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SCHOOL COMMITTEE

1700 CAMBRIDGE STREET

CAMBRIDGE, MASSACHUSETTS 02138

OFFICE OF THE SECRETARY
--IN SCHOOL COMMITTEE--

MEMBERS

PETER G. GESELL

GLENN S. KOOCHER

JOSEPH E. MAYNARD

CHARLES M. PIERCE

ALICE K. WOLF

June 17, 1975

ORDERED:

That the communication from the City of Cambridge Conservation Commission (attached) be referred to the next meeting of the School Committee, with the architect's developing plans for the new high school complex re:

- 1) parking; 2) development of the site plan; 3) the development of the recreation program at the site of the former dump.

A true copy:

Attest:

John R. McCarthy
John R. McCarthy

Provisional Secretary of the School Committee

cc Supt.

✓ J. L. Sullivan, City Mgr.

E. Catalano, Architect

Robert E. Thompson, Regional Counsel, EPA

John Pitkin, Camb. Transportation Forum

✓ J. E. Roginon, Chm. Conservation Commission

✓ P. E. Healy, City Clerk(City Council)



CITY OF CAMBRIDGE

57 INMAN STREET, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 876-6800

CONSERVATION COMMISSION

May 30, 1975

Cambridge School Committee
1700 Cambridge Street
Cambridge, Mass. 02138

Dear School Committee Members:

The Cambridge Conservation Commission would like to commend you on the amount of open space that you have preserved in developing your plans for the new high school complex. In an era when many communities are building in their park land, we are delighted with your respect for open space.

The Conservation Commission, however, has several concerns to bring to your attention: 1) parking, 2) the development of the site plan, 3) the development of the recreation program at the site of the former dump.

1. Parking: We understand that as part of the high school development program is the provision of one parking space for each teacher at the high school. We believe that this amount of parking space may be in violation of federal regulations issued by the U.S. Environmental Protection Agency under the Clean Air Act. Specifically, the EPA announced a transportation control plan for the Boston area, including Cambridge, on November 8, 1973. EPA proposed certain revisions to this plan on February 28, 1975 and expects to issue the final revised plan within the next few weeks. From discussions with the Regional Counsel of EPA, we understand that the final plan will contain the following:

- A. Requirements that all public and private employers and educational institutions take measures to insure a 25% reduction in the number of automobiles in which employees and students travel alone to work or classes. As to new facilities, the plan will restrict the number of employees (including teachers) and students traveling alone to such facilities to six out of every ten persons. The purpose of this requirement is to compel employers and educational institutions to establish carpool programs and mass transit incentives to reduce the number of employees and students driving to work alone, thereby reducing the total number of automobiles in use during the commuter hours as a means of lowering the pollution levels.

- B. All new parking facilities in the Boston area providing over 250 parking spaces will be required to obtain a permit from EPA which will be granted only upon showing that operation of the facility will not interfere with the maintenance of air quality standards for automobile caused pollutants.

- C. We assume, since the value of covered parking is about \$360 per year, a fee of some kind will be charged to the teachers for parking in the facility, and therefore it would be classified as "commercial" and subject to the "freeze" portion of the plan. The "freeze" prohibits increasing the total number of parking spaces in existence as of October 15, 1973. This means that in order to build new "commercial" parking spaces in Cambridge, a corresponding number of existing parking spaces in Cambridge must be retired from use. Incidentally, if the teachers are provided "free" parking, this would appear

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to be contrary to the federal and Cambridge policy of attempting to reduce reliance on individual automobile use and increase the use of mass transit and car pools.

In view of these requirements, we urge that you review the proposed parking facility associated with the planned high school facility and that the Conservation Commission be given the opportunity to discuss this matter with you.

2. The development of the site plan: The provision of an increased amount of open space at the site is only the first step in the process of developing the site. How the site is actually developed, how this program is funded, and who will maintain the open space once it is developed are all crucial to the success of the plan. We urge the School Committee to immediately establish the mechanism to carry out that part of the development program.

3. The dump: We understand that a major sports area will be developed at the site of the former dump. We would like to be kept informed on your plans for the development of that area as well.

Very truly yours,

J.E. Robinson
J.E. Robinson

Chairman, Conservation Commission

cc: James L. Sullivan, City Manager
Cambridge City Council
• Eduardo Catalano, Architect
Robert C. Thompson, Regional Counsel, EPA
John Pitkin, Cambridge Transportation Forum

13 250
Comm. from the Cambridge School Committee re:
to the development plan of the High School
Complex.

6/23/75

In City Council,

June 23, 1975.

Placed on File
Copy to Committee
Wickford -

Copy sent 6/25/75