

7 Van Norden Street  
Cambridge, MA 02140  
Tel. #868-4513

March 7, 1994

The Honorable, The Cambridge City Council  
795 Massachusetts Avenue  
Cambridge, MA 02139

Dear Councillors:

I am writing this letter to inform you of my neighborhood's ongoing frustration with **Portland Stoneware** and the latest incident that took place last Friday, March 4, 1994. I was woken up at 6:15 a.m. by a loud beeping sound. I thought it might be Portland Stoneware, but at the same time felt that it couldn't be, because the Cambridge Police are enforcing the laws by having a police car stationed there in front of the business until 7:00 a.m. I proceeded to the corner of Middlesex and I spoke to Mrs. Lucille Howard, and asked her where that beeping noise was coming from, she informed me that Portland Stoneware was loading a truck. Much to my dismay, I walked closer to the yard and proceeded into the yard, I saw a truck with the engine running, being loaded with a hyster in one of their garages, I could hear the distinctive sound of that beep.

As I left the yard, approximately at 6:50 a.m., a fast truck came into the yard, stopping probably a foot in front of me, the driver got out, and started yelling at me that I had no business being in that yard, because of insurance purposes. He ran over to the police car and started to yell "Officer arrest this woman for trespassing". I proceeded to the car, and put my hands up and told the officer to arrest me, put the cuff's on. The Officer told me I had no business being on their property, I told him I had to see if they were working before 7:00 a.m. I told him where I lived and he responded "you must have excellent hearing if you can hear that". Mr.Schuler thanked him for his assistance, he then took off.

I went to work, then decided that I need to talk to Commissioner Anderson, and let him know what had taken place that morning. I met with the Commish at 12:15 P.M. I told him of the whole incident, and what had transpired, I then asked why he wasn't having the department enforce these laws. He answered, that his hands were tied, Portland wasn't the only company in this situation, but he had others. He later suggested that the only way to enforce these ordinances, is that the Cambridge City Council, needs to put it down on paper, requesting that this and other ordinances be enforced. I have filed a complaint against this company with the with the Cambridge License Commission. I have also attached a letter from Mrs. Lucille Howard, documenting that she also heard the noise from the yard.

I am requesting, as a resident and a taxpayer, to please put something on paper, a law that the Police Commissioner can enforce. Also request that the City Manager notify the Police Commissioner of this new law to educate the police on the noise ordinance and enforce any loading done in businesses before 7:00 a.m. Let's start thinking of the quality of life in this city, and the resident's rights first. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Dottie Giacobbe". The signature is written in black ink and is positioned above the printed name.

Dottie Giacobbe

Enclosure

d

90 Middlesex St.  
Cambridge, Ma. 02140

March 6, 1994

Cambridge City Council  
City Hall  
Mass. Avenue  
Cambridge, Ma.

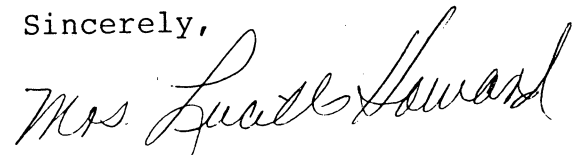
On Friday, March 4, at approximately 6:40 AM as I was brushing snow off of my vehicle I could hear the familiar sound of a moving fork lift at Portland Stoneware. My neighbor, Dot Giacobbe stopped as she was walking her dog and we exchanged words about the weather. A few seconds later a man I didn't recognize came by and asked where the noise was coming from and I replied "Portland Stoneware".

I finished what I was doing and went on my way to work. As I was driving down Middlesex St. the thought came to mind that a Police car was parked in front of Portland and the fork lift was operating. I thought the Policeman was supposed to be there to enforce the City Noise Ordinance and the 7AM - 9AM restriction to Middlesex St.

I understand that an incident took place with Dot Giacobbe and the Portland owner some few minutes later.

My understanding of the Cambridge Noise Ordinance forbids loading and unloading of trucks before 7AM, yet Portland Stoneware constantly breaks this law. I cannot understand why the Cambridge Police Officer parked in front of this business didn't respond to this violation.

Sincerely,



Mrs. Lucille Howard



## CITY OF CAMBRIDGE

Office of the City Solicitor  
City Hall

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Cambridge, Massachusetts 02139

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Diane Wynshaw-Boris  
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Laura H. Yager  
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Linda A. Stamper  
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Arthur J. Goldberg  
Legal Counsel

February 24, 1994

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

Re: *Middlesex Street--Portland Stoneware*

Dear Mr. Healy:

I am attaching copies of correspondence that was submitted to the Massachusetts Highway Department (MHD) by an attorney representing the Portland Stoneware Company (Portland) along with my response. As the letters indicate, Portland is now apparently challenging the "Do Not Enter" signs posted on Middlesex Street. I will advise you of any determinations made by the MHD.

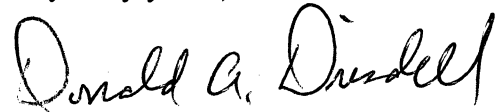
I accompanied Bob Bersani and Ranjit Singanayagam to the Portland site last week and I believe you have received a report from them regarding the zoning use status of the property.

I also met with Lauren Preston last week to discuss the necessary steps to give due consideration to any proposal for limitations on truck traffic along Middlesex Street. As you know, many residents of Middlesex Street who appeared at the recent hearing before the City Council believe that a truck exclusion at least during certain hours, or possibly a weight or size restriction, should be imposed. Lauren advised, and I support his conclusion, that any consideration of truck traffic restrictions along Middlesex Street should be supported by the best available data which should include new all vehicle classification counts. I believe you will have received a memorandum to that effect from Lauren.

I will continue to confer with the several responsible city departments to assess all

proper measures that may be taken by those departments to respond to the serious concerns raised by the residents who testified at the hearing. I will provide you with further updates as matters develop.

Very truly yours,

A handwritten signature in cursive script that reads "Donald A. Drisdell". The signature is written in dark ink and is positioned above the printed name.

Donald A. Drisdell

MARILYN D. STEPLER  
Attorney At Law

February 17, 1994

BY HAND

Mr. Ross Dindio  
Chief Engineer  
Massachusetts Highway Department  
10 Park Plaza  
Boston, Massachusetts 02116

RE: Proposed City of Cambridge  
Traffic Regulation 94-06

Dear Mr. Dindio:

This firm represents Portland Stone Ware Co., Inc. ("Portland"), which has been located at 177 Pemberton Street, Cambridge for more than 30 years. We are writing to bring to your attention a pending permit application from the City of Cambridge to adopt Cambridge Traffic Regulation 94-06, which would prohibit entry onto Middlesex Street from Rindge Avenue during the hours of 7:00 AM to 9:00 AM and 1:00 PM to 3:00 PM, pursuant to Cambridge Traffic Regulations Article VII, sec. 7.3. ("Do Not Enter"). Indeed, our client informs us that the City has had signs up restricting access during these hours for approximately a year now, even though no permit has issued and the regulation is not scheduled to take effect until March 15, 1994. This regulation, if permitted, would deny Portland access to its property in violation of Department policy, as there is no alternate route available to its trucks. Furthermore, the City of Cambridge recently began enforcing against Portland the existing "Do Not Enter" regulation at the intersection of Middlesex and Rindge (which is limited to the hours of 7:30 AM to 8:30 AM and 2:15 PM to 3:30 PM, but the signs read "7:00 AM - 9:00 AM and 1:00 PM - 3:00 PM," as stated above). The existing regulation, as enforced, also denies Portland access to its property and we understand it also to be in violation of Departmental policy. The proposed and existing regulations, as enforced, are devastating to Portland's business, denying Portland and its vendors access to its property for four of the busiest hours during the workday. We therefore ask the Department to deny a permit for the proposed regulation and to rescind the permit for the existing regulation.

A Partnership of  
Professional Corporations

ONE FINANCIAL CENTER  
BOSTON, MASSACHUSETTS 02111  
617-330-9000  
FAX: 617-439-3278

Hartford / Providence

BR  
FG

Mr. Ross Dindio  
RE: City of Cambridge  
February 17, 1994  
Page Two

You may know that in December, 1986, Cambridge adopted traffic regulation no. 86-37, restricting heavy truck traffic on Middlesex Street at night and on weekends. The Department of Public Works issued traffic regulation permit No. E-B-049-5394 in January, 1987, but revoked the permit in November of that same year when we brought to the Department's attention the fact that the Middlesex Street restriction prevented Portland from accessing its property. According to traffic engineer Robert L. Shea, PE, the regulation violated the Department of Public Works' standards, which require "that an acceptable alternate route be available even for exclusions of limited duration." A copy of this firm's letter of July 6, 1987 bringing the matter to the Department of Public Works' attention, and a copy of Mr. Shea's letter of November 4, 1987 addressing the matter and revoking the permit, are attached as Exhibits A and B for your reference.

Just as with the invalid restriction adopted in 1987, the present restriction, as enforced, completely precludes Portland's trucks from gaining access to its property, as no reasonable alternate route exists. As set forth in our earlier letter of July 6, 1987, Portland's trucks are physically incapable of making the turn off of Pemberton Street onto its property, and must approach the entry gate from Middlesex Street in order to gain access.

We ask that the Massachusetts Highway Department deny a permit for Cambridge Traffic Regulation 94-06 because it unreasonably restricts Portland's access to its property, and we ask that the Department also rescind the permits issued for Regulations 80-3 and 76-12, which are the regulations that no. 94-06 seeks to amend. It is our understanding from Mr. Shea's letter of November 4, 1987, that Department standards require that an acceptable alternate route be available during even limited hours of exclusion. As the Department, and the City of Cambridge itself, have already determined that no acceptable alternate route exists to gain access to Portland's property other than by Middlesex Street, the analysis applied in deciding to revoke the permit for Regulation 86-37 should be the same for the regulations which are the subject of this letter.

Be assured that Portland is mindful of the City's interest in limiting traffic in this area, and we have been informed that the purpose of the regulations is to protect children on their way to and from school and to make the jobs of the crossing guards easier. However, the regulations are overbroad

BR  
FG

Mr. Ross Dindio  
RE: City of Cambridge  
February 17, 1994  
Page Three

for their intended purpose. Portland would certainly not object to a "Do Not Enter" restriction which does not apply to area residents with no alternate means of access to their property, or even one which does not apply to Portland alone. But to prevent Portland from accessing its property for four hours during the workday is plainly unreasonable.

Because this restriction is so devastating to Portland's business, and because the restriction is about to become nearly twice as broad, we respectfully request that you address this matter as soon as possible. I have also attached for your reference a copy of the subject traffic regulation in its original form from 1976, its modified form from 1980 and the form which it is about to take. If there is any further information which I can provide to aid you in your investigation, please do not hesitate to contact me.

Thank you for your anticipated assistance in this matter.

Very truly yours,

BROWN, RUDNICK, FREED & GESMER, P.C.

By: 

Marilyn D. Stempler

MDS/ja  
encl

cc: Mr. George Teso, Traffic Director, City of Cambridge



## CITY OF CAMBRIDGE

Office of the City Solicitor

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Laura H. Yager  
Legal Counsel

Linda A. Stamper  
Legal Counsel

Arthur J. Goldberg  
Legal Counsel

February 22, 1994

Mr. Ross Dindio  
Chief Engineer  
Massachusetts Highway Department  
10 Park Plaza  
Boston, MA 02116

Re: *Proposed City of Cambridge Traffic Regulation 94-06*

Dear Mr. Dindio:

I am writing in response to a letter addressed to you dated February 17, 1994 from Marilyn D. Stempler, Esquire, an attorney representing the Portland Stoneware Company (Portland). I would like to clarify a few of the issues raised in Ms. Stempler's letter.

Ms. Stempler has suggested that a proposed Cambridge Traffic Regulation 94-06 is subject to a "pending permit application". In fact, the "Do Not Enter" regulation on Middlesex Street has existed since 1976, having been expanded in 1980. The new proposal is to expand the regulation to the hours of 7:00 AM to 9:00 AM and 1:00 PM to 3:00 PM, pursuant to Cambridge Traffic Regulations Article VII, §7.3. This regulation was promulgated by the Traffic Director in Cambridge in response to temporary relocation of one of the City's public schools to a leased site on Middlesex Street. The Fitzgerald School, located a few blocks from Middlesex Street, created the need for the 1976 regulation. The temporary location of the Haggerty School on Middlesex Street itself last year created the need for the increased hours of restriction. The increased traffic during pick-up and drop-off times at the school creates potentially hazardous conditions for the children attending the school. Middlesex Street forms one leg of a five-legged intersection, with all but one of the

five streets being two-way. Despite the presence of a crossing guard at the intersection during arrival and departure times, the intersection is dangerous and difficult to manage. Restricting entry into Middlesex Street significantly reduces the number of movements that must be managed by the crossing guard.

As you know, since the changes made to M.G.L. c. 85, §2 in 1986, a traffic regulation promulgated in connection with signs on any way in the control of the City shall take effect without Department approval unless the regulation falls into one of seven specifically enumerated exceptions. Cambridge Traffic Regulation 94-06 does not fall within those exceptions. It is true, as Ms. Stempler notes, that the signs were changed approximately a year ago to increase the hours of exclusion from 7:30 AM to 8:30 AM and 2:15 PM to 3:30 PM to the newly promulgated hours of 7:00 AM to 9:00 AM and 1:00 PM to 3:00 PM. I have been advised that the signs were changed when the Haggerty School temporarily relocated to the area, but the regulation itself was not promulgated due to an oversight in the Traffic Department. The fact remains, however, that this type of regulation does not require Department approval.

In "objecting" to Regulation 94-06 Portland Stoneware seems to be raising the same argument they raised in 1987 with regard to the truck restriction. When Portland bought the site in the early 1960's they established their business for the distribution of building materials, such as clay products and lally columns. The site is located on a narrow street on the periphery of a thickly settled residential neighborhood. For a number of years Portland managed their business with trucks which could reach the site via Pemberton Street. At some point, however, Portland made a decision to purchase 65 foot tractor/trailer trucks. Once this occurred, the only way for Portland to get these rigs in and out of their site was to take them down Middlesex Street, a narrow, tree-lined, thickly-settled residential street.

Putting aside for the time being the truck exclusion regulation, the "Do Not Enter" regulation for Middlesex Street regulates all traffic on the street during the posted hours. The fact that Portland has made business decisions that have led to their perceived need to run 65 foot trucks down a narrow residential street cannot be a ground for excluding them from a traffic safety regulation. Portland is not being completely precluded from gaining access to its property as Ms. Stempler suggests. If they have purchased vehicles that can only reach their property by a street which in the judgement of traffic, police, and school officials must be restricted to entering traffic during limited hours for the safety of school children, then it is not an unreasonable restriction to require them during those hours to arrange to reach their property in vehicles that can gain access to the site by safer routes. In effect, the regulation requires Portland to manage their trucking schedule in a manner that comports with public safety.

While I have provided this background information as a courtesy to assist your understanding of this matter and to avert any blurring of issues that might have resulted from Ms. Stempler's effort to equate the 1987 heavy commercial vehicle exclusion regulation with the "Do Not Enter" regulation, Regulation 94-06 does not require Department approval

and we would appreciate your assistance in advising Portland of that fact.

Please contact me if you have any questions regarding this matter.

Very truly yours,

A handwritten signature in cursive script that reads "Donald A. Drisdell". The signature is written in black ink and is positioned above the printed name.

Donald A. Drisdell

cc. Marilyn D. Stempler, Esquire  
Robert W. Healy, City Manager



# City of Cambridge Police Department



TELEPHONE  
(617) 349-3300

FAX  
(617) 349-3320

*[Handwritten signature]*  
2/24/94

### MEMORANDUM

ADDRESS ALL COMMUNICATIONS TO  
5 WESTERN AVENUE, CAMBRIDGE, MASSACHUSETTS 02139

OFFICE OF THE CHIEF OF POLICE  
94 FEB 24 PM 2:46  
RECEIVED

TO: Police Commissioner  
Perry L. Anderson, Jr.

DATE: February 24, 1994

FROM: Superintendent Harold F. Murphy  
Commander Operations Division

*[Handwritten signature]*

SUBJECT: Portland Stoneware Detail  
REF: Middlesex and Rindge

Sir:

The assignments to the area of Portland Stoneware has been consistently followed by commanding officers of both day and night sections, seven days a week, with approximately five and one half (5 1/2) hours per day devoted to this assignment.

5:30 A.M. to 7:00 A.M. Pemberton St. and Middlesex St.

7:00 A.M. to 9:00 A.M. Rindge Ave., and Middlesex St.

1:00 P.M. to 3:00 P.M. Rindge Ave., and Middlesex St.

With few exceptions, officers may be dispatched from that location to calls for service, of higher priority, (emergency nature) and then return to the "fixed post".

At 5:30 A.M. each day, the night supervisor assigns an officer to the Pemberton Street and Middlesex area, for detailing the activity, and reporting of any violations of the city ordinance, loading, unloading, unnecessary noise, and vehicle traffic flow.

At 7:00 A.M. the assigned officer then assumes a post at Rindge Ave., and Middlesex St. to enforce the "Do Not Enter" restriction. This night officer is relieved immediately after roll call. The day officer remains until 9:00 A.M.

At 1:00 P.M. an assignment is made to available officer to the fixed post until 3:00 P.M. Sector sergeants conduct inspections to the location.

All assigned officers completed written reports to their respective commanding officers and a total of thirty-five (35) citations were issued, for violation of traffic laws. (Ch. 85.2 / \$35.00 fine)

page 2. Middlesex Street

The patrol officers and selective enforcement unit, continue the patrol at other than the restricted hours, and their finding and citations if any, would reflect in the total pool of citations for the units.

The Massachusetts State Police truck enforcement unit representative, Trooper Middleton, responded to our call, and met with Deputy Pimintel and Sergeant Ahern, on February 14, 1994. The road conditions and available location for actually weighing the trucks, that are alleged to be in violation of weight limits, will dictate when and where the scales will be available.

The State Police are also investigating the question of Interstate Commerce Commission, ICC regulations and standings, as they relate to the access of "heavy trucking" and applicable state and local traffic regulations. A Sergeant Griffin of the Massachusetts State Police is working to schedule the date, location, and best time to weigh the arriving and departing trucks.

This report includes copies of instructions to the Commanding Officers and the activity from February 9, 1994 through February 23, 1994.

A search of the calls for service by Mr. Richard Severi, Crime Analyst, revealed no calls for service were received during this period for related complaints.

attachments /

cc: Superintendent. Walter L. Boyle  
Deputy Supt. G. Pimentel  
Deputy Supt. M. Giacoppo  
Captain Henry Breen, X.O.  
Sergeant S. Ahern, S.E.U.  
file

within one building. From the appearance of the batch plant and other factors, it is likely that this operation started at, or close to, building construction. It is my opinion that this operation is consistent with the uses allowed under the IA zoning existing in the 60's and 70's.

5. This building which includes the painting area, in my opinion, meets the requirements of the Building Code. The building is a detached structure, with ventilation, and includes a segregated area for paint storage. Also, a Fire Department permit has been issued for paint storage and use in this building. I verified with Capt. Ferrazani that permits have been issued on a regular basis for at least the past ten years.

6. The painting process used is an airless system which would tend to minimize airborne particles. The painting location is located in the far corner of the property adjacent to the railroad right-of-way. The building contains no filtration system. I obtained a copy of the MSDS for the primer used and forwarded it to Dr. Chalfin for comment concerning any possible requirement for a filtration system. Based on the MSDS, there is no absolute requirement for respiratory protection or a building filtration system.

Very truly yours,



R. R. Bersani

cc

→ Law Department (Mr. Drisdell)

Commissioner of Health and Hospitals (M. Chalfin, M.D.)



# City of Cambridge Police Department



TELEPHONE  
(617) 349-3300

FAX  
(617) 349-3320

## MEMORANDUM

ADDRESS ALL COMMUNICATIONS TO  
5 WESTERN AVENUE, CAMBRIDGE, MASSACHUSETTS 02139

---

TO: Deputy Michael Giacoppo Night Section      DATE: February 21, 1994  
Deputy Gloria Pimentel Day Section  
Captain Henry Breen Executive Officer

---

FROM: Superintendent Harold F. Muggahy      SUBJECT: Middlesex Street  
Operations Division      REF: Enforcement

---

Effective immediately, all officers assigned to the enforcement of the posted signs at Rindge Avenue and Middlesex Street, are instructed to park the police vehicle in such a way that it is observable at the location of the infractions, or as close as possible to Rindge and Middlesex and **NOT** conduct "in hole" enforcement.

Reports that enforcement units are parking at Wilson Court, out of sight and also in the private driveway behind the glass and barber shop, have been received.

Your cooperation in this regard with the use of good judgement and discretion in such a sensitive complaint is appreciated.

UNITY

TEAMWORK

PROFESSIONALISM



CITY OF CAMBRIDGE  
POLICE DEPARTMENT  
INTEROFFICE CORRESPONDENCE

TO: Deputy Gloria Pimentel  
Deputy Michael Giacoppo  
FROM: Superintendent Harold F. Murphy

DATE: February 8, 1994

REFERENCE: Middlesex and  
Rindge Ave.

SUBJECT: Assignment of Officer Fixed Post

Effective immediately, and in concert of my missive February 7, 1994 you are to assign a patrol officer to enforce the "posted signs" at that location; from 7:00 A.M. and 9:00 A.M. (Fixed Post); the assigned unit may take their call (s) from there of the emergency nature only.

The night officer assigned from 5:30 A.M. at Portland Stoneware, shall assume this fixed post until relieved by the day officers, seven days a week.

The day officers shall respond immediately after roll call, and not delay with other assignments, (details, escorts, etc.) and position themselves in a visible and safe location.

The North sergeant shall be responsible to assure coverage during their shift, and when early reliefs are authorized.

The night officer will be assigned to enforce the reported violations of the "Noise Ordinance" , and other provisions of the "loading and unloading" between (9:00 P.M. and 7:00 A.M.) Monday thru Friday, and (9:00 P.M. to 9:00 A.M. on Saturday, Sundays and on holidays.

All activity sheets shall reflect the actions, citations , or any violation found; the citations are to be forwarded in P-650 reports to the respective Commanding Officers, for a combined tally of all motor vehicle violations, and noise reports.

The residents have been receiving reports that the police are not concerned with their long and complicated complaints, and are being instructed to call the shift supervisor, to assure response.

When calls are received at anytime; your supervisors shall respond in their usual professional mannner, and not exasperate the complaint. The residents have been consistant with their complaints, and we in turn will service their calls for service in a professional and effective manner.

In the spirit of partnership, with residents and improving the quality of life of the neighborhood, you are asked to be equally consistant in service.

Unity                      Teamwork                      Professionalism

cc: Police Commissioner Perry L. Anderson, Jr.  
Superintendent W. Boyle  
Radio Room



11,581

CITY OF CAMBRIDGE  
INTEROFFICE CORRESPONDENCE

February 14, 1994

To: City Manager

From: Managing Director, Inspectional Services

Subj: Council Order #07, dtd. 1/31/94 RE: ONGOING PROBLEMS WITH  
PORTLAND STONEWARE

1. In response to this Council Order, I reviewed the zoning history and complaint file and made a site visit on February 10. Based on my investigation, except for the lean-to structure recently constructed without a permit which is being addressed, I found no Building Code or Zoning violations. The basis for this finding is detailed in the following paragraphs.

2. Permits are on file for the four(4) structures at the site as follows:

- a. storage building - 1960
- b. office building - 1960
- c. storage building - 1965
- d. warehouse - 1980

During the period these buildings were constructed, the lot was zoned either IA(1958 - 1978) or IA-1(1978 - 1987). No variances or special permits have been issued on this property. Activities permitted include; assembly or packaging of articles not exceeding 200 lbs., paint shop(inside), and wholesale business and storage. Open lot storage is not allowed under IA, however, it is likely that this use is allowable based on the prior IB classification(1943 - 1958).

3. Concerning complaints, an anonymous call on 11/12/93 reported spraying lally columns in the open yard. The complaint was investigated on 11/15/93 and no evidence of outside spraying was found. A second complaint relayed through the Law Dept. this past summer concerned construction without a permit. This resulted in an after the fact BZA variance Hearing which was denied. The appeal period on that case expires today and, as the shed has not been removed, I will be ordering it down.

4. During my site visit, I observed open lot storage of steel pipe, and other construction materials, covered storage of construction materials(primarily nails) and assembly of lally columns in the storage building constructed in 1965. The lally column operation consists of filling bundled steel tubes with concrete from a small batch plant, capping the tubes, and then priming the columns, all



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

February 28, 1994

To The Honorable, The City Council:

Please find attached status reports relative to Portland Stoneware received from Deputy City Solicitor Donald A. Drisdell, Police Commissioner Perry L. Anderson and Managing Director of Inspectional Services Robert Bersani.

In addition, the Public Works Department is in the process of conducting a pavement analysis of streets in the vicinity of Portland Stoneware; this analysis will determine the condition of the streets and whether they have deteriorated quicker than anticipated due to truck traffic.

Very truly yours,

Robert W. Healy  
City Manager

RWH/mev  
attachments

Consent Agenda #20

Cal. # 1  
S 45

Transmitting communication from R.W. Healy  
relative to status reports on Portland  
Stoneware.

3/9/94 Copy sent to C. Mgr  
with Giacoble & Howard  
letter @

In City Council February 28, 1994

Charter Right exercised  
by Councillor Born.

3/1/94 Referred back to  
the City Manager for a  
more comprehensive report  
on motion of C. Giantafillou

with letter from Hattie  
Giacoble - with letter attached  
from Lucille Howard