

City of Cambridge



In the Year One Thousand, Nine Hundred Ninety-Two

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:

That Chapter 10.16 entitled "Parking Freeze" of Title 10 of the Municipal Code entitled "Vehicles and Traffic" be and hereby is amended as follows:

WHEREAS, the city of Cambridge ("City") and the Massachusetts Department of Environmental Protection ("DEP") have agreed to cooperate in an effort to amend the State Implementation Plan ("SIP") under the Clean Air Act, 42 U.S.C. § 7401, et seq., as amended, regarding the measures to be taken by the City toward attainment and maintenance of the National Primary Ambient Air Quality Standards necessary to protect public health in the Commonwealth; and

WHEREAS, the City, as part of a settlement of a legal dispute pertaining to the terms and implementation of a parking freeze in Cambridge, entered into a Memorandum of Agreement ("MOA") with the Department of Environmental Protection ("DEP") on August 15, 1990 and passed Ordinance No. 1112 on November 26, 1990 (the "Interim Ordinance"); and

WHEREAS, the MOA and the Interim Ordinance require the City Manager to present to the City Council a proposal for, together with a form of ordinance concerning, a proposed amendment of the SIP that includes a program of transportation control measures directed toward attainment and maintenance of the National

Primary Ambient Air Quality Standards to protect public health in the Commonwealth; and

WHEREAS, the City recognizes that attainment of the National Primary Ambient Air Quality Standards will require a regional program of transportation control measures to reduce vehicle miles travelled; and

WHEREAS, the 1990 Clean Air Act Amendments specifically prohibit states and localities from implementing transportation control measures which will relocate traffic from one city or one area of a region to another; and

WHEREAS, in light of amendments to the federal Clean Air Act in November 1990, after execution by the City of the MOA and enactment by the City of the Interim Ordinance, the SIP amendment process may take another year or more; and

WHEREAS, DEP and the City amended the MOA on June 4, 1992.

and

WHEREAS, the Interim Ordinance should be amended to be consistent with the policies of the City, the amended MOA, and the federal Clean Air Act during the interim period; and

WHEREAS, the City will implement the terms of the Interim Ordinance, as amended, until a SIP amendment is approved which will replace and supersede the Interim Ordinance; and

WHEREAS, the City has authority to enact the provisions of this Ordinance pursuant to G.L. Chapter 111, § 31C, as well as by

authority derived from the City's general police power.

NOW, THEREFORE, be it ordained by the City Council of the City of Cambridge as follows:

Title 10 of the Code (Vehicles and Traffic), Chapter 10.16 (Parking Freeze) is hereby amended by adding the following

Sections:

- 10.16.060 Procedure for Obtaining CFPF or Determination of Exclusion
- 10.16.070 Number of CFPFs to be Issued
- 10.16.071 Restrictions on Unrestricted On-Street Parking Spaces
- 10.16.090 Memorandum of Agreement of August 15, 1990, as amended
- 10.16.100 Effective Date

10.16.060 Procedure for Obtaining CFPF or Determination of Exclusion.

(a) Not amended.

(b) Not amended.

(c) Add at the end of this subsection a new subparagraph 13 as follows:

13. A detailed statement of any public policy considerations which support the application.

(d) Not amended.

(e) Not amended.

(f) Not amended.

- (g) Amended to strike the third sentence thereof and read as follows:

The Director shall approve or disapprove the application in accordance with the Committee's determination. When the decision is made to approve an application, the decision shall state the name, address and authorized number of spaces of the facility and any conditions upon which the application is approved. All CFPs shall include a provision requiring that any spaces in the facility open to the general public for which there will be an hourly or daily fee shall not be available for occupancy prior to 9:30 a.m. on weekdays.

10.16.070 Number of CFP's to be Issued.

This section shall be stricken and replaced by the following:

The City, in accordance with the procedures set forth in this Chapter, may issue permits only for parking spaces which are in the parking space bank. The parking space bank shall be comprised of parking spaces from the following sources:

(a) Parking spaces which the City has eliminated or against which the City has initiated an enforcement action in accordance with section 10.16.080; plus

(b) Commercial parking spaces which were permitted in accordance with the November 15, 1984 MOA and which are no longer being used; plus

(c) Fifty percent (50%) of those unrestricted on-street parking spaces identified in the City's on-street parking space

inventory which become subject to restrictions on use pursuant to Section 10.16.071; plus

(d) The twenty-two remaining Controlled Parking Spaces available for allocation pursuant to Section 10.16.070 as originally enacted; plus

(e) Such additional parking spaces as the DEP may from time to time approve for inclusion in the parking space bank.

Rights to parking spaces that are eliminated by enforcement cannot be transferred between persons, but must revert back to the City for allocation under the procedure set forth in section 10.16.060.

10.16.071 Restrictions on Unrestricted On-Street Parking Spaces.

Within one (1) month of the effective date of this provision, the Traffic and Parking Department shall, based on the City's inventory of all unregulated on-street parking in the City, submit to the City Manager a written recommendation specifying appropriate restrictions to discourage the use of some or all of these spaces for long-term commuter parking. These restrictions may include, without limitation, an absolute prohibition against parking, installation of parking meters, imposition of time restrictions, and/or restriction for use by residents with permits. The Director of the Traffic and Parking

Department shall make the recommendations available for public review and shall schedule one or more public meetings, as appropriate, for public discussion of the recommendations.

Within one month after the public meetings, the Traffic and Parking Department shall submit a revised recommendation to the City Manager. After consultation with the City Manager the Director of the Parking and Traffic Department shall cause the recommendation to be implemented promptly.

10.16.090 Memorandum of Agreement of August 15, 1990.

This section is stricken and replaced by the following:

The City agrees to fulfill the obligations set forth in the MOA between the City and the Massachusetts DEP, dated August 15, 1990, as amended on June 4, 1992.

The City Manager shall prepare for submission to the Metropolitan Planning Organization and DEP a proposed amendment to the SIP and a form of ordinance approved by the City Council. The proposed SIP amendment and the form of ordinance shall include, inter alia, provisions whereby certain provisions of such ordinance (i) shall not take effect prior to the sixtieth (60) day after the final approval of a SIP amendment by the U.S. Environmental Protection Agency ("EPA") which contains a program of transportation control measures that are applicable equally to

all communities in the Commonwealth, such as an employer-based vehicle trip reduction program and which revokes the provisions of 40 C.F.R. section 52.1135 which apply to Cambridge; and (ii) whereby such ordinance shall supersede and replace this Chapter upon approval of such SIP amendment.

Upon final approval of such SIP amendment(s) by all governmental authorities with jurisdiction thereof, the City Manager shall notify the City Council of the impact of such SIP amendment(s) on Cambridge.

The provisions of this Chapter shall continue in effect for the interim period.

10.16.100 Effective Date

The provisions of this amendment shall take effect upon enactment.

Passed to a second reading as amended at the City Council meeting held on June 1, 1992 and on or after June 15, 1992 the question comes on passing to be ordained.

ATTEST:- John E. Flynn
Deputy city Celrk

City of Cambridge



In the Year One Thousand, Nine Hundred Ninety-Two

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:

That Chapter 10.16 entitled "Parking Freeze" of Title 10 of the Municipal Code entitled "Vehicles and Traffic" be and hereby is amended as follows:

WHEREAS, the City of Cambridge ("City") and the Massachusetts Department of Environmental Protection ("DEP") have agreed to cooperate in an effort to amend the State Implementation Plan ("SIP") under the Clean Air Act, 42 U.S.C. § 7401, et seq., as amended, regarding the measures to be taken by the City toward attainment and maintenance of the National Primary Ambient Air Quality Standards necessary to protect public health in the Commonwealth; and

WHEREAS, the City, as part of a settlement of a legal dispute pertaining to the terms and implementation of a parking freeze in Cambridge, entered into a Memorandum of Agreement ("MOA") with the Department of Environmental Protection ("DEP") on August 15, 1990 and passed Ordinance No. 1112 on November 26, 1990 (the "Interim Ordinance"); and

WHEREAS, the MOA and the Interim Ordinance require the City Manager to present to the City Council a proposal for, together with a form of ordinance concerning, a proposed amendment of the SIP that includes a program of transportation control measures directed toward attainment and maintenance of the National

Primary Ambient Air Quality Standards to protect public health in the Commonwealth; and

WHEREAS, the City recognizes that attainment of the National Primary Ambient Air Quality Standards will require a regional program of transportation control measures to reduce vehicle miles travelled; and

WHEREAS, the 1990 Clean Air Act Amendments specifically prohibit states and localities from implementing transportation control measures which will relocate traffic from one city or one area of a region to another; and

WHEREAS, in light of amendments to the federal Clean Air Act in November 1990, after execution by the City of the MOA and enactment by the City of the Interim Ordinance, the SIP amendment process may take another year or more; and

WHEREAS, DEP and the City amended the MOA on June 4, 1992. and

WHEREAS, the Interim Ordinance should be amended to be consistent with the policies of the City, the amended MOA, and the federal Clean Air Act during the interim period; and

WHEREAS, the City will implement the terms of the Interim Ordinance, as amended, until a SIP amendment is approved which will replace and supersede the Interim Ordinance; and

WHEREAS, the City has authority to enact the provisions of this Ordinance pursuant to G.L. Chapter 111, § 31C, as well as by

authority derived from the City's general police power.

NOW, THEREFORE, be it ordained by the City Council of the City of Cambridge as follows:

Title 10 of the Code (Vehicles and Traffic), Chapter 10.16 (Parking Freeze) is hereby amended by adding the following

Sections:

- 10.16.060 Procedure for Obtaining CFPF or Determination of Exclusion
- 10.16.070 Number of CFPFs to be Issued
- 10.16.071 Restrictions on Unrestricted On-Street Parking Spaces
- 10.16.090 Memorandum of Agreement of August 15, 1990, as amended
- 10.16.100 Effective Date

10.16.060 Procedure for Obtaining CFPF or Determination of Exclusion.

(a) Not amended.

(b) Not amended.

(c) Add at the end of this subsection a new subparagraph 13 as follows:

13. A detailed statement of any public policy considerations which support the application.

(d) Not amended.

(e) Not amended.

(f) Not amended.

- (g) Amended to strike the third sentence thereof and read as follows:

The Director shall approve or disapprove the application in accordance with the Committee's determination. When the decision is made to approve an application, the decision shall state the name, address and authorized number of spaces of the facility and any conditions upon which the application is approved. All CPFPS shall include a provision requiring that any spaces in the facility open to the general public for which there will be an hourly or daily fee shall not be available for occupancy prior to 9:30 a.m. on weekdays.

10.16.070 Number of CFPF's to be Issued.

This section shall be stricken and replaced by the following:

The City, in accordance with the procedures set forth in this Chapter, may issue permits only for parking spaces which are in the parking space bank. The parking space bank shall be comprised of parking spaces from the following sources:

(a) Parking spaces which the City has eliminated or against which the City has initiated an enforcement action in accordance with section 10.16.080; plus

(b) Commercial parking spaces which were permitted in accordance with the November 15, 1984 MOA and which are no longer being used; plus

(c) Fifty percent (50%) of those unrestricted on-street parking spaces identified in the City's on-street parking space

inventory which become subject to restrictions on use pursuant to Section 10.16.071; plus

(d) The twenty-two remaining Controlled Parking Spaces available for allocation pursuant to Section 10.16.070 as originally enacted; plus

(e) Such additional parking spaces as the DEP may from time to time approve for inclusion in the parking space bank.

Rights to parking spaces that are eliminated by enforcement cannot be transferred between persons, but must revert back to the City for allocation under the procedure set forth in section 10.16.060.

10.16.071 Restrictions on Unrestricted On-Street Parking Spaces.

Within one (1) month of the effective date of this provision, the Traffic and Parking Department shall, based on the City's inventory of all unregulated on-street parking in the City, submit to the City Manager a written recommendation specifying appropriate restrictions to discourage the use of some or all of these spaces for long-term commuter parking. These restrictions may include, without limitation, an absolute prohibition against parking, installation of parking meters, imposition of time restrictions, and/or restriction for use by residents with permits. The Director of the Traffic and Parking

Department shall make the recommendations available for public review and shall schedule one or more public meetings, as appropriate, for public discussion of the recommendations.

Within one month after the public meetings, the Traffic and Parking Department shall submit a revised recommendation to the City Manager. After consultation with the City Manager the Director of the Parking and Traffic Department shall cause the recommendation to be implemented promptly.

10.16.090 Memorandum of Agreement of August 15, 1990.

This section is stricken and replaced by the following:

The City agrees to fulfill the obligations set forth in the MOA between the City and the Massachusetts DEP, dated August 15, 1990, as amended on June 4, 1992.

The City Manager shall prepare for submission to the Metropolitan Planning Organization and DEP a proposed amendment to the SIP and a form of ordinance approved by the City Council. The proposed SIP amendment and the form of ordinance shall include, inter alia, provisions whereby certain provisions of such ordinance (i) shall not take effect prior to the sixtieth (60) day after the final approval of a SIP amendment by the U.S. Environmental Protection Agency ("EPA") which contains a program of transportation control measures that are applicable equally to

all communities in the Commonwealth, such as an employer-based vehicle trip reduction program and which revokes the provisions of 40 C.F.R. section 52.1135 which apply to Cambridge; and (ii) whereby such ordinance shall supersede and replace this Chapter upon approval of such SIP amendment.

Upon final approval of such SIP amendment(s) by all governmental authorities with jurisdiction thereof, the city Manager shall notify the City Council of the impact of such SIP amendment(s) on Cambridge.

The provisions of this Chapter shall continue in effect for the interim period.

10.16.100 Effective Date

The provisions of this amendment shall take effect upon enactment.

Passed to a second reading as amended at the City Council meeting held on June 1, 1992 and on or after June 15, 1992 the question comes on passing to be ordained.

ATTEST:- John E. Flynn
Deputy city Celrk



City of Cambridge

In the Year One Thousand, Nine Hundred Ninety-Two

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:

That Chapter 10.16 entitled "Parking Freeze" of Title 10 of the Municipal Code entitled "Vehicles and Traffic" be and hereby is amended as follows:

WHEREAS, the City of Cambridge ("City") and the Massachusetts Department of Environmental Protection ("DEP") have agreed to cooperate in an effort to amend the State Implementation Plan ("SIP") under the Clean Air Act, 42 U.S.C. § 7401, *et seq.*, as amended, regarding the measures to be taken by the City toward attainment and maintenance of the National Primary Ambient Air Quality Standards necessary to protect public health in the Commonwealth; and

WHEREAS, the City, as part of a settlement of a legal dispute pertaining to the terms and implementation of a parking freeze in Cambridge, entered into a Memorandum of Agreement ("MOA") with the Department of Environmental Protection ("DEP") on August 15, 1990 and passed Ordinance No. 1112 on November 26, 1990 (the "Interim Ordinance"); and

WHEREAS, the MOA and the Interim Ordinance require the City Manager to present to the City Council a proposal for, together with a form of ordinance concerning, a proposed amendment of the SIP that includes a program of transportation control measures directed toward attainment and maintenance of the National

Primary Ambient Air Quality Standards to protect public health in the Commonwealth; and

WHEREAS, the City recognizes that attainment of the National Primary Ambient Air Quality Standards will require a regional program of transportation control measures to reduce vehicle miles travelled; and

WHEREAS, the 1990 Clean Air Act Amendments specifically prohibit states and localities from implementing transportation control measures which will relocate traffic from one city or one area of a region to another; and

WHEREAS, in light of amendments to the federal Clean Air Act in November 1990, after execution by the City of the MOA and enactment by the City of the Interim Ordinance, the SIP amendment process may take another year or more; and

WHEREAS, DEP and the City amended the MOA on June 4, 1992. and

WHEREAS, the Interim Ordinance should be amended to be consistent with the policies of the City, the amended MOA, and the federal Clean Air Act during the interim period; and

WHEREAS, the City will implement the terms of the Interim Ordinance, as amended, until a SIP amendment is approved which will replace and supersede the Interim Ordinance; and

WHEREAS, the City has authority to enact the provisions of this Ordinance pursuant to G.L. Chapter 111, § 31C, as well as by

authority derived from the City's general police power.

NOW, THEREFORE, be it ordained by the City Council of the City of Cambridge as follows:

Title 10 of the Code (Vehicles and Traffic), Chapter 10.16 (Parking Freeze) is hereby amended by adding the following

Sections:

- 10.16.060 Procedure for Obtaining CFPF or Determination of Exclusion
- 10.16.070 Number of CFPFs to be Issued
- 10.16.071 Restrictions on Unrestricted On-Street Parking Spaces
- 10.16.090 Memorandum of Agreement of August 15, 1990, as amended
- 10.16.100 Effective Date

10.16.060 Procedure for Obtaining CFPF or Determination of Exclusion.

(a) Not amended.

(b) Not amended.

(c) Add at the end of this subsection a new subparagraph 13 as follows:

13. A detailed statement of any public policy considerations which support the application.

(d) Not amended.

(e) Not amended.

(f) Not amended.

- (g) Amended to strike the third sentence thereof and read as follows:

The Director shall approve or disapprove the application in accordance with the Committee's determination. When the decision is made to approve an application, the decision shall state the name, address and authorized number of spaces of the facility and any conditions upon which the application is approved. All CPFPS shall include a provision requiring that any spaces in the facility open to the general public for which there will be an hourly or daily fee shall not be available for occupancy prior to 9:30 a.m. on weekdays.

10.16.070 Number of CFPF's to be Issued.

This section shall be stricken and replaced by the following:

The City, in accordance with the procedures set forth in this Chapter, may issue permits only for parking spaces which are in the parking space bank. The parking space bank shall be comprised of parking spaces from the following sources:

(a) Parking spaces which the City has eliminated or against which the City has initiated an enforcement action in accordance with section 10.16.080; plus

(b) Commercial parking spaces which were permitted in accordance with the November 15, 1984 MOA and which are no longer being used; plus

(c) Fifty percent (50%) of those unrestricted on-street parking spaces identified in the City's on-street parking space

inventory which become subject to restrictions on use pursuant to Section 10.16.071; plus

(d) The twenty-two remaining Controlled Parking Spaces available for allocation pursuant to Section 10.16.070 as originally enacted; plus

(e) Such additional parking spaces as the DEP may from time to time approve for inclusion in the parking space bank.

Rights to parking spaces that are eliminated by enforcement cannot be transferred between persons, but must revert back to the City for allocation under the procedure set forth in section 10.16.060.

10.16.071 Restrictions on Unrestricted On-Street Parking Spaces.

Within one (1) month of the effective date of this provision, the Traffic and Parking Department shall, based on the City's inventory of all unregulated on-street parking in the City, submit to the City Manager a written recommendation specifying appropriate restrictions to discourage the use of some or all of these spaces for long-term commuter parking. These restrictions may include, without limitation, an absolute prohibition against parking, installation of parking meters, imposition of time restrictions, and/or restriction for use by residents with permits. The Director of the Traffic and Parking

Department shall make the recommendations available for public review and shall schedule one or more public meetings, as appropriate, for public discussion of the recommendations. Within one month after the public meetings, the Traffic and Parking Department shall submit a revised recommendation to the City Manager. After consultation with the City Manager the Director of the Parking and Traffic Department shall cause the recommendation to be implemented promptly.

10.16.090 Memorandum of Agreement of August 15, 1990.

This section is stricken and replaced by the following:

The City agrees to fulfill the obligations set forth in the MOA between the City and the Massachusetts DEP, dated August 15, 1990, as amended on June 4, 1992.

The City Manager shall prepare for submission to the Metropolitan Planning Organization and DEP a proposed amendment to the SIP and a form of ordinance approved by the City Council. The proposed SIP amendment and the form of ordinance shall include, inter alia, provisions whereby certain provisions of such ordinance (i) shall not take effect prior to the sixtieth (60) day after the final approval of a SIP amendment by the U.S. Environmental Protection Agency ("EPA") which contains a program of transportation control measures that are applicable equally to

all communities in the Commonwealth, such as an employer-based vehicle trip reduction program and which revokes the provisions of 40 C.F.R. section 52.1135 which apply to Cambridge; and (ii) whereby such ordinance shall supersede and replace this Chapter upon approval of such SIP amendment.

Upon final approval of such SIP amendment(s) by all governmental authorities with jurisdiction thereof, the city Manager shall notify the City Council of the impact of such SIP amendment(s) on Cambridge.

The provisions of this Chapter shall continue in effect for the interim period.

10.16.100 Effective Date

The provisions of this amendment shall take effect upon enactment.

Passed to a second reading as amended at the City Council meeting held on June 1, 1992 and on or after June 15, 1992 the question comes on passing to be ordained.

ATTEST:- John E. Flynn
Deputy city Celrk



City of Cambridge

In the Year One Thousand, Nine Hundred Ninety-Two

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:

That Chapter 10.16 entitled "Parking Freeze" of Title 10 of the Municipal Code entitled "Vehicles and Traffic" be and hereby is amended as follows:

WHEREAS, the City of Cambridge ("City") and the Massachusetts Department of Environmental Protection ("DEP") have agreed to cooperate in an effort to amend the State Implementation Plan ("SIP") under the Clean Air Act, 42 U.S.C. § 7401, et seq., as amended, regarding the measures to be taken by the City toward attainment and maintenance of the National Primary Ambient Air Quality Standards necessary to protect public health in the Commonwealth; and

WHEREAS, the City, as part of a settlement of a legal dispute pertaining to the terms and implementation of a parking freeze in Cambridge, entered into a Memorandum of Agreement ("MOA") with the Department of Environmental Protection ("DEP") on August 15, 1990 and passed Ordinance No. 1112 on November 26, 1990 (the "Interim Ordinance"); and

WHEREAS, the MOA and the Interim Ordinance require the City Manager to present to the City Council a proposal for, together with a form of ordinance concerning, a proposed amendment of the SIP that includes a program of transportation control measures directed toward attainment and maintenance of the National

Primary Ambient Air Quality Standards to protect public health in the Commonwealth; and

WHEREAS, the City recognizes that attainment of the National Primary Ambient Air Quality Standards will require a regional program of transportation control measures to reduce vehicle miles travelled; and

WHEREAS, the 1990 Clean Air Act Amendments specifically prohibit states and localities from implementing transportation control measures which will relocate traffic from one city or one area of a region to another; and

WHEREAS, in light of amendments to the federal Clean Air Act in November 1990, after execution by the City of the MOA and enactment by the City of the Interim Ordinance, the SIP amendment process may take another year or more; and

WHEREAS, DEP and the City amended the MOA on June 4, 1992.
and

WHEREAS, the Interim Ordinance should be amended to be consistent with the policies of the City, the amended MOA, and the federal Clean Air Act during the interim period; and

WHEREAS, the City will implement the terms of the Interim Ordinance, as amended, until a SIP amendment is approved which will replace and supersede the Interim Ordinance; and

WHEREAS, the City has authority to enact the provisions of this Ordinance pursuant to G.L. Chapter 111, § 31C, as well as by

authority derived from the City's general police power.

NOW, THEREFORE, be it ordained by the City Council of the City of Cambridge as follows:

Title 10 of the Code (Vehicles and Traffic), Chapter 10.16 (Parking Freeze) is hereby amended by adding the following

Sections:

- | | |
|-----------|---|
| 10.16.060 | Procedure for Obtaining CPFPP or Determination of Exclusion |
| 10.16.070 | Number of CPFPPs to be Issued |
| 10.16.071 | Restrictions on Unrestricted On-Street Parking Spaces |
| 10.16.090 | Memorandum of Agreement of August 15, 1990, as amended |
| 10.16.100 | Effective Date |

10.16.060 Procedure for Obtaining CPFPP or Determination of Exclusion.

- (a) Not amended.
- (b) Not amended.
- (c) Add at the end of this subsection a new subparagraph 13 as follows:
 - 13. A detailed statement of any public policy considerations which support the application.
- (d) Not amended.
- (e) Not amended.
- (f) Not amended.

- (g) Amended to strike the third sentence thereof and read as follows:

The Director shall approve or disapprove the application in accordance with the Committee's determination. When the decision is made to approve an application, the decision shall state the name, address and authorized number of spaces of the facility and any conditions upon which the application is approved. All CFPs shall include a provision requiring that any spaces in the facility open to the general public for which there will be an hourly or daily fee shall not be available for occupancy prior to 9:30 a.m. on weekdays.

10.16.070 Number of CFP's to be Issued.

This section shall be stricken and replaced by the following:

The City, in accordance with the procedures set forth in this Chapter, may issue permits only for parking spaces which are in the parking space bank. The parking space bank shall be comprised of parking spaces from the following sources:

(a) Parking spaces which the City has eliminated or against which the City has initiated an enforcement action in accordance with section 10.16.080; plus

(b) Commercial parking spaces which were permitted in accordance with the November 15, 1984 MOA and which are no longer being used; plus

(c) Fifty percent (50%) of those unrestricted on-street parking spaces identified in the City's on-street parking space

inventory which become subject to restrictions on use pursuant to Section 10.16.071; plus

(d) The twenty-two remaining Controlled Parking Spaces available for allocation pursuant to Section 10.16.070 as originally enacted; plus

(e) Such additional parking spaces as the DEP may from time to time approve for inclusion in the parking space bank.

Rights to parking spaces that are eliminated by enforcement cannot be transferred between persons, but must revert back to the City for allocation under the procedure set forth in section 10.16.060.

10.16.071 Restrictions on Unrestricted On-Street Parking Spaces.

Within one (1) month of the effective date of this provision, the Traffic and Parking Department shall, based on the City's inventory of all unregulated on-street parking in the City, submit to the City Manager a written recommendation specifying appropriate restrictions to discourage the use of some or all of these spaces for long-term commuter parking. These restrictions may include, without limitation, an absolute prohibition against parking, installation of parking meters, imposition of time restrictions, and/or restriction for use by residents with permits. The Director of the Traffic and Parking

Department shall make the recommendations available for public review and shall schedule one or more public meetings, as appropriate, for public discussion of the recommendations. Within one month after the public meetings, the Traffic and Parking Department shall submit a revised recommendation to the City Manager. After consultation with the City Manager the Director of the Parking and Traffic Department shall cause the recommendation to be implemented promptly.

10.16.090 Memorandum of Agreement of August 15, 1990.

This section is stricken and replaced by the following:
The City agrees to fulfill the obligations set forth in the MOA between the City and the Massachusetts DEP, dated August 15, 1990, as amended on June , 1992.

The City Manager shall prepare for submission to the Metropolitan Planning Organization and DEP a proposed amendment to the SIP and a form of ordinance approved by the City Council. The proposed SIP amendment and the form of ordinance shall include, inter alia, provisions whereby certain provisions of such ordinance (i) shall not take effect prior to the sixtieth (60) day after the final approval of a SIP amendment by the U.S. Environmental Protection Agency ("EPA") which contains a program of transportation control measures that are applicable equally to

all communities in the Commonwealth, such as an employer-based vehicle trip reduction program and which revokes the provisions of 40 C.F.R. section 52.1135 which apply to Cambridge; and (ii) whereby such ordinance shall supersede and replace this Chapter upon approval of such SIP amendment.

Upon final approval of such SIP amendment(s) by all governmental authorities with jurisdiction thereof, the City Manager shall notify the City Council of the impact of such SIP amendment(s) on Cambridge.

The provisions of this Chapter shall continue in effect for the interim period.

10.16.100 Effective Date

The provisions of this amendment shall take effect upon enactment.

AMENDMENT TO
INTERIM FREEZE
PROPOSED
05/13/92

AN ORDINANCE

In amendment to an Ordinance designated as the "Cambridge Municipal Code."

WHEREAS, the City of Cambridge ("City") and the Massachusetts Department of Environmental Protection ("DEP") have agreed to cooperate in an effort to amend the State Implementation Plan ("SIP") under the Clean Air Act, 42 U.S.C. § 7401, et seq., as amended, regarding the measures to be taken by the City toward attainment and maintenance of the National Primary Ambient Air Quality Standards necessary to protect public health in the Commonwealth; and

WHEREAS, the City, as part of a settlement of a legal dispute pertaining to the terms and implementation of a parking freeze in Cambridge, entered into a Memorandum of Agreement ("MOA") with the Department of Environmental Protection ("DEP") on August 15, 1990 and passed Ordinance No. 1112 on November 26, 1990 (the "Interim Ordinance"); and

WHEREAS, the MOA and the Interim Ordinance require the City Manager to present to the City Council a proposal for, together with a form of ordinance concerning, a proposed amendment of the SIP that includes a program of transportation control measures directed toward attainment and maintenance of the National Primary Ambient Air Quality Standards to protect public health in the Commonwealth; and

PROPOSED
05/13/92

WHEREAS, the City recognizes that attainment of the National Primary Ambient Air Quality Standards will require a regional program of transportation control measures to reduce vehicle miles travelled; and

WHEREAS, the 1990 Clean Air Act Amendments specifically prohibit states and localities from implementing transportation control measures which will relocate traffic from one city or one area of a region to another; and

WHEREAS, in light of amendments to the federal Clean Air Act in November 1990, after execution by the City of the MOA and enactment by the City of the Interim Ordinance, the SIP amendment process may take another year or more; and

WHEREAS, DEP and the City amended the MOA on ^{June} May __, 1992; and

?
6-1-92

WHEREAS, the Interim Ordinance should be amended to be consistent with the policies of the City, the amended MOA, and the federal Clean Air Act during the interim period; and

WHEREAS, the City will implement the terms of the Interim Ordinance, as amended, until a SIP amendment is approved which will replace and supersede the Interim Ordinance; and

WHEREAS, the City has authority to enact the provisions of this Ordinance pursuant to G.L. Chapter 111, § 31C, as well as by

authority derived from the City's general police power.

NOW, THEREFORE, be it ordained by the City Council of the City of Cambridge as follows:

Title 10 of the Code (Vehicles and Traffic), Chapter 10.16 (Parking Freeze) is hereby amended by adding the following

Sections:

- | | |
|-----------|---|
| 10.16.060 | Procedure for Obtaining CPFPP or Determination of Exclusion |
| 10.16.070 | Number of CPFPPs to be Issued |
| 10.16.071 | Restrictions on Unrestricted On-Street Parking Spaces |
| 10.16.090 | Memorandum of Agreement of August 15, 1990, as amended |
| 10.16.100 | Effective Date |

10.16.060 Procedure for Obtaining CPFPP or Determination of Exclusion.

- (a) Not amended.
- (b) Not amended.
- (c) Add at the end of this subsection a new subparagraph 13 as follows:
 - 13. A detailed statement of any public policy considerations which support the application.
- (d) Not amended.
- (e) Not amended.
- (f) Not amended.

- (g) Amended to strike the third sentence thereof and read as follows:

The Director shall approve or disapprove the application in accordance with the Committee's determination. When the decision is made to approve an application, the decision shall state the name, address and authorized number of spaces of the facility and any conditions upon which the application is approved. All CPFPS shall include a provision requiring that any spaces in the facility open to the general public for which there will be an hourly or daily fee shall not be available for occupancy prior to 9:30 a.m. on weekdays.

~~10.16.070~~ Number of CFPF's to be Issued.

This section shall be stricken and replaced by the following:

The City, in accordance with the procedures set forth in this Chapter, may issue permits only for parking spaces which are in the parking space bank. The parking space bank shall be comprised of parking spaces from the following sources:

(a) Parking spaces which the City has eliminated or against which the City has initiated an enforcement action in accordance with section 10.16.080; plus

(b) Commercial parking spaces which were permitted in accordance with the November 15, 1984 MOA and which are no longer being used; plus

(c) Fifty percent (50%) of those unrestricted on-street parking spaces identified in the City's on-street parking space

inventory which become subject to restrictions on use pursuant to Section 10.16.071; plus

(d) The twenty-two remaining Controlled Parking Spaces available for allocation pursuant to Section 10.16.070 as originally enacted; plus

(e) Such additional parking spaces as the DEP may from time to time approve for inclusion in the parking space bank.

Rights to parking spaces that are eliminated by enforcement cannot be transferred between persons, but must revert back to the City for allocation under the procedure set forth in section 10.16.060.

10.16.071 Restrictions on Unrestricted On-Street Parking Spaces.

Within one (1) month of the effective date of this provision, the Traffic and Parking Department shall, based on the City's inventory of all unregulated on-street parking in the City, submit to the City Manager a written recommendation specifying appropriate restrictions to discourage the use of some or all of these spaces for long-term commuter parking. These restrictions may include, without limitation, an absolute prohibition against parking, installation of parking meters, imposition of time restrictions, and/or restriction for use by residents with permits. The Director of the Traffic and Parking

PROPOSED
05/13/92

Department shall make the recommendations available for public review and shall schedule one or more public meetings, as appropriate, for public discussion of the recommendations. Within one month after the public meetings, the Traffic and Parking Department shall submit a revised recommendation to the City Manager. After consultation with the City Manager the Director of the Parking and Traffic Department shall cause the recommendation to be implemented promptly.

10.16.090 Memorandum of Agreement of August 15, 1990.

This section is stricken and replaced by the following:

The City agrees to fulfill the obligations set forth in the MOA between the City and the Massachusetts DEP, dated August 15, 1990, as amended on May 1, 1992, 1992. ? 6-1-92?

The City Manager shall prepare for submission to the Metropolitan Planning Organization and DEP a proposed amendment to the SIP and a form of ordinance approved by the City Council. The proposed SIP amendment and the form of ordinance shall include, inter alia, provisions whereby certain provisions of such ordinance (i) shall not take effect prior to the sixtieth (60) day after the final approval of a SIP amendment by the U.S. Environmental Protection Agency ("EPA") which contains a program of transportation control measures that are applicable equally to

PROPOSED
05/13/92

all communities in the Commonwealth, such as an employer-based vehicle trip reduction program and which revokes the provisions of 40 C.F.R. section 52.1135 which apply to Cambridge; and (ii) whereby such ordinance shall supersede and replace this Chapter upon approval of such SIP amendment.

Upon final approval of such SIP amendment(s) by all governmental authorities with jurisdiction thereof, the City Manager shall notify the City Council of the impact of such SIP amendment(s) on Cambridge.

The provisions of this Chapter shall continue in effect for the interim period.

10.16.100 Effective Date

The provisions of this amendment shall take effect upon enactment.

C. Wolf - VIV
2nd Reading 9

Summary Analysis of Cambridge Streets with Unregulated Parking

by Charles Bahne 4/ 3/92

According to the list distributed by the city on April 1, 1992, there are 4,267 unregulated on-street parking spaces in Cambridge. Of these:

- 2,085 are zoned residential
- 1,184 are zoned industrial
- 359 are zoned business
- 224 are zoned office
- 349 are zoned CIPOD (Cambridgeport Interim Overlay)
- 66 are zoned CRDD (Cambridgeport Revitalization)

Geographic analysis shows that:

- 793 are in wholly industrial/office areas
- 614 are in mixed industrial & residential areas
- 649 are in or adjacent to the main M.I.T. campus
- 247 are in industrial or to be developed areas of Cambridgeport
- 469 are in local business areas along streets such as Huron Ave.
- 261 are adjacent to major squares (Harvard, Central, Lechmere, Porter)
- 1,234 are in wholly residential areas.

The entire neighborhood of Strawberry Hill, including 791 on-street parking spaces, is not yet covered by the residential parking permit program. Several other residential areas are also not yet included in the permit program, including the Larchwood area near Fresh Pond, portions of the Huron Ave. area, and Elm & Tremont Sts. near the Somerville line.

There is not yet any data as to how these spaces are actually used during the day, or even if they are used at all. On-street spaces in industrial areas may not be used, for example, if there are more spaces than are needed for employees. In some industrially-zoned areas, such as parts of Fresh Pond, there is now vacant land and empty or underutilized buildings. Likewise, spaces in residential areas may not be used if homeowners have driveways or garages (such as in Larchwood). In mixed use areas, such as the Huron Ave. retail district or the industrial pocket near Broadway and Windsor St., spaces are used both by residents and by commuters.

An estimate of how many of these spaces are actually used by commuters is attached.

[Note: The total number of unregulated spaces is given as 4,310 on the list distributed by the city. However, the body of the list contains a number of changes and corrections made by city officials, which are not reflected in the totals at the end of the list.]

#####

Estimate of Commuting Use of Unregulated On-Street Parking Spaces

by Charles Bahne 4/ 3/92

My personal estimate is that approximately 1,500 of Cambridge's currently unregulated on-street parking spaces are now used for commuter parking. This estimate is based on the following assumptions:

Industrial areas: The 599 spaces in the Kendall Square-MIT-Mass. Ave. areas are 90% utilized by commuters (540 spaces). The Fresh Pond area includes vacant land and under-utilized buildings, and off-street parking is generally available; these 194 spaces are 30% utilized (60 spaces). Total commuter usage: 600 spaces.

Mixed industrial/residential areas: Commuters use 40% of these 614 spaces. Total commuter usage: 250 spaces.

Cambridgeport industrial areas: Much of the land is vacant or underutilized. Some spaces on Brookline St. may be used by residents. Total commuter usage: 100 spaces (out of 247).

MIT campus: Many of these spaces are used for residential parking by students living in dormitories, who may use their cars only for recreational purposes. Spaces on Vassar St. are more likely to be used by commuters, either MIT employees or students, or employees of adjacent firms. Total commuter usage: 300 spaces (out of 649).

Local business areas: Most spaces are used by residents or by shoppers. A relatively high percentage of employees walk to work. Total commuter usage: 100 spaces (out of 469).

Major squares: Slightly over half of these spaces are used by commuters; the rest by residents or by shoppers. Total commuter usage: 150 spaces (out of 261).

Residential areas: None of these 1,234 spaces are used by commuters.

#####

Street	Location	Total	Res	Off	Bus	Ind	CIPC	CRDI	Comment
Albany St	Mass Ave-Main	56				56			
Allston St	E of Sidney	11					11		
Ames St	MT	92	34			58			
Amherst St	W of Mass Ave	93	93						
Amherst St	Ames-Wadsworth	40	9			31			
Audrey St	near Hyatt	81	81						
Austin Pk	off Bishop Allen	7	7						
Bay State Rd	off Concord Ave	23				23			
Belmont St	@ Mt. Auburn	39			39				
Belmont St		18	18						Watertown line
Bent St	1st-Fulkerson	133				133			
Birch St	off Concord Ave	16				16			
Blackstone St	River-Western Ave	33		33					
Blanche St	off Mass. Ave	16						16	
Boardman St	off Broadway	7	7						
Bolton St	off Sherman	13				13			
Brattle St	@ Longfellow House	19	19						
Broadway	Portland-Windsor	39	26			13			
Broadway	Windsor-Columbia	36	31		5				
Broadway	Columbia-Norfolk	24			24				
Broadway	Norfolk-Prospect	5			5				
Broadway	Prospect-Inman	26		26					
Broadway	Inman-Fayette	7		7					City Hall Annex
Broadway	Ellery-Ware	36	36						
Brookline St	Emily-Putnam Ave	40			40				Mixed Residential/Business
Cadbury Rd	off Sherman	41				41			Cambridge Friends Schl + Residences
Cambridge St	@ Willow	15	10		5				
Cambridge St	opp. Hospital	7	7						
Cambridge St	@ High School	13	13						
Cambridge St	Felton-Quincy	35	25			10			
Charles St	2nd-3rd	17				17			
Charles St	6th-Fulkerson	16	14			2			
Cherry St	off Main	3			3				
Clark St	off Broadway	6				6			
Columbia St	Cambridge St-Somerville line	6				6			
Columbus Ave	off Mass Ave	30	30						
Concord Ave	Royal Ave-Appleton	8			8				Residential/Doctors' offices
Concord Ave	@ Armory	7	7						
Cushing St	Strawberry Hill	110	110						
Davenport St	off Mass. Ave	4	4						
Davis St	off Broadway	9				9			
E T Sullivan Rd	off Belmont St	14	14						
Ellery St	@ Mass. Ave	4	4						
Elm St	Cambridge St-Somerville line	15	15						
Emily St	Sidney-Brookline	22					22		
Endicott St	@ Amherst	16	16						
Erie St	Sidney-Brookline	7					7		
Fairview Ave	Strawberry Hill	16	16						Belmont line
Fawcett St	off Concord Ave	25		25					
Felton St	@ High School	16	16						
Field St	off Concord Ave	8				8			Danehy Park
Fifth St	Charles-Bent	11	5			6			
Fifth St	Bent-Binney	30	11	4		15			
Fountain Terr	Strawberry Hill	16	16						
Fresh Pond Lane	Larchwood	84	84						
Fulkerson St	Thorndike-Binney	63	8			55			
Garden St	@ Concord Ave	28	28						
Garden St	@ Field St	13	13						Danehy Park
Gore St	2nd-3rd	7			7				
Green St	E of Sidney	19						19	
Green St	Western Ave-Sellers St	14		14					
Green St	Sellers-Bay	24	7	7	10				
Grove St	Blanchard Rd-Huron Ave	67	67						Belmont line
Hamilton St	Sidney-Brookline	26					26		

Street	Location	Total	Res	Off	Bus	Ind	CIPC	CRDI	Comment
Hampshire St	Broadway-Cdl Medeiros	4				4			
Hampshire St	Cdl Medeiros-Windsor	29	23			6			
Hampshire St	Windsor-Columbia	36	36						
Hampshire St	Columbia-Norfolk	27	27						
Hampshire St	Norfolk-Prospect	24	24						
Hancock St	@ Mass. Ave	4	2		2				
Harvey St	@ Mass. Ave	10			10				
Hemlock Rd	off Sparks St	22	22						
Henry St	E of Sidney	10	10						
High St	Strawberry Hill	33	33						
Hingham St	off Putnam Ave	5	5						
Holmes St	Strawberry Hill	23	23						
Holworthy St	Strawberry Hill	133	133						
Hurley St	1st-2nd	11				11			
Huron Ave	@ Concord Ave	8	8						Nearby stores
Huron Ave	@ Sparks St	15	15						
Huron Ave	Sparks-Appleton	26	18		8				Mixed Residential/Stores
Huron Ave	Appleton-Fayerweather	33	33						
Huron Ave	Fayerweather-Lakeview	14	9		5				Mixed Residential/Stores
Huron Ave	Lakeview-F. P. Pkwy	56	56						
Huron Ave	@ Golf Course	80	80						
Inman Pl	off Inman St	10	10						@ City Hall Annex
Kirkland St	@ Line St	12			12				Savenor's
Lakeview Ave	@ F. P. Pkwy	17			17				car dealer
Lambert St	off Cambridge St	5	5						
Landsdowne St	off Mass. Ave	31					31		
Larchwood Dr	Larchwood	105	105						
Lawn St	Strawberry Hill	62	62						
Lexington St	@ F. P. Pkwy	3	1		2				car dealer
Line St	@ Cambridge St	4	4						
Locust St	Strawberry Hill	15	15						
Main St	Portland-Windsor	56	33			23			
Market St	@ Broadway	19				19			
Mass. Ave	Washburn St-Arlington line	37	22		15				
May St	Strawberry Hill	25	25						
Middlesex St	off Rindge Ave	7	7						Notre Dame Church
Mooney St	off Concord Ave	24				24			
Moore St	off Broadway	1				1			
Moulton St	off Concord Ave	24		24					
Mt. Auburn St	E of Aberdeen Ave	11		11					
Munroe St	1st-3rd	58				58			
Munroe St	3rd-5th	15		15					
New St	off Concord Ave	30				30			Behind Shopping Ctr
Norfolk St	@ Broadway	3			3				
Norman St	off Belmont St	15	15						
Norumbega St	off Belmont St	10	10						
Osborne St	off Albany St	12				12			
Otis St	@ Fulkerson	14	14						
Oxford Ave	Strawberry Hill	12	12						Belmont line
Oxford St	Kirkland-Wendell	26	26						@ Peabody Museum, Lesley College
Pacific St	Albany-Brookline	35					35		
Park Ave	Strawberry Hill	68	68						
Pleasant St	@ Franklin St	2	2						
Portland St	Albany-Main	21				21			
Putnam Ave	Pleasant St-Western Ave	48		48					
Remington St	off Mass. Ave	4		4					
Richdale Ave	Upland Rd-Raymond St	72	5			67			
River St	Franklin-Auburn	3	3						
River St	Pleasant-Montague	36			36				
River St	@ Putnam Ave	15		6	9				Montague-Blackstone Sts
Rogers St	1st-3rd	61				61			
School St	off Main St	19			19				
Second St	Thorndike-Hurley	15			8	7			
Second St	Charles-Munroe	56			7	49			

Street	Location	Total	Res	Off	Bus	Ind	CIPC	CRDI	Comment
Sherman St	@ Bellis Cir	9			7	2			
Sidney St	Tudor-Putnam Ave	45	9				36		
Sixth St	Bent-Binney	16				16			
Smith Pl	off Concord Ave	37				37			
Spring St	1st-2nd	4	4						
Thingvalla Ave	Strawberry Hill	50	50						
Third St	Bent-Munroe	27				27			
Tremont St	Hampshire-Cambridge	25	25						
Tudor St	Sidney-Brookline	32					32		
Vassar St	E of Mass. Ave	123				123			
Vassar St	W of Mass. Ave	180					180		
Vineyard St	Strawberry Hill	24	24						
Wadsworth St	@ Kendall Sq	24				24			
Walden St	@ Sherman	4	4						Mixed Residential/Stores
Walden St	@ Concord Ave	6			6				Mixed Residential/Stores
Warren St	Cambridge St-Somerville line	19			19				
Waterhouse St	Camb. Common	9	9						
Webster Ave	Cambridge St-Somerville line	25				25			
Wendell St	off Mass. Ave	8	8						
Western Ave	Green-Pleasant	11	2		9				
Western Ave	@ Putnam Ave	8	8						
Whittemore Ave	N. Cambridge	19	19						next to Alewife T & W. R. Grace
Windsor St	@ Mass. Ave	7			7				
Windsor St	Cambridge St-Somerville line	19				19			
Worthington St	@ Lakeview Ave	12			12				car dealer
York St	Berkshire-Willow	21	21						Donnelly Field
		4267	2085	224	359	1184	349	66	

Cambridge Streets with Unrestricted Parking - Geographic Analysis

Street	Location	Total	Res	Off	Bus	Ind	CIPC	CRDI	Comment
INDUSTRIAL AREAS									
.Kendall Sq.									
Bent St	1st-Fulkerson	133				133			
Fifth St	Bent-Binney	30	11	4		15			
Munroe St	1st-3rd	58				58			
Munroe St	3rd-5th	15		15					
Rogers St	1st-3rd	61				61			
Second St	Charles-Munroe	56			7	49			
Sixth St	Bent-Binney	16				16			
Third St	Bent-Munroe	27				27			
		396	11	19	7	359	0	0	
.Tech Sq.									
Hampshire St	Broadway-Cdl Medeiros	4				4			
Main St	Portland-Windsor	56	33			23			
Portland St	Albany-Main	21				21			
		81	33	0	0	48	0	0	
.Mass. Ave & Albany St									
Albany St	Mass Ave-Main	56				56			
Blanche St	off Mass. Ave	16						16	
Landsdowne St	off Mass. Ave	31						31	
Osborne St	off Albany St	12				12			
Windsor St	@ Mass. Ave	7			7				
		122	0	0	7	68	0	47	
.Fresh Pond - East									
Bay State Rd	off Concord Ave	23				23			
Birch St	off Concord Ave	16				16			
Concord Ave	@ Armory	7	7						
Field St	off Concord Ave	8				8			Danehy Park
New St	off Concord Ave	30				30			Behind Shopping Ctr
		84	7	0	0	77	0	0	
.Fresh Pond - West									
Fawcett St	off Concord Ave	25		25					
Mooney St	off Concord Ave	24				24			
Moulton St	off Concord Ave	24		24					
Smith Pl	off Concord Ave	37				37			
		110	0	49	0	61	0	0	
		793	51	68	14	613	0	47	

Cambridge Streets with Unrestricted Parking - Geographic Analysis

Street	Location	Total	Res	Off	Bus	Ind	CIPC	CRDI	Comment
MIXED INDUSTRIAL/RESIDENTIAL AREAS									
.Broadway @ Windsor									
Boardman St	off Broadway	7	7						
Broadway	Portland-Windsor	39	26			13			
Broadway	Windsor-Columbia	36	31		5				
Clark St	off Broadway	6				6			
Davis St	off Broadway	9				9			
Hampshire St	Cdl Medeiros-Windsor	29	23			6			
Market St	@ Broadway	19				19			
Moore St	off Broadway	1				1			
		146	87	0	5	54	0	0	
.Fulkerson St									
Fulkerson St	Thorndike-Binney	63	8			55			
Otis St	@ Fulkerson	14	14						
		77	22	0	0	55	0	0	
.Charles & Hurley Sts									
Charles St	2nd-3rd	17				17			
Charles St	6th-Fulkerson	16	14			2			
Fifth St	Charles-Bent	11	5			6			
Hurley St	1st-2nd	11				11			
		55	19	0	0	36	0	0	
.Cambridge & Willow Sts									
Cambridge St	@ Willow	15	10		5				
Columbia St	Cambridge St-Somerville line	6				6			
Webster Ave	Cambridge St-Somerville line	25				25			
Windsor St	Cambridge St-Somerville line	19				19			
		65	10	0	5	50	0	0	
.Putnam & Western Aves									
Blackstone St	River-Western Ave	33		33					
Putnam Ave	Pleasant St-Western Ave	48		48					
River St	@ Putnam Ave	15		6	9				Montague-Blackstone Sts
Western Ave	@ Putnam Ave	8	8						
		104	8	87	9	0	0	0	
.Richdale Ave									
Richdale Ave	Upland Rd-Raymond St	72	5			67			
		72	5	0	0	67	0	0	
.Sherman St									
Bolton St	off Sherman	13				13			
Cadbury Rd	off Sherman	41				41			Cambridge Friends Schl + Residences
Sherman St	@ Bellis Cir	9			7	2			
		63	0	0	7	56	0	0	
.Porter Chevrolet									
Lakeview Ave	@ F. P. Pkwy	17				17			car dealer
Lexington St	@ F. P. Pkwy	3	1			2			car dealer
Worthington St	@ Lakeview Ave	12				12			car dealer
		32	1	0	31	0	0	0	
		614	152	87	57	318	0	0	

Cambridge Streets with Unrestricted Parking - Geographic Analysis

Street	Location	Total	Res	Off	Bus	Ind	CIPO	CRDI	Comment
CAMBRIDGEPORT									
Allston St	E of Sidney	11					11		
Brookline St	Emily-Putnam Ave	40			40				Mixed Residential/Business
Emily St	Sidney-Brookline	22					22		
Erie St	Sidney-Brookline	7					7		
Green St	E of Sidney	19						19	
Hamilton St	Sidney-Brookline	26					26		
Henry St	E of Sidney	10	10						
Pacific St	Albany-Brookline	35					35		
Sidney St	Tudor-Putnam Ave	45	9				36		
Tudor St	Sidney-Brookline	32					32		
		247	19	0	40	0	169	19	
		247	19	0	40	0	169	19	

Cambridge Streets with Unrestricted Parking - Geographic Analysis

Street	Location	Total	Res	Off	Bus	Ind	CIPO	CRDI	Comment
M.I.T. CAMPUS									
.East of Mass. Ave									
Ames St	MT	92	34			58			
Amherst St	Ames-Wadsworth	40	9			31			
Vassar St	E of Mass. Ave	123				123			
Wadsworth St	@ Kendall Sq	24				24			
		279	43	0	0	236	0	0	
.West of Mass. Ave									
Amherst St	W of Mass Ave	93	93						
Audrey St	near Hyatt	81	81						
Endicott St	@ Amherst	16	16						
Vassar St	W of Mass. Ave	180				180			
		370	190	0	0	0	180	0	
		649	233	0	0	236	180	0	

Cambridge Streets with Unrestricted Parking - Geographic Analysis

Street	Location	Total	Res	Off	Bus	Ind	CIPC	CRDJ	Comment
LOCAL BUSINESS AREAS									
.Huron & Concord Aves									
Concord Ave	Royal Ave-Appleton	8			8				Residential/Doctors' offices
Huron Ave	@ Concord Ave	8	8						Nearby stores
Huron Ave	Sparks-Appleton	26	18		8				Mixed Residential/Stores
Huron Ave	Fayerweather-Lakeview	14	9		5				Mixed Residential/Stores
Walden St	@ Sherman	4	4						Mixed Residential/Stores
Walden St	@ Concord Ave	6			6				Mixed Residential/Stores
		66	39	0	27	0	0	0	
.Mass. Ave - North									
Harvey St	@ Mass. Ave	10			10				
Mass. Ave	Washburn St-Arlington line	37	22		15				
		47	22	0	25	0	0	0	
.Mass. Ave & Bay St.									
Elery St	@ Mass. Ave	4	4						
Green St	Sellers-Bay	24	7	7	10				
Hancock St	@ Mass. Ave	4	2		2				
		32	13	7	12	0	0	0	
.Broadway @ Norfolk									
Broadway	Columbia-Norfolk	24			24				
Broadway	Norfolk-Prospect	5			5				
Norfolk St	@ Broadway	3			3				
		32	0	0	32	0	0	0	
.Broadway @ Inman									
Broadway	Prospect-Inman	26		26					
Broadway	Inman-Fayette	7		7					City Hall Annex
Inman Pl	off Inman St	10	10						@ City Hall Annex
		43	10	33	0	0	0	0	
.Hampshire St									
Hampshire St	Windsor-Columbia	36	36						
Hampshire St	Columbia-Norfolk	27	27						
Hampshire St	Norfolk-Prospect	24	24						
		87	87	0	0	0	0	0	
.River St									
River St	Pleasant-Montague	36			36				
		36	0	0	36	0	0	0	
.Mt. Auburn Star									
Belmont St	@ Mt. Auburn	39			39				
Mt. Auburn St	E of Aberdeen Ave	11		11					
		50	0	11	39	0	0	0	
.Kirkland St									
Kirkland St	@ Line St	12			12				Savenor's
		12	0	0	12	0	0	0	
.Cambridge Hospital									
Cambridge St	opp. Hospital	7	7						
Line St	@ Cambridge St	4	4						
		11	11	0	0	0	0	0	
.Rindge Ave									
Middlesex St	off Rindge Ave	7	7						Notre Dame Church
		7	7	0	0	0	0	0	

Cambridge Streets with Unrestricted Parking - Geographic Analysis

LOCAL BUSINESS AREAS continued

Street	Location	Total	Res	Off	Bus	Ind	CIPO	CRDI	Comment
.Main St									
Cherry St	off Main	3			3				
School St	off Main St	19			19				
		22	0	0	22	0	0	0	
.Cambridge & Warren									
Lambert St	off Cambridge St	5	5						
Warren St	Cambridge St-Somerville line	19			19				
		24	5	0	19	0	0	0	
		469	194	51	224	0	0	0	

Cambridge Streets with Unrestricted Parking - Geographic Analysis

Street	Location	Total	Res	Off	Bus	Ind	CIPO	CRDI	Comment
MAJOR SQUARES									
.Harvard Sq									
Brattle St	@ Longfellow House	19	19						
Broadway	Ellery-Ware	36	36						
Cambridge St	@ High School	13	13						
Cambridge St	Felton-Quincy	35	25			10			
Felton St	@ High School	16	16						
Garden St	@ Concord Ave	28	28						
Oxford St	Kirkland-Wendell	26	26						@ Peabody Museum, Lesley College
Remington St	off Mass. Ave	4		4					
Waterhouse St	Camb. Common	9	9						
Wendell St	off Mass. Ave	8	8						
		194	180	4	0	10	0	0	
.Central Sq									
Austin Pk	off Bishop Allen	7	7						
Green St	Western Ave-Sellers St	14		14					
Pleasant St	@ Franklin St	2	2						
River St	Franklin-Auburn	3	3						
Western Ave	Green-Pleasant	11	2		9				
		37	14	14	9	0	0	0	
.Lechmere Sq									
Gore St	2nd-3rd	7			7				
Second St	Thorndike-Hurley	15			8	7			
Spring St	1st-2nd	4	4						
		26	4	0	15	7	0	0	
.Porter Sq									
Davenport St	off Mass. Ave	4	4						
		4	4	0	0	0	0	0	
		261	202	18	24	17	0	0	

Cambridge Streets with Unrestricted Parking - Geographic Analysis

Street	Location	Total	Res	Off	Bus	Ind	CIPC	CRDI	Comment
RESIDENTIAL AREAS									
.Strawberry Hill									
Belmont St		18	18						Watertown line
Cushing St	Strawberry Hill	110	110						
E T Sullivan Rd	off Belmont St	14	14						
Fairview Ave	Strawberry Hill	16	16						Belmont line
Fountain Terr	Strawberry Hill	16	16						
Grove St	Blanchard Rd-Huron Ave	67	67						Belmont line
High St	Strawberry Hill	33	33						
Holmes St	Strawberry Hill	23	23						
Holworthy St	Strawberry Hill	133	133						
Huron Ave	@ Golf Course	80	80						
Lawn St	Strawberry Hill	62	62						
Locust St	Strawberry Hill	15	15						
May St	Strawberry Hill	25	25						
Norman St	off Belmont St	15	15						
Norumbega St	off Belmont St	10	10						
Oxford Ave	Strawberry Hill	12	12						Belmont line
Park Ave	Strawberry Hill	68	68						
Thingvalla Ave	Strawberry Hill	50	50						
Vineyard St	Strawberry Hill	24	24						
		791	791	0	0	0	0	0	
.Larchwood									
Fresh Pond Lane	Larchwood	84	84						
Larchwood Dr	Larchwood	105	105						
		189	189	0	0	0	0	0	
.Huron Ave									
Huron Ave	@ Sparks St	15	15						
Huron Ave	Appleton-Fayerweather	33	33						
Huron Ave	Lakeview-F. P. Pkwy	56	56						
		104	104	0	0	0	0	0	
.Elm & Tremont Sts									
Elm St	Cambridge St-Somerville line	15	15						
Tremont St	Hampshire-Cambridge	25	25						
		40	40	0	0	0	0	0	
.North Cambridge									
Columbus Ave	off Mass Ave	30	30						
Whittemore Ave	N. Cambridge	19	19						next to Alewife T & W. R. Grace
		49	49	0	0	0	0	0	
.Miscellaneous									
Garden St	@ Field St	13	13						Danehy Park
Hemlock Rd	off Sparks St	22	22						
Hingham St	off Putnam Ave	5	5						
York St	Berkshire-Willow	21	21						Donnelly Field
		61	61	0	0	0	0	0	
		1234	1234	0	0	0	0	0	



CITY OF CAMBRIDGE

Traffic and Parking

57 Inman Street,

Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

A-LIST

FACILITY	# OF SPACES
1. 440 MAIN ST. (31 AMES ST.)	250T
2. 5 BENNET ST (CHARLES SQ.)	600
3. CAMBRIDGE CENTER PARKING FACILITY #1	875
4. CAMBRIDGE CENTER PARKING FACILITY #2	1500
5. CAMBRIDGE CENTER PARKING FACILITY #3	500
6. 1493 CAMBRIDGE ST. (CAMBRIDGE HOSP.)	70
7. 29 CHARLES ST. (HURLEY ST.)	75T
8. CAMBRIDGESIDE GALERIA	450T
9. 410-450 GREEN ST.	51
10. 65 J.F. KENNEDY ST.	300
11. 55 FIRST ST. (PHASE I & II)	1110
12. GREEN, FRANKLIN, PEARL PARKING GARAGE	290
13. MUNICIPAL PKG. LOT #11 (WINDSOR ST.)	20
14. MUNICIPAL PKG. LOT #12 (WARREN ST)	34
15. MUNICIPAL PKG. LOT #14 (SPRINGFIELD ST.)	30
16. 1000 MASSACHUSETTS AVE.	200
17. 575 MEMORIAL DR.	474
18. 124-126 MT. AUBURN ST.	200
19. 75 CAMBRIDGE PARKWAY	5
20. COMMERCIAL AVE. (ROYAL SONESTA)	60
21. CAMBRIDGESIDE GALERIA	2538
22. 1173-1201 MASSACHUSETTS AVE.	50
23. 108-112 MT. AUBURN ST.	48

A "T" FOLLOWING A NUMBER INDICATES THAT THE SPACES WERE ISSUED ON A TEMPORARY BASIS.

DEFINITION: Facilities holding a CFPF issued prior to 8/15/90 (i.e. 1990 MOA).

CITY OF CAMBRIDGE
PARKING FREEZE ENFORCEMENT STRATEGY

Pursuant to Section A.8 of the Memorandum of Agreement dated August 10, 1990 the City of Cambridge agreed to provide to the Massachusetts Department of Environmental Protection a Freeze Enforcement strategy within 30 days of the execution of that document. Section A.8 requires that the strategy include a specific schedule of inspections each month at several categories of parking facilities. This document establishes the categories of facilities that the City will inspect and sets forth the process for inspections.

I. Parking Facilities Subject to Inspections

- A. Facilities holding a Commercial Parking Facility Permit issued prior to August 15, 1990¹. Facilities in this category are identified in Attachment A appended to this document.
- B. Facilities holding a determination of exclusion made prior to August 15, 1990. Facilities in this category are identified in Attachment B.
- C. Facilities holding a Controlled Parking Facility Permit issued after August 15, 1990. Facilities in this category are identified in Attachment C.

¹ The August 10, 1990 Memorandum of Agreement was executed by the Commissioner of the Department of Environmental Protection on August 15, 1990.

- D. Facilities holding a determination of exemption issued after August 15, 1990. Facilities in this category are identified in Attachment D.
- E. Facilities which have no approval under the parking freeze (whether said facilities came into use before or after the execution of the August 10, 1990 Memorandum of Agreement) and which appear to be operating without such necessary approval. Facilities in this category are identified in Attachment E.

II. Inspections

The City will perform inspections of facilities according to the schedule set out in Section III, below. The inspections will include on-site visits to be accomplished initially by staff of the Traffic and Parking Department and the Law Department. The inspections will also include requests to the operator/owner for records showing the type of users, number of spaces, how the spaces are being used, type of controls employed, hours of operation, and any other information relevant to a determination of a facility's compliance with the applicable terms of the parking freeze.

The City will use a checklist type form to be completed during the on-site visit, and a file will be maintained for each facility investigated.

III. Inspection Schedule

The City will complete one inspection per month in each of the five categories identified in Section I. Recognizing that there are currently no facilities in Categories C and D, and that the facilities in Category E are not yet fully determined², the City will initially complete two (2) inspections of Category A facilities and three (3) inspections of Category B facilities per month. As Category C, D, and E facilities are identified, they will be included in the monthly schedule of inspections.

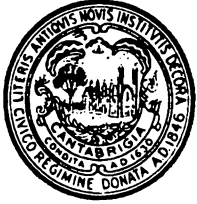
IV. Reports

The City shall include information about inspections in the Parking Freeze Reports that are required to be submitted on a quarterly basis pursuant to Section A.11 of the MOA.

² The City is nearing completion of the inventory of all types of parking spaces in the City as required by Section A.10 of the August 10, 1990 Memorandum of Agreement. There will be no reliable estimate of Category E facilities until the inventory is completed, but once those facilities are identified inspections will begin.

A-LIST...Facilities holding a Commercial Parking Facility Permit
issued prior to August 15, 1990.

List #	Address	Inspection Date
A-1	440 Main Street	Sep. 11, 1990
A-1	440 Main Street	Feb. 11, 1992
A-2	5 Bennet Street	Dec. 11, 1991
A-5	Cambridge Center N. Garage #3	Nov. 7, 1991
A-6	1493 Cambridge Street	Dec. 11, 1991
A-7	29 Charles Street	Sep. 11, 1990
A-7	29 Charles Street	Apr. 23, 1992
A-8	Cambridgeside Place (Galleria)	Sep. 11, 1990
A-9	Cambridgeside Place (Galleria)	Apr. 23, 1992
A-9	410-450 Green Street	Jan. 7, 1992
A-10	65 JFK Street	Mar. 30, 1992
A-16	1000 Massachusetts Avenue	Sep. 11, 1990
A-17	575 Memorial Drive	Apr. 10, 1992
A-22	1173-1201 Massachusetts Avenue	Jan. 24, 1992



CITY OF CAMBRIDGE
Traffic and Parking
57 Inman Street,
Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

B-LIST

FACILITY	# OF SPACES
1. ACCESS WAY (25 EAST ST.)	209
2. ONE ALEWIFE CENTER	350
3. FIVE ALEWIFE CENTER	315
4. 185 ALEWIFE BROOK PARKWAY	91
5. ONE ATHANEUM ST.	350
6. 5 BENNET ST.	86
7. 191-203 BROADWAY	182
8. 196 BROADWAY	131
9. 210 BROADWAY	185
10. 38-40 BRATTLE ST.	52
11. 40R BRATTLE ST./12-14 MIFFLIN PL.	31
12. 101-113 BISHOP ALLEN DR.	106
13. CAMBRIDGE CENTER PKG. FACILITY #2	700
14. CAMBRIDGE CENTER PKG. FACILITY #3	670
15. 9 CAMBRIDGE CENTER	27
16. 35 CAMBRIDGE PARK DR. (ONE ALEWIFE PL.)	390
17. 100 CAMBRIDGE PARK DR.	323
18. 125 CAMBRIDGE PARK DR.	558
19. 150 CAMBRIDGE PARK DR.	742
20. 35-65 CAMBRIDGE PARKWAY	410
21. 75 CAMBRIDGE PARKWAY	330
22. 1493 CAMBRIDGE ST. (CAMELIA AVE.)	64
23. 1493 CAMBRIDGE ST. (LINE ST.)	84
24. 950 CAMBRIDGE ST.	66
25. 386 CARDINAL MEDEIROS AVE.	71
26. TWO CANAL PARK	145
27. TEN CANAL PARK	40
28. COMMERCIAL AVE. (ROYAL SONESTA HOTEL)	140
29. 34-40 CONCORD AVE.	23
30. 545 CONCORD AVE.	46
31. 3 CRAIGIE CIRCLE	43
32. THOMAS W. DANEHY PARK	269
33. 4-12, 16-24 DeWOLFE ST. 29 GRANT ST. (-54)	82
34. 136 FIRST ST.	656
35. 69 HARVEY ST.	14
36. ONE KENDALL SQ. (BINNEY ST. GARAGE)	1530
37. 26 LANSDOWNE ST.	205
38. 99 MAIN ST.	486
39. 176 MASSACHUSETTS AVE.	18

40.	675 MASSACHUSETTS AVE.	17
41.	931 MASSACHUSETTS AVE.	55
42.	950 MASSACHUSETTS AVE.	142
43.	1030 MASSACHUSETTS AVE.	66
44.	1136 MASSACHUSETTS AVE.	52
45.	1173-1201 MASSACHUSETTS AVE.	8
46.	2456 MASSACHUSETTS AVE.	28
47.	ONE MEMORIAL DR.	462
48.	17 MSGR. O'BRIEN HWY.	30
49.	108-112 MT. AUBURN ST.	72
50.	124-126 MT. AUBURN ST.	250
51.	53-85 PROSPECT ST.	169
52.	130 PROSPECT ST.	38
53.	10 ROGERS ST.	277
54.	38 SIDNEY ST.	293
55.	64 SIDNEY ST.	190
56.	15-17 VALENTINE ST.	24
57.	304 VASSAR ST.	96
58.	21 WATER ST.	80
59.	8 WHITE ST.	89

DEFINITION: Facilities holding a Determination of Exclusion made prior to 8/15/90 (i.e. 1990 MOA).

B-LIST...Facilities holding a Determination of Exclusion made prior to August 15, 1990.

List #	Address	Inspecticn Date
B-1	Access Way (25 East Street)	Dec. 11, 1991
B-2	1 Alewife Center	Apr. 10, 1992
B-3	5 Alewife Center	Mar. 10, 1992
B-4	185 Alewife Brook Parkway	Nov. 5, 1991
B-5	One Athenaeum Place	Sep. 11, 1990
B-6	5 Bennet Street	Dec. 11, 1991
B-9	210 Broadway	Jan. 7, 1992
B-32	Danehy Park (Field St. & Fern St.)	Oct. 21, 1991
B-32	Danehy Park (New Street)	Oct. 21, 1991
B-32	Danehy Park (Sherman & Walden Sq. Rd.)	Oct. 21, 1991
B-35	69 Harvey Street	Jan. 24, 1992
B-36	One Kendall Square	Sep. 11, 1990
B-37	26 Landsdowne Street	Nov. 5, 1991
B-39	176 Massachusetts Avenue	Feb. 11, 1992
B-45	1173-1201 Massachusetts Avenue	Jan. 24, 1992
B-47	One Memorial Drive	Sep. 11, 1990
B-54	38 Sidney Street	Nov. 5, 1991
B-55	64 Sidney Street	Nov. 5, 1991



CITY OF CAMBRIDGE.
Traffic and Parking
57 Inman Street,
Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

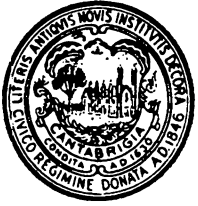
C-LIST

FACILITY (OWNER/OPERATOR)	# OF SPACES
1. 65 BISHOP ALLEN DR. (J.R. FENNEL REALTY TRUST)	23
2. CENTRAL SQUARE (4 FACILITIES) " "	39
3. 311 BROADWAY (FAITH LUTHERAN CHURCH)	8
4. DOTTIE DOYLE WAY (CITY OF CAMBRIDGE)	7
5. 55 FRANKLIN ST. (FOREST CITY)	860
6. 2400 MASS. AVE. (JUNCTION REALTY TRUST)	50
7. 15 MSGR. O'BRIEN HWY. (NORTH FEDERAL PROPERTIES LTD. PARTNERSHIP)	132
8. 195 MSGR. O'BRIEN HWY. (SALVATORE A. RAMASCI JR.)	56
9. 16-26 SPRING ST. (TRAVIS REALTY TRUST)	3

DEFINITION: Facilities holding a CFPF issued after 8/15/90 (i.e. 1990 MOA).

C-LIST...Facilities holding a Controlled Parking Facility Permit
issued after August 15, 1990.

List #	Address	Inspection Date
C-1	65 Bishop Allen Drive	Jan. 10, 1992
C-2	7 Douglass Court	Jan. 10, 1992
C-2	883 Main Street	Jan. 10, 1992
C-2	865 Main Street	Jan. 10, 1992
C-5	55 Franklin Street	Nov. 5, 1991
C-6	2400 Massachusetts Avenue	Feb. 11, 1992
C-7	15 Monsignor O'Brien Highway	Mar. 6, 1992
C-9	16-26 Spring Street	Apr. 10, 1992



CITY OF CAMBRIDGE
Traffic and Parking
57 Inman Street,
Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

D-LIST

FACILITY (OWNER/OPERATOR)	# OF SPACES
1. 113 BRATTLE ST. (LINCOLN INSTITUTE OF LAND POLICY)	14 E
2. CENTRAL SQ. (6 FACILITIES/J.R. FENNELLS REALTY TRUST)	151 E
3. 100 CAMBRIDGE PKWY. (ROWLAND INST. FOR SCIENCE)	39 E
	2 R
4. 432 COLUMBIA ST. (432 COLUMBIA ST. CONDO TRUST)	64 E
5. 1 CRAIGIE ST. (CRAIGIE BUILDING NOMINEE TRUST)	9 R
6. 8-12 ESSEX ST. (3mJ REALTY TRUST)	28 E
7. 12 FOREST ST. (LOVEJOY MANAGEMENT)	3 R
8. 55 FRANKLIN ST. (FOREST CITY)	142 R
9. 325-345 FRANKLIN ST. (DILTON MANAGEMENT INC.)	45 R
10. 239 HARVARD ST. (AREA IV YOUTH CENTER)	13 E
11. 1637 MASS. AVE. (HARVARD UNIVERSITY)	85 R/E
12. 1637 MASS. AVE. (HARVARD UNIVERSITY)	3 R
13. 15 MSGR. O'BRIEN HWY. (NORTH FEDERAL PROPERTIES LTD. PARTNERSHIP)	559 R
14. 195 MSGR. O'BRIEN HWY. (SALVATORE A. RAMASCI JR.)	4 E
15. 26-28 MT. AUBURN ST. (26-28 MT. AUBURN CONDO TRUST)	4 R
16. 29 MT. AUBURN ST. (ST. PAUL'S PARISH)	16 E
17. 34 MT. AUBURN ST. (CAMBRIDGE HOUSING AUTHORITY)	9 R
18. 19-35 MT. VERNON ST. (MT. VERNON DEVELOPMENT TRUST)	11 R
19. 6 PRENTISS ST. (MARY PRENTISS INN)	11 R
20. ST. PATRICK'S PLACE (JUST-A-START CORP.)	28 R
21. 35 & 40 SMITH PLACE (WILSON-CAMBRIDGE REALTY TRUST)	47 E

DEFINITION: Facilities holding a Determination of Exemption issued after 8/15/90 (i.e. 1990 MOA).

D-LIST...Facilities holding a Determination of Exemption issued
after August 15, 1990.

List #	Address	Inspection Date
D-2	16 Columbia Street	Jan. 10, 1992
D-2	9-15 Columbia St./415-443 Mass. Ave.	Jan. 10, 1992
D-2	45 Bishop Allen Drive	Jan. 10, 1992
D-5	1 Craigie Street	Feb. 11, 1992
D-5	1 Craigie Street	Mar. 24, 1992
D-6	8-12 Essex Street	Mar. 30, 1992
D-7	12 Forest Street	Apr. 10, 1992
D-8	55 Franklin Street	Nov. 5, 1991
D-8	129 Franklin Street	Nov. 5, 1991
D-13	15 Monsignor O'Brien Highway	Mar. 6, 1992

E-LIST...Facilities which have no approval under the Parking Freeze (whether said facilities came into use before or after the execution of the August 10, 1990 Memorandum of Agreement) and which appear to be operating without such necessary approval.

List #	Address	Inspection Date
E-3	26 Acorn Park (Arthur D. Little, Inc.)	Feb. 18, 1992
E-4	35 Acorn Park (Arthur D. Little, Inc.)	Feb. 18, 1992
E-5	32 Albany Street (lot)	Mar. 6, 1992
E-5	32 Albany Strret (garage)	Mar. 6, 1992
E-89	49 Bishop Allen Drive	Apr. 29, 1992
	113 Brattle Street	Sep. 10, 1991
	180 Broadway (595 Technology Square)	Sep. 11, 1990
E-161	469 Broadway	Oct. 21, 1991
	89 Brookline Street	Sep. 10, 1991
	5 Bryant Street	Apr. 24, 1992
	4-4 1/2 Centre Street	May 7, 1992
	48 Charles Street	Dec. 6, 1991
	48 Charles Street	Feb. 7, 1992
	527 Concord Avenue	May 7, 1992
E-308	679-681 Concord Avenue	Oct. 21, 1991
	69 Dana Street	Apr. 24, 1992
	East Street at O'Brien Highway	Sep. 11, 1990
	One East Street	Jan. 10, 1992
	25 East Street	Dec. 11, 1991
E-364	16-18 Eliot Street	Nov. 18, 1991
E-364	16-18 ELiot Stree	May 7, 1992
	178-184 Elm Street	Mar. 6, 1992
	239 Harvard Street	Jan. 27, 1992
	28 Lee Street	Feb. 14, 1992
	143 Main Street	Mar. 10, 1992
	304-310 Massachusetss Avenue	Apr. 29, 1992
	2235 Massachusetts Avenue	Jan. 8, 1992
	2235 Massachusetts Avenue	Feb. 7, 1992
E-670	2440-2450 Massachusetts Avenue	Nov. 18, 1991
	2465 Massachusetts Avenue	Nov. 18, 1991
E-675	2501 Massachusetts Avenue	Apr. 6, 1992
E-702	747 Memorial Drive	Dec. 4, 1991
	143 Putnam Avenue (16 Elmer St.)	Feb. 14, 1992
	Third & Gore Streets (intersection)	Sep. 10, 1991
	310 Third Street	Sep. 11, 1990
E-1037	15 Wendell Street	Feb. 21, 1992

STREET NAME	STREET #	# OF SPACES	PG. 22
1053. WHITTEMORE AVE.	123	34	
1054. WHITTEMORE AVE.	140	40*	
1055. WHITTEMORE AVE.	154	306	
1056. WILLOW ST.	50	15*	
1057. WILLOW ST.	169	24	
1058. WINDSOR ST.	34	60	
1059. WINDSOR ST.	111	32	
1060. WINDSOR ST.	242	11	
1061. WINTER ST.	2	12*	
1062. WINTER ST.	8	18	
1063. WINTER ST.	10	26	
1064. WINTER ST.	16	25*	

* = 1977 INVENTORY

DEFINITION: Facilities which have no approval under the Parking Freeze (whether said facilities came into use before or after the execution of the 8/15/90 MOA is not yet determined) and which appear to be operating without such necessary approval.

STREET NAME

STREET

OF SPACES

PG. 21

1001. VASSAR ST.	269	75
1002. VASSAR ST.	270	97*
1003. VASSAR ST.	271	34*
1004. VASSAR ST.	272	240*
1005. VASSAR ST.	295	13
1006. VASSAR ST.	315	24
1007. VASSAR ST.	351	18
1008. WADSWORTH ST.	65	70
1009. WALDEN ST.	12	16
1010. WALDEN ST.	35	20
1011. WALDEN ST.	161	10*
1012. WALDEN ST.	181	10*
1013. WALDEN ST.	225	245
1014. WALDEN ST.	253	26
1015. WALDEN ST.	261	20*
1016. WALDEN SQ. RD.		186*
1017. WALKER ST.	88	10
1018. WALKER ST.	123	10
1019. WARE ST.	7	14
1020. WARE ST.	10	52
1021. WARE ST.	16	30
1022. WARE ST.	17	34
1023. WARE ST.	19	11*
1024. WASHBURN AVE.	13	10
1025. WASHBURN AVE.	66	22
1026. WASHBURN RD.	60	11*
1027. WATER ST.		18*
1028. WATER ST.	22	70*
1029. WAVERLY ST.	66	27*
1030. WAVERLY ST.	91	70
1031. WAVERLY ST.	136	16*
1032. WAVERLY ST.	139	85
1033. WAVERLY ST.	140	166
1034. WAVERLY ST.	169	13*
1035. WENDELL ST.	3	22
1036. WENDELL ST.	7	15*
1037. WENDELL ST.	15	11*
1038. WENDELL ST.	28	16
1039. WEST ST.	35	0
1040. WESTERN AVE.	91	27
1041. WESTERN AVE.	337	10
1042. WESTERN AVE.	387	50
1043. WHEELER ST.	25	16*
1044. WHEELER ST.	37	43
1045. WHEELER ST.	55	271
1046. WHITE ST.	23	282
1047. WHITTEMORE AVE.	50	120
1048. WHITTEMORE AVE.	59	26
1049. WHITTEMORE AVE.	62	549
1050. WHITTEMORE AVE.	65	68*
1051. WHITTEMORE AVE.	85	136
1052. WHITTEMORE AVE.	97	31

STREET NAME

STREET

OF SPACES

PG. 20

949. THIRD ST.	42	31*
950. THIRD ST.	47	20
951. THIRD ST.	109	23
952. THIRD ST.	130	28
953. THIRD ST.	209	10*
954. THIRD ST.	215	15*
955. THIRD ST.	221	13
956. THIRD ST.	241	46*
957. THIRD ST.	246	75
958. THIRD ST.	249	56
959. THIRD ST.	251	53*
960. THIRD ST.	259	17*
961. THIRD ST.	302	10*
962. THIRD ST.	330	330*
963. THIRD ST.	335	88*
964. THIRD ST.	354	250
965. THIRD ST.	366	94
966. THIRD ST.	368	407
967. THORNDIKE ST.	14	67*
968. THORNDIKE ST.	18	18*
969. THORNDIKE ST.	218	0
970. TROWBRIDGE PL.	4	28
971. TROWBRIDGE PL.	45	27
972. TROWBRIDGE ST.	4	13
973. TROWBRIDGE ST.	16	28
974. TROWBRIDGE ST.	20	13
975. TROWBRIDGE ST.	39	42
976. TROWBRIDGE ST.	48	19
977. TROWBRIDGE ST.	77	19
978. TROWBRIDGE ST.	80	18
979. TROWBRIDGE ST.	81	20*
980. TROWBRIDGE ST.	87	10*
981. TROWBRIDGE ST.	89	10
982. TUDOR ST.	15	34
983. TUDOR ST.	22	32
984. UNIVERSITY RD.		0
985. UNIVERSITY RD.		14
986. UNIVERSITY RD.	3	51
987. UNIVERSITY RD.	14	509
988. UPTON ST.	7	18
989. UPTON ST.	15	10
990. VASSAL LANE	195	60
991. VASSAR ST.	20	36
992. VASSAR ST.	51	12
993. VASSAR ST.	70	93
994. VASSAR ST.	106	46*
995. VASSAR ST.	167	491
996. VASSAR ST.	187	99
997. VASSAR ST.	201	10*
998. VASSAR ST.	215	25
999. VASSAR ST.	233	58
1000. VASSAR ST.	261	19

STREET NAME

STREET

OF SPACES

PG. 19

897.	SHERIDAN ST.	45	23
898.	SHERMAN ST.	2	12
899.	SHERMAN ST.	66	34
900.	SHERMAN ST.	70	17*
901.	SHERMAN ST.	77	40
902.	SHERMAN ST.	80	99
903.	SHERMAN ST.	93	10*
904.	SHERMAN ST.	102	147
905.	SHERMAN ST.	132	12
906.	SHERMAN ST.	147	85*
907.	SIDNEY ST.	50	60*
908.	SIDNEY ST.	135	33
909.	SIDNEY ST.	138	118
910.	SIDNEY ST.	179	13
911.	SIDNEY ST.	216	17
912.	SIDNEY ST.	252	10*
913.	SIXTH ST.		253
914.	SIXTH ST.	48	10*
915.	SIXTH ST.	101	50
916.	SIXTH ST.	117	22
917.	SIXTH ST.	119	40*
918.	SIXTH ST.	120	76
919.	SIXTH ST.	137	59
920.	SMART ST.	16	284*
921.	SMITH PL.	26	10
922.	SMITH PL.	31-R	42
923.	SMITH PL.	35	16
924.	SMITH PL.	59	32*
925.	SMITH PL.	61	32
926.	SMITH PL.	63	24*
927.	SMITH PL.	75	76
928.	SMITH PL.	100	37
929.	SMITH PL.	109	10*
930.	SMITH PL.	109	14*
931.	SMITH PL.	127	36
932.	SODEN ST.	8	44
933.	SOMERVILLE AVE.	830	87
934.	SPINELLI PL.	25	24
935.	SPINELLI PL.	30	45
936.	SPINELLI PL.	32	11
937.	SPINELLI PL.	767-C	122
938.	SPRING ST.	11	1000
939.	SPRINGFIELD ST.	23	18
940.	STATE ST.	47	15
941.	STORY ST.	15	11
942.	SUMNER RD.	18	21
943.	SUMNER RD.	20	24
944.	TEMPLE ST.	8	17
945.	TEMPLE ST.	11	10*
946.	TEMPLE ST.	14	15
947.	THINGVALLA AVE.	53	26*
948.	THINGVALLA AVE.	81	26*

STREET NAME	STREET #	# OF SPACES	PG. 18
845. PUTNAM AVE.	380	32	
846. PUTNAM AVE.	385	30	
847. PUTNAM AVE.	518	16*	
848. PUTNAM AVE.	520	27	
849. PUTNAM AVE.	613	15	
850. REGENT ST.	50	45	
851. RICHDAL E AVE.	1	20	
852. RICHDAL E AVE.	15	22	
853. RINDGE AVE.	74	10	
854. RINDGE AVE.	122	69	
855. RINDGE AVE.	300	186	
856. RINDGE AVE.	324	40	
857. RINDGE AVE.	325	32	
858. RINDGE AVE.	360	26	
859. RINDGE AVE.	364	493	
860. RINDGE AVE.	375	74	
861. RINDGE AVE.	390	45	
862. RINDGE AVE.	402	261	
863. RINDGE AVE.	405	52*	
864. RINDGE (EXT) AVE.	2	14*	
865. RINDGE (EXT) AVE.	25	17*	
866. RINDGE (EXT) AVE.	30	193*	
867. RINDGE (EXT) AVE.	54	50*	
868. RINDGE (EXT) AVE.	90	13*	
869. RINDGE (EXT) AVE.	95	35*	
870. RINDGE (EXT) AVE.	110	23*	
871. RINDGE (EXT) AVE.	115	63*	
872. RINDGE (EXT) AVE.	165	21*	
873. RINDGE (EXT) AVE.	181	13*	
874. RIVER ST.	43	12	
875. RIVER ST.	215	23	
876. ROGERS ST.	117	30	
877. RUFO RD.	4	15	
878. SACRAMENTO PL.	7	27	
879. SACRAMENTO ST.	30	12	
880. SCHOOL ST.	74	60	
881. SECOND ST.	18	23*	
882. SECOND ST.	25	22	
883. SECOND ST.	56	53*	
884. SECOND ST.	71	12	
885. SECOND ST.	94	18	
886. SECOND ST.	139	10*	
887. SECOND ST.	155	10*	
888. SECOND ST.	165	102	
889. SECOND ST.	219	25	
890. SEVEN PINES AVE.	32	18*	
891. SHALER LANE		17	
892. SHEPHARD ST.	13	10	
893. SHEPHARD ST.	37	14	
894. SHERIDAN ST.		12	
895. SHERIDAN ST.		17	
896. SHERIDAN ST.		15	

STREET NAME

STREET

OF SPACES

PG. 17

793. OXFORD ST.	81	19
794. OXFORD ST.	135	10*
795. PACIFIC ST.	2	175*
796. PACIFIC ST.	27	105
797. PACIFIC ST.	82	10*
798. PACIFIC ST.	126	10*
799. PELHAM ST.	16	20*
800. PEMBERTON RD.	169	10*
801. PLEASANT ST.	9	18
802. PLEASANT ST.	16	20
803. PLEASANT ST.	140	18
804. PORTER RD.	46	32*
805. PORTLAND ST.	6	44*
806. PORTLAND ST.	9	81*
807. PORTLAND ST.	135	966
808. PORTLAND ST.	135	945
809. PORTLAND ST.	139	121
810. PORTLAND ST.	170	22*
811. PORTLAND ST.	217	60*
812. PORTLAND ST.	235	10*
813. PORTLAND ST.	258	235*
814. PORTLAND ST.	386	22*
815. POTTER ST.	29	20
816. POTTER ST.	35	92*
817. POTTER ST.	44	13
818. PRESCOTT ST.	18	20*
819. PROSPECT ST.	54	51*
820. PROSPECT ST.	83	87*
821. PROSPECT ST.	88	23
822. PROSPECT ST.	107	50*
823. PROSPECT ST.	115	45
824. PROSPECT ST.	120	17*
825. PROSPECT ST.	126	0
826. PROSPECT ST.	139	11
827. PROSPECT ST.	152	21
828. PROSPECT ST.	190	19
829. PROSPECT ST.	191	12
830. PROSPECT ST.	204	42
831. PROSPECT ST.	254	12
832. PROSPECT ST.	266	11*
833. PROSPECT ST.	275	24
834. PROSPECT ST.	360	40*
835. PURRINGTON ST.	17	10*
836. PUTNAM AVE.	90	13*
837. PUTNAM AVE.	122	47*
838. PUTNAM AVE.	125	339
839. PUTNAM AVE.	174	10
840. PUTNAM AVE.	225	36
841. PUTNAM AVE.	243	23
842. PUTNAM AVE.	255	15*
843. PUTNAM AVE.	370	29*
844. PUTNAM AVE.	379	25*

STREET NAME

STREET

OF SPACES

PG. 16

741. MSGR. O'BRIEN HWY.	187	22
742. MSGR. O'BRIEN HWY.	191-R	66
743. MSGR. O'BRIEN HWY.	207	10
744. MSGR. O'BRIEN HWY.	209	20
745. MSGR. O'BRIEN HWY.	211	20*
746. MSGR. O'BRIEN HWY.	233	32
747. MSGR. O'BRIEN HWY.	245	15
748. MT. AUBURN ST.	2	17
749. MT. AUBURN ST.	8-A	37
750. MT. AUBURN ST.	17	14
751. MT. AUBURN ST.	25	18
752. MT. AUBURN ST.	88	11
753. MT. AUBURN ST.	120	26*
754. MT. AUBURN ST.	127	25
755. MT. AUBURN ST.	221	93*
756. MT. AUBURN ST.	270	77*
757. MT. AUBURN ST.	330	593
758. MT. AUBURN ST.	575	30*
759. MT. AUBURN ST.	625	210*
760. MT. AUBURN ST.	671	209
761. MT. AUBURN ST.	693	226*
762. MUNROE ST.	41	18*
763. MUNROE ST.	42	259
764. MUNROE ST.	77	100
765. MUNROE ST.	106	370
766. MUNROE ST.	125	18
767. MUNROE ST.	136	89
768. NEW ST.	19	10*
769. NEW ST.	22	27
770. NEW ST.	47	47
771. NEW ST.	52	23
772. NEW ST.	75	29*
773. NEWPORT RD.	12	0
774. NORFOLK ST.	22	34
775. NORFOLK ST.	105	56
776. NORFOLK ST.	156	18
777. NORFOLK ST.	333	18
778. NORRIS ST.	40	20
779. NUTTING RD.		143*
780. NUTTING RD.		122*
781. OSBORNE ST.	21	234
782. OTIS ST.	17	19
783. OTIS ST.	91	11
784. OTIS ST.	209	18
785. OXFORD AVE.	39	53
786. OXFORD ST.	16	25
787. OXFORD ST.	20	11*
788. OXFORD ST.	38	94*
789. OXFORD ST.	39	42*
790. OXFORD ST.	50	537
791. OXFORD ST.	61	15*
792. OXFORD ST.	63	94

STREET NAME

STREET

OF SPACES

PG. 15

689. MEMORIAL DR.	83	0
690. MEMORIAL DR.	100	71
691. MEMORIAL DR.	182	75*
692. MEMORIAL DR.	403	12*
693. MEMORIAL DR.	520	199*
694. MEMORIAL DR.	540	61*
695. MEMORIAL DR.	560	31*
696. MEMORIAL DR.	580	407
697. MEMORIAL DR.	600	54
698. MEMORIAL DR.	620	138
699. MEMORIAL DR.	628	42*
700. MEMORIAL DR.	640	424
701. MEMORIAL DR.	720	22
702. MEMORIAL DR.	747	236
703. MEMORIAL DR.	750	28*
704. MEMORIAL DR.	756	14*
705. MEMORIAL DR.	763	157*
706. MEMORIAL DR.	767	169
707. MEMORIAL DR.	784	256
708. MEMORIAL DR.	808	33
709. MEMORIAL DR.	840	12
710. MEMORIAL DR.	880	32
711. MEMORIAL DR.	888	38
712. MEMORIAL DR.	987	11
713. MEMORIAL DR.	1025	25*
714. MERRIAM ST.		65*
715. MIDDLESEX ST.	35	65
716. MILL ST.	16	10
717. MOONEY ST.	13	30
718. MOONEY ST.	52	26*
719. MOONEY ST.	61	35
720. MOORE ST.	86	30*
721. MOULTON ST.	25	13
722. MOULTON ST.	33	56
723. MOULTON ST.	50	151*
724. MOULTON ST.	51	11
725. MOULTON ST.	61	35
726. MOULTON ST.	62	33
727. MOULTON ST.	63	124
728. MOULTON ST.	68	26
729. MOULTON ST.	75	32
730. MSGR. O'BRIEN HWY.		40*
731. MSGR. O'BRIEN HWY.		16*
732. MSGR. O'BRIEN HWY.	14	994
733. MSGR. O'BRIEN HWY.	17	16*
734. MSGR. O'BRIEN HWY.	20	850*
735. MSGR. O'BRIEN HWY.	31	54
736. MSGR. O'BRIEN HWY.	50	140*
737. MSGR. O'BRIEN HWY.	98	10*
738. MSGR. O'BRIEN HWY.	101	14
739. MSGR. O'BRIEN HWY.	125	323
740. MSGR. O'BRIEN HWY.	169	26

STREET NAME

STREET

OF SPACES

PG. 14

667. MASS. AVE.	1840	136
668. MASS. AVE.	1848	138*
669. MASS. AVE.	1854	17
670. MASS. AVE.	1879	499*
671. MASS. AVE.	1924	15
672. MASS. AVE.	1960	10
673. MASS. AVE.	1972	17
674. MASS. AVE.	1990	18
675. MASS. AVE.	2003	18
676. MASS. AVE.	2026	13
677. MASS. AVE.	2045	15
678. MASS. AVE.	2050	10
679. MASS. AVE.	2067	10*
680. MASS. AVE.	2071	164
681. MASS. AVE.	2072	15
682. MASS. AVE.	2130	0
683. MASS. AVE.	2131	15
684. MASS. AVE.	2160	12*
685. MASS. AVE.	2192	13*
686. MASS. AVE.	2210	12*
687. MASS. AVE.	2215	16
688. MASS. AVE.	2245	11
689. MASS. AVE.	2254	78
690. MASS. AVE.	2270	60*
691. MASS. AVE.	2285	20
692. MASS. AVE.	2294	17*
693. MASS. AVE.	2309	11
694. MASS. AVE.	2320	12
695. MASS. AVE.	2350	30
696. MASS. AVE.	2353	0
697. MASS. AVE.	2381	126
698. MASS. AVE.	2419	56*
699. MASS. AVE.	2427	23*
670. MASS. AVE.	2440	13*
671. MASS. AVE.	2461	10
672. MASS. AVE.	2464	41
673. MASS. AVE.	2469	25*
674. MASS. AVE.	2500	19
675. MASS. AVE.	2505	17
676. MASS. AVE.	2525	10*
677. MASS. AVE.	2541	10*
678. MASS. AVE.	2546	28
679. MASS. AVE.	2595	17
680. MATIGNON RD.	1	78*
681. MAYNARD PL.	8	14*
682. MELLEN ST.	7	14
683. MELLEN ST.	26	27
684. MELLEN ST.	29	35*
685. MEMORIAL DR.	21	462
686. MEMORIAL DR.	30	41
687. MEMORIAL DR.	38	40*
688. MEMORIAL DR.	70	88*

STREET NAME

STREET

OF SPACES

PG. 13

615. MAIN ST.	740	13*
616. MAIN ST.	782	21
617. MAIN ST.	830	35
618. MAIN ST.	838	21
619. MAIN ST.	873	17
620. MAIN ST.	879	18
621. MAIN ST.	889	11*
622. MAIN ST.	901	10*
623. MANASSAS AVE.	23	49
624. MAPLE AVE.	17	0
625. MASS. AVE.	139	21
626. MASS. AVE.	196	93
627. MASS. AVE.	204	75*
628. MASS. AVE.	372	25*
629. MASS. AVE.	48	10*
630. MASS. AVE.	860	27
631. MASS. AVE.	872	46
632. MASS. AVE.	875	0
633. MASS. AVE.	929	121
634. MASS. AVE.	955	78
635. MASS. AVE.	972	40*
636. MASS. AVE.	972	40*
637. MASS. AVE.	988	22*
638. MASS. AVE.	1010	31
639. MASS. AVE.	1028	30*
640. MASS. AVE.	1033	46
641. MASS. AVE.	1050	32
642. MASS. AVE.	1100	0
643. MASS. AVE.	1105	0
644. MASS. AVE.	1286	10*
645. MASS. AVE.	1336	15
646. MASS. AVE.	1340	10*
647. MASS. AVE.	1350	122*
648. MASS. AVE.	1501	37*
649. MASS. AVE.	1550	154
650. MASS. AVE.	1557	26
651. MASS. AVE.	1578	51
652. MASS. AVE.	1581	20
653. MASS. AVE.	1600	34
654. MASS. AVE.	1601	370*
655. MASS. AVE.	1627	23
656. MASS. AVE.	1645	75
657. MASS. AVE.	1663	43*
658. MASS. AVE.	1671	19*
659. MASS. AVE.	1699	39
660. MASS. AVE.	1720	36
661. MASS. AVE.	1724	10*
662. MASS. AVE.	1740	12
663. MASS. AVE.	1786	19
664. MASS. AVE.	1800	22
665. MASS. AVE.	1815	189
666. MASS. AVE.	1826	28

STREET NAME

STREET

OF SPACES

PG. 12

563. INMAN ST.	126	12
564. INMAN ST.	129	12
565. JACKSON ST.	121	12
566. JACKSON ST.	124	12
567. JACKSON ST.	141	22
568. JEFFERSON ST.	23	10*
569. JERRY'S LNDG. RD.		88*
570. J.F. BELLIS CIR.	41	10*
571. KINNAIRD ST.	55	12*
572. KINNAIRD ST.	56	20
573. KINNAIRD ST.	101	39
574. KIRKLAND ST.	37	25
575. KIRKLAND ST.	61	17
576. LAKEVIEW AVE.	149	12*
577. LAMBERT ST.	19	14
578. LANCASTER ST.	6	12
579. LANSDOWNE ST.	38	205
580. LANSDOWNE ST.	50	92*
581. LANSDOWNE ST.	60	22*
582. LANSDOWNE ST.	63	10*
583. LANSDOWNE ST.	72	68
584. LANGDON SQUARE	1	10
585. LANGDON ST.	1	19
586. LANGDON ST.	15	14
587. LANGDON ST.	43	10
588. LANGDON ST.	65	25
589. LEE ST.	25	15
590. LINNAEAN ST.	45	13
591. LONGFELLOW PARK	5	12
592. LOWELL ST.	21	15*
593. MAGAZINE ST.	8	0
594. MAGAZINE ST.	91	10
595. MAGAZINE ST.	128	10
596. MAGAZINE ST.	179	80*
597. MAIN ST.		130
598. MAIN ST.	87	10*
599. MAIN ST.	101	25
600. MAIN ST.	101	600
601. MAIN ST.	130	37*
602. MAIN ST.	131	140*
603. MAIN ST.	180	281
604. MAIN ST.	364	29
605. MAIN ST.	416	31*
606. MAIN ST.	458	427
607. MAIN ST.	464	12*
608. MAIN ST.	545	58
609. MAIN ST.	555	51
610. MAIN ST.	575	79
611. MAIN ST.	637	64
612. MAIN ST.	660	104*
613. MAIN ST.	680	390
614. MAIN ST.	724	28

STREET NAME

STREET

OF SPACES

PG. 11

511. HARVARD ST.	270	30
512. HARVARD ST.	272	24
513. HARVARD ST.	280	31
514. HARVARD ST.	284	0
515. HARVARD ST.	287	0
516. HARVARD ST.	289	34
517. HARVARD ST.	293	0
518. HARVARD ST.	321	0
519. HARVARD ST.	329	32
520. HARVARD ST.	334	0
521. HARVARD ST.	345	55
522. HARVARD ST.	371	11
523. HARVARD ST.	375	40*
524. HARVARD ST.	378	17
525. HARVARD ST.	379	13
526. HARVARD ST.	381	20
527. HARVARD ST.	391	25*
528. HARVARD ST.	394	19
529. HARVEY ST.	106	10
530. HAWTHORNE ST.	15	10
531. HAYWARD ST.	15	191
532. HAYWARD ST.	50	139
533. HAYWARD ST.	51	30*
534. HIGHLAND AVE.	24	25
535. HIGHLAND ST.	15	36*
536. HOLDEN ST.	20	48
537. HOLYOKE PL.	10	18
538. HOLYOKE ST.	16	21*
539. HOLYOKE ST.	17	109
540. HOLYOKE ST.	39	48
541. HOMER AVE.	55	50*
542. HOMER ST.	25	17*
543. HOMER ST.	53	23*
544. HOVEY AVE.		94
545. HOVEY AVE.		196
546. HOVEY AVE.		54
547. HUBBARD AVE.	20	15
548. HURON AVE.	67	19
549. HURON AVE.	148	25
550. HURON AVE.	691	42
551. HURON AVE.	700	30*
552. HURON AVE.	704	250*
553. INDUSTRIAL PARK RD.	35	150
554. INDUSTRIAL PARK RD.	86	33
555. INDUSTRIAL PARK RD.	117-R	36
556. INMAN ST.	6	11
557. INMAN ST.	12	22
558. INMAN ST.	22	12
559. INMAN ST.	37	12
560. INMAN ST.	48	14
561. INMAN ST.	98	32*
562. INMAN ST.	112	0

STREET NAME

STREET

OF SPACES

PG. 10

459. GERRY ST.	18-R	18
460. GERRYS LANDING RD.	46	93
461. GILMORE ST.		10
462. GORE ST.	32	16
463. GORE ST.	62	21
464. GORE ST.	126	13*
465. GORE ST.	163	16
466. GORE ST.	165	65*
467. GORE ST.	186	62
468. GRANT ST.	7	79
469. GREEN ST.	45	20
470. GREEN ST.	57	50
471. GREEN ST.	109	10
472. GREEN ST.	131	50
473. GREEN ST.	202	15
474. GREEN ST.	206	10*
475. GREEN ST.	240	292*
476. GREEN ST.	355	21
477. GREEN ST.	375	17
478. GREEN ST.	380	19*
479. GREEN ST.	440	26*
480. GREEN ST.	464	11*
481. GREEN ST.	516	20
482. GREEN ST.	543	10
483. GREENOUGH BLVD.	3	25*
484. GROVE AVE.	9	45*
485. GROVE AVE.	13	30
486. HAMILTON ST.	72	13
487. HAMILTON ST.	85	12
488. HAMLIN ST.	17	15
489. HAMPSHIRE ST.	1	126
490. HAMPSHIRE ST.	41	35
491. HAMPSHIRE ST.	45	14*
492. HAMPSHIRE ST.	141	18
493. HAMPSHIRE ST.	174	13
494. HAMPSHIRE ST.	203	11*
495. HAMPSHIRE ST.	251	11
496. HANCOCK ST.	52	42
497. HANCOCK ST.	56	10
498. HANCOCK ST.	85	27
499. HANCOCK ST.	161	10
500. HARDING ST.	16	29*
501. HARRISON AVE.	33	24*
502. HARVARD ST.	50	293*
503. HARVARD ST.	108	52
504. HARVARD ST.	184	10
505. HARVARD ST.	192	10
506. HARVARD ST.	211	10
507. HARVARD ST.	230	43
508. HARVARD ST.	260	22
509. HARVARD ST.	265	16
510. HARVARD ST.	269	30

STREET NAME

STREET

OF SPACES

PG. 9

407. FERNALD ST.		20
408. FIFTH ST.	216	91
409. FIFTH ST.	271	391
410. FIRST ST.	3	16
411. FIRST ST.	15	24*
412. FIRST ST.	40	18*
413. FIRST ST.	75	10*
414. FIRST ST.	83	22*
415. FIRST ST.	85	39
416. FIRST ST.	88	78*
417. FIRST ST.	116	353*
418. FIRST ST.	119	14
419. FIRST ST.	130	676
420. FIRST ST.	135	20
421. FIRST ST.	139	12
422. FIRST ST.	151	61*
423. FIRST ST.	159	51
424. FIRST ST.	161	62
425. FIRST ST.	170	274
426. FIRST ST.	206	23*
427. FIRST ST.	249	150*
428. FISKE PL.	23	23
429. FOLLEN ST.	1	16
430. FOLLEN ST.	5	10
431. FOREST ST.	12	23
432. FRANCIS AVE.	25	77
433. FRANCIS ST.	43	172*
434. FRANKLIN ST.	176	15
435. FRANKLIN ST.	177	21
436. FRANKLIN ST.	185	13
437. FRANKLIN ST.	188	15
438. FRANKLIN ST.	348	23
439. FRANKLIN ST.	363	12*
440. FRANKLIN ST.	411	33
441. FRANKLIN ST.	489	10
442. FRESH POND PKWY.		45
443. FRESH POND PKWY.		55
444. FRESH POND PKWY.	275	10*
445. FRESH POND PKWY.	307	27
446. FRESH POND PKWY.	325	13
447. FRESH POND PKWY.	343	15
448. FRESH POND PKWY.	359	28
449. FRISBIE PL.	12	15*
450. FULKERSON ST.	88	11*
451. FULKERSON ST.	96	30
452. GARDEN ST.	12	25
453. GARDEN ST.	22	25
454. GARDEN ST.	29	56
455. GARDEN ST.	66	148
456. GARDEN ST.	81	38
457. GARDEN ST.	247	140
458. GARDEN ST.	255	154*

STREET NAME

STREET

OF SPACES

PG. 8

355. DUDLEY ST.	64	24
356. DUNSTER ST.	86	18
357. DUNSTER ST.	91	13*
358. EAST ST.	19	33*
359. EAST ST.	23	191
360. EAST ST.	24	10
361. EDMUNDS ST.	25	18
362. EIGHTH ST.	17	18
363. ELIOT ST.	1	11
364. ELIOT ST.	18	22
365. ELLERY ST.	5	46*
366. ELLERY ST.	6	24
367. ELLERY ST.	14	38*
368. ELLERY ST.	15	36
369. ELLERY ST.	16	37
370. ELLERY ST.	18	12
371. ELLERY ST.	21	37*
372. ELLERY ST.	39	25*
373. ELLERY ST.	71	197
374. ELLERY ST.	90	12
375. ELM ST.	87	11
376. ELM ST.	237	13
377. ELM ST.	319	17*
378. ELMER ST.	27	10
379. ELMWOOD ST.	102	57
380. EMILY ST.	12	16
381. ERIE ST.	25	17
382. ERIE ST.	25	65
383. ERIE ST.	46	213
384. ERIE ST.	57	35
385. ERIE ST.	95	15*
386. ERIE ST.	150	44
387. ESSEX ST.	29	10
388. ESSEX ST.	55	22
389. EVERETT	8	378
390. FAIRMONT AVE.	23	12
391. FARWELL PL.	8	16*
392. FAWCETT ST.	22	124
393. FAWCETT ST.	41	262
394. FAWCETT ST.	44	101
395. FAWCETT ST.	49	37*
396. FAWCETT ST.	70	63*
397. FAWCETT ST.	77	34
398. FAWCETT ST.	86	247
399. FAWCETT ST.	130	10
400. FAWCETT ST.	155	18
401. FAWCETT ST.	179	35*
402. FAWCETT ST.	179	41*
403. FAWCETT ST.	180	14
404. FAYERWEATHER ST.	74	10*
405. FERN ST.	20	60
406. FERNALD ST.		33

STREET NAME

STREET

OF SPACES

PG. 7

303. CONCORD AVE.	640	76
304. CONCORD AVE.	650	76*
305. CONCORD AVE.	665	47
306. CONCORD AVE.	673	11
307. CONCORD AVE.	675	10
308. CONCORD AVE.	681	37
309. CONCORD AVE.	689	15
310. CONCORD AVE.	701	69
311. CONCORD AVE.	711	15
312. CONCORD AVE.	725	215
313. CONCORD AVE.	733	82
314. CONCORD AVE.	735	19
315. CONCORD AVE.	737	24*
316. CONCORD AVE.	745	11
317. CONCORD AVE.	755	12*
318. CONCORD AVE.	765	64
319. CONCORD AVE.	767	18*
320. CONCORD AVE.	767	107*
321. CONCORD AVE.	773	30
322. CONCORD AVE.	777	14
323. CONCORD AVE.	795	157*
324. CONCORD AVE.	799	245
325. CONCORD TURNPIKE	195	99
326. CONCORD TURNPIKE	199	55
327. CONCORD TURNPIKE	203	108
328. CONCORD TURNPIKE	211	79
329. CONCORD TURNPIKE	215	220
330. COOLIDGE HILL	178	15
331. COTTAGE PARK AVE.	29	25
332. COTTAGE PARK AVE.	35	66
333. COWPERTHWAIT		47
334. COWPERTHWAIT	7	47
335. CRAIGIE CIRCLE	5	25
336. CUSHING ST.	116	10*
337. DANA ST.	8	10
338. DANA ST.	11	42*
339. DANA ST.	63	13*
340. DANA ST.	71	18
341. DAVENPORT ST.	11	12*
342. DAVENPORT ST.	15	12
343. DAVENPORT ST.	19	18
344. DEACON ST.	11	14*
345. DEACON ST.	17	12
346. DECATOR ST.	18	12
347. DEWOLFE ST.	12	108*
348. DEWOLFE ST.	22	42*
349. DIVINITY AVE.	1	46
350. DIVINITY AVE.	13	30*
351. DIVINITY AVE.	22	93*
352. DOCK ST.	26	19*
353. DOUGLASS ST.	7	32
354. DOTTIE DOYLE WAY		17

STREET NAME

STREET

OF SPACES

PG. 6

251. CHURCH ST.	41	135
252. CHURCH ST.	48	17
253. CHURCHILL RD.	50	41*
254. CLARENDON AVE.	35	46
255. CLAY ST.	89	10
256. CLIFTON ST.	40	15
257. CLIFTON ST.	80	40*
258. CLIFTON ST.	117	15
259. CLIFTON ST.	124	10*
260. COGSWELL AVE.	33	14*
261. COGSWELL ST.	11	18
262. COGSWELL ST.	35	15
263. COLUMBIA ST.	16	21
264. COLUMBIA ST.	30	46
265. COLUMBIA ST.	64	74*
266. COLUMBIA ST.	80	12*
267. COLUMBIA ST.	251	14*
268. COLUMBIA ST.	382	63*
269. COLUMBIA ST.	430	45*
270. COMMERCIAL AVE.	5	13*
271. COMMERCIAL AVE.	8	20*
272. COMMERCIAL AVE.	11	16*
273. COMMERCIAL AVE.	31	200*
274. COMMERCIAL AVE.	45	277*
275. COMMERCIAL AVE.	46	34*
276. COMMERCIAL AVE.	52	386
277. COMMERCIAL AVE.	60	28*
278. COMMERCIAL AVE.	74	24*
279. COMMERCIAL AVE.	75	45*
280. COMMERCIAL AVE.	92	18*
281. COMMERCIAL AVE.	102	0
282. CONCORD AVE.	14	44
283. CONCORD AVE.	29	42
284. CONCORD AVE.	33	24
285. CONCORD AVE.	36	12*
286. CONCORD AVE.	42	30*
287. CONCORD AVE.	47	156*
288. CONCORD AVE.	54	19
289. CONCORD AVE.	56	13
290. CONCORD AVE.	159	18
291. CONCORD AVE.	239	10*
292. CONCORD AVE.	243	22
293. CONCORD AVE.	445	67*
294. CONCORD AVE.	448	26*
295. CONCORD AVE.	450	12
296. CONCORD AVE.	555	132*
297. CONCORD AVE.	579	21
298. CONCORD AVE.	583	153*
299. CONCORD AVE.	583	92*
300. CONCORD AVE.	591	41
301. CONCORD AVE.	617	68
302. CONCORD AVE.	625	121

STREET NAME

STREET

OF SPACES

PG. 5

199. CAMBRIDGE ST.	1221	40
200. CAMBRIDGE ST.	1293	139*
201. CAMBRIDGE ST.	1310	34
202. CAMBRIDGE ST.	1318	24*
203. CAMBRIDGE ST.	1515	133
204. CAMBRIDGE ST.	1575	180*
205. CAMBRIDGE ST.	1607	95
206. CAMBRIDGE ST.	1613	17
207. CAMBRIDGE ST.	1643	35
208. CAMBRIDGE ST.	1691	17
209. CAMBRIDGE ST.	1716	12
210. CAMBRIDGE ST.	1730	21
211. CAMBRIDGE TERRACE	2	14
212. CAMBRIDGEPARK DR.		2000
213. CAMBRIDGEPARK DR.		14
214. CAMBRIDGEPARK DR.		14
215. CAMBRIDGEPARK DR.	30	202
216. CAMBRIDGEPARK DR.	52	13
217. CAMBRIDGEPARK DR.	54	69
218. CAMBRIDGEPARK DR.	56	114
219. CAMBRIDGEPARK DR.	97	24
220. CAMBRIDGEPARK DR.	165	26
221. CAMERON AVE.	36	10
222. CAMP ST.	1	16
223. CAMP ST.	29	10
224. CAMP ST.	33	18
225. CARDINAL MEDIEROS	258	37
226. CARDINAL MEDIEROS	278	73
227. CARDINAL MEDIEROS	386	86
228. CARLETON ST.	8	10*
229. CARLETON ST.	45	11*
230. CARLETON ST.	65	71
231. CENTRE ST.	5	11
232. CENTRE ST.	9	13
233. CENTRE ST.	18	29
234. CHAPMAN PL.	5	21*
235. CHAPMAN PL.	7	23
236. CHARLES ST.	12	14
237. CHARLES ST.	52	11
238. CHARLES ST.	69	14
239. CHARLES ST.	78	52
240. CHARLES ST.	144	19
241. CHARLES ST.	230	33*
242. CHARLESTOWN AVE.	22-R	205
243. CHAUNCY ST.	3	30
244. CHAUNCY ST.	9	29
245. CHERRY ST.	35	30
246. CHERRY ST.	37	31*
247. CHERRY ST.	144	57*
248. CHESTER ST.	15	47
249. CHESTNUT ST.	15	105
250. CHESTNUT ST.	80	13*

STREET NAME

STREET

OF SPACES

PG. 4

147. BROADWAY	328	10
148. BROADWAY	330	28
149. BROADWAY	331	16
150. BROADWAY	332	12*
151. BROADWAY	335	15
152. BROADWAY	336	15
153. BROADWAY	348	26
154. BROADWAY	381	23
155. BROADWAY	395	34
156. BROADWAY	401	29
157. BROADWAY	407	14*
158. BROADWAY	441	85*
159. BROADWAY	445	35
160. BROADWAY	452	13
161. BROADWAY	469	14
162. BROADWAY	471	439
163. BROADWAY	491	26
164. BROOKLINE ST.	11	10*
165. BROOKLINE ST.	40	13*
166. BROOKLINE ST.	41	42*
167. BROOKLINE ST.	43	19
168. BROOKLINE ST.	74	12*
169. BROOKLINE ST.	125	20
170. BROOKLINE ST.	179	12
171. BROOKLINE ST.	194	10
172. BROOKLINE ST.	202	22
173. BROOKLINE ST.	224	16
174. BROOKLINE ST.	345	11*
175. BUCKINGHAM ST.	86	11*
176. CALLENDER ST.	23	42
177. CAMBRIDGE PKWY.	21	59*
178. CAMBRIDGE PKWY.	23	185
179. CAMBRIDGE PKWY.	29	13*
180. CAMBRIDGE ST.		11
181. CAMBRIDGE ST.	24	313*
182. CAMBRIDGE ST.	141	20
183. CAMBRIDGE ST.	152	24
184. CAMBRIDGE ST.	201	15
185. CAMBRIDGE ST.	208	96*
186. CAMBRIDGE ST.	227	34
187. CAMBRIDGE ST.	244	46
188. CAMBRIDGE ST.	260	23*
189. CAMBRIDGE ST.	271	13
190. CAMBRIDGE ST.	277	10*
191. CAMBRIDGE ST.	358	10
192. CAMBRIDGE ST.	374	16*
193. CAMBRIDGE ST.	380	14
194. CAMBRIDGE ST.	501	24
195. CAMBRIDGE ST.	503	17*
196. CAMBRIDGE ST.	707	10*
197. CAMBRIDGE ST.	903	92
198. CAMBRIDGE ST.	1032	15*

STREET NAME

STREET

OF SPACES

PG. 3

94. BISHOP ALLEN DR.	99	16*
95. BISHOP ALLEN DR.	131	82*
96. BISHOP ALLEN DR.	139	40
97. BISHOP ALLEN DR.	152	14
98. BLACKSTONE ST.	2	111*
99. BLACKSTONE ST.	5	13
101. BLACKSTONE ST.	13	54*
102. BLACKSTONE ST.	17	51
103. BLACKSTONE ST.	27	11
104. BLACKSTONE ST.	32	17
105. BLAIR PL.	6	12*
106. BLANCHARD RD.	30	114*
107. BLANCHARD RD.	101	116
108. BLANCHARD RD.	101.5	30
109. BLANCHE ST.	80	40*
110. BOLTON ST.	63	37
111. BOLTON ST.	75	10*
112. BOLTON ST.	79	10
113. BOLTON ST.	79	52
114. BOW ST.	9	11
115. BOYLSTON ST.	80	14*
116. BRATTLE ST.	51	17
117. BRATTLE ST.	67	21
118. BRATTLE ST.	76	13
119. BRATTLE ST.	97	29
120. BRATTLE ST.	100	29*
121. BRATTLE ST.	141	22*
122. BRISTOL ST.	85	23*
123. BROADWAY	1	77*
124. BROADWAY	1	350*
125. BROADWAY	36	124*
126. BROADWAY	59	331
127. BROADWAY	61	30
128. BROADWAY	66	875
129. BROADWAY	82	43*
130. BROADWAY	100	43
131. BROADWAY	110	10*
132. BROADWAY	115	1147
133. BROADWAY	124	33
134. BROADWAY	132	11*
135. BROADWAY	180	320*
136. BROADWAY	180	1004*
137. BROADWAY	198	15*
138. BROADWAY	205	84
139. BROADWAY	208	86
140. BROADWAY	210	18*
141. BROADWAY	238	49
142. BROADWAY	244	16
143. BROADWAY	261	22
144. BROADWAY	321	11*
145. BROADWAY	323	11
146. BROADWAY	325	12

STREET NAME

STREET

OF SPACES

PG. 2

42. AMHERST ST.	24	0
43. AMHERST ST.	49	13
44. AMORY ST.	134	15*
45. AMORY ST.	136	27
46. ANGLIM ST.		43*
47. ANTRIM ST.	21	18
48. APPIAN WAY	18	10*
49. APPIAN WAY	22	11
50. ASHTON PL.	4	14
51. AUBURN ST.	181	21
52. AUBURN ST.	210	17
53. AUDREY ST.		32
54. AVON ST.	41	10
55. BANKS ST.	100	12
56. BANKS ST.	153	24
57. BANKS ST.	198	63*
58. BAY STATE RD.	15	20
59. BAY STATE RD.	23	14
60. BAY ST.	5	0
61. BAY ST.	8	0
62. BEACON ST.	200	25
63. BELL CT.	660	25*
64. BELLIS CIRCLE	41	84
65. BENNET ST.		338*
66. BENT ST.	74	12*
67. BENT ST.	226	35*
68. BENT ST.	245	50
69. BENT ST.	261	14*
70. BINNEY ST.	56	302
71. BINNEY ST.	71	116
72. BINNEY ST.	81	43
73. BINNEY ST.	84	40
74. BINNEY ST.	122	17
75. BINNEY ST.	126	27
76. BINNEY ST.	174	57*
77. BINNEY ST.	182	21*
78. BINNEY ST.	221	59
79. BINNEY ST.	224	59*
80. BINNEY ST.	229	50*
81. BINNEY ST.	262	38*
82. BINNEY ST.	301	44*
83. BINNEY ST.	303	30
84. BINNEY ST.	303	60
85. BIRCH ST.	15	23
86. BISHOP ALLEN DR.	9	10
87. BISHOP ALLEN DR.	38	77
88. BISHOP ALLEN DR.	41	21
89. BISHOP ALLEN DR.	49	14*
90. BISHOP ALLEN DR.	51	29
91. BISHOP ALLEN DR.	66	17*
92. BISHOP ALLEN DR.	84	75
93. BISHOP ALLEN DR.	98	18



CITY OF CAMBRIDGE
Traffic and Parking
57 Inman Street,
Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

E-LIST 1990 INVENTORY

STREET NAME	ST #	# OF SPACES	PG. 1
1. ABERDEEN AVE.	60	76*	
2. ABERDEEN AVE.	60	99*	
3. ACORN PARK	26	166	
4. ACORN PARK	35	264	
5. ALBANY ST.	32	569	
6. ALBANY ST.	70	116	
7. ALBANY ST.	100	13*	
8. ALBANY ST.	124	31	
9. ALBANY ST.	170	31*	
10. ALBANY ST.	175	29*	
11. ALBANY ST.	184	12*	
12. ALBANY ST.	207	116	
13. ALBANY ST.	221	173	
14. ALBANY ST.	224	14*	
15. ALBANY ST.	234	29	
16. ALBANY ST.	240	20	
17. ALBANY ST.	253	17	
18. ALBANY ST.	256	96*	
19. ALBANY ST.	270	118	
20. ALBANY ST.	271	30*	
21. ALBANY ST.	273	12	
22. ALBANY ST.	295	27	
23. ALEWIFE BRK. PKWY.	43	62	
24. ALEWIFE BRK. PKWY.	121	25*	
25. ALEWIFE BRK. PKWY.	134	55*	
26. ALEWIFE BRK. PKWY.	149	148	
27. ALEWIFE BRK. PKWY.	195	12	
28. ALEWIFE BRK. PKWY.	199	26*	
29. ALEWIFE BRK. PKWY.	200	1437	
30. ALEWIFE BRK. PKWY.	201	26	
31. ALEWIFE BRK. PKWY.	205	43	
32. ALEWIFE BRK. PKWY.	211	211	
33. ALEWIFE BRK. PKWY.	220	122	
34. ALEWIFE BRK. PKWY.	222	90*	
35. ALLSTON ST.	146	10*	
36. ALLSTON ST.	164	10*	
37. AMES ST.	39	149	
38. AMESBURY ST.	229	35	
39. AMHERST ALLEY		323	
40. AMHERST ST.		135	
41. AMHERST ST.	8	71	

9EC



CITY OF CAMBRIDGE
Traffic and Parking
57 Inman Street,
Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

**RUNNING TOTAL OF THE # OF PARKING FREEZE
ENFORCEMENT STRATEGY INSPECTIONS**

As of May 8, 1992 there have been...

A-LIST = 14 inspections
B-LIST = 18 inspections
C-LIST = 8 inspections
D-LIST = 10 inspections
E-LIST = 36 inspections

TOTAL = 86 inspections

- A-List:** Facilities holding a Commercial Parking Facility Permit issued prior to August 15, 1990.¹
- B-List:** Facilities holding a Determination of Exclusion made prior to August 15, 1990.
- C-List:** Facilities holding a Controlled Parking Facility Permit issued after August 15, 1990.
- D-List:** Facilities holding a Determination of Exemption issued after August 15, 1990.
- E-List:** Facilities which have no approval under the Parking Freeze (whether said facilities came into use before or after the execution of the August 10, 1990 Memorandum of Agreement) and which appear to be operating without such necessary approval.

¹ The August 10, 1990 Memorandum of Agreement was executed by the Commissioner of the Department of Environmental Protection on August 15, 1990.

CITY OF CAMBRIDGE
PARKING FREEZE ENFORCEMENT STRATEGY

Pursuant to Section A.8 of the Memorandum of Agreement dated August 10, 1990 the City of Cambridge agreed to provide to the Massachusetts Department of Environmental Protection a Freeze Enforcement strategy within 30 days of the execution of that document. Section A.8 requires that the strategy include a specific schedule of inspections each month at several categories of parking facilities. This document establishes the categories of facilities that the City will inspect and sets forth the process for inspections.

I. Parking Facilities Subject to Inspections

- A. Facilities holding a Commercial Parking Facility Permit issued prior to August 15, 1990¹. Facilities in this category are identified in Attachment A appended to this document.
- B. Facilities holding a determination of exclusion made prior to August 15, 1990. Facilities in this category are identified in Attachment B.
- C. Facilities holding a Controlled Parking Facility Permit issued after August 15, 1990. Facilities in this category are identified in Attachment C.

¹ The August 10, 1990 Memorandum of Agreement was executed by the Commissioner of the Department of Environmental Protection on August 15, 1990.

- D. Facilities holding a determination of exemption issued after August 15, 1990. Facilities in this category are identified in Attachment D.
- E. Facilities which have no approval under the parking freeze (whether said facilities came into use before or after the execution of the August 10, 1990 Memorandum of Agreement) and which appear to be operating without such necessary approval. Facilities in this category are identified in Attachment E.

II. Inspections

The City will perform inspections of facilities according to the schedule set out in Section III, below. The inspections will include on-site visits to be accomplished initially by staff of the Traffic and Parking Department and the Law Department. The inspections will also include requests to the operator/owner for records showing the type of users, number of spaces, how the spaces are being used, type of controls employed, hours of operation, and any other information relevant to a determination of a facility's compliance with the applicable terms of the parking freeze.

The City will use a checklist type form to be completed during the on-site visit, and a file will be maintained for each facility investigated.

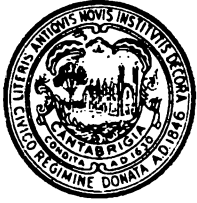
III. Inspection Schedule

The City will complete one inspection per month in each of the five categories identified in Section I. Recognizing that there are currently no facilities in Categories C and D, and that the facilities in Category E are not yet fully determined², the City will initially complete two (2) inspections of Category A facilities and three (3) inspections of Category B facilities per month. As Category C, D, and E facilities are identified, they will be included in the monthly schedule of inspections.

IV. Reports

The City shall include information about inspections in the Parking Freeze Reports that are required to be submitted on a quarterly basis pursuant to Section A.11 of the MOA.

² The City is nearing completion of the inventory of all types of parking spaces in the City as required by Section A.10 of the August 10, 1990 Memorandum of Agreement. There will be no reliable estimate of Category E facilities until the inventory is completed, but once those facilities are identified inspections will begin.



CITY OF CAMBRIDGE

Traffic and Parking

57 Inman Street,

Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

A-LIST

FACILITY	# OF SPACES
1. 440 MAIN ST. (31 AMES ST.)	250T
2. 5 BENNET ST (CHARLES SQ.)	600
3. CAMBRIDGE CENTER PARKING FACILITY #1	875
4. CAMBRIDGE CENTER PARKING FACILITY #2	1500
5. CAMBRIDGE CENTER PARKING FACILITY #3	500
6. 1493 CAMBRIDGE ST. (CAMBRIDGE HOSP.)	70
7. 29 CHARLES ST. (HURLEY ST.)	75T
8. CAMBRIDGESIDE GALERIA	450T
9. 410-450 GREEN ST.	51
10. 65 J.F. KENNEDY ST.	300
11. 55 FIRST ST. (PHASE I & II)	1110
12. GREEN, FRANKLIN, PEARL PARKING GARAGE	290
13. MUNICIPAL PKG. LOT #11 (WINDSOR ST.)	20
14. MUNICIPAL PKG. LOT #12 (WARREN ST)	34
15. MUNICIPAL PKG. LOT #14 (SPRINGFIELD ST.)	30
16. 1000 MASSACHUSETTS AVE.	200
17. 575 MEMORIAL DR.	474
18. 124-126 MT. AUBURN ST.	200
19. 75 CAMBRIDGE PARKWAY	5
20. COMMERCIAL AVE. (ROYAL SONESTA)	60
21. CAMBRIDGESIDE GALERIA	2538
22. 1173-1201 MASSACHUSETTS AVE.	50
23. 108-112 MT. AUBURN ST.	48

A "T" FOLLOWING A NUMBER INDICATES THAT THE SPACES WERE ISSUED ON A TEMPORARY BASIS.

DEFINITION: Facilities holding a CFPF issued prior to 8/15/90 (i.e. 1990 MOA).

A-LIST...Facilities holding a Commercial Parking Facility Permit
issued prior to August 15, 1990.

List #	Address	Inspection Date
A-1	440 Main Street	Sep. 11, 1990
A-1	440 Main Street	Feb. 11, 1992
A-2	5 Bennet Street	Dec. 11, 1991
A-5	Cambridge Center N. Garage #3	Nov. 7, 1991
A-6	1493 Cambridge Street	Dec. 11, 1991
A-7	29 Charles Street	Sep. 11, 1990
A-7	29 Charles Street	Apr. 23, 1992
A-8	Cambridgeside Place (Galleria)	Sep. 11, 1990
A-9	Cambridgeside Place (Galleria)	Apr. 23, 1992
A-9	410-450 Green Street	Jan. 7, 1992
A-10	65 JFK Street	Mar. 30, 1992
A-16	1000 Massachusetts Avenue	Sep. 11, 1990
A-17	575 Memorial Drive	Apr. 10, 1992
A-22	1173-1201 Massachusetts Avenue	Jan. 24, 1992



CITY OF CAMBRIDGE
Traffic and Parking
57 Inman Street,
Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

B-LIST

FACILITY	# OF SPACES
1. ACCESS WAY (25 EAST ST.)	209
2. ONE ALEWIFE CENTER	350
3. FIVE ALEWIFE CENTER	315
4. 185 ALEWIFE BROOK PARKWAY	91
5. ONE ATHANEUM ST.	350
6. 5 BENNET ST.	86
7. 191-203 BROADWAY	182
8. 196 BROADWAY	131
9. 210 BROADWAY	185
10. 38-40 BRATTLE ST.	52
11. 40R BRATTLE ST./12-14 MIFFLIN PL.	31
12. 101-113 BISHOP ALLEN DR.	106
13. CAMBRIDGE CENTER PKG. FACILITY #2	700
14. CAMBRIDGE CENTER PKG. FACILITY #3	670
15. 9 CAMBRIDGE CENTER	27
16. 35 CAMBRIDGE PARK DR. (ONE ALEWIFE PL.)	390
17. 100 CAMBRIDGE PARK DR.	323
18. 125 CAMBRIDGE PARK DR.	558
19. 150 CAMBRIDGE PARK DR.	742
20. 35-65 CAMBRIDGE PARKWAY	410
21. 75 CAMBRIDGE PARKWAY	330
22. 1493 CAMBRIDGE ST. (CAMELIA AVE.)	64
23. 1493 CAMBRIDGE ST. (LINE ST.)	84
24. 950 CAMBRIDGE ST.	66
25. 386 CARDINAL MEDEIROS AVE.	71
26. TWO CANAL PARK	145
27. TEN CANAL PARK	40
28. COMMERCIAL AVE. (ROYAL SONESTA HOTEL)	140
29. 34-40 CONCORD AVE.	23
30. 545 CONCORD AVE.	46
31. 3 CRAIGIE CIRCLE	43
32. THOMAS W. DANEHY PARK	269
33. 4-12, 16-24 DeWOLFE ST. 29 GRANT ST. (-64)	82
34. 136 FIRST ST.	656
35. 69 HARVEY ST.	14
36. ONE KENDALL SQ. (BINNEY ST. GARAGE)	1530
37. 26 LANSLOWNE ST.	205
38. 99 MAIN ST.	486
39. 176 MASSACHUSETTS AVE.	18

40. 675 MASSACHUSETTS AVE.	17
41. 931 MASSACHUSETTS AVE.	55
42. 950 MASSACHUSETTS AVE.	142
43. 1030 MASSACHUSETTS AVE.	66
44. 1136 MASSACHUSETTS AVE.	52
45. 1173-1201 MASSACHUSETTS AVE.	8
46. 2456 MASSACHUSETTS AVE.	28
47. ONE MEMORIAL DR.	462
48. 17 MSGR. O'BRIEN HWY.	30
49. 108-112 MT. AUBURN ST.	72
50. 124-126 MT. AUBURN ST.	250
51. 53-85 PROSPECT ST.	169
52. 130 PROSPECT ST.	38
53. 10 ROGERS ST.	277
54. 38 SIDNEY ST.	293
55. 64 SIDNEY ST.	190
56. 15-17 VALENTINE ST.	24
57. 304 VASSAR ST.	96
58. 21 WATER ST.	80
59. 8 WHITE ST.	89

DEFINITION: Facilities holding a Determination of Exclusion made prior to 8/15/90 (i.e. 1990 MOA).

B-LIST...Facilities holding a Determination of Exclusion made prior to August 15, 1990.

List #	Address	Inspection Date
B-1	Access Way (2 ^E East Street)	Dec. 11, 1991
B-2	1 Alewife Center	Apr. 10, 1992
B-3	5 Alewife Center	Mar. 10, 1992
B-4	185 Alewife Brook Parkway	Nov. 5, 1991
B-5	One Athenaeum Place	Sep. 11, 1990
B-6	5 Bennet Street	Dec. 11, 1991
B-9	210 Broadway	Jan. 7, 1992
B-32	Danehy Park (Field St. & Fern St.)	Oct. 21, 1991
B-32	Danehy Park (New Street)	Oct. 21, 1991
B-32	Danehy Park (Sherman & Walden Sq. Rd.)	Oct. 21, 1991
B-35	69 Harvey Street	Jan. 24, 1992
B-36	One Kendall Square	Sep. 11, 1990
B-37	26 Landsdowne Street	Nov. 5, 1991
B-39	176 Massachusetts Avenue	Feb. 11, 1992
B-45	1173-1201 Massachusetts Avenue	Jan. 24, 1992
B-47	One Memorial Drive	Sep. 11, 1990
B-54	38 Sidney Street	Nov. 5, 1991
B-55	64 Sidney Street	Nov. 5, 1991



CITY OF CAMBRIDGE
Traffic and Parking
57 Inman Street,
Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

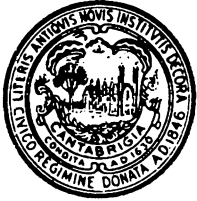
C-LIST

FACILITY (OWNER/OPERATOR)	# OF SPACES
1. 65 BISHOP ALLEN DR. (J.R. FENNEL REALTY TRUST)	23
2. CENTRAL SQUARE (4 FACILITIES) " "	39
3. 311 BROADWAY (FAITH LUTHERAN CHURCH)	8
4. DOTTIE DOYLE WAY (CITY OF CAMBRIDGE)	7
5. 55 FRANKLIN ST. (FOREST CITY)	860
6. 2400 MASS. AVE. (JUNCTION REALTY TRUST)	50
7. 15 MSGR. O'BRIEN HWY. (NORTH FEDERAL PROPERTIES LTD. PARTNERSHIP)	132
8. 195 MSGR. O'BRIEN HWY. (SALVATORE A. RAMASCI JR.)	56
9. 16-26 SPRING ST. (TRAVIS REALTY TRUST)	3

DEFINITION: Facilities holding a CFP issued after 8/15/90 (i.e. 1990 MOA).

C-LIST...Facilities holding a Controlled Parking Facility Permit
issued after August 15, 1990.

List #	Address	Inspection Date
C-1	65 Bishop Allen Drive	Jan. 10, 1992
C-2	7 Douglass Court	Jan. 10, 1992
C-2	883 Main Street	Jan. 10, 1992
C-2	865 Main Street	Jan. 10, 1992
C-5	55 Franklin Street	Nov. 5, 1991
C-6	2400 Massachusetts Avenue	Feb. 11, 1992
C-7	15 Monsignor O'Brien Highway	Mar. 6, 1992
C-9	16-26 Spring Street	Apr. 10, 1992



CITY OF CAMBRIDGE
Traffic and Parking
57 Inman Street,
Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

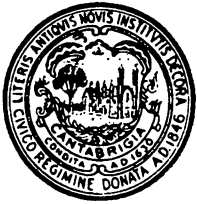
D-LIST

FACILITY (OWNER/OPERATOR)	# OF SPACES
1. 113 BRATTLE ST. (LINCOLN INSTITUTE OF LAND POLICY)	14 E
2. CENTRAL SQ. (6 FACILITIES/J.R. FENNELLS REALTY TRUST)	151 E
3. 100 CAMBRIDGE PKWY. (ROWLAND INST. FOR SCIENCE)	39 E 2 R
4. 432 COLUMBIA ST. (432 COLUMBIA ST. CONDO TRUST)	64 E
5. 1 CRAIGIE ST. (CRAIGIE BUILDING NOMINEE TRUST)	9 R
6. 8-12 ESSEX ST. (3mJ REALTY TRUST)	28 E
7. 12 FOREST ST. (LOVEJOY MANAGEMENT)	3 R
8. 55 FRANKLIN ST. (FOREST CITY)	142 R
9. 325-345 FRANKLIN ST. (DILTON MANAGEMENT INC.)	45 R
10. 239 HARVARD ST. (AREA IV YOUTH CENTER)	13 E
11. 1637 MASS. AVE. (HARVARD UNIVERSITY)	85 R/E
12. 1637 MASS. AVE. (HARVARD UNIVERSITY)	3 R
13. 15 MSGR. O'BRIEN HWY. (NORTH FEDERAL PROPERTIES LTD. PARTNERSHIP)	559 R
14. 195 MSGR. O'BRIEN HWY. (SALVATORE A. RAMASCI JR.)	4 E
15. 26-28 MT. AUBURN ST. (26-28 MT. AUBURN CONDO TRUST)	4 R
16. 29 MT. AUBURN ST. (ST. PAUL'S PARISH)	16 E
17. 34 MT. AUBURN ST. (CAMBRIDGE HOUSING AUTHORITY)	9 R
18. 19-35 MT. VERNON ST. (MT. VERNON DEVELOPMENT TRUST)	11 R
19. 6 PRENTISS ST. (MARY PRENTISS INN)	11 R
20. ST. PATRICK'S PLACE (JUST-A-START CORP.)	28 R
21. 35 & 40 SMITH PLACE (WILSON-CAMBRIDGE REALTY TRUST)	47 E

DEFINITION: Facilities holding a Determination of Exemption issued after 8/15/90 (i.e. 1990 MOA).

D-LIST...Facilities holding a Determination of Exemption issued
after August 15, 1990.

List #	Address	Inspection Date
D-2	16 Columbia Street	Jan. 10, 1992
D-2	9-15 Columbia St./415-443 Mass. Ave.	Jan. 10, 1992
D-2	45 Bishop Allen Drive	Jan. 10, 1992
D-5	1 Craigie Street	Feb. 11, 1992
D-5	1 Craigie Street	Mar. 24, 1992
D-6	8-12 Essex Street	Mar. 30, 1992
D-7	12 Forest Street	Apr. 10, 1992
D-8	55 Franklin Street	Nov. 5, 1991
D-8	129 Franklin Street	Nov. 5, 1991
D-13	15 Monsignor O'Brien Highway	Mar. 6, 1992



CITY OF CAMBRIDGE
Traffic and Parking
57 Inman Street,
Cambridge, Massachusetts 02139

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

E-LIST 1990 INVENTORY

STREET NAME	ST #	# OF SPACES	PG. 1
1. ABERDEEN AVE.	60	76*	
2. ABERDEEN AVE.	60	99*	
3. ACORN PARK	26	166	
4. ACORN PARK	35	264	
5. ALBANY ST.	32	569	
6. ALBANY ST.	70	116	
7. ALBANY ST.	100	13*	
8. ALBANY ST.	124	31	
9. ALBANY ST.	170	31*	
10. ALBANY ST.	175	29*	
11. ALBANY ST.	184	12*	
12. ALBANY ST.	207	116	
13. ALBANY ST.	221	173	
14. ALBANY ST.	224	14*	
15. ALBANY ST.	234	29	
16. ALBANY ST.	240	20	
17. ALBANY ST.	253	17	
18. ALBANY ST.	256	96*	
19. ALBANY ST.	270	118	
20. ALBANY ST.	271	30*	
21. ALBANY ST.	273	12	
22. ALBANY ST.	295	27	
23. ALEWIFE BRK. PKWY.	43	62	
24. ALEWIFE BRK. PKWY.	121	25*	
25. ALEWIFE BRK. PKWY.	134	55*	
26. ALEWIFE BRK. PKWY.	149	148	
27. ALEWIFE BRK. PKWY.	195	12	
28. ALEWIFE BRK. PKWY.	199	26*	
29. ALEWIFE BRK. PKWY.	200	1437	
30. ALEWIFE BRK. PKWY.	201	26	
31. ALEWIFE BRK. PKWY.	205	43	
32. ALEWIFE BRK. PKWY.	211	211	
33. ALEWIFE BRK. PKWY.	220	122	
34. ALEWIFE BRK. PKWY.	222	90*	
35. ALLSTON ST.	146	10*	
36. ALLSTON ST.	164	10*	
37. AMES ST.	39	149	
38. AMESBURY ST.	229	35	
39. AMHERST ALLEY		323	
40. AMHERST ST.		135	
41. AMHERST ST.	8	71	

STREET NAME

STREET

OF SPACES

PG. 2

42. AMHERST ST.	24	0
43. AMHERST ST.	49	13
44. AMORY ST.	134	15*
45. AMORY ST.	136	27
46. ANGLIM ST.		43*
47. ANTRIM ST.	21	18
48. APPIAN WAY	18	10*
49. APPIAN WAY	22	11
50. ASHTON PL.	4	14
51. AUBURN ST.	181	21
52. AUBURN ST.	210	17
53. AUDREY ST.		32
54. AVON ST.	41	10
55. BANKS ST.	100	12
56. BANKS ST.	153	24
57. BANKS ST.	198	63*
58. BAY STATE RD.	15	20
59. BAY STATE RD.	23	14
60. BAY ST.	5	0
61. BAY ST.	8	0
62. BEACON ST.	200	25
63. BELL CT.	660	25*
64. BELLIS CIRCLE	41	84
65. BENNET ST.		338*
66. BENT ST.	74	12*
67. BENT ST.	226	35*
68. BENT ST.	245	50
69. BENT ST.	261	14*
70. BINNEY ST.	56	302
71. BINNEY ST.	71	116
72. BINNEY ST.	81	43
73. BINNEY ST.	84	40
74. BINNEY ST.	122	17
75. BINNEY ST.	126	27
76. BINNEY ST.	174	57*
77. BINNEY ST.	182	21*
78. BINNEY ST.	221	59
79. BINNEY ST.	224	59*
80. BINNEY ST.	229	50*
81. BINNEY ST.	262	38*
82. BINNEY ST.	301	44*
83. BINNEY ST.	303	30
84. BINNEY ST.	303	60
85. BIRCH ST.	15	23
86. BISHOP ALLEN DR.	9	10
87. BISHOP ALLEN DR.	38	77
88. BISHOP ALLEN DR.	41	21
89. BISHOP ALLEN DR.	49	14*
90. BISHOP ALLEN DR.	51	29
91. BISHOP ALLEN DR.	66	17*
92. BISHOP ALLEN DR.	84	75
93. BISHOP ALLEN DR.	98	18

STREET NAME

STREET

OF SPACES

PG. 3

94. BISHOP ALLEN DR.	99	16*
95. BISHOP ALLEN DR.	131	82*
96. BISHOP ALLEN DR.	139	40
97. BISHOP ALLEN DR.	152	14
98. BLACKSTONE ST.	2	111*
99. BLACKSTONE ST.	5	13
101. BLACKSTONE ST.	13	54*
102. BLACKSTONE ST.	17	51
103. BLACKSTONE ST.	27	11
104. BLACKSTONE ST.	32	17
105. BLAIR PL.	6	12*
106. BLANCHARD RD.	30	114*
107. BLANCHARD RD.	101	116
108. BLANCHARD RD.	101.5	30
109. BLANCHE ST.	80	40*
110. BOLTON ST.	63	37
111. BOLTON ST.	75	10*
112. BOLTON ST.	79	10
113. BOLTON ST.	79	52
114. BOW ST.	9	11
115. BOYLSTON ST.	80	14*
116. BRATTLE ST.	51	17
117. BRATTLE ST.	67	21
118. BRATTLE ST.	76	13
119. BRATTLE ST.	97	29
120. BRATTLE ST.	100	29*
121. BRATTLE ST.	141	22*
122. BRISTOL ST.	85	23*
123. BROADWAY	1	77*
124. BROADWAY	1	350*
125. BROADWAY	36	124*
126. BROADWAY	59	331
127. BROADWAY	61	30
128. BROADWAY	66	875
129. BROADWAY	82	43*
130. BROADWAY	100	43
131. BROADWAY	110	10*
132. BROADWAY	115	1147
133. BROADWAY	124	33
134. BROADWAY	132	11*
135. BROADWAY	180	320*
136. BROADWAY	180	1004*
137. BROADWAY	198	15*
138. BROADWAY	205	84
139. BROADWAY	208	86
140. BROADWAY	210	18*
141. BROADWAY	238	49
142. BROADWAY	244	16
143. BROADWAY	261	22
144. BROADWAY	321	11*
145. BROADWAY	323	11
146. BROADWAY	325	12

STREET NAME

STREET

OF SPACES

PG. 4

147. BROADWAY	328	10
148. BROADWAY	330	28
149. BROADWAY	331	16
150. BROADWAY	332	12*
151. BROADWAY	335	15
152. BROADWAY	336	15
153. BROADWAY	348	26
154. BROADWAY	381	23
155. BROADWAY	395	34
156. BROADWAY	401	29
157. BROADWAY	407	14*
158. BROADWAY	441	85*
159. BROADWAY	445	35
160. BROADWAY	452	13
161. BROADWAY	469	14
162. BROADWAY	471	439
163. BROADWAY	491	26
164. BROOKLINE ST.	11	10*
165. BROOKLINE ST.	40	13*
166. BROOKLINE ST.	41	42*
167. BROOKLINE ST.	43	19
168. BROOKLINE ST.	74	12*
169. BROOKLINE ST.	125	20
170. BROOKLINE ST.	179	12
171. BROOKLINE ST.	194	10
172. BROOKLINE ST.	202	22
173. BROOKLINE ST.	224	16
174. BROOKLINE ST.	345	11*
175. BUCKINGHAM ST.	86	11*
176. CALLENDER ST.	23	42
177. CAMBRIDGE PKWY.	21	59*
178. CAMBRIDGE PKWY.	23	185
179. CAMBRIDGE PKWY.	29	13*
180. CAMBRIDGE ST.		11
181. CAMBRIDGE ST.	24	313*
182. CAMBRIDGE ST.	141	20
183. CAMBRIDGE ST.	152	24
184. CAMBRIDGE ST.	201	15
185. CAMBRIDGE ST.	208	96*
186. CAMBRIDGE ST.	227	34
187. CAMBRIDGE ST.	244	46
188. CAMBRIDGE ST.	260	23*
189. CAMBRIDGE ST.	271	13
190. CAMBRIDGE ST.	277	10*
191. CAMBRIDGE ST.	358	10
192. CAMBRIDGE ST.	374	16*
193. CAMBRIDGE ST.	380	14
194. CAMBRIDGE ST.	501	24
195. CAMBRIDGE ST.	503	17*
196. CAMBRIDGE ST.	707	10*
197. CAMBRIDGE ST.	903	92
198. CAMBRIDGE ST.	1032	15*

STREET NAME

STREET

OF SPACES

PG. 5

199. CAMBRIDGE ST.	1221	40
200. CAMBRIDGE ST.	1293	139*
201. CAMBRIDGE ST.	1310	34
202. CAMBRIDGE ST.	1318	24*
203. CAMBRIDGE ST.	1515	133
204. CAMBRIDGE ST.	1575	180*
205. CAMBRIDGE ST.	1607	95
206. CAMBRIDGE ST.	1613	17
207. CAMBRIDGE ST.	1643	35
208. CAMBRIDGE ST.	1691	17
209. CAMBRIDGE ST.	1716	12
210. CAMBRIDGE ST.	1730	21
211. CAMBRIDGE TERRACE	2	14
212. CAMBRIDGEPARK DR.		2000
213. CAMBRIDGEPARK DR.		14
214. CAMBRIDGEPARK DR.		14
215. CAMBRIDGEPARK DR.	30	202
216. CAMBRIDGEPARK DR.	52	13
217. CAMBRIDGEPARK DR.	54	69
218. CAMBRIDGEPARK DR.	56	114
219. CAMBRIDGEPARK DR.	97	24
220. CAMBRIDGEPARK DR.	165	26
221. CAMERON AVE.	36	10
222. CAMP ST.	1	16
223. CAMP ST.	29	10
224. CAMP ST.	33	18
225. CARDINAL MEDIEROS	258	37
226. CARDINAL MEDIEROS	278	73
227. CARDINAL MEDIEROS	386	86
228. CARLETON ST.	8	10*
229. CARLETON ST.	45	11*
230. CARLETON ST.	65	71
231. CENTRE ST.	5	11
232. CENTRE ST.	9	13
233. CENTRE ST.	18	29
234. CHAPMAN PL.	5	21*
235. CHAPMAN PL.	7	23
236. CHARLES ST.	12	14
237. CHARLES ST.	52	11
238. CHARLES ST.	69	14
239. CHARLES ST.	78	52
240. CHARLES ST.	144	19
241. CHARLES ST.	230	33*
242. CHARLESTOWN AVE.	22-R	205
243. CHAUNCY ST.	3	30
244. CHAUNCY ST.	9	29
245. CHERRY ST.	35	30
246. CHERRY ST.	37	31*
247. CHERRY ST.	144	57*
248. CHESTER ST.	15	47
249. CHESTNUT ST.	15	105
250. CHESTNUT ST.	80	13*

STREET NAME

STREET

OF SPACES

PG. 6

251. CHURCH ST.	41	135
252. CHURCH ST.	48	17
253. CHURCHILL RD.	50	41*
254. CLARENDON AVE.	35	46
255. CLAY ST.	89	10
256. CLIFTON ST.	40	15
257. CLIFTON ST.	80	40*
258. CLIFTON ST.	117	15
259. CLIFTON ST.	124	10*
260. COGSWELL AVE.	33	14*
261. COGSWELL ST.	11	18
262. COGSWELL ST.	35	15
263. COLUMBIA ST.	16	21
264. COLUMBIA ST.	30	46
265. COLUMBIA ST.	64	74*
266. COLUMBIA ST.	80	12*
267. COLUMBIA ST.	251	14*
268. COLUMBIA ST.	382	63*
269. COLUMBIA ST.	430	45*
270. COMMERCIAL AVE.	5	13*
271. COMMERCIAL AVE.	8	20*
272. COMMERCIAL AVE.	11	16*
273. COMMERCIAL AVE.	31	200*
274. COMMERCIAL AVE.	45	277*
275. COMMERCIAL AVE.	46	34*
276. COMMERCIAL AVE.	52	386
277. COMMERCIAL AVE.	60	28*
278. COMMERCIAL AVE.	74	24*
279. COMMERCIAL AVE.	75	45*
280. COMMERCIAL AVE.	92	18*
281. COMMERCIAL AVE.	102	0
282. CONCORD AVE.	14	44
283. CONCORD AVE.	29	42
284. CONCORD AVE.	33	24
285. CONCORD AVE.	36	12*
286. CONCORD AVE.	42	30*
287. CONCORD AVE.	47	156*
288. CONCORD AVE.	54	19
289. CONCORD AVE.	56	13
290. CONCORD AVE.	159	18
291. CONCORD AVE.	239	10*
292. CONCORD AVE.	243	22
293. CONCORD AVE.	445	67*
294. CONCORD AVE.	448	26*
295. CONCORD AVE.	450	12
296. CONCORD AVE.	555	132*
297. CONCORD AVE.	579	21
298. CONCORD AVE.	583	153*
299. CONCORD AVE.	583	92*
300. CONCORD AVE.	591	41
301. CONCORD AVE.	617	68
302. CONCORD AVE.	625	121

STREET NAME

STREET

OF SPACES

PG. 7

303. CONCORD AVE.	640	76
304. CONCORD AVE.	650	76*
305. CONCORD AVE.	665	47
306. CONCORD AVE.	673	11
307. CONCORD AVE.	675	10
308. CONCORD AVE.	681	37
309. CONCORD AVE.	689	15
310. CONCORD AVE.	701	69
311. CONCORD AVE.	711	15
312. CONCORD AVE.	725	215
313. CONCORD AVE.	733	82
314. CONCORD AVE.	735	19
315. CONCORD AVE.	737	24*
316. CONCORD AVE.	745	11
317. CONCORD AVE.	755	12*
318. CONCORD AVE.	765	64
319. CONCORD AVE.	767	18*
320. CONCORD AVE.	767	107*
321. CONCORD AVE.	773	30
322. CONCORD AVE.	777	14
323. CONCORD AVE.	795	157*
324. CONCORD AVE.	799	245
325. CONCORD TURNPIKE	195	99
326. CONCORD TURNPIKE	199	55
327. CONCORD TURNPIKE	203	108
328. CONCORD TURNPIKE	211	79
329. CONCORD TURNPIKE	215	220
330. COOLIDGE HILL	178	15
331. COTTAGE PARK AVE.	29	25
332. COTTAGE PARK AVE.	35	66
333. COWPERTHWAIT		47
334. COWPERTHWAIT	7	47
335. CRAIGIE CIRCLE	5	25
336. CUSHING ST.	116	10*
337. DANA ST.	8	10
338. DANA ST.	11	42*
339. DANA ST.	63	13*
340. DANA ST.	71	18
341. DAVENPORT ST.	11	12*
342. DAVENPORT ST.	15	12
343. DAVENPORT ST.	19	18
344. DEACON ST.	11	14*
345. DEACON ST.	17	12
346. DECATOR ST.	18	12
347. DEWOLFE ST.	12	108*
348. DEWOLFE ST.	22	42*
349. DIVINITY AVE.	1	46
350. DIVINITY AVE.	13	30*
351. DIVINITY AVE.	22	93*
352. DOCK ST.	26	19*
353. DOUGLASS ST.	7	32
354. DOTTIE DOYLE WAY		17

STREET NAME

STREET #

OF SPACES

PG. 8

355. DUDLEY ST.	64	24
356. DUNSTER ST.	86	18
357. DUNSTER ST.	91	13*
358. EAST ST.	19	33*
359. EAST ST.	23	191
360. EAST ST.	24	10
361. EDMUNDS ST.	25	18
362. EIGHTH ST.	17	18
363. ELIOT ST.	1	11
364. ELIOT ST.	18	22
365. ELLERY ST.	5	46*
366. ELLERY ST.	6	24
367. ELLERY ST.	14	38*
368. ELLERY ST.	15	36
369. ELLERY ST.	16	37
370. ELLERY ST.	18	12
371. ELLERY ST.	21	37*
372. ELLERY ST.	39	25*
373. ELLERY ST.	71	197
374. ELLERY ST.	90	12
375. ELM ST.	87	11
376. ELM ST.	237	13
377. ELM ST.	319	17*
378. ELMER ST.	27	10
379. ELMWOOD ST.	102	57
380. EMILY ST.	12	16
381. ERIE ST.	25	17
382. ERIE ST.	25	65
383. ERIE ST.	46	213
384. ERIE ST.	57	35
385. ERIE ST.	95	15*
386. ERIE ST.	150	44
387. ESSEX ST.	29	10
388. ESSEX ST.	55	22
389. EVERETT	8	378
390. FAIRMONT AVE.	23	12
391. FARWELL PL.	8	16*
392. FAWCETT ST.	22	124
393. FAWCETT ST.	41	262
394. FAWCETT ST.	44	101
395. FAWCETT ST.	49	37*
396. FAWCETT ST.	70	63*
397. FAWCETT ST.	77	34
398. FAWCETT ST.	86	247
399. FAWCETT ST.	130	10
400. FAWCETT ST.	155	18
401. FAWCETT ST.	179	35*
402. FAWCETT ST.	179	41*
403. FAWCETT ST.	180	14
404. FAYERWEATHER ST.	74	10*
405. FERN ST.	20	60
406. FERNALD ST.		33

STREET NAME

STREET #

OF SPACES

PG. 9

407. FERNALD ST.		20
408. FIFTH ST.	216	91
409. FIFTH ST.	271	391
410. FIRST ST.	3	16
411. FIRST ST.	15	24*
412. FIRST ST.	40	18*
413. FIRST ST.	75	10*
414. FIRST ST.	83	22*
415. FIRST ST.	85	39
416. FIRST ST.	88	78*
417. FIRST ST.	116	353*
418. FIRST ST.	119	14
419. FIRST ST.	130	676
420. FIRST ST.	135	20
421. FIRST ST.	139	12
422. FIRST ST.	151	61*
423. FIRST ST.	159	51
424. FIRST ST.	161	62
425. FIRST ST.	170	274
426. FIRST ST.	206	23*
427. FIRST ST.	249	150*
428. FISKE PL.	23	23
429. FOLLEN ST.	1	16
430. FOLLEN ST.	5	10
431. FOREST ST.	12	23
432. FRANCIS AVE.	25	77
433. FRANCIS ST.	43	172*
434. FRANKLIN ST.	176	15
435. FRANKLIN ST.	177	21
436. FRANKLIN ST.	185	13
437. FRANKLIN ST.	188	15
438. FRANKLIN ST.	348	23
439. FRANKLIN ST.	363	12*
440. FRANKLIN ST.	411	33
441. FRANKLIN ST.	489	10
442. FRESH POND PKWY.		45
443. FRESH POND PKWY.		55
444. FRESH POND PKWY.	275	10*
445. FRESH POND PKWY.	307	27
446. FRESH POND PKWY.	325	13
447. FRESH POND PKWY.	343	15
448. FRESH POND PKWY.	359	28
449. FRISBIE PL.	12	15*
450. FULKERSON ST.	88	11*
451. FULKERSON ST.	96	30
452. GARDEN ST.	12	25
453. GARDEN ST.	22	25
454. GARDEN ST.	29	56
455. GARDEN ST.	66	148
456. GARDEN ST.	81	38
457. GARDEN ST.	247	140
458. GARDEN ST.	255	154*

STREET NAME	STREET #	# OF SPACES	PG. 10
459. GERRY ST.	18-R	18	
460. GERRYS LANDING RD.	46	93	
461. GILMORE ST.		10	
462. GORE ST.	32	16	
463. GORE ST.	62	21	
464. GORE ST.	126	13*	
465. GORE ST.	163	16	
466. GORE ST.	165	65*	
467. GORE ST.	186	62	
468. GRANT ST.	7	79	
469. GREEN ST.	45	20	
470. GREEN ST.	57	50	
471. GREEN ST.	109	10	
472. GREEN ST.	131	50	
473. GREEN ST.	202	15	
474. GREEN ST.	206	10*	
475. GREEN ST.	240	292*	
476. GREEN ST.	355	21	
477. GREEN ST.	375	17	
478. GREEN ST.	380	19*	
479. GREEN ST.	440	26*	
480. GREEN ST.	464	11*	
481. GREEN ST.	516	20	
482. GREEN ST.	543	10	
483. GREENOUGH BLVD.	3	25*	
484. GROVE AVE.	9	45*	
485. GROVE AVE.	13	30	
486. HAMILTON ST.	72	13	
487. HAMILTON ST.	85	12	
488. HAMLIN ST.	17	15	
489. HAMPSHIRE ST.	1	126	
490. HAMPSHIRE ST.	41	35	
491. HAMPSHIRE ST.	45	14*	
492. HAMPSHIRE ST.	141	18	
493. HAMPSHIRE ST.	174	13	
494. HAMPSHIRE ST.	203	11*	
495. HAMPSHIRE ST.	251	11	
496. HANCOCK ST.	52	42	
497. HANCOCK ST.	56	10	
498. HANCOCK ST.	85	27	
499. HANCOCK ST.	161	10	
500. HARDING ST.	16	29*	
501. HARRISON AVE.	33	24*	
502. HARVARD ST.	50	293*	
503. HARVARD ST.	108	52	
504. HARVARD ST.	184	10	
505. HARVARD ST.	192	10	
506. HARVARD ST.	211	10	
507. HARVARD ST.	230	43	
508. HARVARD ST.	260	22	
509. HARVARD ST.	265	16	
510. HARVARD ST.	269	30	

STREET NAME

STREET

OF SPACES

PG. 11

511.	HARVARD ST.	270	30
512.	HARVARD ST.	272	24
513.	HARVARD ST.	280	31
514.	HARVARD ST.	284	0
515.	HARVARD ST.	287	0
516.	HARVARD ST.	289	34
517.	HARVARD ST.	293	0
518.	HARVARD ST.	321	0
519.	HARVARD ST.	329	32
520.	HARVARD ST.	334	0
521.	HARVARD ST.	345	55
522.	HARVARD ST.	371	11
523.	HARVARD ST.	375	40*
524.	HARVARD ST.	378	17
525.	HARVARD ST.	379	13
526.	HARVARD ST.	381	20
527.	HARVARD ST.	391	25*
528.	HARVARD ST.	394	19
529.	HARVEY ST.	106	10
530.	HAWTHORNE ST.	15	10
531.	HAYWARD ST.	15	191
532.	HAYWARD ST.	50	139
533.	HAYWARD ST.	51	30*
534.	HIGHLAND AVE.	24	25
535.	HIGHLAND ST.	15	36*
536.	HOLDEN ST.	20	48
537.	HOLYOKE PL.	10	18
538.	HOLYOKE ST.	16	21*
539.	HOLYOKE ST.	17	109
540.	HOLYOKE ST.	39	48
541.	HOMER AVE.	55	50*
542.	HOMER ST.	25	17*
543.	HOMER ST.	53	23*
544.	HOVEY AVE.		94
545.	HOVEY AVE.		196
546.	HOVEY AVE.		54
547.	HUBBARD AVE.	20	15
548.	HURON AVE.	67	19
549.	HURON AVE.	148	25
550.	HURON AVE.	691	42
551.	HURON AVE.	700	30*
552.	HURON AVE.	704	250*
553.	INDUSTRIAL PARK RD.	35	150
554.	INDUSTRIAL PARK RD.	86	33
555.	INDUSTRIAL PARK RD.	117-R	36
556.	INMAN ST.	6	11
557.	INMAN ST.	12	22
558.	INMAN ST.	22	12
559.	INMAN ST.	37	12
560.	INMAN ST.	48	14
561.	INMAN ST.	98	32*
562.	INMAN ST.	112	0

STREET NAME

STREET

OF SPACES

PG. 12

563. INMAN ST.	126	12
564. INMAN ST.	129	12
565. JACKSON ST.	121	12
566. JACKSON ST.	124	12
567. JACKSON ST.	141	22
568. JEFFERSON ST.	23	10*
569. JERRY'S LNDG. RD.		88*
570. J.F. BELLIS CIR.	41	10*
571. KINNAIRD ST.	55	12*
572. KINNAIRD ST.	56	20
573. KINNAIRD ST.	101	39
574. KIRKLAND ST.	37	25
575. KIRKLAND ST.	61	17
576. LAKEVIEW AVE.	149	12*
577. LAMBERT ST.	19	14
578. LANCASTER ST.	6	12
579. LANSDOWNE ST.	38	205
580. LANSDOWNE ST.	50	92*
581. LANSDOWNE ST.	60	22*
582. LANSDOWNE ST.	63	10*
583. LANSDOWNE ST.	72	68
584. LANGDON SQUARE	1	10
585. LANGDON ST.	1	19
586. LANGDON ST.	15	14
587. LANGDON ST.	43	10
588. LANGDON ST.	65	25
589. LEE ST.	25	15
590. LINNAEAN ST.	45	13
591. LONGFELLOW PARK	5	12
592. LOWELL ST.	21	15*
593. MAGAZINE ST.	8	0
594. MAGAZINE ST.	91	10
595. MAGAZINE ST.	128	10
596. MAGAZINE ST.	179	80*
597. MAIN ST.		130
598. MAIN ST.	87	10*
599. MAIN ST.	101	25
600. MAIN ST.	101	600
601. MAIN ST.	130	37*
602. MAIN ST.	131	140*
603. MAIN ST.	180	281
604. MAIN ST.	364	29
605. MAIN ST.	416	31*
606. MAIN ST.	458	427
607. MAIN ST.	464	12*
608. MAIN ST.	545	58
609. MAIN ST.	555	51
610. MAIN ST.	575	79
611. MAIN ST.	637	64
612. MAIN ST.	560	104*
613. MAIN ST.	680	390
614. MAIN ST.	724	28

STREET NAME

STREET

OF SPACES

PG. 13

615. MAIN ST.	740	13*
616. MAIN ST.	782	21
617. MAIN ST.	830	35
618. MAIN ST.	838	21
619. MAIN ST.	873	17
620. MAIN ST.	879	18
621. MAIN ST.	889	11*
622. MAIN ST.	901	10*
623. MANASSAS AVE.	23	49
624. MAPLE AVE.	17	0
625. MASS. AVE.	139	21
626. MASS. AVE.	196	93
627. MASS. AVE.	204	75*
628. MASS. AVE.	372	25*
629. MASS. AVE.	48	10*
630. MASS. AVE.	860	27
631. MASS. AVE.	872	46
632. MASS. AVE.	875	0
633. MASS. AVE.	929	121
634. MASS. AVE.	955	78
635. MASS. AVE.	972	40*
636. MASS. AVE.	972	40*
637. MASS. AVE.	988	22*
638. MASS. AVE.	1010	31
639. MASS. AVE.	1028	30*
640. MASS. AVE.	1033	46
641. MASS. AVE.	1050	32
642. MASS. AVE.	1100	0
643. MASS. AVE.	1105	0
644. MASS. AVE.	1286	10*
645. MASS. AVE.	1336	15
646. MASS. AVE.	1340	10*
647. MASS. AVE.	1350	122*
648. MASS. AVE.	1501	37*
649. MASS. AVE.	1550	154
650. MASS. AVE.	1557	26
651. MASS. AVE.	1578	51
652. MASS. AVE.	1581	20
653. MASS. AVE.	1600	34
654. MASS. AVE.	1601	370*
655. MASS. AVE.	1627	23
656. MASS. AVE.	1645	75
657. MASS. AVE.	1663	43*
658. MASS. AVE.	1671	19*
659. MASS. AVE.	1699	39
660. MASS. AVE.	1720	36
661. MASS. AVE.	1724	10*
662. MASS. AVE.	1740	12
663. MASS. AVE.	1786	19
664. MASS. AVE.	1800	22
665. MASS. AVE.	1815	189
666. MASS. AVE.	1826	28

STREET NAME

STREET #

OF SPACES

PG. 14

667. MASS. AVE.	1840	136
668. MASS. AVE.	1848	138*
669. MASS. AVE.	1854	17
670. MASS. AVE.	1879	499*
671. MASS. AVE.	1924	15
672. MASS. AVE.	1960	10
673. MASS. AVE.	1972	17
674. MASS. AVE.	1990	18
675. MASS. AVE.	2003	18
676. MASS. AVE.	2026	13
677. MASS. AVE.	2045	15
678. MASS. AVE.	2050	10
679. MASS. AVE.	2067	10*
680. MASS. AVE.	2071	164
681. MASS. AVE.	2072	15
682. MASS. AVE.	2130	0
683. MASS. AVE.	2131	15
684. MASS. AVE.	2160	12*
685. MASS. AVE.	2192	13*
686. MASS. AVE.	2210	12*
687. MASS. AVE.	2215	16
688. MASS. AVE.	2245	11
689. MASS. AVE.	2254	78
690. MASS. AVE.	2270	60*
691. MASS. AVE.	2285	20
692. MASS. AVE.	2294	17*
693. MASS. AVE.	2309	11
694. MASS. AVE.	2320	12
695. MASS. AVE.	2350	30
696. MASS. AVE.	2353	0
697. MASS. AVE.	2381	126
698. MASS. AVE.	2419	56*
699. MASS. AVE.	2427	23*
670. MASS. AVE.	2440	13*
671. MASS. AVE.	2461	10
672. MASS. AVE.	2464	41
673. MASS. AVE.	2469	25*
674. MASS. AVE.	2500	19
675. MASS. AVE.	2505	17
676. MASS. AVE.	2525	10*
677. MASS. AVE.	2541	10*
678. MASS. AVE.	2546	28
679. MASS. AVE.	2595	17
680. MATIGNON RD.	1	78*
681. MAYNARD PL.	8	14*
682. MELLEN ST.	7	14
683. MELLEN ST.	26	27
684. MELLEN ST.	29	35*
685. MEMORIAL DR.	21	462
686. MEMORIAL DR.	30	41
687. MEMORIAL DR.	38	40*
688. MEMORIAL DR.	70	88*

STREET NAME

STREET

OF SPACES

PG. 15

689. MEMORIAL DR.	83	0
690. MEMORIAL DR.	100	71
691. MEMORIAL DR.	182	75*
692. MEMORIAL DR.	403	12*
693. MEMORIAL DR.	520	199*
694. MEMORIAL DR.	540	61*
695. MEMORIAL DR.	560	31*
696. MEMORIAL DR.	580	407
697. MEMORIAL DR.	600	54
698. MEMORIAL DR.	620	138
699. MEMORIAL DR.	628	42*
700. MEMORIAL DR.	640	424
701. MEMORIAL DR.	720	22
702. MEMORIAL DR.	747	236
703. MEMORIAL DR.	750	28*
704. MEMORIAL DR.	756	14*
705. MEMORIAL DR.	763	157*
706. MEMORIAL DR.	767	169
707. MEMORIAL DR.	784	256
708. MEMORIAL DR.	808	33
709. MEMORIAL DR.	840	12
710. MEMORIAL DR.	880	32
711. MEMORIAL DR.	888	38
712. MEMORIAL DR.	987	11
713. MEMORIAL DR.	1025	25*
714. MERRIAM ST.		65*
715. MIDDLESEX ST.	35	65
716. MILL ST.	16	10
717. MOONEY ST.	13	30
718. MOONEY ST.	52	26*
719. MOONEY ST.	61	35
720. MOORE ST.	86	30*
721. MOULTON ST.	25	13
722. MOULTON ST.	33	56
723. MOULTON ST.	50	151*
724. MOULTON ST.	51	11
725. MOULTON ST.	61	35
726. MOULTON ST.	62	33
727. MOULTON ST.	63	124
728. MOULTON ST.	68	26
729. MOULTON ST.	75	32
730. MSGR. O'BRIEN HWY.		40*
731. MSGR. O'BRIEN HWY.		16*
732. MSGR. O'BRIEN HWY.	14	994
733. MSGR. O'BRIEN HWY.	17	16*
734. MSGR. O'BRIEN HWY.	20	850*
735. MSGR. O'BRIEN HWY.	31	54
736. MSGR. O'BRIEN HWY.	50	140*
737. MSGR. O'BRIEN HWY.	98	10*
738. MSGR. O'BRIEN HWY.	101	14
739. MSGR. O'BRIEN HWY.	125	323
740. MSGR. O'BRIEN HWY.	169	26

STREET NAME

STREET

OF SPACES

PG. 16

741. MSGR. O'BRIEN HWY.	187	22
742. MSGR. O'BRIEN HWY.	191-R	66
743. MSGR. O'BRIEN HWY.	207	10
744. MSGR. O'BRIEN HWY.	209	20
745. MSGR. O'BRIEN HWY.	211	20*
746. MSGR. O'BRIEN HWY.	233	32
747. MSGR. O'BRIEN HWY.	245	15
748. MT. AUBURN ST.	2	17
749. MT. AUBURN ST.	8-A	37
750. MT. AUBURN ST.	17	14
751. MT. AUBURN ST.	25	18
752. MT. AUBURN ST.	88	11
753. MT. AUBURN ST.	120	26*
754. MT. AUBURN ST.	127	25
755. MT. AUBURN ST.	221	93*
756. MT. AUBURN ST.	270	77*
757. MT. AUBURN ST.	330	593
758. MT. AUBURN ST.	575	30*
759. MT. AUBURN ST.	625	210*
760. MT. AUBURN ST.	671	209
761. MT. AUBURN ST.	693	226*
762. MUNROE ST.	41	18*
763. MUNROE ST.	42	259
764. MUNROE ST.	77	100
765. MUNROE ST.	106	370
766. MUNROE ST.	125	18
767. MUNROE ST.	136	89
768. NEW ST.	19	10*
769. NEW ST.	22	27
770. NEW ST.	47	47
771. NEW ST.	52	23
772. NEW ST.	75	29*
773. NEWPORT RD.	12	0
774. NORFOLK ST.	22	34
775. NORFOLK ST.	105	56
776. NORFOLK ST.	156	18
777. NORFOLK ST.	333	18
778. NORRIS ST.	40	20
779. NUTTING RD.		143*
780. NUTTING RD.		122*
781. OSBORNE ST.	21	234
782. OTIS ST.	17	19
783. OTIS ST.	91	11
784. OTIS ST.	209	18
785. OXFORD AVE.	39	53
786. OXFORD ST.	16	25
787. OXFORD ST.	20	11*
788. OXFORD ST.	38	94*
789. OXFORD ST.	39	42*
790. OXFORD ST.	50	537
791. OXFORD ST.	61	15*
792. OXFORD ST.	63	94

STREET NAME

STREET

OF SPACES

PG. 17

793. OXFORD ST.	81	19
794. OXFORD ST.	135	10*
795. PACIFIC ST.	2	175*
796. PACIFIC ST.	27	105
797. PACIFIC ST.	82	10*
798. PACIFIC ST.	126	10*
799. PELHAM ST.	16	20*
800. PEMBERTON RD.	169	10*
801. PLEASANT ST.	9	18
802. PLEASANT ST.	16	20
803. PLEASANT ST.	140	18
804. PORTER RD.	46	32*
805. PORTLAND ST.	6	44*
806. PORTLAND ST.	9	81*
807. PORTLAND ST.	135	966
808. PORTLAND ST.	135	945
809. PORTLAND ST.	139	121
810. PORTLAND ST.	170	22*
811. PORTLAND ST.	217	60*
812. PORTLAND ST.	235	10*
813. PORTLAND ST.	258	235*
814. PORTLAND ST.	386	22*
815. POTTER ST.	29	20
816. POTTER ST.	35	92*
817. POTTER ST.	44	13
818. PRESCOTT ST.	18	20*
819. PROSPECT ST.	54	51*
820. PROSPECT ST.	83	87*
821. PROSPECT ST.	88	23
822. PROSPECT ST.	107	50*
823. PROSPECT ST.	115	45
824. PROSPECT ST.	120	17*
825. PROSPECT ST.	126	0
826. PROSPECT ST.	139	11
827. PROSPECT ST.	152	21
828. PROSPECT ST.	190	19
829. PROSPECT ST.	191	12
830. PROSPECT ST.	204	42
831. PROSPECT ST.	254	12
832. PROSPECT ST.	266	11*
833. PROSPECT ST.	275	24
834. PROSPECT ST.	360	40*
835. PURRINGTON ST.	17	10*
836. PUTNAM AVE.	90	13*
837. PUTNAM AVE.	122	47*
838. PUTNAM AVE.	125	339
839. PUTNAM AVE.	174	10
840. PUTNAM AVE.	225	36
841. PUTNAM AVE.	243	23
842. PUTNAM AVE.	255	15*
843. PUTNAM AVE.	370	29*
844. PUTNAM AVE.	379	25*

STREET NAME

STREET

OF SPACES

PG. 18

845. PUTNAM AVE.	380	32
846. PUTNAM AVE.	385	30
847. PUTNAM AVE.	518	16*
848. PUTNAM AVE.	520	27
849. PUTNAM AVE.	613	15
850. REGENT ST.	50	45
851. RICHDAL E AVE.	1	20
852. RICHDAL E AVE.	15	22
853. RINDGE AVE.	74	10
854. RINDGE AVE.	122	69
855. RINDGE AVE.	300	186
856. RINDGE AVE.	324	40
857. RINDGE AVE.	325	32
858. RINDGE AVE.	360	26
859. RINDGE AVE.	364	493
860. RINDGE AVE.	375	74
861. RINDGE AVE.	390	45
862. RINDGE AVE.	402	261
863. RINDGE AVE.	405	52*
864. RINDGE (EXT) AVE.	2	14*
865. RINDGE (EXT) AVE.	25	17*
866. RINDGE (EXT) AVE.	30	193*
867. RINDGE (EXT) AVE.	54	50*
868. RINDGE (EXT) AVE.	90	13*
869. RINDGE (EXT) AVE.	95	35*
870. RINDGE (EXT) AVE.	110	23*
871. RINDGE (EXT) AVE.	115	63*
872. RINDGE (EXT) AVE.	165	21*
873. RINDGE (EXT) AVE.	181	13*
874. RIVER ST.	43	12
875. RIVER ST.	215	23
876. ROGERS ST.	117	30
877. RUFO RD.	4	15
878. SACRAMENTO PL.	7	27
879. SACRAMENTO ST.	30	12
880. SCHOOL ST.	74	60
881. SECOND ST.	18	23*
882. SECOND ST.	25	22
883. SECOND ST.	56	53*
884. SECOND ST.	71	12
885. SECOND ST.	94	18
886. SECOND ST.	139	10*
887. SECOND ST.	155	10*
888. SECOND ST.	165	102
889. SECOND ST.	219	25
890. SEVEN PINES AVE.	32	18*
891. SHALER LANE		17
892. SHEPHARD ST.	13	10
893. SHEPHARD ST.	37	14
894. SHERIDAN ST.		12
895. SHERIDAN ST.		17
896. SHERIDAN ST.		15

STREET NAME

STREET

OF SPACES

PG. 19

897. SHERIDAN ST.	45	23
898. SHERMAN ST.	2	12
899. SHERMAN ST.	66	34
900. SHERMAN ST.	70	17*
901. SHERMAN ST.	77	40
902. SHERMAN ST.	80	99
903. SHERMAN ST.	93	10*
904. SHERMAN ST.	102	147
905. SHERMAN ST.	132	12
906. SHERMAN ST.	147	85*
907. SIDNEY ST.	50	60*
908. SIDNEY ST.	135	33
909. SIDNEY ST.	138	118
910. SIDNEY ST.	179	13
911. SIDNEY ST.	216	17
912. SIDNEY ST.	252	10*
913. SIXTH ST.		253
914. SIXTH ST.	48	10*
915. SIXTH ST.	101	50
916. SIXTH ST.	117	22
917. SIXTH ST.	119	40*
918. SIXTH ST.	120	76
919. SIXTH ST.	137	59
920. SMART ST.	16	284*
921. SMITH PL.	26	10
922. SMITH PL.	31-R	42
923. SMITH PL.	35	16
924. SMITH PL.	59	32*
925. SMITH PL.	61	32
926. SMITH PL.	63	24*
927. SMITH PL.	75	76
928. SMITH PL.	100	37
929. SMITH PL.	109	10*
930. SMITH PL.	109	14*
931. SMITH PL.	127	36
932. SODEN ST.	8	44
933. SOMERVILLE AVE.	830	87
934. SPINELLI PL.	25	24
935. SPINELLI PL.	30	45
936. SPINELLI PL.	32	11
937. SPINELLI PL.	767-C	122
938. SPRING ST.	11	1000
939. SPRINGFIELD ST.	23	18
940. STATE ST.	47	15
941. STORY ST.	15	11
942. SUMNER RD.	18	21
943. SUMNER RD.	20	24
944. TEMPLE ST.	8	17
945. TEMPLE ST.	11	10*
946. TEMPLE ST.	14	15
947. THINGVALLA AVE.	53	26*
948. THINGVALLA AVE.	81	26*

STREET NAME

STREET

OF SPACES

PG. 20

949. THIRD ST.	42	31*
950. THIRD ST.	47	20
951. THIRD ST.	109	23
952. THIRD ST.	130	28
953. THIRD ST.	209	10*
954. THIRD ST.	215	15*
955. THIRD ST.	221	13
956. THIRD ST.	241	46*
957. THIRD ST.	246	75
958. THIRD ST.	249	56
959. THIRD ST.	251	53*
960. THIRD ST.	259	17*
961. THIRD ST.	302	10*
962. THIRD ST.	330	330*
963. THIRD ST.	335	88*
964. THIRD ST.	354	250
965. THIRD ST.	366	94
966. THIRD ST.	368	407
967. THORNDIKE ST.	14	67*
968. THORNDIKE ST.	18	18*
969. THORNDIKE ST.	218	0
970. TROWBRIDGE PL.	4	28
971. TROWBRIDGE PL.	45	27
972. TROWBRIDGE ST.	4	13
973. TROWBRIDGE ST.	16	28
974. TROWBRIDGE ST.	20	13
975. TROWBRIDGE ST.	39	42
976. TROWBRIDGE ST.	48	19
977. TROWBRIDGE ST.	77	19
978. TROWBRIDGE ST.	80	18
979. TROWBRIDGE ST.	81	20*
980. TROWBRIDGE ST.	87	10*
981. TROWBRIDGE ST.	89	10
982. TUDOR ST.	15	34
983. TUDOR ST.	22	32
984. UNIVERSITY RD.		0
985. UNIVERSITY RD.		14
986. UNIVERSITY RD.	3	51
987. UNIVERSITY RD.	14	509
988. UPTON ST.	7	18
989. UPTON ST.	15	10
990. VASSAL LANE	195	60
991. VASSAR ST.	20	36
992. VASSAR ST.	51	12
993. VASSAR ST.	70	93
994. VASSAR ST.	106	46*
995. VASSAR ST.	167	491
996. VASSAR ST.	187	99
997. VASSAR ST.	201	10*
998. VASSAR ST.	215	25
999. VASSAR ST.	233	58
1000. VASSAR ST.	261	19

STREET NAME

STREET

OF SPACES

PG. 21

1001. VASSAR ST.	269	75
1002. VASSAR ST.	270	97*
1003. VASSAR ST.	271	34*
1004. VASSAR ST.	272	240*
1005. VASSAR ST.	295	13
1006. VASSAR ST.	315	24
1007. VASSAR ST.	351	18
1008. WADSWORTH ST.	65	70
1009. WALDEN ST.	12	16
1010. WALDEN ST.	35	20
1011. WALDEN ST.	161	10*
1012. WALDEN ST.	181	10*
1013. WALDEN ST.	225	245
1014. WALDEN ST.	253	26
1015. WALDEN ST.	261	20*
1016. WALDEN SQ. RD.		186*
1017. WALKER ST.	88	10
1018. WALKER ST.	123	10
1019. WARE ST.	7	14
1020. WARE ST.	10	52
1021. WARE ST.	16	30
1022. WARE ST.	17	34
1023. WARE ST.	19	11*
1024. WASHBURN AVE.	13	10
1025. WASHBURN AVE.	66	22
1026. WASHBURN RD.	60	11*
1027. WATER ST.		18*
1028. WATER ST.	22	70*
1029. WAVERLY ST.	66	27*
1030. WAVERLY ST.	91	70
1031. WAVERLY ST.	136	16*
1032. WAVERLY ST.	139	85
1033. WAVERLY ST.	140	166
1034. WAVERLY ST.	169	13*
1035. WENDELL ST.	3	22
1036. WENDELL ST.	7	15*
1037. WENDELL ST.	15	11*
1038. WENDELL ST.	28	16
1039. WEST ST.	35	0
1040. WESTERN AVE.	91	27
1041. WESTERN AVE.	337	10
1042. WESTERN AVE.	387	50
1043. WHEELER ST.	25	16*
1044. WHEELER ST.	37	43
1045. WHEELER ST.	55	271
1046. WHITE ST.	23	282
1047. WHITTEMORE AVE.	50	120
1048. WHITTEMORE AVE.	59	26
1049. WHITTEMORE AVE.	62	549
1050. WHITTEMORE AVE.	65	68*
1051. WHITTEMORE AVE.	85	136
1052. WHITTEMORE AVE.	97	31

STREET NAME	STREET #	# OF SPACES	PG. 22
1053. WHITTEMORE AVE.	123	34	
1054. WHITTEMORE AVE.	140	40*	
1055. WHITTEMORE AVE.	154	306	
1056. WILLOW ST.	50	15*	
1057. WILLOW ST.	169	24	
1058. WINDSOR ST.	34	60	
1059. WINDSOR ST.	111	32	
1060. WINDSOR ST.	242	11	
1061. WINTER ST.	2	12*	
1062. WINTER ST.	8	18	
1063. WINTER ST.	10	26	
1064. WINTER ST.	16	25*	

* = 1977 INVENTORY

DEFINITION: Facilities which have no approval under the Parking Freeze (whether said facilities came into use before or after the execution of the 8/15/90 MOA is not yet determined) and which appear to be operating without such necessary approval.

E-LIST...Facilities which have no approval under the Parking Freeze (whether said facilities came into use before or after the execution of the August 10, 1990 Memorandum of Agreement) and which appear to be operating without such necessary approval.

List #	Address	Inspection Date
E-3	26 Acorn Park (Arthur D. Little, Inc.)	Feb. 18, 1992
E-4	35 Acorn Park (Arthur D. Little, Inc.)	Feb. 18, 1992
E-5	32 Albany Street (lot)	Mar. 6, 1992
E-5	32 Albany Strret (garage)	Mar. 6, 1992
E-89	49 Bishop Allen Drive	Apr. 29, 1992
	113 Brattle Street	Sep. 10, 1991
	180 Broadway (595 Technology Square)	Sep. 11, 1990
E-161	469 Broadway	Oct. 21, 1991
	89 Brookline Street	Sep. 10, 1991
	5 Bryant Street	Apr. 24, 1992
	4-4 1/2 Centre Street	May 7, 1992
	48 Charles Street	Dec. 6, 1991
	48 Charles Street	Feb. 7, 1992
	527 Concord Avenue	May 7, 1992
E-308	679-681 Conccrd Avenue	Oct. 21, 1991
	69 Dana Street	Apr. 24, 1992
	East Street at O'Brien Highway	Sep. 11, 1990
	One East Street	Jan. 10, 1992
	25 East Street	Dec. 11, 1991
E-364	16-18 Eliot Street	Nov. 18, 1991
E-364	16-18 ELiot Stree	May 7, 1992
	178-184 Elm Street	Mar. 6, 1992
	239 Harvard Street	Jan. 27, 1992
	28 Lee Street	Feb. 14, 1992
	143 Main Street	Mar. 10, 1992
	304-310 Massachusetss Avenue	Apr. 29, 1992
	2235 Massachusetts Avenue	Jan. 8, 1992
	2235 Massachusetts Avenue	Feb. 7, 1992
E-670	2440-2450 Massachusetts Avenue	Nov. 18, 1991
	2465 Massachusetts Avenue	Nov. 18, 1991
E-675	2501 Massachusetts Avenue	Apr. 6, 1992
E-702	747 Memorial Drive	Dec. 4, 1991
	143 Putnam Avenue (16 Elmer St.)	Feb. 14, 1992
	Third & Gore Streets (intersection)	Sep. 10, 1991
	310 Third Street	Sep. 11, 1990
E-1037	15 Wendell Street	Feb. 21, 1992



COM/Energy Services Company
One Main Street
Post Office Box 9150
Cambridge, Massachusetts 02142-9150
Telephone (617) 225-4000

April 14th, 1992

HAND DELIVERED

Joseph Connarton
City Clerk
City of Cambridge
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Mr. Connarton,

Attached please find a copy of a correspondence relative to the City of Cambridge's proposed State Implementation Plan which I hand delivered to each of the members of the Cambridge City Council today. Kindly formally record this document into the record as the Com/Energy Services Company and the Commonwealth Energy Systems formal position concerning the proposed SIP amendment and ordinance. Please call me at 225-4239 if you have any questions or problems with this request. Thank you.

Very Truly yours,

William J. Zamparelli



COM/Energy Services Company
One Main Street
Post Office Box 9150
Cambridge, Massachusetts 02142-9150
Telephone (617) 225-4000

April 14th, 1992

HAND DELIVERED

Joseph Connarton
City Clerk
City of Cambridge
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Mr. Connarton,

I wish to register my serious concern over the proposed State Implementation Plan (SIP) for the Environmental Protection Agency's (EPA) 1990 Clean Air Act. I was a member of the business contingent of the City Manager's SIP Advisory Committee and served as a representative from the COM/Energy Services Company (CESV Co.) and the Commonwealth Energy System (System). I am a member of the Clean Air Committee of the Cambridge Chamber of Commerce and a long-term resident and homeowner in the community. I have very serious concerns with the proposed SIP Amendment and the severe economic impacts the proposal would have on System business operations and our ability to deliver cost-effective utility services, over time. Additionally, the full economic impacts of this proposal on the City of Cambridge have never been identified or assessed. It is incumbent upon the City Council to initiate an assessment of these impacts prior to enacting this ordinance. The nature of the air quality problem is a "regional problem," which demands a regional solution. Individual action by Cambridge will serve to create an "economic disadvantage" for the City while achieving no significant impact on the air quality in the City.

You should be aware of the limited role each member of the SIP Committee had in developing the final product and the growing frustration we each experienced in gaining recognition of the serious adverse impacts specific clean air measures would have on the unique nature of each Company's business operations. While individual members contributed approximately forty-five to fifty hours of actual meeting time evenings and weekends over a

four-month period, the role was limited to identifying a detailed matrix of appropriate clean air measures across all segments of the community that contribute to the air quality problem and that should be expected to contribute to the solution. The intent was to develop a balanced plan that attempted to construct a "measured solution to a measured problem," with each sector of the community contributing appropriately to the solution. Attorney Wendy Jacobs of Foley, Hoag & Elliot, P.C., with technical assistance from Cambridge Systematics Inc. (CSI), actually fashioned the SIP amendment from the myriad comments, points and counterpoints which surfaced during the rather intense meeting process. Wendy has put forward a very lucid plan, which appears to achieve many of the goals of the Department of Environmental Planning (DEP); however, a number of fatal flaws were never addressed.

First and foremost, the plan is not based on "specific Cambridge noncompliance" with any EPA pollution standards. All the data we have seen speaks to a regional problem, and DEP acknowledges that Cambridge is not specifically in violation but rather that Cambridge is part of the Boston region which is in "serious" violation of the EPA ozone standard and has a "moderate" carbon monoxide regional problem. The representatives from the business community were extremely frustrated with the absence of Cambridge data and felt it was impossible to fashion a "measured solution to a measured problem" since the Cambridge problem was never identified or defined. CSI, the technical consultants, extrapolated regional statistics to support the need for a specific Cambridge solution, when, in fact, the data only supports a "regional solution" and that the Cambridge SIP measures alone will be insignificant toward solving the regional ozone pollution problem unless, and until all other Boston regional communities adopt like measures. CSI indicated the moderate carbon monoxide problems would correct itself if the serious ozone problems were addressed.

The 1990 EPA Clean Air Act specifically prohibits development of a SIP that will result in the location or relocation of businesses to communities in the outlying suburbs where transportation infrastructure and transit availability are least developed and least available. The implementation of the Cambridge SIP must be in conjunction with a regional plan for all the communities of the Boston region. Cambridge businesses and new development will be at a distinct economic disadvantage under the current SIP plan unless the regional implementation requirement is implemented. The proposed SIP amendment requires Cambridge to implement the SIP measures some two (2) years, or more, ahead of all other communities in the Boston region. Should the Boston region fail to meet their implementation deadline, Cambridge alone would continue to suffer under the onerous SIP measures proposed. Our experience with government processes indicates this two-year period could easily extend to four to six

years. Any Cambridge SIP must be contingent on regional implementation, of like measures, to avoid business relocations and the ultimate increase in vehicle miles traveled (VMT), resulting from employees being left no option but to drive to communities not as well serviced by public transit. In fact, failure to enact the regional requirement will actually result in increased ozone and carbon monoxide regionally.

Cambridge appears to be waging a battle against the rights of employees and patrons of Cambridge businesses to commute and park in the City. Cambridge has stretched the definition of Commercial Parking as defined by the 1973 and 1977 Clean Air Acts to include the employees and patrons of local Cambridge businesses and hotel guests. Previous to the negotiated 1990 Memorandum of Agreement (MOA) and the 1990 Interim Parking Freeze Ordinance, these local business-related parking categories were explicitly excluded from the definition of Commercial Parking, as were the currently excluded categories; resident parking, on-street metered parking and MBTA Park & Ride lots. It is important to understand that the original 1973 and 1977 Clean Air Act parking freeze specifically targeted suburban commuters enroute to jobs in Boston who parked in Cambridge and took public transportation. Local Cambridge businesses were never intended to be subject to these parking restrictions. The effect of this action was to create an unprecedented interim city-wide parking freeze on local business operations experienced nowhere else in Massachusetts, or to my knowledge, the nation. The City of Boston has a Commercial Parking Freeze which explicitly excludes local business employees and their patrons from the commercial parking definition and therefore would not create the degree of economic disadvantage Cambridge will experience. Additionally, the Boston Parking Freeze is not city-wide and applies only to selected areas (South Boston, East Boston and Logan Airport, and the Central Business District.).

The SIP proposal, as it currently stands, and to its credit, omits a Commercial Parking Freeze, however, the plan specifically targets the employees of the 240 largest employers in the City, employing two-thirds of the work force (66,000 jobs), through a Vehicle Trip Reduction (VTR) Program. This proposed VTR clean air measure requires dramatic changes in employee commuter behavior away from single occupant vehicles for commuting purposes. The average employer's life style in these ever-complicated times often demand the ability to access remote child care before and after work hours and/or attend evening classes to stay current in their profession. A number of our employees live in towns which are not serviced by adequate public transportation. The failure of the SIP amendment to precede the implementation of the Employee VTR measures, with significant improvements to Mass Transit throughout the region, creates a dilemma for many employees, especially from communities to the north and west of Cambridge. These employees may

be faced with the inability to get to work, and the companies will experience an overall loss in productivity.

At the final meeting of the SIP Working Committee on Friday, April 5, 1991, members of the business contingent identified their legitimate concerns about the failure of the SIP to recognize the uniqueness of each company's business operations. The proposed ordinance continues to ignore many of these very problematic measures and will create serious problems for local employers.

Please let me describe Commonwealth Energy System's (System) business operation so you can appreciate the problems the SIP proposal will create within our company. The System is the parent company for a number of gas and electric subsidiary companies, which provide either gas, electric and/or steam utility services to seventy-seven (77) communities in eastern and central Massachusetts. The Gas Division is headquartered in Southboro, Massachusetts; the Electric Division is headquartered in Wareham, Massachusetts. Commonwealth Energy System and the Com/Energy Services Company (CESV Co), which provides common accounting, billing, legal, auditing, computer, and administrative services, as well as employee and management development and training to all System employees, are located in Kendall Square, Cambridge, Massachusetts. In an effort to realize economy-of-scale operations, reduce duplicative functions and achieve cost-effective service delivery, approximately 35% of the employees at the CESV Co. are required to use their personal vehicles on a mileage reimbursement basis for business-related travel to the subsidiary companies in the seventy-seven (77) communities. In addition, Cambridge Electric Light Company, Commonwealth Gas Company and Com/Steam Company operate service facilities within Cambridge, Massachusetts and operate service vehicle fleets. The System employs 2,500 people, 560 of whom are based in Cambridge, Massachusetts; however, business requirements necessitate a significant number of System employees visit the System headquarters facility in Kendall Square, Cambridge. The regional distribution of our operations, coupled with the shared management of Commonwealth Electric Company and Cambridge Electric Light Company and the system employee development and training requirements, necessitate employees and management travel among the various companies for cost-effective legitimate business needs. While the System provides a limited number of fleet vehicles for employee/management transportation, a prohibitive number of additional fleet vehicles would be necessary to meet the business travel requirements of employees who are required to use their personal vehicles for business purposes on a cost reimbursement basis. The ability of System employees to travel within our service area is critical toward maintaining cost-effective service delivery of gas and electric services to all our customers. If this Ordinance is adopted in its current form, the System would be faced with either increasing the number of fleet

vehicles to supplant personal automobile usage, relocating portions of the CESV Co. to other communities absent these parking restrictions, or hiring duplicative functions in different locations. In addition, the System has 17,000 registered shareholders who have occasion to visit our Cambridge headquarters. It is essential that we are able to provide adequate intra-company mobility and parking for visitors, employees, customers and shareholders, which ensures that the System is successful in meeting its mission to provide cost-effective utility services.

It should be noted that CESV Co currently provides a number of employee incentives to use alternative transportation. We subsidize employee MBTA passes, provide MBTA information, provide free parking for employee car pools, provide secure bike storage facilities and shower facilities, and provide preferential parking for high-occupancy vehicles and handicapped individuals. Even with these significant costly measures, CESV Co falls well short of the 1.95 City-wide Automobile Efficiency Rate (AER) suggested in the draft SIP and which has yet to be defined in the proposed SIP. We have attempted to compute the CESV Co. AER based on known employee commuting characteristics and reasoned estimates since no formal Employee Survey has ever been conducted and we have determined the AER to be approximately 1.20. This would require a reduction of CESV Co. employee parking in the first year of approximately 36% to 40%, with an additional 2.5% reduction annually thereafter. We believe the City-wide AER is totally unrealistic and will create real hardship for the employees and our company, over time.

We are very concerned with the enforcement aspects of this proposal, which require companies to undertake annual surveys of employees to create a data base for the City and further requires the companies to enforce employee behavioral changes with regard to their commuting practices. The anticipated employee union problems, which will arise if and when the company is required to "take back" a perceived union benefit, could have a detrimental effect on employee morale, employee subsidy costs and/or company productivity.

The issue of employee safety is cited as the primary reason many employees opt for private transportation over public transportation. The recent stabbing at the Harvard Square MBTA station, the brutal murder of the innocent bystander at the Government Center MBTA station, and the rape adjacent to the Alewife station last spring, only serve to heighten and enforce our concerns, especially considering the budgetary cuts in police details in the City.

There was much debate over the appropriateness of using a City-wide AER, but if it is to be used, the City-wide AER should only be computed from the population expected to be subject to the Vehicle Trip Reduction Ordinance requirements, i.e., employers of 50 or more employees, or

businesses of new developments. It is inappropriate to use the 1990 census data of Cambridge household trips to work as suggested by GSI. Cambridge residents will not be subject to the VMT Program or parking restrictions at least for four to six years, and then, only if other communities impose like measures. The City-wide AER should be calculated from journey to work data of the population to be subject to the restrictions.

Due to the unique population and employment characteristics of the educational institutions (Harvard, M.I.T., etc.), they were to be excluded from the City-wide AER calculation. Many Institutional employees are actually housed on campus which is not an option available for the business community. The rationale was to recognize that the City-wide AER baseline is unfairly skewed by the institutional inclusion in the City-wide AER calculation due to their unique population.

It appeared that there was a consensus among the working committee that each company ought to be surveyed to establish their own unique baseline, and any company with a baseline below the City-wide average AER would be required to achieve a 2.5% annual improvement from their identified baseline, until they achieve the City-wide AER, or a target AER individualized and adjusted based on each company's business operations. There would be no immediate requirement to achieve the City-wide AER in the first year. Credits were to be awarded to those businesses in excess of the City-wide AER. These credits were omitted in the final version.

Additionally, a requirement for a Sunset provision of the 2.5% annual improvement is necessary, which will be relieved at the earlier of:

- (1) attainment of the regional ozone pollution standard;
- (2) attainment of the City-wide AER (as computed for VTR Ordinance effected businesses only); or,
- (3) no later than January 1, 1999.

Absent of this Sunset provision, an ever-increasing pressure is placed on the employee work force and parking supply without recognition of the legitimate business requirement for employee mobility. The increasing pressure will lead to an exodus of businesses or selected business operations from Cambridge, over time.

With regard to future development, the issue for Cambridge is to determine if they can afford to spurn the significant tax base generated by new construction and development, as well as afford to lose the significant tax base which has been developed over the past ten years. There appeared to be a mind set among certain community representatives on the working

committee, which felt that the City "had enough development to broaden the tax base and the time was now to stop any further development." This Ordinance goes quite a bit further than they imagined. The existing development is clearly threatened under this plan and the new development is punished under this plan. Existing development will find it increasingly more difficult to attract and retain commercial tenants since business will not be able to provide adequate parking for their employees or customers and will have great difficulty expanding their businesses in the future. Competitive opportunities for businesses in other communities will grow more appealing over time, as parking restrictions grow more onerous. When existing leases roll over, the City Council will not have the benefit of vocal business tenants advising them their opposition to this SIP amendment, relocation decisions will be quietly and methodically made at lease termination. The result will be a significant deterioration of the existing commercial tax base since commercial property values are a function of the commercial leases in place. The increased commercial vacancy factor will result in significant commercial property tax abatements and a major shift in the tax burden to the residential sector. This increased tax burden on the residential property owner will result in increased residential rents, a net decrease in overall tax dollars available for social service programs, education programs, and all the other services Cambridge residents have come to expect.

The Town of Brookline has experienced many of these fiscal pressures as a result of their limited commercial tax base, and I can assure you there will be no shortage of competition to attract the Cambridge businesses looking to escape these onerous controls. Most communities would bend over backward to attract the tax dollars and jobs for their residents that Cambridge appears to be rejecting with this Ordinance. The trend of larger employers moving some or all of their operations from Cambridge began with Interleaf Company and Lotus Development Corporation, and will continue unless the business environment improves.

This proposed SIP amendment will establish a three (3) or four (4) tier leasing market in Cambridge based on the degree of limited available business-related parking and the level of burden the regulatory requirement imposes on any prospective commercial tenant. The most restrictive tier, new development near MBTA stations, would impose Vehicle Trip Reduction restrictions on all businesses regardless of the number of employees, require a Transportation Management Plan and detailed traffic mitigation measures, as well as, limit the ability to build the minimal parking spaces currently required under the Cambridge Zoning Ordinance. This new space will be all but impossible to lease to commercial tenants and the development would be virtually non-financable given the relative preferential parking options available elsewhere in Cambridge and the totally unfettered parking options in the surrounding communities.

It is probably an understatement to say the New England commercial real estate market is floundering, and to further cripple the Cambridge commercial market by forcing a competitive disadvantage upon these significant capital investments is courting fiscal disaster. Many projects are operating well below their pro forma revenue budget projections due to the soft market and the deepening recession. Any policy that discourages a Cambridge commercial tenancy needs to be carefully considered.

The SIP amendment requires new development to comply with a Transportation Management Plan, with vague requirements for unspecified performance goals which create significant impediments to developing or expanding businesses within the City.

The imposition of the "reasonable traffic mitigation measures," based on proximity of new development to intersections with Level of Services (LOS) rated "D" or below, appears to be an attempt to revive the 1989 Traffic Mitigation Ordinance, which failed to pass the City Council in 1989/90, primarily due to the fact the LOS study was based on a suburban model and its validity was suspect. The measures imposed include reducing the number of allowed parking spaces for developments constructed closer to MBTA stations and the avoidance of peak-hour commuting. The State of Massachusetts has passed enabling legislation that empowers Cambridge to utilize development controls through land use zoning initiatives, and this is the proper mechanism which ought to be used to control development. To use any other mechanism will only create conflicts with the existing zoning regulations. Variable parking availability, based on location to the MBTA, will create yet another decision point for a potential commercial tenant to consider in their location decisions and could limit any new development's desirability.

With regard to the clean fuel measures, the System operates a number of fleet vehicles, ranging from automobiles to large trucks and construction equipment, which operate throughout our service area. Depending on the specific vehicle and its range of operations, the appropriateness of conversion to a clean fuel system may or may not be practical. We urge you to consider the potential for service disruptions and the significant capital cost associated with a fleet conversion of this nature. We suggest that any conversion program consider a phased approach to compliance to mitigate the disruption for service delivery and, where possible, conversion at retirement of the vehicle and according to the normal fleet renewal schedule. It is in everyone's interest to keep costs low and to avoid increasing customer utility rates.

The Conservation Law Foundation has recently settled their legal opposition to the Central Artery Project and as a stipulation to that agreement will require that Cambridge and Boston have strict "Parking

Restrictions", the specifics of which have yet to be defined. Given the stated intention of Stephanie Pollack, Senior Attorney from the Conservation Law Foundation, to sue the City and DEP if any enacted Cambridge SIP amendment lacks a specific Commercial Parking Freeze as a measure to control parking supply, we feel it is only prudent for the City to take no action at this time regarding the SIP amendment. The City of Cambridge will be two (2) or more years ahead of the rest of the Commonwealth on the SIP amendment process and will subject the community to a unique and serious economic disadvantage among all other communities in Massachusetts, as well as be subject to a "double jeopardy" whereby Cambridge might be forced to enact additional measures not contemplated and detrimental to the City. We urge the Council not to rush to judgement on this very worthy objective by enacting a plan that will have wide ranging impacts that have yet to be clearly thought through. The City needs to immediately begin an Economic Impact Analysis of all proposed measures identified in the SIP amendment. The Massachusetts DEP will begin the Regional SIP planning process in June 1992 and they are charged with developing a balanced regional SIP amendment. I urge the City, as well as residents and local businesses, to begin working with DEP on the Regional process today. Many of the measures identified in the proposed SIP amendment may be enacted voluntarily without subjecting Cambridge to the unique disadvantage which will result from this ordinance or any resulting law suit. DEP has had every conceivable SIP model known, including the various models and measures Cambridge proposes, and can better fashion a balanced regional plan than the City is capable of accomplishing.

If the City Council is determined to advance a proposed SIP amendment prior to understanding the full economic implications of the SIP amendment, I urge the Councillors to work with the business community to alter the SIP amendment to mitigate the adverse impacts the SIP amendment will have on each business and property owner. Any SIP amendment that is enacted by the Council must be implemented and enforced only after the state has developed and implemented a regional plan with like measures for all the surrounding communities. If the CLF brings suit against the City or the DEP, as promised, to augment the SIP amendment with a commercial parking freeze, the enacted Cambridge SIP Ordinance and the Cambridge SIP amendment submitted to the DEP must be canceled immediately and deemed null and void until the requirement for a commercial parking freeze has been eliminated.

I was asked at the Ordinance Committee hearings about Genzyme Corporation's recent decision to locate their manufacturing facility in Allston Landing, Boston. I offer the following rationale as one possible reason and I hope that it may help everyone understand the market pressures business experience. A business acquaintance informed me that Mr. Termeer, CEO of Genzyme Corporation, expressed concern about Cambridge's

excessive building permitting and approval process. The uncertainty of the existing Interim Commercial Parking Freeze and the fact it took almost three (3) years to obtain necessary approvals for a ten (10') foot sign saying "Genzyme" on their Corporate Headquarters in Kendall Square made him think twice before investing seventy-five million dollars in a Cambridge development. When one understands the Federal Drug Administration's policy of granting bio-tech companies only a seven (7) year exclusive right to develop and market a break-through medicine, combined with the knowledge that MIT's University Park has been in a seven (7) year approval process, it is conceivable that Genzyme might never have manufactured a single pill before their competition captured a major portion of market share. It seems the City Council ought to be cognizant of this concern or else the circumstances are sure to repeat.

As food for thought, I urge the councilors to recognize that a great deal of the current circumstances the City finds itself in regarding parking are due to the City Council's decision in 1973 to "voluntarily" adopt a city-wide Commercial Parking Freeze. What will we be wrestling with in another twenty years if the City advances a poorly thought-out SIP amendment?

I would welcome an opportunity to discuss the contents of this letter with you or any specific measure(s) or ideas which you might be interested in exploring further. Please call me at 225-4239. Thank you for your time and consideration.

Very truly yours,



William J. Zamparelli
Sr. Real Estate Analyst

CESV

cc: P. B. Casey
R. Healey
W. Jacobs
W. G. Poist
M. P. Sullivan

On Wednesday, April 8th 1992, I testified before the Cambridge City Council regarding the use of bicycles in the SIP. Following my oral testimony, Councilor Toomey requested that I submit written testimony to the Council. What follows is a transcript of the notes from which I spoke.

**Testimony of Sabrina Birner
before the Cambridge City Council
Regarding the Use of Bicycles in the SIP.**

**Presented Orally April 8th, 1992.
Submitted in Writing April 13th 1992.**

RECEIVED
OFFICE OF CITY CLERK
1992 APR 15 AM 9:59
CAMBRIDGE MA.

Summary:

- I: Identification and Credentials**
- II: Role of Bicycles in the SIP**
- III: A Quick Story to Illustrate Cambridge's Air Quality Problems**
- IV: Discussion of Bicycle-Related Recommendations of City and CCLN Proposals**
 - A: Common Points of City and CCLN Proposals**
 - B: Additional Recommendation from CCLN Proposal**
 - C: Additional Recommendation from City Proposal**
 - D: Independent Recommendations**
- V: Summary and Recommendations**

I: Identification and Credentials

My name is Sabrina Birner. I live at 8 Chatham Street, apartment 2. My testimony will address the use of bicycles in the SIP.

I have lived in Cambridge for 5 years. I have used a bicycle for commuting and for recreation for over 10 years. I am a member of the Boston Area Bicycle Coalition, and an appointed member of Cambridge's newly-formed Bicycle Committee.

II: Role of Bicycles in the SIP

Bicycle transportation is a low-cost, effective means to reduce urban smog. Bicycles do not pollute. In addition, bicycle reduce traffic congestion, lower city noise levels, and improve the health of Cantabridgians.

III: A Quick Story to Illustrate Cambridge's Air Quality Problems

To underscore the urgency of the SIP, I will tell a quick story.

Last summer, after a hard week of work, I had plans to go for a bike ride on Saturday with my friend Sam. Come Saturday morning, Sam called me to ask what I'd like to do instead of going for a bike ride.

-Instead? I asked. I thought we were going for a ride! It's not raining.

-What, haven't you heard?

-Heard what?

-It's been announced on the radio. There's an ozone alert! They're warning people to avoid any exercise outdoors, and to stay indoors if possible. If we go for a bike ride, we'll be endangering our health.

Well, I was quite upset. Because of automobile- and electricity-related pollution, I was proscribed from enjoying a beautiful summer's day. I was even more upset when I realized that the ozone warning would only make more people stay indoors and crank up their air conditioning, or drive in their cars instead of walking, and thereby only exacerbate the problem. Something needed to be done to reduce the pollution in the first place.

IV: Discussion of Bicycle-related recommendations of City and CCLN Proposals

With last summer's ozone alerts in mind, I read the bicycle sections of Cambridge's Vehicle Trip Reduction Ordinance and of Cambridge Citizens for Liveable Neighborhoods' (CCLN) Plan for Clean Air. I commend the authors of both proposals for their thoughtful inclusion of bicycles as an integral part of Cambridge's SIP.

The strongest impediments to urban cycling are safety concerns -- real or perceived -- and convenience -- including secure bike parking, showers, and bike routes. Fortunately, both proposals address these impediments.

In the remainder of my testimony, I will comment on the bicycle-related elements of each proposal. Then, I will make additional independent recommendations.

A: Common Points of City and CCLN Proposals

The following points are common to the City's and CCLN's proposals.

Both plans support the development of a Cambridge bicycle Master Plan.

I'd like to point out that the Mayor's bicycle Committee presented, last fall, the beginnings of such a Plan. Their report provides a well-researched starting point for a Cambridge bicycle Master Plan.

Both plans suggest appointing a salaried bicycle coordinator, though they disagree on whether the position would be full- or part-time.

It is important that the City have a bicycle coordinator. The coordinator will help ensure that bicycling in Cambridge is encouraged and facilitated. The coordinator will also help implement measures proposed in the Cambridge bicycle Master Plan.

Both proposals call for Police Officers and Department of Transportation employees to use bicycles on the job, where appropriate.

This is a great idea. It is more than just a low-cost means to improve air quality. It will serve as an example to the public that bicycles are a viable mode of transportation.

Neither proposal addressed safety precautions related to this measure. In order to ensure the safety of City employees on bicycles, and to provide a good model to fellow Cantabridgians, it is essential that all public employees riding a bike on the job be required to wear helmets.

B: Additional Recommendation from CCLN Proposal

The CCLN proposal calls for reworking intersections and grade crossing that pose a hindrance to pedestrians and bicycle users.

This will also make the city more accessible to people in wheelchairs.

C: Additional Recommendations from City Proposal

The City proposal suggests that Cambridge improve bicycle amenities and storage facilities.

This is crucial to convincing people to bike to work. All new buildings should be required to provide bike storage facilities and showers. There should also be secure bike racks at each T stop and at major shopping areas.

The City recommends consultation with Cambridge residents and businesses.

This is a very good point. It is important to take the concerns of all Cantabridgians into account, and to make them all feel that they are part of the solution. We do not need to alienate anyone.

The Cambridge Bicycle Committee already plans to conduct dialogues with various Cambridge Community groups.

Finally, the City proposal calls for an evaluation of a regional network of bike paths and priority streets for bicycles and pedestrians.

This will help ensure cyclists' safety, and thereby will encourage more Cantabridgians to move from 4 wheels to 2.

Councilor Wolf opened the SIP hearing stressing the need for a regional perspective in Cambridge's role in the SIP. A regional bike route network is an excellent step in that direction. It will help stem the flow of traffic into Cambridge from outlying towns.

D: Independent Recommendations

Now that I have reviewed the recommendations in the City's and the CCLN's proposals, I would like to add four independent recommendations.

The City should undertake spot fixes of intersections and potholes, particularly dangerous to cyclists.

Many of these fixes are low-cost; some would just require improved signs. The Cambridge Bicycle Committee would be happy to assist in identifying such sites.

There needs to be education for cyclists, pedestrians, and motorists, so that each is aware of the other groups' rights and responsibilities.

The bike fair being held at MIT this May, under the auspices of the Kiwanis club, is an example of such educational outreach. Information can also be distributed with automobile licenses and registrations.

Anybody who has ever been behind a bus is certain to concur with the following suggestion. **The City should require any new buses (such as the paratransit buses being discussed) to run on clean fuels.**

Diesel exhaust is harmful to cyclists, who get their daily aerobic exercise in the street. Many cities have converted part or all of their fleet to natural gas

vehicles. I would be glad to provide the City with more information on clean fuels for mass transportation.

This last point is perhaps the most important: Bicycles should be an integral part of every new construction project in Cambridge, be it a building, road, bridge, or a park.

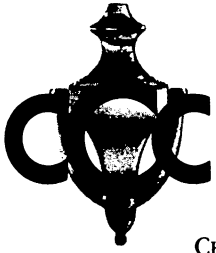
It is far easier and cheaper to build bicycle provisions into a project at the blueprint stage than to try to retrofit a project for bicycles after construction.

V: Summary and Recommendations

In closing, I strongly urge the council to accept all of the bicycle-related recommendations I have discussed, including those in the City's proposal, those in CCLN's proposal, and independent recommendations. To sum up, these recommendations are:

1. Develop a Cambridge Bicycle Master Plan
2. Appoint a Cambridge Bicycle Coordinator
3. Assign Police and Department of Transportation employees to bicycles, as appropriate
4. Rework intersections that pose a hindrance to cyclists, and make spot fixes to dangerous areas (potholes, improved signs)
5. Improve bicycle amenities and storage facilities
6. Create a regional network of Bike Routes
8. Organize education and community outreach
9. Integrate bicycles into all construction projects

If these measures are implemented, perhaps we all be able to play outdoors again in the summer without fearing that the smog levels will endanger our health.



CAMBRIDGE CONDOMINIUM COLLABORATIVE

SPECIALIZING IN SALES OF CONDOMINIUMS AND TOWNHOUSES

CHARLES SQUARE COURTYARD, HARVARD SQUARE, 20 UNIVERSITY ROAD, CAMBRIDGE, MA 02138, (617) 868-5464

MEMORANDUM

March 31, 1992

To: The Ordinance Committee
Cambridge City Council

From: John and Sandra Hudson

Re: Parking

In considering establishing parking zones within the City of Cambridge, we believe it is important to recognize there are Cambridge residents whose employment requires them to drive and park in all areas of the city. Cambridge has 138 licensed real estate agents who work as independent contractors. They do not drive company cars, nor do they necessarily drive the same family car each day.

The use of our automobiles is necessary for the conduct of our real estate businesses. In fact, it would be impossible to conduct our business without the ability to park in all areas of the city.

We hope you keep this fact in mind when drafting new legislation.

Thank you.

*Letters of
Opposition*



CITY OF CAMBRIDGE

57 INMAN STREET, CAMBRIDGE, MASSACHUSETTS 02139 TEL. ~~498-9042~~
349-4700

DEPARTMENT OF
TRAFFIC & PARKING

ZONING CODES

George Teso
Director

A-1 =	Residence A-1	BB =	Business -B
A-2 =	Residence A-2	BB-1 =	Business -1
B =	Residence B	BB-2 =	Business -2
C =	Residence C	BC =	Business -C
C-1 =	Residence C-1	BC-1 =	Business -C-1
C-2 =	Residence C-2	1A-1 =	Industry -A-1
C-2A =	Residence C-2A	1A-2 =	Industry -A-2
C-2B =	Residence C-2B	1A =	Industry -A
C-3 =	Residence C-3	1B-1 =	Industry -B-1
C-3A =	Residence C-3A	1B-2 =	Industry -B-2
B-1 =	Office - 1	1B =	Industry -B
O-2 =	Office - 2	1C =	Industry -C
O-3 =	Office - 3	MXD =	Mixed Use Dev.
O-3A =	Office - 3A	PUD =	PUD Overlay
BA-1 =	Business - A	CRDD =	C-Port Revitalization Dev.
BA-1 =	Business - A-	CIPOD =	C-Port Interim Planning Overlay
BA-2 =	Business - A-2	SD-1 =	Special District -1

LEGEND

FP - FREE PARKING
TL - TIME LIMIT
PP - PERMIT PARKING
NP - NO PARKING

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

				1-1-88					6-1-91					Difference 1988-1991							
STREET NAME			SIDE	LENGTH	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL		
ALBANY ST.																					
PM		MAIN ST TO MASS AVE	1B	E	1284'	46			46	42				46	0				0		
NP		MAIN ST. TO PORTLAND ST.	1B	W	560'	20			20	10			10	20	-10			+10			
ALLSTON ST.																					
		GROVE AVE TO SIDNEY ST. CIPOD		N	180'	5			5	5				5	0				0		
		GROVE AVE TO SIDNEY ST. CIPOD		S	180'	6			6	6				6	0				0		
AMES ST.																					
PM		MEMORIAL DR. TO AMHERST ST.	C3	E	200'	9			9	9				9	0				0		
PM		AMHERST ST. TO MAIN ST.	1B	E	890'	40			40	40				40	0				0		
PM		MEMORIAL DR. TO MAIN ST.	C3 & 1B	W	994'	43			43	43				43	0				0		
AMHERST ST.																					
PO or PM		MASS AVE TO DANFORTH ST.	C3	N	969'	45			45	45				45	0				0		
RP/PM		MASS AVE TO DANFORTH ST.	C3	S	541'	26			26	26				26	0				0		
NP		DANFORTH TO ENBICOTT ST.	C3	S	470'	22			22	22				22	0				0		
PM		AMES ST. TO CARLETON ST.	1B	N	313'	14			14	14				14	0				0		
PM		CARLETON ST. TO HAYWARD ST.	1B	N	235'	9			9	9				9	0				0		
PM		HAYWARD ST. TO WADSWORTH ST.	1B	N	220'	8			8	8				8	0				0		
PM/PP		AMES TO WADSWORTH ST.	C3 & O3	S	880'	20			20	9		11		20	-11		+11				
AUDREY ST.																					
		MEMORIAL DR. TO VASSAN ST.	C3	E	890'	42			42	42				42	0				0		
		MEMORIAL DR. TO VASSAN ST.	C3	W	890'	39			39	39				39	0				0		
AUSTIN PK.																					
PP		BISHOP ALLEN DR. TO END	C1	S	237'	7			7	7				7	0				0		
PAGE TOTAL						9933'	401	0	0	0	401	380	0	11	10	401	-21	0	+11	+10	0

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

	STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
				FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
	BELMONT ST.																		
2M	Mt. Auburn St. to Cushing St. BA-1	N	309'	14				14	10			4	14	-4				+4	
1/PP	Cushing St. to Norman St. B	N	286'	9				9	9				9	0					0
PP	Norman St. to Northwood St. B	N	100'	2				2	2				2	0					0
PP	Northwood St. to E.T. Sullivan Rd. D	N	147'	4				4	4				4	0					0
PP	E.T. Sullivan Rd. to Belmont Line B	N	112'	3				3	3				3	0					0
PP	Dwinnery St. to Francis St. BA-1	S	140'	3				3	3				3	0					0
PP	St. James Rd. to Mt. Auburn St. BA-1	S	760'	26				26	26				26	0					0
	BENT ST.																		
	First St. to Second St. 1A-1	N	400'	17				17	17				17	0					0
	Third St. to Fifth St. 1A-1	N	628'	24				24	24				24	0					0
	Fifth St. to Sixth St. 1A-1	N	400'	13				13	10			3	13	-3				+3	
	Sixth St. to Fulkerson St. 1A-1	N	535'	18				18	18				18	0					0
	First St. to Second St. 1B-1	S	400'	16				16	0	8		8	16	-16	+8			+8	
	Third St. to Fifth St. 1B-1	S	615'	29				29	29				29	0					0
	Fifth St. to Sixth St. 1B-1	S	400'	17				17	17				17	0					0
	Sixth St. to Fulkerson St. 1B-1	S	535'	18				18	18				18	0					0
	BINNEY ST.																		
PP	Third St. to Second St. 1B-1	S	586'	23				23	0			23	23	-23				+23	
PP	Second St. to First St. 1A-1	S	400'	17				17	0			17	17	-17				+17	
	R.N. to Cand. Medicinal Way 1B	N	271'	7				7	0			7	7	-7				+7	
	R.N. to Cand. Medicinal Way 1B	S	271'	10				10	0			10	10	-10				+10	
	BIRCH ST.																		
	Concord Ave. to Bay State Rd. 1A-1	E	382'	16				16	16				16	0					0
	Concord Ave. to Bay State Rd. 1A-1	W	260'	3				3	0			3	3	-3				+3	
	PAGE TOTALS		7937'	289	0	0	0	289	206	8	0	75	289	-83	+8	0	+75		

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
BAY STATE RD.																		
NEW ST. TO BIRCH ST.	1A-1	S	450'	16				16	13			3	16	-3				+3
BIRCH ST. TO FIELD ST.	1A-1	S	73'	2				2	0			2	2	-2				+2
NEW ST. TO FIELD ST.	1A-1	N	725'	15				15	10			5	15	-5				+5
BLACKSTONE ST.																		
RIVER ST TO WESTERN AVE	03	E	795'	33				33	33				33	0				0
BLANCHE ST.																		
MASS AVE TO GREEN ST.	CROD	W	202'	8				8	8				8	0				0
GREEN ST. TO FRANKLIN ST.	CROD	W	200'	8				8	8				8	0				0
BOARDMAN ST.																		
HAMPDEN ST. TO BROADWAY	C1	N	275'	7				7	7				7	0				0
BOLTON ST.																		
SHERMAN ST. TO END	C2 & 1A-1	N	400'	13				13	13				13	0				0
SHERMAN ST. TO END	C2 & 1A-1	S	400'	14				14	0			14	14	-14				+14
BRATTLE ST.																		
MASON ST. TO CRAIGIE ST.	A1 & C1	E-N	563'	19			8	27	19			8	27	0				0
BROADWAY																		
MARKET ST. TO CLARK ST.	1A	N	225'	2				2	0			2	2	-2				+2
CLARK ST. TO WINDSON ST.	C1	N	300'	12				12	12				12	0				0
WINDSON ST. TO COLUMBIA ST.	C1	N	532'	23				23	23				23	0				0
COLUMBIA ST. TO ELM ST.	BA	N	215'	6				6	6				6	0				0
ELM ST. TO NORFOLK ST.	BA	N	206'	8				8	8				8	0				0
NORFOLK ST. TO TREMONT ST.	C1	N	250'	11				11	0		11		11	-11			+11	
TREMONT ST. TO PROSPECT ST.	BA-14 C1	N	280'	13				13	9		5	4	13	-4				+4
PROSPECT ST. TO AMONY ST.	BA-14 & O1	N	250'	7				7	6			1	7	-1				+1
AMONY ST. TO INMAN ST.	O1	N	245'	8				8	8				8					0
PAGE TOTALS			6586'	225	0	0	8	233	183	0	11	39	233	-42	0	+11	+31	

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

			1-1-88					6-1-91					Difference 1988-1991				
STREET NAME	SIDE	LENGTH	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL
BROADWAY																	
INMAN ST. TO ANTRIM ST.	01	N	210'	7			7	7				7	0				0
WANE ST. TO TROWBRIDGE ST.	C1	S	446	12		4	16	11			5	16	-1			+1	
TROWBRIDGE ST. TO ELLERY ST.	C1	S	385'	15			15	15				15	0				0
PROSPECT ST. TO COMMON ST. BA-1		S	110'	3			3	0	3			3	-3	+3			
COMMON ST. TO NORFOLK ST.	C1	S	490'	20			20	0	12	8		20	-20	+12	+8		
NORFOLK ST. TO ELM ST.	BA	S	206'	8			8	8				8	0				0
ELM ST. TO COLUMBIA ST.	BA	S	215'	10			10	2			8	10	-8			+8	
COLUMBIA ST. TO BOARDMAN ST. BA & C1		S	303'	14			14	9			5	14	-5			+5	
BOARDMAN ST. TO WINDSON ST.	C1	S	243	8			8	4			4	8	-4			+4	
WINDSON ST. TO DICKENSON ST.	C1	S	130'	5			5	5				5	0				0
DICKENSON ST. TO CLARK ST.	C1	S	161'	5			5	5				5	0				0
CLARK ST. TO MOONE ST.	C1	S	203'	8			8	4			4	8	-4			+4	
MOONE ST. TO DAVIS ST.	1A-2	S	230'	10			10	7			3	10	-3			+3	
DAVIS ST. TO PORTLAND ST.	1B	S	141'	6			6	6				6	0				0
TROWBRIDGE ST. TO ELLERY ST.	C3	N	301'	12			12	10			2	12	-2			+2	
INMAN ST. TO PROSPECT ST.	01	S	542'	18			18	12			6	18	-6			+6	
BROOKLINE ST.																	
EMILY ST. TO ERBE ST.	BA	E	455'	19			19	17			2	19	-2			+2	
ERBE ST. TO HAMILTON ST.	BA	E	200'	7			7	7				7	0				0
HAMILTON ST. TO ALLSTON ST.	BA	E	200'	7			7	7				7	0				0
ALLSTON ST. TO PUTNAM AVE BA-1		E	300'	11			11	9			2	11	-2			+2	0
CADDY ST.																	
SHERMAN ST. TO WOOD ST.	1A	N	507'	19			19	19				19	0				0
SHERMAN ST. TO WOOD ST.	1A	S	507'	22			22	22				22	0				0
PAGE TOTAL			6435'	246	0	0	4	250	186	15	8	41	250	-66	+15	+8	+37

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991						
			FP	TL	PP	HP	TOTAL	FP	TL	PP	HP	TOTAL	FP	TL	PP	HP	TOTAL		
CAMBRIDGE ST.																			
QUINCY ST. TO SUMNER RD 1A	N	382'	10			5	15	10				5	15	0					0
SUMNER RD TO IRVING ST. B	N	420'	14				14	14					14	0					0
IRVING ST. TO TOWNSEND ST B+C1	N	244'	9				9	9					9	0					0
WINDSOR ST. TO WILLOW ST. C2	N	365'	10				10	10					10	0					0
WILLOW ST. TO HANDING ST. BA	N	140'	5				5	5					5	0					0
PRESIDENT ST. TO FELTON ST. C3	S	283'	11				11	11					11	0					0
FELTON ST. TO ELLEN ST. C3	S	974'	10	10		24	38	4	10			24	38	0					0
HIGHLAND ST. TO MAPLE ST. C1	S	303'	10				10	7				3	10	-3				+3	
MAPLE ST. TO RR TRACKS BA	S	76'	2				2	0				2	2	-2				+2	
CARDINAL MEDICINE WAY																			
BRISTOL ST. TO HAMPSHIRE ST. C1	W	475'	8			9	17	0			4	13	17	-8		+4	+4		
CHARLES ST.																			
FIRST ST. TO SECOND ST. 1A-1	N	400'	16				16	0	14			2	16	-16	+14			+2	
SIXTH ST. TO FULKENSON ST. C1	N	532'	19				19	14	5				19	-5	+5				
SECOND ST. TO THIRD ST. 1A-1	S	426'	17				17	17					17	0					0
SIXTH ST. TO FULKENSON ST. C1 & 1A-1	S	535'	17				17	2	4			11	17	-15	+4			+4	
CHERRY ST.																			
SCHOOL ST. TO MAIN ST. BA	E	187'	3				3	3					3	0					0
CHESTNUT ST.																			
SIDNEY ST. TO WAVERLY ST. C10P0	N	376'	14				14	0				14	14	-14				+14	
CLARK ST.																			
HAMPSHIRE ST. TO HANKEY ST. C1	W	229'	9				9	0			9		9	-9				+9	
DICKENSON ST. TO HARVARD ST. 1B-1	W	172'	6				6	6					6	0					0
PAGE TOTAL																			
		6519'	184	10	0	38	232	112	33	13	74	232	232	-72	+23	+13	+36		

ON STREET PARKING INVENTORY 1988 to 1991

#6

			1-1-88					6-1-91					Difference 1988-1991				
STREET NAME	SIDE	LENGTH	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL
COLUMBIA ST.																	
SOMERVILLE LINE TO CHORRIS ST.	B	W	229'	9			9	0		9		9	-9		+9		
SOMERVILLE LINE TO CINCINNATI ST	B	W	172'	6			6	6				6	0				0
COLUMBUS AVE																	
MASS AVE TO SEAGRAVE RD	B	N	691'	30			30	30				30	0				0
CONCORD AVE																	
CRAIGIE ST. TO PARKERS	B	S	473'	16			16	0		16		16	-16		+16		
PARKERS TO BUCKINGHAM RD	C1	S	471'	18			18	0		18		18	-18		+18		
BUCKINGHAM RD TO APPLETON ST.	BA-1	S	280'	8			8	8				8	0				0
APPLETON ST. TO WALDEN ST.	BA-1	S	298'	9			9	0	9			9	-9	+4			
WALDEN ST. TO FAYENWEATHER ST.	B	S	492'	15			15	13	2	15		15	-2	+2			
FAYENWEATHER ST. TO CHILTON ST.	B	S	180'	5			5	0		5		5	-5		+5		
CHILTON ST. TO ALPINE ST.	B	S	181'	5			5	0		5		5	-5		+5		
ALPINE ST. TO FRESH BLOOD PKWY	B	S	960'	37			37	7		30		37	-30		+30		
CUSHING ST.																	
BELMONT ST. TO SPRUCE ST.	B	E	117'	4			4	4				4	0				0
SPRUCE ST. TO LOCUST ST.	B	E	950'	27			27	27				27	0				0
LOCUST ST. TO HUNTER AVE	B	E	649'	22			22	22				22	0				0
BELMONT ST. TO THINGVALLA ST.	B	W	443'	15			15	15				15	0				0
THINGVALLA ST. TO ST. SAVICOM CT	C1	W	290'	9			9	9				9	0				0
ST. SAVICOM CT. TO LAWN ST.	B	W	193'	7			7	7				7	0				0
LAWN ST. TO VINEYARD ST.	B	W	336'	11			11	11				11	0				0
VINEYARD ST. TO HUNTER AVE	B	W	460'	15			15	15				15	0				0
DAVENPORT ST.																	
MASS AVE TO ONCHAND ST.	B	W	309'	4			4	4				4	0				0
PAGE TOTAL			8174'	272	0	0	0	272	178	11	83	0	272	-94	+11	+83	0

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

#7

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
DAVIS ST.																		
BROADWAY TO HANNAH ST. 1A-2	W	300	9				9	9				9	0					0
DORNE ST.																		
FOSTER ST. TO END B	E	200	7				7	0			7	7	-7				+7	
E.T. SULLIVAN RD.																		
BELMONT ST. TO THINGVICKA AVE B	E	283	6				6	6				6	0					0
BELMONT ST. TO THINGVICKA AVE B	W	283	8				8	8				8	0					0
ERIE ST.																		
BROOKLINE ST. TO SIDNEY ST. CIPOD	E	405	9				9	7			2	9	-2			+2	+2	
ELLENY ST.																		
MASS AVE TO HANNAH ST. C-1	W	574	4		16		20	4		16		20	0					0
ELM ST.																		
WILFORD AVE TO CAMBRIDGE ST. C-1	W	450'	15				15	15				15	0					0
ELMER ST																		
HINGHAM ST. TO END C-3	W	372'	9				9	0			9	9	-9				+9	
EMILY ST.																		
SIDNEY ST. TO BROOKLINE ST. CIPOD	E	440'	8				8	8				8	0					0
SIDNEY ST. TO BROOKLINE ST. CIPOD	W	440'	14				14	14				14	0					0
ENDICOTT ST.																		
MEMORIAL DR TO AMHERST ST. C3	E	350'	16				16	16				16	0					0
FAIRVIEW AVE.																		
OXFORD AVE TO BELMONT LINE B	N	285'	10				10	10				10	0					0
OXFORD AVE TO BELMONT LINE B	S	218'	6				6	6				6	0					0
FAWCETT ST.																		
CORCORAN AVE TO MOON ST. C-2	SE/N	2313'	65				65	25			40	65	-40				+40	
PAGE TOTAL		6913'	186	0	16	0	202	128	0	16	58	202	-58	0	0	0	+58	

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
FELTON ST.																		
BROADWAY TO CAROLINE ST. C-3	E	408'	16				16	16				16	0					0
FERN ST.																		
CONCORD AVE TO FIELD ST. B	E	405'	14				14	0			14	14	-14		+14			
FIELD ST.																		
FERN ST. TO BURNS RD 1A-1	W	164'	4				4	4				4	0					0
BURNS RD TO ALPINE ST. 1A-1	W	190'	5				5	4			1	5	-1				+1	
FIFTH ST.																		
CHARLES ST TO BENT ST 1A-1 & C1	E	200'	6				6	6				6	0					0
BENT ST TO ROGERS ST 1A-1 & C1	E	200'	6				6	6				6	0					0
ROGERS ST TO BURNETT ST 1B-1	E	217'	8				8	8				8	0					0
CHARLES ST TO BENT ST 1A-1 & C1	W	200'	5				5	5				5	0					0
BENT ST TO ROGERS ST C1 & B-1	W	200'	8				8	8				8	0					0
ROGERS ST TO BURNETT ST C1 & 1A-1	W	217'	8				8	8				8	0					0
FIRST ST.																		
ROGERS ST TO BENT ST 1A-1	W	200'	9				9	0			9	9	-9				+9	
BENT ST TO CHARLES ST 1A-1	W	200'	8				8	0			8	8	-8				+8	
CHARLES ST TO HUNLEY ST C-1	W	200'	6				6	0			6	6	-6				+6	
HUNLEY ST TO SPANG ST. C-1	W	200'	9				9	0			9	9	-9				+9	
FOUNTAIN TER.																		
HONOR AVE TO HOLWORTHY ST B	S	287'	11				11	11				11	0					0
HONOR AVE TO HOLWORTHY ST B	N	192'	5				5	5				5	0					0
FRANKLIN ST.																		
SIONCH ST TO BLANCHET ST CROD	N	147'	5				5	0			5	5	-5				+5	
BLANCHET TO LANSBORN ST CROD	N	292'	9				9	0			9	9	-9				+9	
PAGE TOTAL		4119'	142	0	0	0	142	81	0	0	61	142	-61	0	+14	+47		

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

9

			1-1-88					6-1-91					Difference 1988-1991				
STREET NAME	SIDE	LENGTH	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL
FRESH POND LANE																	
BATTLE ST. TO LARCHWOOD DR	A-1	E	457'	17			17	12			5	17	-5			+5	
LARCHWOOD DR TO MEADOW WAY	A-2	E	193'	2			2	2				2	0				0
MEADOW WAY TO FRESH POND PKWY	A-2	E	785'	34			34	34				34	0				0
BATTLE ST. TO LARCHWOOD DR	A-2	W	488'	17			17	6			11	17	-11			+11	
LARCHWOOD DR TO MEADOW WAY	A-2	W	188'	6			6	6				6	0				0
MEADOW WAY TO MEADOW WAY	A-2	W	283'	10			10	10				10	0				0
MEADOW WAY TO LARCHWOOD DR	A-2	W	219'	8			8	8				8	0				0
LARCHWOOD DR TO FRESH POND PKWY	A-2	W	252'	6			6	6				6	0				0
FULKERSON ST.																	
SPRING ST. TO CHARLES ST.	1A-1	E	450'	20			20	4	16			20	-16	+16			
CHARLES ST. TO DEPT ST.	1A-1	E	200'	9			9	0	7		2	9	-9	+7		+2	
DEPT ST. TO ROCESSY ST.	1B-1	E	200'	8			8	8				8	0				0
ROCESSY ST. TO BINNEY ST.	10-1	E	175'	8			8	8				8	0				0
THORNDIKE ST. TO BINNEY ST.	C1 & 1B	W	1079'	43			43	43				43	0				0
GARDEN ST.																	
WATERVILLE MASS AVE TO CONCORD AVE	A-2	NE	257'	10			10	10				10	0				0
CONCORD AVE TO CHARLES ST.	C-1	NE	238'	8			8	8				8	0				0
HAZEL ST. TO FIGLO ST.	B	SW	512'	13			13	13				13	0				0
BENKOVITZ ST. TO CONCORD AVE	B	S	272'	10			10	10				10	0				0
GONE ST.																	
LAMBERT ST. TO SEVENTH ST.	BA	S	372'	15			15	0			15	15	-15			+15	
THIRD ST. TO SECOND ST.	BA	S	245'	10			10	7			3	10	-3			+3	
GROVE ST.																	
BLANCHARD RD TO HUNTER AVE	OZ	N	1800'	67			67	67				67	0				0
PAGE TOTAL			8715'	321	0	0	0	321	262	23	0	36	321	-59	+23	0	+36

2
P
1
2
TAXI
P
P
MDI

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

4/10

			1-1-88					6-1-91					Difference 1988-1991				
STREET NAME	SIDE	LENGTH	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL
GREEN ST																	
SIDNEY ST. TO BLANCHE ST. CADD	S	142'	4				4	4				4	0				0
BLANCHE ST. TO LADDSDOWN ST. CADD	S	370'	15				15	15				15	0				0
WESTERN AVE. TO PLEASANT ST. B-1	S	257'	10				10	10				10	0				0
PLEASANT ST. TO SELLENS ST. O-3	N	392'	4				4	4				4	0				0
SELLENS ST. TO HANCOCK ST. O-3 & C-1	N	678'	14				14	14				14	0				0
HANCOCK ST. TO BAY ST. B0-1	N	379'	10				10	10				10	0				0
HAMILTON ST.																	
SIDNEY ST. TO BROOKLINE ST. C1P00	N	395'	14				14	14				14	0				0
SIDNEY ST. TO BROOKLINE ST. C1P00	S	395'	12				12	12				12	0				0
HAMPSHIRE ST.																	
BROADWAY TO CAROL MERRICKS WAY I-B	N	520'	10			9	19	4			15	19	-6			+6	
CAROL MERRICKS WAY TO WESTERN AVE C-1	N	204'	7				7		7			7	-7	+7			
BOSTON WAY TO WINDSON ST. C-1	N	140'	5				5	5				5	0				0
WINDSON ST. TO UNION ST. C-1	N	246'	9				9	9				9	0				0
UNION ST. TO COLUMBIA ST. C-1	N	229'	8				8	8				8	0				0
COLUMBIA ST. TO ELM ST. C-1	N	230'	8				8	8				8	0				0
ELM ST. TO NORFOLK ST. C-1	N	190'	5				5	5				5	0				0
TREMONT ST. TO PROSPECT ST. C-1	N	241'	10				10	10				10	0				0
PROSPECT ST. TO MUNDOCK ST. C-1	S	149'	2			2	4	2			2	4	0				0
MUNDOCK ST. TO TREMONT ST. C-1	S	131'	5				5	5				5	0				0
TREMONT ST. TO NORFOLK ST. C-1	S	194'	7				7	7				7	0				0
NORFOLK ST. TO ELM ST. C-1	S	229'	9				9	9				9	0				0
ELM ST. TO COLUMBIA ST. C-1	S	229'	8				8	5			3	8	-3			+3	
COLUMBIA ST. TO UNION ST. C-1	S	230'	9				9	9				9	0				0
UNION ST. TO WINDSON ST. C-1	S	268'	10				10	10				10	0				0
PAGE TOTALS		6438'	195	0	0	11	206	179	7	0	20	206	-16	+7	0	+9	

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

11

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
HAMPSHIRE ST.																		
WINDSOR ST. TO BRISTOL ST.	C-1	S	333'	13				13	13				13	0				0
BRISTOL ST. TO CLARK ST.	C-1	S	199'	5				5	5				5	0				0
CLARK ST. TO PORTLAND ST.	1B	S	560'	19	4			23	6	17			23	-13	+13			
HARCOCK ST.																		
MASS AVE. TO CENTRE ST. B024 C4	N		350'	4		9		13	4		9		13	0				0
HARVEY ST.																		
MASS AVE. TO CEDAR ST.	BC-1	S	134'	5				5	5				5	0				0
MASS AVE TO CEDAR ST.	BC-1	N	190'	5				5	5				5	0				0
HEMLOCK RT.																		
SPARKS ST. TO END	A-2	N	323'	11				11	11				11	0				0
SPARKS ST. TO END	A-2	S	334'	11				11	11				11	0				0
HENRY ST.																		
SIDNEY ST. TO WAVERLY ST.	C1 & C2	N	385'	13				13	10		3		13	-3			+3	
HIGH ST.																		
HOLWORTHY ST. TO PARK AVE	B	N	522'	17				17	17				17	0				0
HOLWORTHY ST. TO PARK AVE	B	S	498'	14				16	16				16	0				0
HINGHAM ST.																		
PUTNAM AVE TO ELLEN ST.	C-3	W	144'	4				4	0		4		4	-4			+4	
BANKS ST. TO MEMORIAL DR.	C-3	N	195'	5				5	5				5	0				0
HOLMES ST.																		
HOLWORTHY ST. TO PARK AVE	B	N	415'	12				12	12				12	0				0
HOLWORTHY ST. TO PARK AVE	B	S	366'	11				11	11				11	0				0
PAGE TOTAL			4888'	151	4	9	0	164	131	17	9	7	164	-20	+13	0	+7	

CITY CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

#12

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991						
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL		
HOLWORTHY ST.																			
Huron Ave. to Fountain Ln	B	E	433'				15				15				15	0			0
Fountain Ln to High St	B	E	145'				2				2				2	0			0
High St. to Holmes St.	B	E	170'				6				6				6	0			0
Holmes St. to Park Ave	B	E	170'				6				6				6	0			0
Park Ave to Holworthy Pl	B	E	230'				8				8				8	0			0
Holworthy Pl to Belmont St.	B	E	366'				14				14				14	0			0
Huron Ave to Locust St.	B	W	1085'				40				40				40	0			0
Locust St. to Spruce St.	B	W	980'				35				35				35	0			0
Spruce St. to Belmont St	B	W	260'				7				7				7	0			0
HURLEY ST.																			
First St. to Second St.	1A-1	S	400'				17				11			6	17	-6			+6
HURON AVE																			
Concord Ave. to Royal St. BA-10B		N	611'				24				19	5			24	-5	+5		
Royal Ave to Vassalla	B	N	259'				10				10				10	0			0
Vassalla to Reservoir St	B	N	310'				11				11				11	0			0
Reservoir St. to Granville Rd	B	N	163'				4				4				4	0			0
Granville Rd to Farnsworth St	B	N	162'				5				4		1		5	-1		+1	
Farnsworth St. to Chilton St BA-10D		N	176'				5				5				5	0			0
Standish St. to Lakeview Ave BA-10D		N	300'				11				9	2			11	-2	+2		
Lakeview Ave to Lexington Ave	B	N	306'				9				8			1	9	-1			+1
Lexington Ave to Concordia Rd	B	N	244'				7				7				7	0			0
Concordia Rd. to Larch Rd	B	N	290'				9				9				9	0			0
Manassas St. to Sparks St.	B	S	177'				4				4				4	0			0
Sparks St. to Appleton St. A-21B		S	458'				16				16				16	0			0
Appleton St to Blackledge St	B	S	190'				7				7				7	0			0
PAGE TOTAL			7885'	272	0	0	0	272	257	7	1	7	272	-15	+7	+1	+7		

ON STREET PARKING INVENTORY 1988 to 1991

#13

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TI	PP	NP	TOTAL	FP	TI	PP	NP	TOTAL	FP	TI	PP	NP	TOTAL	
HURON AVE																		
BLAKESIDE & RESERVOIR	B	S	190'	7				7	7				7	0				0
RESERVOIR ST. TO FAYENMEAD	B	S	321'	10				10	0		10			-10		+10		
LAKEVIEW AVE TO LEYINGTON AVE	B	S	206'	7				7	7				7	0				0
LEYINGTON AVE TO GAZIERA RD	B	S	245'	8				8	6			2	8	-2			+2	
GAZIERA RD TO LARCH RD	B	S	290'	9				9	9				9	0				0
FRESH POND PKWY TO LARCH RD	A/B	S	360'	10				10	10				10	0				0
CUSHING TO GROVE ST. C1 & C3		S	939'	37				37	37				37	0				0
R.A. TO GROVE ST. OS & A2		N	2159'	43				43	43				43	0				0
INMAN PL.																		
INMAN ST. TO WEST PL	C1	N	140'	5				5	5				5	0				0
INMAN ST. TO WEST PL	C1	S	140'	5				5	5				5	0				0
KINKLAND ST.																		
ROBERTS RD TO MYRTLE ST.	BA	S	57'	2				2	2				2	0				0
MYRTLE ST. TO LINE ST.	BA	S	122'	2	2			4	4				4	+2	-2			
OXFORD ST. TO DIVINITY AVE	C3	N	548'	21				21	0	15		6	21	-21	+15		+6	
HOLDEN ST. TO SOMERVILLE LINE	BA	N	183'	6				6	6				6	0				0
LAKEVIEW AVE																		
WORTHINGTON ST. TO FRESH POND PKWY	BA	W	403'	17				17	17				17	0				0
LAMBENT ST.																		
GONE ST. TO CAMBRIDGE ST.	C3	W	368'	7			7	14	5			9	14	-2			+2	
LANDSDOWNE ST.																		
PACIFIC ST. TO PILGRIM ST. CNOB		N	214'	5				5	5				5	0				0
PILGRIM ST. TO FRANKLIN ST. CNOB		N	470'	16				16	16				16	0				0
FRANKLIN ST. TO GREEN ST. CNOB		N	212'	6				6	6				6	0				0
GREEN ST. TO MASS AVE CNOB		N	190'	4				4	4				4	0				0
			7757'	227	2	0	7	236	194	15	10	17	236	-33	+13	+10	+10	

PAGE TOTAL

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

14

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991						
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL		
LANDSDOWNE ST.																			
PACIFIC ST. TO CROSS ST.	DN	00	S	857	33				33	0				33	33	-33			+33
CROSS ST. TO MASS AVE	DN	00	S	326	8				8	0				8	8	-8			+8
LARCHWOOD DR																			
FRESH Pond Rd to MEADOWWAY	A2		N	190	2				2	2				2	2	0			0
MEADOWWAY to FRESH Pond LA	A2		N	200	3				3	3				3	3	0			0
FRESH Pond LA to MEADOWWAY	A2		N-E	739	29				29	29				29	29	0			0
MEADOWWAY to LARCHWOOD Rd	A2		N-E	185	5				5	5				5	5	0			0
LARCHWOOD Rd to HULL AVE	A2		E	100	2				2	2				2	2	0			0
FRESH Pond Pkwy to FRESH Pond LA	A2		S	519	19				19	19				19	19	0			0
FRESH Pond LA to HULL AVE	A2		SW	1084	45				45	45				45	45	0			0
LAWN ST.																			
OXFORD AVE to MAY ST.	B		N	346	10				10	10				10	10	0			0
MAY ST. to CUSHING ST.	B		E+V	578	22				22	22				22	22	0			0
OXFORD AVE to MAY ST.	B		S	337	11				11	11				11	11	0			0
MAY ST. to ST. SAUVEUR ST.	B		S	92	2				2	2				2	2	0			0
ST. SAUVEUR ST. to CUSHING ST.	B		S	495	17				17	17				17	17	0			0
LEXINGTON ST.																			
POPULAR Rd to FRESH Pond Pkwy	B+BA		W	245	3		3		3	3		3		6	6	0			0
LINE ST.																			
CAMBRIDGE ST. to SOMERVILLE ST.	C		E	115	4				4	4				4	4	0			0
LOCUST ST.																			
CUSHING ST. to LOCUST ST.	B		N	98	2				2	2				2	2	0			0
LOCUST ST. to HOLWORTHY ST.	B		N	180	3				3	3				3	3	0			0
CUSHING ST. to HOLWORTHY ST.	B		S	303	10				10	10				10	10	0			0
PAGE TOTAL				6988	230	0	3	0	233	189	0	3	41	233	233	-41	0	0	+41

CITY CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
MAIN ST.																		
WINDSOR ST. TO PORTLAND ST.	C1	N	775'	33				33	33				33	0				0
WINDSOR ST. TO OSBORN ST.	1B	S	308'	12				12	12				12	0				0
OSBORN ST. TO PORTLAND ST.	1B	S	402'	14				14	11			-3	14	-3			+3	
PORTLAND ST. TO ALBANY ST.	10	S	327'	11				11	0	9		2	11	-11	+9		+2	
ALBANY ST. TO R.B. TACKS	1B	S	181'	6				6	0	4		2	6	-6	+4		+2	
MARKET ST.																		
CLARK ST. TO BROADWAY	1A	S	147'	4				4	4				4	0				0
CLARK ST. TO BROADWAY	1A	N	301'	15				15	15				15	0				0
MASS AVE																		
WASHINGTON ST. TO CLARENDS	BA-2	N	235'	2				2	2				2	0				0
CLARENDS ST. TO CHURCHILL DR.	BA-2	N	210'	4			2	6	4			2	6	0				0
CHURCHILL AVE RICHDALE ST.	DA-2	N	78'	2				2	2				2	0				0
RICHDALE AVE TO NEWMAN ST.	B	N	180'	3				3	3				3	0				0
NEWMAN ST. TO GLASSBORO ST.	B	N	180'	5				5	5				5	0				0
EDMUNDS ST. TO COTTAGE PK	DA-2	S	260'	7				7	7				7	0				0
COTTAGE PK TO BROOKING ST.	B	S	292'	3			4	7	3			4	7	0				0
BROOKING ST. TO MCGOWN ST.	B	S	334'	11				11	11				11	0				0
MAY ST. PRIVATEWAY																		
LAWN ST. TO VINCENNA ST.	B	E	244'	5				5	5				5	0				0
VINCENNA ST. TO DEAD END	B	E	156'	4				4	4				4	0				0
LAWN ST. TO DEAD END	B	W	443'	16				16	16				16	0				0
MIDDLESEX ST.																		
RINDGE AVE TO WILSON AVE	B	E	264'	9				9	7		2		9	-2		+2		
PAGE TOTAL			5317'	166	0	0	6	172	144	13	2	13	172	-22	+13	+2	+7	

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991						
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL		
MOONEY ST.																			
2 SMITH PL WESTERLY 1B-2	N	500'	10				10	10					10	0					0
SMITH PL WESTERLY 1B-2	S	500	14				14	14					14	0					0
MOORE ST.																			
BROADWAY TO DICKENSON ST.	1A W	97'	3				3	3		2			3	0					0
DICKENSON ST TO HARVARD ST.	1A N	198'	8				8	8		3			8	0					0
MOULTON ST.																			
CONCORD AVE TO R.R. TRACKS	0-2 E	858'	24			9	33	24			9		33	0					0
MT. AUBURN ST. - BRATTLE ST.																			
ROXBOROUGH AVE TO BRATTLE ST.	0-1 N	410'	11				11	11					11	0					0
MUNROE ST.																			
COMMERCIAL AVE TO FIRST ST. C-3A	N	176'	7				7	0			7		7	-7				+7	0
FIRST ST. TO SECOND ST 1A-1	N	400'	15				15	15					15	0					0
COMMERCIAL AVE TO FIRST ST C-3A	S	140'	5				5	0			5		5	-5				+5	0
FIRST ST. TO SECOND ST 1A-1	S	400'	15				15	15					15	0					0
SECOND ST. TO THIRD ST 1D-1	S	700'	28				28	28					28	0					0
THIRD ST. TO FIFTH ST. 03-A	S	439'	15				15	15					15	0					0
NEW ST.																			
CONCORD AVE TO RR TRACKS 1A-1	E	700'	17				17	17					17	0					0
CONCORD AVE TO RR TRACKS 1A-1	W	700'	17				17	17					17	0					0
NONFOLK ST.																			
BROADWAY TO NONFOLK CT BA-1	E	90'	3				3	3					3	0					0
NONMAN ST.																			
BELMONT ST. TO E ND	B E	266'	8				8	8					8	0					0
BELMONT ST. TO E ND	B W	266'	7				7	7					7	0					0
PAGE TOTAL		6840'	203	0	0	9	212	191	0	0	21	212	-12	0	0			+12	

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

#17

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
NONUMBER A ST.																		
BELMONT ST. TO END	B	E	193'	2				2				2	0					0
BELMONT ST. TO END	B	W	187'	4				4				4	0					0
OSBORNE ST.																		
STATE ST. TO ALBANY ST.	1B	W	477'	18				18	12			6	18	-6				+6
OTIS ST.																		
SECOND ST. TO TRINITY ST.	BB	N	246'	12				12	0			12	12	-12				+12
FULKEWSON ST. TO R.R. TRACKS	C1	N	200'	7				7	7			7	7	0				0
SECOND ST. TO TRINITY ST.	BB	S	296'	12				12	0			12	12	-12				+12
FULKEWSON ST. TO R.R. TRACKS	C1	S	200'	7				7	7			7	7	0				0
OXFORD AVE																		
FAIRVIEW ST. TO LAON ST.	B	E	215'	5				5	5			5	5	0				0
LAON ST. TO BELMONT LINE	B	E	65'	1				1	1			1	1	0				0
FAIRVIEW ST. TO BELMONT LINE	B	W	242'	6				6	6			6	6	0				0
OXFORD ST.																		
KIRKLAND ST. TO HANNOVER ST.	C-3	E	1768'	9			47	56	45			41	56	+6				-6
KIRKLAND ST. TO EVERETT ST.	C-3	W	1274'	49			4	53	0	46		7	53	-49	+46			+3
EVERETT ST. TO MELLENS ST.	C-2A	W	282'	3				3	3			3	3	0				0
MELLENS ST. TO WOODBELL ST.	C-2A	W	266'	8				8	8			8	8	0				0
PARK AVE																		
HURON AVE TO HOLMES ST.	B	E	886'	43				43	43			43	43	0				0
HURON AVE TO HIGH ST.	B	W	264'	8				8	8			8	8	0				0
HIGH ST. TO HOLMES ST.	B	W	173'	5				5	5			5	5	0				0
HOLMES ST. TO HOLWORTHY ST.	BB	UNKN	403'	12				12	12			12	12	0				0
PAGE TOTAL																		
			7242'	215	0	0	51	266	142	46	0	78	266	-73	+46	0		+27

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991				
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL
PACIFIC ST.																	
BROOKLINE ST. TO SIMON ST. CIPOD	N	470'	19				19	19				19	0				0
PURDINGTON ST. TO ALBANY ST CIPOD	N	277'	9				9	9				9	0				0
BROOKLINE ST. TO SIMON ST CIPOD	S	470'	13				13	17			6	13	-6			+6	
SIMON ST. TO WAVENLY ST CIPOD	S	475'	18				18	0			18	18	-18			+18	
WAVENLY ST. TO ALBANY ST CIPOD	S	202'	8				8	0			8	8	-8			+8	
PEARL ST.																	
WILLIAM ST. TO COFFAGE ST C	W	178'	4			3	7	0			7	7	-4			+4	
GREEN ST. TO FRANKLIN ST. C-2A	E	200'	8				8	8		8		8	0				0
PLEASANT ST.																	
FRANKLIN ST. TO WESTERN AVE C-2	E	60'	2				2	2				2	0				0
PORTLAND ST.																	
MAIN ST. TO ALBANY ST 1B	W	468'	21				21	19			8	21	-8			+8	
BROADWAY TO MAIN ST 1B	E	965'	7			34	41	0			41	41	-7			+7	
MAIN ST. TO ALBANY ST 1B	E	348'	13				13	8			5	13	-5			+5	
PUTNAM AVE																	
WESTERN AVE TO RIVER ST 0-3	W	768'	21		5		26	21		5		26	0				0
RIVER ST. TO PLEASANT ST. 0-3	W	780'	27				27	27				27	0				0
REMINGTON ST.																	
MASS AVE TO HARVARD ST 0-2	E	363'	4			8	12	4			8	12	0				0
RICHDALE AVE.																	
RAYMOND ST. TO WALDEN ST. 1A-1	N	1154'	42				42	36		6		42	-6			+6	
WALDEN ST. TO UPLAND RD 1A-1	N	1064'	31			8	39	31			8	39	0				0
RAYMOND ST. TO WALDEN ST CI	S	975'	33				33	5		28		33	-28			+28	
PAGE TOTAL																	
		9217'	280	0	5	53	338	190	0	39	109	338	-90	0	+34	+56	

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

#19

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
RIVER ST.																		
FRANKLIN ST. TO AUGUST ST.	C-2	N	228'	3			4	7	3			4	7	0				0
PLEASANT ST. TO KINNARD ST.	DA	N	185'	6				6	6				6	0				0
KINNARD ST. TO JAY ST.	DA	N	211'	5				5	5				5	0				0
JAY ST. TO HOWARD ST.	BA	N	210'	7				7	5			2	7	-2			+2	
HOWARD ST. TO MONTAGUE ST.	DA	N	556'	20				20	20				20	0				0
MONTAGUE ST. TO PUTNAM AVE	DA	N	291'	9				9	9				9	0				0
PUTNAM AVE TO BLACKSTONE ST.	03	N	174'	6				6	6				6	0				0
ROGERS ST.																		
SECOND ST. TO THIRD ST.	1A-1	N	572'	25				25	19			6	25	-6			+6	
FIRST ST. TO SECOND ST.	1A-1	S	400'	16				16	16				16	0				0
SECOND ST. TO THIRD ST.	1A-1	S	582'	26				26	26				26	0				0
SCHOOL ST.																		
BISHOP ALLEN DR. TO CHERMAY ST.	BA	S	374'	14				14	14				14	0				0
CHERMAY ST. TO WINDSOR ST.	BA	S	189'	5				5	5				5	0				0
SCIAPPAS ST.																		
CAMBRIDGE ST. TO OTIS ST.	DA & CI	W	200'	6				6	0		6		6	-6			+6	
SECOND ST.																		
SPRING ST. TO HUNLEY ST.	1A-1	E	201'	7				7	7				7	0				0
CHARLES ST. TO BENT ST.	DA	E	200'	7				7	7				7	0				0
BENT ST. TO ROGERS ST.	1A-1	E	200'	6				6	6				6	0				0
ROGERS ST. TO BINNEY ST.	1A-1	E	200'	5				5	5				5	0				0
BINNEY ST. TO HUNLEY ST.	1A-1	E	200'	7				7	7				7	0				0
GORE ST. TO CAMBRIDGE ST.	DA	W	200'	8				8	8		8		8	0				0
THORNDIKE ST. TO SPRING ST.	DD	W	202'	8				8	8				8	0				0
CHARLES ST. TO ROGERS ST.	1A-1	W	350'	15				15	13			2	15	-2			+2	
GRAND TOTAL			5875'	211	0	0	4	215	195	0	6	14	215	-16	0	+6	+10	

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
SECOND ST																		
ROGERS ST. TO BINNEY ST. 1A-1	W	200'	9				9	9				9	0					0
BINNEY ST. TO HUNTER ST. 1B-1	W	200'	9				9	9				9	0					0
SHERMAN ST.																		
J.F. Bellis Cir to J.F. Bellis Cir B	W	205'	7				7	7				7	0					0
J.F. Bellis Cir. to R.R. Tracks 1A-1	W	111'	2				2	2				2	0					0
SIDNEY ST.																		
PACIFIC ST. TO TUDOR ST CIP00	W	200'	8				8	0			8	8	-8				+8	
TUDOR ST. TO EMILY ST CIP00	W	190'	5				5	5				5	0					0
EMILY ST. TO EMILY ST CIP00	W	458'	19				19	19				19	0					0
EMILY ST. TO HAMILTON ST CIP00	W	200'	6				6	6				6	0					0
HAMILTON ST. TO ALLSTON ST CIP00	W	190'	6				6	6				6	0					0
ALLSTON ST. TO PUTNAM AVE C1	W	300'	9			3	12	9			3	12	0					0
SIXTH ST.																		
BENT ST. TO ROGERS ST. 10-1	E	200'	9				9	9				9	0					0
ROGERS ST. TO BINNEY ST 10-1	E	200'	9				9	7			2	9	-2				+2	
SMITH PL.																		
CONCORD AVE TO FAWCOTT ST 10-2	E	1067'	6			35	41	6			35	41	0					0
FAWCOTT ST. TO R.R. TRACKS 10-2	E	212'	6				6	6				6	0					0
MOON ST. TO R.R. TRACKS 10-2	W	1001'	25				25	25				25	0					0
SPRING ST.																		
SECOND ST. TO THIRD ST 00	N	296'	11				11	0			11	11	-11					+11
FIRST ST. TO SECOND ST C1	S	400'	10				10	4	6			10	-6	+6				
THIRD ST.																		
ROGERS ST. TO BINNEY ST 1A-1	E	206'	9				9	7			2	9	-2					+2
BINNEY ST. TO HUNTER ST 1B-1	E	205'	9				9	7			2	9	-2					+2
PAGE TOTAL																		
		6041'	174	0	0	38	212	143	6	0	63	212	-71	+6	0		+25	

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

21

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
THIRD ST.																		
DENT ST. TO ROGERS ST	10-1	W	204'	6				6	6				6	0				0
ROGERS ST. TO BINNEY ST.	10-1	W	207'	9				9	7			2	9	-2			+2	
THORNDIKE ST.																		
SECOND ST. TO THIRD ST.	B3	N	296'	12				12	0			12	12	-12			+12	
FIRST ST. TO SECOND ST.	1A-2	N	400'	13				13	0			13	13	-13			+13	
TREMONT ST.																		
HAMPSHIRE ST. TO CAMBRIDGE ST	C1	E	625'	25				25	25				25	0				0
TUDOR ST																		
BROOKLINE ST. TO SIDNEY ST	C100	N	457'	16				16	16				16	0				0
BROOKLINE ST. TO SIDNEY ST	C100	S	457'	16				16	16				16	0				0
VASSAR ST.																		
MASS AVE. TO MAIN ST	10	S	1503'	70				70	65			5	70	-5			+5	
MEMORIAL DR. TO MASS AVE	C100	N	2365'	180				180	180				180	0				0
MASS AVE. TO MAIN ST	10	N	1480'	65				65	58			7	65	-7			+7	
VINEYARD ST																		
MAIN ST. TO CUSHING ST.	B	N	346'	12				12	12				12	0				0
MAIN ST. TO CUSHING ST.	B	S	346'	12				12	12				12	0				0
HINGVALL AVE																		
ERICSSON ST. TO CUSHING ST.	B	N	813'	27				27	27				27	0				0
ERICSSON ST. TO E SULLIVAN DR	B	S	200'	6				6	6				6	0				0
E.T. SULLIVAN DR TO CUSHING ST.	B	S	577'	17				17	17				17	0				0
WADSWORTH ST.																		
MEMORIAL DR. TO ANHEAST ST	10	W	341'	16				16	16				16	0				0
ANHEAST ST TO MAIN ST	10	W	211'	8				8	8				8	0				0
PAGE TOTAL																		
			10798'	510	0	0	0	510	471	0	0	39	510	-39	0	0	+39	

CITY OF CAMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

			1-1-88					6-1-91					Difference 1988-1991				
STREET NAME	SIDE	LENGTH	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL
WALDEN ST.																	
SHERMAN ST. TO GARDEN ST	C-1	S	368'	4		8		12	4		8		12	0			0
COPLEY ST. TO CONCORD AVE	BA-1	N	208'	6				6	6				6	0			0
WARREN ST.																	
CAMBRIDGE ST. TO SOMERVILLE LN	BA	E	480'	16				16	16				16	0			0
CAMBRIDGE ST. TO JEFFERSON ST	BA	W	250'	3			5	8	3		5		8	0			0
WATERHOUSE ST.																	
LITTLE MASS TO MASS AVE	C-3	N	64'	2				2	0			2	2	-2			+2
GARDEN ST TO MASS AVE	A-2	S	803'	19		4	9	32	9		14	9	32	-10		+10	
WEBSTER AVE																	
SOMERVILLE LINE TO CAMBRIDGE ST	10	E	400'	15				15	15				15	0			0
SOMERVILLE LINE TO CAMBRIDGE ST	13	W	297'	10				10	10				10	0			0
WENDELL ST.																	
MASS AVE. TO OXFORD ST	C-1	S	852'	6		16	4	26	8		14	4	26	+2		-2	
WHITTEMORE AVE																	
MACCOURT ST. TO MADISON ST	B	N	200'	8				8	8				8	0			0
MADISON ST. TO KIMBALL ST	B	N	220'	3				3	3				3	0			0
KIMBALL ST. TO KASSUL PK	B	N	158'	3				3	3				3	0			0
KASSUL PK TO SEACROFT ST.	B	N	376'	5				5	5				5	0			0
WINDSON ST.																	
SOMERVILLE LINE TO CAMBRIDGE ST	10	W	547'	19				19	19				19	0			0
STATE ST. TO MASS AVE	BA	E	365'	12				12	7			5	12	-5			+5
WESTERN AVE																	
GREEN ST. TO FRANKLIN ST	BA	N	268'	9				9	9				9	0			0
FRANKLIN ST. TO PLEASANT ST.	C2	N	75'	2				2	2				2	0			0
PURMAN AVE TO RIVERSIDE PL.	C3	N	220'	8				8	8				8	0			0
PAGE TOTAL																	
			6141'	150	0	28	18	196	195	0	36	25	196	-15	0	+8	+7

CITY OF AMBRIDGE
ON STREET PARKING INVENTORY 1988 to 1991

STREET NAME	SIDE	LENGTH	1-1-88					6-1-91					Difference 1988-1991					
			FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	FP	TL	PP	NP	TOTAL	
WORTHINGTON ST.																		
LAKVIEW AVE TO LEXINGTON ST	DA	N	305'	12				12					12	0				0
MONK ST.																		
BERSHIRE ST TO WILLOW ST.	C1	N	515'	21				21					21	0				0
BERSHIRE ST TO HAMLEN ST.	C1	S	298'	12				0		12			12	-12		+12		
PAGE TOTAL			1118'	45	0	0	0	45	33	0	12	0	45	-12	0	+12	0	
GRAND TOTALS			157,876'	5295	16	61	247	5619	4310	201	260	848	5619	-985	+185	+213	+587	

4.



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139

TEL 349-4300
FAX 349-4307

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

March 20, 1992

To the Honorable, the City Council:

Shortly after preparing the package of materials for Consent Agenda Item #3, I received the attached letter from Daniel S. Greenbaum, Commissioner of the Department of Environmental Protection (DEP).

I think Commissioner Greenbaum's very positive response to a draft of my proposed Trip Reduction Ordinance is a critical step in the process toward developing a SIP revision. Commissioner Greenbaum indicates that the proposed ordinance would clearly enhance the City's commitment to improving air quality. He also commends the extensive and creative work that has gone into the development of this proposal.

Commissioner Greenbaum also encourages us to formally submit this proposal to DEP so that it might be considered simultaneously with other parking control and trip reduction measures affecting other core communities in the region. I think this reference by the Commissioner emphasizes the need to move toward final action by the City Council as soon as possible.

Very truly yours,

Robert W. Healy
City Manager



Commonwealth of Massachusetts
Executive Office of Environmental Affairs

Department of Environmental Protection

William F. Weld
Governor

Daniel S. Greenbaum
Commissioner

March 20, 1992

Robert W. Healy
City Manager
Cambridge City Hall
Cambridge, Massachusetts 02139

Dear Mr. Healy:

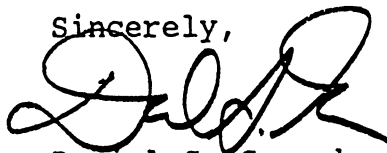
My staff and I have reviewed a draft Cambridge Trip Reduction Ordinance which you are proposing in accordance with the August, 1990 Memorandum of Agreement between the Department and the City of Cambridge. I appreciate the extensive and creative work effort that has gone into the development of this proposal. The proposed ordinance which includes programs to control vehicle miles of travel to and in Cambridge would clearly enhance the city's commitment to improving air quality.

It is my understanding that the city will be moving quickly to submit the proposal to the Cambridge City Council for enactment as a city ordinance and then will make a formal submittal to the Department for subsequent processing as an amendment to the Massachusetts State Implementation Plan (SIP). I would encourage you to make this submittal at the earliest possible date; we then intend to process this submittal simultaneously with other parking control and trip reduction measures currently before us for other core communities in the region.

The proposal, which would be submitted as a revision to the existing Cambridge Parking Freeze once it is favorably acted on by the city council, must meet certain federal criteria to make it substitutable and enforceable. Any SIP revision must demonstrate that the air quality benefits of the revision are equal to or better than the existing parking freeze. In addition, any such proposal should contain monitoring and tracking provisions which will allow both the state and the U.S. Environmental Protection Agency to determine that the air quality goals of the proposal are continuously being met.

In closing, let me reemphasize that I am very encouraged with the progress the City of Cambridge has made in this difficult task. I look forward to receiving your formal submittal in the near future.

Sincerely,

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

Daniel S. Greenbaum
Commissioner

Parking Freeze 0-25

June 15, 1992