

ATTACHMENT A

Email sent out on "North Commons Yahoo Group on March 19 2009.....pre March public meeting
Revised after comments from North Commons yahoo group members (25+) May, 2009
Sent to Sue Clippinger and Susanne Rasmussen, both city directors May, 2009
PLEASE PROVIDE ADDITIONAL COMMENTS send to Bhupesh@designtank.org
Objective Finalize for councilors to endorse/promise results prior to Nov 3, Election

Neighborhood Response Letter after Neighborhood Nine Study Meeting March 19, 2009

Graham and Parks School

Linnaean & Bowdoin Street Neighbors concerns "DRAFT #4"

Better design truck loading zones to encourage trucks to use them. At present they illegally park on resident streets behind the retail block. They also deviate from using the main commercial corridors such as Mass Ave and Concord Ave when coming from Route 2 and instead cut through cross streets such as Linnaean and Upland to beat the traffic knuckles such as Porter or Harvard Squares. Some of these deviations are also a result of the inability to do "u-turns" to gain access the desired business being delivered to.

1. Introduce 15 minute parking on Mass Ave. to discourage abuse of truck loading zones. Some examples:
 - a. Install 3 parallel spots on Shepard Street along side of Marathon Sports
 - b. Install 2 parallel spots on Mass. Avenue in front of Starbucks

2. Paint loading zones with stripes or an "x" with the words "loading zone" to create a "dummy" proof self regulating solution to loading zone abuse. Some examples:
 - a. The loading zone near Cambridge Common Restaurant
 - b. The loading zone in front of the Evergood and Floyd's Barbershop
 - c. Provide narrow cuts in Median to allow delivery persons to "dolly" goods across Mass Ave. and complete multiple deliveries from one loading zone.

3. Extend loading zones from noon to 2:30 pm to allow the trucks ample time to deliver
 - a. Most restaurants do not serve lunch and have no staff present until noon
 - b. Temple Bar, Forest Cafe, West Side Lounge, and Cambridge Common, share the same loading zone.
 - c. Stretch the loading zone in front of Floyds Barbershop to permit a 14 wheeler to park there

4. Install "NO TRUCKS" and "NO THRU TRAFFIC" signs at the beginning of residential streets. Some ex:
 - a. Install on Bowdoin Street at Linnaean Street end
 - b. Install on Hurlbut Street at Linnaean Street end
 - c. Install on Martin Street at Mass Avenue end

5. Install an at grade 5" wide cut through median to allow trucks to deliver to retail business on both sides of the street without having to pull their dollies over the median. Some examples:
 - a. Install one between Cambridge Common and Evergood
 - b. Install one at Temple Bar

Discontinue exiting from Hudson Street especially when flanking delivery loading zone are better utilized

1. Will prevent commuting traffic using Bowdoin Street as a cut thru to beat the light at Linnaean Street and Mass Avenue.
2. Neighborhood traffic exiting Hudson Street has a large blind spot when entering Mass. Avenue, especially in respect to the many bicycle commuters. This problem will compound when both loading zones on either side of Hudson Street will be more utilized from the explicit striping & 2:30pm extension.
3. Many neighbors have long been using only Martin street as a safer exit onto Mass. Avenue.
4. Provide a sidewalk ramp with a no parking strip so Trash trucks can safely wheel dumpsters to trucks at the center of the street. At present, the trucks diagonally reverse over the curb after several back and forth movements and destroy the sidewalk as well as the gas and water caps in the sidewalk.

Other issues discussed with only some residents and some retailers on Mass. Avenue.

Issues for Avon Hill residences behind retail block “DRAFT #4”.

Retailers between Porter Square and Harvard Square

1. Liquor license should request a management plan for all trash pickup when transferring licenses. For example, some abutting retailers share the same trash pickup vendors which reduces the amount of trash trucks by 50%. These have been abandoned in the past by new tenants.
2. Several businesses have on going agreements with neighbors concerning trash pickup and location. These agreements have been abandoned when licenses are transferred.
3. Businesses have no process for including an outdoor receptacle for cigarette butts. Several businesses and apartment building have on going accumulation of cigarette butts outside their place of businesses.
4. Some businesses have been violating their agreements to not have patrons entering and exiting their rear doors immediately abutting residences (for example Forest Cafe). The same can be said for patrons illegally stacking cars in rear of a business blocking both sidewalk use and any possible safe fire egress.
5. Building owners should be allowed to develop upper floors above the retail if none exists without providing the required parking. In return the property tax, building maintenance, and capital improvements like new roof or mechanical equipment would be shared between the several floors. At present, the one story retail building owners burden the single tenant lease holder with all those expenses either directly with a triple net lease or directly with a large jump in rent. Both situations have resulted in tenants being forced to leave such as “Cambridge Naturals, and “Asian Tibetan store”. Other ways could also be devised to encourage retail on the first floor to be more sustainable. Obviously creating upper floors of real estate would add more badly needed patrons for the retailers.
6. The sidewalk for retailers on Mass. Avenue is typically around 13 feet wide. The width is a little too narrow to accommodate the three zones along a typical “Main street”. First zone is the landscaping and furniture zone with trees, benches and bike racks and such. The second zone is the two way walking area wide enough to allow opposing wheelchairs or strollers to get by each other. The third zone is the outdoor seating/sidewalk sale area. The study should be included in the council report being requested by the council for the Mass Ave. Specifically, the possibility to broaden the sidewalk and provide bulb outs where crossings exist along the side streets as well as across Mass. Avenue.
7. A pedestrian crosswalk should be introduced across Mass. Avenue where there is high levels of jaywalking. At present two areas of excessive jaywalking exist. One area is at Sacramento Street where many parents will not walk all the way to Shephard Street when they escort their children to and from the Baldwin School. The latter will also better slow speed the North bound traffic which picks up so much speed from the Shepard Street light, that they are unwilling to stop for the pedestrian crossing at Garfield Street in front of the Gas station. A second area is at Newport Street which is halfway between the Roseland Street pedestrian crossing and Linnaean Street pedestrian crossing.
8. Guidelines for outdoor seating should be adopted. Can outdoor music speakers be installed? Can they use gas heat lamps? Do tables and chairs need to be taken indoors every night? Can the sidewalk sale be all year round? Is a hostess stand allowed outside? Is there a need for a chain rail fence necessary for seating area. (Cambridge Common has installed outdoor speakers for example).