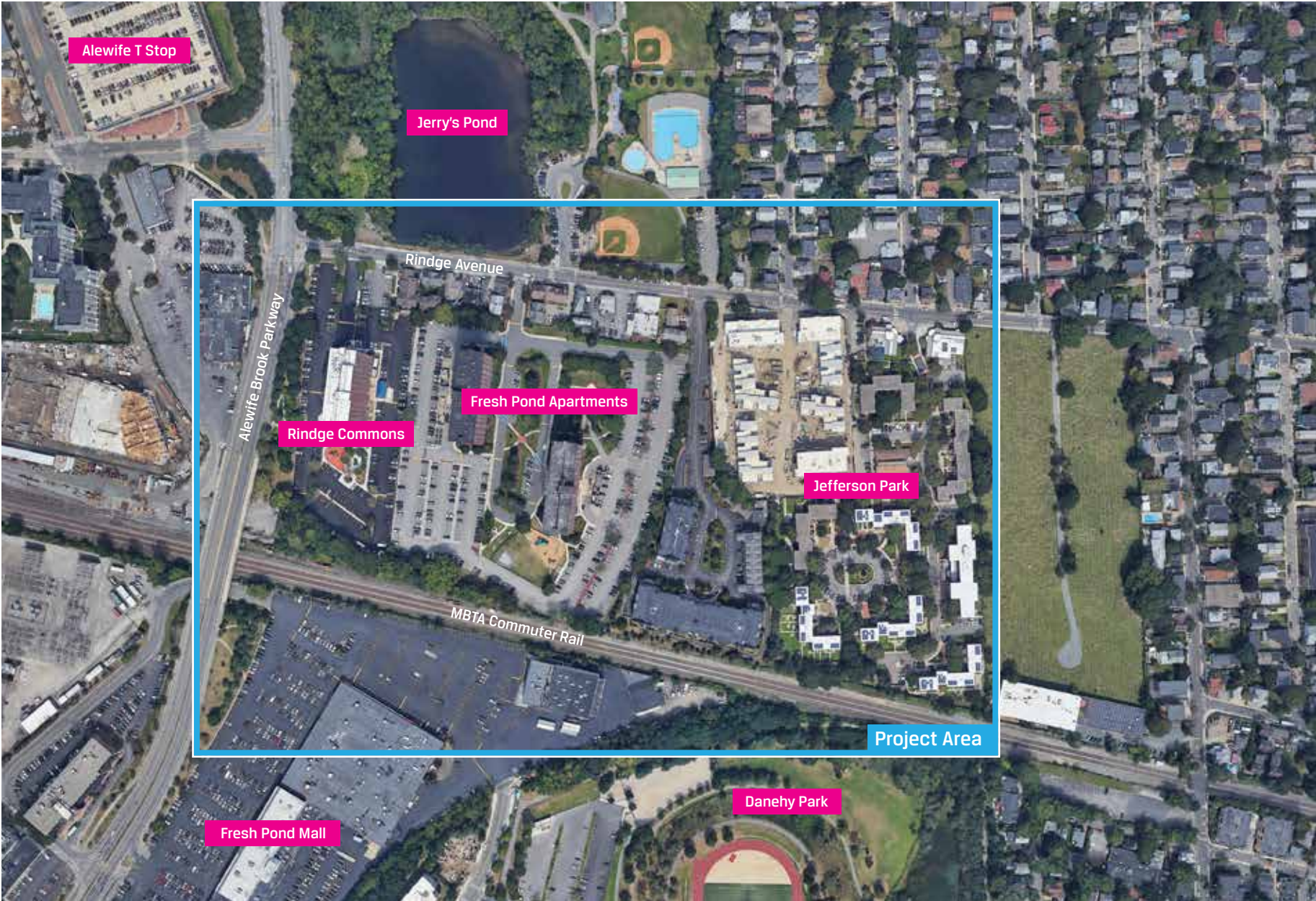


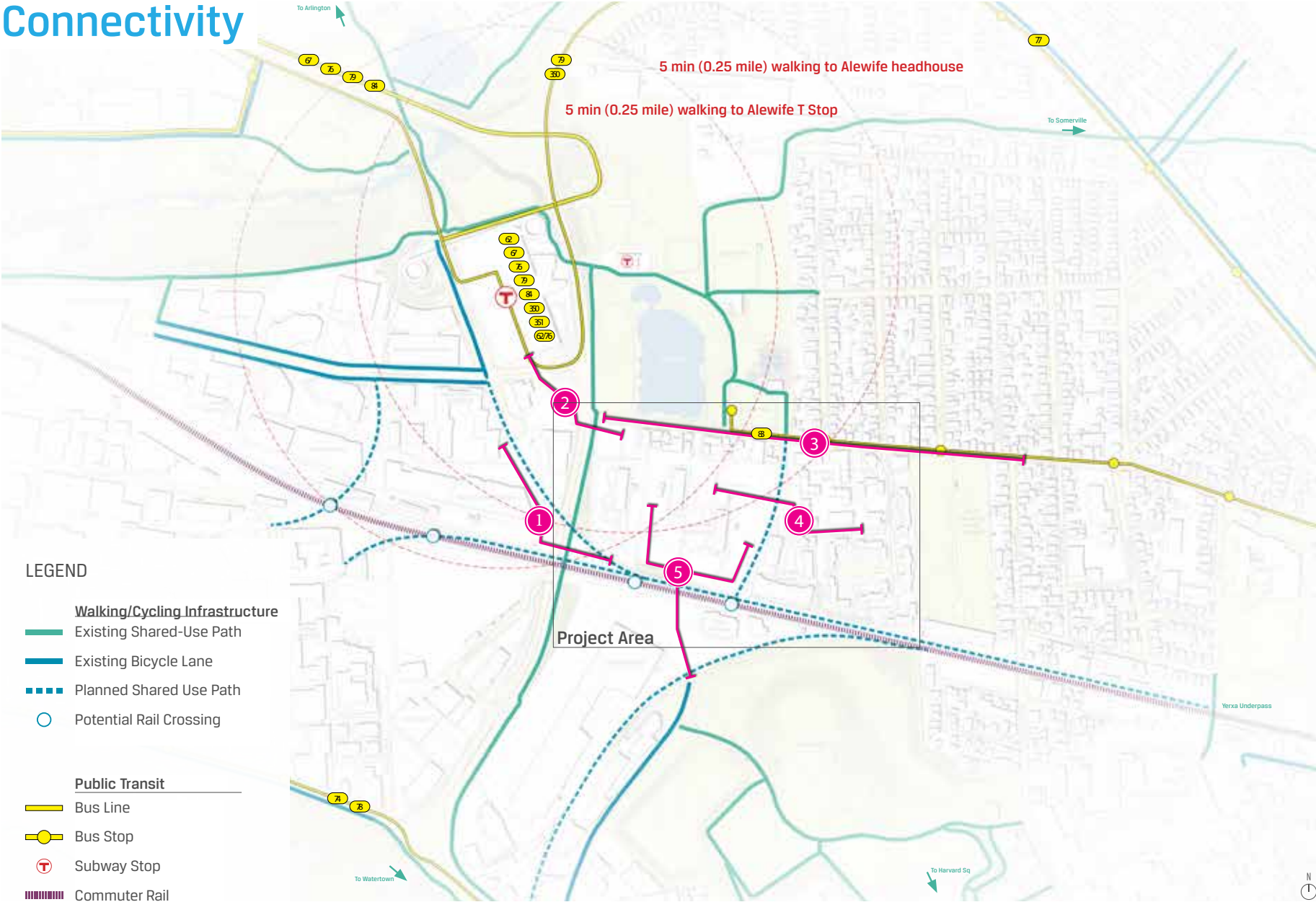


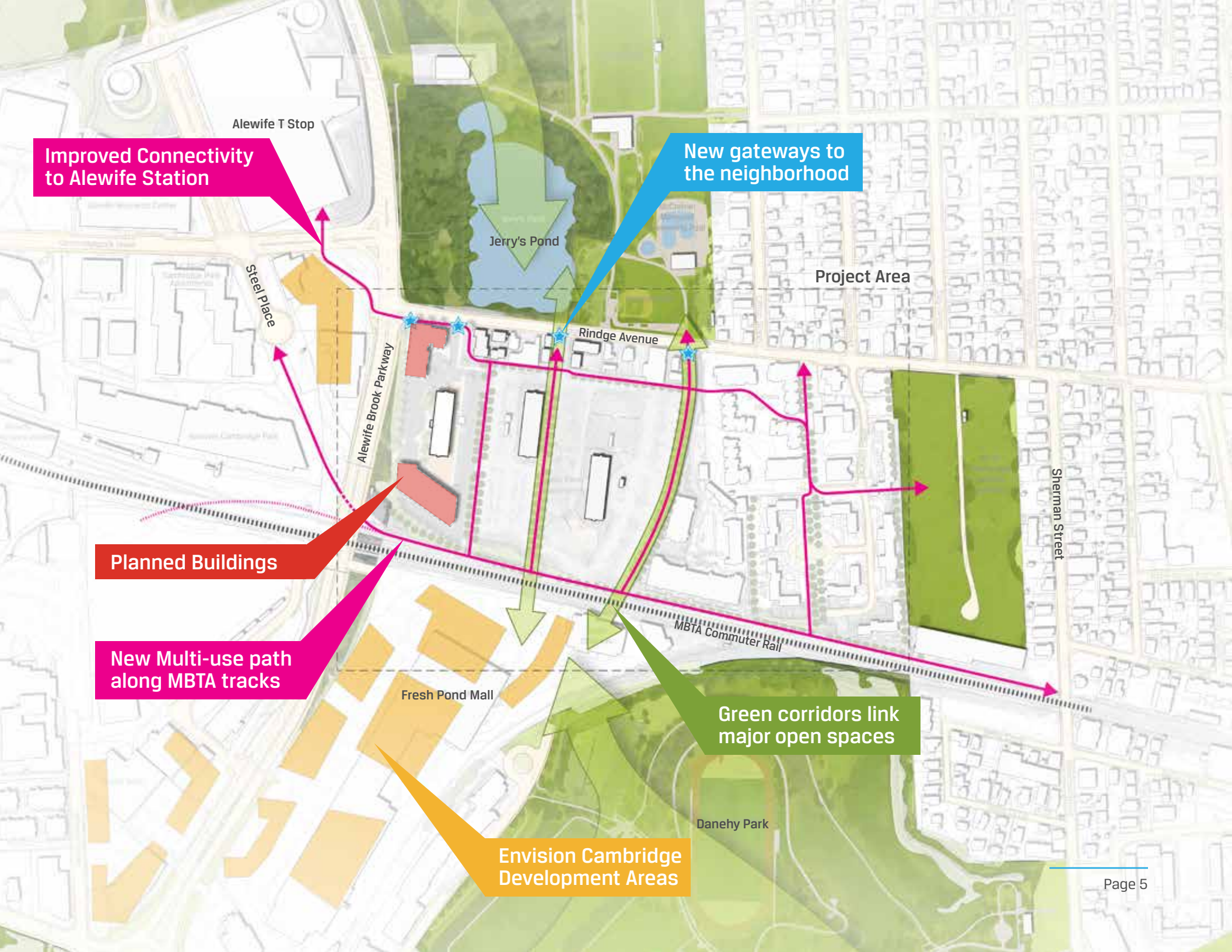
RINDGE NEIGHBORHOOD

Open Space Vision for Improved Connectivity



Connectivity





Improved Connectivity to Alewife Station

New gateways to the neighborhood

Planned Buildings

New Multi-use path along MBTA tracks

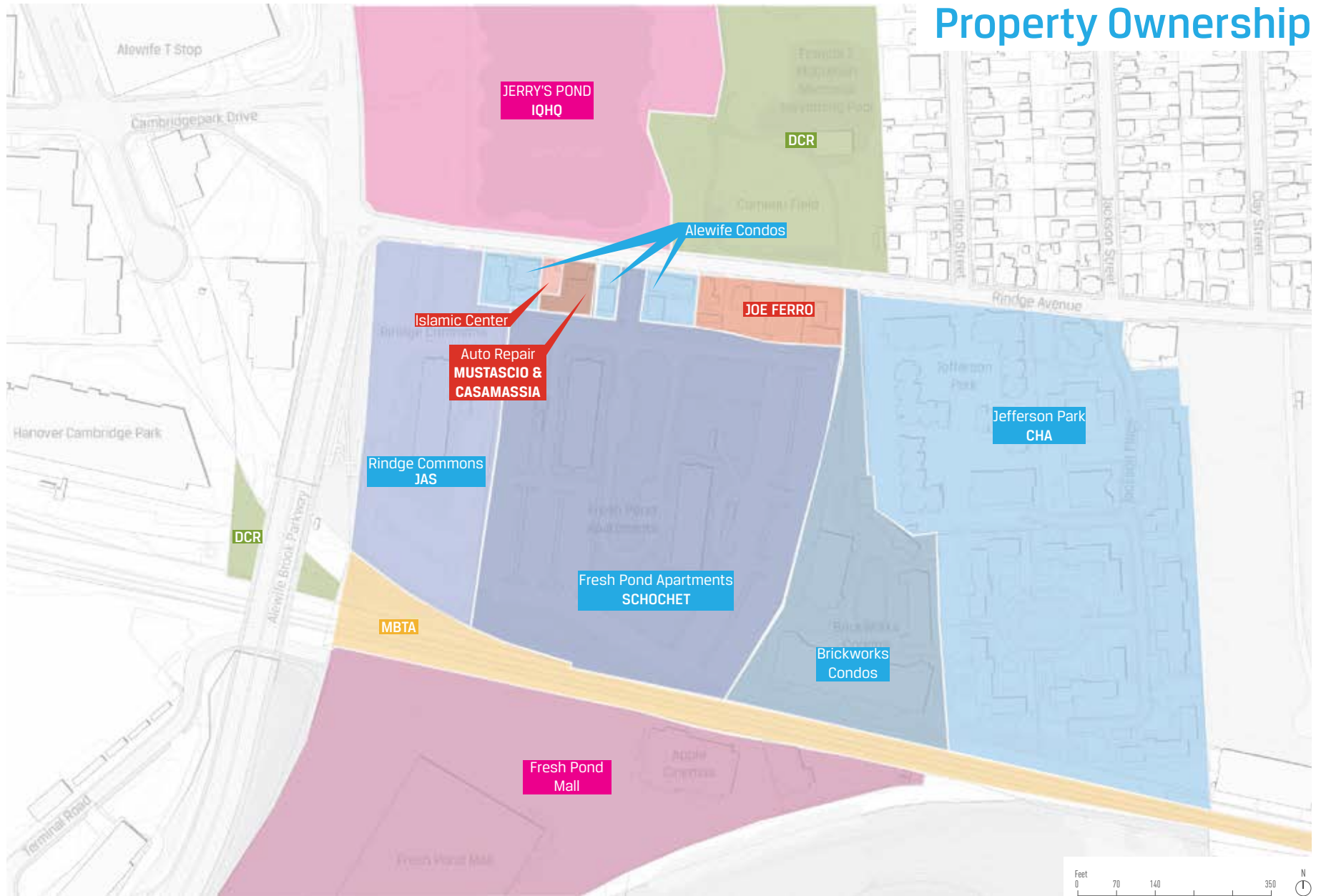
Green corridors link major open spaces

Envision Cambridge Development Areas

Existing Conditions



Property Ownership



Connectivity

Barriers



Connectivity

Barriers



Pedestrian connection to Alewife T Stop



View from Fresh Pond Mall towards project area

Open Space



Russell Field



Francis J. McCrehan Memorial Swimming and Splash Deck



Danehy Park



Magnolia Park

Open Space



Fresh Pond

Open Space



Points of Interest



Points of Interest



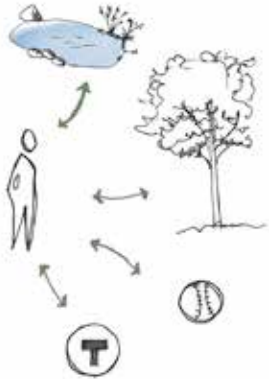
3. CONCEPTUAL APPROACH



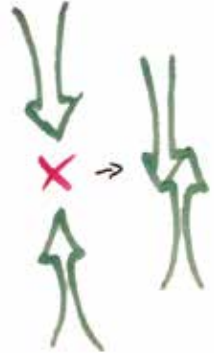
The concept focuses on enhanced pedestrian and bicycle infrastructure throughout the neighborhood, a continuous open space network and a robust urban design framework that highlights existing assets and anticipates future development.

Urban Design Diagrams

1. Connecting people



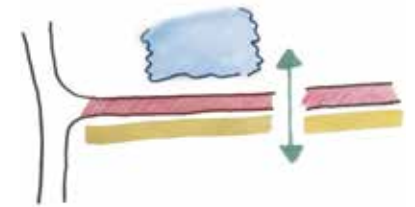
2. Link existing open spaces into a network



3. Enhance pedestrian and bicycle connections



4. Improve Rindge Avenue streetscape



5. Increase connections between properties



6. Form gateways to the neighborhood



7. Anticipate a (future) rail crossing



8. Prepare for changes over time



1. Link existing open spaces into a network



2. Enhance pedestrian and bicycle connections



Pedestrian connection to Alewife T Stop

3. Improve Rindge Avenue streetscape



Rindge Avenue looking east

4. Increase connections between properties



Fence separating properties

5. Form gateways to the neighborhood



6. Anticipate a (future) rail crossing



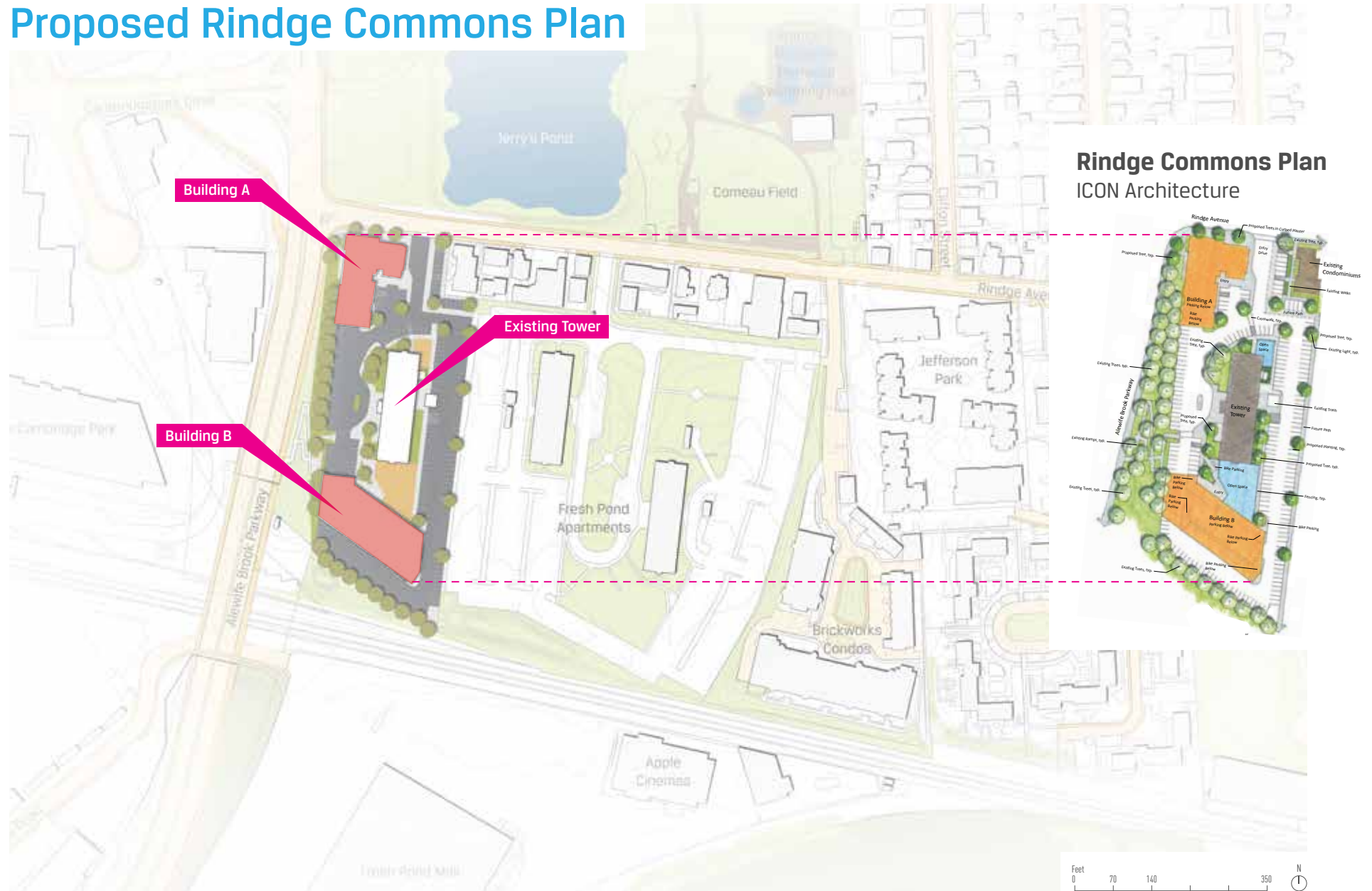
View from Fresh Pond Mall towards project area

7. Prepare for mobility changes over time



Surface parking surrounding the buildings

Proposed Rindge Commons Plan



Connectivity

North Cambridge Railroad Safety Project Ped + Bike Facilities, 1999



Alewife District Plan
Ped + Bike Bridge, p.133



Open Space



Example image



Community Path, Somerville

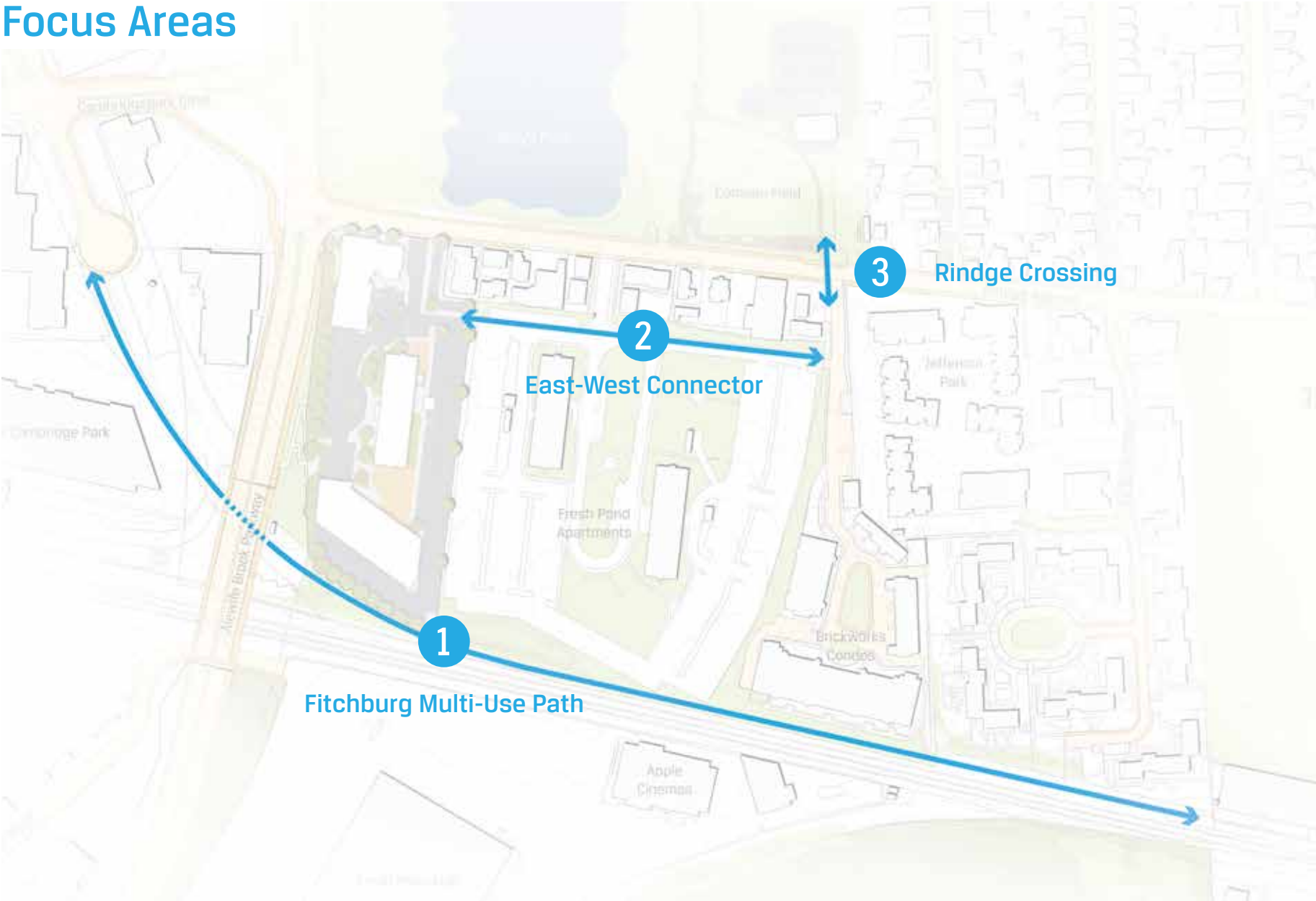
Potential Block Structure



4. FOCUS AREAS

Three Focus Areas in particular represent opportunities to form a more coherent network and overcome some of the physical barriers.

Focus Areas



1 Fitchburg Multi-Use Path



Existing conditions along
Commuter Rail tracks



1 Fitchburg Multi-Use Path

Existing conditions between Just-a-Start property and Commuter Rail tracks



1 Fitchburg Multi-Use Path

Existing conditions at Alewife Brook Parkway underpass and at the end of Steel Place



2 East-West Connector

Existing conditions on the Fresh Pond Apartment site



3 Rindge Crossing



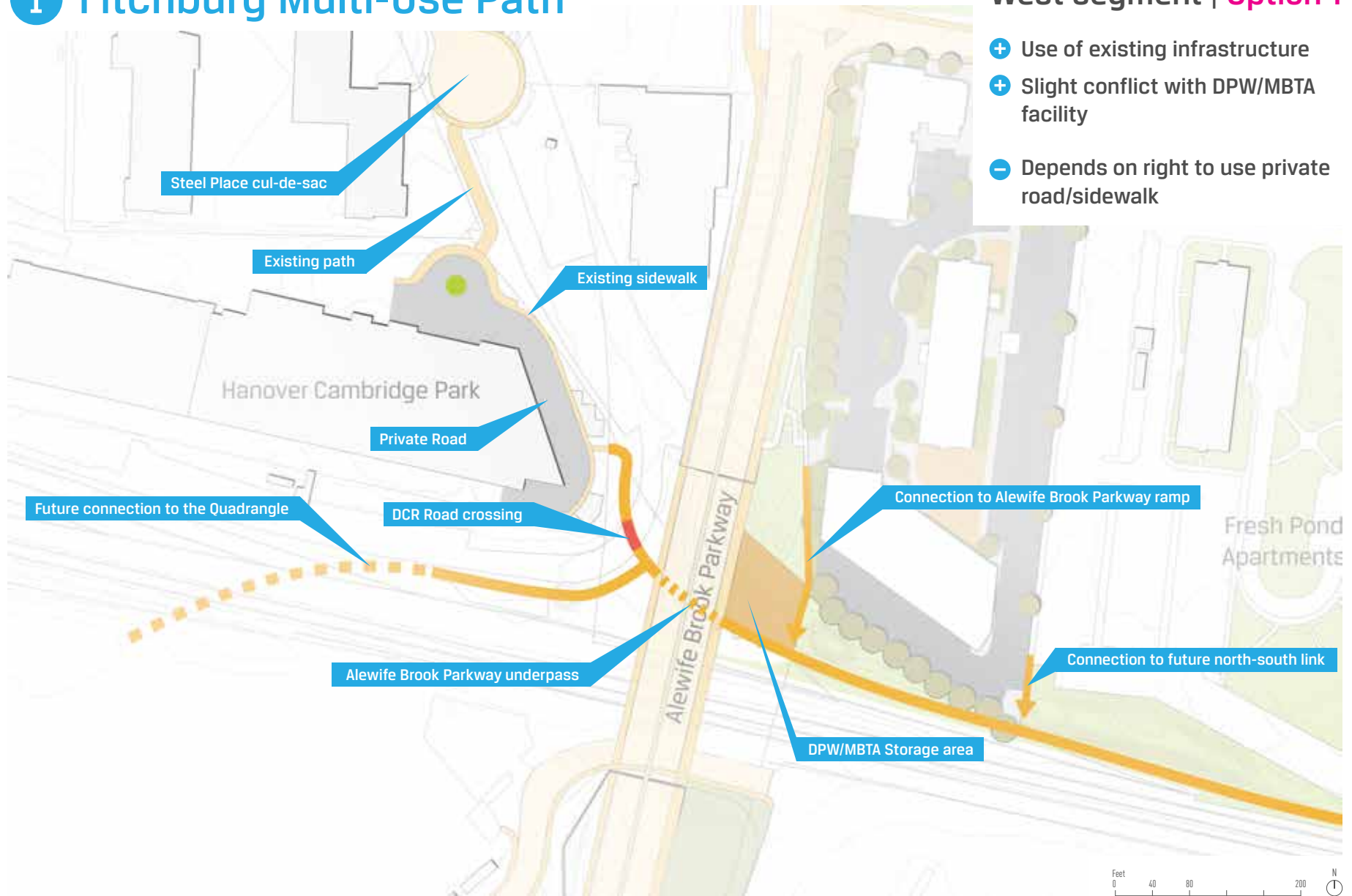
Existing conditions along Rindge Avenue



1 Fitchburg Multi-Use Path

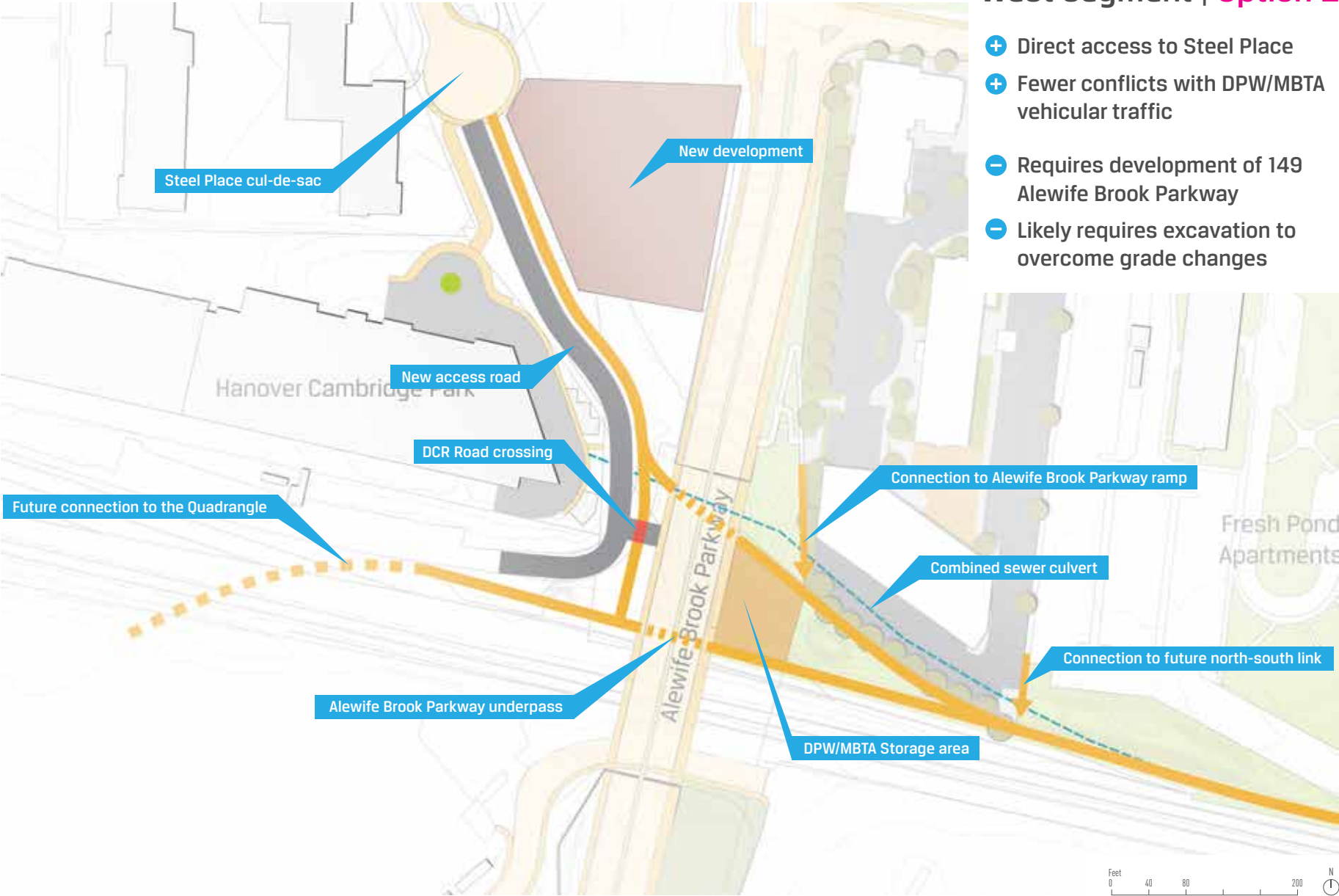
West segment | Option 1

- + Use of existing infrastructure
- + Slight conflict with DPW/MBTA facility
- Depends on right to use private road/sidewalk



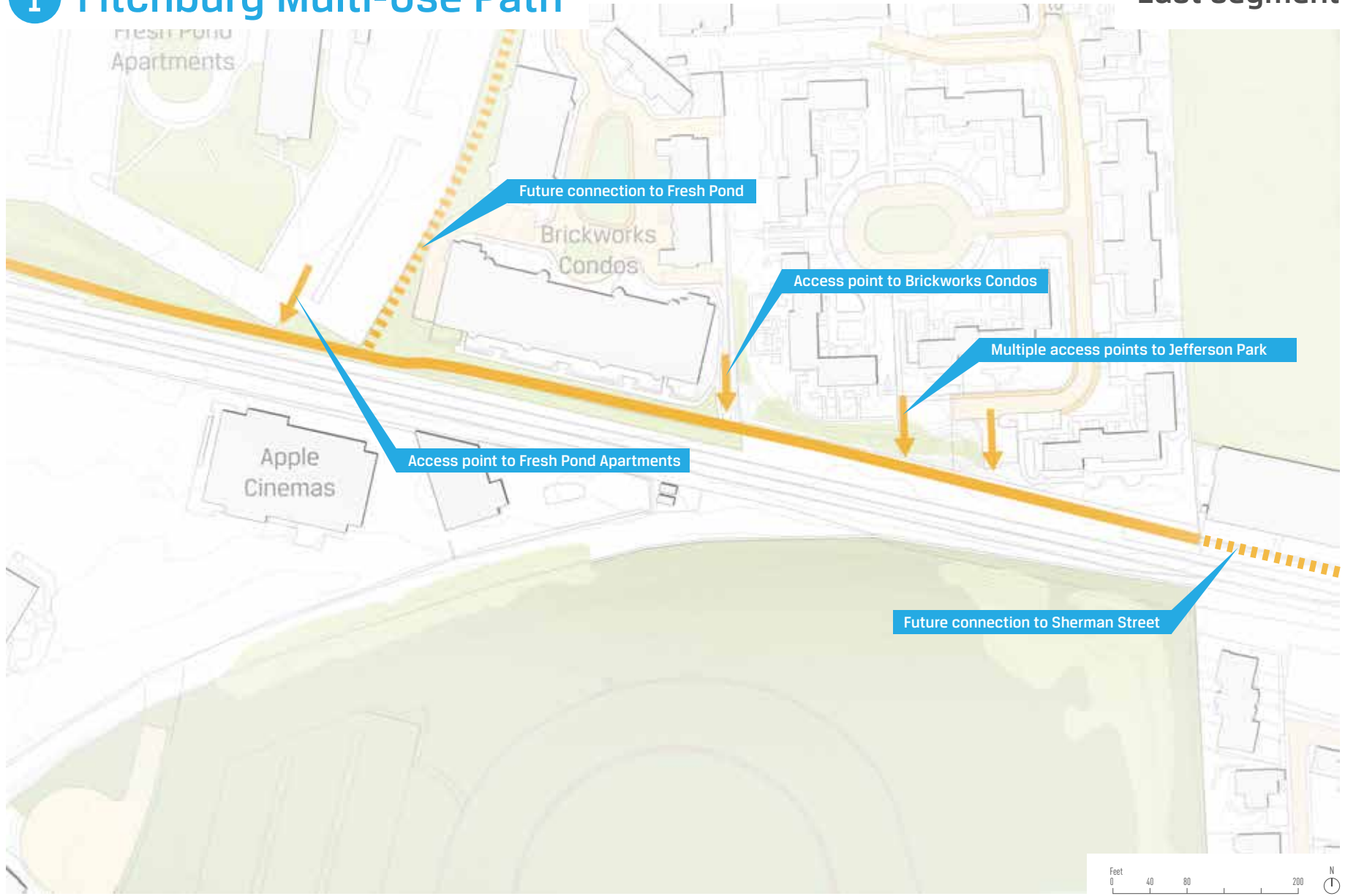
West segment | Option 2

- + Direct access to Steel Place
- + Fewer conflicts with DPW/MBTA vehicular traffic
- Requires development of 149 Alewife Brook Parkway
- Likely requires excavation to overcome grade changes



1 Fitchburg Multi-Use Path

East segment



1 Fitchburg Multi-Use Path



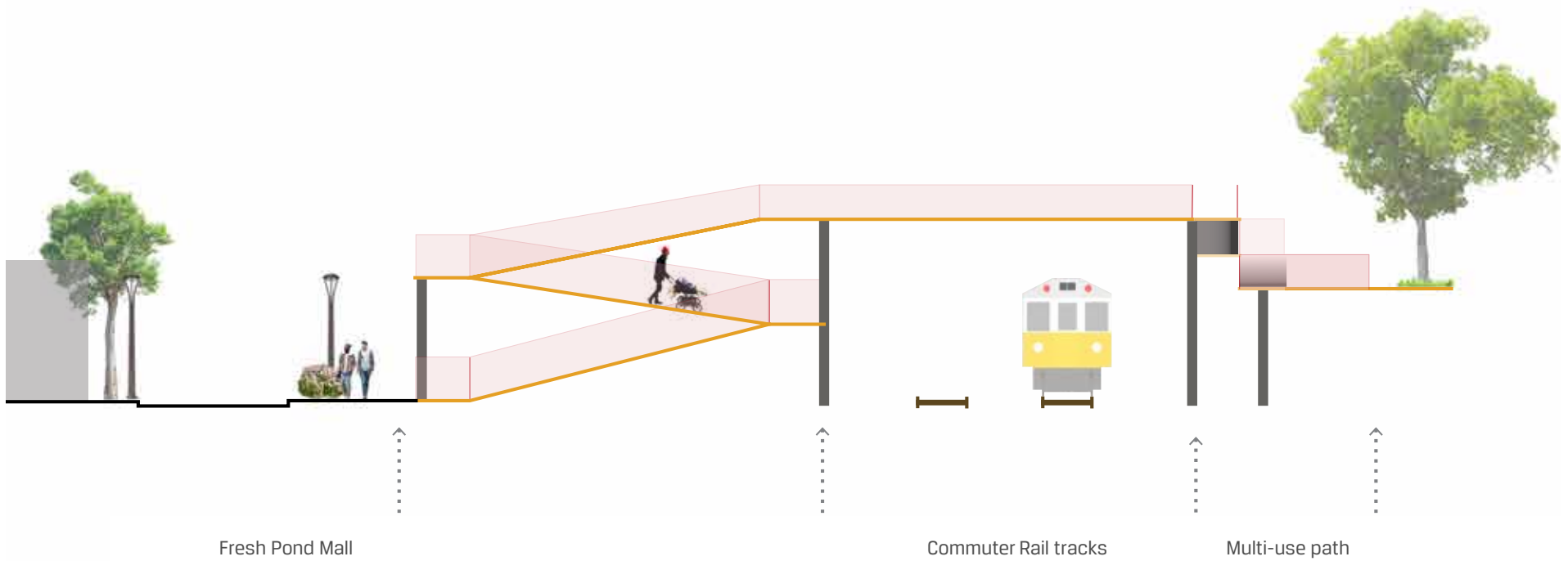
Existing conditions



1 Fitchburg Multi-Use Path



Existing conditions





Multi-use paths link neighborhoods and provide incentives for a healthy lifestyle

1 Fitchburg Multi-Use Path



Multi-use paths become neighborhood asset over time



Multi-use paths serve as catalysts for development



1 Fitchburg Multi-Use Path



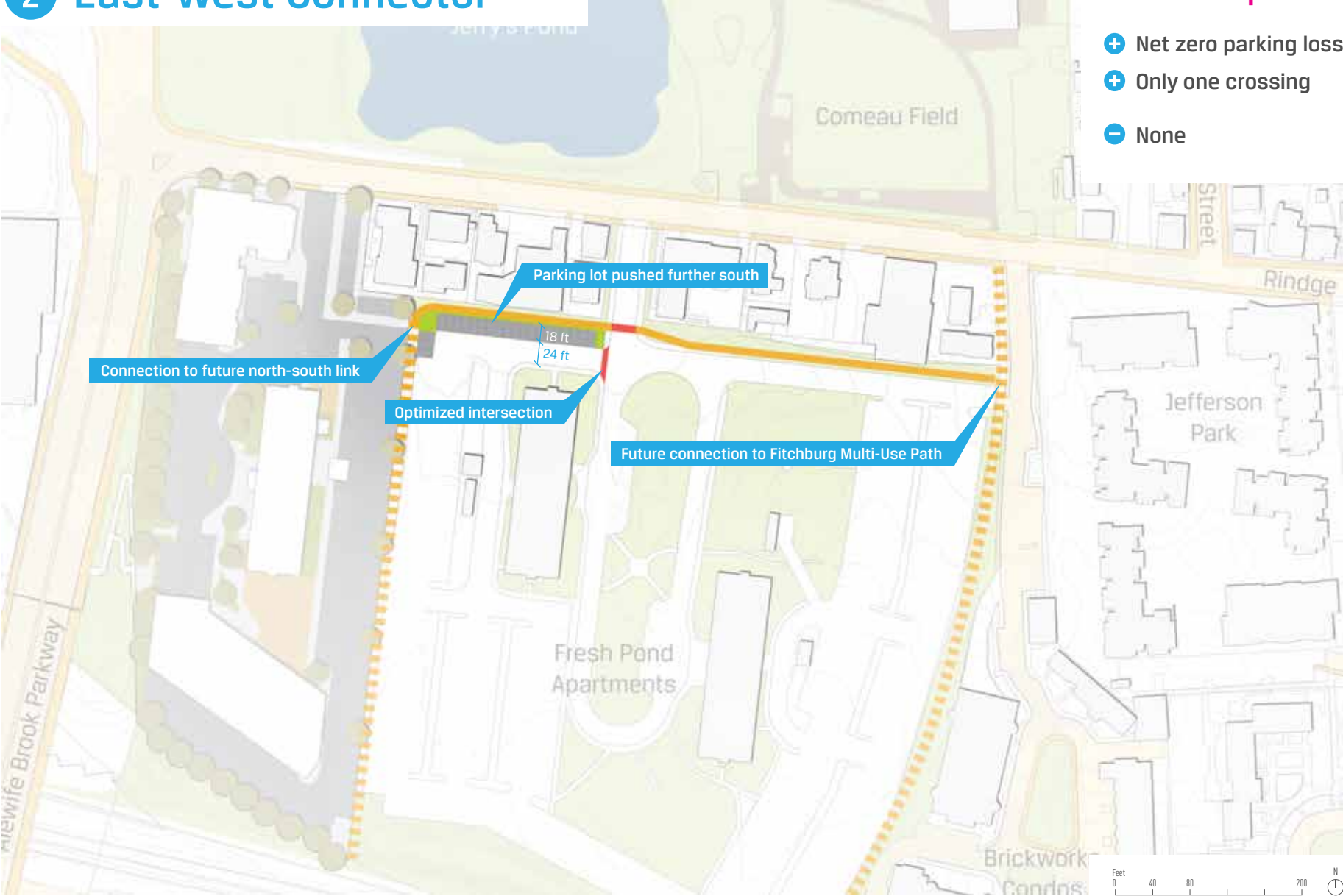
Area below structures can be transformed into attractive urban spaces

2

East-West Connector

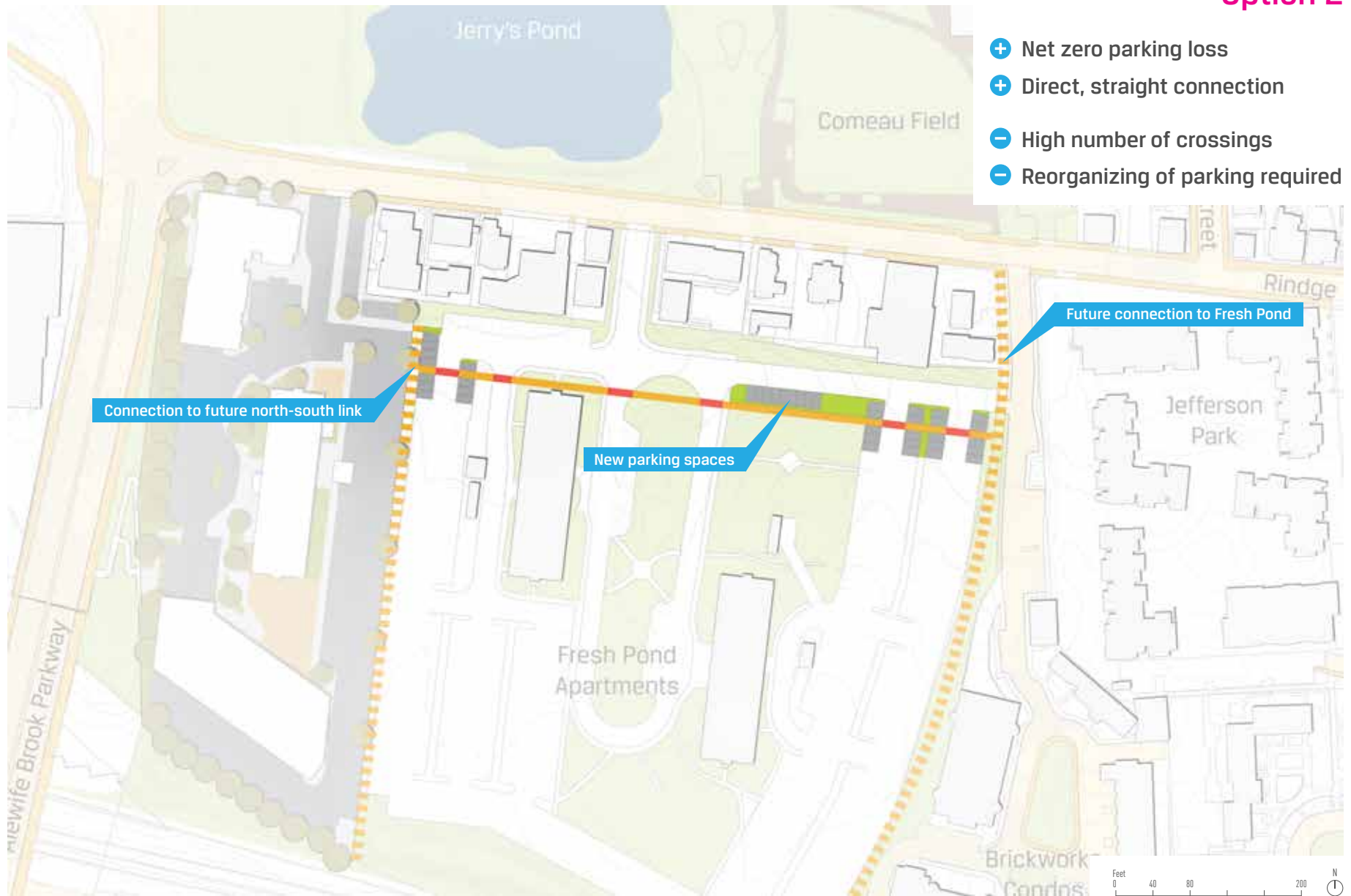
Option 1

- + Net zero parking loss
- + Only one crossing
- None



Option 2

- + Net zero parking loss
- + Direct, straight connection
- High number of crossings
- Reorganizing of parking required



2 East-West Connector



Existing conditions



8'

Surface Parking

East-west connector

Existing building

2 East-West Connector



Pedestrian pathways offer a safe network separated from vehicular traffic



Pedestrian connections improve walkability and add sense of place to a neighborhood

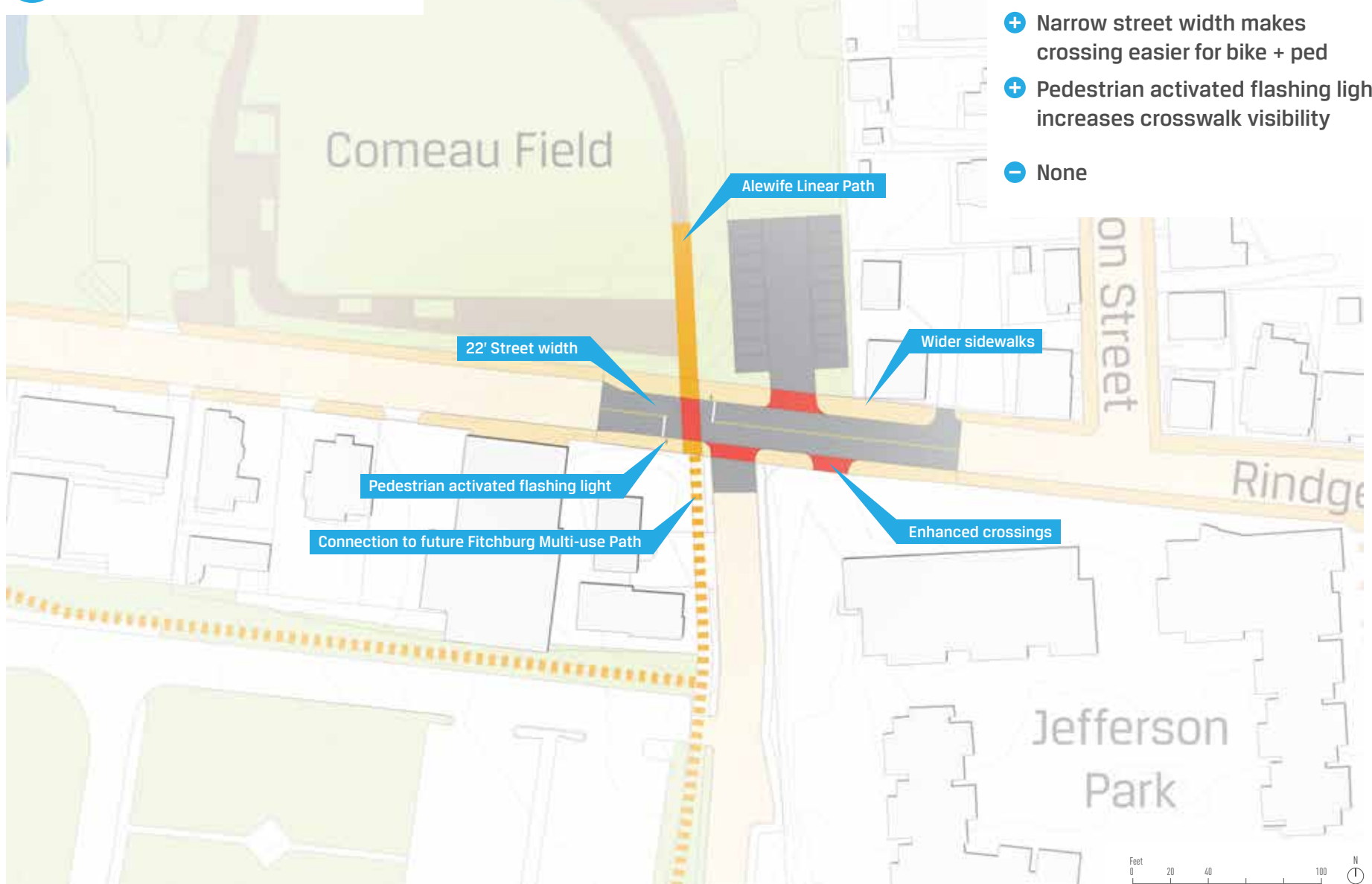


Pedestrian connections offer possibilities for public art

3 Rindge Crossing

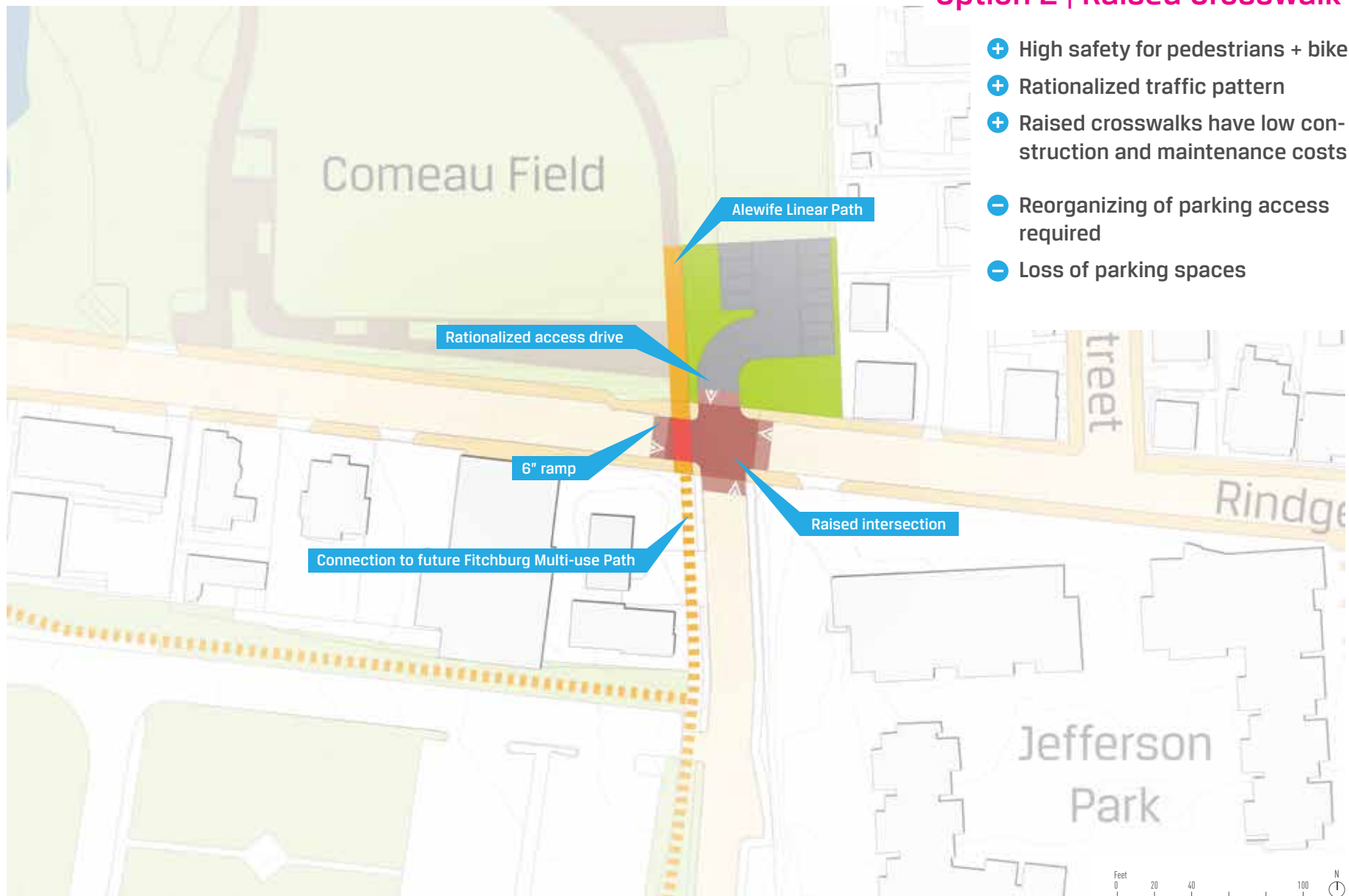
Option 1 | Road Diet

- + Narrow street width makes crossing easier for bike + ped
- + Pedestrian activated flashing light increases crosswalk visibility
- None



Option 2 | Raised Crosswalk

- + High safety for pedestrians + bikers
- + Rationalized traffic pattern
- + Raised crosswalks have low construction and maintenance costs
- Reorganizing of parking access required
- Loss of parking spaces



3 Rindge Crossing



Existing conditions

