

price per petition 1.00

PETITION OF City Council

Traffic mitigation + Parking Supply Restrictions

Petition filed with the City Clerk January 23, 1989

(all hearings to be completed 65 days from In City Council date)

8 day Jan.
28 day Feb.
29 day Mar

65 day = March 29, 1989 = all hearings

In City Council January 23, 1989

Referred to the Planning Board for report January 23, 1989

Planning Board Hearing March 21, 1989 at 8:00 p.m.

(CITY COUNCIL must act within 90 days of the ORDINANCE COMMITTEE hearing which would be June 27, 1989.)

2 days March
30 days April
31 days May
27 days June

90 day = June 27, 1989

City Council hearing published Chronicle on March 9, 1989
and March 16, 1989

Hearing before the Ordinance Committee Wednesday, March 29, 1989 at 6 P.M.

Reported to the City Council April 3, 1989

* C.W.S. motion to refer back to Ord. Committee C. Duchay filed reconsideration

Passed to a second reading on _____
published in _____ on _____

Planning Board report received on _____

Ready for ordination on _____

Passed to be ordained on _____

published in _____ on _____

COMPLETION DATE June 27, 1989

6/28/89 Placed on file due to expiration of time limit

MARTIGNETTI BROTHERS REALTY TRUST

10 CEDAR STREET

WOBURN, MASSACHUSETTS 01801

TELEPHONE (617) 935-1515

1989 APR 10 PM 4:10
CAMBRIDGE MA.

April 10, 1989

Cambridge City Council
c/o City Clerk
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

IN HAND

Re: Vehicle Trip Reduction Program

Dear Members of the Council:

I am submitting this comment on the above-noted proposal on behalf of Martignetti Brothers Realty Trust. By way of background, Martignetti Brothers owns an approximately 8 acre tract of land on Concord Turnpike, (Route 2 East). Said property is currently occupied by a nightclub/restaurant building, a motel and a bowling center. While no plans for said property's change or development presently exist, the potential for same is evident. Accordingly, Martignetti Brothers hereby voices its objection to the plan because it is inconsistent with the City's desire to upgrade the area in which Martignetti Brothers' property is located and because said plan's objectives are misdirected when said property's situation is examined closely.

As you are aware, the City of Cambridge has made a concerted effort to upgrade the use of the land owned by Martignetti Brothers and others along Route 2 East. Indeed, the area's zoning has been changed to O-2 and the area has been designated as part of the Parkway Overlay District.

Rather than compliment this effort, however, the proposed traffic mitigation plan operates as a disincentive for Martignetti Brothers to change the use of or develop its property. Institution of the proposed program would make development a less attractive alternative because it would add more time and expense to the process. Moreover, the restrictions set by such a program would severely limit the feasibility of a potential development's success by limiting its most important attribute, i.e., adequate parking. This is particularly true with respect to Martignetti Brothers' uniquely situated property.

M B R T

Cambridge City Council
April 10, 1989
Page Two

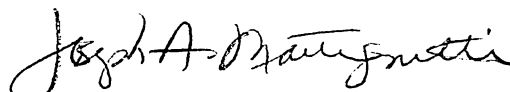
Having operated various businesses and owned several parcels of real estate in the City for years, our family has developed a keen appreciation for the prestige attached to a prominent Cambridge address. We are similarly aware that any potential office development we may undertake on our Route 2 property would be uniquely perceived as a "suburban" development located in the City. Located at Cambridge's western most edge, a potential office development on Martignetti Brothers' Route 2 property would stand apart from other developments and would be ideally situated for the residents of the western suburbs who would most likely comprise the bulk of its occupancy. Limited public transportation options provided to the western suburbs demand adequate parking facilities to insure such a development's success. Unlike properties located in the heart of the City or those located closer to Boston, Martignetti Brothers' Route 2 location is ill-served by public transportation. Consequently, institution of the plan would allow Martignetti Brothers to develop the same amount of square footage allowed under present zoning ordinances but unfairly dictate that Martignetti Brothers could no longer provide the parking facilities presently allowed and deemed necessary for such a development's economic viability.

Moreover, due to the unique location of Martignetti Brothers' Route 2 property, its potential office development would not contribute to Cambridge's traffic woes. Located well before the traffic problems encountered along Alewife Brook Parkway and beyond, automobiles travelling to a potential development on said property would depart from the "Alewife Corridor" long before the point where they would negatively impact on the City's transportation system. Application of the proposed plan in this case unfairly sacrifices the success of such a potential development without apparent reason or justification.

Summarily, the proposed plan obstructs the realization of the full potential of Martignetti Brothers' Route 2 property without correspondingly contributing to the stated goals of the proposed traffic migration plan.

Thank you for this opportunity to make this comment.

Sincerely,


Joseph A. Martignetti

8.

B

Comm. from Joseph A. Martignetti, Martignetti Brothers Realty Trust, in opposition to the petition to amend the Zoning Ordinances by adding a Section 11.400 entitled "Traffic Mitigation and Parking Supply Restrictions".

In City Council,

April 24, 1989

4-24-89

Referred to the
Petition.

City of Cambridge

RECEIVED BY
OFFICE OF CITY CLERK

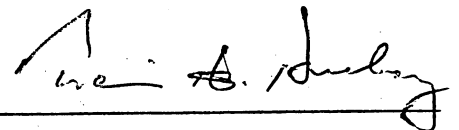
MOTION FOR RECONSIDERATION SUBMITTED BY COUNCILLOR FRANCIS H. DUEHAY
1989 APR -4 AM 10:16

CAMBRIDGE MA.

APRIL 4, 1989

Date

Councillor Duehay has notified the City Clerk of his intention to move Reconsideration of the vote of the City Council taken on Monday, April 3, 1989 to refer back to the Committee on Ordinances for further study the petition of the City Council to amend the Zoning Ordinances by adding a new Section 11.400 entitled "Traffic Mitigation and Parking Supply Restrictions".



Signature

City of Cambridge

MASSACHUSETTS

In City Council April 3 1989

C. W. J. Sullivan - Communication #14 - Refer Back to Ordinance Committee for further study

	YEA	NAY	ABSENT	PRESENT
Mr. Thomas W. Danehy	✓			
Mr. Francis H. Duehay		✓		
Ms. Sandra Graham		✓		
Mrs. Sheila T. Russell	✓			
Mr. David E. Sullivan		✓		
Mr. Walter J. Sullivan	✓			
Mr. William H. Walsh	✓			
Ms. Alice K. Wolf		✓		
Mayor Alfred E. Vellucci	✓			

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AMEND THE TEXT OF THE ZONING ORDINANCE AS FOLLOWS:

- A. Add a New Section 11.400 - Traffic Mitigation and Parking Supply Restrictions to read as follows:

11.400 TRAFFIC MITIGATION AND PARKING SUPPLY RESTRICTIONS

11.401 PURPOSE AND INTENT

The purpose of this Section 11.400 is to reduce the traffic and air quality impacts caused by new development in the City thereby insuring the health, safety, welfare and economic well being of the citizens of Cambridge as mandated pursuant to Chapter 40A, Massachusetts General Laws. Moreover, this Article will promote the goals contained in the Transportation Control Plan for the Metropolitan Boston Interstate Air Quality Control Region as promulgated by the United States Environmental Protection Agency and the Massachusetts 1982 State Implementation Plan for Ozone and Carbon Monoxide reduction.

11.402 APPLICABILITY

With the exception of developments authorized in Article 14.000, Article 15.000 and Article 16.000, all new buildings, additions to existing buildings or a change in use of an existing building, encompassing 15,000 square feet or more of gross floor area devoted to any combination of non-residential/non-institutional uses, and hotels and motels [Section 4.31 i (1) and (2)], shall be permitted only upon issuance of a Special Permit from the Planning Board, subject to the requirements of this Section 11.400 when the project is proposed to provide other than the minimum parking required by Section 6.36 - Schedule of Parking and Loading Requirements.

11.403 TRAFFIC MITIGATION REQUIREMENTS FOR ISSUANCE OF A SPECIAL PERMIT

Applicant's for all projects covered by this Section 11.400 shall prepare and submit a Traffic Analysis and Mitigation Report in conformance with the "Guidelines for Submission - Traffic Analysis and Mitigation Report" as most recently approved by the Planning Board and made a part of this Section 11.400 by reference. The Traffic Analysis and Mitigation Report shall demonstrate how the following requirements shall be satisfied.

11.403.1 Maximum Vehicular Trip Generation - The number of A.M. and P.M. peak hour vehicle trips generated by the proposed project (except for Retail uses and Hotels and Motels) shall be limited to rates which are: (1) 35 percent of the rates published in the latest edition of the Institute of Transportation Engineer's (ITE) report, "Trip Generation" for projects within 1300 feet of the entrance to the Harvard, Central and Kendall MBTA Red Line Stations; (2) 55 percent of the ITE rates for projects within 1300 feet of an entrance to the Alewife, Davis and Porter MBTA Red Line Stations and the Lechmere MBTA Green Line Station; and (3) beyond 1300 feet the percentage of the ITE generation rate shall increase by 1.5 for each 100 feet further away from an MBTA station entrance, to a maximum of 75 percent. All distances shall be measured from the nearest transit entrance to the nearest employee entrance for each building.

For Retail uses and Hotels and Motels, the number of peak hour A.M. and P.M. vehicle trips generated by the proposed project shall be limited to rates which are 75 percent of the latest ITE rates.

11.403.2 Implementation of Approved Traffic Mitigation Program - The applicant shall develop and implement a program for vehicle trip generation mitigation that shall ensure that the total A.M. and P.M. peak hour vehicle trips generated by the project do not exceed the amount allowed under Section 11.403.1.

The Planning Board shall approve all aspects of the mitigation program and may modify or expand upon the program proposed by the applicant. The approved program and its implementation shall be a condition of any special permit issued under this Section 11.400.

11.403.3 Traffic Reduction at Critical Intersections and Streets
For projects of 50,000 GSF or more, and for smaller projects with unique impacts as determined by the Cambridge Planning Board, the applicant shall evaluate the effects of the project's vehicle traffic on the City's roadway network and indicate mitigation which will reduce traffic congestion and protect residential neighborhoods and other sensitive areas.

The Planning Board may require as a condition of the special permit the implementation of one or more mitigation measures identified by the applicant or determined by the Planning Board to be necessary to adequately safeguard the public health, safety and welfare, to the extent that such mitigation measures are within the capacity of the applicant to implement.

11.404 USE OF CHILD CARE FACILITIES FOR TRAFFIC MITIGATION

When used as part of the Traffic Mitigation Plan as required by this Section 11.400, gross floor area up to an amount equal to two percent of a building's total gross floor area may be exempted from Floor Area Ratio (FAR) limitations applicable to the site if that gross floor area is devoted exclusively to the provision of on-site child care.

11.405 MAXIMUM ALLOWED PARKING SPACES

Notwithstanding the provisions of Section 6.31 - Required Amount of Parking, the maximum number of parking spaces provided for any development authorized under this Section 11.400 shall be determined as follows:

- a. For office and industrial uses the amount shall be the lesser of either the maximum parking amount identified in Section 6.36 - Schedule of Parking and Loading Requirements, for office and industrial uses, or that number of parking spaces determined by the following formula based upon ITE data:

$$\begin{array}{l} \text{Maximum Allowed} \\ \text{Parking Spaces} \end{array} = \frac{\text{A.M. Peak Hour Vehicle Arrivals}}{\text{Percent Employees Arriving During A.M. Peak Hour}}$$

- b. One parking space for each hotel or motel unit and, for retail uses, the maximum parking amount identified in Section 6.36.

11.406 MONITORING COMPLIANCE

To insure compliance with the mitigation criteria, the applicant for projects with 50,000 GSF or more, shall enter into contractual agreement with the City to ensure full and permanent implementation of all mitigation programs and of a monitoring program as approved by the Planning Board.

Failure to implement or monitor the effectiveness of the mitigation program as required by the special permit shall be considered a violation of the special permit enforceable by fine or reduction in the parking spaces actually provided in the project to not less than the minimum required by Article 6.000.

B. In Article 13.000 Make the Following Changes:

1. Delete Section 13.181 and add a new Section 13.181 as follows:

Off street parking for uses permitted in an Industry C Planned Unit Development shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

2. Delete Sections 13.27, 13.272 and add a new Section 13.27 as follows:

Development in a PUD-1 district shall conform to the off street parking and loading requirements set forth in Article 6.000. Off street parking for used permitted in this PUD-1 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

3. Delete Sections 13.361 and 13.362 and add a new Section 13.361 as follows:

Off street parking for uses permitted in this PUD-2 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

4. Renumber Section 13.363 as Section 13.362 and Section 13.364 as Section 13.363.

5. Delete Sections 13.47, 13.471, and 13.472 and add a new Section 13.47 as follows:

Development in a PUD-3 district shall conform to the off street parking and loading requirements set forth in Article 6.000. Off street parking for uses permitted in this PUD-3 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

6. Delete Sections 13.571 and 13.572 and add a new section 13.571 as follows:

Off street parking for uses permitted in this PUD-4 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

Renumber Section 13.573 as Section 13.572 and Section 13.574 as Section 13.573.

January 5, 1989

Traffic Mitigation/New Section

Page 7

8. Delete Sections 13.671, and add a new Section 13.671 as follows:

Off street parking for uses permitted in a PUD-5 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

- C. In Article 6.000 do the Following:

1. Add the following sentence to Section 6.312:

Where it is proposed to provide other than the minimum parking required by subsection 6.36 for any non-residential development including hotels and motels, the development shall be subject to the requirements of Section 11.400.

2. Add a new Section 6.351 as follows:

6.351 The requirements of Section 11.400 have been met.

Renumber the existing Sections 6.351 through 6.355 appropriately.

RECEIVED BY
OFFICE OF CITY CLERK

1989 APR 24 AM 11:39

CAMBRIDGE MA.

April 24, 1989

TO: Joseph E. Connarton
City Clerk

FROM: Sally Powers, Director
Board of Assessors



In reply to your memo dated April 20, 1989, please be advised that we have, this day, forwarded to Sue Tamber, Engineering Dept., the written protest to the Traffic Mitigation petition.



CITY OF CAMBRIDGE
INTEROFFICE CORRESPONDENCE

To Sally Powers
Director, Board of Assessors

Date April 20, 1989

From Joseph E. Connarton *JEC*
City Clerk

Reference

Subject
Written protest - Traffic Mitigation Petition.

Enclosed you will find two copies of the written protest to the Traffic Mitigation petition.

Would you kindly certify the ownership of the property and remit a copy to the Engineering Dept.

Your kind attention in this matter will be greatly appreciated.

MARTIGNETTI BROTHERS REALTY TRUST

10 CEDAR STREET CLERK

WOBURN, MASSACHUSETTS 01801
1989 APR 10 PM 4:11
TELEPHONE (617) 935-1515

CAMBRIDGE MA.

April 10, 1989

Cambridge City Council
c/o City Clerk
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

IN HAND

Re: Vehicle Trip Reduction Program

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As you are aware, the City of Cambridge has made a concerted effort to upgrade the use of the land owned by Martignetti Brothers and others along Route 2 East. Indeed, the area's zoning has been changed to O-2 and the area has been designated as part of the Parkway Overlay District.

Rather than compliment this effort, however, the proposed traffic mitigation plan operates as a disincentive for Martignetti Brothers to change the use of or develop its property. Institution of the proposed program would make development a less attractive alternative because it would add more time and expense to the process. Moreover, the restrictions set by such a program would severely limit the feasibility of a potential development's success by limiting its most important attribute, i.e., adequate parking. This is particularly true with respect to Martignetti Brothers' uniquely situated property.

MBRT

Cambridge City Council
April 10, 1989
Page Two

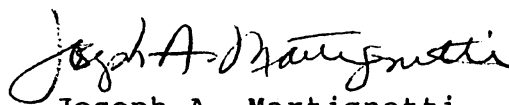
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Moreover, due to the unique location of Martignetti Brothers' Route 2 property, its potential office development would not contribute to Cambridge's traffic woes. Located well before the traffic problems encountered along Alewife Brook Parkway and beyond, automobiles travelling to a potential development on said property would depart from the "Alewife Corridor" long before the point where they would negatively impact on the City's transportation system. Application of the proposed plan in this case unfairly sacrifices the success of such a potential development without apparent reason or justification.

Summarily, the proposed plan obstructs the realization of the full potential of Martignetti Brothers' Route 2 property without correspondingly contributing to the stated goals of the proposed traffic migration plan.

Thank you for this opportunity to make this comment.

Sincerely,


Joseph A. Martignetti

In City Council April 3, 1989

The Committee on Ordinances, comprised of the entire membership of the City Council conducted a public hearing on Wednesday, March 29, 1989 beginning at 6:07 p.m. in the Sullivan Chamber, City Hall, for the purpose of reviewing an amendment to the Zoning Ordinances entitled "Traffic Mitigation and Parking Supply Restrictions".

Councillor William Walsh, Chairman of the Committee, opened the hearing and requested those interested individuals to come forward.

At this time, Michael Rosenberg, Assistant City Manager for Community Development, outlined the proposed amendment to the Committee. He stated that the Community Development Department had conducted several meetings throughout the neighborhoods and with the Chamber of Commerce prior to the submission of the proposal currently before the Committee. Furthermore, he stated that although there is not total agreement among all concerned, it did represent a very good beginning to regulating traffic in Cambridge. Furthermore, he stated that the petition was not an attempt at downzoning but simply a mechanism for controlling the amount of weekday peak period automobile use and as a way to develop some environmental controls needed by the increase in development.

At this time, Mayor Alfred Vellucci raised a series of questions relative to traffic entering and existing in the City. He stated he was concerned with the fact that not enough information has been provided regarding where the traffic is coming from and where it is going. The Mayor also pointed out that several narrow streets within the East Cambridge neighborhood serve as major roadways during peak travel time.

Richard Easler, Traffic Engineer for the City of Cambridge, responded to Mayor Vellucci by stating that recent traffic studies have indicated 40% to 50% of all traffic is generated from individuals either going to or coming home from work.

At this time, Councillor Francis Duehay stated he was concerned with the high percentage of traffic traveling through Cambridge. Furthermore, he stated that both the Traffic Department and Community Development Department should actively work with public and private businesses to encourage their employees to use public transportation.

Speaking in favor of the proposal was George McCray of 2301 Mass. Avenue, who stated the North Cambridge Stabilization Committee supported the proposal.

Jodi Garber, representing the Agassiz School neighborhood stated that although she did not totally agree with the Mitigation Study in terms of the Porter Square area, the Association does support the concept.

Speaking in opposition to the proposal was Robert Jones of the Athenaeum Group, who stated he believes this proposal, should it be adopted, would have a disadvantageous effect to the City in terms of its financial impact. Furthermore, he stated the proposal lacked needed traffic flow information.

Also speaking in opposition was Mr. Haley, representing the Polaroid Corporation, who stated he believed the proposal was geared toward office and laboratory development. Also, he said Polaroid was concerned with the Special Permit provisions.

Also speaking in opposition was Robert Heroux, who stated that although he represents the Chamber of Commerce, the Chamber had not taken a formal vote on the proposal; he believes they will vote not to support it. He stated he believed traffic should not be controlled City-wide but in specific areas.

At this time, Councillor Duehay stated he hoped the City Council would adopt this proposal because it is the first attempt to address a very serious issue which is generated, in part, by all the new development in the City. Furthermore, he stated that many people believe development is out of control in the City and that not enough controls are in place to preserve the quality of life of its residents. He further stated he was extremely disappointed with the opposition to this proposal by the business community and the Chamber of Commerce. He said he believed the City will soon be told by the State and Federal government that controls on parking will have to be initiated. The people, he said, are holding the City Council accountable for the far reaching developments occurring throughout the City.

Councillor Duehay moved that the petition be referred to the full City Council without recommendation.

The motion prevailed.

For the Committee,

Councillor William H. Walsh
Chairman.

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Chairman.

In City Council April 3, 1989

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Comm. from Joseph E. Connarton, City Clerk,
transmitting the report of Councillor William
H. Walsh, Chairman, Committee on Ordinances,
without recommendation Re: petition of the
City Council to amend the Zoning Ordinances
by adding a new Section 11.400, "Traffic Mitiga-
tion and Parking Supply Restrictions".

In City Council,

April 3, 1989

4/12/89 - Copy of this report, the Traffic
Mitigation petition sent to Councillor Walsh,
Ordinance Committee Chair

AMEND THE TEXT OF THE ZONING ORDINANCE AS FOLLOWS:

- A. Add a New Section 11.400 - Traffic Mitigation and Parking Supply Restrictions to read as follows:

11.400 TRAFFIC MITIGATION AND PARKING SUPPLY RESTRICTIONS

11.401 PURPOSE AND INTENT

The purpose of this Section 11.400 is to reduce the traffic and air quality impacts caused by new development in the City thereby insuring the health, safety, welfare and economic well being of the citizens of Cambridge as mandated pursuant to Chapter 40A, Massachusetts General Laws. Moreover, this Article will promote the goals contained in the Transportation Control Plan for the Metropolitan Boston Interstate Air Quality Control Region as promulgated by the United States Environmental Protection Agency and the Massachusetts 1982 State Implementation Plan for Ozone and Carbon Monoxide reduction.

11.402 APPLICABILITY

With the exception of developments authorized in Article 14.000, Article 15.000 and Article 16.000, all new buildings, additions to existing buildings or a change in use of an existing building, encompassing 15,000 square feet or more of gross floor area devoted to any combination of non-residential/non-institutional uses, and hotels and motels [Section 4.31 i (1) and (2)], shall be permitted only upon issuance of a Special Permit from the Planning Board, subject to the requirements of this Section 11.400 when the project is proposed to provide other than the minimum parking required by Section 6.36 - Schedule of Parking and Loading Requirements.

11.403 TRAFFIC MITIGATION REQUIREMENTS FOR ISSUANCE OF A SPECIAL PERMIT

Applicant's for all projects covered by this Section 11.400 shall prepare and submit a Traffic Analysis and Mitigation Report in conformance with the "Guidelines for Submission - Traffic Analysis and Mitigation Report" as most recently approved by the Planning Board and made a part of this Section 11.400 by reference. The Traffic Analysis and Mitigation Report shall demonstrate how the following requirements shall be satisfied.

11.403.1 Maximum Vehicular Trip Generation - The number of A.M. and P.M. peak hour vehicle trips generated by the proposed project (except for Retail uses and Hotels and Motels) shall be limited to rates which are: (1) 35 percent of the rates published in the latest edition of the Institute of Transportation Engineer's (ITE) report, "Trip Generation" for projects within 1300 feet of the entrance to the Harvard, Central and Kendall MBTA Red Line Stations; (2) 55 percent of the ITE rates for projects within 1300 feet of an entrance to the Alewife, Davis and Porter MBTA Red Line Stations and the Lechmere MBTA Green Line Station; and (3) beyond 1300 feet the percentage of the ITE generation rate shall increase by 1.5 for each 100 feet further away from an MBTA station entrance, to a maximum of 75 percent. All distances shall be measured from the nearest transit entrance to the nearest employee entrance for each building.

For Retail uses and Hotels and Motels, the number of peak hour A.M. and P.M. vehicle trips generated by the proposed project shall be limited to rates which are 75 percent of the latest ITE rates.

11.403.2 Implementation of Approved Traffic Mitigation Program - The applicant shall develop and implement a program for vehicle trip generation mitigation that shall ensure that the total A.M. and P.M. peak hour vehicle trips generated by the project do not exceed the amount allowed under Section 11.403.1.

The Planning Board shall approve all aspects of the mitigation program and may modify or expand upon the program proposed by the applicant. The approved program and its implementation shall be a condition of any special permit issued under this Section 11.400.

11.403.3 Traffic Reduction at Critical Intersections and Streets
For projects of 50,000 GSF or more, and for smaller projects with unique impacts as determined by the Cambridge Planning Board, the applicant shall evaluate the effects of the project's vehicle traffic on the City's roadway network and indicate mitigation which will reduce traffic congestion and protect residential neighborhoods and other sensitive areas.

The Planning Board may require as a condition of the special permit the implementation of one or more mitigation measures identified by the applicant or determined by the Planning Board to be necessary to adequately safeguard the public health, safety and welfare, to the extent that such mitigation measures are within the capacity of the applicant to implement.

11.404 USE OF CHILD CARE FACILITIES FOR TRAFFIC MITIGATION

When used as part of the Traffic Mitigation Plan as required by this Section 11.400, gross floor area up to an amount equal to two percent of a building's total gross floor area may be exempted from Floor Area Ratio (FAR) limitations applicable to the site if that gross floor area is devoted exclusively to the provision of on-site child care.

11.405 MAXIMUM ALLOWED PARKING SPACES

Notwithstanding the provisions of Section 6.31 - Required Amount of Parking, the maximum number of parking spaces provided for any development authorized under this Section 11.400 shall be determined as follows:

- a. For office and industrial uses the amount shall be the lesser of either the maximum parking amount identified in Section 6.36 - Schedule of Parking and Loading Requirements, for office and industrial uses, or that number of parking spaces determined by the following formula based upon ITE data:

$$\begin{array}{l} \text{Maximum Allowed} \\ \text{Parking Spaces} \end{array} = \frac{\text{A.M. Peak Hour Vehicle Arrivals}}{\text{Percent Employees Arriving During A.M. Peak Hour}}$$

- b. One parking space for each hotel or motel unit and, for retail uses, the maximum parking amount identified in Section 6.36.

11.406 MONITORING COMPLIANCE

To insure compliance with the mitigation criteria, the applicant for projects with 50,000 GSF or more, shall enter into contractual agreement with the City to ensure full and permanent implementation of all mitigation programs and of a monitoring program as approved by the Planning Board.

Failure to implement or monitor the effectiveness of the mitigation program as required by the special permit shall be considered a violation of the special permit enforceable by fine or reduction in the parking spaces actually provided in the project to not less than the minimum required by Article 6.000.

B. In Article 13.000 Make the Following Changes:

1. Delete Section 13.181 and add a new Section 13.181 as follows:

Off street parking for uses permitted in an Industry C Planned Unit Development shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

2. Delete Sections 13.27, 13.272 and add a new Section 13.27 as follows:

Development in a PUD-1 district shall conform to the off street parking and loading requirements set forth in Article 6.000. Off street parking for used permitted in this PUD-1 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

3. Delete Sections 13.361 and 13.362 and add a new Section 13.361 as follows:

Off street parking for uses permitted in this PUD-2 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

4. Renumber Section 13.363 as Section 13.362 and Section 13.364 as Section 13.363.

5. Delete Sections 13.47, 13.471, and 13.472 and add a new Section 13.47 as follows:

Development in a PUD-3 district shall conform to the off street parking and loading requirements set forth in Article 6.000. Off street parking for uses permitted in this PUD-3 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

6. Delete Sections 13.571 and 13.572 and add a new section 13.571 as follows:

Off street parking for uses permitted in this PUD-4 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

Renumber Section 13.573 as Section 13.572 and Section 13.574 as Section 13.573.

8. Delete Sections 13.671, and add a new Section 13.671 as follows:

Off street parking for uses permitted in a PUD-5 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

- C. In Article 6.000 do the Following:

1. Add the following sentence to Section 6.312:

Where it is proposed to provide other than the minimum parking required by subsection 6.36 for any non-residential development including hotels and motels, the development shall be subject to the requirements of Section 11.400.

2. Add a new Section 6.351 as follows:

6.351 The requirements of Section 11.400 have been met.

Renumber the existing Sections 6.351 through 6.355 appropriately.

TRAFFIC ANALYSIS AND MITIGATION REPORT

**Guidelines for
Preparation and Submission**

City of Cambridge

**Proposal Draft
1/18/89**

INTRODUCTION

This traffic mitigation process is not an attempt at downzoning nor is it a substitute for other appropriate growth management programs. It is rather a mechanism for controlling the amount of weekday peak period automobile use and associated impacts resulting from projects permitted by the use and density sections of the Cambridge Zoning Ordinance.

The purpose of this process is to analyze the impacts on the City's transportation system generated by new construction and the rehabilitation of existing structures. The Traffic Analysis and Mitigation Report should present a thorough evaluation of vehicle and pedestrian traffic, parking, transit usage, site circulation, loading, and construction-related activity. The report should include the following components: (1) a thorough transportation impact analysis, (2) a proposed package of mitigation measures, and (3) procedures and mechanism for monitoring the implementation of the mitigation measures. The last two sections will be used as a basis for issuing the conditions under which a Special Permit will be approved.

Objectives

With a development boom now underway in Cambridge and the rest of the region, the detrimental impact of traffic has become a serious issue. The objectives of the Traffic Analysis and Mitigation Program are:

- to provide factual transportation information on the proposed project;
- to insure that new development is properly and adequately served by transportation facilities;
- to determine the impact on residential neighborhoods and other sensitive areas;
- to identify appropriate traffic mitigation measures; and
- to identify proper monitoring mechanisms to ensure that needed mitigation measures will be implemented and their effectiveness measured.

What projects require a Traffic Analysis and Mitigation Report?

Traffic Analysis and Mitigation Reports are required for all non-residential and non-institutional projects (whether new construction, rehabilitated buildings or a change of use and including hotels and motels) of 15,000 gross square feet or larger if the parking proposed to be provided is in an amount other than the minimum required under provisions of Article 6.000 of the Cambridge Zoning Ordinance.

What is the process for submitting the Report?

This document provides guidelines for preparing a Traffic Analysis and Mitigation Report. These are general guidelines; not every component of an impact study listed below will apply to every project. However, the final report must incorporate the components relevant to the project under review, as determined in the scope approved by the Cambridge Departments of Community Development and Traffic and Parking. In general, the larger the project, the broader the scope of analysis which will be required. Thus, for most projects of less than 50,000 gross square feet the proponent will only be required to undertake an analysis of vehicle trip generation and be committed to implement the resulting mitigation plan. Proponents of larger projects will also be required to perform a roadway impact analysis and possibly commit to additional mitigation.

The Traffic Analysis and Mitigation Report itself should also be submitted to both the Community Development and Traffic and Parking Departments as a draft for review. The report will be reviewed for completeness and accuracy, and may require further information and corrections as appropriate. The report should not be finalized until staff review is completed. The final Traffic Analysis and Mitigation Report is to be submitted to the Cambridge Planning Board and will become the basis for issuing traffic mitigation requirements as part of the Special Permit Process.

Public input is provided at two stages. First, an open scoping session will be held for each proposed project whereby questions and comments can be made by the general public. Secondly, copies of the final report will be made available to the general public before the Planning Board public hearing on the project so that informed testimony can be presented at the hearing.

Please direct all correspondence related to Traffic Analysis and Mitigation Reports to:

The Cambridge Planning Board
c/o The Cambridge Community Development Department
57 Inman Street
Cambridge, Massachusetts 02139

REPORT GUIDELINES

These guidelines describe the form of a Traffic Analysis and Mitigation Report. The scope prepared by the project proponent will include elements from this outline.

A. Project Summary

This section should contain the following background information about the proposed project.

- Project name and street address;
- Project location including adjacent intersections;
- Project proponent's name, address, telephone number, and name of contact person;
- Anticipated construction starting and completion dates;
- Current zoning designation of the project, and minimum zoning requirements with regard to parking and loading bays; and
- Required Federal, State and City permits, variances, and licenses.

B. Project description

This section should describe the proposed project's use, size, and transportation facilities as follows:

1. Identify the anticipated uses for the project (e.g. office, retail, hotel,). For each use, provide the following information, as appropriate.
 - Gross floor area (square feet) for each use;
 - Number of hotel rooms;
 - Building height and number of stories;
 - Floor-area ratio (FAR); and
 - Desired number of on site parking and loading spaces.

2. Submit an 8-1/2 by 11 inch map (or maps) showing the project location, surrounding streets, and their circulation pattern and identify nearby bus and rapid transit routes and stops and public parking facilities including on street spaces. The boundaries of the study area should be well defined and include at least the two closest traffic congestion points or bottlenecks to the site and a minimum of three (3) to four (4) critical intersections for analysis. For projects above 50,000 square feet, approximately two (2) intersections should be added for each additional 50,000 square feet of development. Other sensitive areas, such as residential neighborhoods, historical or recreational sites, institutions, pedestrian concentrations, etc. which are likely to be affected by site traffic should also be identified.

Supplemental written material may be included with this section of the report.

3. Submit a 20 or 40 scale site plan for the project indicating pedestrian and vehicular circulation patterns; project entrances and exits, drop-off and pick-up locations and taxi stands (if applicable); and curb cut widths. Dumpster locations, loading docks, and their storage and receiving areas should also be identified.
4. Provide a 20 scale plan that describes the physical layout of any proposed parking facility. Include the following information.
 - Number of spaces on each level;
 - Location and dimension of parking spaces, ramps, aisles, ceiling heights, turning radii and curb cuts;
 - Queuing space and location of entry/exit gates; and
 - Location of carpool, vanpool, handicap and bicycle spaces.

C. Existing Conditions Analysis

1. **Roadway Network** - Indicate the jurisdictional responsibility for each roadway within the study area.
2. **Traffic Volumes** - A traffic flow map should be developed covering the entire study area. Average annual weekday volumes should be shown for 24 hours and the AM and PM peak hours in all cases. Volumes that are factored to base year levels should be no greater than two (2) years old measured from the date of report submittal. Any adjustment factors or growth rates used should be cited and sourced. Turning movement counts should be supplied for critical intersections.
3. **Accident History** - Indicate accident rates (particularly for intersections) based upon a minimum of the three (3) most recent years available for problem locations. Accident diagrams summarizing police reports may be required.
4. **Capacity and LOS Analysis** - An existing conditions capacity and level of service analysis must be computed for the critical intersections identified for this project. The performance indicators, delay, v/c ratio and queue length, etc. must be documented in this section. These analyses must be performed using the 1985 Highway Capacity Manual, Special Report 209, and/or Circular 212, both published by the Transportation Research Board.

D. Vehicle Trip Generation and Mitigation

Projections of a projects impact on the City's roadway system is based on the amount of vehicle trips generated by the project. This section indicates how these trips are to be caped at a reasonable level.

1. ITE Trip Generation Rates - As an initial step, the unadjusted Institute of Traffic Engineers (ITE) average trip generation rates must be used to generate the number of vehicles traveling to and from the project site during both the morning and evening peak hour under unmitigated conditions. Trip Generation, 4th Edition (1987) or subsequent updated editions, published by ITE must be used for all land use codes. If ITE rates are not available or the sample size is prohibitively small, other transferable empirical research shall be cited, sourced and fully justified.

2. Traffic Mitigation Rates - Based upon the need to reduce traffic and air quality impacts of new development, the City has established maximum peak hour vehicular trip generation rates for the City based upon the quality of MBTA public transportation service. Vehicle trips generated by the proposed project except for Retail uses and Hotels and Motels, shall be limited to rates which are 35 percent of the latest ITE published rates for projects within 1,300 feet of the nearest entrance to the Harvard, Central and Kendall MBTA Red Line Stations as measured from the closest MBTA station entrance to the closest Public entrance to each building in the project, and 55 percent of the ITE rates for projects within 1,300 feet of an entrance to the Alewife, Davis and Porter MBTA Red Line Stations and the Lechmere MBTA Green Line Station. Beyond 1,300 feet the percentage of the ITE generation rate shall increase by 1.50 for each 100 feet further away from an MBTA Station entrance to a maximum of 75 percent.

For Retail uses and Hotels and Motels, the number of vehicle trips generated by the proposed project shall be limited to rates which are 75 percent of the latest ITE rates.

3. Trip Generation Mitigation Program - The difference between the number of vehicle trips generated using the unadjusted ITE rates and the Cambridge Mitigation rates represents the magnitude of the mitigation required of the project proponent. The proponent must develop and present a program for vehicle trip generation mitigation that will ensure that the total AM and PM peak hour vehicle trips generated by the project do not exceed the amount allowed using the Cambridge Traffic Mitigation Rates. The type of mitigation to be considered by the proponent shall include but not be limited to the following techniques:
- a. Traffic Management and Encouragement of Transit Use
 - Establish a commuter mobility program for employees, including provision of support staff or participation in area-wide Transportation Management Association (TMA):The program would include the following elements:
 - Formulate rideshare program;
 - Sell MBTA passes and provide route and schedule information on-site;
 - Subsidize MBTA passes;
 - Encourage flexible work hours by providing utilities off-hours at no premium;
 - Reserve parking spaces for high-occupancy vehicles;
 - Operate shuttle services to remote parking facilities, transit stops, and/or tenant employee residences; and
 - Provide discount parking spaces for rideshare vehicles.
 - b. Parking Management
 - Provide a differential parking rate structure to encourage short-term use as proposed to commuter parking;

- Reserve parking spaces for neighborhood residents at night and on weekends; and
- No early-bird rates or all-day discounts.

c. Transit Improvements

- Construct transit shelters at bus stops adjacent to project; and
- Provide direct connection to rail stations.

d. Pedestrian Amenities

- Provide increased pedestrian capacity by constructing arcades (with design approval);
- Grant public pedestrian easements through building plaza and/or lobby; and
- Enhance pedestrian environment with benches, plantings, etc.

f. Capital Improvement

- Contribute cash for signal improvements, streets or intersection geometric changes;
- Participate in a Transportation Management Association for area-wide-planning and/or infrastructure improvements; and
- Provide on-site child care for employees.

g. Costs

- The costs of these measures and the parties responsible for implementation should be discussed in this section, as should funding mechanisms.

The project proponent must indicate the amount of vehicle trips (percentage) that will be mitigated by each of the techniques

proposed in the Trip Generation Mitigation Program. This analysis and tabulation shall include the percentage of trips that are assumed to use MBTA public transportation service before any other mitigation takes place.

E. Roadway Impact Analysis and Mitigation

This section of the report must evaluate the effects of the project's vehicle traffic on the City's roadway network.

1. No-build Condition - Using the target year for full project occupancy, add future AM and PM peak hour trips to the roadway network volumes based upon trip tables developed for projects in the study area with State approved DEIR's or FEIR's and/or Cambridge approved Traffic Analysis and Mitigation Reports. Future year background volumes for trips made between points outside of the study area should then be added to produce "no-build" traffic volumes.
2. Build Condition - Using ITE procedures for peak period directional flow, add the AM and PM peak hour trips which were developed using the Cambridge Traffic Mitigation Rates to the no-build condition to generate build traffic volumes for the roadway network. For retail projects these volumes should be adjusted for linked trips diverting from one roadway to another to reach the site and linked trips entering the site directly from the traffic stream on an adjacent roadway.
3. Future Traffic Conditions and Analysis
 - a. Future Roadway Network - Make adjustments to the roadway network capacity analysis based upon roadway improvement projects that will be completed by the target year for full project occupancy.

- b. Level-of-Service Analysis - The level-of-service for both the no-build and build condition should be determined. The performance indicators as documented above in the Existing Conditions Section of the report should again be computed and depicted in tabular form.
- c. Summary - Present a tabular summary comparing base-case to future year no-build and build scenarios. This should include potential future increases/decreases in roadway safety.

4. Mitigative Measures

Indicate traffic mitigation which will reduce traffic congestion and protect residential neighborhoods and other sensitive areas from the traffic impacts of the proposed project. The effectiveness of this mitigation must be clearly stated. This is particularly important for critical intersection with a projected level-of-service of D, E, or F for the future no-build condition.

F. Delivery and Service Vehicle Analysis

This section should analyze the supply demand relationship for delivery and service vehicle parking. It should differentiate large size trucks from small sizes and indicate the parking/loading spaces provided for both groups to ensure trucks do not occupy adjacent streets.

G. Pedestrian and Bicyclist Amenity Program

The report must stipulate a program of amenities, both capital and non-capital, which will encourage bicycle use and provide a pleasant and safe environment for walking as principal mode of travel as well as a part of a transit trip.

H. Construction Management Program

The report must include the submission of a construction management program, detailing the construction period impacts. The program should contain a discussion of construction management issues and a list of mitigation measures to deal with them. These may include but not be limited to the following;

- Develop new truck routes;
- Provide satellite parking and shuttle buses for construction workers;
- Use of off-site locations for storing construction equipment and materials;
- Store construction equipment on-site; and
- Provide covered walkways for pedestrian safety.

I. Maximum Allowed Parking Spaces

The number of vehicles traveling to the project in the morning peak hour (see Section E.2.) will be used to determine the maximum number of parking spaces for the office and industrial components of the project. Since about 45 percent of the employees will arrive during this period, the number of AM peak hour arrivals is divided by 0.45 to produce the allowed number of spaces. However, this number can never exceed the maximum number allowed by Article 6.000. Parking for the retail part of the project is capped at the maximum allowed by Article 6.000 and at one space per room for hotels and motels. The total parking allowed for the entire project is the sum of all three components.

J. Monitoring and Enforcement Penalties

To insure compliance with the mitigation criteria, the proponent of projects with 50,000 square feet or more, will enter into contractual agreement with the City to ensure implementation and continuance of all mitigation programs, carry out a monitoring

program, and agree to enforcement penalties. At the time when the project occupancy reaches the 80 percent level and at regular intervals thereafter, developers must submit reports detailing the AM and PM vehicle trip generation as well as general information about trip distribution, model choice, vehicle occupancy, parking space utilization, etc. Survey forms must be approved by the City for the documentation of these items. The monitoring program must be reviewed by both the Community Development and Traffic and Parking Departments and approved as part of the Special Permit.

The administration and monitoring of mitigation programs will require ongoing efforts. An individual must be designated who will be responsible for responding to City inquiries about compliance with the elements of the Special Permit, and for submitting monitoring reports.

The project shall be in violation of the Contract if either the AM or PM peak hour vehicle trip generation is more than five percent above that allowed by the Special Permit and shall be subject to any monetary penalties allowed by Chapter 40A. In addition if either the AM or PM peak hour vehicle trip generation is 10 percent or more above that allowed by the Special Permit, the amount of parking above the minimum allowed by Article 6.000 shall be reduced by that calculated percentage until the project is in compliance. However, the amount of parking shall never be reduced to less than the minimum required by Article 6.000 of the Cambridge Zoning Ordinance.

Committee on Ordinances

Present - Councillor William H. Walsh - President;

3/29/59
5:52 P.M.

- ① C. D. Dineen
- ② C. W. Sullivan
- ③ M. W. Ullman
- ④ C. Walsh
- ⑤ C. Wolf
- ⑥ C. Russell
- ⑦
- ⑧
- ⑨

✓ 5:52 P.M. Veterinary Establishment

C. Dineen Moved to waive the read,
& communication of C. Dineen.

C. Walsh Quer. those in favor

No one present

C. Walsh Quer. those in opposition
No one present

C. S. S. S. S.

Motion petition be referred to full C/C w/ ^{sanctioned} recommendation

Prescribed

6:07 P.M. Traffic Mitigation

M. Resenter -

Declined petition and work w/ Planning Board re: environmental impact of new development.

Community group meetings have been held. Chamber of Commerce as well

Mayor

Ques: where does traffic come from and where does it go. What causes this traffic?

C. S. S. S. S.

How much congestion due to work generated in and out traffic?

1. Estes 40% - 50% one way or the other

Traffic management program in effect to develop alternative methods of transportation.

2. Sehay Ques. needs being done privately and privately to encourage public transportation

Serge McCray Mass. Ave. North Can. State Comm. supports proposal

John H. de Charl. Comm. of Mass. Board has not taken vote on this yet. However, we're concerned. Traffic should not be controlled city wide, but in specific areas. Chan' is will make formal decision later

~~John~~
John Garber
on the Concord

Has concern w/ current proposal, but believes in mitigation. No street enough on retail. Park Square should be limited to 35% traffic.

C. Duchan

Met w/ them again please

u.r.c.

Robert Jones
L'endorm Group

Opposed to proposal
Does not have good organization and determination info.
Concerned w/ long range financial ~~consequences~~ ^{effects} financially on the city.

M. W.

Can meet w/ institutional
anion. City will be in
favorable soon.

Mr. Haley
Polaroid Corp.

Concern w/ current proposal
Suggests Mayor on location
@ traffic flow in and out.
This seems geared to office
and laboratory development.

Concerned w/ SP process

C. Dushay

Hopes C/C will support this
decision. Tries to strike balance.
People tell me, development
is out of control. NOT enough
environmental controls.

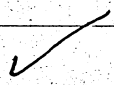
Disappointed w/ opposition here tonight.
Residents are holding the C/C
responsible for wide ranging
commercial development.

C. Dush

Would like to be referred to
C. w/ recommendation.

Prevalent

8:01 P.M. In Year Planning Order



no one in favor

No one opposed

C. Wolf

Table 1

8:03 P.M. Groundhouse Development

M. Reserber

~~no one~~ in favor

No one opposed

C. Wolf

would it be referred to
full C/C w/o recommendation

Presented

Adj: 8:10 P.M.

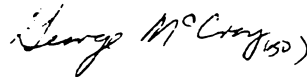
NORTH CAMBRIDGE STABILIZATION COMMITTEE

March 28, 1989

To The Honorable, The City Council,

After listening to the presentation made by the Community Development staff and our review of related written material, the North Cambridge Stabilization Committee voted at its February 22 meeting to support the Traffic Mitigation Zoning Proposal now before the City for adoption. We realize that acceptance of this zoning change will not solve all our traffic problems but we are pleased that the City has taken this first step in an attempt to control the impacts of new development.

Sincerely,

A handwritten signature in cursive script that reads "George McCray (130)".

George McCray
Chair

EAST CAMBRIDGE STABILIZATION COMMITTEE

March 28, 1989

To The Honorable, The City Council,

After listening to the presentation made by the Community Development staff and our review of related written material, the East Cambridge Stabilization Committee voted at its February 14 meeting to support the Traffic Mitigation Zoning proposal now before the City for adoption. We realize that acceptance of this zoning change will not solve all our traffic problems but we are pleased that the City has taken this first step in an attempt to control the impacts of new development.

Very truly yours,

John Maddalo (50)

John Maddalo
Chair

TRAFFIC ANALYSIS AND MITIGATION REPORT

**Guidelines for
Preparation and Submission**

City of Cambridge

**Proposal Draft
1/18/89**

INTRODUCTION

This traffic mitigation process is not an attempt at downzoning nor is it a substitute for other appropriate growth management programs. It is rather a mechanism for controlling the amount of weekday peak period automobile use and associated impacts resulting from projects permitted by the use and density sections of the Cambridge Zoning Ordinance.

The purpose of this process is to analyze the impacts on the City's transportation system generated by new construction and the rehabilitation of existing structures. The Traffic Analysis and Mitigation Report should present a thorough evaluation of vehicle and pedestrian traffic, parking, transit usage, site circulation, loading, and construction-related activity. The report should include the following components: (1) a thorough transportation impact analysis, (2) a proposed package of mitigation measures, and (3) procedures and mechanism for monitoring the implementation of the mitigation measures. The last two sections will be used as a basis for issuing the conditions under which a Special Permit will be approved.

Objectives

With a development boom now underway in Cambridge and the rest of the region, the detrimental impact of traffic has become a serious issue. The objectives of the Traffic Analysis and Mitigation Program are:

- to provide factual transportation information on the proposed project;
- to insure that new development is properly and adequately served by transportation facilities;
- to determine the impact on residential neighborhoods and other sensitive areas;
- to identify appropriate traffic mitigation measures; and
- to identify proper monitoring mechanisms to ensure that needed mitigation measures will be implemented and their effectiveness measured.

What projects require a Traffic Analysis and Mitigation Report?

Traffic Analysis and Mitigation Reports are required for all non-residential and non-institutional projects (whether new construction, rehabilitated buildings or a change of use and including hotels and motels) of 15,000 gross square feet or larger if the parking proposed to be provided is in an amount other than the minimum required under provisions of Article 6.000 of the Cambridge Zoning Ordinance.

What is the process for submitting the Report?

This document provides guidelines for preparing a Traffic Analysis and Mitigation Report. These are general guidelines; not every component of an impact study listed below will apply to every project. However, the final report must incorporate the components relevant to the project under review, as determined in the scope approved by the Cambridge Departments of Community Development and Traffic and Parking. In general, the larger the project, the broader the scope of analysis which will be required. Thus, for most projects of less than 50,000 gross square feet the proponent will only be required to undertake an analysis of vehicle trip generation and be committed to implement the resulting mitigation plan. Proponents of larger projects will also be required to perform a roadway impact analysis and possibly commit to additional mitigation.

The Traffic Analysis and Mitigation Report itself should also be submitted to both the Community Development and Traffic and Parking Departments as a draft for review. The report will be reviewed for completeness and accuracy, and may require further information and corrections as appropriate. The report should not be finalized until staff review is completed. The final Traffic Analysis and Mitigation Report is to be submitted to the Cambridge Planning Board and will become the basis for issuing traffic mitigation requirements as part of the Special Permit Process.

Public input is provided at two stages. First, an open scoping session will be held for each proposed project whereby questions and comments can be made by the general public. Secondly, copies of the final report will be made available to the general public before the Planning Board public hearing on the project so that informed testimony can be presented at the hearing.

Please direct all correspondence related to Traffic Analysis and Mitigation Reports to:

The Cambridge Planning Board
c/o The Cambridge Community Development Department
57 Inman Street
Cambridge, Massachusetts 02139

REPORT GUIDELINES

These guidelines describe the form of a Traffic Analysis and Mitigation Report. The scope prepared by the project proponent will include elements from this outline.

A. Project Summary

This section should contain the following background information about the proposed project.

- Project name and street address;
- Project location including adjacent intersections;
- Project proponent's name, address, telephone number, and name of contact person;
- Anticipated construction starting and completion dates;
- Current zoning designation of the project, and minimum zoning requirements with regard to parking and loading bays; and
- Required Federal, State and City permits, variances, and licenses.

B. Project description

This section should describe the proposed project's use, size, and transportation facilities as follows:

1. Identify the anticipated uses for the project (e.g. office, retail, hotel,). For each use, provide the following information, as appropriate.
 - Gross floor area (square feet) for each use;
 - Number of hotel rooms;
 - Building height and number of stories;
 - Floor-area ratio (FAR); and
 - Desired number of on site parking and loading spaces.

2. Submit an 8-1/2 by 11 inch map (or maps) showing the project location, surrounding streets, and their circulation pattern and identify nearby bus and rapid transit routes and stops and public parking facilities including on street spaces. The boundaries of the study area should be well defined and include at least the two closest traffic congestion points or bottlenecks to the site and a minimum of three (3) to four (4) critical intersections for analysis. For projects above 50,000 square feet, approximately two (2) intersections should be added for each additional 50,000 square feet of development. Other sensitive areas, such as residential neighborhoods, historical or recreational sites, institutions, pedestrian concentrations, etc. which are likely to be affected by site traffic should also be identified.

Supplemental written material may be included with this section of the report.

3. Submit a 20 or 40 scale site plan for the project indicating pedestrian and vehicular circulation patterns; project entrances and exits, drop-off and pick-up locations and taxi stands (if applicable); and curb cut widths. Dumpster locations, loading docks, and their storage and receiving areas should also be identified.
4. Provide a 20 scale plan that describes the physical layout of any proposed parking facility. Include the following information.
 - Number of spaces on each level;
 - Location and dimension of parking spaces, ramps, aisles, ceiling heights, turning radii and curb cuts;
 - Queuing space and location of entry/exit gates; and
 - Location of carpool, vanpool, handicap and bicycle spaces.

C. Existing Conditions Analysis

1. Roadway Network - Indicate the jurisdictional responsibility for each roadway within the study area.
2. Traffic Volumes - A traffic flow map should be developed covering the entire study area. Average annual weekday volumes should be shown for 24 hours and the AM and PM peak hours in all cases. Volumes that are factored to base year levels should be no greater than two (2) years old measured from the date of report submittal. Any adjustment factors or growth rates used should be cited and sourced. Turning movement counts should be supplied for critical intersections.
3. Accident History - Indicate accident rates (particularly for intersections) based upon a minimum of the three (3) most recent years available for problem locations. Accident diagrams summarizing police reports may be required.
4. Capacity and LOS Analysis - An existing conditions capacity and level of service analysis must be computed for the critical intersections identified for this project. The performance indicators, delay, v/c ratio and queue length, etc. must be documented in this section. These analyses must be performed using the 1985 Highway Capacity Manual, Special Report 209, and/or Circular 212, both published by the Transportation Research Board.

D. Vehicle Trip Generation and Mitigation

Projections of a projects impact on the City's roadway system is based on the amount of vehicle trips generated by the project. This section indicates how these trips are to be caped at a reasonable level.

COMPREHENSIVE REZONING PLAN



Cambridge Community Development Department

Cambridge Vehicle Trip Reduction Program Summary

Trip Generation Study for Office Uses

- Survey conducted at Alewife and Harvard and Lechmere Squares.
- Results showed vehicle trip generation rates to be substantially below national averages (ITE).
- Percentage of trips by automobile was:
 - 80% for Alewife
 - 40% for Harvard Square
 - 70% for Lechmere Square

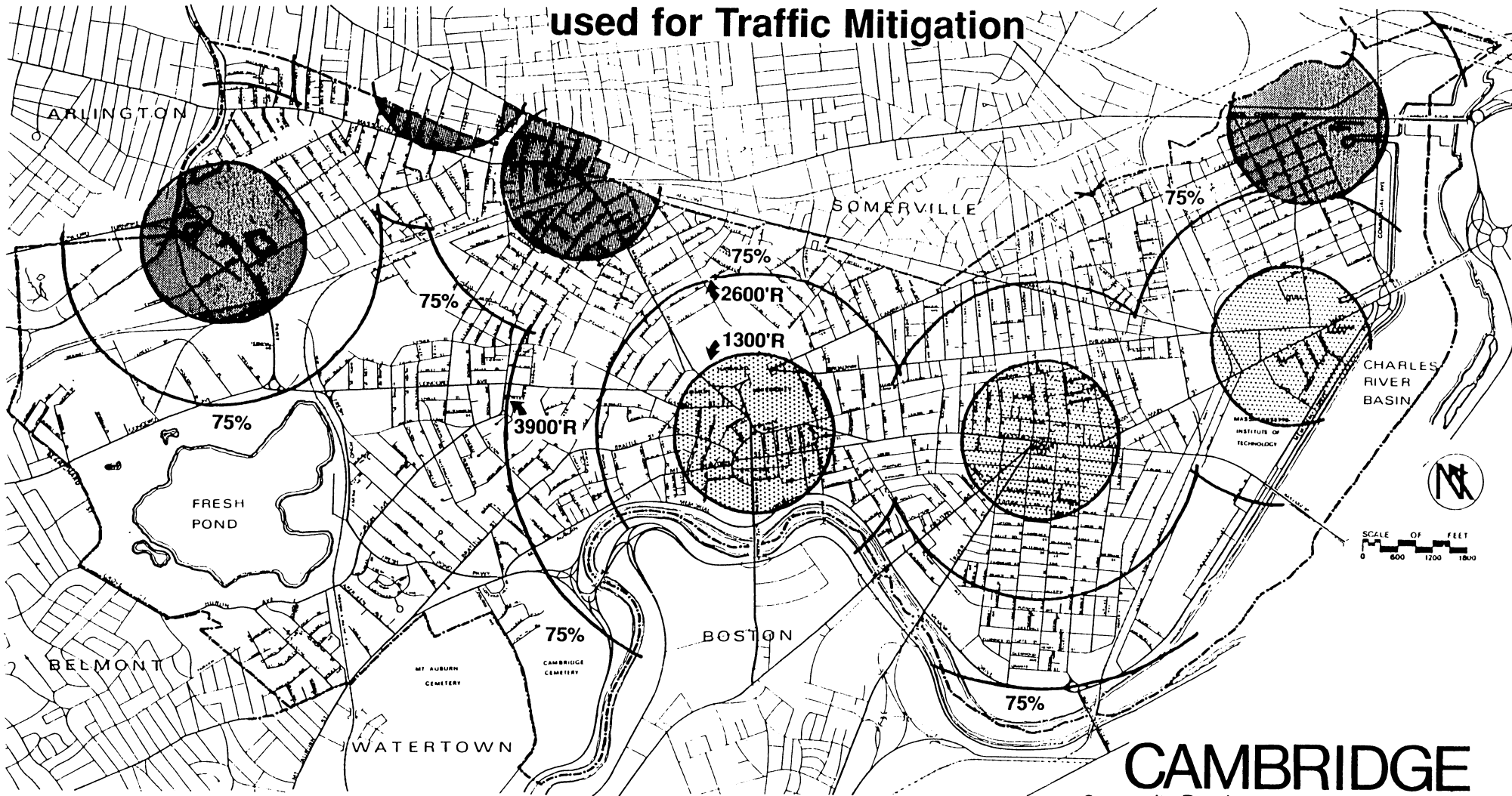
Traffic Mitigation Zoning



- Special Permit required for all non-residential projects of 15,000 or more GSF if developer proposes to build other than minimum required parking.
- Vehicular trip generation rate is restricted to 35% of national average (ITE manual) for the Harvard, Central and Kendall Square areas, and 55% for the Alewife, Porter Square and Lechmere Square areas, with the restriction eased to a maximum of 75% as the distance from the project to the closest MBTA station increases.
- Proponent must develop a mitigation program and monitoring plan to ensure compliance.
- Additional mitigation programs will be required for the following concerns:
 - Impacts to neighborhoods and other sensitive areas;
 - Impacts during construction;
 - Delivery and Service Vehicle Impacts; and
 - Making the area more amenable to pedestrians and bicyclists.
- This zoning package was filed with the City Council for adoption in early January.

Program for Existing Businesses

- Contract with CARAVAN FOR COMMUTERS, INC. to provide a "Commuter Coordinator" who will work exclusively in Cambridge to:
 - Encourage commuters to use transit, high occupancy vehicles and other transportation alternatives to the single-passenger car for their trip to work; and
 - Work with employers and developers to facilitate implementation of such programs at work sites.
- Implementation of this program will begin this month.

Percentage of ITE Trip Generation Rates to be used for Traffic Mitigation



-  35% of ITE Rate
-  55% of ITE Rate

CAMBRIDGE
Community Development Department 1988

Maximum is 75% of ITE Rate.
This map is not to scale.

can be quantified more accurately. The Trip Generation Data Collection Form reflects this addition of data.

The average automobile occupancy has been measured at 1.2 persons per car, 1.1 to 1.2 persons for work purposes and 1.6 persons for other purposes. (50, 51) The buildings measured for trip generation were either not served by public transportation or no information was available concerning such service.

AVERAGE WEEKDAY TRANSIT TRIP ENDS

No data available.

SOURCE NUMBERS

2, 5, 20, 21, 51, 53, 54, 72, 88, 89, 92, 95, 98, 100

Table 1
General Office Building Trip Generation
Vehicle Trip Ends (Two-Way Volume)
 Independent Variable—Trips per 1,000 Gross Square Feet Building Area

Gross Square Feet (Thousands)	Average Weekday Vehicle Trip Ends		A.M. Peak Hour (1 Hour Between 7-9 A.M.)		P.M. Peak Hour (1 Hour Between 4-6 P.M.)	
	Rate	Volume	Rate	Volume	Rate	Volume
10	24.39	244	2.77	28	2.91	29
50	16.31	816	2.21	110	2.21	110
100	13.72	1372	2.00	200	1.97	197
150	12.40	1860	1.89	284	1.84	276
200	11.54	2307	1.82	364	1.75	350
300	10.42	3127	1.72	516	1.63	490
400	9.70	3880	1.65	660	1.55	622
500	9.17	4587	1.60	800	1.50	749
600	8.77	5259	1.56	936	1.45	871
700	8.43	5904	1.53	1068	1.41	990
800 & Over	8.16		1.50		1.38	

Source: Trip Generation Equations

Table 2
General Office Building Trip Generation
Vehicle Trip Ends (Two-Way Volume)
 Independent Variable—Trips per Employee

Number of Employees	Average Weekday Vehicle Trip Ends		A.M. Peak Hour (1 Hour Between 7-9 A.M.)		P.M. Peak Hour (1 Hour Between 4-6 P.M.)	
	Rate	Volume	Rate	Volume	Rate	Volume
50	4.72	236	0.53	27	0.51	25
100	4.31	431	0.53	53	0.50	50
200	3.94	788	0.52	104	0.49	99
300	3.74	1121	0.51	154	0.49	147
400	3.60	1440	0.51	205	0.49	195
500	3.50	1749	0.51	255	0.48	242
600	3.42	2049	0.51	305	0.48	290
800	3.29	2632	0.50	404	0.48	384
1000	3.20	3196	0.50	503	0.48	480
1200	3.12	3746	0.50	601	0.48	572
1600 & Over	3.01		0.50		0.47	

AMEND THE TEXT OF THE ZONING ORDINANCE AS FOLLOWS:

- A. Add a New Section 11.400 - Traffic Mitigation and Parking Supply Restrictions to read as follows:

11.400 TRAFFIC MITIGATION AND PARKING SUPPLY RESTRICTIONS

11.401 PURPOSE AND INTENT

The purpose of this Section 11.400 is to reduce the traffic and air quality impacts caused by new development in the City thereby insuring the health, safety, welfare and economic well being of the citizens of Cambridge as mandated pursuant to Chapter 40A, Massachusetts General Laws. Moreover, this Article will promote the goals contained in the Transportation Control Plan for the Metropolitan Boston Interstate Air Quality Control Region as promulgated by the United States Environmental Protection Agency and the Massachusetts 1982 State Implementation Plan for Ozone and Carbon Monoxide reduction.

11.402 APPLICABILITY

With the exception of developments authorized in Article 14.000, Article 15.000 and Article 16.000, all new buildings, additions to existing buildings or a change in use of an existing building, encompassing 15,000 square feet or more of gross floor area devoted to any combination of non-residential/non-institutional uses, and hotels and motels [Section 4.31 i (1) and (2)], shall be permitted only upon issuance of a Special Permit from the Planning Board, subject to the requirements of this Section 11.400 when the project is proposed to provide other than the minimum parking required by Section 6.36 - Schedule of Parking and Loading Requirements.

11.403 TRAFFIC MITIGATION REQUIREMENTS FOR ISSUANCE OF A SPECIAL PERMIT

Applicant's for all projects covered by this Section 11.400 shall prepare and submit a Traffic Analysis and Mitigation Report in conformance with the "Guidelines for Submission - Traffic Analysis and Mitigation Report" as most recently approved by the Planning Board and made a part of this Section 11.400 by reference. The Traffic Analysis and Mitigation Report shall demonstrate how the following requirements shall be satisfied.

- 11.403.1 Maximum Vehicular Trip Generation - The number of A.M. and P.M. peak hour vehicle trips generated by the proposed project (except for Retail uses and Hotels and Motels) shall be limited to rates which are: (1) 35 percent of the rates published in the latest edition of the Institute of Transportation Engineer's (ITE) report, "Trip Generation" for projects within 1300 feet of the entrance to the Harvard, Central and Kendall MBTA Red Line Stations; (2) 55 percent of the ITE rates for projects within 1300 feet of an entrance to the Alewife, Davis and Porter MBTA Red Line Stations and the Lechmere MBTA Green Line Station; and (3) beyond 1300 feet the percentage of the ITE generation rate shall increase by 1.5 for each 100 feet further away from an MBTA station entrance, to a maximum of 75 percent. All distances shall be measured from the nearest transit entrance to the nearest employee entrance for each building.

For Retail uses and Hotels and Motels, the number of peak hour A.M. and P.M. vehicle trips generated by the proposed project shall be limited to rates which are 75 percent of the latest ITE rates.

11.403.2 Implementation of Approved Traffic Mitigation Program - The applicant shall develop and implement a program for vehicle trip generation mitigation that shall ensure that the total A.M. and P.M. peak hour vehicle trips generated by the project do not exceed the amount allowed under Section 11.403.1.

The Planning Board shall approve all aspects of the mitigation program and may modify or expand upon the program proposed by the applicant. The approved program and its implementation shall be a condition of any special permit issued under this Section 11.400.

11.403.3 Traffic Reduction at Critical Intersections and Streets

For projects of 50,000 GSF or more, and for smaller projects with unique impacts as determined by the Cambridge Planning Board, the applicant shall evaluate the effects of the project's vehicle traffic on the City's roadway network and indicate mitigation which will reduce traffic congestion and protect residential neighborhoods and other sensitive areas.

The Planning Board may require as a condition of the special permit the implementation of one or more mitigation measures identified by the applicant or determined by the Planning Board to be necessary to adequately safeguard the public health, safety and welfare, to the extent that such mitigation measures are within the capacity of the applicant to implement.

11.404 USE OF CHILD CARE FACILITIES FOR TRAFFIC MITIGATION

When used as part of the Traffic Mitigation Plan as required by this Section 11.400, gross floor area up to an amount equal to two percent of a building's total gross floor area may be exempted from Floor Area Ratio (FAR) limitations applicable to the site if that gross floor area is devoted exclusively to the provision of on-site child care.

11.405 MAXIMUM ALLOWED PARKING SPACES

Notwithstanding the provisions of Section 6.31 - Required Amount of Parking, the maximum number of parking spaces provided for any development authorized under this Section 11.400 shall be determined as follows:

- a. For office and industrial uses the amount shall be the lesser of either the maximum parking amount identified in Section 6.36 - Schedule of Parking and Loading Requirements, for office and industrial uses, or that number of parking spaces determined by the following formula based upon ITE data:

$$\begin{array}{l} \text{Maximum Allowed} \\ \text{Parking Spaces} \end{array} = \frac{\text{A.M. Peak Hour Vehicle Arrivals}}{\text{Percent Employees Arriving During A.M. Peak Hour}}$$

- b. One parking space for each hotel or motel unit and, for retail uses, the maximum parking amount identified in Section 6.36.

11.406 MONITORING COMPLIANCE

To insure compliance with the mitigation criteria, the applicant for projects with 50,000 GSF or more, shall enter into contractual agreement with the City to ensure full and permanent implementation of all mitigation programs and of a monitoring program as approved by the Planning Board.

Failure to implement or monitor the effectiveness of the mitigation program as required by the special permit shall be considered a violation of the special permit enforceable by fine or reduction in the parking spaces actually provided in the project to not less than the minimum required by Article 6.000.

B. In Article 13.000 Make the Following Changes:

1. Delete Section 13.181 and add a new Section 13.181 as follows:

Off street parking for uses permitted in an Industry C Planned Unit Development shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

2. Delete Sections 13.27, 13.272 and add a new Section 13.27 as follows:

Development in a PUD-1 district shall conform to the off street parking and loading requirements set forth in Article 6.000. Off street parking for used permitted in this PUD-1 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

3. Delete Sections 13.361 and 13.362 and add a new Section 13.361 as follows:

Off street parking for uses permitted in this PUD-2 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

4. Renumber Section 13.363 as Section 13.362 and Section 13.364 as Section 13.363.

5. Delete Sections 13.47, 13.471, and 13.472 and add a new Section 13.47 as follows:

Development in a PUD-3 district shall conform to the off street parking and loading requirements set forth in Article 6.000. Off street parking for uses permitted in this PUD-3 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

6. Delete Sections 13.571 and 13.572 and add a new section 13.571 as follows:

Off street parking for uses permitted in this PUD-4 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

Renumber Section 13.573 as Section 13.572 and Section 13.574 as Section 13.573.

8. Delete Sections 13.671, and add a new Section 13.671 as follows:

Off street parking for uses permitted in a PUD-5 district shall be provided as required in Section 6.36-Schedule of Parking and Loading Requirements for uses in Residence C-3, Business B, Office 3, and Industry B Districts.

- C. In Article 6.000 do the Following:

1. Add the following sentence to Section 6.312:

Where it is proposed to provide other than the minimum parking required by subsection 6.36 for any non-residential development including hotels and motels, the development shall be subject to the requirements of Section 11.400.

2. Add a new Section 6.351 as follows:

6.351 The requirements of Section 11.400 have been met.

Renumber the existing Sections 6.351 through 6.355 appropriately.

Example of Traffic Mitigation Calculation's
Trip Generation and Parking (AM Peak Hour)

1,000,000 and 100,000 square foot office
Developments within 1300 ft. (1/4 mile) of Alewife
MBTA Station

Mitigation Trip Generation Rate is 55% of ITE Rate

Rate for 1,000,000 Project = $0.55 (1.5 \text{ trips}/1,000 \text{ sf} *) = 0.825$

Rate for 100,000 Project = $0.55 (2.0 \text{ trips}/1,000 \text{ sf} *) = 1.100$

From ITE Data, 74% of Trips need parking

From ITE Date, 45% of Employees arrive in Peak

Max. Veh. Trips:

For 1,000,000 sf Dev.; $1,000 (0.825) = 825$ Trips

For 100,000 sf. Dev.; $100 (1.100) = 110$ Trips

Max. Parking equals AM Peak Veh. Trip (% need Parking)
% Emp Arrive in Peak Hour

For 1,000,000 sf Dev.; $\frac{825 (0.74)}{0.45} = 1357$
= 1.4 spaces/1,000 sf

For 100,000 sf Dev.; $\frac{110(0.74)}{0.45} = 181$
= 1.8 spaces/1,000 sf

*Base ITE Trip Generation Rate

1. ITE Trip Generation Rates - As an initial step, the unadjusted Institute of Traffic Engineers (ITE) average trip generation rates must be used to generate the number of vehicles traveling to and from the project site during both the morning and evening peak hour under unmitigated conditions. Trip Generation, 4th Edition (1987) or subsequent updated editions, published by ITE must be used for all land use codes. If ITE rates are not available or the sample size is prohibitively small, other transferable empirical research shall be cited, sourced and fully justified.

2. Traffic Mitigation Rates - Based upon the need to reduce traffic and air quality impacts of new development, the City has established maximum peak hour vehicular trip generation rates for the City based upon the quality of MBTA public transportation service. Vehicle trips generated by the proposed project except for Retail uses and Hotels and Motels, shall be limited to rates which are 35 percent of the latest ITE published rates for projects within 1,300 feet of the nearest entrance to the Harvard, Central and Kendall MBTA Red Line Stations as measured from the closest MBTA station entrance to the closest Public entrance to each building in the project, and 55 percent of the ITE rates for projects within 1,300 feet of an entrance to the Alewife, Davis and Porter MBTA Red Line Stations and the Lechmere MBTA Green Line Station. Beyond 1,300 feet the percentage of the ITE generation rate shall increase by 1.50 for each 100 feet further away from an MBTA Station entrance to a maximum of 75 percent.

For Retail uses and Hotels and Motels, the number of vehicle trips generated by the proposed project shall be limited to rates which are 75 percent of the latest ITE rates.

3. Trip Generation Mitigation Program - The difference between the number of vehicle trips generated using the unadjusted ITE rates and the Cambridge Mitigation rates represents the magnitude of the mitigation required of the project proponent. The proponent must develop and present a program for vehicle trip generation mitigation that will ensure that the total AM and PM peak hour vehicle trips generated by the project do not exceed the amount allowed using the Cambridge Traffic Mitigation Rates. The type of mitigation to be considered by the proponent shall include but not be limited to the following techniques:
 - a. Traffic Management and Encouragement of Transit Use
 - Establish a commuter mobility program for employees, including provision of support staff or participation in area-wide Transportation Management Association (TMA):The program would include the following elements:
 - Formulate rideshare program;
 - Sell MBTA passes and provide route and schedule information on-site;
 - Subsidize MBTA passes;
 - Encourage flexible work hours by providing utilities off-hours at no premium;
 - Reserve parking spaces for high-occupancy vehicles;
 - Operate shuttle services to remote parking facilities, transit stops, and/or tenant employee residences; and
 - Provide discount parking spaces for rideshare vehicles.
 - b. Parking Management
 - Provide a differential parking rate structure to encourage short-term use as proposed to commuter parking;

- Reserve parking spaces for neighborhood residents at night and on weekends; and
- No early-bird rates or all-day discounts.

c. Transit Improvements

- Construct transit shelters at bus stops adjacent to project; and
- Provide direct connection to rail stations.

d. Pedestrian Amenities

- Provide increased pedestrian capacity by constructing arcades (with design approval);
- Grant public pedestrian easements through building plaza and/or lobby; and
- Enhance pedestrian environment with benches, plantings, etc.

f. Capital Improvement

- Contribute cash for signal improvements, streets or intersection geometric changes;
- Participate in a Transportation Management Association for area-wide-planning and/or infrastructure improvements; and
- Provide on-site child care for employees.

g. Costs

- The costs of these measures and the parties responsible for implementation should be discussed in this section, as should funding mechanisms.

The project proponent must indicate the amount of vehicle trips (percentage) that will be mitigated by each of the techniques

proposed in the Trip Generation Mitigation Program. This analysis and tabulation shall include the percentage of trips that are assumed to use MBTA public transportation service before any other mitigation takes place.

E. Roadway Impact Analysis and Mitigation

This section of the report must evaluate the effects of the project's vehicle traffic on the City's roadway network.

1. No-build Condition - Using the target year for full project occupancy, add future AM and PM peak hour trips to the roadway network volumes based upon trip tables developed for projects in the study area with State approved DEIR's or FEIR's and/or Cambridge approved Traffic Analysis and Mitigation Reports. Future year background volumes for trips made between points outside of the study area should then be added to produce "no-build" traffic volumes.
2. Build Condition - Using ITE procedures for peak period directional flow, add the AM and PM peak hour trips which were developed using the Cambridge Traffic Mitigation Rates to the no-build condition to generate build traffic volumes for the roadway network. For retail projects these volumes should be adjusted for linked trips diverting from one roadway to another to reach the site and linked trips entering the site directly from the traffic stream on an adjacent roadway.
3. Future Traffic Conditions and Analysis
 - a. Future Roadway Network - Make adjustments to the roadway network capacity analysis based upon roadway improvement projects that will be completed by the target year for full project occupancy.

- b. Level-of-Service Analysis - The level-of-service for both the no-build and build condition should be determined. The performance indicators as documented above in the Existing Conditions Section of the report should again be computed and depicted in tabular form.
- c. Summary - Present a tabular summary comparing base-case to future year no-build and build scenarios. This should include potential future increases/decreases in roadway safety.

4. Mitigative Measures

Indicate traffic mitigation which will reduce traffic congestion and protect residential neighborhoods and other sensitive areas from the traffic impacts of the proposed project. The effectiveness of this mitigation must be clearly stated. This is particularly important for critical intersection with a projected level-of-service of D, E, or F for the future no-build condition.

F. Delivery and Service Vehicle Analysis

This section should analyze the supply demand relationship for delivery and service vehicle parking. It should differentiate large size trucks from small sizes and indicate the parking/loading spaces provided for both groups to ensure trucks do not occupy adjacent streets.

G. Pedestrian and Bicyclist Amenity Program

The report must stipulate a program of amenities, both capital and non-capital, which will encourage bicycle use and provide a pleasant and safe environment for walking as principal mode of travel as well as a part of a transit trip.

H. Construction Management Program

The report must include the submission of a construction management program, detailing the construction period impacts. The program should contain a discussion of construction management issues and a list of mitigation measures to deal with them. These may include but not be limited to the following;

- Develop new truck routes;
- Provide satellite parking and shuttle buses for construction workers;
- Use of off-site locations for storing construction equipment and materials;
- Store construction equipment on-site; and
- Provide covered walkways for pedestrian safety.

I. Maximum Allowed Parking Spaces

The number of vehicles traveling to the project in the morning peak hour (see Section E.2.) will be used to determine the maximum number of parking spaces for the office and industrial components of the project. Since about 45 percent of the employees will arrive during this period, the number of AM peak hour arrivals is divided by 0.45 to produce the allowed number of spaces. However, this number can never exceed the maximum number allowed by Article 6.000. Parking for the retail part of the project is capped at the maximum allowed by Article 6.000 and at one space per room for hotels and motels. The total parking allowed for the entire project is the sum of all three components.

J. Monitoring and Enforcement Penalties

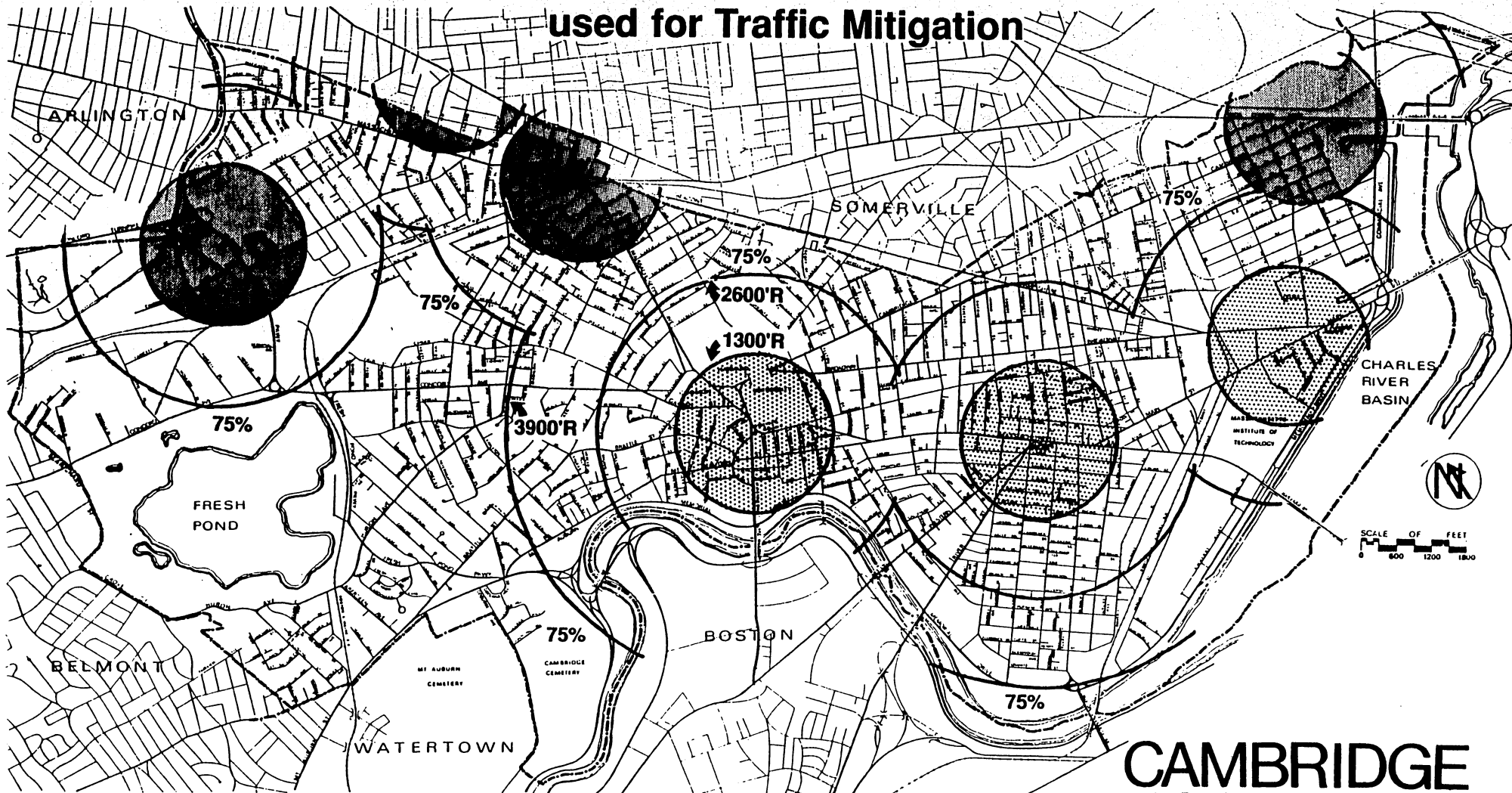
To insure compliance with the mitigation criteria, the proponent of projects with 50,000 square feet or more, will enter into contractual agreement with the City to ensure implementation and continuance of all mitigation programs, carry out a monitoring



program, and agree to enforcement penalties. At the time when the project occupancy reaches the 80 percent level and at regular intervals thereafter, developers must submit reports detailing the AM and PM vehicle trip generation as well as general information about trip distribution, model choice, vehicle occupancy, parking space utilization, etc. Survey forms must be approved by the City for the documentation of these items. The monitoring program must be reviewed by both the Community Development and Traffic and Parking Departments and approved as part of the Special Permit.

The administration and monitoring of mitigation programs will require ongoing efforts. An individual must be designated who will be responsible for responding to City inquiries about compliance with the elements of the Special Permit, and for submitting monitoring reports.

The project shall be in violation of the Contract if either the AM or PM peak hour vehicle trip generation is more than five percent above that allowed by the Special Permit and shall be subject to any monetary penalties allowed by Chapter 40A. In addition if either the AM or PM peak hour vehicle trip generation is 10 percent or more above that allowed by the Special Permit, the amount of parking above the minimum allowed by Article 6.000 shall be reduced by that calculated percentage until the project is in compliance. However, the amount of parking shall never be reduced to less than the minimum required by Article 6.000 of the Cambridge Zoning Ordinance.

Percentage of ITE Trip Generation Rates to be used for Traffic Mitigation



-  35% of ITE Rate
-  55% of ITE Rate

CAMBRIDGE
Community Development Department 1988

Maximum is 75% of ITE Rate.
This map is not to scale.

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CRIME

Continued from page 1

coaches that asking more officers would not necessarily end the war on drugs in Area Four and other trouble spots in Cambridge.

"If anybody suggests tonight that you can solve the drug problem with 50 more men or 100 more men on the street," he said, "you're backing up a crazy tree."

Since January 1988, there have been about 80 drug arrests in the four-block area around Columbia Terrace, primarily because police have targeted the area, Police Chief Anthony Paolillo said. Nonetheless, residents and church officials say the war on drugs is being lost in their community, one of the poorest neighborhoods in the city.

Aggry over the rising tide of drug trafficking, they called on a city of funds at Monday's hearing to provide more police patrols, street lighting, drug education and community services for youths in Area Four.

"They're prisoners in their homes," said St. Paul ADE, Rev. Alving Riley of Area 48 residents, regularly being in the area to publicizing projects at Newton Court and Washington Elms Court. "What they see is not the program, but the harassment," said City Councilman Francis Dunbar of Area Four residents, who have complained about Miami drug activity. "They have this feeling that nothing is being done to stop the drug trafficking."

Several counselors pressed Healy and Paolillo about how many new police officers should be added to help fight the influx of drugs into Area Four and other hot spots such as Cambridgeport, Harvard Square and the city's public housing projects.

Healy explained that the police department is currently budgeted for 331 officers, but added that 29 of the positions are vacant because of retirement and lack of recruits. He said the department plans to fill all of those positions in the spring and summer. Several of those officers will be assigned to the Area Four beat, cut

contrasting on the 4 pm to 12 midnight shift, when the bulk of all crimes in the city are committed. He said that for now more officers would be assigned every two hours to assist the narcotics division in the area.

He also said that the city is currently reviewing the possibility of adding more officers to the area.

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perceived the drug-related gang warfare of such urban areas as Boston, Los Angeles and New York, the local drug trade is thriving in the city neighborhood in the city, with cocaine and marijuana being the primary narcotics. However, say they are fighting a losing battle. "We do have a serious problem in the area," Det. Charles Liebman told the council. "We are greatly underarmed."

Liebman said that dealers from Cambridge and out of town control the Area Four neighborhood a drug bazaar for cocaine, marijuana and heroin, the dealer that dealers from Roxbury and Jamaica Plain rent apartments for the night from tenants in Newton Court and Washington Elms to make quick drug transactions.

Mayor Alfred Uebachs pressed Healy about hitting additional drug patrol officers to cover Area Four and other parts of the city. In the district election, Cambridge voters overwhelmingly supported a non-standing referendum asking the city to hire 30 new foot patrol officers.

Healy said that because of the state's budget crisis and throughout night increase in local aid, the city does not have the money in the present fiscal year budget to hire new foot patrol officers.

City Councilman Sandra-Gibson said that despite the negative fiscal climate, money would not solve the city's drug problem. "It's out of hand," she said.

Gibson suggested that if the local drug trade gets any worse, local law enforcement officials should contact the state National Guard for assistance.

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At present, there are between four and eight undercover cops and uniformed officers on the beat. They primarily rely on drug drop-off information in building cases for search warrants and arrests.

Officers also have to be aware that they are fighting a losing battle. "We do have a serious problem in the area," Det. Charles Liebman told the council. "We are greatly underarmed."

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Cambridgeport airs its concerns

The crime rate may be down across the city, but Cambridgeport residents are having a hard time believing it.

About a dozen residents Monday night lashed out at police and city officials during the "crime watch" in their racially diverse neighborhood and urged them to spend more officers into the community.

"We're on the edge of a very serious situation," said Caroline Hunter, a Rockwell street resident and member of the neighborhood crime-watch group. "We want to know what's going to be done tomorrow."

Hunter and other residents made their plea Monday night during a special hearing on the drug crisis in the nearly 40-year-old neighborhood. They claim that since November there have been 10 break-ins in the Cambridgeport community, following months of relative quietness.

Police Chief Anthony Paolillo told them Monday night that more patrols have been sent into the area since the outbreak of crime.

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Police say they arrested a man in mid-January who may be one of the city's notorious "career" robbers and responsible for some of the Cambridgeport burglaries along River, Laurel and Cottage streets. There were 10 break-ins in the area between November and December, residents say.

Since that arrest, Hunter said the break-ins have started anew, averaging four per week. Police say that new wave of burglaries is probably unrelated to the break-in at the fall of the year, suggesting that criminals tend to pick one area to hit and then move on to another neighborhood.

Residents formed a crime-watch group and met with police officials in mid-January, but they say their efforts have not deterred criminals from breaking into their homes.

Caroleo Shibley, a Laurel street resident who has been robbed a few times, said, "I don't feel there's any visible police protection in the area."

Residents say a "psychological fear" has developed in the neighborhood, even the elderly to the young professionals. They say some criminals have made repeated burglaries into certain homes, and that some of the break-in attempts have occurred late at night when people are home.

According to a recent police report, the city's major crime rate dropped three percent over the past year. Based on arrests and reported crimes, the reports say rape was 17 percent lower, burglary 16 percent lower and robbery 4 percent lower.

Particularly, however, has been the area Four neighborhood, parts of Cambridgeport and Harvard Square, and in the city's public housing projects.

Cambridgeport residents say there could be a connection between the wave of break-ins and drug trafficking in the neighborhood, but police center that is unlikely.

—JAY WEAVER

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HARDWARE HANDYMAN
Ed Ver Planck

Even the professional screwdriver goes wrong estimating the load carrying ability of a given section of wall. The best way to get the job done is to have a very heavy brace, such as a 4x4, when cabinet that is going to be filled with china, and you have some doubt about the strength of the wall — 4x4s are not all that strong — in to use heavy pipes. These are only slightly over 2 or 3 inches wide applied fortification across a section of the wall and fastened to the wall standing with long wood screws.

There are over 2000 cabinet types from Los Angeles to California available from **BRIDGE** 220-1231. We have 1000's of cabinet styles, sizes, colors, finishes, and hardware. We're a one-stop cabinet store. Your one-stop cabinet store. **BRIDGE**, 1000 Cambridge St., New Bedford, MA 01905.

CAMBRIDGE ELLIS SCHOOL OPEN HOUSE
MARCH 16 4:00-5:30
ADULTS ONLY
354-0014
1991 Mills Ave
Cambridge

STANFORD FUEL CO.
Low, low prices in the BUSINESS SERVICE Automatic Delivery available Fuel automatic delivered at your door. No more trips to the station. **279-1132**

STUDIO HOUSE OF PIZZA Presents
Chicken Finger or Chicken Wing Plates w/French Fries, Lettuce & Tomato

The Best and Freshest Food in Town!

1261 Cambridge St. Inman Sq. 864-0111

\$1.00 OFF With this ad
Reg. \$4.50 NOW \$3.50 For a limited time only.

Would some extra money make your life easier?

A loan from Cambridge Trust Company just might be the answer. A car that starts every morning, an extra room added onto your house, a piano for your children to practice on . . . these are the things that can make all the difference in your life. And Cambridge Trust would like to help you get them, by lending you the money you need.

Cambridge Trust is committed to meeting the financial needs of our community, so that all of us can prosper. So if you would use some extra money for any worthwhile purpose, come talk to us. We really want to help.

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Weston Center 883-5000 | Member FDIC

RUSSELL
Continued from page 1

more witness. The prosecuting attorney Elizabeth Kealey and Russell's defense attorney, George McLaughlin, wrapped up the trial with their closing arguments.

Russell pleaded not guilty to charges of motor vehicle homicide, manslaughter, kidnapping, driving to endanger by reason of negligence and speeding in connection with the accident. All but charges, including leaving the scene of an accident, are misdemeanors. Two of these charges were dismissed.

McLaughlin argued that Russell was not guilty of recklessness and negligence because the scene of the accident was poorly lit and that the witness, David Alshady and John Almeida, testified Russell passed them on the road that night driving about 10 to 15 miles per hour. Russell then suddenly swerved to the right, crossed driving at a right angle and hit a car when the witness say they were something "30 in the air."

"We're a legal fight but never seen by the witnesses during the accident. He testified, except very briefly after he struck the car."

Russell's trial, which began Friday afternoon, closed Tuesday after testimony was heard from several

Judge Sullivan found Russell guilty before a courtroom filled with Russell's relatives and friends and Beasley's family and friends.

A 48-year-old Beasley declined comment on the ruling.

"No one says that we have been through," Beasley said. "William Russell will eventually get to see his mother, family and friends. But my family and I will never get to see Kevin again."

"I don't want Mr. Russell to be crucified, but some punishment needs to be given. People would believe that no one can get away with a hit and run accident." Joseph Beasley said. "It'll be a loss to a father and to love. I've lost a very precious accident."

Judge Sullivan plans to survey sentences given to others convicted of similar crimes before giving Russell's sentence later this month.

According to law, the sentence for motor vehicle homicide by negligence is imprisonment between one year and two years, or a fine between \$200 and \$5,000 or both. A driver's license is also revoked for 10 years under this charge.

The sentence for leaving the scene of an accident is imprisonment between two months and two years.



Sometimes telling your kids you love them means telling someone else.

If problems with your children are starting to overwhelm you, don't wait. Call us. We've helped thousands of kids and parents through toughest times, so we have access to the people and services you need to handle just about any issue.

We don't charge, and we don't judge. You don't even have to give your name. So don't feel that you have to handle your problems alone, or that you can't turn to us for help. We're here to help you. That's why we're here.

BRIDGE
OVER TROUBLED WATERS
(617) 423-8575



**PUBLIC NOTICE
RELATIVE TO ZONING.
CITY OF CAMBRIDGE
MASSACHUSETTS
Office of the City Clerk**

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Tercentenary Edition and amendments thereto, that the Committee on Ordinances, comprised of the entire membership of the City Council, will hold a public hearing on Wednesday, March 29, 1989 at 6:00 P.M. in the Sullivan Chamber, City Hall, Cambridge, Massachusetts on a petition of the City Council to amend the text of the Zoning Ordinance by adding a new section 11.400 - Traffic Mitigation and Parking Supply Restrictions. This text section would apply to all new buildings, additions to existing buildings or changes in use of an existing building encompassing 15,000 square feet or more of gross floor area devoted to any combination of non-residential/non-institutional uses and hotels and motels where it is proposed to provide other than the minimum parking required by Section 6.36 - Schedule of Parking and Loading Requirements. Such developments would be required to undertake specific traffic analyses and commit to a detailed traffic mitigation plan to limit vehicle trips to and from the development. This section 11.400 does not apply to the MXD District, the Cambridgeport Revitalization Development District or the North Point Residence, Office and Business District.

Copies of this petition are on file in the Office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

For the Committee,
Councillor William H. Walsh,
Chairman.

(C)Mar.9,16



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Councillor William H. Walsh,
Chairman.

(C)Mar.9,16



CITY OF CAMBRIDGE
INTEROFFICE CORRESPONDENCE

To Sally Powers
Director, Board of Assessors

Date March 17, 1989

From Joseph E. Connarton *JEC*
City Clerk

Reference

Subject

Written protest - Traffic Mitigation and Parking Supply Restrictions.

Enclosed you will find two copies of the written protest to the petition relative to Traffic Mitigation and Parking Supply Restrictions.

Would you kindly certify the ownership of the property and remit a copy to the Engineering Department.

Please refer to the memo I sent to you dated March 14, 1989 which contained the chart outlining the time period for this petition.

Your kind attention in this matter will be greatly appreciated.



RECEIVED BY
OFFICE OF CITY CLERK

1989 MAR 17 AM 10:49

CAMBRIDGE MA.

Commonwealth Energy System
One Main Street
Post Office Box 9150
Cambridge, Massachusetts 02142-9150
Telephone (617) 225-4000

March 14, 1989

Mr. Joseph R. Connarton
City Clerk
City Hall
City of Cambridge
795 Massachusetts Avenue
Cambridge, Ma. 02139

Dear Mr. Connarton:

The Cambridge land owners listed below oppose the changes to the Cambridge Zoning Ordinance as proposed by adding a new Section 11.400 Traffic Mitigation and Parking Supply Restrictions which would apply to all new buildings, additions to existing buildings or changes in use of an existing building encompassing 15,000 square feet or more gross floor area devoted to any combination of non-residential/non-institutional uses and hotels and motels where it is proposed to provide other than the minimum parking required by Section 6.36 - Schedule of Parking and Loading Requirements.

As such, we do hereby respectfully file a written protest pursuant to Chapter 40A, Section 5 of the Massachusetts General Laws. Massachusetts General Laws Chapter 40A, Section 5, states generally that no zoning ordinance can be adopted except by a two-thirds vote of the City Council. For Cambridge, this would mean six (6) councillors. However, the statute further provides that if a written protest is filed prior to final approval of a change to the ordinance, stating the reasons for the protest, signed by the owners of twenty percent (20%) or more of the land proposed to be included in such change, or of the area of the land immediately adjacent extending three hundred feet (300') therefrom, then a three-fourths vote (7 councillors) would be necessary for the ordinance to be enacted. As land owners of real estate which will be affected by the proposed changes, we now so file such a protest.

We oppose the proposed amendment to the Cambridge Zoning Ordinance because it does not serve the best interests of the City of Cambridge or the people who live and work here. We believe that the current regulation is sufficient and that the proposed regulation will only decrease the value of our

property. Please refer to Schedule A attached for a detailed listing of our land holdings adversely impacted by the proposed zoning petition.

Please place this written protest into the official records of the City.

Sincerely,

COMMONWEALTH ENERGY SYSTEM

A handwritten signature in black ink, appearing to read "Michael P. Sullivan", written over a horizontal line.

Michael P. Sullivan
Vice President

Cambridge Electric Light Company
Commonwealth Gas Company
COM/Energy Research Park Realty
Darvel Realty Trust

Enclosure

SCHEDULE A

COMMONWEALTH ENERGY SYSTEM

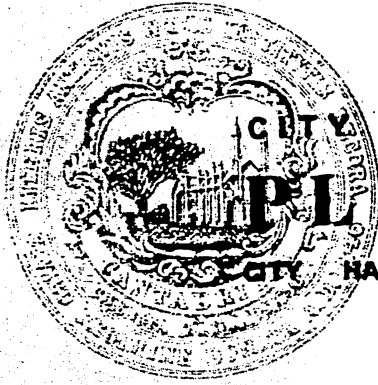
Cambridge Land Holdings Impacted
by the
Proposed Zoning Petition

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OFFICE OF CITY CLERK
1989 MAR 17 AM 10:49
CAMBRIDGE MA.

<u>Address</u>	<u>Owner</u>	<u>Square Ft.</u>
364 Third St.	COM/Energy Research Park	397,530
One Main St.	Darvel Realty Trust	68,520
101 Main Street	Darvel Realty Trust	84,784
12 Charles St.	Cambridge Electric Light Co.	3,500
273 First St.	Cambridge Electric Light Co.	168,000
364R Third St.	Cambridge Electric Light Co.	84,784
27 Potter Park	Cambridge Electric Light Co.	4,200
209 Otis St.	Cambridge Electric Light Co.	13,899
179-185 Broadway	Cambridge Electric Light Co.	11,853
187-189 Broadway	Cambridge Electric Light Co.	4,840
315 Vassar St.	Cambridge Electric Light Co.	9,100
1 Waverly St.	Cambridge Electric Light Co.	1,029
126 Amory St.	Cambridge Electric Light Co.	9,131
188-190 Hampshire	Cambridge Electric Light Co.	3,620
259 Prospect St.	Cambridge Electric Light Co.	32,575
330 River St.	Cambridge Electric Light Co.	38,919
379 Putnam Ave	Cambridge Electric Light Co.	91,543
219 Putnam Ave	Cambridge Electric Light Co.	14,717
24 Blackstone St.	Cambridge Electric Light Co.	109,944
45 Blackstone St.	Cambridge Electric Light Co.	29,271
8 Mellen St.	Cambridge Electric Light Co.	2,930
7 Edmunds St.	Cambridge Electric Light Co.	3,377
4 King St.	Cambridge Electric Light Co.	3,788
52 Walden St.	Cambridge Electric Light Co.	2,191
23 Healey	Cambridge Electric Light Co.	5,223
54R-56 Aberdeen	Cambridge Electric Light Co.	2,249
50 Wheeler St.	Cambridge Electric Light Co.	36,173
43 Smith Pl.	Cambridge Electric Light Co.	7,500
503 Concord Ave	Cambridge Electric Light Co.	26,500
112 Sherman St.	Cambridge Electric Light Co.	10,000
199R Concord Turn.	Cambridge Electric Light Co.	3,200

1 Warren F. Roberts	Cambridge Electric Light Co.	7,232
14 Cameron Ave	Commonwealth Gas Co.	2,107
31 Potter Pk.	Commonwealth Gas Co.	142,460
43 Brookford St.	Commonwealth Gas Co.	7,796
330 Third St.	Commonwealth Gas Co.	13,855

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1959 MAR 17 AM 10:49
CAMBRIDGE MA.



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

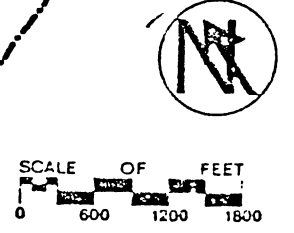
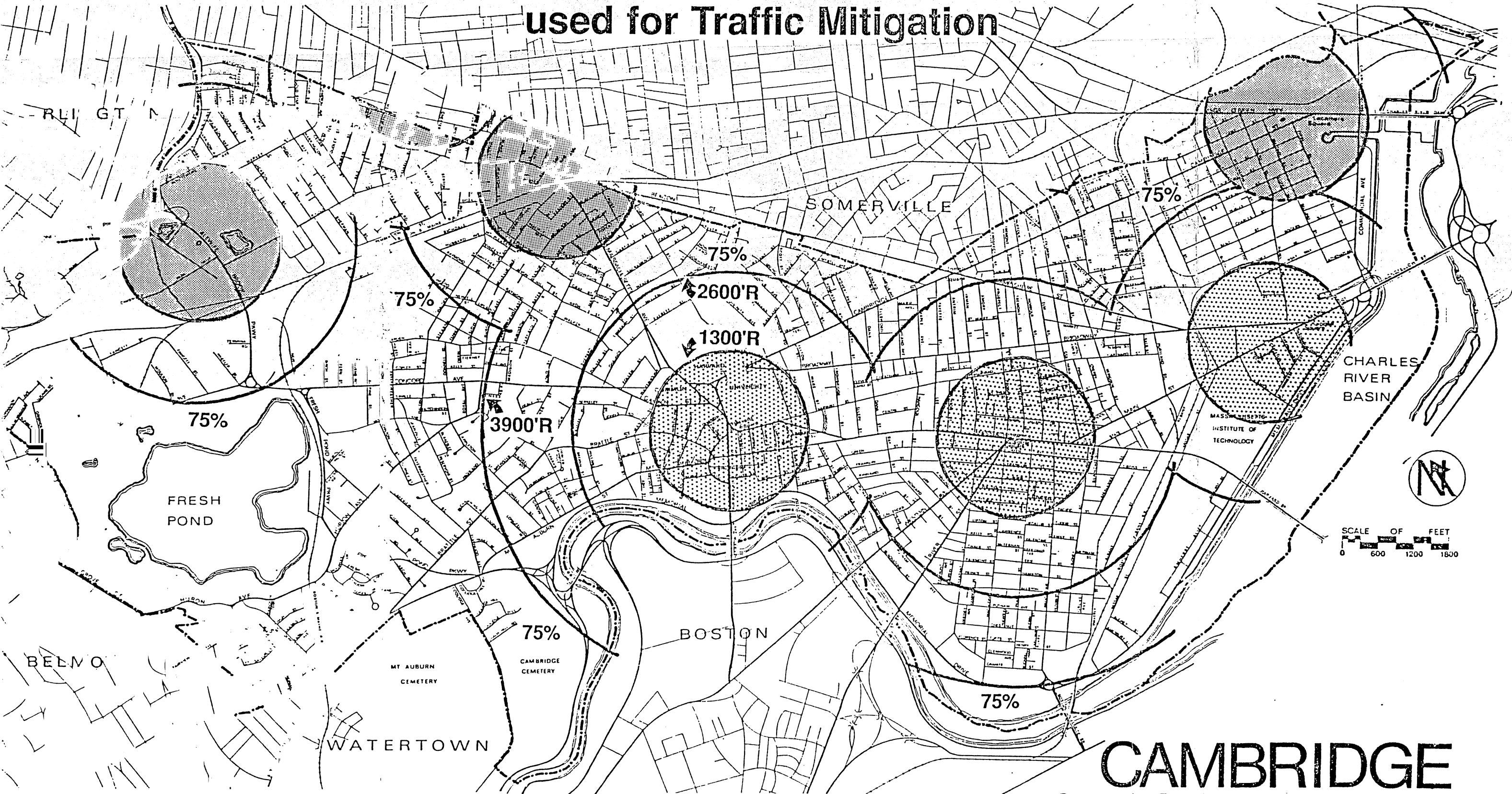
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OFFICE OF CITY CLERK
CAMBRIDGE MA.
MARCH 10 10 29 43


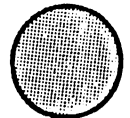
NOTICE OF PUBLIC HEARING

The Planning Board of the City of Cambridge will hold a public hearing on Tuesday, March 21, 1989 at 8:00 p.m. at the Community Development Conference Room, third floor, City Hall Annex, 57 Inman Street, Cambridge, Massachusetts on a petition of the Cambridge City Council to amend the text of the Zoning Ordinance by adding to a new section 11.400 - Traffic Mitigation and Parking Supply Restrictions. This text section would apply to all new buildings, additions to existing buildings or changes in use of an existing building encompassing 15,000 square feet or more of gross floor area devoted to any combination of non-residential/ non-institutional uses and hotels and motels where it is proposed to provide other than the minimum parking required by Section 6.36 - Schedule of Parking and Loading Requirements. Such developments would be required to undertake specific traffic analyses and commit to a detailed traffic mitigation plan to limit vehicle trips to and from the development. This Section 11.400 does not apply to the MXD District, the Cambridgeport Revitalization Development District or the North Point Residence, Office and Business District.

Copies of this petition are on file in the Office of the City Clerk, City Hall, Cambridge, Massachusetts. Questions concerning the petition may be addressed to Richard Easler, Lester Barber or Liza Malenfant at 498-9034.

Percentage of ITE Trip Generation Rates to be used for Traffic Mitigation

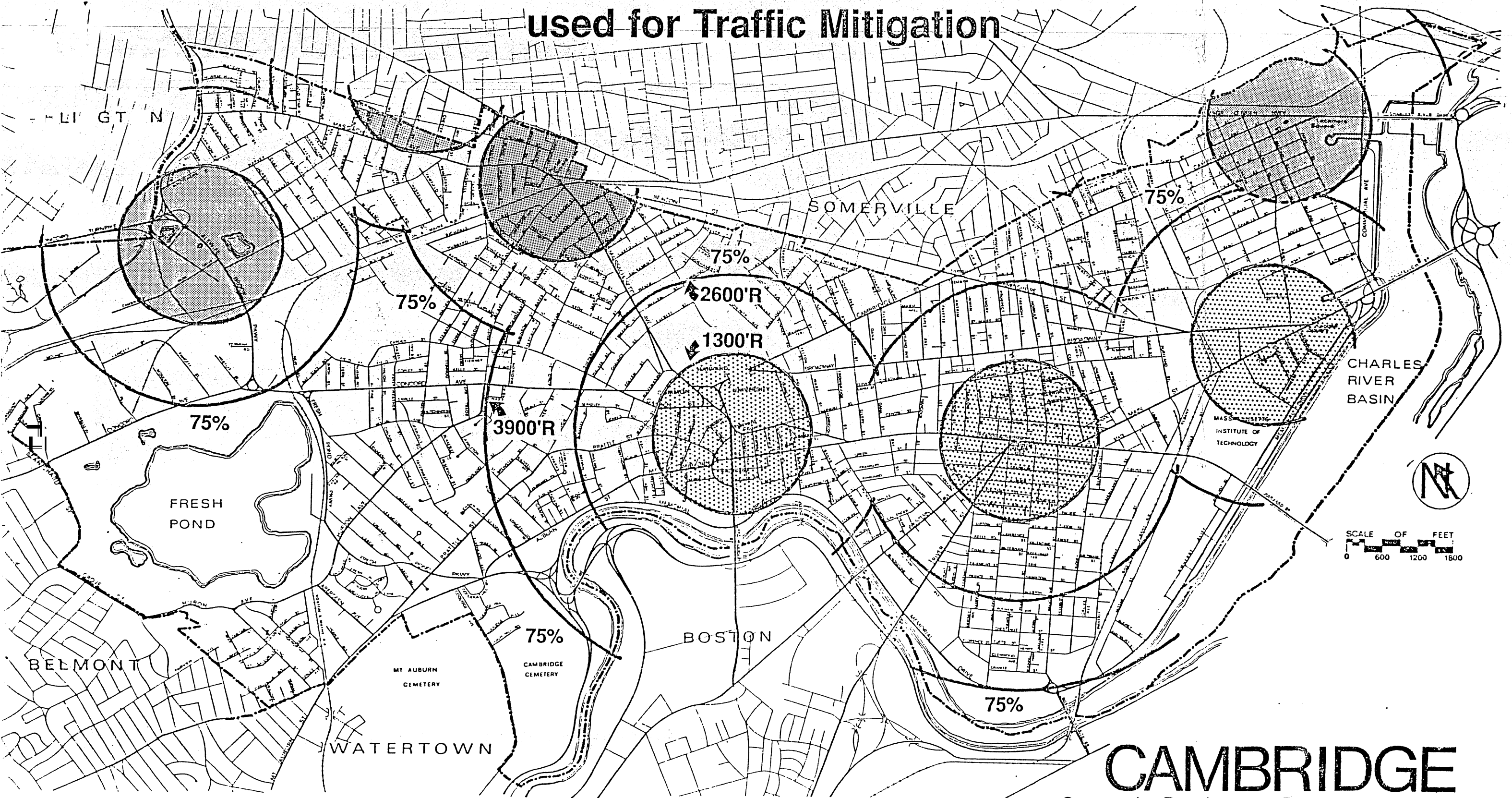


-  35% of ITE Rate
-  55% of ITE Rate

CAMBRIDGE
Community Development Department 1988



Maximum is 75% of ITE Rate.
This map is not to scale.

Percentage of ITE Trip Generation Rates to be used for Traffic Mitigation



SCALE OF FEET
0 600 1200 1800



-  35% of ITE Rate
-  55% of ITE Rate

CAMBRIDGE
Community Development Department 1988

Maximum is 75% of ITE Rate.
This map is not to scale.

NEW YORK 'Love Stories' falls short

New York Times (Martin Scorsese, Francis Coppola, and Woody Allen) with Nick Nolte, Rosanna Arquette, Heather McComb, Talia Shire, Giancarlo Giannini, Woody Allen, and Mia Farrow.

By PAUL SHEHMAN

Their combined glow on paper, in Arquette, McComb, Shire, Giannini, Coppola, and Woody Allen, would do just as well as a novel. "New York Stories" is a big disappointment. One of three may be a good answer for a homebound viewer, but for an episode film it surely is not.

Imagine Will Champagne standing out in a crowd of pygmies and you'll have a good idea of the

put in quality between Martin Scorsese's New York story and those of Francis Coppola and Woody Allen. Scorsese's "Love Lessons" was written by novelist Richard Price, who also wrote his "The Color of Money." It is all about the relationship between a steady, larger than life painter (Nick Nolte) and his young assistant (Rosanna Arquette). To be sure, the film is not his own creation but he and the way he emotionally forces his unrequited love on her.

He fantasizes about her, hugs and boozes her, all under the guise that she needs him. He may not be the best person around and the Lower East Side he lives in is the place she wants to go to, but he's not the "life-size" she'll learn from him will be invaluable to her art and her life as an artist.

The most remarkable thing about "Love Lessons" is the quality of the character. This is perhaps the best he's ever been on screen, and he's a good one to watch. "When Harry Met the Rain" and "Weeds" is certainly a more assured himself in a director as much as unguessed, handsome Louis Lomax really

gets inside this character's head, and "Life Lessons" often effectively uses old songs ("White Shade of Pale", "Like a Rolling Stone") to make his mood almost literal on the screen. Through this inside look at his guy, you ultimately come to realize that he's the one getting the life lessons, not Arquette or any other on the occasion.

After that sharp beginning, the twenty-one stories from Coppola and Allen make you feel like you're having your checkbook for the last 10 minutes of "New York Stories". Coppola's "Life Without You" was written by the director and his teenage daughter, Sofia. That comes as no surprise considering how dizzy it is. It's about a 12-year-old spoiled Manhattan brat (Heather McComb) and the little football life she leads with her other spoiled brat friends, since her parents (Giannini and Farrow) and Talia Shire are always jet-setting around the world.

U.S. Gov't Approves Patent Claim For New Heart Pill

BEVERLY HILLS, Calif.—An amazing new weight loss pill called "fat-magret" has recently been developed and perfected by two prominent doctors at a world famous hospital in Los Angeles that reportedly "guarantees" you steady fat loss and calorie reduction by simply taking their increased new pill.

The U.S. government has just approved the documents for a patent to get patent that confirms "there has never been anything like this fat-burning pill process." It is a truly revolutionary scientific breakthrough and is revolutionizing the weight loss industry.

Best of all, you can continue to eat your favorite foods and you don't have to change your normal eating habits. You can start losing fat and reduce calories from the very first meal you eat. You will achieve the ideal weight you desire without exercising.

Phases Fat Out of Body
The new pill is appropriately called "fat-magret," pill because it breaks thousands of particles, each acting like a tiny magnet, "attracting" and trapping many times its size in undigested particles. Thus, all the trapped fat and calories are naturally "flushed" right out of your body because they cannot be absorbed.

Within 2 days you should notice a change in the weight of your stool, caused by the fat being eliminated.

"Automatically" Lose Fat
According to the invention, Dr. William St. Patrick, specialist and associate professor of medicine at UCLA, has developed the new fat-burning process "fat way" to lose weight. This new process "automatically" reduces calories by eliminating dietary fat. It is 100% safe and does not harm your body.

The fat-magret pills are already being distributed with glowing reports of weight loss from formerly overweight people in all walks of life who are now slimmer, healthier, and more attractive again.

Now Available to the Public
If you are trying to lose 20, 50, 100 pounds or more, you can order your supply of these "miraculous" highly successful fat-magret pills directly from the doctors' exclusive manufacturer (only doctor can order) color-reduction pills for even better results. Send \$30 for a 90-day supply (93 hand-drawn \$30 for 100 pills) plus \$3 shipping to: Dr. William St. Patrick, 2016 Wilshire Blvd., Dept. W-233, Beverly Hills, CA 90210. (Unconditional money-back guarantee if not 100% satisfied. Visa, MasterCard and American Express by C.O. Send card number, expire date, and signature for fast order. No cash or credit card holders ONLY call anytime 24 hours, toll free 1-800-527-9700, ext. 2333.

MSPCA plans donor drive for pets

On Sunday, April 2, from 9 am to 4 pm, the MSPCA's Angell Memorial Animal Hospital in Boston will host the public "Blood Donor Drive for Pups" and get pet owners to volunteer their healthy dogs and cats to help victims of trauma and other life-threatening medical conditions affecting thousands of patients.

Dr. Alicia Faggella, who directs the state-of-the-art transfusion service at Angell, said blood is needed for critically-ill and injured animals suffering from a wide array of medical ailments. From anemia and redneck poisoning to road accidents and conditions requiring surgery.

More than 300 dogs and cats receive life-saving blood transfusions at Angell last year, according to Faggella.

The increasing demand for blood transfusions prompted the veterinary staff at Angell, who treat more than 10,000 animals a year—to institute a

needed blood bank system, which stores healthy blood far longer than previous methods. Until now, the hospital relied on a blood donation program using pools of employees.

"The need for blood is so large that the current system does not allow the hospital to bank blood products. As soon as a blood is donated, it is used within a few days," Faggella said.

According to Faggella, the public donor drive is the first step in achieving a goal of establishing a modern transfusion service that meets the needs of the hospital. Pet owners can volunteer their dogs to complete medical exams, health checks and temperament requirements and only after the pet passes a complete medical exam, which will be offered free to participants and includes heartworm testing for dogs and feline leukemia testing for cats.

To qualify, donor dogs and cats must be between the ages of six months and eight years. Dogs must weigh at least 50 pounds and cats

must weigh more than eight pounds. A quiet resting area and pet towels—including "Ectoprotex"—a spray and rubbing salt spray, will be available for pets after the 15-minute procedure. Pet owners also will receive refreshments as well as a Polaroid "Photo Magic Film," a snapshot pin featuring their dog or cat. For more information, "Be Nice To Us, We Give Blood Today."

Sign-ups for pets will be on Sunday, April 2, from 9 am to 4 pm at Angell Memorial Animal Hospital, 100 South Huntington Ave., in Jamaica Plain. Ample free parking is available. All donor pet registrations are subject to pre-approval. For more information to register your pet, call the MSPCA between 9 am and 4 pm, Monday through Friday at 322-0000.

The 26-hour Angell Memorial Animal Hospital is a private, non-profit veterinary hospital owned and operated by the Massachusetts Society for the Prevention of Cruelty to Animals.

Acoustic music festival set for April 2

at the Seawall Theatre, Shawn Collins, recently signed to CBS Records, is now working on her debut album, to be released this summer. Shawn's lyrics reflect the "new America's" growing number of fans in Boston and New York. In 1988 she has named "New Vocals" at the New York Music Awards. She has appeared with many artists including The Bad Company Ramblers and Suzanne Vega.

Clay 1989, John Gorka has received his award for New York City's unique, Fall Folk Music Magazine. This singer-song writer was the New Folk Award at the Kerrville Folk Festival in 1984, has appeared folk festivals in

Newport and Philadelphia. John's debut album, "I Know," released in 1987, has received excellent air play not only on the Collettehouse but on other radio stations.

Now in Boston with his new contemporary music duo, Acoustic Two-piece, in 1987 they released their debut album on the New World Records. They have been appearing at folk festivals ever since. Acoustic Two-piece is expected to release an album this summer on Flying Fish Records titled "See it with Me."

Inspired by Rod McDonald, John Gorka and Jim Croce, Brian Dwyer is an acoustic musician with a powerful voice and musical insight which gives him strength to capture an idea and convey it to an audience. Brian performs regularly at the Seawall Theatre, the Nantuxes, Linden Tree Coffeehouse and The Coffee Garden.

The "New York Music Festival" is a kick-off to WERS' annual fundraiser, Love Music Week '88. Tickets for the Seawall Music Festival are \$13.50 and \$65.00. For ticket information call Ticketmaster: 787-8000, Woods 5-Straps 641-2132, Stanley's Music and the Seawall Theatre Box Office.

Shamrock group plans benefit St. Pat's dance

The Shamrock Social and Charitable Society will sponsor a gala St. Patrick's Day Dance on Friday, March 11, in the WYV Ball Room, 200 Massachusetts Ave., North Cambridge.

Dancing will begin at 8 pm in the main of Purgan Lodge and the Gill Band and, as a special St. Patrick's treat, Irish aplombians from the Billy Magill School will perform during the evening.

This year will include refreshments including coffee, tea, sandwiches and hot-and-cold Irish refreshments. Admission is \$5.

and experience the musical talents of Shawn Collins, John Gorka, Anne Twomey on her debut album, to be released this summer. Shawn's lyrics reflect the "new America's" growing number of fans in Boston and New York. In 1988 she has named "New Vocals" at the New York Music Awards. She has appeared with many artists including The Bad Company Ramblers and Suzanne Vega.

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Dr. Richard A. Moss, F.A.C.S., announces the expansion of his practice in Plastic and Reconstructive Surgery by opening a second office in Boston.

Dr. Richard A. Moss, F.A.C.S., is now Charles Center Facility, will continue to offer appearance improvement through facial and breast surgery, liposuction and breast and breast reconstructive.

Dedicated to excellence in care and physician/patient communication, Dr. Moss performs all procedures personally and maintains a consultation clinic.

Dr. Moss is certified by the American Board of Plastic Surgery, is a member of the American Society of Plastic Surgeons and a fellow of the American College of Surgeons. He is affiliated with the Massachusetts Eye and Ear Infirmary.

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REAL ESTATE NOTES

Joe Benoit, M.E.A., C.R.B., Metro Branch, M.E.A., C.R.B., DON'T GIVE UP

Before you give up on a loan when you applied for a mortgage because your income was too low for the size of the loan you needed, take a look at the new program. Today, banks are now more than half of their mortgage on the secondary market made up of companies such as Citicorp, M.A. Finance and Freddie Mac. This program allows you to receive a new loan on the same terms as investors. These secondary buyers have strict income guidelines which may vary, for example, that the total monthly payments may not exceed 28% of gross income. That's the best part.

The good news is that loans NOT sold by banks into the secondary market are retained by them for their own investment. These loans have much more flexibility to maintain their own income guidelines which may not be as strict.

Call for more information or visit bank is not end. Another bank may be more receptive to your loan request. If you call our office, we should be able to give you more specific advice and copies.

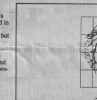
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PUBLIC NOTICE
RELATIVE TO ZONING.**City of Cambridge**

MASSACHUSETTS

Office of the City Clerk.

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Tercentenary Edition and amendments thereto, that the Committee on Ordinances, comprised of the entire membership of the City Council, will hold a public hearing on Wednesday, March 29, 1989 at 6:00 P. M. in the Sullivan Chamber, City Hall, Cambridge, Massachusetts on a petition of the City Council to amend the text of the Zoning Ordinance by adding a new section 11.400 - Traffic Mitigation and Parking Supply Restrictions. This text section would apply to all new buildings, additions to existing buildings or changes in use of an existing building encompassing 15,000 square feet or more of gross floor area devoted to any combination of non-residential/non-institutional uses and hotels and motels where it is proposed to provide other than the minimum parking required by Section 6.36 - Schedule of Parking and Loading Requirements. Such developments would be required to undertake specific traffic analyses and commit to a detailed traffic mitigation plan to limit vehicle trips to and from the development. This section 11.400 does not apply to the MXD District, the Cambridgeport Revitalization Development District or the North Point Residence, Office and Business District.

Copies of this petition are on file in the Office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

For the Committee,

Councillor William H. Walsh,
Chairman.

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CITY OF CAMBRIDGE

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TEL. 498-9011

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

January 23, 1989

To the Honorable, the City Council:

With respect to Awaiting Report Items No. 8 and No. 9, I am herein transmitting for City Council consideration a recommended new section of the Zoning Ordinance entitled "Traffic Mitigation and Parking Supply Restrictions". This proposed new section has been developed by the Planning Board and the Community Development Department as a central element of the comprehensive rezoning program requested by the Council to provide a moderate, sensible, and equitable framework within which the development community can work cooperatively with the City to address the increasingly serious traffic and air quality consequences of new development.

Traffic congestion and deterioration of air quality are serious regional concerns; this proposal is a responsible local response to those concerns and demonstrates, should the Council choose to adopt the amendment, the willingness of the City of Cambridge to do its fair share to find solutions to those vexing problems. We as a community are constantly faced with the need to strike a balance between an economically healthy city and the maintenance of the essential qualities of life that make Cambridge such an appealing place to live. This proposal strikes that balance equitably to the benefit of present and future residents.

Very truly yours,

Robert W. Healy
City Manager

RWH/mbf
Enc.

Re: response to Awaiting Report Items 8 & 9
on a new review process for all new develop-
ments & transmitting a proposed amendment to
the text of the Zoning Ordinances by adding
a new Section 11.400 entitled "Traffic Mitiga-
tion and Parking Supply Restrictions".

*6/28/89 Placed on file due
to expiration of
time limit*

*Copy sent to Lee Barber,
Planning Board 1/25/89.
Copy to Councilor Walsh,
Ordinance Committee Chair, 1/27/89
wh*

In City Council,

January 23, 1989