



City of Cambridge

Committee Report #6A

IN CITY COUNCIL

December 7, 1998

COUNCILLOR DAVIS
COUNCILLOR BORN

ORDERED: That the City Manager be and hereby is requested to confer with the Community Development Department to review the Traffic Mitigation Agreement and the master plan, and to report on what the options are to amend it to meet the concerns raised in this hearing; and be it further

ORDERED: That the City Manger be and hereby is also requested to report on the feasibility of setting up a traffic monitoring committee like that utilized for the proposed Polaroid development; and also discuss the ways the 1700 peak p.m. trip works.

In City Council December 7, 1998.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk



City of Cambridge

Committee Report #6B

IN CITY COUNCIL

December 7, 1998

COUNCILLOR DAVIS

ORDERED: That the City Manager be and hereby is requested to confer with his staff to arrange for a presentation on the Cambridgeport Roadways to the Traffic and Transportation Committee.

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D. Margaret Drury
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City of Cambridge

Committee Report #6

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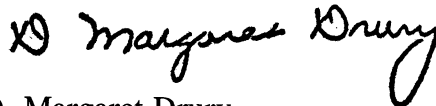
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Councillor Born stated that a square foot of development can have very different traffic consequences depending on the use that is made of the space.

Councillor Russell stated that she would like to hear what University Park is doing for traffic mitigation now.

Councillor Davis invited Tom Lucey, Director of Community Relations for Forest City, to describe the mitigation. Mr. Lucey described the cap or peak trips, the method of monitoring and the mitigation that Forest City is required to implement. He stated that Forest City has implemented several kinds of traffic mitigation activities, and listed the following ongoing activities in which Forest City is engaged:

- Promotion of the use of public transportation. Monthly MBTA passes are sold at the development site.
- Fifty per cent of employees who work at University Park have access to discounted MBTA passes.
- There are multiple MBTA bus stops within University Park.
- Staggered and off-peak hours are encouraged by amenities such as twenty-four hour security, off-hour shuttles and secure bicycle storage.
- A designated employee manages the traffic mitigation for University Park.
- The Star Market Lease contains traffic mitigation provisions.
- Forest City is working with the hotel to set up an airport shuttle.

Councillor Davis asked whether vehicle counts have been done. Mr. Lucey stated that surveys have just been completed by their consultants. The first count was triggered by the occupancy of Phase II, which just happened. This data should be available soon. The next count will be due at the completion of the Millennium build out and occupancy, so it will probably be in late spring.

Councillor Davis asked what will ensure that there is no building permit for the final build out before the traffic count has been done. Ms. Woodbury stated that the developer is required to come back to the Planning Board before the final build out can be permitted.

Ms. Woodbury stated that currently a total of two million square feet is permitted, but the housing has been increased so the project will not reach 1.75 million square feet of commercial build out. There are 225 housing units presently; there will be another 400 plus. This will bring total commercial development allowed down to 1.6 million square feet.

Councillor Davis commented that apparently the development will not reach the final threshold of 1.75 million square feet of commercial development.

Councillor Born stated that Councillor Russell had to leave but asked her to bring up the issue of bicycle safety education. Mr. Lucey stated that in October, there was a transportation fair at University Park and there were speakers on bicycle safety at that fair.

Councillor Born stated that the further along the development gets, the harder it is to impact the traffic. At the completion phase, the populace does not have much recourse. Mr. Lucey stated that Forest City is legally obliged to meet the 1700 p.m. peak hour vehicle trip cap.

Councillor Born stated that different kinds of development have different traffic impacts. Mr. Lucey stated that University Park has a great deal of lab space, which will generate fewer vehicle trips than office space. In addition there is more housing, which also will help reduce the peak p.m. vehicle trips.

Councillor Born observed that times have changed since University Park was planned. She is not sure that when University Park was planned, the planners envisioned all of the other increased traffic in the city, or the end of rent control and the increased affluence of the population.

Mr. Lucey said that the Environmental Impact Report (EIR) that was done was the most comprehensive in Massachusetts when it was finished. In addition there is ongoing review of the master plan. That is why there was a switch in the plans to increase the housing. Mr. Lucey stated that twenty-four per cent of University Park housing will be housing that is affordable to low and moderate income people. Also, Forest City works with the Cambridge Office of Workforce Development to try to hire Cambridge residents.

Councillor Davis stated that she is frustrated by how much development will be permitted before the City even sees the first traffic studies. She asked about the total number of expected employees. Mr. Lucey stated that he can only say what is there now and what will be added when Millennium is finished. There are 1295 employees currently. Millennium will add approximately 500 more employees.

Councillor Davis then invited public testimony.

Robert Winters, 366 Broadway, stated that his questions are whether the change of uses to include a supermarket has necessitated change in traffic predictions. He asked at what point citizens can see detailed plans for the Cambridgeport Roadway project, and of what value are traffic counts at this stage.

Jim Gascoigne, Charles River Transportation Management Company, stated that he works with Forest City on transportation demand mitigation. He stated that Forest City is living up to the state's rideshare obligation, even though they are not required to do so under

the state law. Forest City is also meeting all of its mitigation requirements in its agreement with the City of Cambridge.

Mr. Gascoigne then discussed van pools. He stated that he would like to put together a citywide partnership of the top twenty-five businesses to form van pools. Regarding shuttle service, Mr. Gascoigne said that Forest City is only required to run shuttle service for peak hours. Instead, there is a 7:00 a.m. to 7:00 p.m. service, every fifteen minutes. This service started in August. It is at the time when businesses first move into Cambridge that they set their policies. Some employees are charging their employees for parking but offering discounted T passes. The reason people drive is that they don't have to pay for parking.

Councillor Davis stated that citizens would be interested in using these shuttles. Mr. Gascoigne stated that this should be discussed. In addition, if there are van pools, there may be an opportunity for negotiation for use of these vans for social service needs during the day, because the vans drive here in the morning from distant suburbs and sit in the garage all day until the evening commute.

John Chamberlain, 58 Brookline Street, stated that Forest City's mitigation plans are important and useful, but it is important to remember that they will only affect a small number of the vehicle trips generated. Three years ago there was parking up and down Brookline Street. Now it is very difficult to find parking spaces. At least two days a week he has to park out of the neighborhood. The reason for the change is the new housing in University Park. Even though there is parking in site for one car per household, the households have more than one car each. He wonders where all of the people who live in the new housing park.

Mr. Chamberlain stated that while the parking problem is caused by people who live there, the traffic congestion is caused by through traffic. He is pleased that there is a cap in peak hour trips, although 1700 trips may not be the right number. However he is concerned that there is no real way to apply that standard.

William Cavellini, 9 Speradakis Terrace, stated that this is, by quite a bit, the largest development that the City is facing, but it does not get the same attention as the W.R. Grace site and the ComEnergy site. The developer has come in with a request that the Planning Board permit 600,000 square feet of development all at once and has asked the Planning Board to expedite the process. It is important to take another look at this project. He is concerned that the traffic mitigation agreement is really not being addressed. He and Bob Boulrice asked in 1992 for some traffic numbers. They never got them. He asked whether the agreement had been amended. Ms. Woodbury said that it has not. He suggested that there be a public hearing when the counts are available. It is not too early to make counts. Baseline numbers are needed. It would be useful to know the day and time of day associated with the cars. Regarding the second threshold of counting, at one million square feet, a much more sophisticated study is contemplated. The survey specified calls for interviewing visitors, employees, etc. It is important to know how the survey fits together with the count. There should be a public hearing at every threshold. It is disturbing that University Park will never get to the final threshold.

Mr. Cavellini urged amendment of the traffic mitigation agreement so that there is still a critical threshold set so as to require a traffic measurement before final build out. This is fair because the master plan has changed. It now includes a supermarket, which is the highest trip generator. There is still discussion of a multiplex cinema complex, which also was not in the master plan. He suggested another meeting in this topic in two months with actual numbers.

Geneva Malenfant, 75 Henry Street, stated that she agrees with Bill Cavellini that Cambridgeport has been treated shabbily. There are no advantages to the residents of Cambridgeport in this zoning. Last week half a house in Cambridgeport sold for \$500,000 to a researcher who works for Millennium.

Regarding shuttles, Ms. Malefant stated that she has concluded that they are useless and create pollution. As she watches these shuttles, most of them are empty. She also questions why in University Park, there are no concerns about eventual conversion of lab space to offices, which would at that later point increase vehicle trips. Almost the only control in the zoning is counting cars. There is no binding design review.

Monica Raymond, Brookline Street, stated that she looks at the 1700 peak p.m. hours in a vacuum. She has no way of knowing how many cars that feels like. She needs a reference, or a context to be able to evaluate that number. She wants to keep attention on what is a really livable neighborhood. She urged the community to press for as little traffic as possible. If the number of allowable vehicle trips is too high, correct it; if the number is right, find methods to ensure accurate measurement and enforcement.

Diane Leone, corner of Putnam Avenue and Western Avenue, stated that that intersection is incredibly congested. It desperately needs attention. Early morning is a big problem. She stated, "we are being run over with progress."

Councillor Davis stated that possible next steps are looking into amending the mitigation agreement, ensuring a reachable threshold, applying the 1700 peak p.m. trip cap, and having another meeting of this committee to look at the numbers from the traffic counts. Councillor Davis stated that she supports the Polaroid method of consideration of traffic issues and asked Ms. Rubenstein to describe the process. She did so.

Councillor Davis moved that the City Manager be and hereby is requested to take the necessary steps to have the Traffic Mitigation Agreement amended such that the 1.75 million square feet applies to all development, not just commercial. Councillor Born moved to amend the motion to request the City Manager to confer with CDD to review the Traffic Mitigation Agreement and the master plan, and to report on what the options are to amend it to meet the concerns raised in this hearing; and to also report in the feasibility of setting up a traffic monitoring committee like that utilized for the proposed Polaroid development; and also discuss the way the 1700 peak p.m. trip works. The motion passed as amended on a voice vote.

Ms. Davis moved that the committee request that the City Manager confer with his staff to arrange for a presentation on the Cambridgeport Roadways to the committee.

The motion passed without objection. Ms. Rubenstein agreed and stated that the plans are fairly well developed. Implementation involves a complex set of real estate transactions.

Councillor Davis thanked those present for their attendance.

The meeting was adjourned at 8:35 p.m.

For the Committee,

A handwritten signature in black ink, appearing to read 'Henrietta Davis', written in a cursive style.

Councillor Henrietta Davis, Chair

AGREEMENT FOR TRAFFIC MITIGATION

This Agreement for Traffic Mitigation for University Park at M.I.T. in the Cambridgeport Revitalization Development District (the "District"), Cambridge, Massachusetts, dated as of the 11th day of January, 1988 (the "Agreement"), by and among the City of Cambridge, Massachusetts acting by and through its Community Development Department ("C.D.D.") and the Massachusetts Institute of Technology ("M.I.T.") and Forest City Rental Properties Corporation (the "Developer").

WHEREAS, with the creation of the District through proposed Article 15.000 of the Cambridge Zoning Ordinance (the "Ordinance"), the City is implementing the Blue Ribbon Committee Report dated December, 1986 adopted by the Cambridge City Council February 9, 1987 concerning redevelopment of that part of the City of Cambridge known as the Cambridgeport Revitalization Development District; and

WHEREAS, Section 15.325 (v) of the Ordinance requires, as a condition of the approval by the Cambridge Planning Board of development in the District above 1,750,000 square feet of non-residential buildings and 400 dwelling units, implementation of traffic mitigation measures which have as a standard the maximum generation of 1,700 two-way (inbound and outbound) vehicular trips at PM peak hours from all development within the District measured in accordance with a traffic mitigation agreement agreed to between C.D.D. and the owner as may be

amended pursuant to the Development Consultation Procedure, as defined in Section 11.40 of the Ordinance; and

WHEREAS, traffic mitigation methods, implementation of the traffic impact criteria and measuring of traffic impact standards have been established by mutual agreement among C.D.D., M.I.T. and Developer; and

WHEREAS, C.D.D., M.I.T. and Developer are executing this Agreement in reliance upon their respective rights, undertakings and obligations hereunder;

NOW, THEREFORE, in consideration of the mutual promises hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which are hereby severally acknowledged, the parties agree as follows:

1. Exhibit A hereto contains the traffic mitigation measures agreed to among C.D.D., M.I.T. and Developer (the "Traffic Mitigation Measures"). The Traffic Mitigation Measures shall be deemed requirements for development in the District and are binding on C.D.D., M.I.T. and Developer, and are the Traffic Mitigation Measures which must have been satisfied in order to satisfy the requirement for Planning Board approval set forth in Section 15.325(v) of the Ordinance.

2. The Traffic Mitigation Measures and this Agreement may be amended from time to time only by mutual, written agreement by and among C.D.D., M.I.T. and Developer, a copy of which C.D.D. shall file promptly with the records of the Cambridge Planning Board.

3. The specific remedies to which any party may resort under the terms of this Agreement are cumulative and are not intended to be exclusive of any other remedies or means of redress to which such party may be lawfully entitled under this Agreement or otherwise. The failure of any party to insist in any one or more cases upon the strict performance of any of the covenants of this Agreement shall not be construed as a waiver or relinquishment for the future of such covenant. In addition to the other remedies provided in this Agreement, each party shall be entitled to the restraint by injunction of the covenants, conditions or provisions of this Agreement, or to a decree compelling performance of or compliance with any of such covenants, conditions or provisions.

4. If any term of this Agreement or any application thereof shall be invalid or unenforceable, the remainder of this Agreement and any other application of such term shall not be affected thereby. This Agreement may be changed, waived, discharged or terminated only by an instrument in writing signed by the party against which enforcement of such change, waiver, discharge or termination is sought. This Agreement shall be binding upon and inure to the benefit of and be enforceable by the respective heirs, executors, administrators, successors and assigns of the parties hereto.

WITNESS the execution hereof under seal on or as of the day first above written.

Attest: (Seal)

Jane C. Maguire

COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF CAMBRIDGE

By: Robert W. Healy
Robert Healy, City Manager

Attest: (Seal)

Mary T. Flynn

By: Michael H. Rosenberg
Michael H. Rosenberg,
Assistant City Manager
for Community Development

Attest: (seal)

Jane C. Maguire

By: George Teso
George Teso, Director
of Traffic and Parking

Attest: (Seal)

Drew M. Leff

MASSACHUSETTS INSTITUTE OF
TECHNOLOGY

By: William R. Dickson
~~Philip A. Trussell, Associate~~
Treasurer William R. Dickson,
Senior Vice President

Attest: (Seal)

Drew M. Leff

FOREST CITY RENTAL PROPERTIES
CORPORATION

By: Melvin Roebuck
Melvin Roebuck, Senior
Vice President

EXHIBIT A

Pursuant to Article 15 Section 15.325 of the Cambridge Zoning Ordinance, Forest City Rental Properties Corporation (hereinafter called the Developer) hereby agrees to implement traffic mitigation measures which will ensure that two-way peak hour vehicular trip generation for the Developer's Project in the District will not exceed 1,700 trips as measured pursuant to the methods described in this Agreement.

1. Mitigation Methods. At a minimum the Developer agrees to implement the following mitigation programs.

a. Encourage staggered or flexible work hours for employees of all tenants in the District through the provision of utilities during off-peak hours and other appropriate means;

b. Promote the use of public transportation by providing transit information and participation in the MBTA commuter pass program including the establishment of a commuter pass sales office within the District;

c. Operate a computer-based ride-sharing information bank. The Developer will collect and disseminate information to employees in cooperation with the CARAVAN for Commuters, Inc. The Developer shall supply this service to all tenants within the District and will cooperate with other employers within the general Central Square - Cambridgeport area by providing such ride-sharing information;

d. Reserve spaces at preferential locations for carpool and vanpool parking on the site;

e. Establish reduced parking fees for carpool and vanpool parking;

f. Encourage the hotel operator to provide an airport motor vehicle shuttle to and from the hotel on the site;

g. Provide reduced parking fees on the site for monthly and daily parking spaces not available on working days until after 9:30 A.M.; and

h. Designate an employee whose duty will be to ensure that an adequate Traffic Mitigation Program is implemented and maintained.

2. Implementation of the Traffic Impact Standard

The maximum traffic impact standard for the full build-out of all development allowed within the District shall be 1,700 two-way (inbound and outbound) trips generated during the PM peak hour. At the point when the Developer has constructed 1,750,000 square feet of non-residential buildings and up to 400 dwelling units, the traffic impact standard will be a maximum of 1,500 two-way (inbound and outbound) trips generated from all development within the District during the P.M. peak hour. It is understood that the Planning Board will approve a development plan for development of 1,900,000 square feet of non-residential building and up to 400 dwelling units if the aforesaid traffic standard is met. To the extent that the total PM peak hour two-way vehicular trip generation for

all development within the District measured at approximately the time of the submission of a development plan pursuant to Section 15.325 exceeds 1,500 trips but is less than the maximum 1,700 trips, additional gross floor area shall be permitted up to the maximum limit of 150,000 square feet according to the following schedule (with interpolation as necessary if trip generation figures are between the stated figures):

<u>Trip Generation</u>	<u>Permitted Excess</u>	<u>Total Non-Residential Development</u>
1,500	150,000 s.f.	1,900,000 s.f.
1,550	150,000 s.f.	1,900,000 s.f.
1,600	150,000 s.f.	1,900,000 s.f.
1,650	125,000 s.f.	1,875,000 s.f.
1,700	0 s.f.	1,750,000 s.f.

Notwithstanding the Planning Board's approval of a development plan, Developer agrees that if the number of total PM peak hour two-way vehicular trips generated within the District as submitted to the Planning Board with a development plan pursuant to Section 15.325 of the Ordinance exceeds 1,500 trips but is less than the maximum 1,700 trips, Developer shall not build improvements in excess of one-half of the additional gross floor area approved by the Planning Board pursuant to Section 15.325 of the Ordinance unless and until Developer shall have provided C.D.D., in connection with the Development Consultation Procedure under Section 11.40 of the Ordinance, with trip generation figures in accordance with Section 3 below which demonstrate that the traffic mitigation measures in effect following such Planning Board approval are such that,

assuming the continuation of such measures, the further development proposed by the Developer may reasonably be expected not to cause the total PM peak hour two-way vehicular trip generation within the District to exceed 1,700 trips.

It is further understood and agreed that if and to the extent the Planning Board shall not approve the full 150,000 square feet of additional gross floor area permissible under the Ordinance, Developer shall be entitled to submit development plans to the Planning Board with updated traffic reports in accordance with Section 3 below until the traffic criteria set forth herein are met and the full 150,000 square feet of gross floor area are approved by the Planning Board pursuant to Section 15.325 of the Ordinance, and C.D.D. shall cooperate with Developer in documenting for the Planning Board the Developer's traffic mitigation efforts in this regard.

3. Measuring of Traffic Impact Standard. The inbound and outbound traffic generation shall be measured at each of the traffic facilities located within the District whenever traffic measurements are required or permitted under Section 2 above. Traffic will be measured by the methods described below to achieve an analysis of a typical or average full work day seasonally adjusted volume. This volume will be representative of the 85th percentile inbound plus outbound PM peak hour. If the measurement is made prior to the full build-out and/or full occupancy of 1,750,000 square feet of non-residential building and up to 400 dwelling units, there will be an appropriate

adjustment taking into account the build-out and occupancy levels. A combination of methods will be used to measure vehicular trips generated by the project. To identify trips into and out of the various project garages that are on-line at any point in the development's buildout process, actual car counts will be obtained from vehicle detectors buried under all entrance and exit lanes. These detectors will record in and out volumes continuously so that a long-term sample can be used to identify an 85th percentile volume as mentioned above. The counts will be supplemented with a questionnaire survey of project residents and employees to obtain estimates of (a) employees driving into Cambridge but parking off-site, (b) employees being driven by others and dropped off or picked up at the site, and (c) car usage by residents.

The employee questionnaire will include at a minimum, specific questions on the following:

- usual mode of transportation: drive alone, carpool, vanpool, dropped off/picked up, public transportation, walk, bicycle
- if drive alone: where park, cost, what time arrive/depart, commute time (each way), reasons for not ridesharing or using public transportation
- if carpool/vanpool: where park, cost, what time arrive/depart, how many in car, commute time (each way)
- if dropped off/picked up: where dropped off/picked up, what time arrive/depart, private car or taxi, commute time (each way)

- if use of public transportation: rapid transit or bus, cost, what time arrive/depart, commute time (each way)

The residents' questionnaire will include, at a minimum, specific questions as to whether such residents own a car (and how many) and how often and when they typically use such car.

Door counts of pedestrians entering and leaving all non-residential project buildings during 3:00 to 6:00 PM peak period will be conducted to correlate with information obtained from the questionnaire. At project buildings representing a mix of uses within the project and containing approximately 25% of the total project square footage, a supplementary visitor survey will be done in conjunction with the door count to obtain transportation information for visitors who don't park in project garages (such as mode split, where they parked if auto, vehicle occupancy rate, time in/out, etc.). The visitor data thus obtained will be extrapolated to other project buildings. The design of the questionnaire in this way will allow not only information to be obtained for measuring vehicular travel but also useful data to aid in devising additional appropriate mitigation actions. The visitor questionnaire data will be combined with the resident and employee questionnaire data and the garage counts and door counts to produce the number of vehicle trips generated during the P.M. peak hour for comparison with the traffic impact criteria.

The survey will be administered during a month which represents the 85th percentile activity level during the peak hour, based on garage counts, or an appropriate correction factor will be applied to the survey results to convert them to an 85th percentile level. It will be distributed randomly to employees and residents (in the District) by the Developer with a requirement of having at least 25% of all such employees and residents respond. This response rate will be sufficiently large to result in statistical validity.

The first garage counts will be reported to CDD after the first 500,000 square feet of non-residential buildings are occupied and the initial questionnaire survey will be conducted and reported to CDD after 1,000,000 square feet of buildings (residential and nonresidential) are occupied.

Additional questionnaire surveys and car counts from garages in the District will be conducted when the Developer has constructed 1,750,000 square feet of non-residential buildings and up to 400 dwelling units, at full project buildout, and at least once per year thereafter, and such data shall be supplied by the Developer to C.D.D. to ensure that the traffic mitigation measures required hereunder are being implemented in order to maintain the traffic mitigation standard.

The cost of all surveys, data collection, processing and report writing will be the responsibility of the Developer but C.D.D. and Developer will reasonably cooperate with one another in producing such traffic documentation.

XVS:0297/f

City of Cambridge

In City Council December 7, 1998

The Traffic and Transportation Committee held a public meeting on November 18, 1998, beginning at 6:45 p.m. in the Sullivan Chamber for the purpose of discussing the traffic impact of the University Park development.

Present at the hearing were Councillor Henrietta Davis, Chair of the Committee, Councillor Kathleen Leahy Born, Councillor Sheila T. Russell, and D. Margaret Drury. Also present were Beth Rubenstein, Acting Assistant City Manager for Community Development, Don Drisdell, Deputy City Solicitor and Catherine Woodbury, Project Manager, Community Development Department (CDD).

Councillor Davis convened the hearing and explained the purpose. She requested that Beth Rubenstein begin the presentation. Ms. Rubenstein introduced Catherine Woodbury, Project Planner. Ms. Woodbury distributed copies of the 1988 Agreement for Traffic Mitigation executed by the City, M.I.T. and Forest City. Attachment A. The agreement establishes thresholds of construction at which traffic counts and surveys are required. The next threshold is the completion of Phase III. However, Forest City has agreed to undertake a survey at the completion of the Millennium build out, probably late next spring.

The next milestone is 1.75 million square feet of non-residential buildings and up to 400 dwelling units. At this point additional questionnaire surveys and car counts are required. At total build out there must be another survey, and then annually thereafter.

The other agreement creates the Cambridgeport Roadway Plan to keep traffic out of the neighborhood. The roadway plan is at the twenty-five percent design stage. Construction is expected to begin in the spring of Year 2000. There will be an eighteen to twenty month period of construction.

Councillor Davis stated that she heard Forest City say that full build out will happen in Year 2000. This seems to be a mismatch.

Councillor Russell asked if more mitigation is required if the counts show that the traffic congestion is worse than expected.

Ms. Woodbury said that at each checkpoint, the developer must supply data to CDD to demonstrate that the mitigation measures are maintaining vehicle trips at the agreed-upon levels. She added that at the last checkpoint, 1.75 million square feet commercial and some portion of the housing, the developers cannot get their final permit for the build out of the final commercial development.

Committee Report #6

7865

A report from Councillor Davis,
Chair of the Traffic and Transportation
Committee, for a meeting held on
November 18, 1998 for the purpose
of discussing the traffic impact of
the University Park Development.

In City Council December 7, 1998

Report Accepted
2 orders Adopted.