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Last Tuesday, about 3:30, I drove down Concord Avenue, planning to go around the first traffic circle, park my car at Fresh Pond, and take a walk around the Pond.

Ahead of me, the cars were gridlocked, no movement. I turned back down Bay State Road and went home. On subsequent trips I will park my car on a side street, and walk to and around Fresh Pond from that location.

But my problem with grid-locked cars is not the issue, the issue is OUR problem with grid -locked cars. This grid-lock has occurred even without the developments at Fresh Pond—what used to be an area for light industry—are finished. When they are finished, Cambridge, and Belmont will drown in grid-lock.

I know the mantra—housing where there are transportation hubs. Without much thought, both Alewife and Porter Square, where I live, have swallowed this mantra. I expect there will be lots more walking in my life, which is fine for me. But how about when I want to leave Cambridge to visit friends and relatives?

Where are the open spaces? ^{and others} Where are developments which have variety in architecture? Where are the social amenities which make a neighborhood? Not there. Why is that?

I don't understand how it is that our Planning Board, with many good professional citizens, could have OK'd these developments, how did this happen? It only takes a couple of people to stop and say, "Wait a minute, this is nuts, we have to do better."

I am speaking now in the hope that with a newly elected Council, there is momentum for creating a Master Plan that makes sense, that takes the city back from developers and reinstates those around the city who have the common sense to put the brakes on and say "We can do better than this."

on the Table

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4. That the City Manager is requested to support the intent of the Master Plan initiative which seeks to provide the City Council, its committees, City Staff, members of the public, and all interested stakeholders with an opportunity to further explore traffic congestion, transportation financing, pedestrian safety, resident parking, and a desire for enhanced multi-modal transit infrastructure throughout the city. **Order Number Fourteen of April 7, 2014 Placed on Table on motion of Councillor Simmons on April 7, 2014.**

In favor

> View Policy Order Resolution from April 7, 2014

VIEW HISTORY

5. That the Cambridge Community Development Department shall hold a series of public meetings to discuss the range of planning and zoning issues that have recently been in active discussion across the city, including, but not limited to, all varieties of housing (such as affordable, middle income, or other types of housing units), the amount, type and location of new and existing development, pre-fabricated units, transportation, congestion, open space, streetscape design, building design, sustainability, infrastructure and economic development with recommendations for moving forward on short range and long range planning work that is recommended as an outgrowth of these discussions. **Order Number Fifteen of April 7, 2014 Placed on Table on motion of Councillor Simmons on April 7, 2014.**

In favor

> View Policy Order Resolution from April 7, 2014

VIEW HISTORY