

PETITION OF City Council

Re: Traffic mitigation & Parking Supply.

Petition filed with the City Clerk February 26, 1990

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

2 days Feb.  
31 days March  
30 days April  
2 days May  
65 = May 2, 1990 = all hearings

In City Council February 26, 1990

Referred to the Planning Board for report February 26, 1990

Planning Board Hearing \_\_\_\_\_

(CITY COUNCIL must act within 90 days of the ORDINANCE COMMITTEE hearing which would be July 3, 1990.)

26 days April  
31 days May  
30 days June  
3 days July  
90 days

City Council hearing published Tab on March 19, 1990  
Chronicle and March 29, 1990

Hearing before the Ordinance Committee April 4, 1990 at 7 p.m.

Reported to the City Council April 23, 1990

Passed to a second reading on April 23, 1990

published in Chronicle on April 26, 1990

Planning Board report received on May 14, 1990

Ready for ordination on May 4, 1990

Passed to be ordained on \_\_\_\_\_

published in \_\_\_\_\_ on \_\_\_\_\_

COMPLETION DATE ~~July 31, 1990~~  
July 3, 1990

7/3/90 - Placed on file due to expiration of time limit.



# OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 498-9017

JOSEPH E. CONNARTON  
CITY CLERK

JOHN E. FLYNN  
DEPUTY CITY CLERK

April 30, 1990

Mr. Russell B. Higley  
City Solicitor  
City Hall  
Cambridge, MA 02139

Dear Mr. Higley:

Enclosed you will find a copy of a loan order which was passed to a second reading at the City Council meeting held on April 23, 1990.

Enclosed also you will find copies of proposed amendments to the Municipal Code of the City of Cambridge as follows which were passed to a second reading at the City Council meeting of April 23, 1990:

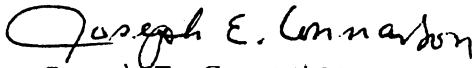
1. Protection of the Stratospheric Ozone Layer
2. Promotion of Recycling of Used Motor Oil.

Finally enclosed is a copy of a proposed amendment to the Zoning Ordinances of the City of Cambridge regarding Traffic Mitigation and Parking Supply Restrictions, which was also passed to a second reading at the City Council meeting held on April 23, 1990.

Would you kindly review these amendments and indicate your approval or disapproval on the bottom and return to this office.

Your kind attention in this matter will be greatly appreciated.

Sincerely yours,

  
Joseph E. Connarton  
City Clerk.

JEC/dl

Ends. First Publication Numbers 2487, 2485, 2484 & 2486.

c.c. Councillor Duehay, Chairman, Committee on Ordinances  
Joseph Cellucci, Commissioner of Inspectional Services  
Birge Albright, Law Dept.



# City of Cambridge

IN CITY COUNCIL

April 23, 1990

ORDERED:

that the following amounts are appropriated for the purposes described below:

<u>Amount</u>	<u>Purpose</u>
\$7,600,000	Construction or reconstruction of sewers, sewerage systems and surface drains
4,000,000	Remodeling, reconstruction and making extraordinary repairs to the Morse School
100,000	Purchase of works of art for public buildings and other public areas

and that to meet these appropriations, the Treasurer with the approval of the City Manager is authorized to borrow \$11,700,000 under Chapter 44 of the General Laws.

Passed to a second reading at the City Council meeting held on April 23, 1990 and on or after May 7, 1990 the question comes on adoption.

ATTEST:- Joseph E. Connarton, City Clerk.



# City of Cambridge

In the Year One Thousand, Nine Hundred Ninety

## AN ORDINANCE

In amendment to an ordinance entitled "The Municipal Code of the City of Cambridge."

*Be it ordained by the City Council of the City of Cambridge as follows:*

Title 8 of the Code, Health and Safety, is hereby amended by adding the following new Chapter 8.48, entitled "Protection of the Stratospheric Ozone Layer."

### Chapter 8.48

#### Protection Of The Stratospheric Ozone Layer

##### Sections:

- 8.48.010 Definitions
- 8.48.020 Periodic Review of this Chapter
- 8.48.030 Reporting Requirements
- 8.48.040 Specific Restrictions on Uses of Ozone-depleting Substances
- 8.48.050 Warning Labels Required
- 8.48.060 Enforcement
- 8.48.070 Technical Assistance
- 8.48.080 Safe Substitutes
- 8.48.090 Severability

##### 8.48.010 Definitions

For the purposes of this Chapter, the following words shall be defined as follows:

"Chlorofluorocarbon," a family of substances containing carbon, fluorine, and chlorine, having no hydrogen atoms and no double bonds.

"CFC," an abbreviation of the word chlorofluorocarbon.

"Commissioner of Health and Hospitals" is the Commissioner of Health and Hospitals for the City of Cambridge, Massachusetts.

"Halon," a family of substances containing carbon, fluorine, and bromine, having no hydrogen atoms and no double bonds.

"Manufactured substances," any organic or inorganic chemical substances of a particular molecular identity, or any mixture, that has been manufactured for commercial purposes.

"Ozone-depleting substances" are those manufactured substances with a potential to destroy ozone in the stratosphere listed in section 3 of this ordinance.

"Person," any individual, corporation, government agency, partnership, firm, joint stock company, trust, association, or any other public or private entity engaged in business or in providing a service in the City of Cambridge, Massachusetts.

"Recovery," the process of employing available control technology designed to collect, capture, control, and store manufactured substances, including CFCs, which may cause or contribute to stratospheric ozone depletion.

"Refrigerator," any device using any Ozone-depleting substances for the purpose of the refrigeration of goods.

#### 8.48.020 Periodic Review of this Chapter

Many prevalent uses of ozone-depleting chemicals are not restricted by this Chapter because workable substitutes and technologies are not currently available. However, emerging technologies are quickly changing this situation. Therefore, this Chapter shall be reviewed by the Cambridge City Council first at two years and then at four years after its passage with the

intention of strengthening this Chapter. Reviews shall include but not be limited to the following topics: strengthening current restrictions identifying new restrictions, and developing a plan for the disposal of ozone-depleting substances.

#### 8.48.030 Reporting Requirements

Within ninety days after the passage of this Chapter, any person producing, selling, offering for sale, or using in manufacturing any of the substances listed in this section, shall file a report with the Commissioner of Health and Hospitals setting forth the amount, by weight, of any and all substances so listed, and any and all products containing said substances which were produced, used in manufacturing, and sold by said person during the calendar year 1989. Not less than annually thereafter, said persons shall file a report with the Commissioner of Health and Hospitals setting forth the amount of any and all substances so listed, and any and all of said products, which were produced, used in manufacturing, and sold by said person during the twelve-month period since the filing date of the previous report, until said person ceases production, use, and sale of all substances so listed and all of said products. All such reports shall be signed and attested by a responsible corporate officer.

Substances subject to reporting requirements include: CFC-11, CFC-12, CFC-113, CFC-114, CFC-115, HCFC-22, Halon-1211, Halon-1301, Halon-2402, Carbon tetrachloride, and Methyl Chloroform.

#### 8.48.040 Specific Restrictions on Uses of Ozone-depleting Substances

a) Restrictions on the use of CFCs in Air Conditioning and Refrigeration Units

Effective January 1, 1991, no person shall perform repair service on any air conditioner or on any refrigerator unless such person uses equipment for recovery and recycling of CFC coolant contained in said air conditioner or refrigerator.

Effective January 1, 1991, all persons retaining automobiles on their premises for the purpose of reselling said automobiles in parts shall use recovery and recycling equipment to recover CFC coolant from each automobile within three business days after said automobile arrives on the premises. Persons affected by this restriction shall not allow CFC coolant to be release into the atmosphere.

All equipment for recovery and recycling of CFC coolant required by this ordinance shall be approved by Underwriters Laboratory or a similar institution.

b) Restrictions on the sale and use of CFC Refrigerants

Effective January 1, 1991, no person shall sell or offer for sale CFC coolant suitable for use in any air conditioner or refrigerator in quantities smaller than fifteen pounds or to persons not owning recycling or recovery equipment described in section 8.48.040(a).

c) Restrictions on the disposal of CFCs in Air Conditioners and Refrigerators

Effective January 1, 1991, no person shall allow CFC coolants

in air conditioners or refrigerators to be released into the atmosphere nor shall any person dispose of any air conditioner or refrigerator containing any CFC coolant unless said air conditioner or refrigerator has been recovered in the fashion described in section 8.48.040(a).

Effective January 1, 1991, the Commissioner of Health and Hospitals shall publish a policy for recovery of CFC coolant in air conditioners and refrigerators intended to be disposed of by waste haulers.

d) Restrictions on the use of CFCs in Miscellaneous Consumer Products

Effective at the passage of this Chapter, no person shall sell, offer for sale, or use CFC plastic party streamers, CFC propelled noise horns, or CFC cleaning solutions for consumer electronics and photographic equipment.

e) Phase out of CFC-113, Methyl Chloroform, and Carbon Tetrachloride

Effective January 1, 1992, no person shall produce, sell, offer for sale, or use in manufacturing, CFC-113, Methyl Chloroform or Carbon Tetrachloride in annual quantities greater than fifty percent of the total amount of CFC-113, Methyl Chloroform and Carbon Tetrachloride used during the calendar year 1989.

Effective January 1, 1994, no person shall offer for sale, or use in manufacturing, CFC-113, Methyl Chloroform or Carbon Tetrachloride.

Medical applications for which no safe non-ozone depleting

alternative are available shall be exempt from section 8.48.040(e). When safe non-ozone depleting alternatives become available, all persons using CFC-113, Methyl Chloroform or Carbon Tetrachloride under this exemption shall show good faith in converting to safe non-ozone depleting substances and products.

f) Restrictions on the use of Halons in Fire Extinguishers

Effective January 1, 1991, no person shall sell or offer for sale, fire extinguishers for consumer applications which contain halons or other ozone-depleting substances.

Effective January 1, 1991, no person shall use fire extinguishers that contain halons or other ozone-depleting substances for the purpose of testing or training except where required by law.

g) Restriction on the manufacture and use of plastic foam insulation product

Effective January 1, 1991, no person shall manufacture or use in the repair or construction of buildings any plastic foam or foam insulation product that contains any Ozone-depleting substance.

h) Restrictions on the disposal of foam insulation products

Effective January 1, 1991, no person shall erect, construct, enlarge, alter, repair, move, improve, remove, convert, renovate, or demolish any building or structure which requires the removal of existing insulation that contains any Ozone-depleting substance without recovering or properly disposing of such insulation consistent with any procedures adopted by the Commissioner of

Health and Hospitals, and all applicable state and federal statutes and regulations.

i) Ban on the manufacture of Ozone-depleting substances

Effective January 1, 1992, no person shall produce any Ozone-depleting substance.

8.48.050 Warning Labels Required

Effective January 1, 1991, no container in which CFCs, Halons, or other ozone-depleting substances are stored or transported, no product containing such substances, nor any product manufactured with a process that uses said substance shall be sold or offered for sale unless it bears a label stating the following:

"Contains (or manufactured with) [name of substance], a substance which harms public health and the environment by destroying stratospheric ozone in the atmosphere."

Said label shall be permanently affixed on the face of said container or product, with the lettering and background in contrasting colors; and the letters themselves not less than one inch high, or twenty percent of the height of any product which is less than three feet in height.

8.48.060 Enforcement

a) Criminal Penalty

Any person who violates sections 8.48.030 or 8.48.040 of this Chapter shall be subject to a fine not exceeding \$100, and each day's violation shall constitute a separate offense.

## b) Noncriminal Disposition

Whoever violates sections 8.48.030 or 8.48.040 of this Chapter may be penalized by a noncriminal disposition as provided in G.L. c. 40, s. 21D. For purposes of this section, the Commissioner of Health and Hospitals, shall be the enforcing officer, except that the Commissioner may delegate his enforcing authority to one or more designated Health Enforcement Officers. The penalty for each violation will be \$25, and each day's violation shall constitute a separate offense.

Any citizen may file a written complaint with the Commissioner regarding an alleged violation of this Chapter. The Commissioner shall investigate such complaint within 30 days of its receipt, and shall take necessary enforcement action.

## 8.48.070 Technical Assistance

The Commissioner of Health and Hospitals will produce, or commission to be produced, a document, available to all persons, for the purpose of assisting any persons affected by this ordinance. This document will be available within six months of the passage of this ordinance and will include, but not be limited to, information describing commercially available alternatives to ozone-depleting substances and available technologies to assist in the implementation of safe alternatives.

**8.48.080 Safe Substitutes**

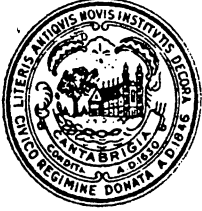
To the extent that safer substitutes for particular uses have been designated by an authoritative body, substances listed or covered under M.G.L. c. 111F (the Massachusetts Right to Know Law) shall not be used as replacements for the substances prohibited by this Chapter. For the purposes of this section an authoritative body shall include but not be limited to the Massachusetts Department of Environmental Protection, the Massachusetts Department of Public Health, the Massachusetts Toxics Use Reduction Institute, the U.S. Environmental Protection Agency, or sub-bodies of such agencies.

**8.48.090 Severability**

If any section, sub-section, paragraph, sentence or word of this Chapter shall be held to be invalid, either on its face or as applied, the invalidity of such provision shall not affect the other sections, sub-sections, paragraphs, sentences or words of this Chapter, and the application thereof; and to that end the sections, sub-sections, paragraphs, sentences or words of this Chapter shall be deemed severable.

Passed to a second reading as amended at the City Council meeting held on April 23, 1990 and on or after May 7, 1990 the question comes on passing to be ordained.

ATTEST:- Joseph E. Connarton, City Clerk.



# City of Cambridge

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In the Year One Thousand, Nine Hundred Ninety

## AN ORDINANCE

In amendment to an ordinance entitled "The Municipal Code of the City of Cambridge".

*Be it ordained by the City Council of the City of Cambridge as follows:*

Title 8 of the Code, Health and Safety, is hereby amended by adding a new Chapter 8.52, entitled "Promotion of Recycling of Used Motor Oil."

## Chapter 8.52

### Promotion of Recycling of Used Motor Oil

#### Sections

- 8.52.010 Annual Reporting by Retailers of Automotive Lubricating Oil
- 8.52.020 Oil Recycling Committee
- 8.52.030 Committee's Powers and Duties
- 8.52.040 Committee's Meetings, Officers and Staff
- 8.52.050 Illegal Disposal of Used Motor Oil
- 8.52.060 Severability

#### 8.52.010 Annual Reporting by Retailers of Automotive Lubricating Oil

A. Any person engaged in the retail sale of automotive lubricating oil shall file an annual report with the Cambridge License Commission. This report shall detail:

1. the total amount of automotive lubricating oil sold at each retail outlet during the previous calendar year;
2. the total amount of used motor oil accepted from the public at each retail outlet during the previous calendar year; and
3. a statement of how the accumulated used motor oil was recycled and/or otherwise handled.

B. The first such annual report shall be filed within 180 days of the passage of this Chapter. Subsequent annual reports shall be filed by January 31st of each year and shall provide the required information for the calendar year ending on the preceding December 31st. The License Commission shall provide the Massachusetts Department of Environmental Protection with copies

of these annual reports.

C. Any person who fails to file a report as required by this section shall be subject to a fine of not more than one hundred dollars (\$100) for each day such violation occurs. The fines collected pursuant to this section shall be appropriated to the Cambridge License Commission to support the implementation of this section.

D. Upon request by the Oil Recycling Committee, the License Commission shall provide the Committee with copies of the annual reports filed by retailers pursuant to this section.

#### 8.52.020 Oil Recycling Committee

A. Establishment. There is hereby established in the City of Cambridge an Oil Recycling Committee, to meet initially within forty-five (45) days after enactment of this Chapter and to serve for up to eighteen (18) months after the initial meeting.

B. Members; Reporting. The Committee shall consist of nine (9) members. Six (6) members shall be appointed by the City Manager. Of these six persons, two (2) shall be representatives of the public familiar with environment affairs; one (1) shall be a representative of the retailers of automotive lubricating oils in the City of Cambridge; and three (3) shall be from the public-at-large. If possible, one (1) of the public-at-large members shall be a person with a knowledge of automotive engineering and one (1) shall be a representative of an electric utility company. A seventh member shall be the Commissioner of Health and Hospitals

or his or her designee. An eighth member shall be the Commissioner of Public Works or his or her designee. A ninth member shall be the Chairman of the License Commission or his or her designee. Six (6) of the Committee Members shall be residents of the City of Cambridge.

The Committee shall file interim reports to the City Council and the general public every six (6) months and shall file a final report within eighteen (18) months of the first regular meeting of the Committee.

The members shall serve until the filing of the Committee's final report. Any member so appointed may be removed at the discretion of the City Manager, who may fill any vacancies on the Committee. The members shall serve without compensation.

#### 8.52.030 Committee's Powers and Duties

The Committee shall investigate and shall make recommendations to the City Council and the general public concerning the following matters:

1. The type of local program which should be established by the City of Cambridge to ensure that its residents have an opportunity to recycle their used motor oil. Such investigation shall include a consideration of at least two options: (a) local enforcement of Massachusetts General Laws, Chapter 21, Section 52A, and (b) establishment of a municipal used oil collection program funded wholly or in part by the retailers of automotive lubricating oils in the City of Cambridge.

2. The feasibility and advisability of a pilot program involving the procurement and use of re-refined and/or synthetic lubricating oils in vehicles owned and operated by the City of Cambridge.

3. The feasibility and advisability of encouraging Cambridge Electric Light Company to establish a recycling program utilizing used motor oil as a fuel supplement.

4. Ways in which the municipalities of Cambridge, Arlington, Belmont, Lexington, Lincoln, Medford, Somerville, Waltham, Watertown and Weston can cooperatively encourage the recycling of used motor oil.

5. Whether there is a need for the Committee to continue to function after the expiration of the initial 18-month period.

6. Any other issues concerning used oil recycling which the Committee may deem in the best interest of the City of Cambridge to consider.

Reports of the Committee shall include specific recommendations for an ongoing process of public education, information and involvement as a central element of any actions to be taken.

#### 8.52.040 Committee's Meetings, Officers and Staff

A. Meetings. The Committee shall hold regular meetings and shall designate the time and place thereof. Notice of such meetings shall be forwarded to the City Clerk and shall be published in a local newspaper at least one week prior to the

meeting. A simple majority shall constitute a quorum.

B. Officers. The Committee shall from time to time designate a chairman from among its members. The chairman, or a member designated by him or her, shall preside at Committee meetings, and the chairman or a majority of the members shall have the power to call emergency meetings.

The Committee shall elect such officers, subcommittees and task forces from among its members as they may from time to time deem necessary.

C. Staff. The Committee may utilize, by and with the approval of the City Manager, such assistants and experts as it deems necessary to carry out its functions and duties.

#### 8.52.050 Illegal Disposal of Used Motor Oil

A. No person shall dispose of used motor oil by abandoning it on any public or private property or by discarding it for disposal on the ground, in a sewer or storm drain, or in any commercial or residential rubbish or garbage; provided, however, that nothing in this section shall prohibit the disposal of empty used oil containers in commercial or residential rubbish or garbage.

#### B. Criminal Penalty

Any person who violates any provision of this section shall be subject to a fine or not more than one hundred dollars (\$100) for the first offense, not more than two hundred dollars (\$200) for the second offense, and not more than three hundred dollars (\$300)

for each subsequent offense.

C. Noncriminal Disposition

Whoever violates any provision of this section may be penalized by a noncriminal disposition as provided in G.L. c. 40, s. 21D. For purposes of this section the Commissioner of Health and Hospitals shall be the enforcing officer, except that the Commissioner may delegate his enforcing authority to designated Health Enforcement Officers. The penalty for each violation will be \$25, and each day's violation shall constitute a separate offense.

D. Injunctive Relief

The City may seek injunctive relief in the Superior Court for violations of this section.

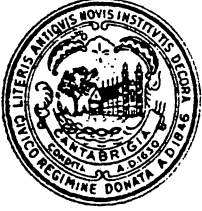
8.52.060 Severability

If any part or provision of this Chapter or the application thereof to any person, entity or circumstances shall be adjudged unconstitutional or invalid by any court of competent jurisdiction, such judgment shall be confined in its operation to the part, provision or application which is directly involved in the controversy in which such judgment shall have been rendered and shall not affect or impair the validity of the remainder of this Chapter or the application thereof to other persons, entities or circumstances.

Passed to a second reading at the City Council meeting held on April 23, 1990 and on or after May 7, 1990 the question comes on passing to be ordained.

ATTEST:- Joseph E. Connarton, City Clerk.

FIRST PUBLICATION NUMBER 2486.



# City of Cambridge

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In the Year One Thousand, Nine Hundred Ninety

## AN ORDINANCE

In amendment to an ordinance entitled "The Zoning Ordinances of the City of Cambridge."

*Be it ordained by the City Council of the City of Cambridge 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 most recent Massachusetts 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, Article 16.000 and Section 17.10 all new buildings, additions to existing building, 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)), or any increase in the amount of existing parking accessory to any building meeting the aforementioned size and use thresholds, 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, or in the case of increases in the amount of existing accessory parking only when the minimum amount required is exceeded.

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 legal 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 day care.

11.405 MAXIMUM ALLOWED PARKING SPACES

Notwithstanding the provisions of Section 6.30 - Parking Quantity Requirements, 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:

$$\text{Maximum Allowed Parking Spaces} = \frac{\text{A.M. Peak Hour Vehicle Arrivals needing parking}}{\text{Percent Employees Arriving During A.M. Peak Hour}}$$

- 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:

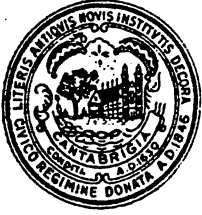
6.351 The requirements of Section 11.400 have been met.

Renumber the existing Sections 6.351 through 6.355 appropriately.

Passed to a second reading at the City Council meeting held on April 23, 1990 and on or after May 7, 1990 the question comes on passing to be ordained.

ATTEST:- Joseph E. Connarton, City Clerk.

FIRST PUBLICATION NUMBER 2486.



# City of Cambridge

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In the Year One Thousand, Nine Hundred Ninety

## AN ORDINANCE

In amendment to an ordinance entitled "The Zoning Ordinances of the City of Cambridge."

*Be it ordained by the City Council of the City of Cambridge 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 most recent Massachusetts 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, Article 16.000 and Section 17.10 all new buildings, additions to existing building, 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)), or any increase in the amount of existing parking accessory to any building meeting the aforementioned size and use thresholds, 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, or in the case of increases in the amount of existing accessory parking only when the minimum amount required is exceeded.

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 legal 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 day care.

11.405 MAXIMUM ALLOWED PARKING SPACES

Notwithstanding the provisions of Section 6.30 - Parking Quantity Requirements, 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:

$$\text{Maximum Allowed Parking Spaces} = \frac{\text{A.M. Peak Hour Vehicle Arrivals needing parking}}{\text{Percent Employees Arriving During A.M. Peak Hour}}$$

- 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.

Passed to a second reading at the City Council meeting held on April 23, 1990 and on or after May 7, 1990 the question comes on passing to be ordained.

ATTEST:- Joseph E. Connarton, City Clerk.

# City of Cambridge

The Committee on Ordinances reconvened the public hearing scheduled for Wednesday, April 4, 1990 beginning at 8:40 p.m. in the Sullivan Chamber on Wednesday, April 11, 1990 beginning at 8:59 p.m. in the Sullivan Chamber.

Councillor Francis H. Duehay, Chair of the above referenced Committee, called the hearing to order and introduced those attending: Councillor Jonathan Myers, Councillor Sheila Russell, Councillor William Walsh, Councillor Timothy Toomey, Jr., Mr. Michael Rosenberg, Assistant City Manager for Community Development, Mr. Richard Easler, Chief Project Planner, Ms. Susan Goldwitz, Commuter Mobility Coordinator and Mr. John Flynn, Deputy City Clerk.

At the conclusion of the introductions, the Chair stated the purpose of this date's proceedings was to discuss a petition of the City Council to amend the text of the Zoning Ordinance by adding a new Section 11.400 entitled: Traffic Mitigation and Parking Supply Restrictions.

At this time, the Committee heard from Mr. Rosenberg, who highlighted the purpose, objectives and process that was employed by the Planning Board and Community Development Department in the drafting of and recommending of this petition for consideration by the City Council. Mr. Rosenberg stated that the major negative impact of development is traffic. He further stated that the approach taken was a reasonable one in an effort to reduce traffic and air quality impact from new development.

In continuing the presentation, Mr. Rosenberg stated that applicability of the proposed amendment was for 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, or any increase in the amount of existing parking accessory to any building meeting the aforementioned size and use thresholds, shall be permitted only upon issuance of a Special Permit from the Planning Board, subject to this new Section when differing from Section 6.36 Entitled: Schedule of Parking and Loading Requirements. (Article 14.000 - Cambridge Center; Article 15.000 - University Park, Article 16.000 - North Point; and, Section 17.10 - Monsignor O'Brien Highway are exempted from this amendment).

The proposal was crafted upon completion of surveys that were taken on existing developments in the Lechmere, Alewife and Harvard Square areas to determine traffic generation levels by locale. These surveys will serve as the basis for capping the amount of traffic to be generated across the City. The volume of traffic generated is based on a number of variables including: distance from "T" station entrances; size of development and number of employees.

Mr. Easler highlighted to the Committee one incentive that was included in this proposed amendment for provision of on-site day care.

Ms. Goldwitz commented on the successes that have been realized through the Commuter Mobility Program. To date, over 20,000 commuters in the City of Cambridge are directly involved and active in this program. Some Traffic Mitigation techniques include but are not limited to "T" pass sales and subsidies; car and van pools; private shuttles and flex time, etc.

At this time the Chair requested if any member of the public wished to speak in favor of the proposed amendment.

No member of the public came forward.

At this time the Chair requested if any member of the public wished to speak in opposition to the proposed amendments.

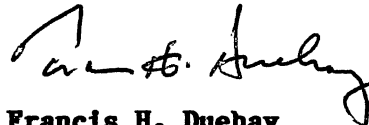
At this time, Adam N. Weisenberg, Esquire read into the record a communication from Mr. Eric V. Benson, Senior Manager Corporate Real Estate, Polaroid Corporation, stating the opposition of the firm to the proposed amendment and recommended the formation of a Blue Ribbon Committee on Traffic Concern. (attached is said communication).

Councillor Walsh moved the petition to the full City Council without recommendation.

The motion carried.

The hearing was adjourned at 9:32 p.m.

For the Committee,



Francis H. Duehay  
Chair

8

attachment

Polaroid Corporation  
Cambridge, Massachusetts 02139

April 4, 1990

**Polaroid**

Committee on Ordinances  
Cambridge City Council  
Cambridge City Hall  
Cambridge, MA 02139

Re: Proposed Zoning Ordinance on Traffic  
Mitigation and Parking Supply Restrictions

Dear Ordinance Committee:

Polaroid Corporation opposes the proposed zoning ordinance on Traffic Mitigation and Parking Supply Restrictions which is the subject of tonight's public hearing. As an owner and a lessee of properties in the Industry B district and in other areas of the City as well, we have general comments on traffic and the proposed ordinance and comments which relate specifically to Polaroid interests and characteristics of the Industry B area.

COMMENTS ON TRAFFIC

We recognize the great interest of the City in addressing the traffic problems it now faces. These problems have arisen over time, not only as an outgrowth of new development but also as a reflection of a dramatic increase in the number of cars in residential households. Traffic congestion is not just a Cambridge phenomenon but is evident throughout the larger metropolitan area. We believe that the need to mitigate crosses a number of sectors, commercial, industrial, residential and retail, and that the difficult trick is mitigating to protect the City's liveability without negatively affecting its economic viability.

As part of the recent changes in the regional economy, the pace of development in Cambridge has cooled. Very little new development is occurring at present, and most of the active projects have traffic mitigation requirements already in place. There is no threat of a great increase in traffic in the immediate future. This provides Cambridge with an opportunity to work out a constructive and cooperative approach toward a comprehensive traffic strategy, one in which the neighborhoods, business, and institutional citizens can have input. We would respectfully suggest to you, as we have also suggested to the Planning Board, that given the reduced development pressure which now exists, the proposed ordinance, which targets traffic from future development, should be put aside for the present and a Blue Ribbon Committee be established to form a traffic strategy for the City. This approach would also provide time for the confusing parking freeze situation to be clarified.

Such a Blue Ribbon Committee should examine the full range of traffic issues, not only those which relate to future development. Part of its charge should be a city-wide organized effort to engage major landowners, employers and residents in pursuing voluntary measures to address traffic problems. Another subject for investigation would be the prospect of roadway improvements which could improve traffic flow.

#### COMMENTS ON THE PROPOSED ORDINANCE

The proposed ordinance has supposedly been based upon an area-wide traffic study prepared for the City of Cambridge. In reality, the study referred to was a spot travel demand survey of three specific areas: Harvard Square, Lechmere Square and Alewife, and we understand that information contained in the study report has not been the basis of the formula contained in the ordinance. It is our opinion that any proposal to deal with traffic problems should be based on a comprehensive city-wide study.

We note that the proposed ordinance does not define any measures of effectiveness of implementing the ordinance. It does not enable the City to know if traffic congestion has been relieved if parking spaces at new developments are reduced. Indeed, we have evidence from the traffic study done in the IB District to indicate that ample parking supply does not impact peak hour trips.

Finally, we note that the proposed ordinance is extremely difficult to understand and would add yet another complex section to the City's Zoning Ordinance.

#### RECOMMENDATION

For these reasons, we respectfully request that the City Council not enact the proposed ordinance at this time and instead create a Blue Ribbon Committee on Traffic Concerns.

#### POLAROID AND ITS INTERESTS IN THE INDUSTRY B AREA

Polaroid Corporation was established in Cambridge in 1937. Its worldwide corporate headquarters is located in Cambridge along with administrative offices, marketing, research and engineering. Over 90 percent of the Company's space and employees within the

United States is located in Cambridge and in several other communities in Eastern Massachusetts (Waltham, Needham, Norwood, New Bedford, and Freetown). These outlying sites house virtually all of the Company's U.S. manufacturing facilities. Our employees must travel frequently between the Cambridge headquarters and our manufacturing sites, often coupled with a trip to or from home to start or end the work day. This network of facilities is not well served by public transportation.

Within Cambridge, Polaroid currently occupies space in thirteen buildings, all but two of which are within walking distance of each other and within the Industry B area. Support parking for employees, employee visitors from the outlying sites, business visitors and customers is provided in Polaroid-owned parking lots or is incorporated with building leases.

Some of the Polaroid occupied buildings in the Industry B area are older buildings which were built before the automobile became the primary means of transportation. Of necessity, in the late 1960's and early 1970's, employees were parking in the adjacent residential areas of Neighborhood 4. This led to conflicts with the neighborhood and so, when opportunities became available for Polaroid to acquire properties within the Industry B area, it did so, demolished the buildings, created surface parking lots there, and vacated both its scattered parking lots and on-street parking in Neighborhood 4. In doing so, the Company was able to make these scattered lots available to the City for reuse.

Our experience from that time leads us to believe that our neighbors would prefer that we always have enough parking to avoid our employees seeking spaces on residential streets, and that providing enough parking to meet our employees' needs makes us a better and more responsible neighbor. We oppose the proposed ordinance because it would limit our parking in the future and put us back into a position of potential conflict with the neighborhood.

#### TRAFFIC AND PARKING CHARACTERISTICS OF THE INDUSTRY B AREA

We also oppose the proposed ordinance because it links traffic generation to parking supply in a way which we have found not to be borne out in the Industry B district. Between the time the proposed ordinance was first introduced last year and now, we and other landowners in the Industry B study area have, in consultation with the Community Development Department (CDD), produced a study of existing traffic conditions in that area which was submitted to the CDD and the Planning Board in December, 1989. This

study demonstrates that our peak hour traffic generation rates are lower than in other parts of the City even though our parking supply is not limited and we are less well served by rapid transit. We have achieved this level of traffic mitigation through having flexible hours and staggered work shifts, each of which depends on having ample parking available. We feel that we and other large employers should be free to employ these mitigation efforts without diminishment of our parking supply as would be the case under the proposed ordinance.

We would add that our studies indicate to us that we are generally on the right track with our operating patterns and parking policies. As we proceed with our rezoning proposal, we expect to refine and improve them even more. We ask that you allow us to continue our work with the other Industry B Landowners in bringing to you in the future, a comprehensive rezoning package for the Industry B area which will deal with traffic issues. In the meantime, we respectfully request that, if you do not decide to defer enactment of the proposed ordinance as we request above, you recommend that the Industry B area now under study be excluded from the area covered by the proposed ordinance.

Thank you for considering our views.

Very truly yours,

POLAROID CORPORATION



Eric V. Benson  
Senior Manager  
Corporate Real Estate

cc:

Robert W. Healy, City Manager

Michael Rosenberg, Asst. City Manager  
for Community Development

Adam N. Weisenberg, Esq.  
Goodwin, Procter & Hoar

Richard E. Hangen  
Vanasse, Hangen, Brustlin, Inc.

Industry B Landowners

/jr  
10A

5.

COMMITTEE REPORTS

Report from Councillor Francis H. Duehay,  
Chairman of the Committee on Ordinances,  
relative to a proposed amendment to the  
Zoning Ordinances entitled "TRAFFIC  
MITIGATION AND PARKING SUPPLY RESTRICTIONS".

In City Council,

April 23, 1990

*Report accepted  
Passed to a  
second reading*

RECEIVED BY  
OFFICE OF CITY CLERK

1990 MAY -3 AM 11: 33

CAMBRIDGE MA.

**Polaroid**

Polaroid Corporation  
Cambridge, Massachusetts 02139

April 27, 1990

Councillor Francis H. Duehay  
Chairman, Committee on Ordinances  
Cambridge City Council  
c/o City Clerk  
795 Massachusetts Avenue  
Cambridge, MA 02139

Dear Councillor Duehay:

At a recent public hearing on Wednesday, April 11, 1990 before the City Council Ordinance Committee, a letter from Polaroid Corporation was read in opposition to approval at this time of the proposed Traffic Mitigation and Parking Supply Restrictions Ordinance. Copies of the letter dated April 4, 1990 and signed by Eric V. Benson, Senior Manager, Corporate Real Estate, were then distributed to the Councillors.

I understand that the authority of the person signing the letter to represent the Company was questioned.

Within our corporate structure, it is the responsibility of our Corporate Real Estate group to advise senior management, to do planning studies, to make proposals for acquisition of specific properties, and to purchase properties which have been first justified and approved. It is part of this group's overall charter to create and preserve opportunities for the Company to meet its future projected space needs. Its duties include ensuring that the necessary zoning will be in place to accommodate our future plans and that the zoning can be counted upon to remain stable for a long enough period to ensure completion of a program, once commenced.

Polaroid has been a corporate citizen of Cambridge for over 50 years. Cambridge remains the current location of our Worldwide Corporate Headquarters.

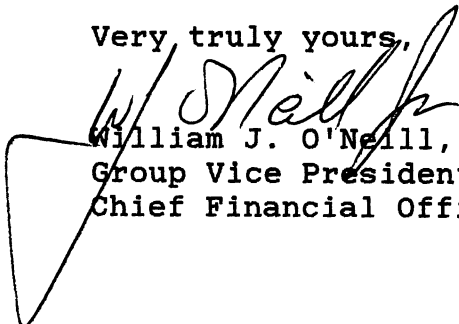
When zoning petitions, which can have a serious potential impact on our business come before the Council, we feel obligated to make our concerns known and to suggest alternatives which can be considered. This was the thrust of Mr. Benson's letter.

Our interpretation of the proposed Traffic Mitigation Ordinance would suggest a reduction of 300 or more car parking spaces from our projected future requirements. In addition, we do not know at this time the potential impact of changes in the administration of the Parking Freeze on our present or future parking support. We are concerned that the two forms of parking restriction may be additive.

Although we recognize that many of the recent zoning proposals dealing with parking or other matters are well meaning, each in its own way has the potential to reduce the viability of studies we have undertaken to determine whether or not our future requirements for space in Cambridge can be accommodated. We don't believe that any of these proposals are meant to target Polaroid, but as an owner and user of property, we would be impacted. These proposals taken in concert raise a concern on our part that it might no longer be possible to make plans for the future with assurance that our needs can be adequately met.

In conclusion, let me assure you and the Council that either Mr. Benson or Mr. Hathorne of the Corporate Real Estate group, which is one of the areas under my responsibility, is acting with my knowledge, authorization, and support and may be considered to be representing the Company on these matters.

Very truly yours,



William J. O'Neill, Jr.  
Group Vice President,  
Chief Financial Officer

cc:  
Members, City Council Ordinance Committee

R.W. Healy, City Manager  
M.H. Rosenberg, Assistant City Manager for  
Community Development  
P. Dietrich, Chairman, Planning Board

I.M. Booth, President and CEO  
G.R. Brown, Jr. Vice President and Treasurer  
E.V. Benson, Senior Manager, Corporate Real Estate  
G.L. Hathorne, Manager, Acquisitions & Properties,  
Corporate Real Estate

WON/jr

Polaroid Corporation  
Cambridge, Massachusetts 02139

April 4, 1990

**Polaroid**

Committee on Ordinances  
Cambridge City Council  
Cambridge City Hall  
Cambridge, MA 02139

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Some of the Polaroid occupied buildings in the Industry B area are older buildings which were built before the automobile became the primary means of transportation. Of necessity, in the late 1960's and early 1970's, employees were parking in the adjacent residential areas of Neighborhood 4. This led to conflicts with the neighborhood and so, when opportunities became available for Polaroid to acquire properties within the Industry B area, it did so, demolished the buildings, created surface parking lots there, and vacated both its scattered parking lots and on-street parking in Neighborhood 4. In doing so, the Company was able to make these scattered lots available to the City for reuse.

Our experience from that time leads us to believe that our neighbors would prefer that we always have enough parking to avoid our employees seeking spaces on residential streets, and that providing enough parking to meet our employees' needs makes us a better and more responsible neighbor. We oppose the proposed ordinance because it would limit our parking in the future and put us back into a position of potential conflict with the neighborhood.

#### TRAFFIC AND PARKING CHARACTERISTICS OF THE INDUSTRY B AREA

We also oppose the proposed ordinance because it links traffic generation to parking supply in a way which we have found not to be borne out in the Industry B district. Between the time the proposed ordinance was first introduced last year and now, we and other landowners in the Industry B study area have, in consultation with the Community Development Department (CDD), produced a study of existing traffic conditions in that area which was submitted to the CDD and the Planning Board in December, 1989. This

study demonstrates that our peak hour traffic generation rates are lower than in other parts of the City even though our parking supply is not limited and we are less well served by rapid transit. We have achieved this level of traffic mitigation through having flexible hours and staggered work shifts, each of which depends on having ample parking available. We feel that we and other large employers should be free to employ these mitigation efforts without diminishment of our parking supply as would be the case under the proposed ordinance.

We would add that our studies indicate to us that we are generally on the right track with our operating patterns and parking policies. As we proceed with our rezoning proposal, we expect to refine and improve them even more. We ask that you allow us to continue our work with the other Industry B Landowners in bringing to you in the future, a comprehensive rezoning package for the Industry B area which will deal with traffic issues. In the meantime, we respectfully request that, if you do not decide to defer enactment of the proposed ordinance as we request above, you recommend that the Industry B area now under study be excluded from the area covered by the proposed ordinance.

Thank you for considering our views.

Very truly yours,

POLAROID CORPORATION



Eric V. Benson

Senior Manager

Corporate Real Estate

cc:

Robert W. Healy, City Manager

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Richard E. Hangen  
Vanasse, Hangen, Brustlin, Inc.

Industry B Landowners

/jr  
10A

1.

COMMUNICATIONS & REPORTS FROM CITY  
OFFICERS

Comm. from Councillor Duehay, Chairman,  
Committee on Ordinances, transmitting a  
community received from the Polaroid  
Corp. regarding the proposed amendment  
to the Zoning Ordinances on Traffic  
Mitigation and Parking Supply Restrictions.

In City Council,

May 7, 1990

*Referred to the  
petition*

FILED BY  
OFFICE OF CITY CLERK  
1990 JUN 14 PM 2:35  
**CAMBRIDGE CHAMBER OF COMMERCE**  
CAMBRIDGE MA.

June 14, 1990

To: The Honorable City Council  
City Hall, Cambridge, MA 02139  
Re: Proposed Zoning Ordinance on Traffic  
Mitigation and Parking Supply Restrictions

Dear Members of the Council:

At the regular City Council meeting on June 4, 1990 an order was filed by Councillor Walsh to establish a Blue Ribbon Committee to form a traffic strategy for the City. The order was embraced by several councillors as providing an opportunity for the business community's concerns to be addressed.

Councillor Walsh's original order suggested that the Committee report to the Council by September 24, 1990, a date we considered extremely tight given the difficulty of scheduling meetings for committee members during the summer.

However, as the Council meeting evolved, an amended order was approved and the date by which the Committee was to complete its work and report to the Council was moved back to June 25, 1990; a practical impossibility if the Committee's comments and recommendations are to be credible.

We appreciate the Council's support for the formation of a Blue Ribbon Committee. There are a number of problems in the City that have been and are being addressed by partnerships between the public and private sectors. Those who would be most affected by the proposed ordinance would like an opportunity to first try this approach to addressing the City's traffic problems. We believe that this Committee, established by the Council, will help create an environment in which such cooperation can occur.

We would like to suggest the following way of proceeding:

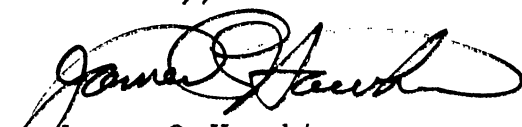
1. That the proposed ordinance, "Traffic Mitigation and Parking Supply Restrictions", not be enacted at this time.
2. That the Council continue with the selection of the Blue Ribbon Committee and enlarge the proposed membership to include representatives from both Harvard and MIT, several major employers, and owners of major multi-tenant complexes. These entities represent a large base of employees and commuters and if ways can be found to obtain their cooperation in coordinated efforts to mitigate traffic, the impact can be noticeable.


3. That the Council provide a reasonable time period for the Committee to do its work including taking testimony from traffic and transportation experts and other relevant professionals. In our view, six months from the date that the Committee is operational would be a reasonable goal. Given the regional slowdown in the economy and development activities, there is no reason not to take the time needed to proceed in a thoughtful and deliberative manner.
4. That the Committee have a broad charge to review and report back to the Council on traffic issues affecting the City. Among the points to be covered would be the following:
  - a) identify sources of increased traffic, e.g.,
    - new development in Cambridge,
    - growth of vehicle registrations for Cambridge residents, and
    - regional growth factors impacting Cambridge.
  - b) review existing plans to improve traffic flow in the City and opportunities for further improvement.
  - c) review adequacy of public transportation to the City and within the City and potential for additional ridership.
  - d) review status of plans to improve public transportation to and within the city.
  - e) review opportunities to implement cooperative private transportation systems; identify and address regulatory impediments.
  - f) review the City's Commuter Mobility Program and the additional transportation options which it suggests.
  - g) identify initiatives which the Council could take to expedite or facilitate items b,d,e.

We are hopeful that the public exposure which such a Committee will give to these problems, aided by the resources of the Community Development Department and participation by the business community will provide some positive initiatives for dealing with the City's present and future traffic problems.

This letter was authorized by the unanimous vote of the Board of Directors of the Cambridge Chamber of Commerce on June 13, 1990.

Sincerely,

  
James C. Hawkins,  
President

  
Daniel C. Crane, Chair,  
Government and Community

7.

Comm. from the Chamber of Commerce  
in support of the formation of a Blue  
Ribbon Committee on the Traffic  
Mitigation and Parking Supply Restriction  
Ordinance.

In City Council,

June 25, 1990

*Referred to the  
Petition*

HARVARD UNIVERSITY

OFFICE OF GOVERNMENT, COMMUNITY  
AND PUBLIC AFFAIRS

RECEIVED BY  
OFFICE OF CITY CLERK

1990 JUN 13 AM 10:34

CAMBRIDGE MA.

2 GARDEN STREET  
CAMBRIDGE, MASSACHUSETTS 02138  
617-495-4955

June 12, 1990

Joseph E. Connarton  
City Clerk  
City of Cambridge  
795 Massachusetts Avenue  
Cambridge, Massachusetts 02139

Re: Petition to create a New Section 11.400 - Traffic Mitigation and Parking  
Supply Restrictions

Dear Mr. Connarton:

On May 18, 1990 Harvard University filed a protest pursuant to  
Massachusetts General Laws Chapter 40A, Section 5 regarding the  
proposed traffic mitigation and parking supply restrictions. We have since  
discovered that there was a typographical error in the square footage listed  
in the list of Harvard owned property attached to the letter. I am enclosing  
a corrected listing.

I apologize for the error. Please give me a call if you have any questions.

Sincerely,



Marilyn Lyng O'Connell  
Director of Community Relations

Enclosure

RECEIVED BY  
OFFICE OF CITY CLERK

1990 MAY 21 AM 8:39

**CAMBRIDGE CHAMBER OF COMMERCE**  
CAMBRIDGE MA.

May 14, 1990

To: The Honorable City Council  
City Hall,  
Cambridge, MA 02139

Re: Proposed Zoning Ordinance on Traffic  
Mitigation and Parking Supply Restrictions

Dear Members of the Council:

I am writing to inform you that there is a great deal of confusion, concern, and lack of understanding on the part of the business community regarding the proposed traffic mitigation ordinance. The unresolved parking freeze issue which, to my understanding, is still being negotiated creates further confusion and uncertainty.

At its meeting on May 9, 1990, the Board of Directors of the Chamber of Commerce voted unanimously to oppose the ordinance as written and to recommend more study of the issue.

I would like to communicate to you some of the concerns of the business community; to urge you to put aside the current ordinance and to establish a Blue Ribbon Committee to form a traffic strategy for the City.

What are the concerns?

- There is widespread feeling that the ordinance is not the product of a cooperative problem solving effort between the City, residents and the business community. The greater the agreement that can be achieved the greater the likelihood for successful implementation and compliance.  
This Council has stated its concern and commitment to process and cooperation. Delaying passage of this ordinance would provide an opportunity to re-enforce that commitment.
- There is concern about equity. The emphasis on new developments jeopardizes long standing plans of some organizations by focusing on new developments. The Cambridge Family Y communicated this point earlier in a letter to the Planning Board.

- The ordinance will place many Cambridge businesses in a competitive disadvantage with businesses in neighboring communities. Mitre Corporation and Lincoln Labs are able to provide sufficient space and thus attract scientists and engineers who might otherwise work in Cambridge and contribute to the city's financial well being.
- Mostly, the ordinance does not address the problems of traffic traveling through the city to reach other destinations or the significant increase in the use of automobiles by Cambridge residents, students and others. Further, it is unclear as to whether the ordinance is addressing the question of air quality or congestion relief. Without clear goals and a comprehensive strategy it will be difficult to achieve the desired results or measure the effectiveness of this ordinance.

It is not the Chamber's intention to complicate an already complex problem. However, it is our responsibility to bring to your attention the concerns of the business community as they have been expressed. The Chamber seeks a partnership of understanding between you, the City's representatives, the business community, and the residents in the same way that the Chamber and member businesses have been working for such a partnership on other concerns including education and youth employment.

Members of the business community support your efforts to reduce pollution and traffic congestion but believe that this ordinance is not the right answer.

We urge you to set aside this ordinance as now construed and to establish a Blue Ribbon Committee as recommended by the Polaroid Corporation in their letter to the Planning Board dated March 20, 1990. (This recommendation was also sent to the City Council.) Polaroid's recommendation, which the Chamber supports, is to "examine the full range of traffic issues, not only those that relate to future development." Further, they call for a "city-wide organized effort to engage major landowners, employers and residents in pursuing voluntary measures to address traffic problems."

We are confident that a positive response to this recommendation will produce widespread support, involvement, and constructive results.

Sincerely,

R. D. Lewis, Exec. v.p.,  
for the Cambridge Chamber of Commerce



CITY OF CAMBRIDGE  
COMMUNITY DEVELOPMENT DEPARTMENT  
City Hall Annex - Inman & Broadway - Cambridge, Mass. 02139

498-9034

To: Joseph E. Connarton  
City Clerk

From: Michael H. Rosenberg *MHR*  
Assistant City Manager for Community Development

Subject: Proposed Traffic Mitigation Zoning

Date: April 5, 1990

Enclosed are 15 copies of both the proposed zoning text and the guidelines for preparing and submitting the companion Traffic Analysis and Mitigation Report. Both these documents have slight working changes which I feel will help clarify ambiguities contained in the original versions filed by Councilor Duehay. In addition to these suggested text changes, several appendices have been added to help the reader understand the mechanics of the process.

Please distribute these documents to the City Council before the public hearing to be held next Wednesday.

*Thanks!*

RE:jcm

Enclosure

Record of change  
from Councilor Duchay's  
Submitted text of  
2/26/90

TRAFFIC MITIGATION ZONING

Proposed Text for  
Amending the Cambridge Zoning Ordinance

2/7/90

February 7, 1990

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 most recent Massachusetts State Implementation Plan for Ozone and Carbon Monoxide reduction.

11.402 APPLICABILITY

and Section 17.10  
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.

, or any increase in the amount of existing parking accessory to any building meeting the aforementioned size and use thresholds,

, or in the case of increases in the amount of existing accessory parking only when the minimum amount required is exceeded.

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 legal 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~~.

*day*

11.405 MAXIMUM ALLOWED PARKING SPACES

Notwithstanding the provisions of Section 6.30 - Parking Quantity Requirements, 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:

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

- 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.

The Committee on Ordinances reconvened the public hearing scheduled for Wednesday, April 4, 1990 beginning at 8:40 p.m. in the Sullivan Chamber on Wednesday, April 11, 1990 beginning at 8:59 p.m. in the Sullivan Chamber.

Councillor Francis H. Duchay, Chair of the above referenced Committee, called the hearing to order and introduced those attending:

- Councillor Jonathan S. Myers, Councillor Sheila T. Russell
- Councillor William H. Walsh, Councillor Timothy J. Toomey, Jr.
- Mr. Michael Rosenberg, Assistant City Manager for Community Development
- Mr. Richard Easter, Chief Project Planner
- Ms. Susan Goldwite, Commuter Mobility Coordinator
- and Mr. John E. Flynn, Deputy City Clerk.

At the conclusion of the introductions, the Chair stated the purpose of this date's proceedings was to discuss a petition of the City Council to amend the text of the zoning ordinance by adding a new section 11.400 <sup>ENTITLED:</sup> - Traffic Mitigation and Parking Supply Restrictions.

At this time the Committee heard from Mr. Rosenberg, who highlighted the purpose, objectives and process that was employed by the Planning Board and Community Development Department in the Drafting of and recommending of this

Petition for consideration by the City Council. Mr. Rosenberg stated that the major negative impact of development is traffic. He further stated that the approach taken was a reasonable one in an effort to reduce traffic and air quality impact from new developments.

In continuing the presentation Mr. Rosenberg stated the applicability of the proposed amendment was for 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, or any increase in the amount of existing parking accessory to any building meeting the aforementioned size & use thresholds. shall be permitted only upon issuance of a Special Permit from the Planning Board, subject to ~~to~~ this new section when differing from Section 6.06 - <sup>INITIALS</sup> Schedule of Parking and loading requirements. (Article 14.000 - Cambridge Center; Article 15.000 - University Park, Article 16.000 - North Point; and, Section 17.10 - Monsignor O'Brien Highway are exempted from this amendment)

The proposal was crafted upon completion of surveys that were <sup>taken</sup> on existing developments in the

Lechmere, Alewife and Harvard Square Areas to determine traffic generation levels by Locale. These surveys allowed for the capping of the amount of traffic to be generated to be extrapolated across the city. Basically the further away from the Harvard Square area the more traffic to be generated is allowed by mitigation.

Mr. Easter highlighted to the Committee the incentives that was included in this proposed amendment for provision of on-site day care.

Ms. Goldwitz commented on the successes that have been realized through the Connector Mobility Program. To date over 20,000 commuters in the City of Cambridge are directly involved and active in this program. Some traffic mitigation techniques include but are not limited to: "T" pass sales and subsidies; car and van pools; private shuttles; and Flex time, etc.

At this time the Chair requested if any member of the public wished to speak in favor of the proposed amendment.

No member of the public came forward.

At this time the Chair requested if any

Member of the public wished to speak in opposition to the proposed amendment.

At this time Adam N. Weissenberg, Esquire read into the record a communication from Mr. Eric V. Benson, Senior Manager Corporate Real Estate, Polaroid Corporation, stating the opposition of the firm to the proposed amendment and recommended the formation of a Blue Ribbon Committee on Traffic Concern. (Attached is said communication).

Councillor Walsh moved the petition to the full City Council without recommendation.  
The motion carried.

The hearing was adjourned at 9:32 p.m.

For the Committee  
FHD

Councillor FHD, Chair.

TRAFFIC MITIGATION ZONING  
Proposed Text for  
Amending the Cambridge Zoning Ordinance

2/7/90

February 7, 1990

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:

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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 most recent Massachusetts State Implementation Plan for Ozone and Carbon Monoxide reduction.

11.402 APPLICABILITY

With the exception of developments authorized in Article 14.000, Article 15.00, Article 16.00 and Section 17.10 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)), or any increase in the amount of existing parking accessory to any building meeting the aforementioned size and use thresholds, 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, or in the case of increases in the amount of existing accessory parking only when the minimum amount required is exceeded.

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.

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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.

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$$\text{Maximum Allowed Parking Spaces} = \frac{\text{A.M. Peak Hour Vehicle Arrivals needing parking}}{\text{divided by the Percent Employees Arriving During A.M. Peak Hour}}$$

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

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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.

*Record of Change  
from Councilor Duchay's  
Submitted Text of 2/26/90*

**TRAFFIC ANALYSIS AND MITIGATION REPORT**

**Guidelines for  
Preparation and Submission**

**City of Cambridge**

**2/15/90**

## 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

Due to the recent development boom 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 any 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, <sup>any increase in the amount of parking</sup> 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 of 50,000 gross square feet or more, 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 a process approved by MEPA for Environmental Impact Reports, currently the 1985 Highway Capacity Manual, Special Report 209, 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 revised 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 employee 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.

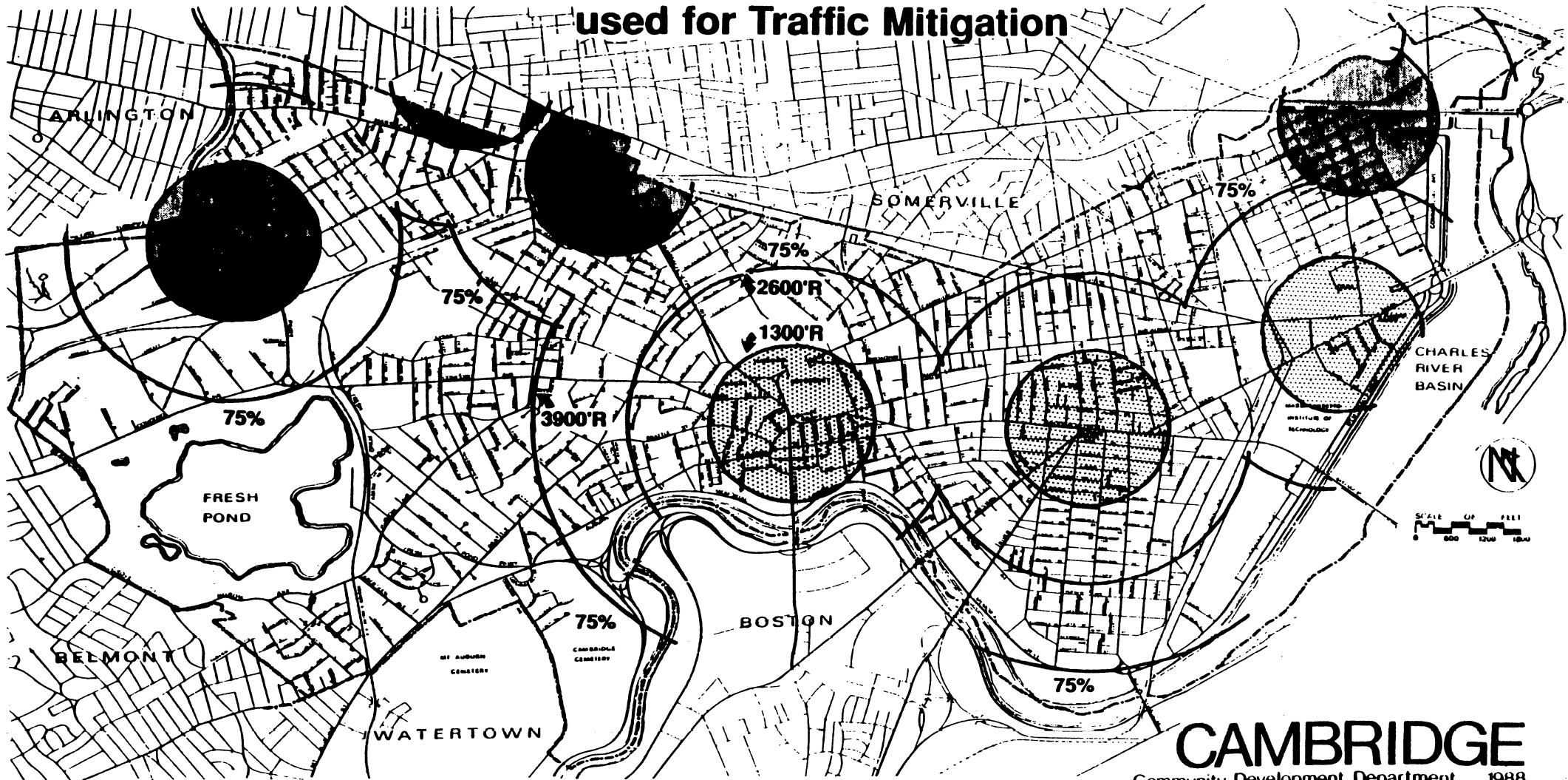
For Retail uses and Hotels and Motels, the number of vehicle trips generated by the proposed project shall be limited to rates which are 75 percent of the latest ITE rates.



- Streets  
 - existing  
 buildings  
 - Lech  
 - Alew.  
 - Harvard Sq.

Traffic  
 Generation  
 Location

3 Districts.  
 - Cap Amt  
 of Traffic  
 Generated.  
 - away Harvard  
 more Traffic  
 Traffic Mitigation

# 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.

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

This section 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

This section 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 that require parking 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 seeking parking is divided by 0.45 to produce the allowed number of spaces. (See appendix A for example calculations.) 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, certified by a professional engineer registered in Massachusetts, 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.

APPENDIX A

Sample Calculations

*All Appendices were added  
to the Document*

APPENDIX "A"

Example of Traffic Mitigation Calculations  
Trip Generation and Parking (AM Peak Hour)

1,000,000 and 100,000 square foot office  
Developments within 1,300 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 trips/1,000 sf \*)  
= 0.825  
Rate for 100,000 Project = 0.55 (2.0 trips/1,000 sf \*)  
= 1.100

From ITE Data, 74% of Trips need parking  
From ITE Date, 45% of Employees arrive in Peak

Maximum Vehicle Trips:

For 1,000,000 sf Development; 1,000 (0.825) = 825 Trips  
For 100,000 sf Development; 100 (1.100) = 110 Trips

Maximum Parking equals AM Peak Vehicle Trip (% need Parking)  
% Employees Arrive in Peak Hour

For 1,000,000 sf Development;  $\frac{825 (0.74)}{0.45} = 1,357$  spaces  
= 1.4 spaces/1,000 sf

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

\*Base ITE Trip Generation Rate

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

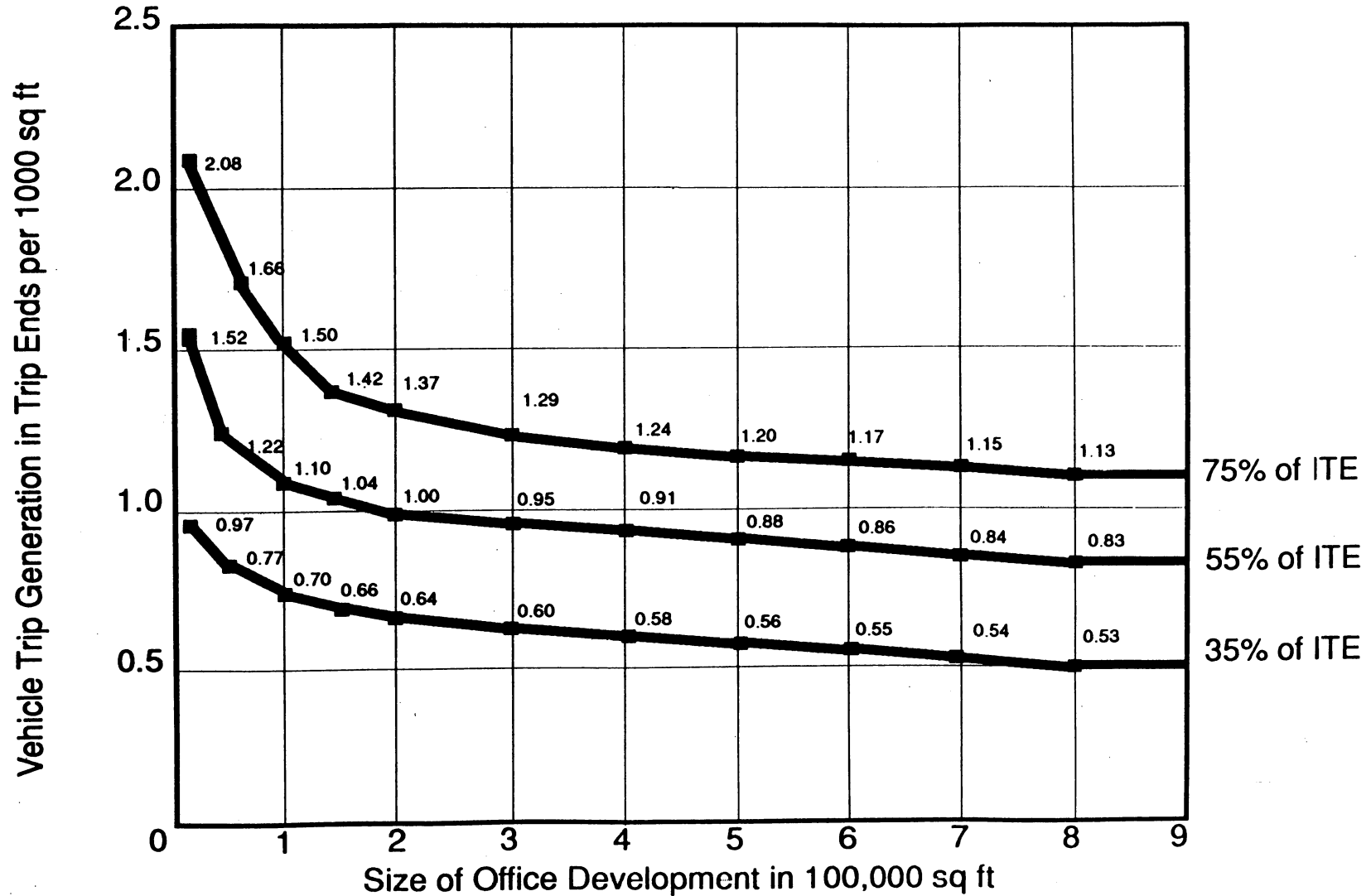
Gross Square Feet (Thousands)	Average Weekday Vehicle Trip Ends		A.M. Peak Hour (1 Hour Between 7-9 A.M.)		P.M. Peak Hour (1 Hour Between 4-6 P.M.)	
	Rate	Volume	Rate	Volume	Rate	Volume
10	24.39	244	2.77	28	2.91	29
50	16.31	816	2.21	110	2.21	110
100	13.72	1372	2.00	200	1.97	197
150	12.40	1860	1.89	284	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

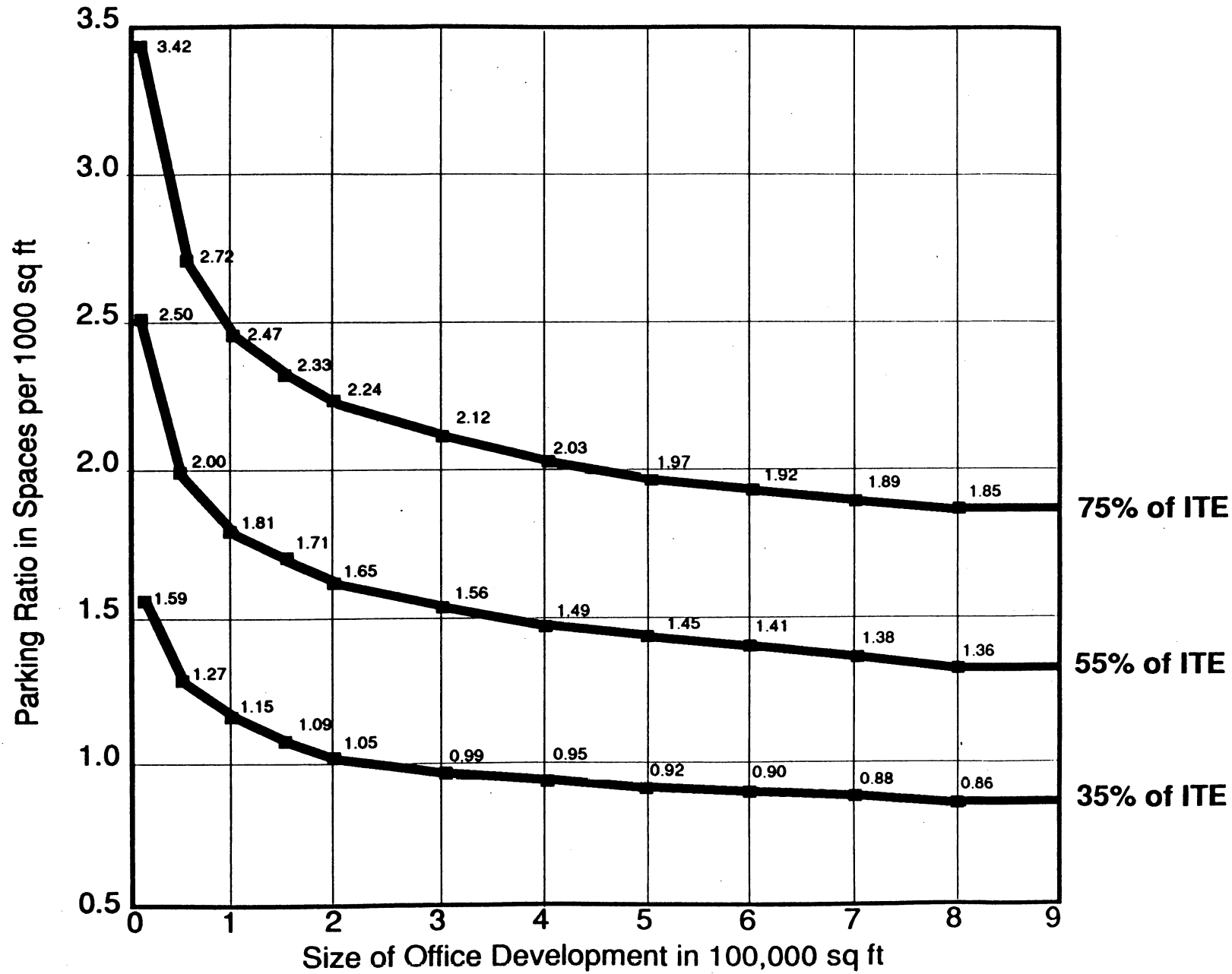
**Table 2**  
**General Office Building Trip Generation**  
**Vehicle Trip Ends (Two-Way Volume)**  
Independent Variable—Trips per Employee

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	

**Maximum Vehicle Trip Generation Rates  
in Trip Ends per 1000 sq ft  
for General Office Uses Allowed under  
Cambridge Traffic Mitigation Zoning**



# Maximum Parking Ratios in Spaces per 1000 sq ft for General Office Uses Allowed under Cambridge Traffic Mitigation Zoning



APPENDIX B  
Schedule of Parking Requirements  
from  
Article 6 - Cambridge Zoning Ordinance

**Schedule of Parking and Loading Requirements**

Land Use Category	Open Space Res A-1, A-2 Res B	Res. C, C-1		Bus. C, C-1		Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
		Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)			
<b>6.361 Residential Uses</b>								
a. Detached dwelling occupied by not more than one family	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.		n/a
b. Two family dwelling	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.		n/a
c. Existing one-family detached dwelling converted for two families	1 per d.u.	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>		n/a
d. Townhouse development <sup>2</sup>	1 per d.u. <sup>3</sup>	1 per d.u. <sup>3</sup>	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.		n/a
e. Elderly oriented housing, elderly oriented congregate housing	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>		n/a
f. Existing dwelling converted for elderly oriented congregate housing	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>		n/a
g. Multi-family dwelling	n/a	1 per d.u. <sup>3</sup>	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.		n/a
h. Existing dwelling converted for more than two families	n/a	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>		n/a
i. Transient and non-family accommodations (6/22/81)								
1. Tourist house in an existing dwelling	n/a	1 per d.u. + 1 per 4 gst rms	1 per d.u. + 1 per 4 gst rms	1 per d.u. + 1 per 4 gst rms	1 per d.u. + 1 per 4 gst rms	1 per d.u. + 1 per 4 gst rms		n/a
2. Hotel	n/a	1 per 2 sleeping rooms <sup>5</sup>	1 per 2 sleeping rooms <sup>5</sup>	1 per 2 sleeping rooms <sup>5</sup>	1 per 2 sleeping rooms <sup>5</sup>	1 per 2 sleeping rooms <sup>5</sup>		E
3. Motel	n/a	1 per motel unit <sup>6</sup>	1 per motel unit <sup>6</sup>	1 per motel unit <sup>6</sup>	1 per motel unit <sup>6</sup>	1 per motel unit <sup>6</sup>		E
4. Lodging House	n/a	1 per 4 bedrooms + one	1 per 4 bedrooms + one	1 per 4 bedrooms + one	1 per 4 bedrooms + one	1 per 4 bedrooms + one		E
<b>Land Use Category</b>								
<b>6.361 Residential Uses (continued)</b>								
j. Trailer park or mobile home park	n/a	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	n/a		n/a

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
<b>6.362 Transportation, Communication &amp; Utility Uses</b>								
a. Bus or railroad passenger station	n/a	1 per 300 sq ft.		1 per 500 sq. ft.		1 per 900 sq. ft.		n/a
b. Automobile parking lot or parking garage for private passenger cars	n/a	n/a		n/a		n/a		n/a
c. Railroad freight terminal, railroad yards and shops	n/a	n/a		n/a		1 per 2400 sq. ft.		A
d. Truck or bus terminal, yard or building for storage or servicing of trucks, trailers or buses, parking lot for trucks	n/a	n/a		1 per 2000 sq. ft.		1 per 2400 sq. ft.		A
e. Radio and television transmission station, including towers	n/a	1 per 600 sq. ft. of office space		1 per 800 sq. ft. of office space		1 per 1000 sq. ft. of office space		A
f. Radio and television studio	n/a	1 per 600 sq. ft.		1 per 800 sq. ft.		1 per 1000 sq. ft.		D
g. Telephone exchange, transformer station, substation, gas regulator, or pumping station	n/a <sup>a</sup>	1 per 600 sq. ft. of office space		1 per 800 sq. ft. of office space		1 per 1000 sq. ft. of office space		A
<b>6.363 Institutional Uses</b>								
<b>a. Religious Purposes</b>								
1. Place of worship	1 per 5 seats or 100 sq. ft. of public floor area <sup>a</sup>	1 per 8 seats or 100 sq. ft. of public floor area <sup>a</sup>		1 per 15 seats or 300 sq. ft. of public floor area <sup>a</sup>		1 per 20 seats or 400 sq. ft. of public floor area <sup>a</sup>		F
2. Rectory, parsonage	1 per dwelling unit	1 per dwelling unit		1 per dwelling unit		1 per dwelling unit		n/a
3. Convent, monastery	1 per 4 sleeping rooms	1 per 4 sleeping rooms		1 per 4 sleeping rooms		1 per 4 sleeping rooms		n/a
4. Social or recreation center	1 per 1000 sq. ft.	1 per 1000 sq. ft.		1 per 1500 sq. ft.		1 per 2000 sq. ft.		F
5. Other use with religious purposes	1 per 1000 sq. ft.	1 per 1000 sq. ft.		1 per 1500 sq. ft.		1 per 2000 sq. ft.		F
<b>b. Educational Purposes</b>								
1. Pre-school, day care center, kindergarten	3 per 2 instructional rooms, or 1 per 5 seats in the main auditorium, whichever is greater							F
2. Primary School	3 per 2 instructional rooms, or 1 per 5 seats in the main auditorium, whichever is greater							F
3. Secondary School	5 per instructional room or 1 per 5 seats in the main auditorium, whichever is greater							F

	Open Space Res A-1, A-2 Res B	Res. C. C-1 Off 1 Bus A (Comm) Bus A-1, A-2 Ind A-1 Ind C	Bus. C. C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
4. College or university athletic facility, auditorium, theater or similar facility, any of which is customarily accessible to the general public on a paid admission fee or other basis.	n/a	1 per 5 seats or 100 sq. ft. public floor area	1 per 15 seats or 300 sq. ft. public floor area	1 per 20 seats or 400 sq. ft. public floor area			F
5. College or university laboratory or research facility customarily involving radioactive materials and other controlled substances, high intensity electromagnetic radiation or chemical or biological processes which could entail a high level of danger to the public health.	n/a	1 per 600 sq. ft. 1 per 300 sq. ft.	1 per 1000 sq. ft. 1 per 500 sq. ft.	1 per 1800 sq. ft. 1 per 1200 sq. ft.			F
6. Other college or university facility							
(a) Dining halls, canteens and similar eating facilities	1 per 20 seats	1 per 20 seats	1 per 40 seats	1 per 60 seats			E
(b) Administrative faculty and staff offices, teaching facilities, libraries, museums, service facilities and facilities not specified in 6.363-4, 5, or 8.	1 per 600 sq. ft.- 1 per 300 sq. ft.	1 per 600 sq. ft.- 1 per 300 sq. ft.	1 per 1000 sq. ft.- 1 per 500 sq. ft.	1 per 1800 sq. ft.- 1 per 1200 sq. ft.			F
7. Vocational or other schools	n/a	6 per instructional room	6 per instructional room	6 per instructional room			F
8. Group residential and related facilities							
(a) Dormitories	n/a	1 per 4 beds + 1	1 per 8 beds + 1	1 per 8 beds + 1			E
(b) Fraternities and sororities	n/a	1 per 2 beds	1 per 4 beds	1 per 4 beds			E
<b>c. Non-Commercial Research Facilities</b>							
1. Laboratory or other research facility customarily involving research with radioactive materials, controlled substances, radiation or chemical or							

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
biological processes potentially entailing a high level of danger to the public health and safety	n/a	1 per 600 sq. ft. - 1 per 300 sq. ft.		1 per 800 sq. ft. - 1 per 400 sq. ft.		1 per 1000 sq. ft. - 1 per 670 sq. ft.		F
2. Private library, or study center	1 per 300 sq. ft.	1 per 300 sq. ft.		1 per 600 sq. ft.		1 per 1200 sq. ft.		F
3. Other Non-Commercial Research facilities	n/a	1 per 600 sq. ft. - 1 per 300 sq. ft.		1 per 800 sq. ft. - 1 per 400 sq. ft.		1 per 1000 sq. ft. - 1 per 670 sq. ft.		F
<b>d. Health Care Facilities</b>								
1. Hospital	n/a	1 per 3 beds plus 1 per emergency or outpatient examining table, bed or facility		1 per 4 beds plus 1 per emergency or outpatient examining table, bed or facility		1 per 5 beds plus 1 per emergency or outpatient examining table, bed or facility		E
2. Infirmary	n/a	1 per 6 beds		1 per 8 beds		1 per 10 beds		E
3. Nursing home, convalescent home	n/a	1 per 6 beds		1 per 8 beds		1 per 10 beds		E
4. Clinic not affiliated with any other institution	n/a	1 per 300 sq. ft.		1 per 400 sq. ft.		1 per 500 sq. ft.		E
5. Clinic affiliated with a hospital or accredited university medical school	n/a	1 per 300 sq. ft.		1 per 400 sq. ft.		1 per 500 sq. ft.		E
6. Clinic connected to a community center	1 per 300 sq. ft.	1 per 300 sq. ft.		1 per 400 sq. ft.		1 per 500 sq. ft.		E
7. Other health care facilities	n/a	1 per 300 sq. ft.		1 per 400 sq. ft.		1 per 500 sq. ft.		E
<b>e. Social Service Facilities</b>								
1. Social service center	1 per 600 sq. ft.	1 per 600 sq. ft.		1 per 1000 sq. ft.		1 per 1800 sq. ft.		F
2. Community center	1 per 600 sq. ft.	1 per 600 sq. ft.		1 per 1000 sq. ft.		1 per 1800 sq. ft.		F
3. Community Residence	n/a*	n/a*		n/a*		n/a*		E
4. Personal Care Lodging House	n/a	n/a*		n/a*		n/a*		E
<b>f. Local government</b>								
1. Administrative office	n/a	1 per 600 sq. ft. - 1 per 300 sq. ft.		1 per 800 sq. ft. - 1 per 400 sq. ft.		1 per 1000 sq. ft. - 1 per 670 sq. ft.		F

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
2. Fire or police station	2 per engine company for fire; 1 per 600 sq. ft.- 1 per 300 sq. ft. for police	2 per engine company for fire; 1 per 600 sq. ft.- 1 per 300 sq. ft. for police		2 per engine company for fire; 1 per 800 sq. ft.- 1 per 400 sq. ft. for police		2 per engine company for fire; 1 per 1000 sq. ft.- 1 per 670 sq. ft. for police		n/a
3. Library or museum	1 per 600 sq. ft.	1 per 600 sq. ft.		1 per 1000 sq. ft.		1 per 1800 sq. ft.		F
4. Municipal service facilities	1 per 2 employees	1 per 2 employees		1 per 2 employees		1 per 2 employees		A
5. Public parks, playgrounds or public recreation building	0	0		0		0		n/a
g. Other Governmental Facilities	n/a	n/a		n/a		n/a		n/a
h. Other Institutional Uses								
1. Club, lodge or other fraternal or sororal meeting facility	1 per 6 members based on maximum rated capacity	1 per 6 members based on maximum rated capacity		1 per 8 members based on maximum rated capacity		1 per 10 members based on maximum rated capacity		F
2. Museum or non-commercial gallery (including facilities for cultural and ethnic heritage appreciation)	600 sq. ft	600 sq. ft.		1000 sq. ft.		1800 sq. ft.		F
3. Cemetery	0	0		0		0		n/a
4. Other institutional use	n/a*	n/a*		n/a*		n/a*		F
<b>6.364 Office and Laboratory Use</b>								
a. Office of a physician, dentist or other medical practitioner not located in a clinic listed under subsection 4.33(d)	n/a		1 per 300 sq. ft. - 1 per 150 sq. ft.	1 per 400 sq. ft. - 1 per 200 sq. ft.		1 per 500 sq. ft. - 1 per 330 sq. ft.		F
b. Office of an accountant, attorney, or other nonmedical professional person	n/a		1 per 500 sq. ft. - 1 per 250 sq. ft.	1 per 700 sq. ft. - 1 per 350 sq. ft.		1 per 900 sq. ft. - 1 per 600 sq. ft.		F
c. Real estate, insurance or other agency office	n/a		1 per 500 sq. ft. - 1 per 250 sq. ft.	1 per 700 sq. ft. - 1 per 350 sq. ft.		1 per 900 sq. ft. - 1 per 600 sq. ft.		F
d. General office use	n/a		1 per 600 sq. ft. - 1 per 300 sq. ft.	1 per 800 sq. ft. - 1 per 400 sq. ft.		1 per 1000 sq. ft. - 1 per 670 sq. ft.		F

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2		Bus. C, C-1 Ind A Off 2 Res C-2, C-2B		Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
		Ind A-1 Ind C						
e. Bank, trust company or similar financial institution	(ground floor) n/a	1 per 400 sq. ft. - 1 per 200 sq. ft.		1 per 600 sq. ft. - 1 per 300 sq. ft.		1 per 800 sq. ft. - 1 per 530 sq. ft.		F
	(upper floor)	1 per 600 sq. ft. - 1 per 300 sq. ft.		1 per 800 sq. ft. - 1 per 400 sq. ft.		1 per 1000 sq. ft. - 1 per 670 sq. ft.		F
f. Technical office for research development, laboratory or research facility subject to the restrictions in section 4.21(m)	n/a	1 per 600 sq. ft.* 1 per 300 sq. ft.		1 per 800 sq. ft.* 1 per 400 sq. ft.		1 per 1000 sq. ft.* 1 per 670 sq. ft.		F
<b>6.365 Retail Business and Consumer Service Establishments</b>								
a. Store for retail sale of merchandise								
1) Establishment providing convenience goods <sup>12</sup>	n/a	1 per 1000 sq. ft. - 1 per 500 sq. ft.		1 per 1400 sq. ft. - 1 per 700 sq. ft.		1 per 1800 sq. ft. - 1 per 1200 sq. ft.		B
2) Other retail establishments	n/a	1 per 500 sq. ft. - 1 per 250 sq. ft.		1 per 700 sq. ft. - 1 per 500 sq. ft.		1 per 900 sq. ft. - 1 per 600 sq. ft.		B
b. Place for the manufacturing, assembly or packaging of consumer goods	n/a	1 per 800 sq. ft.		1 per 1200 sq. ft.		1 per 1600 sq. ft.		A
c. Barbershop, beauty shop, laundry and dry-cleaning pick-up agency, shoe repair, self-service laundry or other similar establishment	n/a	1 per 1000 sq. ft. - 1 per 500 sq. ft.		1 per 1400 sq. ft. - 1 per 700 sq. ft.		1 per 1800 sq. ft. - 1 per 1200 sq. ft.		D
d. Hand laundry, dry-cleaning or tailoring shop	n/a	1 per 1000 sq. ft. - 1 per 500 sq. ft.		1 per 1400 sq. ft. - 1 per 700 sq. ft.		1 per 1800 sq. ft. - 1 per 1200 sq. ft.		D
e. Lunchroom, restaurant, cafeteria	n/a	1 per 5 seats* - 1 per 2.5 seats		1 per 10 seats* - 1 per 5 seats		1 per 15 seats* - 1 per 10 seats		C
f. Establishments where alcoholic beverages are sold and consumed and where no dancing or entertainment is provided.								
1) Lunchroom, restaurant or cafeteria	n/a	1 per 5 seats* 1 per 2.5 seats		1 per 10 seats* 1 per 5 seats		1 per 15* 1 per 10 seats		C

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2		Bus. C, C-1 Ind A Off 2 Res C-2, C-2B			Ind B-1 Res C-3, C-3A	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
		Ind A-1 Ind C		Res C-2A Ind B-2 Bus A (res)	Off 3-A, 3				
2) Bar saloon, or other establishments serving alcoholic beverages but which is not licensed to prepare or serve food	n/a	1 per 5 seats <sup>a</sup> - 1 per 2.5 seats		1 per 10 seats <sup>a</sup> - 1 per 5 seats		1 per 15 seats <sup>a</sup> - 1 per 10 seats		C	
g. Bar or other establishment where alcoholic beverages are sold and consumed and where dancing and entertainment is provided. Dance hall or similar place of entertainment	n/a	1 per 5 seats - 1 per 2.5 seats		1 per 10 seats - 1 per 5 seats		1 per 15 seats - 1 per 10 seats		C	
h. Theatre or hall for public gathering	n/a	1 per 5 seats - 1 per 2.5 seats		1 per 10 seats - 1 per 5 seats		1 per 15 seats - 1 per 10 seats		F	
i. Commercial recreation	n/a	1 per 6 persons based on maximum permitted capacity		1 per 6 persons based on maximum permitted capacity		1 per persons based on maximum permitted capacity		F	
j. Mortuary, undertaking or funeral establishment	n/a	4 per chapel, parlor or reposeing room		4 per chapel, parlor or reposeing room		4 per chapel, parlor or reposeing room		F	
k. Printing shop, photographer's studio	n/a	1 per 500 sq. ft. - 1 per 250 sq. ft.		1 per 700 sq. ft. - 1 per 350 sq. ft.		1 per 900 sq. ft. - 1 per 600 sq. ft.		F	
l. Animal Services									
1. Veterinary establishment, kennel	n/a n/a	1 per 300 sq. ft. - 1 per 150 sq. ft.		1 per 400 sq. ft. - 1 per 200 sq. ft.		1 per 500 sq. ft. - 1 per 330 sq. ft.		F	
2. Pet shop or similar establishment	n/a	1 per 500 sq. ft.- 1 per 250 sq. ft.		1 per 700 sq. ft.- 1 per 350 sq. ft.		1 per 900 sq. ft.- 1 per 600 sq. ft.		F	
m. Sales place for new and used cars, vehicle rental agencies	n/a	1 per 1000 sq. ft.- 1 per 500 sq. ft.		1 per 1400 sq. ft.- 1 per 700 sq. ft.		1 per 1800 sq. ft. 1 per 1200 sq. ft.		C	
n. Office including display or sales spaces of a wholesale jobbing or similar establishment	n/a	1 per 600 sq. ft.- 1 per 300 sq. ft.		1 per 800 sq. ft.- 1 per 400 sq. ft.		1 per 1000 sq. ft.- 1 per 670 sq. ft.		C	
o. Fast Order Food Establishment	n/a	n/a <sup>a</sup>		n/a <sup>a</sup>		n/a <sup>a</sup>		C	
p. Art/Craft Studio <sup>13</sup>	n/a	1 per 1000 sq. ft.		1 per 1000 sq. ft.		1 per 1000 sq. ft.		n/a	
6.366 Open Air or Drive-In Retail and Service									
a. Sales place for flowers, garden supplies, agricultural produce conducted partly or wholly outdoors, commercial greenhouse or garden	n/a	1 per 330 sq. ft. - 1 per 170 sq. ft.		1 per 450 sq. ft. - 1 per 230 sq. ft.		1 per 600 sq. ft. - 1 per 400 sq. ft.		D	

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
b. Automobile oriented fast order food service establishments	n/a	n/a <sup>a</sup>		n/a <sup>a</sup>		n/a <sup>a</sup>		C
c. Drive-in bank and other retail or consumer service establishment where motorist does not have to leave his car	n/a	n/a <sup>a, 10</sup>		n/a <sup>a, 10</sup>		n/a <sup>a, 10</sup>		D
d. Outdoor amusement park, outdoor sports facility conducted for profit	n/a	n/a <sup>a</sup>		n/a <sup>a</sup>		n/a <sup>a</sup>		n/a
e. Open-air or drive-in theatre or other open-air place of entertainment	n/a	n/a		1 per 2000 sq. ft. of lot area		1 per 2000 sq. ft. of lot area		n/a
f. Sale of new or used cars conducted partly or wholly on open lots, or rental agency for automobiles, trailers, motorcycles, conducted partly or wholly outdoors	n/a	1 per 1000 sq. ft. of sales area		1 per 1400 sq. ft. of sales area		1 per 1800 sq. ft. of sales area		C
g. Automobile service station where no major repairs are made	n/a	2 spaces per bay but not less than 1 space <sup>10</sup>		2 spaces per bay but not less than 1 space <sup>10</sup>		2 spaces per bay but not less than 1 space <sup>10</sup>		D
h. Car washing establishment using mechanical equipment for the purpose of cleaning automobiles and other vehicles	n/a	n/a <sup>a, 10</sup>		n/a <sup>a, 10</sup>		n/a <sup>a, 10</sup>		D
i. Place for exhibition, lettering or sale of gravestones	n/a	1 per employee plus 1 per estab.		1 per employee plus 1 per estab.		1 per employee plus 1 per estab.		D
<b>6.367 Light Industry, Wholesale, Business and Storage</b>								
a. Assembly or packaging of articles	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
b. Manufacture, processing, assembly and packaging the following.								
1. Clothing, but not the manufacture of the cloth or other material of which the cloth is made	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
2. Food products, including bakery confectionery and dairy products	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
3. Drugs	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
4. Electrical, electronic and communication instruments	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
5. Engineering, laboratory and scientific instruments, temperature controls	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
6. Jewelry, insignia, emblems and badges, lapidary, scale models, dolls, costume jewelry and costume novelties	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
7. Lamp shades except of glass or metal	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
8. Leather goods, excluding footwear and saddlery	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
9. Medical and dental instruments and supplies, optical instruments and lenses	n/a	1 per 1200 sq. ft.		1 per 1500 sq. ft.		1 per 2000 sq. ft.		A
10. Paper and paperboard products	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
11. Pens and mechanical pencils	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
12. Plaster of paris or paper mache products	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
13. Office machines, including cash registers, computing machines and typewriters, scales and balances	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
14. Umbrellas, parasols and canes	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
15. Watches, clocks, watchcases, clockwork mechanisms	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
c. Bottling of beverages	n/a	1 per 1600 sq. ft.		1 per 2000 sq. ft.		1 per 2400 sq. ft.		A
d. Distribution center, parcel delivery center, delivery warehouse	n/a	1 per 1600 sq. ft.		1 per 2000 sq. ft.		1 per 2400 sq. ft.		A
e. Laundry, dry cleaning plant	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
f. Printing, binding, published and related arts and trades	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
g. Auto body or paint shop	n/a	2 per bay		2 per bay		2 per bay		A
h. Automotive repair garage	n/a	2 per bay		2 per bay		2 per bay		A
i. Food Commissary	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
j. Wholesale business and storage in roofed structure, but not including wholesale storage of flammable liquid, gas or explosives	n/a	1 per 1600 sq. ft.		1 per 2000 sq. ft.		1 per 2400 sq. ft.		A
k. Storage warehouse, cold storage plant, storage building	n/a	1 per 1600 sq. ft.		1 per 2000 sq. ft.		1 per 3000 sq. ft.		A
l. Open-lot storage of new building materials, machinery and new metals	n/a	1 per 1600 sq. ft. lot area.		1 per 2000 sq. ft. lot area		1 per 3000 sq. ft. lot area		A
m. Open-lot storage of coal, coke, sand or other similar material, or such storage in silos or hoppers	n/a	1 per 1600 sq. ft. lot area		1 per 2000 sq. ft. lot area		1 per 3000 sq. ft. lot area		A
<b>6.368 Heavy Industry</b>								
a. Dismantling or wrecking of used motor vehicles and storage or sale of dismantled, inoperative or wrecked vehicles or their parts	n/a	n/a		n/a		n/a*		A
b. Rendering or preparing of grease, tallow, fats, and oils, manufacturing of shortening, table oil, margarine and other food oils, but not including garbage, dead animals, offal or refuse reduction	n/a	n/a		n/a		1 per 2000 sq. ft.		A
c. Stone cutting, shaping, and finishing, in completely enclosed buildings	n/a	1 per 1600 sq. ft.		1 per 2000 sq. ft.		1 per 3000 sq. ft.		A
d. Textile mill, except mill for processing of jute, burlap or sisal	n/a	n/a		n/a		1 per 2000 sq. ft.		A

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
e. <b>Manufacturing, processing, assembly, packaging or other industrial operations, but the following are expressly prohibited (6/12/78)</b>	n/a		1 per 1200 sq. ft.	1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
1. <b>Acid Manufacture</b>								
2. <b>Cement, lime, gypsum manufacture</b>								
3. <b>Explosives or fireworks manufacture</b>								
4. <b>Glue manufacture</b>								
5. <b>Incineration or reduction of garbage, offal or dead animals</b>								
6. <b>Petroleum Refining</b>								
7. <b>Smelting of zinc, copper, tin or iron ores</b>								
8. <b>Stockyard or abattoir</b>								
f. <b>Open lot storage of second-hand lumber or other used building material</b>	n/a		1 per 1600 sq. ft. of lot area	1 per 2000 sq. ft. of lot area		1 per 3000 sq. ft. of lot area		n/a
g. <b>Open lot storage of junk, scrap, paper, rags, unrepaired or unclean containers or other salvage articles</b>	n/a		1 per 100 sq. ft. of lot area	1 per 2000 sq. ft. of lot area		1 per 3000 sq. ft. of lot area		n/a

***Parking Table Footnotes***

1. Required parking may be reduced if a special permit is granted by the Board of Appeals upon determination that the criteria of subsection 6.35 will be satisfied.
2. See also Section 11.16.
3. Special permit granting authority may require visitor spaces in excess of the minimum requirement.
4. The requirement for elderly oriented housing may be reduced below the requirement specified in the table but not below one space per four dwelling units.
5. Additional parking spaces shall be provided for public restaurants in excess of 2000 square feet for a hotel or motel containing up to 100 rooms, in excess of 5000 square feet for one containing between 101 rooms and 250 rooms, and 8000 square feet in one containing more than 250 rooms. The number of such spaces shall equal 50% of the requirement for such uses specified in subsection 6.365. Additional parking spaces shall also be provided for function rooms in an amount equal to 1 space per 300 square feet of floor area contained in such rooms.
6. The amount of parking required for this use shall be at the discretion of the special permit granting authority. In making its determination of required parking, the Board shall consider the size of the staff customarily occupying the premises, the nature of the client, resident, or customer population and the extent to which additional off-street parking will be detrimental to the physical character of the neighborhood.
7. The required number of spaces shall be reduced by not more than 50 percent if the place of worship is located within 500 feet of any public parking facility or any other parking facility where an equivalent number of spaces are available without charge during the time of services.
8. The requirement for areas devoted to fabrication shall be based on the parking requirement for the applicable industrial use category listed in subsections 6.367 or 6.368.
9. This requirement shall not apply to accessory employee cafeterias.
10. A queue line for 5 cars shall be provided for each window, bay, or other service providing unit. Such unit shall not block any parking spaces and shall be in addition to other applicable requirements.
11. A queue line for 3 cars or comparable loading or live parking area shall also be provided for dropping off and picking up students.
12. Providing that the establishment is located in a structure also containing non-retail uses, and that no establishment shall exceed 2,500 square feet of gross floor area.
13. In Residence C, C-1, C-2, C-2A, C-2B, C-3, C-3A Districts the amount of parking required for this use may be reduced at the discretion of the Board of Zoning Appeal in accordance with Section 4.28

APPENDIX C  
Information Requirements  
for  
Preliminary Applications

PRELIMINARY APPLICATION  
FOR  
SPECIAL PERMIT UNDER ARTICLE 11.400  
TRAFFIC MITIGATION

The following information is required from the applicant for each proposed project prior to the scheduling of an open scoping session. The work scope of the required Traffic Analysis and Mitigation Report will in part be based upon the questions and comments made by the general public. Ten black and white copies of the application shall be submitted to the Cambridge Planning Board c/o the Cambridge Community Development Department, 57 Inman Street, Cambridge, MA 02139.

A. Project Summary

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

- Project name, street address;
- 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. 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 an 8-1/2 by 11, 8-1/2 by 14, or 11 by 17 inch 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.

PUBLIC NOTICE  
RELATIVE TO ZONINGCity of Cambridge RECEIVED BY  
OFFICE OF CITY CLERK

1990 MAR 16 PM 3:39

CAMBRIDGE MA.

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, April 4, 1990 at 7:00 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 Francis H. Duehay  
Chairman

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**PUBLIC NOTICE  
RELATIVE TO ZONING  
CITY OF CAMBRIDGE  
MASSACHUSETTS**

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For the Committee,  
Councillor Francis H. Duehay  
Chairman



**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, April 4, 1990 at 7:00 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 Francis H. Duehay  
Chairman



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For the Committee  
Councillor Francis H. Dueha  
Chairman

# ANSWERS FOR ELDERLY

## There are alternatives to selling your home

Home is where the heart is. The home of a senior citizen is his or her most important possession, both financially and emotionally. The home is the source of security and comfort, the focus of familiar surroundings, and the center of support from family, friends and neighbors.

But in the face of rising expenses and/or declining health, too many seniors see the sale of their homes as the only way to meet financial obligations.

There are alternatives. Through free in-home counseling services available across the state, HOME (Homeowner Options for Massachusetts Elders) assists homeowners of low and moderate income to make informed housing decisions that will allow them to stay in their own homes.

Exactly what can HOME offer? Currently, the HOME statewide network includes a growing number of banks and trained counselors from

local non-profit agencies which can offer:

- Assistance in finding the most appropriate resources to fit individual needs;
- Free information, counseling and referral;
- Consumer protection and a helping hand through the various equity conversion options;
- Financial management.

There are a variety of ways of using the equity in your home, including refinancing options, sale and leaseback reverse mortgages, equity lines of credit, and tax deferrals. Once selected, the appropriate option can help you pay for health needs, home care, home repairs, or other needs, and the opportunity to stay in your home and retain control over your own life.

Are you eligible? You are if you are under 65, with a low or moderate income, and a

Massachusetts resident with only one residence.

*Q. When my husband entered a nursing home and I became the family banker, I found \$8,000 in credit card bills and an estimate for a new roof on our home. My only income is \$322 a month, but I do have \$10,000 in a savings account. Do I have to sell my home?*

A. HOME counselor will meet with you, review your situation, and make a plan. He may suggest that you use your savings to pay for the roof and the credit card bills in order to avoid a lien on your home. Then a HOME counselor may recommend and help you to access programs for which you are eligible, such as SSI, food stamps, fuel assistance, a tax exemption and Medicaid.

*Q. My wife and I are in our 80s. We have lived in our home for 25 years. I have to make frequent trips into*

*Boston for medical care, and our 12-year-old car has finally given out. Our income is \$740 a month, and we have two mortgages, one at 17 percent. Where can we get help?*

A. In your case, after consultation, a HOME counselor would recommend several options. One might be to combine and refinance your two mortgages at 10 percent. This would free up half of your current mortgage payments, which you could use to buy a good used car.

For more information about what HOME can do for you, write to Homeowner Options for Massachusetts Elders, 72 Mt. Auburn St., Watertown, MA 02172; or call 924-6875.

Questions for or about older people and their families should be addressed to: Information & Referral, Somerville Elder Services, P.O. Box 338, Somerville, MA 02144; or call the Intake/Referral Department at 628-8601.



**SPRING FLOWERS** — Ted Gomatos of Brattle Square Florist tends to his merchandise earlier this week. (Staff photo by Cheryl A. Miller)

# WHAT'S HAPPENING

Items for What's Happening must be submitted in writing by Friday at noon of the following week. Items should be directed to the Cambridge Chronicle, PO Box 312, 380 Summer St., Somerville, MA 02144. The column includes events in Cambridge ONLY, from the Thursday of the publication through the Thursday of the following week, if space permits.

## Thursday, Mar. 29

### LECTURES/READINGS

**LIBERATION THEOLOGY** — A reading course at the Center for Marxist Education, 550 Mass. Ave., every other Thursday, 7:30 pm, starting tonight, six sessions, \$4 per evening; readings to include Freire, Gutierrez, the Kairos Document and other material chosen by participants. For more information, call 498-5620.

**CHILDREN'S LITERATURE** — "Child's Perception of Time in Children's Literature," a lecture for parents by psychologist Diana Padgett, at Mt. Auburn/Collins Branch Library, 64 Aberdeen Ave., 8:30 pm. For more information, call 498-9085.

### MEETINGS

**INCEST SURVIVORS DISCUSSION GROUP** — 7:30-9:30 pm at the Women's Center, 46 Pleasant St. Free and open to women. Call 354-8877.

**ROTARY CLUB LUNCHEON** — 12:15 pm, with guest speakers Victor Rosenbaum, director of Longy School of Music, and Jack Megaw, assoc. director of the school; Rotary Club meets weekly at Howard Johnson's on Memorial Drive.

**AIDS FAMILY SUPPORT GROUP** — at Cambridge/Somerville Memorial Health Center, 12 Maple Ave., Cambridge, 1st and 3rd Thursdays, 7:30-9:30 pm. Call 491-0600.

### MUSIC/DANCE/DRAMA

**LONGY FACULTY SERIES** — 8 pm, with pianist Leslie Amper and guest narrator Bill Caviness, at the Longy School of Music, Edward Pickman Concert Hall, 27 Garden St., free. For more information, call 876-0956.

**CLASSICAL MUSIC AT MIT** — "Felicja Romanzak: Boston-based group with Jenn Cosart, voice; Janina Frucha, voice, harp and Susan Ward, voice, recorder, will perform at the MIT Chapel, opposite 77 Mass. Ave., 12:05 pm, free. For more information, call 253-2906.

**RUSSIA THROUGH ART AND MUSIC** — Soprano Mary Apriori, pianist Patricia Goodson and narrator Roberta Reeder will perform at the Cambridge Public Library, 449 Broadway, 7 pm, free. For more information, call 498-9030 or 497-5042.

### FOR KIDS

**SMALL WONERS** — Toddler sing-along, Thursdays, 10:30 am, Central Square Branch Library, 45 Pearl St. Call 498-9081.

**PEARL STREET KIDS** — After-school crafts and snacks for children ages 7 and up, Thursdays, 3:30 pm, Central Square Library, 45 Pearl St. For more information, call 498-9081.

### MISCELLANEOUS

**AEROBICS CLASSES** — Thurs. and Tues. 7-9 pm, \$2 per class, Cambridge Community Center, 5 Callender St. **THRIFT SHOP** — St. Bartholomew's church, every Thursday, 1-4 pm, 239 Essex St. call 354-8552.

## Friday, Mar. 30

### MUSIC/DANCE/DRAMA

**SQUARE DANCING LESSONS** — Fridays at 9:30 am, Gaily Shelter, Rindge Ave., behind the Fitzgerald School, \$1.50, new members welcome. Call 498-9039.

**NAMELESS COFFEEHOUSE** — Open every night, hosted by Faalinda Wood; performers should arrive by 7 pm to sign up, door open at 7:30 pm, music begins at 8 pm, free, at the Nameless Coffeehouse, Zero Church St., Harvard Square. For details, call 864-1630.

## Saturday, Mar. 31

### MUSIC/DANCE/DRAMA

**NAMELESS COFFEEHOUSE** — Miguel Jimenez, Bill Davis, Eric Kiburn, John Bigelow and Lorral will perform at the Nameless Coffeehouse, Zero Church St., Harvard Sq., free. For more information, call 864-1630.

**"THUMBELINA...AND MAYBE A LITTLE BIT MORE"** — A musical fantasy play for children and adults, produced by the Chekhov Theatre and Film Co., today, 1 and 7:30 pm, Lesley College, Welch Auditorium, corner of Oxford and Mellen Streets; for information and tickets, call 547-8688.

### MISCELLANEOUS

**THRIFT SHOP** — North-Prospect Church, 1803 Mass. Ave., at Porter Sq. (next to Porter Exchange), 10 am-3 pm every Sat. and Wed. For more information, call 547-1488.

**RUMMAGE SALE** — At Margaret Fuller House, 71 Cherry St., 10 am-2 pm. To raise money for teen programs. For more information, call 547-4680.

**POT ROAST DINNER** — Grace United Methodist Church, 56 Magazine St., 6 pm, \$7 donation, includes entertainment.

**BENEFIT AUCTION** — Community Works, a federation of 21 Boston area social arts groups, will hold Third Annual Auction, 6-10 pm, at Cambridge Multicultural Arts center, 41 Second St. The evening will feature both out-look and silent bidding, complimentary food and cash bar. Admission is free. For reservations and information, call 423-9555.

**STORYTELLERS IN CONCERT** — Jackson Gillman will perform at First Congregational Church, 11 Garden St. (corner of Garden and Mason, just outside Harvard Square), 8 pm. For reservations and information, call 628-5865.

## Sunday, April 1

### MEETINGS

**CAMBRIDGE HISTORICAL SOCIETY** — meets today, 3 pm, at Hopper-Lee-Nichols House, 159 Brattle St. William Sommers, commissioner of public works of Cambridge, will speak on "William Dean Howells as the Civil War Consul in Venice"; free and open to the public. For more information, call 547-4252.

### MUSIC/DANCE/DRAMA

**"THUMBELINA...AND MAYBE A LITTLE BIT MORE"** — A musical fantasy play for children and adults, produced by the Chekhov Theatre and Film Co., today 1 pm, Lesley College, Welch Auditorium, corner of Oxford and Mellen Streets; with special discount to Cambridge and Somerville residents; for information and tickets, call 547-8688.

## ISRAELI FOLK DANCING

will be held every Sunday from 8-10 pm, Harvard-Radcliffe Hill, 74 Mt. Auburn St. Beginning and intermediate teaching 8-9 pm, requests 9-10 pm. Students with ID free, others \$1.50. Call 495-4689.

**MASTERWORKS CHORALE AND ORCHESTRA** — 4 pm, performing Dvorak's setting of the Stabat Mater at Harvard University's Sanders Theatre, Kirkland and Quincy Streets, concertgoers may park free in Broadway Garage on Felton Street; for details, call 924-8073.

**LATIN DANCING PARTY** — Cultural Connections Network is sponsoring a party, "Tonto Por El Amor" — "Foot For Love" — with Latin dancers and demonstrators at Cantares, 11-15 Springfield St. (opposite Inman Square fire station), 8 pm-11 am. For information and reservations, call 864-7430.

**REVIEWS FAMILY CONCERT** — Bartholomew's Fair presents an hour-long carnival of music through the ages and around the world at Harvard University's Faina Hall (in the music building) at 2 pm. \$6 general admission; for information, call 621-0605.

### MISCELLANEOUS

**CHOCOLATE FOOT'S DAY** — Benefit tasting for Cambridge Performance Project; sample famous chocolatiers' creations at the Charles Hotel ballroom, Harvard Sq., from 1 pm-4 pm; music books, 6 pm, in the Technor Lounge, 661-5865, or information, call 498-8072.

## Monday, April 2

### LECTURES/READINGS

**POETRY READING** — New England Poetry Hub will host poets Barbara Helgott Hyatt, Nancy Donegan and Mildred Nash to celebrate their birthdays at the Technor Lounge, 661-5865, or information, call 498-8072.

**MONDAY EVENING POETRY READINGS** — Cella Gilbert, author of "Queen of Darkness" and "Bonfire," will appear at Cambridge Center for Adult Education, Blacksmith House, 86 Brattle St., 8:15 pm, admission \$2. For more information, call 547-6789.

### MEETINGS

**FREE MOTHERS' GROUP** — Meets every Monday morning from 10:30-11:45 at Cambridge Family YMCA, 620 Mass. Ave., Central Sq. To sign up or for further info, call Sue at 876-4210 or Marie at 547-4478.

**BATTERED WOMEN'S SUPPORT GROUP** — At the Women's Center, 46 Pleasant St., 7:30-9 pm. Free and open to women. Call 354-8807, for more information.

### MISCELLANEOUS

**BACKGAMMON TOURNAMENT** — Every Monday night at New England Backgammon Club, Sheraton Commander Hotel, 16 Garden St., 7 pm, for players of all levels, beginners to expert, cash prizes, free admission for spectators; newcomers welcome, parking available. For more information, call 861-7340.

## Tuesday, April 3

**ABOUT TAXATION** — Alan Tait, deputy director of fiscal affairs dept. for the International Monetary Fund and international Tax Program, will speak on "Aspects of Value Added Taxation" at Harvard Law School, Pound 201, 2:15 pm. For more information, call 495-4406.

### LECTURES/READINGS

**CHOMSKY ON CENTRAL AMERICA** — Noam Chomsky will lecture on "The 1990s: What lies ahead for Central America," at MIT, Building 26, Room 100. For more information, call Pam at the Central American Solidarity Assoc. at 492-8699.

**HAWAIIAN HIKES** — Jeffrey Trubiez will lecture on "Hiking in Hawaii" at the Cambridge Center for Adult Education, Blacksmith House, 56 Brattle St., 8:15 pm, \$1.50. Tickets available in advance. Call 547-6789.

**GENDER BIAS IN THE COURTS** — Panel discussion with Justice Ruth I. Abrams, Nancy Gertner Esq., Virginia Drachman, history professor at Tufts; and Sara Buel, third-year student at Harvard Law School; 7:30 pm, Ames Courtroom, Austin Hall, Harvard Law School. Free and open to the public. For more information, call 495-8647 or 495-4516.

**FAY WELDON READS** — Fay Weldon, author of "The Cloning of Joanna May," will read and autograph books at the Brattle Theatre in Harvard Sq. at 5:30 pm, free. For more information, call 354-5201.

### MEETINGS

**DROP-IN GROUP FOR MOTHERS WITH INFANTS AND TODDLERS** is held at Cambridge Community Center every Tuesday from 10 am-noon; 5 Callender St. Bring children and talk with other mothers. Toys, games, books and snacks will be provided. \$2 per family. Call Dawn at 547-6811.

**JOHN ALDEN TOASTMASTERS CLUB** — Learn to speak in public; guests welcome; meet 2nd and 4th Tuesdays of every month from 6-8 pm at 859 Mass. Ave., 2/F, near Central Square. Free. For more information, call Ed Melnick days at 428-9492.

**AIDS MEDITATION AND DISCUSSION** — 7:30-9:30 pm at Christ Church, Zero Garden St. (one block from Harvard Square T stop). Open to persons with AIDS, their families and friends. For more information, call 876-2000.

**AT THE WOMEN'S CENTER** — 46 Pleasant St., Women for Sobriety Weekly Support Group from 8-9:30 pm. Free. Open to women. Call 354-8807.

### MUSIC/DANCE/DRAMA

**DANCE AND MOVEMENT FOR SENIORS** — Meets every Tuesday, 1-2 pm, at Tobin School, Vassal Lane, through June 5; class is taught by Joan Green, dancer/choreographer; \$2 per class. For more information or registration, call 492-8994.

**LONGY FACULTY CONCERT** — Chris Chailat, piano, improvisation, and Joan Green, dancer/choreographer, will perform at Edward Pickman Concert Hall, 27 Garden St., free, 8 pm. For more information, call 876-0956.

### FOR KIDS

**CHILDREN'S AUTHOR** — Children's author David Heller will read from his new book "Dear God, What Religion were the Dinosaurs?" at the Mount Auburn/Collins Branch Library, 64 Aberdeen Ave., 3:30 pm.

### FILMS

**"MIRACLE WORKER"** — starring Anne Shirley and Central Square Branch Library, 45 Pearl St., free, 7 pm. For more information, call 498-9081.

### MISCELLANEOUS

**CHRIST CHURCH THRIFT SHOP** — Open Tues., Wed. and Thurs. and the first Sat. of each month, 10 am-4 pm, Christ Church, 17 Farewell Pl.

# CABLE CORNER

## CCTV's international week has telethon, Children of War

On Tuesday, April 3, at 9 pm, CCTV will show an interview with the Children of War tour currently visiting Boston. Before their visit to the Cambridge Rindge and Latin School, the group was interviewed by CCTV member Giselle Santiago. Children of War is sponsored by the National Religious Task Force. The tour brings young men from war-torn areas to speak with their peers in Boston.

The program can be seen on Channel 19 and will be repeated on Sunday, April 22 at 7 pm.

Another program of international interest will be the telethon to raise funds for Las Flores, Cambridge's sister city in El Salvador. The telethon will be live on Wednesday, April 4 from 5 to 11:30 pm. Cambridge Community TV will be showing the telethon on Channels 54, 55

and 66. The program will originate from City Cable, Channel 37, located at the main library, 449 Broadway. The telethon will provide a chance for cable subscribers to visit Las Flores through video and slides of the village. An update on the situation in Las Flores and El Salvador will be provided by a recently returned delegation. Local officials who will participate include Mayor Alice Wolf, U.S. Rep. Joseph Kennedy, state Sen. Michael Barrett, and many of the Cambridge city councilors.

The Sister City Project hopes to raise \$10,000 for food and medical supplies. Many local businesses have donated premiums to those who call in and donate during the telethon. For more information contact telethon coordinator, Carol Yourman at 492-8719.

# ON CABLE

Following is a program schedule for Cambridge Community Television channels 19, 54, 55 and 66 on	Program
7:00	54) Rai Tele-Italia
7:30	55) DSA Socialist Forum
7:30	19) Pride Time - Gay Boston Memories
8:00	55) 55 Live - New Live Weekly Series, Cambridge Residents can be on the Cable!
8:00	19) The Humanist Connection
8:00	54) Portuguese Entertainment Network
8:00	55) The Way to Wisdom
9:00	19) Cambridge Independents
9:00	54) Voice of the Arab World
<b>TUESDAY, APRIL 3</b>	
5:00	19) Generations - Elderly issues
5:00	55) Cambridge Time
5:30	19) Health Research Series
6:00	54) Aleph Network
6:00	19) Animal Rights
6:00	54) Rai Tele-Italia
6:00	19) South Africa Now
6:30	19) CEOC Flight Back
6:30	19) Ristin' to the Top
6:30	54) Tele-Keyrol
6:30	19) Harvard Presents
6:30	54) Haitian Week
<b>WEDNESDAY, APRIL 4</b>	
5:00	19) Bhagwan Shree Rajneesh
5:00	19) Cambridge/El Salvador Sister City Telethon - Live Telethon from 5 pm to 11:30 p.m.
5:00	19) Alternative Views
5:00	19) Perspectives - New Series
5:00	19) An Independent View
5:00	19) Bank On It
5:00	19) Cambridge Women in Cable
<b>THURSDAY, APRIL 5</b>	
8:00am	54) Rai Tele-Italia
7:00	19) Open Studio: Goldie Garcia
7:30	19) CCT Certified
8:00	19) Boston Computer Society: Computers in your Community
<b>FRIDAY, MARCH 30</b>	
6:00	54) Rai Tele-Italia
8:00	54) Portuguese Entertainment Network
<b>SATURDAY, MARCH 31</b>	
4:00	54) Rai Tele-Italia
<b>SUNDAY, APRIL 1</b>	
8:00am	54) Rai Tele-Italia
7:00	19) Open Studio: Goldie Garcia
7:30	19) CCT Certified
8:00	19) Boston Computer Society: Computers in your Community
<b>MONDAY, APRIL 2</b>	
5:00	19) Stone Soup Poets
5:45	19) L'Air Du Temps
6:00	19) The Sunday Morning

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## CALL US A 628-1800 IF YOU HAVE A SERVICE YOU'D LIKE TO ADVERTISE.

**MONTGOMERY'S SALE OF REAL ESTATE**  
By virtue and execution of the Power of Sale contained in a certain mortgage given by **Franklin B. Reid and Lucille C. Reid to Bay Finance Company, Inc.**, dated November 24, 1987 and recorded with Middlesex County (Southern District) Registry of Deeds, Book 18713 page 342 of which mortgage the undersigned is the present holder, for breach of the conditions of said mortgage and for the purpose of foreclosing the same will be sold at Public Auction at 11:00 o'clock A.M. on the third (3rd) day of May A.D. 1990 upon the said premises described situate at 148 River Street, Cambridge, Massachusetts, all and singular the premises described therein as said mortgage.

To wit:  
A certain parcel of land with the buildings thereon, being at present numbered 148 River Street, Cambridge, bounded:  
Beginning at a point on the southerly side of River Street at the boundary line between land now or late of Mary J. Clark and land now or late of Hardy, thence running southeasterly on said line, 48 feet to land now or late of Lansing, thence southeasterly by said Lansing land, 31 feet, 8 inches, more or less;  
thence northeasterly by land of M. J. Cutler, this line being parallel with the first boundary above described and 30 foot distant westerly therefrom, 53 feet, 10 inches to said River Street;  
thence northwesterly on said River Street, 30 feet to the point of beginning.  
Containing 1500 square feet of land.  
For our title see deed dated May 5th, 1983 and recorded with Middlesex South Registry of Deeds, Book 15002, Page 403.  
Said premises shall be conveyed subject to all unpaid real estate taxes, municipal charges and assessments and betterments and unpaid water bills.

**Terms of the Sale: Five Thousand and 00/100 Dollars (\$5,000.00)** to be paid in cash or certified check by the purchaser at the time and place of the sale and the balance to be paid in cash or certified check within twenty (20) days at the office of **Mella & Osoi, Esq., 16 Harvard Street, Worcester, MA 01099**, to be held in escrow by the said **Mella & Osoi, Esq.**, pending approval of the sale by the Land Court.  
Other terms to be announced at the sale.  
By **Bay Finance Company, Inc.**, President holder of said mortgage  
Dated: March 22, 1990  
Mella & Osoi, Esq.,  
16 Harvard Street,  
Worcester, MA 01099  
Telephone 566-7533  
Auctioneer: **Mellen & Sons, Inc., P.O. Box 191,  
Wilkinsonville, MA 01550**  
License No. 7630  
(C)Mar 29, Apr 5, 12  
Barbara L. Duffy  
Purchasing Agent  
(C)Mar 29, 22

**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, April 4, 1990 at 7:00 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 14.00 - **Traffic Mitigation and Parking Supply Restrictions.** This 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/institutional uses and hotels and motels where it is proposed to provide other than the minimum parking specific traffic analyses and control to a related traffic mitigation plan to limit vehicle trips to and from the development. This section 14.00 does not apply to the MCO 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 Francis H. Duhaime  
Chairman  
(C)Mar 29  
**CAMBRIDGE HISTORICAL COMMISSION**  
Notice is hereby given that a public hearing will be held on Thursday, April 5, at 4:00 P.M. in the third floor conference room at the City Hall Annex, 57 Inner Street, to consider the following matters under M.G.L. Ch. 40C and the Ordinance governing the Cambridge Historical Commission.  
For review of demolition under Ordinance 965:  
Case D-456, 535-537 Washington Street, Demolition of a double house, 1837.  
William B. King  
Chairman  
(C)Mar 29, 22

**CITY OF CAMBRIDGE**  
BOARD OF LICENSE COMMISSIONERS  
Notice is hereby given under General Laws, Chapter 38, as amended that **The Ground Round, Inc., Walter J. Stevens, Jr., Manager** holder of an all alcoholic beverages as a restaurant license at 655 Concord Avenue has applied for a transfer of stock, a change of officers and directors and pledge of license and stock.  
The license and stock will be pledged to Chemical Bank.  
All of the outstanding shares of the Corporation name 1,000 shares, presently standing in the name of **Hanson Group (USA) Ltd.**, are hereby authorized to be transferred to **Ground Round Holdings, Inc.**, a Delaware corporation, the same being a wholly-owned subsidiary of **International Proteins Corporation.**  
Officers and Directors of **The Ground Round, Inc.** are: **Michael P. O'Donnell, Director, President**, **Eric Cavichio, Officer, Robert G. King, Director, Senior Vice President** and **Treasurer, Stuart R. Plummer, Director, Vice President, Secretary** and **General Counsel, Charles F. Woodhouse, Director** and **Vice President, Harold G. VonLimmer, Director** and **Vice President, Robert F. Brady, Vice President** and **Assistant Secretary, Dana E. Burton, Assistant Secretary.**  
The hearing on this application will be held on Tuesday evening, April 10, 1990, at 7:00 p.m. in the Michael J. Lombardi Municipal Building, 2nd floor, 831 Massachusetts Avenue, Cambridge, Massachusetts.  
James Thaddeus McDevitt  
Anthony G. Paolillo  
Thomas W. Scott  
Licenses Commission  
(C)Mar 29  
**Notice of Real Estate/Executor COMMONWEALTH OF MASSACHUSETTS THE TRIAL COURT PROBATE AND FAMILY COURT DEPARTMENT Middlesex District Court - Docket No. 89PM167E Estate of Minnie G. Beaver of Cambridge, Massachusetts**  
A petition has been presented in the above-captioned matter praying for license to sell at private sale - certain real estate said deceased - and that petitioner may become the purchaser of said real estate.  
If you desire to object to the allowance of said petition or your attorney should file a written appearance in said Court at Cambridge on or before 10:00 in the forenoon on April 24, 1990.  
Witness: **James Thaddeus McDevitt, Esquire, First Justice of said Court at Cambridge**, the fourth day of March in the year of our Lord one thousand nine hundred and ninety.  
Thomas J. Larkin  
Register of Probate  
(C)Mar 29

**COMMONWEALTH OF MASSACHUSETTS Middlesex, ss.** Probate Court No. 437332  
**NOTICE OF FIDUCIARY'S ACCOUNT**  
To all persons interested in the estate of **Max F. Millikan** late of Cambridge, in said County, deceased:  
You are hereby notified pursuant to Mass. R.C.V.P. Rule 72 that the 19th (17th) accounts of the **Cambridge Trust Company** as Trustee (the fiduciary) under the will of said deceased on or before the 20th day of April, 1990, the return of which you may be obtained at the City of Cambridge. You may upon written request by registered or certified mail to the fiduciary, or to the attorney for the fiduciary, obtain without cost a copy of said accounts. If you desire to object to any item of said accounts, you must, in addition to filing a written appearance as aforesaid, file with thirty days after said return day or within such other time as the Court upon motion may order a written statement of such item together with the grounds for such objection thereto, a copy to be served upon the fiduciary pursuant to Mass. R.C.V.P. Rule 5.  
Witness, **Shela E. McGovern, Esquire, First Judge of said Court**, this 15th day of March, 1990.  
Thomas J. Larkin  
Register  
(C)Mar 29  
**CITY OF CAMBRIDGE PURCHASING DEPARTMENT**  
Sealed proposals will be received at the Office of the Purchasing Agent, Room 303, City Hall, Cambridge, Mass., until 11:00 o'clock A.M. Thursday, April 5, 1990, at which time and place they will be publicly opened and read for furnishing the following to the City of Cambridge:  
**Special Sets**  
**Sheet Shelving**  
**Sanitation Supplies**  
**Respiratory Regulators**  
**Chemistry Analyzer Reagents & Consumables**  
See proposal for bid details.  
The City of Cambridge reserves the right to waive any formalities or to reject any or all proposals. Specifications may be obtained at the Office of the Purchasing Agent, Room 303, City Hall, Cambridge, Mass. 02139.  
Each proposal must be in a sealed envelope plainly marked "Proposal for Designated Item" and addressed to **Barbara L. Duffy, Purchasing Agent, City Hall, Cambridge, Massachusetts.**  
Barbara L. Duffy  
Purchasing Agent  
(C)Mar 29, 22

**COMMONWEALTH OF MASSACHUSETTS Middlesex, ss.** Probate Court No. 90-WO98-P1  
**Summons by Publication**  
**Joy Reid Morgan Plaintiff**  
**Inance Raymond, Linroy Morgan Defendants.**  
To the above-named defendant, **Linroy Morgan**: A complaint has been presented to this Court by your spouse, **Joy Reid Morgan**, seeking an adjudication of paternity of her child, **Sabrina Raymond**, born 10/4/89.  
You are required to serve upon Alan Silverman, plaintiff's attorney, whose address is 14 Beacon St., Boston, MA 02108 your answer on or before March 11, 1990. If you fail to do so, the Court will proceed to the hearing and adjudication of this action. You are also required to file a copy of your answer in the office of the Register of this Court at Cambridge.  
Witness, **Shela E. McGovern, Esq., First Judge of said Court**, this 7th day of March, 1990.  
Thomas J. Larkin  
Register of Probate  
(C)Mar 15, 22, 29  
**COMMONWEALTH OF MASSACHUSETTS Middlesex, ss.** Probate Court No. 90A054-C1  
**Summons by Publication**  
**Patricia Barrett of Cambridge in the City of Middlesex.**  
A petition has been presented to said Court praying for leave to adopt your minor child and that the name of said child be changed.  
If you desire to object thereto you or your attorney should file a written appearance in said Court at Plymouth between 9 o'clock in the forenoon on the thirtieth day of April 1990, the return day of this citation.  
Witness, **James H. Lawton, Esquire, First Judge of said Court** this thirtieth day of March 1990.  
John J. Daley  
Register  
(C)Mar 22, 29, Apr 5

# Traffic Mitigation

## Key Points

1. Previously filed by CBD as a Plug Bd petition - int. voted, ~~based on~~ studies of trip gen. by Van Ness MAPC.

2. Mayor's <sup>neg.</sup> impact of dev. is traffic. Want to take reasonable action to reduce traffic <sup>+ air quality</sup> impacts from ~~the~~ new development. Based on studies. <sup>Van Ness Mayor</sup> MAPC.

3. Background: Plug Bd special permits: Galleria, Akwobe Center, Federal Distillers site (W.P.), Harvard Motor Inn, C.U.T. project.  
Zoning: University Park North Point

existing bus.

4. Commuter mobility program - Caravan. Existing business & new development.

5. Zoning: Requires Traffic Studies if more than min. required ptg is sought. To obtain more than min, must undertake traffic mitig. designed to achieve standards in ord.

We have prepared guidelines  
for traffic studies.

Reduction in ITE -

~~Conclusion: City should control parking.  
Don't want a federal or state  
administrate doing it, because  
it is tied to other planning &  
dev. objectives: mixed-uses -  
what do we want?  
Ability to decide where, how much &  
mix of uses we want.~~

It is the piling of this ordinance  
that has made the business community  
become even more aware of the problems  
of traffic congestion + air pollution in the  
City of Cambridge + has encouraged  
their pro-active participation in the  
Commuter Mobility Program.

To date, <sup>one year after</sup> <sup>the program's</sup> <sup>inception</sup> we have over 20 thousand <sup>commuters</sup> ~~employees~~ <sup>+ active</sup>  
in the City of Cambridge directly involved  
in this program, which involves  
traffic mitigation

Techniques such as:

① pass sales + subsidies

Trans. Coords on site

Ride sharing software - car pools + van pools

Preferential parking

Flex Time

Private shuttle service

TMA formation

+ other site specific programs.

If this ordinance is approved, there already  
is a mechanism in place to assist  
developers + employers to comply with relative  
ease + with minimal expense.

Polaroid Corporation  
Cambridge, Massachusetts 02139

April 4, 1990

# Polaroid

Committee on Ordinances  
Cambridge City Council  
Cambridge City Hall  
Cambridge, MA 02139

Re: Proposed Zoning Ordinance on Traffic  
Mitigation and Parking Supply Restrictions

Dear Ordinance Committee:

Polaroid Corporation opposes the proposed zoning ordinance on Traffic Mitigation and Parking Supply Restrictions which is the subject of tonight's public hearing. As an owner and a lessee of properties in the Industry B district and in other areas of the City as well, we have general comments on traffic and the proposed ordinance and comments which relate specifically to Polaroid interests and characteristics of the Industry B area.

#### COMMENTS ON TRAFFIC

We recognize the great interest of the City in addressing the traffic problems it now faces. These problems have arisen over time, not only as an outgrowth of new development but also as a reflection of a dramatic increase in the number of cars in residential households. Traffic congestion is not just a Cambridge phenomenon but is evident throughout the larger metropolitan area. We believe that the need to mitigate crosses a number of sectors, commercial, industrial, residential and retail, and that the difficult trick is mitigating to protect the City's liveability without negatively affecting its economic viability.

As part of the recent changes in the regional economy, the pace of development in Cambridge has cooled. Very little new development is occurring at present, and most of the active projects have traffic mitigation requirements already in place. There is no threat of a great increase in traffic in the immediate future. This provides Cambridge with an opportunity to work out a constructive and cooperative approach toward a comprehensive traffic strategy, one in which the neighborhoods, business, and institutional citizens can have input. We would respectfully suggest to you, as we have also suggested to the Planning Board, that given the reduced development pressure which now exists, the proposed ordinance, which targets traffic from future development, should be put aside for the present and a Blue Ribbon Committee be established to form a traffic strategy for the City. This approach would also provide time for the confusing parking freeze situation to be clarified.

Such a Blue Ribbon Committee should examine the full range of traffic issues, not only those which relate to future development. Part of its charge should be a city-wide organized effort to engage major landowners, employers and residents in pursuing voluntary measures to address traffic problems. Another subject for investigation would be the prospect of roadway improvements which could improve traffic flow.

#### COMMENTS ON THE PROPOSED ORDINANCE

The proposed ordinance has supposedly been based upon an area-wide traffic study prepared for the City of Cambridge. In reality, the study referred to was a spot travel demand survey of three specific areas: Harvard Square, Lechmere Square and Alewife, and we understand that information contained in the study report has not been the basis of the formula contained in the ordinance. It is our opinion that any proposal to deal with traffic problems should be based on a comprehensive city-wide study.

We note that the proposed ordinance does not define any measures of effectiveness of implementing the ordinance. It does not enable the City to know if traffic congestion has been relieved if parking spaces at new developments are reduced. Indeed, we have evidence from the traffic study done in the IB District to indicate that ample parking supply does not impact peak hour trips.

Finally, we note that the proposed ordinance is extremely difficult to understand and would add yet another complex section to the City's Zoning Ordinance.

#### RECOMMENDATION

For these reasons, we respectfully request that the City Council not enact the proposed ordinance at this time and instead create a Blue Ribbon Committee on Traffic Concerns.

#### POLAROID AND ITS INTERESTS IN THE INDUSTRY B AREA

Polaroid Corporation was established in Cambridge in 1937. Its worldwide corporate headquarters is located in Cambridge along with administrative offices, marketing, research and engineering. Over 90 percent of the Company's space and employees within the

United States is located in Cambridge and in several other communities in Eastern Massachusetts (Waltham, Needham, Norwood, New Bedford, and Freetown). These outlying sites house virtually all of the Company's U.S. manufacturing facilities. Our employees must travel frequently between the Cambridge headquarters and our manufacturing sites, often coupled with a trip to or from home to start or end the work day. This network of facilities is not well served by public transportation.

Within Cambridge, Polaroid currently occupies space in thirteen buildings, all but two of which are within walking distance of each other and within the Industry B area. Support parking for employees, employee visitors from the outlying sites, business visitors and customers is provided in Polaroid-owned parking lots or is incorporated with building leases.

Some of the Polaroid occupied buildings in the Industry B area are older buildings which were built before the automobile became the primary means of transportation. Of necessity, in the late 1960's and early 1970's, employees were parking in the adjacent residential areas of Neighborhood 4. This led to conflicts with the neighborhood and so, when opportunities became available for Polaroid to acquire properties within the Industry B area, it did so, demolished the buildings, created surface parking lots there, and vacated both its scattered parking lots and on-street parking in Neighborhood 4. In doing so, the Company was able to make these scattered lots available to the City for reuse.

Our experience from that time leads us to believe that our neighbors would prefer that we always have enough parking to avoid our employees seeking spaces on residential streets, and that providing enough parking to meet our employees' needs makes us a better and more responsible neighbor. We oppose the proposed ordinance because it would limit our parking in the future and put us back into a position of potential conflict with the neighborhood.

#### TRAFFIC AND PARKING CHARACTERISTICS OF THE INDUSTRY B AREA

We also oppose the proposed ordinance because it links traffic generation to parking supply in a way which we have found not to be borne out in the Industry B district. Between the time the proposed ordinance was first introduced last year and now, we and other landowners in the Industry B study area have, in consultation with the Community Development Department (CDD), produced a study of existing traffic conditions in that area which was submitted to the CDD and the Planning Board in December, 1989. This

study demonstrates that our peak hour traffic generation rates are lower than in other parts of the City even though our parking supply is not limited and we are less well served by rapid transit. We have achieved this level of traffic mitigation through having flexible hours and staggered work shifts, each of which depends on having ample parking available. We feel that we and other large employers should be free to employ these mitigation efforts without diminishment of our parking supply as would be the case under the proposed ordinance.

We would add that our studies indicate to us that we are generally on the right track with our operating patterns and parking policies. As we proceed with our rezoning proposal, we expect to refine and improve them even more. We ask that you allow us to continue our work with the other Industry B Landowners in bringing to you in the future, a comprehensive rezoning package for the Industry B area which will deal with traffic issues. In the meantime, we respectfully request that, if you do not decide to defer enactment of the proposed ordinance as we request above, you recommend that the Industry B area now under study be excluded from the area covered by the proposed ordinance.

Thank you for considering our views.

Very truly yours,

POLAROID CORPORATION



Eric V. Benson  
Senior Manager  
Corporate Real Estate

cc:

Robert W. Healy, City Manager

Michael Rosenberg, Asst. City Manager  
for Community Development

Adam N. Weisenberg, Esq.  
Goodwin, Procter & Hoar

Richard E. Hangen  
Vanasse, Hangen, Brustlin, Inc.

Industry B Landowners

*Record of Change  
from Councilor Duchay's  
Submitted Text of 2/26/90*

**TRAFFIC ANALYSIS AND MITIGATION REPORT**

**Guidelines for  
Preparation and Submission**

**City of Cambridge**

**2/15/90**

## 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

Due to the recent development boom 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 any 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, <sup>any increase in the amount of parking</sup> 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 of 50,000 gross square feet or more, 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 a process approved by MEPA for Environmental Impact Reports, currently the 1985 Highway Capacity Manual, Special Report 209, *published by the Transportation Research Board.*

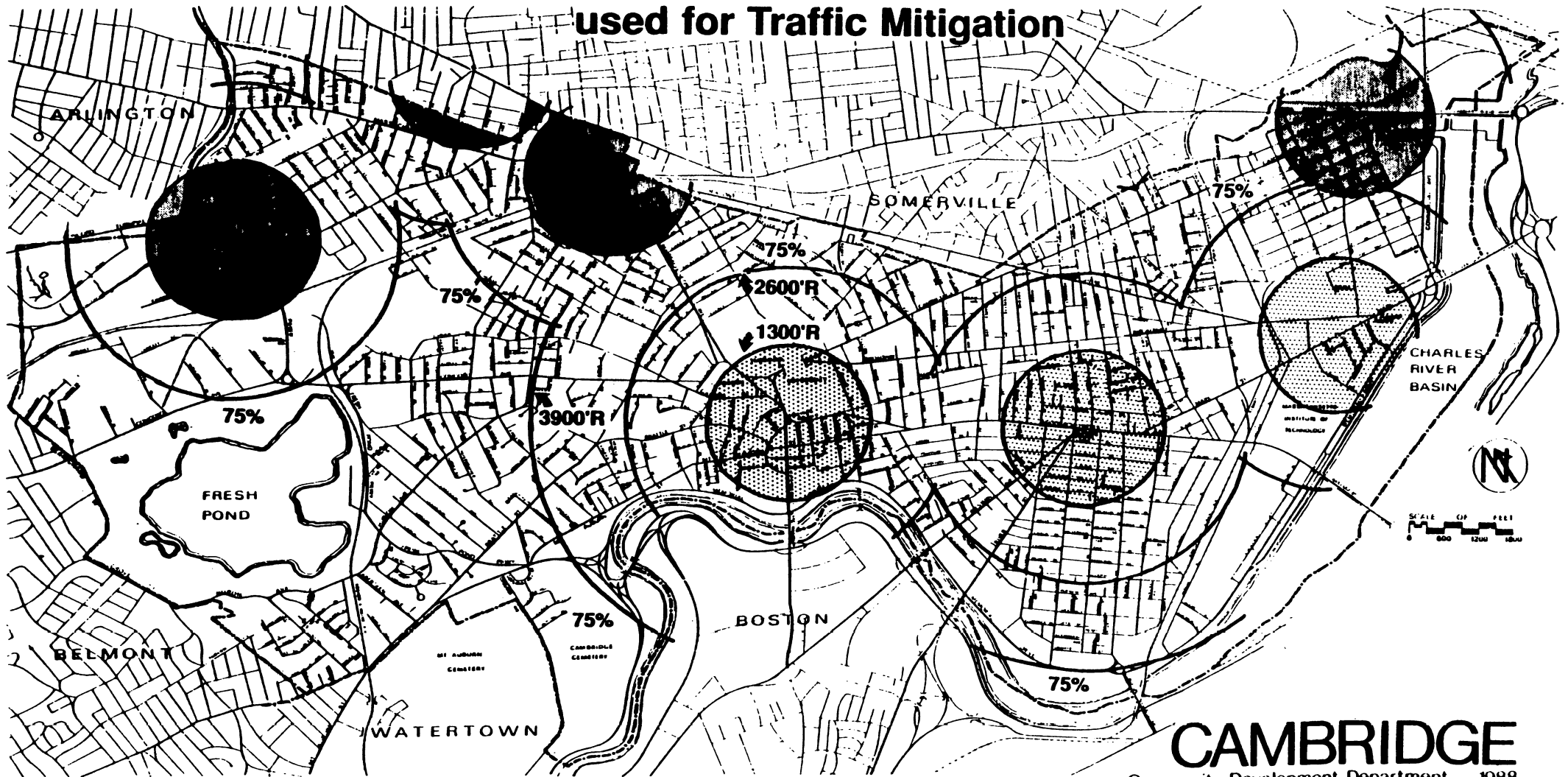
D. Vehicle Trip Generation and Mitigation



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 revised 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 employee 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.

# 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.

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

This section 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

This section 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 that require parking 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 seeking parking is divided by 0.45 to produce the allowed number of spaces. (See appendix A for example calculations.) 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, certified by a professional engineer registered in Massachusetts, 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.

APPENDIX A

Sample Calculations

*All Appendices were added  
to the Document*

APPENDIX "A"

Example of Traffic Mitigation Calculations  
Trip Generation and Parking (AM Peak Hour)

1,000,000 and 100,000 square foot office  
Developments within 1,300 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 trips/1,000 sf \*)  
= 0.825  
Rate for 100,000 Project = 0.55 (2.0 trips/1,000 sf \*)  
= 1.100

From ITE Data, 74% of Trips need parking  
From ITE Date, 45% of Employees arrive in Peak

Maximum Vehicle Trips:

For 1,000,000 sf Development; 1,000 (0.825) = 825 Trips  
For 100,000 sf Development; 100 (1.100) = 110 Trips

Maximum Parking equals AM Peak Vehicle Trip (% need Parking)  
% Employees Arrive in Peak Hour

For 1,000,000 sf Development;  $\frac{825 (0.74)}{0.45} = 1,357$  spaces  
= 1.4 spaces/1,000 sf

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

\*Base ITE Trip Generation Rate

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

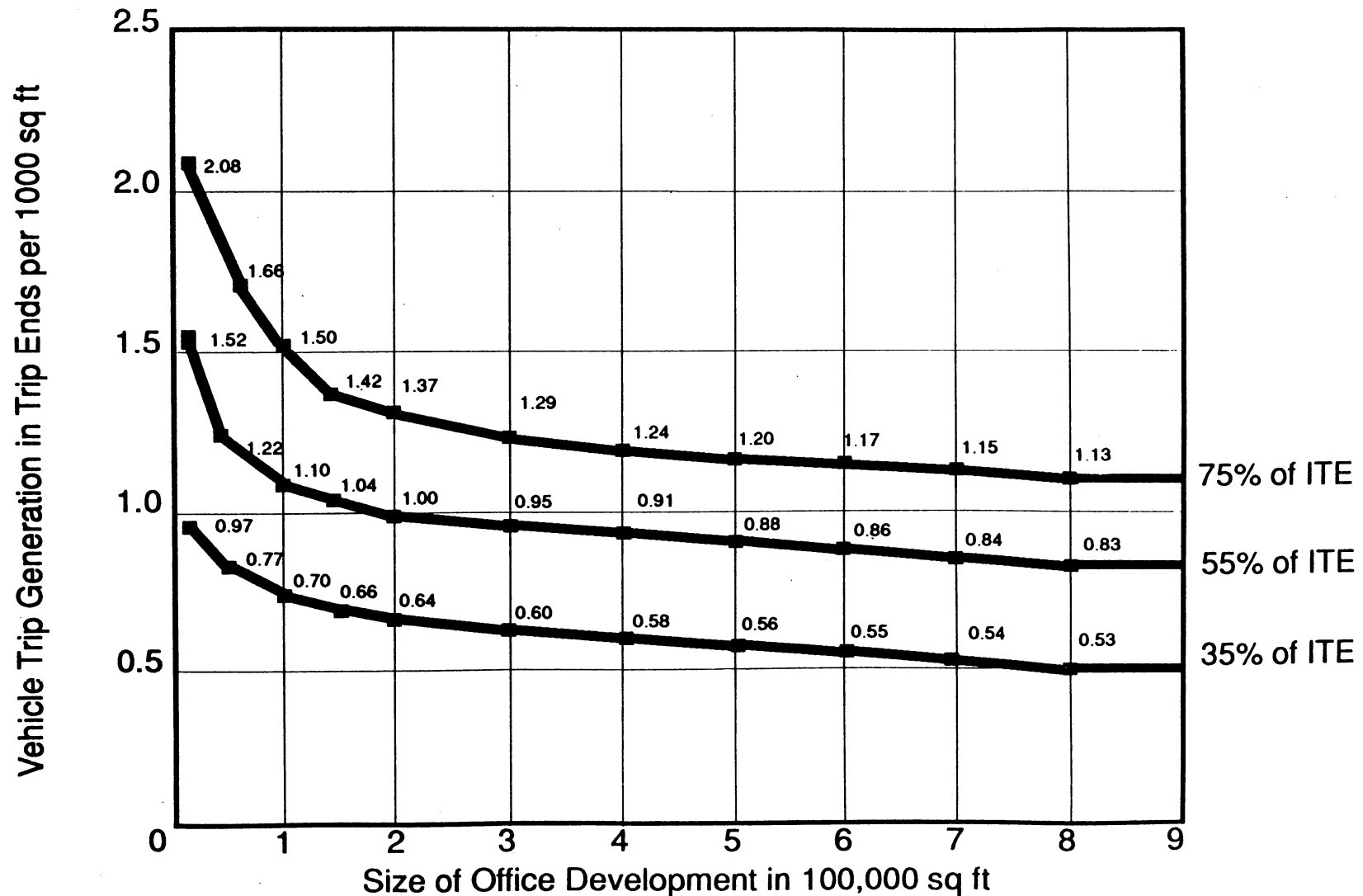
Gross Square Feet (Thousands)	Average Weekday Vehicle Trip Ends		A.M. Peak Hour (1 Hour Between 7-9 A.M.)		P.M. Peak Hour (1 Hour Between 4-6 P.M.)	
	Rate	Volume	Rate	Volume	Rate	Volume
10	24.39	244	2.77	28	2.91	29
50	16.31	816	2.21	110	2.21	110
100	13.72	1372	2.00	200	1.97	197
150	12.40	1860	1.89	284	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

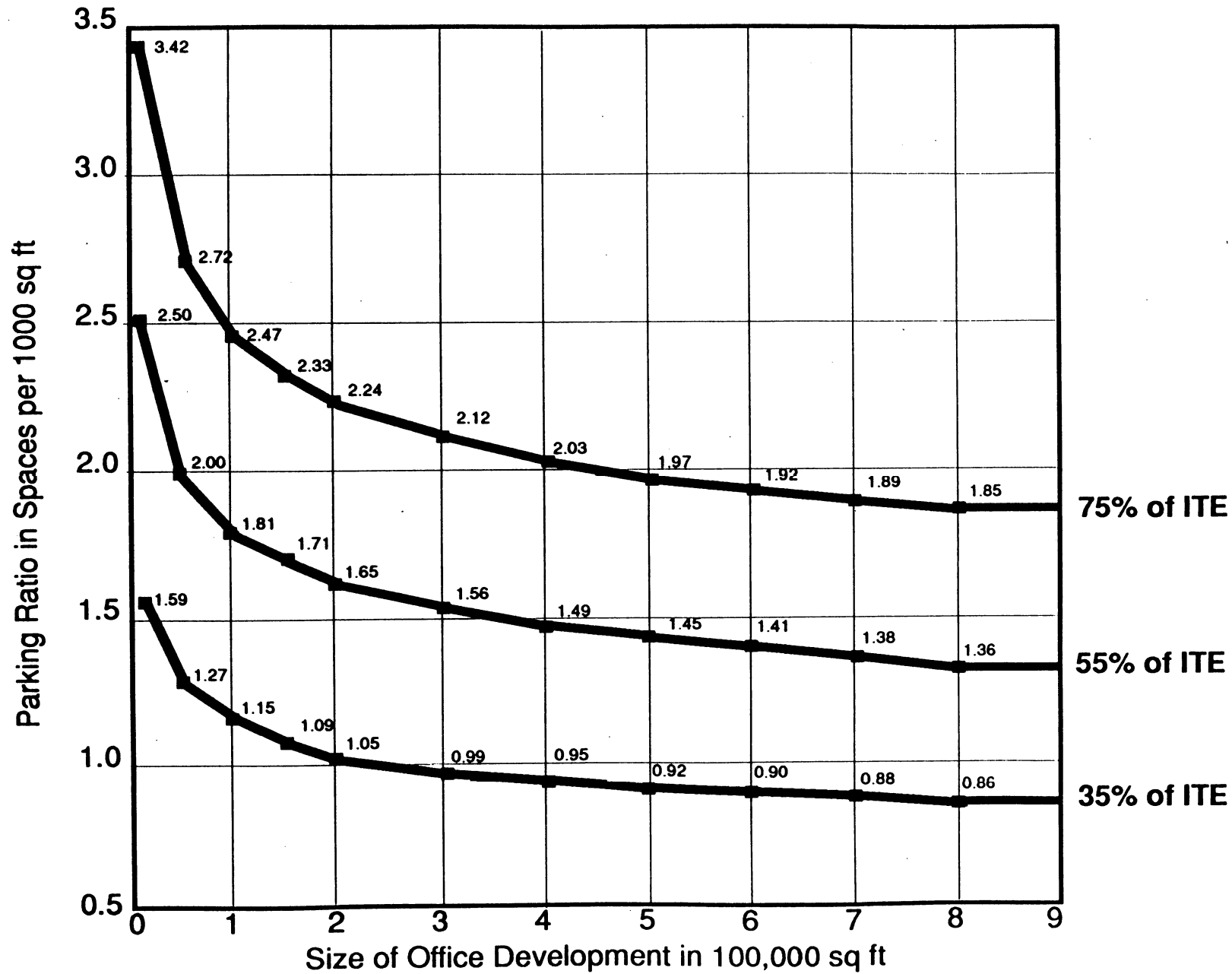
**Table 2**  
**General Office Building Trip Generation**  
**Vehicle Trip Ends (Two-Way Volume)**  
Independent Variable—Trips per Employee

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	

**Maximum Vehicle Trip Generation Rates  
in Trip Ends per 1000 sq ft  
for General Office Uses Allowed under  
Cambridge Traffic Mitigation Zoning**



# Maximum Parking Ratios in Spaces per 1000 sq ft for General Office Uses Allowed under Cambridge Traffic Mitigation Zoning



APPENDIX B

Schedule of Parking Requirements

from

Article 6 - Cambridge Zoning Ordinance

**Schedule of Parking and Loading Requirements**

Land Use Category	Open Space Res A-1, A-2 Res B	Res. C, C-1		Bus. C, C-1		Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
		Off 1 Bus A (Comm) Bus A-1, A 2	Ind A-1 Ind C	Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)			
<b>6.361 Residential Uses</b>								
a. Detached dwelling occupied by not more than one family	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.		n/a
b. Two family dwelling	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.		n/a
c. Existing one-family detached dwelling converted for two families	1 per d.u.	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>		n/a
d. Townhouse development <sup>2</sup>	1 per d.u. <sup>3</sup>	1 per d.u. <sup>3</sup>	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.		n/a
e. Elderly oriented housing, elderly oriented congregate housing	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>		n/a
f. Existing dwelling converted for elderly oriented congregate housing	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>	1 per 2 d.u.'s <sup>4</sup>		n/a
g. Multi-family dwelling	n/a	1 per d.u. <sup>3</sup>	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.		n/a
h. Existing dwelling converted for more than two families	n/a	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>	1 per d.u. <sup>1</sup>		n/a
i. Transient and non-family accommodations (6/22/81)								
1. Tourist house in an existing dwelling	n/a	1 per d.u. + 1 per 4 gst rms	1 per d.u. + 1 per 4 gst rms	1 per d.u. + 1 per 4 gst rms	1 per d.u. + 1 per 4 gst rms	1 per d.u. + 1 per 4 gst rms		n/a
2. Hotel	n/a	1 per 2 sleeping rooms <sup>5</sup>	1 per 2 sleeping rooms <sup>5</sup>	1 per 2 sleeping rooms <sup>5</sup>	1 per 2 sleeping rooms <sup>5</sup>	1 per 2 sleeping rooms <sup>5</sup>		E
3. Motel	n/a	1 per motel unit <sup>6</sup>	1 per motel unit <sup>6</sup>	1 per motel unit <sup>6</sup>	1 per motel unit <sup>6</sup>	1 per motel unit <sup>6</sup>		E
4. Lodging House	n/a	1 per 4 bedrooms + one	1 per 4 bedrooms + one	1 per 4 bedrooms + one	1 per 4 bedrooms + one	1 per 4 bedrooms + one		E
<b>Land Use Category</b>								
<b>6.361 Residential Uses (continued)</b>								
j. Trailer park or mobile home park	n/a	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	n/a		n/a

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
<b>6.362 Transportation, Communication &amp; Utility Uses</b>								
a. Bus or railroad passenger station	n/a	1 per 300 sq. ft.		1 per 500 sq. ft.		1 per 900 sq. ft.		n/a
b. Automobile parking lot or parking garage for private passenger cars	n/a	n/a		n/a		n/a		n/a
c. Railroad freight terminal, railroad yards and shops	n/a	n/a		n/a		1 per 2400 sq. ft.		A
d. Truck or bus terminal, yard or building for storage or servicing of trucks, trailers or buses, parking lot for trucks	n/a	n/a		1 per 2000 sq. ft.		1 per 2400 sq. ft.		A
e. Radio and television transmission station, including towers	n/a	1 per 600 sq. ft. of office space		1 per 800 sq. ft. of office space		1 per 1000 sq. ft. of office space		A
f. Radio and television studio	n/a	1 per 600 sq. ft.		1 per 800 sq. ft.		1 per 1000 sq. ft.		D
g. Telephone exchange, transformer station, substation, gas regulator, or pumping station	n/a <sup>a</sup>	1 per 600 sq. ft. of office space		1 per 800 sq. ft. of office space		1 per 1000 sq. ft. of office space		A
<b>6.363 Institutional Uses</b>								
<b>a. Religious Purposes</b>								
1. Place of worship	1 per 5 seats or 100 sq. ft. of public floor area <sup>a</sup>	1 per 8 seats or 100 sq. ft. of public floor area <sup>a</sup>		1 per 15 seats or 300 sq. ft. of public floor area <sup>a</sup>		1 per 20 seats or 400 sq. ft. of public floor area <sup>a</sup>		F
2. Rectory, parsonage	1 per dwelling unit	1 per dwelling unit		1 per dwelling unit		1 per dwelling unit		n/a
3. Convent, monastery	1 per 4 sleeping rooms	1 per 4 sleeping rooms		1 per 4 sleeping rooms		1 per 4 sleeping rooms		n/a
4. Social or recreation center	1 per 1000 sq. ft.	1 per 1000 sq. ft.		1 per 1500 sq. ft.		1 per 2000 sq. ft.		F
5. Other use with religious purposes	1 per 1000 sq. ft.	1 per 1000 sq. ft.		1 per 1500 sq. ft.		1 per 2000 sq. ft.		F
<b>b. Educational Purposes</b>								
1. Pre-school, day care center, kindergarten	3 per 2 instructional rooms, or 1 per 5 seats in the main auditorium, whichever is greater							F
2. Primary School	3 per 2 instructional rooms, or 1 per 5 seats in the main auditorium, whichever is greater							F
3. Secondary School	5 per instructional room or 1 per 5 seats in the main auditorium, whichever is greater							F

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
4. College or university athletic facility, auditorium, theater or similar facility, any of which is customarily accessible to the general public on a paid admission fee or other basis.	n/a			1 per 5 seats or 100 sq. ft. public floor area	1 per 15 seats or 300 sq. ft. public floor area	1 per 20 seats or 400 sq. ft. public floor area		F
5. College or university laboratory or research facility customarily involving radioactive materials and other controlled substances, high intensity electromagnetic radiation or chemical or biological processes which could entail a high level of danger to the public health.	n/a			1 per 600 sq. ft. 1 per 300 sq. ft.	1 per 1000 sq. ft. 1 per 500 sq. ft.	1 per 1800 sq. ft. 1 per 1200 sq. ft.		F
6. Other college or university facility								
(a) Dining halls, canteens and similar eating facilities	1 per 20 seats		1 per 20 seats		1 per 40 seats	1 per 60 seats		E
(b) Administrative faculty and staff offices, teaching facilities, libraries, museums, service facilities and facilities not specified in 6.363-4, 5, or 8.	1 per 600 sq. ft.- 1 per 300 sq. ft.		1 per 600 sq. ft.- 1 per 300 sq. ft.		1 per 1000 sq. ft.- 1 per 500 sq. ft.	1 per 1800 sq. ft.- 1 per 1200 sq. ft.		F
7. Vocational or other schools	n/a		6 per instructional room		6 per instructional room	6 per instructional room		F
8. Group residential and related facilities								
(a) Dormitories	n/a		1 per 4 beds + 1		1 per 8 beds + 1	1 per 8 beds + 1		E
(b) Fraternities and sororities	n/a		1 per 2 beds		1 per 4 beds	1 per 4 beds		E
c. Non-Commercial Research Facilities								
1. Laboratory or other research facility customarily involving research with radioactive materials, controlled substances, radiation or chemical or								

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B 2	Loading Facility Category
	biological processes potentially entailing a high level of danger to the public health and safety	n/a	1 per 600 sq. ft. - 1 per 300 sq. ft.	1 per 800 sq. ft. - 1 per 400 sq. ft.	1 per 1000 sq. ft. - 1 per 670 sq. ft.			F
2.	Private library, or study center	1 per 300 sq. ft.	1 per 300 sq. ft.	1 per 600 sq. ft.	1 per 1200 sq. ft.			F
3.	Other Non-Commercial Research facilities	n/a	1 per 600 sq. ft. - 1 per 300 sq. ft.	1 per 800 sq. ft. - 1 per 400 sq. ft.	1 per 1000 sq. ft. - 1 per 670 sq. ft.			F
d.	<b>Health Care Facilities</b>							
1.	Hospital	n/a	1 per 3 beds plus 1 per emergency or outpatient examining table, bed or facility	1 per 4 beds plus 1 per emergency or outpatient examining table, bed or facility	1 per 5 beds plus 1 per emergency or outpatient examining table, bed or facility			E
2.	Infirmery	n/a	1 per 6 beds	1 per 8 beds	1 per 10 beds			E
3.	Nursing home, convalescent home	n/a	1 per 6 beds	1 per 8 beds	1 per 10 beds			E
4.	Clinic not affiliated with any other institution	n/a	1 per 300 sq. ft.	1 per 400 sq. ft.	1 per 500 sq. ft.			E
5.	Clinic affiliated with a hospital or accredited university medical school	n/a	1 per 300 sq. ft.	1 per 400 sq. ft.	1 per 500 sq. ft.			E
6.	Clinic connected to a community center	1 per 300 sq. ft.	1 per 300 sq. ft.	1 per 400 sq. ft.	1 per 500 sq. ft.			E
7.	Other health care facilities	n/a	1 per 300 sq. ft.	1 per 400 sq. ft.	1 per 500 sq. ft.			E
e.	<b>Social Service Facilities</b>							
1.	Social service center	1 per 600 sq. ft.	1 per 600 sq. ft.	1 per 1000 sq. ft.	1 per 1800 sq. ft.			F
2.	Community center	1 per 600 sq. ft.	1 per 600 sq. ft.	1 per 1000 sq. ft.	1 per 1800 sq. ft.			F
3.	Community Residence	n/a <sup>a</sup>	n/a <sup>a</sup>	n/a <sup>a</sup>	n/a <sup>a</sup>			E
4.	Personal Care Lodging House	n/a	n/a <sup>a</sup>	n/a <sup>a</sup>	n/a <sup>a</sup>			E
f.	<b>Local government</b>							
1.	Administrative office	n/a	1 per 600 sq. ft. - 1 per 300 sq. ft.	1 per 800 sq. ft. - 1 per 400 sq. ft.	1 per 1000 sq. ft. - 1 per 670 sq. ft.			F

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
2. Fire or police station	2 per engine company for fire; 1 per 600 sq. ft.- 1 per 300 sq. ft. for police.	2 per engine company for fire; 1 per 600 sq. ft.- 1 per 300 sq. ft. for police		2 per engine company for fire; 1 per 800 sq. ft.- 1 per 400 sq. ft. for police		2 per engine company for fire; 1 per 1000 sq. ft.- 1 per 670 sq. ft. for police		n/a
3. Library or museum	1 per 600 sq. ft.	1 per 600 sq. ft.		1 per 1000 sq. ft.		1 per 1800 sq. ft.		F
4. Municipal service facilities	1 per 2 employees	1 per 2 employees		1 per 2 employees		1 per 2 employees		A
5. Public parks, playgrounds or public recreation building	0	0		0		0		n/a
g. Other Governmental Facilities	n/a	n/a		n/a		n/a		n/a
h. Other Institutional Uses								
1. Club, lodge or other fraternal or sororal meeting facility	1 per 6 members based on maximum rated capacity	1 per 6 members based on maximum rated capacity		1 per 8 members based on maximum rated capacity		1 per 10 members based on maximum rated capacity		F
2. Museum or non-commercial gallery (including facilities for cultural and ethnic heritage appreciation)	600 sq. ft	600 sq. ft.		1000 sq. ft.		1800 sq. ft.		F
3. Cemetery	0	0		0		0		n/a
4. Other institutional use	n/a*	n/a*		n/a*		n/a*		F
<b>6.364 Office and Laboratory Use</b>								
a. Office of a physician, dentist or other medical practitioner not located in a clinic listed under subsection 4.33(d)	n/a	1 per 300 sq. ft. - 1 per 150 sq. ft.		1 per 400 sq. ft. - 1 per 200 sq. ft.		1 per 500 sq. ft. - 1 per 330 sq. ft.		F
b. Office of an accountant, attorney, or other nonmedical professional person	n/a	1 per 500 sq. ft. - 1 per 250 sq. ft.		1 per 700 sq. ft. - 1 per 350 sq. ft.		1 per 900 sq. ft. - 1 per 600 sq. ft.		F
c. Real estate, insurance or other agency office	n/a	1 per 500 sq. ft. - 1 per 250 sq. ft.		1 per 700 sq. ft. - 1 per 350 sq. ft.		1 per 900 sq. ft. - 1 per 600 sq. ft.		F
d. General office use	n/a	1 per 600 sq. ft. - 1 per 300 sq. ft.		1 per 800 sq. ft. - 1 per 400 sq. ft.		1 per 1000 sq. ft. - 1 per 670 sq. ft.		F

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2 Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
e. Bank, trust company or similar financial institution	(ground floor) n/a	1 per 400 sq. ft. - 1 per 200 sq. ft.	1 per 600 sq. ft. - 1 per 300 sq. ft.	1 per 800 sq. ft. - 1 per 530 sq. ft.		F
	(upper floor)	1 per 600 sq. ft. - 1 per 300 sq. ft.	1 per 800 sq. ft. - 1 per 400 sq. ft.	1 per 1000 sq. ft. - 1 per 670 sq. ft.		F
f. Technical office for research development, laboratory or research facility subject to the restrictions in section 4.21(m)	n/a	1 per 600 sq. ft.* 1 per 300 sq. ftr.	1 per 800 sq. ft.* 1 per 400 sq. ft.	1 per 1000 sq. ft.* 1 per 670 sq. ft.		F
<b>6.365 Retail Business and Consumer Service Establishments</b>						
a. Store for retail sale of merchandise						
1) Establishment providing convenience goods <sup>12</sup>	n/a	1 per 1000 sq. ft. - 1 per 500 sq. ft.	1 per 1400 sq. ft. - 1 per 700 sq. ft.	1 per 1800 sq. ft. - 1 per 1200 sq. ft.		B
2) Other retail establishments	n/a	1 per 500 sq. ft. - 1 per 250 sq. ft.	1 per 700 sq. ft. - 1 per 500 sq. ft.	1 per 900 sq. ft. - 1 per 600 sq. ft.		B
b. Place for the manufacturing, assembly or packaging of consumer goods	n/a	1 per 800 sq. ft.	1 per 1200 sq. ft.	1 per 1600 sq. ft.		A
c. Barbershop, beauty shop, laundry and dry-cleaning pick-up agency, shoe repair, self-service laundry or other similar establishment	n/a	1 per 1000 sq. ft. - 1 per 500 sq. ft.	1 per 1400 sq. ft. - 1 per 700 sq. ft.	1 per 1800 sq. ft. - 1 per 1200 sq. ft.		D
d. Hand laundry, dry-cleaning or tailoring shop	n/a	1 per 1000 sq. ft. - 1 per 500 sq. ft.	1 per 1400 sq. ft. - 1 per 700 sq. ft.	1 per 1800 sq. ft. - 1 per 1200 sq. ft.		D
e. Lunchroom, restaurant, cafeteria	n/a	1 per 5 seats* - 1 per 2.5 seats	1 per 10 seats* - 1 per 5 seats	1 per 15 seats* - 1 per 10 seats		C
f. Establishments where alcoholic beverages are sold and consumed and where no dancing or entertainment is provided.						
1) Lunchroom, restaurant or cafeteria	n/a	1 per 5 seats* 1 per 2.5 seats	1 per 10 seats* 1 per 5 seats	1 per 15* 1 per 10 seats		C

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2		Bus. C, C-1 Ind A Off 2 Res C-2, C-2B		Res C-2A	Ind B-1 Res C-3, C-3A	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
		Ind A-1 Ind C							
2) Bar saloon, or other establishments serving alcoholic beverages but which is not licensed to prepare or serve food	n/a	1 per 5 seats* - 1 per 2.5 seats		1 per 10 seats* - 1 per 5 seats			1 per 15 seats* - 1 per 10 seats		C
g. Bar or other establishment where alcoholic beverages are sold and consumed and where dancing and entertainment is provided. Dance hall or similar place of entertainment	n/a	1 per 5 seats - 1 per 2.5 seats		1 per 10 seats - 1 per 5 seats			1 per 15 seats - 1 per 10 seats		C
h. Theatre or hall for public gathering	n/a	1 per 5 seats - 1 per 2.5 seats		1 per 10 seats - 1 per 5 seats			1 per 15 seats - 1 per 10 seats		F
i. Commercial recreation	n/a	1 per 6 persons based on maximum permitted capacity		1 per 6 persons based on maximum permitted capacity			1 per persons based on maximum permitted capacity		F
j. Mortuary, undertaking or funeral establishment	n/a	4 per chapel, parlor or reposeing room		4 per chapel, parlor or reposeing room			4 per chapel, parlor or reposeing room		F
k. Printing shop, photographer's studio	n/a	1 per 500 sq. ft. - 1 per 250 sq. ft.		1 per 700 sq. ft. - 1 per 350 sq. ft.			1 per 900 sq. ft. - 1 per 600 sq. ft.		F
l. Animal Services									
1. Veterinary establishment, kennel	n/a n/a	1 per 300 sq. ft. - 1 per 150 sq. ft.		1 per 400 sq. ft. - 1 per 200 sq. ft.			1 per 500 sq. ft. - 1 per 330 sq. ft.		F
2. Pet shop or similar establishment	n/a	1 per 500 sq. ft.- 1 per 250 sq. ft.		1 per 700 sq. ft.- 1 per 350 sq. ft.			1 per 900 sq. ft.- 1 per 600 sq. ft.		F
m. Sales place for new and used cars, vehicle rental agencies	n/a	1 per 1000 sq. ft.- 1 per 500 sq. ft.		1 per 1400 sq. ft.- 1 per 700 sq. ft.			1 per 1800 sq. ft. 1 per 1200 sq. ft.		C
n. Office including display or sales spaces of a wholesale jobbing or similar establishment	n/a	1 per 600 sq. ft.- 1 per 300 sq. ft.		1 per 800 sq. ft.- 1 per 400 sq. ft.			1 per 1000 sq. ft.- 1 per 670 sq. ft.		C
o. Fast Order Food Establishment	n/a	n/a*		n/a*			n/a*		C
p. Art/Craft Studio <sup>13</sup>	n/a	1 per 1000 sq ft		1 per 1000 sq ft			1 per 1000 sq ft		n/a
<b>6.366 Open Air or Drive-In Retail and Service</b>									
a. Sales place for flowers, garden supplies, agricultural produce conducted partly or wholly outdoors, commercial greenhouse or garden	n/a	1 per 330 sq. ft. - 1 per 170 sq. ft.		1 per 450 sq. ft. - 1 per 230 sq. ft.			1 per 600 sq. ft. - 1 per 400 sq. ft.		D

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
b. Automobile oriented fast order food service establishments	n/a	n/a <sup>a</sup>		n/a <sup>a</sup>		n/a <sup>a</sup>		C
c. Drive-in bank and other retail or consumer service establishment where motorist does not have to leave his car	n/a	n/a <sup>a, 10</sup>		n/a <sup>a, 10</sup>		n/a <sup>a, 10</sup>		D
d. Outdoor amusement park, outdoor sports facility conducted for profit	n/a	n/a <sup>a</sup>		n/a <sup>a</sup>		n/a <sup>a</sup>		n/a
e. Open-air or drive-in theatre or other open-air place of entertainment	n/a	n/a		1 per 2000 sq. ft. of lot area		1 per 2000 sq. ft. of lot area		n/a
f. Sale of new or used cars conducted partly or wholly on open lots, or rental agency for automobiles, trailers, motorcycles, conducted partly or wholly outdoors	n/a		1 per 1000 sq. ft. of sales area	1 per 1400 sq. ft. of sales area		1 per 1800 sq. ft. of sales area		C
g. Automobile service station where no major repairs are made	n/a		2 spaces per bay but not less than 1 space <sup>10</sup>	2 spaces per bay but not less than 1 space <sup>10</sup>		2 spaces per bay but not less than 1 space <sup>10</sup>		D
h. Car washing establishment using mechanical equipment for the purpose of cleaning automobiles and other vehicles	n/a		n/a <sup>a, 10</sup>	n/a <sup>a, 10</sup>		n/a <sup>a, 10</sup>		D
i. Place for exhibition, lettering or sale of gravestones	n/a		1 per employee plus 1 per estab.	1 per employee plus 1 per estab.		1 per employee plus 1 per estab.		D
<b>6.367 Light Industry, Wholesale, Business and Storage</b>								
a. Assembly or packaging of articles	n/a		1 per 1200 sq. ft.	1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
b. Manufacture, processing, assembly and packaging the following.								
1. Clothing, but not the manufacture of the cloth or other material of which the cloth is made	n/a		1 per 1200 sq. ft.	1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
2. Food products, including bakery confectionery and dairy products	n/a		1 per 1200 sq. ft.	1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
3. Drugs	n/a		1 per 1200 sq. ft.	1 per 1600 sq. ft.		1 per 2000 sq. ft.		A

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Ind B-1 Res C-2A Ind B-2 Bus A (res)	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
4. Electrical, electronic and communication instruments	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
5. Engineering, laboratory and scientific instruments, temperature controls	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
6. Jewelry, insignia, emblems and badges, lapidary, scale models, dolls, costume jewelry and costume novelties	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
7. Lamp shades except of glass or metal	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
8. Leather goods, excluding footwear and saddlery	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
9. Medical and dental instruments and supplies, optical instruments and lenses	n/a	1 per 1200 sq. ft.		1 per 1500 sq. ft.		1 per 2000 sq. ft.	A
10. Paper and paperboard products	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
11. Pens and mechanical pencils	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
12. Plaster of paris or paper mache products	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
13. Office machines, including cash registers, computing machines and typewriters, scales and balances	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
14. Umbrellas, parasols and canes	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
15. Watches, clocks, watchcases, clockwork mechanisms	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A
c. Bottling of beverages	n/a	1 per 1600 sq. ft.		1 per 2000 sq. ft.		1 per 2400 sq. ft.	A
d. Distribution center, parcel delivery center, delivery warehouse	n/a	1 per 1600 sq. ft.		1 per 2000 sq. ft.		1 per 2400 sq. ft.	A
e. Laundry, dry cleaning plant	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.	A

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
f. Printing, binding, published and related arts and trades	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
g. Auto body or paint shop	n/a	2 per bay		2 per bay		2 per bay		A
h. Automotive repair garage	n/a	2 per bay		2 per bay		2 per bay		A
i. Food Commissary	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
j. Wholesale business and storage in roofed structure, but not including wholesale storage of flammable liquid, gas or explosives	n/a	1 per 1600 sq. ft.		1 per 2000 sq. ft.		1 per 2400 sq. ft.		A
k. Storage warehouse, cold storage plant, storage building	n/a	1 per 1600 sq. ft.		1 per 2000 sq. ft.		1 per 3000 sq. ft.		A
l. Open-lot storage of new building materials, machinery and new metals	n/a	1 per 1600 sq. ft. lot area.		1 per 2000 sq. ft. lot area		1 per 3000 sq. ft. lot area		A
m. Open-lot storage of coal, coke, sand or other similar material, or such storage in silos or hoppers	n/a	1 per 1600 sq. ft. lot area		1 per 2000 sq. ft. lot area		1 per 3000 sq. ft. lot area		A
<b>6.368 Heavy Industry</b>								
a. Dismantling or wrecking of used motor vehicles and storage or sale of dismantled, inoperative or wrecked vehicles or their parts	n/a	n/a		n/a		n/a*		A
b. Rendering or preparing of grease, tallow, fats, and oils, manufacturing of shortening, table oil, margarine and other food oils, but not including garbage, dead animals, offal or refuse reduction	n/a	n/a		n/a		1 per 2000 sq. ft.		A
c. Stone cutting, shaping, and finishing, in completely enclosed buildings	n/a	1 per 1600 sq. ft.		1 per 2000 sq. ft.		1 per 3000 sq. ft.		A
d. Textile mill, except mill for processing of jute, burlap or sisal	n/a	n/a		n/a		1 per 2000 sq. ft.		A

	Open Space Res A-1, A-2 Res B	Res. C, C-1 Off 1 Bus A (Comm) Bus A-1, A-2	Ind A-1 Ind C	Bus. C, C-1 Ind A Off 2 Res C-2, C-2B	Res C-2A Ind B-2 Bus A (res)	Ind B-1 Res C-3, C-3A Off 3-A, 3	Bus B Ind A-2 Ind B Bus B-1, B-2	Loading Facility Category
e. Manufacturing, processing, assembly, packaging or other industrial operations, but the following are expressly prohibited (6/12/78)	n/a	1 per 1200 sq. ft.		1 per 1600 sq. ft.		1 per 2000 sq. ft.		A
1. Acid Manufacture								
2. Cement, lime, gypsum manufacture								
3. Explosives or fireworks manufacture								
4. Glue manufacture								
5. Incineration or reduction of garbage, offal or dead animals								
6. Petroleum Refining								
7. Smelting of zinc, copper, tin or iron ores								
8. Stockyard or abattoir								
f. Open lot storage of second-hand lumber or other used building material	n/a	1 per 1600 sq. ft. of lot area		1 per 2000 sq. ft. of lot area		1 per 3000 sq. ft. of lot area		n/a
g. Open lot storage of junk, scrap, paper, rags, unrepared or unclean containers or other salvage articles	n/a	1 per 100 sq. ft. of lot area		1 per 2000 sq. ft. of lot area		1 per 3000 sq. ft. of lot area		n/a

***Parking Table Footnotes***

1. Required parking may be reduced if a special permit is granted by the Board of Appeals upon determination that the criteria of subsection 6.35 will be satisfied.
2. See also Section 11.16.
3. Special permit granting authority may require visitor spaces in excess of the minimum requirement.
4. The requirement for elderly oriented housing may be reduced below the requirement specified in the table but not below one space per four dwelling units.
5. Additional parking spaces shall be provided for public restaurants in excess of 2000 square feet for a hotel or motel containing up to 100 rooms, in excess of 5000 square feet for one containing between 101 rooms and 250 rooms, and 8000 square feet in one containing more than 250 rooms. The number of such spaces shall equal 50% of the requirement for such uses specified in subsection 6.365. Additional parking spaces shall also be provided for function rooms in an amount equal to 1 space per 300 square feet of floor area contained in such rooms.
6. The amount of parking required for this use shall be at the discretion of the special permit granting authority. In making its determination of required parking, the Board shall consider the size of the staff customarily occupying the premises, the nature of the client, resident, or customer population and the extent to which additional off-street parking will be detrimental to the physical character of the neighborhood.
7. The required number of spaces shall be reduced by not more than 50 percent if the place of worship is located within 500 feet of any public parking facility or any other parking facility where an equivalent number of spaces are available without charge during the time of services.
8. The requirement for areas devoted to fabrication shall be based on the parking requirement for the applicable industrial use category listed in subsections 6.367 or 6.368.
9. This requirement shall not apply to accessory employee cafeterias.
10. A queue line for 5 cars shall be provided for each window, bay, or other service providing unit. Such unit shall not block any parking spaces and shall be in addition to other applicable requirements.
11. A queue line for 3 cars or comparable loading or live parking area shall also be provided for dropping off and picking up students.
12. Providing that the establishment is located in a structure also containing non-retail uses, and that no establishment shall exceed 2,500 square feet of gross floor area.
13. In Residence C, C-1, C-2, C-2A, C-2B, C-3, C-3A Districts the amount of parking required for this use may be reduced at the discretion of the Board of Zoning Appeal in accordance with Section 4.28

APPENDIX C  
Information Requirements  
for  
Preliminary Applications

PRELIMINARY APPLICATION  
FOR  
SPECIAL PERMIT UNDER ARTICLE 11.400  
TRAFFIC MITIGATION

The following information is required from the applicant for each proposed project prior to the scheduling of an open scoping session. The work scope of the required Traffic Analysis and Mitigation Report will in part be based upon the questions and comments made by the general public. Ten black and white copies of the application shall be submitted to the Cambridge Planning Board c/o the Cambridge Community Development Department, 57 Inman Street, Cambridge, MA 02139.

A. Project Summary

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

- Project name, street address;
- 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. 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 an 8-1/2 by 11, 8-1/2 by 14, or 11 by 17 inch 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.

# The Night Tab

## Dateline: Boston

By Raymond Krise

Many of our modern ideas about courtship and romance took root in the Middle Ages, with the birth of courtly love. Courtly love decreed that romance is a necessary part of courtship and marriage, that partners should give each other extravagant gifts and that men should engage in great deeds to impress their ladies — ideas translated and distilled in the modern era in one of the more frightening rituals of adult life, "the date." One of the more onerous parts of dating is planning the date's itinerary. Herewith some suggestions about one-stop dating places where you can spend an entire evening without having to move either your car or your carcass.

First, the **Medieval Manor**. This place is more fun than climbing naked into a barrel of happy minks. Not only is it a great one-stop place to eat, drink and make merry, it also disabuses you of all the romantic claptrap that's descended to you from the 14th century. You can no longer call your waitress "wench," you cannot pound your flagon on the table, or throw things; but the Lord of the Manor can still deny you permission to go to the bathroom.

Seriously, the Manor is less rowdy, childish and noisy than its repute. Think of it as medieval dinner cabaret — bawdy, but Bowdlerized compared to its original incarnation. You eat with your hands and sing naughty songs, but most of the "lords" wear coat and tie, and management enforces decorum. The brochure states that "No reservations for more than 12 will be accepted when the ... party is ... all male, all female or all Harvard." They get 100 or more victims a night, so make reservations.

The food is tasty and more abundant. The show, which currently lacks a plot but is filled with songs, humor and posturing by the Lord and his court, runs fully 2 1/2 hours, is never quite the same twice and embraces ditties from "Greensleeves" to "Scarborough



Rebecca Parris: a gig at Scullers PHOTO BY SUSAN WELSON

### Pair/Canticle

Less crowded and noisier, but no less fun, is the **Lobster and Shrimp Festival**, every Friday and Saturday in the Meridian Hotel's **Cafe Fleuri**. This underutilized gem of a date-destination includes adult dancing to the Joe Morocco Quartet, all seafood appetizers, salads and soup, your choice of shellfish entree, and a dessert buffet. (Do not overlook the white chocolate cake, underappreciated by chocoholics because it's the wrong color.) Dining starts at 6:30 p.m., and dancing runs till around 11:30 p.m. You can make a quiet, elegant night of it for \$26 a head.

Then there is the **Dimmer/Show Package at Scullers in the Guest Quarters Suite Hotel**, where \$69 buys dinner and six for two to the jazz lounge. This weekend (March 22-24), you can catch local great, **Rebecca Parris**, who has been nominated for Outstanding Jazz Vocalist in the 1990 Boston Music Awards.

Speaking of Scullers, the guy who designed its menu and jazz room, Herb Heitscheider, has designed a new menu for **Pearson's**, a restaurant formerly more remarkable for its great decor than for its victuals. The new menu, served every day from 11-11, is as New York as its interior design, with an emphasis on adventurous appetizers, which take up two of the menu's five pages. The new food is fun, filling and popular. Herb has also laid on a weekend champagne brunch with four levels of price, starting with Korbel and ending with Louis Roderer.

To have a date, you need to have someone to take out. Singles seeking partners now have a **Dick Syatt Singles Party** in downtown Boston, at **Zanzibar** on Sunday nights. The recent Grand Opening drew over 300 well-dressed, well-behaved adults. Unlike most other downtown singles groups, this is definitely a dancing crowd, often with more folks on the dance-floor than looking on. Cover charge is \$5, including buffet starting at 8:30, and you're as likely to meet someone who works in a nightclub the other nights of the week as you are one of Dick's regulars.

## Et cetera

By David Brudnov

"I like it very much," says Billy Friedkin, to the author's and my delight and not a little surprise. It's accurate. William Friedkin, to whom "temperamental" might have been invented as the adjective of choice, provided cooperation but not "authorization" to Nat Segaloff, **Boston Herald** film critic and longtime student of the director's films, this was Segaloff's **Hurricane Billy: The Stormy Life and Films of William Friedkin** (Morrow), a sprightly book mercifully free of insider gossip and gratifyingly long on analysis and thoughtful documentation.

The author and I interviewed the director a week before the book's publication, a fairly rare event — not the interview but the writing of a book about a living director. Friedkin and I spoke last in 1987 when his **Rampage** showed at the Boston Film Festival. An unforgettable film about vicious murder, the death penalty and the insanity defense, **Rampage**, for reasons that Segaloff makes clear in his book, has had no

commercial distribution in the States though it has been widely seen in Europe. It is scheduled for release here later this year.

In discussing **Rampage**, Segaloff explains that, like most of Friedkin's movies, this one reflects his state of mind at the time, in this case a convoluted attitude toward the three interlocking themes. As Friedkin is of mixed mind about those themes, so his film offers no easy solutions, no simple rights and wrongs.

**Hurricane Billy** reminds us of the director's phenomenal achievements: **The French Connection**, **The Exorcist**, **Sorcerer**, **Cruising**, among them, as well as **The Brink's Job**, the Boston-based film that puzzled most people. **To Live and Die in L.A.** (1985) still gives night-mares to filmgoers. I didn't ask Segaloff if he intended a sequel, but at age 54 Friedkin will likely deserve, one, soon. **The Guardian**, a horror film about a nanny who takes real control, will be released this spring, as well as **Rampage**. The hurricanes that Billy occasions will keep blowing, fiercely.

## VOLUNTEERS NEEDED

Drivers needed for the Newton Wellesley Unit of the American Cancer Society's "Road to Recovery" program. Drivers transport cancer patients to their treatments. Also needed are volunteers to help in the office by answering phones, mailing literature and arranging aid for cancer patients. Info: 237-3094.

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## VOLUNTEERS NEEDED

Females over 40 non-organellar needed by Brigham & Women's Hospital for a 2 year study to determine the efficacy of Calcitonin in the prevention of postmenopausal bone loss. Free physical exam, biochemical evaluation, dietary assessment and bone density measurements. Info: 732-5669.

## CITY OF CAMBRIDGE

**PLANNING BOARD NOTICE OF PUBLIC HEARING**  
The Planning Board of the City of Cambridge will hold a public hearing on Tuesday, April 3, 1990, at 7:30 p.m. at the Community Development Conference Room, third floor, City Hall Annex, 57 Innan Street, Cambridge, Massachusetts for a Major Amendment to Special Permit #15, Monogram O'Brien Highway, by North Federal Properties, Inc. It is proposed to amend the approved plans by changing some minor dimensional elements; in addition, the applicant is requesting an increase in the variance granted for the Floor Area Ratio from 3.12 (with balconies) to 3.25 (with balconies) as well as a variance from the proposed requirements of Article 15.000 to eliminate the required second hearing for Planned Unit Development Special Permits. Copies of the petition are on file in the Office of the City Clerk, City Hall, Cambridge, Massachusetts. Questions concerning the petition may be addressed to Lester Barber or Liz Malenfant at 468-3004. (7/302)

## COMMONWEALTH OF MASSACHUSETTS

**PUBLIC HEARING NOTICE**  
THE OFFICE OF CABLE TELEVISION FOR THE CITY OF CAMBRIDGE WILL HOLD A PUBLIC HEARING TO EVALUATE THE PERFORMANCE OF CONTINENTAL CABLE TELEVISION, CABLE TELEVISION LICENSEE FOR CAMBRIDGE, DURING 1989. THE PUBLIC HEARING WILL BE HELD ON THURSDAY, MARCH 22, 1990, 6:00 P.M. IN THE CAMBRIDGE CITY HALL. PROCEEDINGS WILL ALSO BE CABLECAST LIVE ON CH. 37. (7/302)

## CITY OF CAMBRIDGE

### BOARD OF ZONING APPEAL

- The Board of Zoning appeal will hold a public meeting on THURSDAY, APRIL 5, 1990 in Room 2000, City Hall, Cambridge, Massachusetts. The following cases will be heard:
- 1-150M CASE NO. 8022**  
146-150 THORNDIKE STREET  
142 150-144 THORNDIKE STREET  
VARIANCE TO CHANGE SHAPE OF LOT TO eliminate encroaching structure, size of lot remains the same. Art. 5.000, Sec. 5.15 (Table of Dimensional Requirements). (7/302)
  - 1-150M CASE NO. 8023**  
250 COLUMBIA STREET WASHINGTON ST.  
DANIEL ANDERSON & TERRILL, CIVILIAN  
VARIANCE TO substitute lot for lot to eliminate encroaching structure, size of lot remains the same. Art. 5.000, Sec. 5.15 (Table of Dimensional Requirements). (7/302)
  - 2-150M CASE NO. 8024**  
160 ALBURN STREET  
VARIANCE TO correct existing first floor residential use, add second and third floors to the existing structure, entire structure will remain in existing use. Art. 5.000, Sec. 5.31 (Table of Dimensional Requirements). (7/302)
  - 2-150M CASE NO. 8025**  
160 ALBURN STREET  
VARIANCE TO add third floor to existing structure. Art. 5.000, Sec. 5.31 (Table of Dimensional Requirements). (7/302)
  - 3-150M CASE NO. 8026**  
131 BRIMLEY STREET  
CAROL W. KERRILL, VICE PRES.  
Special Permit: To use existing space for health care facility in treatment in addition to the existing educational facility. No medical treatment or dental testing to be involved. Art. 5.000, Sec. 4.33(7) (Other Health Care Facility). (7/302)
  - 3-150M CASE NO. 8027**  
3245 PARKWAY STREET  
CITY OF CAMBRIDGE-CAROL MARKS  
Special Permit: To substitute lot for lot. Art. 5.000, Sec. 5.15 (Subdivision). Sec. 5.31 (Table of Dimensional Requirements). Art. 5.000, Sec. 5.31 (Table of Dimensional Requirements). (7/302)

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Cambridge, MA 02140

## CITY OF CAMBRIDGE

### OFFICE OF THE CITY CLERK

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Terconary District and amendments thereto, the Committee on Ordinances, comprised of the entire membership of the City Council, will hold a public hearing on Wednesday, April 4, 1990 at 7:00 p.m. in the Sullivan Chamber, City Hall, Cambridge, Massachusetts on the petition of City Council member David L. Goffman for adoption of a new section 11.400—Traffic Mitigation and Parking Supply Restrictions. This new 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 floor area devoted to the minimum combination of non-residential/non-institutional uses and hotels and motels where it is proposed to provide either the minimum parking required by Section 6.00—Subarticle of Parking and Loading Requirements. Such development shall be required to undertake specific traffic analysis and commit to a detailed mitigation plan to limit vehicle trips to the MIXD District, the north Port District, Office and Business District. Copies of the 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. Councilman David L. Goffman

(7/302)

# Real Estate

To place your ad in the Real Estate display section, call 969-0340

## Boston Area Real Estate News

**Century 21** Abramowitz & Jauregui Realty, announces that Carol Heffron has joined their firm as a professional sales associate. Born and raised in Newton, she was a former elementary school teacher and has been in the real estate field for over 15 years.

**Prudential Edna Kranz Realty's** Brenda Krasnow has been named to the president's circle of the Prudential Real Estate Affiliates for 1989 for multi-million dollar residential sales. The award was presented by Duane Maruso, director of Northeast Support Services and Dennis Drennan, vice president and regional director of The Prudential Real Estate Affiliates.

**Advanced Creative** Real Estate Specialists will sponsor a networking seminar Thursday, March 29 at the Boston Marriott Hotel in Newton from 7:30 a.m. to 11 a.m. The theme of the conference will be "Affordable Housing: How to Make it Happen" and will feature a number of speakers. For more information, call 617-239-0070.

**Community Associations** Institute announces its program for condominium trustees and board members entitled "Fiduciary Responsibilities and Exposures of Board Members." The program runs from 9 a.m. to noon at the Sheraton Needham



**Century 21 Bailey Realty's sales associate, Margie Kern (pictured left) was presented a \$2 million plaque, for her outstanding sales performance in 1989, by Robert Hutchinson, regional director of Century 21 of New England. Pictured on left is Charlotte Bailey, principal of Century 21 Bailey Realty.**

PHOTO COURTESY OF JET COMMERCIAL PHOTO

Hotel in Needham. Call 617-254-1186 for more information.

**Waban Hill Associates' Principal**



**Carol Heffron of Century 21, Abramowitz & Jauregui Realty.**

Paul York, active in Newton real estate for 26 years, announces that his firm will be moving to a new location at 1359 Centre St., Newton Centre on April 1.

**Fannie Mae and Freddie Mac** Form Filling Seminar sponsored by the Massachusetts Board of Real Estate Appraisers, is being offered on March 28, from 8 a.m. to 5 p.m., at the Marriott Hotel in Newton. The course, taught by Anthony Trodella, MRA and John Cena, MRA, will be the first of its kind in the nation. The cost of the course is \$125 and will cover lunch, course material and sample forms. Space is limited.



**Brenda Krasnow (above) receives the President's Circle Award from Duane Maruso and Dennis Drennan.**

Send check to Massachusetts Board of Real Estate Appraisers, 100 Boylston St., Boston, 02116.

**RealNet**, a real estate videotex service, announces that it is providing "INFO-LOOK", an on-line information service, for both business and residential users who want information on the Suffolk County Registry of Deeds grantor/grantee index, as well as ads for properties for sale and for rent.

INFO-LOOK can be accessed from a computer for 50 cents per minute. For more information call 800-338-2717, ext. 713.



### A Retirement Community That Makes Sense.

At last, a retirement community that offers the benefits of homeownership! Fox Hill Village combines the security of continuing care with the many benefits of ownership through our unique cooperative plan.

Designed for comfort and convenience, Fox Hill Village is now under construction on 80 wooded

acres in Westwood and will open in the Summer of 1990.

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Call (617) 329-4433 for more information, or make an appointment to visit our model unit.



**FOX HILL VILLAGE at WESTWOOD**

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### The Franklin Elderly Housing


A uniquely restored landmark building offers a warm, traditional environment especially suited to elderly persons. Within this historic building are all the conveniences of a modern apartment just steps from 2 major hospitals and public transportation.

Call for an application, Mon-Fri, 9-4

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EQUAL HOUSING OPPORTUNITY

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**HAMPTON PLACE**

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965-4190

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\*KRC/Communications Research Cambridge, MA 1988

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### Real Estate APT. FOR RENT

**ALLSTON/BROOKLINE:** Studios and one bedrooms available from \$550. Heat/water included. NO FEE! 457-7283

**ALLSTON:** On 1, large 3 room apartment, plus eat-in kitchen. 1st floor. \$750. Available 4/1. Good for 2 roommates. No fee. Leave message. 225-9591.

**ALLSTON:** Studio, Glenville Avenue, heated, no fee. \$550/month. 969-1716.

**BACK BAY:** Studio condos. Hardwood floors, eat-in kitchen. \$525 heated. The Albert Corporation. 277-7820.

**BOSTON, Newbury Street:** super location. Small studios from \$375. 236-5994. R.E.

**BOSTON:** Kenmore Towers, Commonwealth Avenue. One bedroom, well-furnished \$950, unfurnished \$875. 24 hour concierge, pool, hot tub, no fee. 602-0808, 536-8841.

**APT. FOR RENT/Cont.**

**BRIGHTON/BROOKLINE LINE:** No fee. Exquisite 2 bedroom victorian near T. Washer/dryer. \$1050/month. 505-656-0068.

**BRIGHTON NEWTON LINE:** Sunny, spacious, modern 3 bedroom. Livingroom, diningroom, A/C, washer/dryer, refrigerator. No fee. Call 782-0138, 782-1616.

**BRIGHTON:** 1st month free cooperative ownership, an alternative to renting. Own and control your building with your neighbors. Hardwood floors, newly renovated kitchen, great location. Low down payment. 1 and 2 bedroom units available. \$587-901, includes heat and hot water. Call Gina at 965-7790, Monday-Friday, 930-5200.

**BRIGHTON:** Short-term rental. Furnished, one bedroom condo on Greenline. Pool, pool, on-site laundry. \$750/month. 739-1943.



498-9034

**CITY OF CAMBRIDGE**  
**COMMUNITY DEVELOPMENT DEPARTMENT**  
City Hall Annex - Inman & Broadway - Cambridge, Mass. 02139

RECEIVED BY  
OFFICE OF CITY CLERK  
1990 MAY 18 AM 9:29  
CAMBRIDGE MA.

To: Francis Duehay, Chairman  
City Council Ordinance Committee

From: Michael H. Rosenberg *MHR*  
Assistant City Manager for  
Community Development

Subject: City Council Petition to Create a New Section 11.400 -  
Traffic Mitigation and Parking Supply Restriction:  
Proposed Amendment to Allow a Parking Bonus for Hiring  
Cambridge Residents

Date: May 17, 1990

In response to the request by Councilor Myers made during the Ordinance Committee's hearing on April 11th, I am forwarding for your consideration a proposed amendment which will allow development projects to have additional parking if an agreement is made to hire Cambridge residents, a portion of which would be through the Cambridge Employment Program. This was a good suggestion in that hiring Cambridge residents will shorten the length of vehicle trips, thereby reducing air pollution, and will help provide jobs for Cambridge people.

As an example of how this bonus would work, consider a 100,000 square foot Office/R&D building near Alewife Station. Since new development in the area is providing three jobs per 1,000 square feet of building, this 100,000 square foot building would provide 300 jobs. Under the proposed Traffic Mitigation Zoning, the building would be allowed 181 parking spaces. If the developer agreed to hire 45 Cambridge residents (15% of 300 jobs), the number of parking spaces could be increased to 208. Under current zoning regulation, this building would be allowed 250 parking spaces

Enclosure

TRAFFIC MITIGATION ZONING  
Cambridge Employment Bonus

New Subsection:

11.405.1 Parking bonus for Employing Cambridge Residents -

In order to shorten the length of vehicle trips and thereby reduce air pollution and encourage the implementation of the Cambridge Employment Program, the number of parking spaces permitted under Section 11.405 can be increased if commitments are made to hire Cambridge residents. If the applicant commits to a requirement that at least 15 percent of the jobs at the project will be filled by Cambridge residents, including at least half of these through the Cambridge Employment Program, the number of parking spaces allowed will be increased by 15 percent. An additional one percent bonus over the base number will be allowed for each additional one percent increase in Cambridge resident employment up to a maximum total combined bonus of 25 percent. However, the total amount of parking spaces allowed is still capped at the maximum allowed in Section 6.36.

11.406 Change first paragraph to read:

To ensure compliance with the mitigation criteria, including the required Cambridge resident employment to receive the related parking bonus, all applicants for projects with 50,000 GSF or more, shall enter into a contractual agreement with the City to ensure full and permanent implementation of all mitigation programs and of a monitoring program as approved by the Cambridge Planning Board.

1.

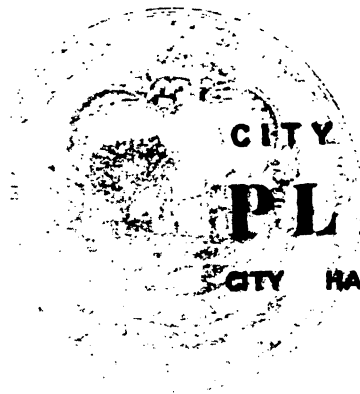
COMMUNICATIONS & REPORTS FROM  
CITY OFFICERS

Comm. from Michael H. Rosenberg, Assistant  
City Manager for Community Development,  
transmitting a proposed amendment to the  
Traffic Mitigation and Parking Supply Re-  
striction Ordinance to allow a parking  
bonus for hiring Cambridge residents.

In City Council,

June 4, 1990

*Referred to Unfinished  
Business Item  
#2*



CITY OF CAMBRIDGE, MASSACHUSETTS  
**PLANNING BOARD**

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

May 1, 1990

To the Honorable, the City Council:

Subject: City Council Petition to Create a New Section 11.400 - Traffic Mitigation and Parking Supply Restriction: Planning Board Recommendation

Recommendation

The Planning Board recommends adoption of the petition with revisions as noted in the enclosed revised text. The recommended changes to the text as filed are intended to address two concerns raised at the public hearing: (1) changes are made to make clear that the Ordinance applies to increases in the quantity of existing accessory parking facilities even when no change of use or new construction is involved, and (2) additional language is inserted to permit desirable flexibility in application of the formulas which determine the trip generation and parking inventory limits for each development as credible site or project specific data is generated by an applicant which justifies such flexibility.

Findings

The problem of increased traffic and congestion on city streets has been building for more than a decade. The sources of the problem are varied, some within the control of the city, others requiring a regional or wider approach. This traffic mitigation zoning proposal is an effective means of addressing the traffic issue for future commercial developments in the city. Other sources of the problem, as for example traffic generated by existing businesses, commuter traffic traveling through the city to reach other destinations, the increased ownership and use of automobiles by Cambridge residents and others, must be addressed by other means. The City's active support of a Commuter Mobility Program, now more than a year old, is evidence of the City's wider commitment to those additional efforts. The Planning Board certainly is committed to making management of traffic a central issue in all its planning deliberations.

While there was not significant testimony for or against the amendment at its hearing and deliberations on the proposal the call for more flexibility in the application of the regulation where appropriate has been responded to in the revisions herein recommended to the Council for adoption.

Respectfully submitted for the Planning Board,

*Paul Dietrich*  
Paul Dietrich, Chairman *B*



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

## TRAFFIC MITIGATION ZONING

Text with revisions, as recommended by the Planning Board  
May 1, 1990

May 1, 1990

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 most recent Massachusetts State Implementation Plan for Ozone and Carbon Monoxide reduction.

11.402 APPLICABILITY

With the exception of developments authorized in Article 14.000, Article 15.00, Article 16.00 and Section 17.10 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, any hotels and motels (Section 4.31 i (1) and (2)), or any increase in the amount of existing parking accessory to any building meeting the aforementioned size and use thresholds, shall be permitted only upon issuance of a Special Permit from the Cambridge 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, or in the case of increases in the amount of existing accessory parking only when the minimum amount required is exceeded.

11.403 TRAFFIC MITIGATION REQUIREMENT 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 Cambridge 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.

If ITE published vehicle trip generation rates are not available or the sample size is prohibitively small, other transferable empirical research data may be used if properly cited, sourced, fully justified and approved in advance by the Cambridge Planning Board.

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 Cambridge 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 Cambridge 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 Cambridge Planning Board to be necessary to adequately safeguard the public health, safety, and welfare, to the extent that such mitigation measures are within the legal capacity of the applicant to implement.

11.404 USE OF DAY 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 day care.

11.405 MAXIMUM ALLOWED PARKING SPACES

Notwithstanding the provisions of Section 6.30 - Parking Quantity Requirements, 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:

$$\begin{array}{l} \text{Maximum Allowed} \\ \text{Parking Spaces} \end{array} = \begin{array}{l} \text{A.M. Peak Hour Vehicle} \\ \text{Arrivals } \underline{\text{needing parking}} \\ \text{divided by the Percent} \\ \text{Employees Arriving During} \end{array}$$

A.M. Peak Hour

However, if ITE published data is not available for the proposed use or the sample size is prohibitively small or the project has unique characteristics, other transferable empirical research data may be used if properly cited, sourced, fully justified and approved in advance by the Cambridge Planning Board.

- 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

To insure compliance with the mitigation criteria, all applicants for projects with 50,000 GSF or more, shall enter into a contractual agreement with the City to ensure full and permanent implementation of all mitigation programs and of a monitoring program as approved by the Cambridge 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 13.261 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 Section 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 District.

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 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/non-institutional uses, and hotels and motels, (Section 4.31i (1) and (2)), 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.



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139

TEL. 498-9011

FAX. 868-8159

EXECUTIVE DEPARTMENT  
ROBERT W. HEALY  
City Manager

RICHARD C. ROSSI  
Deputy City Manager

May 14, 1990

To The Honorable, The City Council:

Attached please find notification of a City Council Petition to Create  
a New Section 11.400 - Traffic Mitigation and Parking Supply Restriction:  
Planning Board Recommendation, for your consideration.

Very truly yours,

Robert W. Healy  
City Manager

RWH/mev  
enclosure

Agenda # 13

Planning Board's Recommendation on  
Traffic Mitigation and Parking Supply  
Restriction.

In City Council,

May 14, 1990

*Referred to the  
petition*



# City of Cambridge

1.

IN CITY COUNCIL

February 26, 1990

COUNCILLOR DUEHAY

ORDERED:

That the attached Ordinance on Traffic Mitigation and Parking Supply Restrictions be referred to the Planning Board and the Committee on Ordinances.

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.

Order # 1

O-31A

Councillor Duehay re: Ordinance on Traffic Mitigation be referred to the Planning Board and Ordinance Committee.

7/4/90- Placed on file  
due to expiration of  
time limit

In City Council,

February 26, 1990

Order adopted  
by 8 members.

Referred to the  
Ordinance Committee  
& Planning Board  
Copies sent to Planning  
Board & Ordinance  
Committee 2/28/90 (d)