.</p> <p>The parking lot adjacent to Pacific Street Park is deeded to the vacant MIT owned building at 130 Brookline Street. MIT has had discussions with the neighborhood as well as the city regarding parking needs for the building and the neighborhood's expressed desire to expand Pacific Street Park. These discussions will likely continue as MIT finalizes plans to use the building. There are no current plans to acquire the two adjacent buildings to the park.</p>

OPEN SPACE Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
OS5	There should be more community gardens in the neighborhood. The lot at the corner of Henry Street and Waverly Street might be a good location.	<p>■ ACTION ITEM (ongoing): The City works to increase the availability of community gardens by continuously evaluating potential community garden sites on a citywide basis. The lot at the corner of Henry and Waverley Streets is privately owned. The City pursues opportunities to acquire open space as they arise, but acquisition can be challenging given the small amount of available land, high land prices, and a competitive real estate market. The 2000 Report of the Green Ribbon Open Space Committee recommends that community gardens should be planned and encouraged where appropriate within the City's open space system. There are currently two existing community gardens in Cambridgeport: the Peggy Hayes Memorial Garden on Watson Street and the Emily Garden on the corner of Brookline Street and Emily Street. For information about the City's community gardening program contact the Conservation Commission at (617) 349-4680</p>
OS6	Explore the possibility of acquiring the undeveloped land near the California Paints building and provide more information to the neighborhood regarding the site.	In spring 2009 non-profit developer Homeowners Rehab Incorporated (HRI) purchased the site near California Paints at 625 Putnam Avenue. There have been 2 community meetings with neighborhood residents, May and July of 2009. The current plan for the site is to develop a total of 40 units of affordable housing. The project required a multifamily special permit from the Planning Board. The developer also sought waivers of side yard and parking requirements for the project. At a Planning Board public hearing held on August 18th, 2009, the project was approved.
OS7	Actively keep the neighborhood informed of the park replacement and renovation schedules. Consider establishing standard park hours, and increased enforcement of noise violations.	Public parks and open spaces are improved throughout the city on an ongoing basis. Typically a small number of parks are renovated each year as funding allows. Priorities are based on park age and conditions, and improvements aim to bring equipment and features up to current standards and enhance use and enjoyment for the community that uses it. Alberico Park is most likely the next park to be renovated in Cambridgeport within the next 5 years. There have been recent efforts to improve the methods of providing information to the public about open space resources in Cambridge and communicating with the public on open space projects and initiatives including through: updated maps, interactive web and online resources, and email notifications. Hours for park use are generally from dawn to dusk throughout the city unless otherwise posted. Noise or other violations in the park should be reported to the Cambridge Police Department: (911 for emergencies only) and for non-emergencies: 617-349-3300.

■ **ACTION ITEM - Timeframe**

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

OPEN SPACE Recommendations and Action Plan

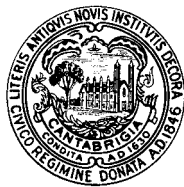
Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
OS8	There should be better pedestrian access to and between parks in the neighborhood.	Traffic, parking, street and sidewalk repairs, pedestrian access and safety, and bicycle safety are considered as part of all park renovations and open space improvements.
OS9	There should be sufficient neighborhood services for Cambridgeport residents, especially youth services that may have been lost with the community schools program at the former Graham and Parks school.	The Citywide Senior Center in Central Square provides activities and services for seniors living in Cambridge including meals, classes, fitness, ethnic and cultural programs, trips, arts and crafts, lectures, games and other events. A variety of youth programs and activities are offered through the Morse Neighborhood Council and Community Schools. The Cambridge Youth Programs are based out of the 5 youth centers in the city. The Centers are equipped with classroom space, meeting rooms, and access to parks and offer employment assistance, homework help, literacy program, life skill's workshops, guest speakers, community service projects, drug and alcohol prevention programs, recreational activities, sport leagues, trips and special events. The Willis D. Moore Youth Center is located near Cambridgeport on Gilmore Street. The Central Square Branch library provides neighborhood-based services particularly for children and their families.
OS10	Any off leash dog area should have adequate maintenance and lighting. Look into whether off leash dog use is appropriate for Fort Washington Park.	The City has recently initiated a new Citywide off leash program. The program features six locations throughout the city where dogs have the opportunity to be off leash legally, including Pacific Street Park and Fort Washington Park. The off leash area at Pacific Street Park now features new pea stone surfacing. Off leash use at Fort Washington Park was restarted in August 2009, without the temporary fencing that had been installed in order to reduce wear on the grassy areas.
OS11	{Citywide recommendation} There should be doggie bags at all parks.	Doggie bag dispensers are located in most parks throughout the city. DPW regularly refills the dispensers with doggie bags.
OS12	{Citywide recommendation} Utility companies should be held accountable for any damage they do to street trees.	The Street Maintenance Division has two construction utility inspectors who are responsible for ensuring compliance to City standards with regard to Public Utility street excavations in the public way. The two construction utility inspectors oversee the daily street construction activities related to the public utility companies throughout the City. These inspectors are focused on work zone safety procedures and proper methods of repair to City streets by utility companies and their contractors. They also ensure that pedestrian access is safe and free-flowing around the construction site and that all permit conditions are fully complied with as specified in the job permit.

GENERAL NEIGHBORHOOD PLANNING Recommendations and Action Plan

Rec. Type & Number	2010 Update Recommendations	Current Status and Planned Action
NP1	Neighborhood groups should be supported. In particular, there should be more places for residents to post information about neighborhood events and meetings.	The Community Planning Division of the Community Development Department is available to assist neighborhood groups on planning issues in the neighborhood in a variety of ways including presentations, public meetings, online information, and one on one conversations. Bulletin boards for community use are included when parks are improved. The City also programs a range of activities in parks including "Screen on the Green," "Arts in the Park" and programs offered by area community school groups. Community members can work with the City to schedule park parties, "block parties" in the street, or other neighborhood events. The Cambridge Police Dept. offers grants for block parties and other community-building events.
NP2	Recognition should be given to the historical significance of the neighborhood, including preservation of historical features, and educating residents and the public about historical sites and locations. The Historical Commission should also be a part of the Cambridgeport planning process.	The Historical Commission gave a presentation on the history of Cambridgeport at the second public meeting of the 2009 Cambridgeport neighborhood process. In fall 2009, Cambridgeport Neighborhood Association, worked with the Cambridge Historical Society and the Historical Commission to organize a Celebration of Cambridgeport which included presenting interesting historical information about buildings and houses in the neighborhood, a rededication of Fort Washington Park with Revolutionary war re-enactors and a walking tour of Cambridgeport led by the Historical Society.
NP3	The Cambridgeport neighborhood study process should be well publicized to the neighborhood and inclusive. There should be a variety of ways and sufficient time for residents to offer input.	<p>■ ACTION ITEM (short range): The Community Development Department is exploring new more efficient and focused methods of outreach as well as gathering public input such as through emails, posters, web information, and online surveys.</p> <p>Typically, outreach for the neighborhood studies and study updates involve an initial mailing to every household in the neighborhood as well as posting flyers, press releases, notification to neighborhood groups, a dedicated webpage, and emails to interested residents. The 2009 Cambridgeport Study Update recommendations were created through discussions and public input at three community meetings, as well as via email comments, letters and phone calls, beginning in November 2008 through Spring 2009.</p>

■ **ACTION ITEM - Timeframe**
 Short Range - less than 2 years; Medium Range - 2-6 years;
 Long Range - 6-10 years





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