

The Ordinance Committee

Wednesday, April 8, 1992

Sullivan Chamber

5:37 P.M.

Councillor Alice K. Wolf, Chair

Present

- 1) C. Russell
- 2) C. Myers
- 3) C. Dunlop
- 4) C. Sullivan
- 5) C. Walsh 5:52
- 6) Mayor 6:19
- 7) C. Toomey 9:21
- 8)
- 9) C. Wolf

C Wolf

Made the following comments:

- 1- Regional Approach necessary - agreement.
- 2- Nobody does anything nothing gets done. Play - "Gods" - work in state & other communities -
- 3- Certain legal requirements: Boston submitted plans - So. Boston and other plans forthcoming.
- 4- Interest in other forms of transportation - shuttles, jitneys etc.
- 5- NLC newsletter - Federal A -
- 6- Rpt. of consultants - weak in public Transportation (No. + West)
- 7- Work in Developments.

Proceedings

- 1) City Mgr.
- 2) Proposals - Citizens

3.) In Favor

4.) Opposed.

C. Myers.

- Supportive of remarks re: regional approach.
- CCLN presentation - would like to hear.
- Vehicles trips reduced - 7.6%

City Mgr.

Multiple elements to plan -  
 reduced vehicle miles traveled.  
 Converts into ↓ in contaminants in air.

C. Myers

1,07 contained in <sup>parking</sup> Free Spaces. -  
 Long-range traffic.

San Carlos

yes.

C. Myers.

- 255 - Huron Ave.
- 228 - Concord Ave.

San Carlos  
 Comb. Systematics  
 222 Third St.

Scenarios developed - nothing available through a survey - of actual use of spots.  
 1) All being used by L.Term  
 2) Something less.

C. Myers.

- Concern that estimates are being used
- could be an overestimate.

San Carlos.

No way of knowing without a space by space survey

C. Myers.

- Local employment opportunities -
- i.o (vehicle reduction)
- Concern - ↑ in resident employment
- (28 to 31) ≈ 3,000 -
- Real investment on our part.

City Mgr.

- Share same goal of ↑ employment.
- Will continue to increase our efforts.

C. Russell

- 60% or more on Concord & Huron - are commuters.
- Zoned parking 4 sections -
- would we still be in compliance.

City Mgr.

- # associated with it - value.
- Probably want makebreak plan.
- The issue - not an invalid one.

San Castro

- Tried to propose a number of proposals
- comprehensive solutions - look at
- all various options.
- Share some of the responsibilities

C. Myers.

Some areas of Huron - Concord -

primarily residential spaces.

C. Dushay

(Might need a working mtg.)

(To discuss it among ourselves.)

C. Wolf

Spoke w C. Greenbaum - willingly

to come a work w Council on this

matter.

C. Walsh

Pass an ordinance - No effective

data until regional approach -

problems.

Wendy Jacobs.

you can do that in accordance + memo of understanding.

C. Wolf

Student Cars - # ?

(Aves St.)

City Mgr.

Don't know - could probably get data.

C. Wolf,

Huron Ave - alot of parking - employee parking by area businesses.

C. Russell

Several questions re: C.C.N.

Debra McManus  
19 Cornelius Way  
Co-Chair

- Provided historical overview regarding the City's compliance + Clean Air Act.
- City required to do a new plan to meet compliance.

Charles Bane  
224 Concord Ave.

- Last 12 yrs - Advocate for public transportation.
- Participated in two mtgs. - working mtgs. - Draft of Mgr's response.
- Proposal is bad for City.
  - 1) Technically wrong
  - 2) Worst example of public process
  - 3) Mgr's proposal - has to be accepted by DEP + EPA.
- Reject proposal + hire an independent outside consultant - report to Mayor + C.C. + compare + contrast Mgr's proposals + others.

- Spoke of experiences he witnessed going to working group Mtg.
- Specific / Broad proposals.
  - reduce "T" buses in city.
  - how does this reduce air pollution in city?
- Spoke of frustrations with trying to participate in All-Day conference.
- First Draft - Ordinance - Wendy Jacobs.

- unregulated spaces - "Summary Analysis of Cambridge Streets & unregulated Parking" - dated 4-3-92.

- \* Buffer zones - recommended by CCN
- \* Exemptions at night
- \* special permits -
  - ↳ 4000 sq ft.
  - ↳ Areas close to "T" spots.
- \* Abuse in visitor permits - Tighten up.
- \* MBTA Bus stops - Placement - lack of cooperation by City - signage.
  - omitted from Tax - only in memorandum of understanding.

C. Myers

- Doesn't understand - the statement made by Genzyme.
- No efforts made to communicate to City Council.

Don Saer  
 40 Ballis Circle  
 Pres. co-chair  
 CCN

- Two proposals before you.
- Much agreement between both.

one thing - To make it work:

- 1) Discourage Driving
- 2) Encourage Alternatives
- 3) Make Alternatives work.

Myri's proposal - Don't take into account the parking freeze.

#### CCN wants

- ↑ parking costs. (fr. - commercial space)
- Traffic Mgt. plan.
- No ↑ in roadway capacity.
- Better protection for residential streets.
- residential driving distances.

#### What we need.

- Zoning changes need to be made.  
- commercial & residential - mixed land.
- Commitment: work a house employees.  
center
- Mobility program.
- Bicycling improvements.
- Paratransit Transit System - concept  
= public transportation.

C. Wolf

Availability of Federal funds?

D. Saer.

No response yet. - Best plan is one that is self funded.

Philip Dowd

- Dialogue has been censored.
- Choices - only a few of the many
- Cambridge must be in the fore front.

148 Banks St.

- Engage state - take a leadership role = state.
- we can afford leadership.
- Benefits are great in the long run.
- Elevate bight - willing to accept

- CCLN stands ready to help.

C. Duchay

- Thanked CCLN for their input.
- Spoke of the health risks associated with air pollution.

Implementation of a plan - (Commercial)

Parking Freeze - With or without -  $\pm$  of spaces will be reduced.

Reallocation of spaces - Any thoughts, where does it go.

D. Gier

As spaces no longer used by Company X -  
Recommends it returns to the City.

C. Duchay

Private lot - 100 spaces use only 70 -  
What authority does City have to  
take spaces. (Not create an alternative)

D. Gier

Answer needs to be worked out  
with more discussion.

C. Duchay

UMT begin to work - spaces used  
more precisely to meet commuter needs -  
reallocation method.

C. Wolf

Save Money - fewer spaces -  
company has more land  
city has more spaces.

C. Russell

Can City charge \$1.00

D. McManus

Need legislative approval.  
IPPC - would help re-allocation

C. Gier

Two pronged approach  
1) No net gain in stock  
2) Alternative transit system.

- Need to be linked together.
- Alternative <sup>Transit</sup> System - efficient - can't get it done in the short-term. Legislature hasn't approved a Commuter tax.
  - Public Sector Intervention into this type of transit system.

P. Dowds

Commuter Parking Space Tax - not impossible - 1990 Clean Air Act - <sup>Boston</sup> Air - 37% reduction in each of the next ten years - Short Term - Trolley Services a good thing - should work cooperatively.

C. Cyr

One Piece very interesting - street by street use regulations. Decreasing through capacity - displacing traffic from Cambridge streets - runs contrary to Clean Air Act.

P. Dowds

Cambridge is at capacity - Traffic finds its own equilibrium. - System will eventually shift.

C. Cyr

Local vs. Regional Solutions - Economic impact on community in the short run, long run - an advantage. How do we address the inequities. (Competition disadvantages)

D. Beer

A hard problem - willing to work on it.

P. Dowds

- Needs to be a joint enterprise.

C. Bahne

- We have opened the debate.
- No need to rush the ordinance.

C. Wolf

- Figure out our needs.

C. Duchay

Released Parking Spaces utilization -  
- goal - reasonable computation?

Charles Bahne

looked at some of the technical  
appendices - lacking in  
sources and assumptions.

C. Duchay

240 firms - form of vehicle  
mode - get actual data.

D. Beer.

think you should question CDD.  
mobility coordinator.

Andrew Hamilton

Read a prepared  
statement.

Constitution Law Foundation

Also a proposal.

C. Duchay

What authority can City  
control "private" spaces?

Mr. Hamilton

I would say, no legal way -  
uncompensated taking.

C. Cyr.

Boston Ordinance - limited class of  
spaces -

Mr. Hamilton.

About 12.

C. Cyr.

IF we passed the Boston ordinance  
CIF would probably sue us.

Mr. Hamilton.

I have never said Boston is doing a good job.

Boston - abnormal record on regulations.

CLF is beating on Boston too.

C. Cyr.

- CLF's position is suspect.

- Review CLF's maneuvering on Scheme 2. - Cut Deals.

- Cambridge got the Parking Freeze, Scheme 2 and not the transit improvements.

- Need to check more carefully than CLF is forwarding.

Mr. Hamilton

You signed the memorandum of agreement w/ DEP. CLF's name is not on it.

C. Cyr.

- You didn't read the memorandum.

Mr. Hamilton

CLF did not make back soon deals - Just made state keep its promises.

C. Duchay

Pg. 4 of Testimony - Calif. Reg. 15 - How far can we go to require employers to use alternatives.

Mr. Hamilton

Doubt you can compel.

C. Duchay

What's legally enforceable and can be done - memorandum.

C. Myers.

Jurisdictional level - CLF

Mr. Hamilton

Andy Rubal  
9 Chauncey St

We are representing our  
Cambridge members.

- Resident of Cambridge since '70.
- Second on Working Committee

- 1) Bike Transportation
- 2) SIP.

→ Applaud C.C. for encouraging  
bike transportation.

- Bicycling - summer - single use -  
short distance trip. Important  
piece of the puzzle.

Barriers - Safety.

Specific recommendations:

- 1) Take strongest position from  
both City, M<sub>g</sub> + CCLN.
- 2) SIP - take more from  
the Bicycle Committee Rpt.
- \*3) City makes <sup>Policy</sup> commitment - to  
accommodate in all roadway  
projects. - Fed. highway Policy  
- state bonding Policy.

About the SIP.

- 1) Why we are here: - high single-  
occupancy - considerable  
incentives to use car.

Challenge: Real effect in vehicle  
miles traveled w/o excessive  
penalties.

General recommendations

- 1) Take the best part of 2 plans  
as next step -
- 2) A real step  $\hat{=}$  serve as a model  
w/o shooting ourselves in the  
foot.

\*) User Fee. - A penalty - some  
reward for the alternative

③ Move towards to free parking

### Specific Recommendations

- 1) Require parking as a line item in all leases. - Doesn't cost anything but a perception.
- 2) What if - car Friday - owner pay \$15 (user \$15 - what if employers pay \$15 to employees not to use their car + City to match - "T" pass - when possible; can't use "T" - some lower cash payments.  
Amounts are small. - People are paying.

C. Russell

Pushing the "T" - a regional approach.

Mr. Rubel

As a cyclist I know what it is like behind a bus. A big advocate for the clean gas system.

Robert J. LaTremouille

347 Franklin St.

### Major Notes

- 1) Rapid Transit (Northwest)
- 2) Zoning Issues - Begin the downzoning process. (Meaningful)

Expansion of the "T" rapid transit system. makes good sense. A lot can be done.

Gerald Hawthorne  
Polaroid Corp.

Read prepared statement

C. Duchay

want to pay attention to Polaroid's communication.

City-wide AER Base - should it be actual

G. Hawthorne

Agree; Don't know where the starting point is.

C. Duchay

? of employees who don't ride their car during the day.

G. Hawthorne

1979 Survey didn't address question. Would envision new survey would.

C. Duchay

How to figure out what is really needed

G. Hawthorne

Hard to estimate. Given what we have it appears to be working.

C. Duchay

Aggressive  
Incentives to use "T"

G. Hawthorne

wouldn't say it is aggressive.

Bill Zamparelli

GM Energy

- Member of SIP Advisory Committee
- Authored the zoned resident sticker program - "Share in the pain"
- Serious concerns over the SIP.
- 1) urge R.C. not to rush to passage - along state process to begin.

- Difficult to have a national plan without measurable levels (CO<sub>2</sub>)
- Ordinance w/o an effective date until a regional plan. In the interim develop a voluntary plan.
- Cambridge stand alone - economical hardship.
  - (560 employees)
  - Outlined Cambridge based operation 41% employees - reimbursed for mileage, (Interact to 77 other sites)
  - Many of the implications have not been fully thought out.
  - Need an economic impact on the SIP.
    - Informal survey:
    - Lose 38-40% parking at this time.
    - provide mgt. training at Kendall Sq. site.
    - Informal survey - use of "T" - Fear; to rely on T - Western part of state -
    - subsidize "T" pass
    - provide secure bike locks.
    - provide showers
    - provide <sup>close</sup> spaces for high occupancy use cars & handicapped
    - union issue.
    - Encourage carpooling.
- \* Nothing compelling us to do anything Today - No need to rush to judgement Wait until DEP begins.

C. Wolf

- We will be at a disadvantage if we do have an idea of what we want before the DEP hearings begin.

C. Dineen

with regards to waiting - we should  
pause until such time as other  
cities & towns are ready. If  
Cambridge has its own plan - can  
put us at an advantage. Companies  
want reasonableness & certainty.  
we have to move ahead with  
planning, study & consultation.  
Best estimator of what might happen.

Mr. Zanparelli

- urge City approach it in a  
measured way.
- Future development will be  
subject to Vehicle Reduction  
Ordinance & Traffic Mgt Plan,  
under the present JIP.  
(Re: Leasing & Financing considerations)

C. Walsh

Given the facts - will you  
leave the City.

Mr. Zanparelli

Would have to look at it.

C. Walsh

Impact on Future Development

Mr. Zanparelli

Rethink our plans.

C. Myers

Other factors

Mr. Zanparelli

Not planning on leaving - don't  
want to leave that impression -

Subina Birner  
8 Chatham St. #2

- use of bicycle in JIP.
- low cost means to reduce  
pollution.
- improve health, reduce noise
- commend the proposals for  
including bicycling in each plan.

Opposed

Name

Address

~~JOHN E. MCCARTHY~~  
V. HUNTIAN

~~1697 CAMBRIDGE ST 02138~~  
POPE CAROL PARK CHURCH. 02141

Sabrina Arner

- Both Plans call for a Master Bike Plan
- " " Salaries bicycle coordinator.
- " " For Police & T.P. to use bikes.

CCRN - reworking intersections & barriers  
City - improve bike storage & showers.  
City - concerns with all Cambridgeian

Recommendations

- City - spot fines - at intersections
- " - education for cyclists, pedestrians & cars.
- City - integrate into new developments
- Recommend Clean Fuel in Diesel bus.

Asked the Council to accept all recommendations with regards.

Eric Benson  
Polaroid Corp.

- City should not wait - go forward on proposal - working with state & MAPC - to reach a regional approach.
- Much is still unaddressed - # of complex questions.
- Work together - find
- Clean Air Act - allows for time.
- Cambridge not on an even field & the suburbs because of the freeze.
- \$3.5-5 M disadvantage.
- Move ahead - thoughtful approach - maybe incremental.

John E. McCarthy  
1697 Cambridge St.

- Ozone Layer / Parking Control
- Target area - wide on both ends - slim in the middle - (eyeglasses).
- We have lost spaces - area of Cambridge 3 hospitals, schools, libraries etc. (only relief is during summer - work) work take issue & education.

- Not familiar w/ Parking Free
- Parking is at a critical point.
- Ozone - gas pollution - knows no boundaries
- Ozone layer - 100 miles up - global issue.
- Region / State / City / Town.
- Go into this thing mighty slow.
- Suggestions: Public Forums, Planning between City + State before an Ordinance
- Earth Summit - June '92: Rio de Janeiro - 177 countries - Agenda 21 - could take 20 yrs.
- Proposed Ordinance will restrict my movement within the City.
- Questioned how surveys were taken.
- I live in Area 4; my doctor is in Area 2 - what do I do? Restriction on my freedom.
- Harvard Sq. - Free zone
- Areas 1, 2, 3 - can come into my area and park in the free zone.
- Advise the State - Don't be too hasty.
- Problems w/ Mass Transit.
- Bike accidents ↑  
(Not the <sup>most</sup> stable vehicle).
- Bicycle coordinator - not for it
- White Vite stickers - opposed to it.
- AER -
- Transportation Mgt. - good idea - Don't know how to implement it.

C. Russell

Thanked Mr. McCarthy for his thoughts.

John Natale  
92 Fourth St

- Three accidents - Bikes.
- Support Regional approach.
- Oppose Clean Air Act. - But not opposed to Clean Air.
- Oppose the whole thing. - I don't see any proof of a problem.



Michael Cantalupa  
Boston Properties.

- Submitted 4 letters.

C. Duchay

Competitive environment - stay as it is -  
provided Cambridge doesn't do something  
silly.

M. Cantalupa

yes.

C. Duchay

No community in MA. has welcomed  
development like Cambridge. - Cambridge  
sense: Anti-business attitude. - where it comes  
from.

M. Cantalupa

press; neighborhood reaction.

Richard Verdetti  
27 Winter St.

- opposed to Ordinance
- Another burden on the residents.
- Regional Problem
- zoning - TAP issues
- Four Day Work Week
- Roadway improvements
- More "T" passes
- enforcement on TAP issues

Suggestions.

- TAPs not working now because of lack  
of coordination.

- Do support CCLN's proposal.

Sarah T. Eusden  
MIT

- Read a prepared statement.
- We don't have a collective plan  
many different interests - no consensus  
reached.

C. Dushay

- 240 Companies - Tell us what they could do.

C. Tooney

MIT - repair Ames Vassar St.  
(reduce vehicular traffic).

Bob Lewis  
Chamber of Commerce

- Chamber sent a letter in opposition
- Submitted other letters.
- City not do it alone
- Pass ordinance - don't put it into effect until other communities do.
- Mgr submittal - no consensus.
- CIP bombshell - not a gain.
- Work to attract & retain business.
- Willingly to go back & come back = recommendations, or how to proceed.
- Hope city will stand tall like it did with scheme 2.

C. Dushay

Willing to stand up when we have a proposal

C. Wolf

Read into the record a series of communications.

Alan Sternbergh  
3 Clinton St.

### Several Problems in Myr's Proposal

- 1) Zoned parking
- 2) Citations on Developers with 50% of Pt.
- 3) Vehicle reduction
- 4) Traffic Mgt plan

### Some positives:

- 1) Bike plan
- 2) Increased parking permit costs.

Look at Title 4 of the Clean Air Act.

- Acid Rain - find common denominators
- Model being used by S. California.
  - Regional issue.
  - Take leadership role - but don't go out too far.

C. Wolf

Other countries - if you pollute - you pay. Do you see proposals as an appropriate model.

Alex Steinberg

yes.

Adjournment at 12:35 p.m.

7:19 6/1/92 Heavy SIP

Alice Wolf 3 documents

- 1. Memo for AW
- 2. > Ordinances submitted by
- 3.

4<sup>th</sup> recommend for yesterday's heavy  
Graham Myers - chair of heavy

M: Brynne before Council ~~AW~~ Voice work  
A.W.

### State Implem.

we are part of devel of that plan

Ord Committee put together outline of plan to now forward

3 parts

- 1. Go into

improve comm. mobil  
work w/ business to look at how to develop zoning plan

- 2. Update urban parking freeze and
- 3. No. of new long term complex provisions - work on study, clarity, part of recommend to state

2 major themes of heavy

- ①. Most act w/ regional plan
- ②. Steps to improve life w/ in Camb

A W recommend

- 1. hear to public
- 2. AW has add amend + CM may be
- 3. Then send the 2 proposals for 2d reading while we would add changes

AW 1. Issue for CM - what is happening re: enforcement of memo of agreement  
Don Driscoll - Ongoing enforcement strategy thru Traff + Policy Dept. No. of categories of enforcement  
A-E (last)

R. i. e.

Enforcement Strategy

(?) ISP Committee has enforcement power - has held hearings  
Quarterly reports to Dept of Envir Protection

- ongoing inspection in ea category

Investy. continue

- several facilities are in question

Only spaces reserved -> for temp. facilities

AW - How can ments of public get enforcement info

Don Driscoll - document is avail at Traff + Policy - pub. record

AW - Suggests Council get summary of the quarterly report

E Cyn - How many papers added to book that weren't temp  
thru enforcement

DD - D.K. number - D.K. if there were any

E Cyn - would like to see in some detail

Public Test

to  
Jerard Hakim

Mrs. Poland Cup

Cham. of Commerce

Karl Faggs (?)

Kendall

Clean Air Committee as per

Karl R. Faggs, Chairman  
Cust. Chamber of Commerce  
Clean Air Committee,  
859 Mass Ave

Distrib Material to Cust. Chamber of Commerce

Letter to Karl Faggs dated 6/1/92

Support memo of AW memo

Read the letter verbatim

Suggests amending

Philip Dawds  
 48 Banks St  
 Camb. Cit for Liv. Neigh

①

2 diff ord.

1. Mgr's 2d vehicle Trip resident ord.

(CLN-car i.d. 4 new <sup>actions</sup> ~~new~~ cars)

1. visit ~~year~~ <sup>rest</sup> ~~rest~~ <sup>reput</sup> ~~reput~~ <sup>reput</sup>

good recommend

also want visit permit to strike  
must plainly tick

2. Fees - No strings to sledgy scale

3. Implem of bicycle / pedest

need phy. improv to streets

4. Expanded Commute <sup>mutual prog</sup>  
O.K. but need more perf. messages

The rest is sales for study

Not enuf spec. Acti

Sunset Clause - void if there is still  
a parking freeze - unwise

② Mgr's Proposal to Amend Parker  
Parking Freeze

modif. of agent  
proposes more spaces in parking bank

Still no detailed + coordinated work  
betw City + State

- removal
- ① Accept vehicle from seller
  - ② Print and Ink parking passes
  - ③ Walk up onto the pier

Ed Cyr: ~~Is~~ How many passes do we have, not build

D.D. Fast City - 860, 1 truck maintenance

E. Cyr - Subst. m. in Kendall Sq + Albany  
Bellevue services through

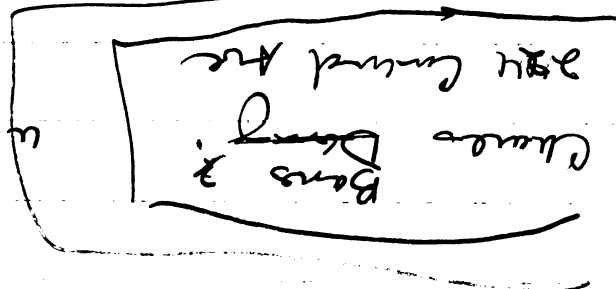
D.D. - Bellevue he he heard m. of 500 m. Kendall Sq.

City has no basis for assuming that spaces belong to bike

E. Cyr - can he some prob. occur - how long can they hold them  
D.D. - City memo. of open contemplated use of those spaces being used

A.W. - used space limits a time that space can be held up  
but my understanding there we can't do it retrospectively

S. Kuncze - what property rights?  
D.D. - Absence of any time limit at buying means its questionable + should be a legal matter



[A.U. - used to time for address cannot]  
Step in night checks

Charles Bross  
crit'd

press w/ operator long

City refused to put up T signs

Trump's brass

Tactics improvement

Parking freeze - City is creating 50% of unpaid street parking is used by commuters - street i.d. on blocks  
block bars

All these long is too open

Charles Bross - Escorted to expand bike by ~~the~~ engineers

Dan Gear, Bell's Guild

Prof. ECLN

The mail bus - friends from City. Car do is engine transport. effie.  
The father belongs to the other  
Seattle, W.V. G. Martin  
Patrol & Attorney  
Parks are in parking restricts  
- Street induce the engineers that the market cannot do.

Magn Kears

- But your examples are all of places that are the HAS of where they are

Dan Gear

- Cons. is a leader + good example of state coal in a development  
effort  
- Best thing that can happen to Cons. is rapid expansion because  
Cons has the infrastructure to deal w/

Magn Kears

- Unstable demand was a great driver  
until we lose our competitive edge in the region

Dr Gear - Think the long term - is to go we will be more efficient

E. Cyr - 1 of the competit. discount of the City = cost of structural program  
If we can see into each: in long term we need have a competitive advantage

Mayn Reeves - If we were to adapt a Carb. sticker + other cities + towns didn't act at all, we  
 cld make ourselves less competitive + lose signif. jobs to other parts of the region

Dan Gee - Liveability, health  
 Competition will come from Europe which is much more energy efficient  
 Q is how long can we continue on current track

Jonathan Myers - need to think abt where we will be as a community 10 yrs from now

Mayn Reeves - Right to look to Europe to see need for effi. for future. Trains  
 used beyond. But v. diff. in the short term

A.W. - Denver downtown bus. has 1 mi stretch now reserved for pedest. + shuttle  
 retail strip

9:00 Ed <sup>Cyr</sup> ~~Reeves~~ / Chast

Stephanie ~~Pollock~~?  
~~Simon~~ Pollack

Consev. Law Foundation

Weak pub. policy justification for minimum parking requirements  
 If businesses are only to build up + there is strong regul

3 legal issues

1. legal prop. right <sup>under</sup> Fitzone Auto Parks - SJC held no  
 legal prop. rt.

2. have to take look in 4 yrs Clean Air Act Amend  
 don't require change

3. Regulatory on street parking will not necess. create  
 addit'l spaces for freeze bank

- another reg. <sup>in existing state implem. plan</sup> requires Carb. to prohibit on-street  
 parking 7-10

- mechanism to increase freeze bank = enforcement

Ken Reeves 9:10

A.W. But those on street parking were supposed to go into parking bank

Sam Pollack

K. Reeves -

S. P. shed try to centralize jobs + resids  
 from state perspective due to Burlington to Burlington is better than to Burlington to Concord

Bias is the low toward breaking jobs & subsidies when given the same bias. So need to be able to point to get transparency.

Mayer - Positive in cities to direct their efforts

F. Dukey - will propose with that

A.W. - Still some oddities with it he does. But <sup>hope</sup> to move to address think + take trustee's ability to get + work with odd's around

E. Cig - But it seems we need the strict clear suggest elimination - 1017.230

F. Dukey - understood this was a heavy. Not proposed favor on any one side.

J. Meyer - wants to talk all training opp. in Com's. residents have allocated 'budget' budget to do so then are we going to increase Com's. assets or the per-weights

Cal Mgr: Grad = ambitions would move forward. But not a total policy

J. Meyer - Commitment has to be a lot greater to get the kind of success that you envisions

T. Tormy - Is good realistic <sup>that no. ing.</sup>

CM - Based in entire program which has number districts changed was 3,000 job in Com's. avoid over several yrs. Party opponent improve the checks

Wendy Jacobs - No. was a goal chosen by consultants. Tried to be realistic

Mayor 3000 = enormous no. of jobs. <sup>When?</sup>  
BioTech - City of Bosh - enrolled 62, <sup>in biotech training</sup> grad 30, only 1 job

T. Toomey - No connect. betw implementing this program + employing more citizens

D. Dinsdale - I'd's that there can be significant  
feas. goal w/td reasn. predict time to have an additional  
3000 jobs in Camb. be held by Camb. residents

A. Wolf - Don't necessarily mean 3000 new jobs  
Vary of way to assist Camb. jobs going to Camb. residents

J. Myers - if we're going to use the figure 3000 jobs, need realistic  
alloc of resources to achieve

E. Cyr - Gentrification issues re: Camb jobs for Camb. resident  
Issues that must be addressed  
1. Sunset clause

Wendy Jacobs: Not supposed to be a threat. reflects goal for hearings → City doesn't  
want to be at competitive disadvantage or subject to burden not imposed on  
region. This plan would become state law w/td regard to other measures  
adopted. Purpose is to preserve abil. of city to adjust if other burdensome  
requirements adopted

E. Cyr - Don't see any provisions, actions that institutions sign those

See 10-16-70 - How we get new space  
see C

Wedg Jards 58% of 4300 will be the abstract cap under see C

E. Cyr I have to deal w/ shelf-life issue, certainly of new permits

Also minimum parking requirements issue - do we need to have that as a by

~~Genzyme~~ Genzyme - <sup>won't ask parking fees</sup> Bosh can put together a package Camb.

S. Russel M to Extend Time of by U/V

F. Duchy - will vote to extending yr S.R's quota, no longer

T. Torrey - Feels Genzyme left because of climate in Camb. No guarantee of any new jobs in Camb. Interested in Camb. jobs for working people

J. Myers - This legislation represents oppurt. to deal w/ Camb. needs for Camb. jobs Let's work together

W.W. Need to rebuild tax base. Get together & find out  
~~again~~

AW - Move 2d ready for 2 ~~annual~~ proposals + <sup>her</sup> ~~more~~  
part of the record

S. Russell

John E. McCarthy  
1697 Camb. St

No parking spaces can be found  
Saw the Earth Jonathan Pmit - excellent book  
Disagree w/ CDD and engineering study

AW Move to 2d Ready  
Title 10 of the Code Amendment  
~~Roll over~~ V/V

F.D. Move Proposed Ord to 2d ready  
V/V

Ed Cyo Mr Jo Cense May 10:30

Committee on Education

Working Group SIP

5/13/92

5:45 PM

Present - Councillor Alice K. Wolf - Presiding

- ① C. Drexler
- ② C. Wolf
- ③ C. Myers 5:50 P.M.
- ④ C. Gormley 6:27 P.M.
- ⑤ C. Cyr 6:35 P.M.

C. Wolf

Agenda - this is continuation  
Several c/c's made recommendations

People had a number of recommendations

Outlined documents for tonight

- memo to Council from  
R.K.W (front page)

69883517  
C. My.

Attempt to take all recommend-  
ations and place them in ordinary  
form, so it has force of state  
law.

In our belief the ordinance will insulate us from "deal punishment".

C. Duchan

Need to be aware of new legal liabilities. Do we need to speak w/ counsel in executive session?

C. Myer

Agree that this should go at some time. To full PC and @ some point in executive session

Wendy Jacobs, Esq.  
F H E

See letter dated 5/12/92

- Proposed Ord. 5/13/92
- Amendment to Parking Garage

Worked on these ordinances thru Jan.

- Under take immediate programs to reduce trip Reduction
- Study some issues before implementation
- Don't restrict people in a way that other communities are not

Cambridge will be doing more than other communities, but less restrictive than originally proposed.

C. Myer's

One seems comparable to what Chair has put forward

We still need quantifiable measures to judge the success of this.

Need significant effort to achieve goals for employment objectives

Spoke relative to Section 10.17.180 pg. 20 of Proposed ordinance

C. Dushay

wants Planning Board to review study version, see pg. 12 of Proposed ordinance.

Bob Lewis  
Chamber of Commerce  
855 Mt. Airy

Suggests AKW's memo.

Gerald Hathorne  
Folovio

Ques. of monitoring so we know if we're making progress

Wendy

one of the tasks of Committee mobility coordinator

G. Hathorne

what about air quality that's what this is all about.

Wendy

old argument, state won't be able to measure what Cambridge is doing i.e. quantification

C. Wolf

State made assertion that change in Scheme 2 saved 38 million VMP's were reduced.

Ruth Jacobson

Pollution by cars & trucks in traffic. Traffic lights need to be timed

C. Wolf

State has made corrections on this

C. Wolf

Amn # in Transportation bill for any of this, signed by Pres.

Wendy

NO I don't think so

D. Easter

There is # but State wants it for Del Colony Railroad Station.

Robert Grimbull  
Gov. Com. Jati Assoc.

We don't seem to be very interested. We need some help. Business is off.

Wendy

§ 1.10 and 2.10, address this.

C. Myers

Suggests quantifiable measures.

C. Russell

Clear if all comments are  
reflection of input

Wendy

most not all

C. Wolf

I would report these out  
w/o recommendation within a  
couple of weeks. (Both witnesses)  
will be

Report these out w/ population  
for a public hearing  
prior to it going to real  
readers.

Adj: 6:40 P.M.

Committee on Dynamics

(Working Meeting)

4/4/92

4:50 P.M.

Present - Councilor Alice K. Walsh - Presiding

- ① C. Gyr
- ② C. Russell
- ③ C. Durbin
- ④ C. Myers
- ⑤ C. Walsh 7:01 P.M.
- ⑥

John Pitkin  
18 Fayette St.  
Cambridge, Ma.

Read prepared text on the  
background. Also outlined  
Transportation Forum.

Very little outreach to neighborhoods  
from City re: SIP. Public per-  
ticipation could be after thought.

- Both proposals on parking red-  
uctions undesirable i.e. 4 gone/  
CLLN
- Concern over Inman Square, shortage  
of parking spaces for commercial  
business.  
Policy should be flexible
- Some fee for off-street  
spaces should be increased

F. P. Rubin

- Lead by example for city employees
- Shuttle Service to end from public buildings

C. Durban

Not clear to me we will have much latitude in future re: this procedure to avoid law suits.

F. P. Rubin

There will be tremendous amount of controversy and need for revisions. Transition measures may be way to go now and make commitment for long term goals.

I. Myers

There will be a need to go back to all of these groups later

C. Wolf

defined "suggested action" - statement. (see pg. 2, 3 & 4)

C. G. v

This is a real constructive document need to address alternatives, such as MASS transit, private sector stuff

We seem to have a group of people who want jumpy licenses. Need regulatory reform in this area.

Add on page 4 a 4b5 under "Improve the interim ordinance"

- (4) - enforcement
- (5) - new permits should have shelf life

# 9 on page 5 - need to get Jafri cables  
to provide service to Cambridge.

C. Durbey

Good outline for proceeding.

There is a need to have substantial  
community impact. (pg. 2) re. #3, add  
water Jafri's. In-city jitney service.

Clean air act won't go away, nor will  
dirty air.

CLT has agreement w/ state, we have  
agreement w/ plaintiffs. Our objectives  
must be objective.

Can't afford to be tied up in court, especially

"we will commit ourselves to a  
URF" and conditional parking freeze.  
(I might say I would argue this way)

We may want to articulate more  
clearly what we are committed to do.

C. My.

It's my belief son's parking freeze  
or it's equivalent addresses CLT's  
suit.

C. My etc

My concerns:

UMT reduction by C. My  
was good, let's us have  
some thing to grab onto.

Hard for me to know how we are going to achieve goals we desire to achieve. Rather than adopting all of these goals, may we shall adopt 3-4.

C. Myers

I think we need to go back to business community, create advisory committee, see what works. Take year's time and see what works and come back to us.

Ditto for residential community.

Need different perspective from Traffic Dept. Not just person jobs, but to people jobs.

"Business retention" should be worked out.

C. Cyr

Clean air act, not Cambridge specific, must think about regionalism. What's state responsibility.

C. Wolf

How will all of this be coordinated within the city?

Don Drisdell

~~Efforts~~ Continuation of interim freeze <sup>if</sup> ~~and~~ MOP should be modified with state accept our materials which come out of all of this process.

C. My

We have consensus Cambridge we do retain things if it become a regional plan.

C. My

Auto efficiency rate based on 1990 census data, stem low based on data.

C. Debra

City should have contacted business community last year

C. My

we had 15 public hearings and business community was represented.

Submission by CC's 4/21/92

\* Next Meeting TBA

At 8:35 P.M.

81

# Ordinance Committee

Present - Councillor Alice K-wolf - Presiding

4/1/92  
5:40pm

- ① C. Durbach
- ② C. Sullivan
- ③ C. Russell
- ④ C. Myers
- ⑤ C. Walsh 5:50 P.M.
- ⑥ C. Lynn 6 P.M.
- ⑦ Mayor 6:23 P.M.
- ⑧ C. Gosney 7:42 P.M.

C. Myers

Q. v. sense of Chair's timing  
on ordinance

C. Wolf

Wld like to leave st open  
have no way of knowing  
how many amendments and  
what public testimony  
will occur.

Wendy Jacobs, Esq.

Re-introduce transportation  
expert.

Sam Lawson

33% of traffic = "through trips"  
norms need for regional plan

2 & people

Quest, is not a transportation plan  
but a plan to achieve air-quality.

Key elements (card)

- Regional Trip Reduction
- Promote Local Employment Opportunities for Cambridge Residents.

C. Myers

S. Lawson

- Quest. mechanism for doing this

- Public / private partnerships
- Job Fairs
- Increase budget from what is currently available.
- Vocational Training

- Annual Employee Trip Reduction Program

w. Jacobs

Employee must submit plan  
in auto emission rate to  
mobility coordinator

No plan in country which  
requires employees to comply w/  
this ~~plan~~ program.

Financial, punitive action could  
result against employees.

C. Russell

~~did~~ An employer did submit a very good plan, but we didn't force them to do it.

S. Lawson

Correct!

C. Wolf

Bellvue, WA. Trip reduction employer plan was put into effect = 30% reduction in single occupancy vehicles.

C. Gys

Difficulty we have w/ making this work in our fold:

- Must be in place, an effective alternative once this ordinance is passed.
- This will be marginally better but w/ more cars.

Difference between North Reading and Cambridge - need of parking.

6:59 PM  
PHD in chair

Two staff people in Community Development will not create the vision needed to implement.

Jean LeVay  
626 Huron Ave

Difficulty w/ C. Gys' questions during presentation.

7:12 P.m.

C. Wolf Resumed

C. Durbay

W. Jacobs

Q. re: employees, former employees to utilize caspools. No, but they did provide incentives for complying.

C. Durbay

Had questions re: pg. 6 "Organization Management Plans"

J. Lawson

• Zoning Revisions > Pg. 2  
• Urban Goals

Phil Woods  
48 Banks St.  
(CCCN)

To provide background information we have someone from Conservation Law Foundation

7:38 P.m. / 7:53 P.m.  
Stephanie Pollack, Esq.  
Conservation Law Foundation

Mr. Woods invited me to appear here tonight  
Read various documents re: court action, etc.

C. Durbay

why were restrictions placed on Gordon/Kanin

S. Pollack

Crush is current freeze doesn't work

C. Drexler

why can't state force all communities to create a plan

S. Pollack

They could, but they're losing their judges

W. Quast, Esq.

Provided historical background as to why we are here

EPA imposed plan in 1970's

C. Drexler

Adj: 8:07 P.M.

Committee on Ordinances

Present - Councilor Alvin K. Wolf - Presiding

3/31/91  
5:44 P.M.

- ① C. Dierker
- ② C. Russell
- ③ C. Sullivan
- ④ Mayol
- ⑤ C. Lynn
- ⑥ C. Myers
- ⑦ C. Walsh

Mayol

Real opening statement re:  
serious air pollution problem.

- 3 documents
- Trip Reduction
  - Ordinance related sheets
  - Technical analysis

Announced hearing schedule

C. Myers

Provided historical overview of the  
past year. Group of 14 formed.

- Discussions w/ DEP on negotiations
- Proposed ordinance as we sub-  
mitted. Effective date will  
change.

Want to work w/ Commonwealth on regional plan; this is not just a Cambridge problem.

C. Duchay

Have you reviewed transportation plans from around country?

We shld have this for comparative purposes.

C. Myr

will let Cambridge Systematic answer

Wendy Jacobs, Eng.

provided reason why Cambridge Systematic

Sam Hanson  
222 Third St.  
Cambridge, MA.

Founded 1972 working closely w/ EPA on develop. & transp. control measures, nationally. Directly involved in involvement w/ state planning (transportation) issues working on this regional issue.

• Clean Air Act of 1980 says Eastern manufacturers does not meet clean air standards

• Carbon Monoxide (CO) can be fatal in high concentrations - source of pollution - automobiles

before

Bob ~~Lebow~~

Ozone in lower atmosphere is produced by various chemical reactions in smog.

This is not produced directly, but by a number of compounds.

Vehicle miles of travel = VMT

More miles produced = greater emission.

Higher speeds produce less pollutants.

Cambridge is required to develop effective air quality program as it relates to transportation issues.

Process = Intensive community input in preparation of these documents is directly strategic for all travel modes here.

Realistic and implementable for Cambridge while legally correct.

May 11

Comm. input. Did you qualify input and agreement of groups did it receive support.

Wendy Jacobs

C. My. appointed a group and alternate to deal w/ issues. Hoped to get broad based consensus but did not work in the end in terms of the whole program.

C. Durbey

Quinn DOP issued guideline for regional plan

B. Lawson

Not to my knowledge @ this time.

W. Jacobs

This is a problem which at times seem unmountable

C. Wolf

We're in different positions because Cambridge / Boston should have had a "posting freeze"

C. Durbey

Goals of this are extremely important, but the goals of this would be better achieved if everyone were working together.

"

Failure of state to take leadership is point out ~~ambivalence~~ ambivalence of entire country.

C. Myers

It's a very good point, but we must move forward and show leadership.

Robert LeGrenouille  
348 Franklin St.

Fig. 4-1 - 4.4, given.  
use of development terms.  
What does zoning allow?

S. Lawson

7-8m of additional square  
foot was our understanding

R. LeGrenouille

Quar. 96,000 population.  
vs 103,000 jobs  
Much commercial little  
residential

S. Lawson

Push these variables into  
analysis

John Nobile

Any date of census/long  
discrepancy from 1970 to 1980  
Is there an alleged emergency?

S. Lawson

See summary  
3/3/92

Key Components V.T. Reduction

- Expand present mobility program
- Restrict use of unregulated on-street parking spaces.  
• All locations investigated
- Why will bicycle use Incentive Program

C. Durbay

Ques. any other community doing this? Provide details.

S. Lawson

Bullard Oregon Madison Union.

- Increase off-street municipal parking fees by 25% for daily and monthly parking

C. Lynn

A pattern is developing here, which is interesting to me.

"

Are we expanding retail at expense of commercial economy. we have more stores than we can support.

Landmarks are a measure of the number of jobs.

"

"Fixed end point" easier to effect as drive a month's shopping trip.

S. Lawson

Disincentives must be balanced w/ incentives to "not to drive"

- Car parking
- Local shuttles
- Public Transportation

S. Lawton

Control Use of City Wide Visitor Passes.

C. Duchay

wants to know how many of these are out

S. Lawton

Residential Parking Permit Streets Zones

C. Russell

what would happen if we eliminated this section?

S. Lawton

This would not have an effect on compliance w/ Clean Air Act

C. Russell

This would really hit small businesses in Cambridge.

C. Cyr

No incentives to residents on this one!

W. Jacobs

There was consensus on this proposal

C. Walsh

Ques. analysis on this in the community.

S. Lawton

National level vs local - no Cambridge has a specific need

C. Durban

We should approve a plan  
subject to a regional plan  
being accepted by other communities

C. Russell

where is Boston on this issue

S. Lawson

Some preliminary discussions  
have been held. Looking into  
trip reduction

Adj: 7:27 P.M.

6/1/92 Notes from Council Mtg

①

Unfinished Business

Frank D - M referral to Kent Entwistle

Michael Turk

10:31

24 Present

CTU

10:34 Frank Dueby Chair

Terry Morris memo not responsive

Request 3 mos data when it was supposed to be back in 2 wks

Requests real investigation by Council  
TS at 266 + 270 under SLJ feel addressed

J. Myers:

A.W. 270 under SL - 9th rank house in 2 yrs

Cheryl McCloud

10:43

270 under SL

Alex Stenberg should be investigated

Skip Schlemmer

102 Inman St.

Need serious look at Stake Society + Bldg Code

Spent \$1 to maintain house

J. Myers - smelly ungarbage at garage + bldg falling down

6/1/92

(2)

Orson Yancy  
217 Howard St.

Increase of av. \$1000/unit since Alex S. bought

Rita?  
Katrina Kennedy

270 Windsor St

should be able to turn any random building into condos

Wm Noble

188 Franklin St

CTU Dealing w/ prob of C/2 condos

Constance Thebeault

42 Limman St

CTU

visited Market St units + photographed

Conditions appalling

Why no follow thru from City

Julia Graymy

Market St

President Evicti Free Zone

Is there a way to make the systems work

E. Cyr

T. Morris report was not acceptable, wants more data

6/1/92

(3)

T. Tommy

Real Control Subcommittee should hv hearing on site

A. W.

Situation is outrageous from Council point of view

9 rent increase in 2 yrs is wrong

J. Myers

~~M. to Refer~~

E. Cyo Subcommittee m. → back to CRCB

No

M. to refer to committee

Yes

~~Refer~~

# & Refer to Post Oper Committee

2 pm. Schenker

City Mgr

→

~~off~~

7 AW

8 10 Myers

9 EC → off

11 Ken

All the rest 9 → 0

6/1/97

(4)

Consent Comm.

# 18 removed Rechecked June 8

M. to approve V V

Consent Order

EC 25 removed

~~re~~

adopted V V

City Mgr. Agenda 1

#1 AW

7.

AW

More report accepted but C.M. ask when MBFA did regulated

~~Maya~~

CM - Party has state vendors permit

Mayor - Issue of fairness

May 15 adopted

Myers - City Cabinet report helpful

Ed Cyr - have by next week Hwy Cabinet

A. U. ~~at~~ good report

U. U. - Excellent report

need to reprim n.c. to get access for E/m

AU - Changes in leases of CTHA?

What is it

Step Schlony

202 Inman St

Serious prob.

Suggests City might have to make outright grant

Believes there is a way for that \$30,000 to come down

#11 City Mgr will arrange a session when Councils want to can look at plans

M to adjourn ~~11:43~~ 11:43



# OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

JOSEPH E. CONNARTON  
CITY CLERK

(617) 349-4260

June 3, 1992 JOHN E. FLYNN  
DEPUTY CITY CLERK

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

Dear Sir:


Enclosed you will find copies of three proposed amendments to the Municipal Code of the City of Cambridge which were passed to a second reading at the City Council meeting held on June 1, 1992 as follows:

1. Vehicle Trip Reduction Ordinance
2. Parking Freeze
3. Street Performers

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

Your kind attention in this matter will be greatly appreciated.

Very truly yours,

  
John E. Flynn  
Deputy City Clerk

JEF/dl

Encs. (3) First publication numbers 2588, 2589 & 2590

c.c. Councillor Wolf, Chair, Committee on Ordinances  
Joseph Cellucci, Inspectional Services Commissioner  
Birge Albright, Law Dept.



# City of Cambridge

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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 Title 10 entitled "Vehicles and Traffic" of the Municipal Code of the City of Cambridge is hereby amended by adding at new Chapter 10.17 entitled "Vehicle Trip Reduction Ordinance."

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 Clerk

NOTE: Pursuant to the provisions of General Laws, Chapter 40, Section 32A, Tercentenary Edition, the ordinance as aforesaid which exceeds in length eight octavo pages of ordinary book print may be summarized for publication in a newspaper of general circulation in the city with the further provision that said Municipal Ordinance may be examined and obtained at the City Clerk's office during office hours and that any objection to its invalidity by reason of any defect in the procedure of adoption may only be made within ninety days after the posting or the second publication.

ATTEST:- John E. Flynn  
Deputy City Clerk



# 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 1, 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 CPFP or Determination of Exclusion
- 10.16.070 Number of CPFPs 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 CPFP 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 -, 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 "Cambridge Municipal Code"

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

Section 12.16.170 of the Code (Street performers) is hereby amended as follows:

1. Paragraph E. (Permitted performances), subparagraph 3. is amended to read as follows:

No performer or group of performers may generate noise exceeding a median sound level of 80 decibels measured at a distance of 25 feet from the performer or group of performers. A performer or group of performers may use sound amplification as long as this sound level is not exceeded. Upon a complaint by a resident, a designated staff person from the Cambridge Arts Council shall, with the permission of the resident, measure the sound level inside the residential dwelling. If the sound level exceeds a median sound level of 50 decibels, and exceeds the background noise by at least 10 dB(A), the performer or group of performers causing the excessive sound level shall either turn down the music or move to a distance from the residence so as to reduce the sound level within these limitations. Background noise for this purpose shall mean  $L_{90}$ .

That Section 12.16.170 entitled "Street Performer" in Paragraph F (1) be and hereby is amended by adding at the end thereof the following:

Unaccompanied drummers and groups of unaccompanied drummers are hereby forbidden to perform or play on drums in the following public areas:

Winthrop Park

Brattle Square Triangle

Cambridge Common

Passed to a second reading 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 Clerk



# City of Cambridge

34.

IN CITY COUNCIL

June 1, 1992

COUNCILLOR WOLF

**ORDERED:** That the Committee on Ordinances report out of Committee the following amendments to the Municipal Code of Cambridge entitled Chapter 10.17 Vehicle Trip Reduction Ordinance and Chapter 10.16 The Parking Freeze by adding 10.16.060, 10.16.070, 10.16.071, 10.16.090 and 10.16.100 to the full City Council without recommendation; and be it further

**ORDERED:** That the City Council hold a public hearing on these amendments prior to passage to a second reading.

In City Council June 1, 1992.

Adopted by the affirmative vote of nine members.

Attest:- John E. Flynn, Deputy City Clerk.

A true copy;

ATTEST:-

A handwritten signature in black ink that reads "John E. Flynn".

John E. Flynn, Deputy City Clerk

**TWO ORDINANCES PASSED TO A SECOND READING AS AMENDED**



# 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 Title 10 entitled "Vehicles and Traffic" of the Municipal Code of the City of Cambridge is hereby amended by adding at new Chapter 10.17 entitled "Vehicle Trip Reduction Ordinance."

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 Clerk

NOTE: Pursuant to the provisions of General Laws, Chapter 40, Section 32A, Tercentenary Edition, the ordinance as aforesaid which exceeds in length eight octavo pages of ordinary book print may be summarized for publication in a newspaper of general circulation in the city with the further provision that said Municipal Ordinance may be examined and obtained at the City Clerk's office during office hours and that any objection to its invalidity by reason of any defect in the procedure of adoption may only be made within ninety days after the posting or the second publication.

ATTEST:- John E. Flynn  
Deputy City Clerk



# 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 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

35.

IN CITY COUNCIL

June 1, 1992

COUNCILLOR RUSSELL

**ORDERED:** That the City Manager be and hereby is requested to confer with the Law Department with a view in mind of drafting appropriate language to amend the Municipal Code in Section 12.16.170 to include provisions that provide for street performers to be moved on regular intervals from one location to another.

In City Council June 1, 1992.

Adopted by the affirmative vote of nine members.

Attest:- John E. Flynn, Deputy City Clerk.

A true copy;

ATTEST:-

A handwritten signature in black ink that reads "John E. Flynn".

John E. Flynn, Deputy City Clerk



# City of Cambridge

34.

IN CITY COUNCIL

June 1, 1992

COUNCILLOR WOLF

ORDERED: That the Committee on Ordinances report out of Committee the following amendments to the Municipal Code of Cambridge entitled Chapter 10.17 Vehicle Trip Reduction Ordinance and Chapter 10.16 The Parking Freeze by adding 10.16.060, 10.16.070, 10.16.071, 10.16.090 and 10.16.100 to the full City Council without recommendation; and be it further

ORDERED: That the City Council hold a public hearing on these amendments prior to passage to a second reading.

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June 1, 1992

Councillor WOLF

ORDERED : The Committee on Ordinances report out of Committee the following amendments to the Municipal Code of Cambridge entitled Chapter 10.17 Vehicle Trip Reduction Ordinance and Chapter 10.16 The Parking Freeze by adding 10.16.060 10.16.070 10.16.071 10.16.090 and 10.16.100 to the Full City Council without recommendation, and be it further

ORDERED : That the City Council hold a public hearing on these amendments prior to passage to a second reading.



## CAMBRIDGE CHAMBER OF COMMERCE

Received at the postmark 6-1-92.

JEF

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

June 1, 1992

Dear Councillors:

The Clean Air Committee of the Cambridge Chamber of Commerce would like to again express its appreciation to the Cambridge City Council and to its Committee on Ordinances, chaired by Councillor Alice Wolf, for the opportunity to provide public comment during the several hearings before the Ordinance Committee and again this evening, on the ordinances which are being considered for revision of the State Implementation Plan (SIP).

We support most of the concepts set forth in Councillor Wolf's memorandum to the Ordinance Committee dated May 13, 1992, as positive steps toward our collective goals of cleaner air, reduced traffic, and more efficient use of our energy resources. In our previous letter to the Council dated April 23, 1992, we expressed general support to the three -tiered approach being followed by the Council. We also appreciate the order passed by the Council at its April 27th, 1992 meeting which: a) responded to concerns expressed by residents, business, and institutional representatives, b) resolved to consider in a deliberative manner, options available for reducing vehicle miles travelled and, c) supported a regional approach to implementing provisions of the Clean Air Act amendments of 1990. The ordinances which are before you for consideration are clearly pointed in the right direction.

The Clean Air Committee of the Chamber is composed of representatives of large and medium sized businesses, institutions, property owners and developers, all of whom would be impacted by the proposed ordinances. These representatives have committed the time necessary to follow the complicated steps in developing these ordinances. The Committee includes members who served as business and institutional representatives on the City Manager's Working Committee on the SIP, which examined a variety of options available for encouraging changes in travel behavior by all sectors of the Cambridge Community.

After reviewing the most recent drafts of the proposed ordinances which were made available on May 13th, 1992, the Clean Air Committee met to consolidate comments from its constituencies.

Attached are copies of the City's draft of May 13th, 1992 on which we have indicated some suggested language changes, by lining through language to be deleted and by highlighting new language with shading.

The language changes suggested for the Interim Ordinance are minor and should be self explanatory.

The changes proposed for the Vehicle Trip Reduction Ordinance are, in summary:

1. recommendation for conversion of busses and taxi fleets to clean fuels.
2. clarification of the initial survey of commuting characteristics of Selected Employers.
3. establishment of a Steering Committee of Selected Employers for the purpose of facilitating participation and cooperation in designing the survey, reviewing the results, and designing any citywide employer based vehicle trip reduction program.
4. clarification of the Automobile Efficiency Rate (AER) and flexibility as to the use of the data obtained from surveys in developing an appropriate citywide and regional program.

In addition to the suggested language changes indicated on the attached drafts, we have several further general comments:

- a) The terms Commonwealth and Region are used inconsistently and the documents should be reviewed to determine the appropriate term for each use.
- b) Members of our committee found the use of the various AER modifiers confusing, such as: AER, Base AER, baseline AER (small "b"), AER Goal, Citywide AER, City's AER. Perhaps the use of these various terms can be clarified further in the definition section of the ordinance.

- c) In forwarding the material to the State and Federal agencies for further review, the City should make clear that any citywide or regional employer based vehicle trip reduction ordinance should apply to all governmental agencies with operations within Cambridge (such as County, State, and Federal departments), not merely to City agencies.

Representatives of the Clean Air Committee are ready to meet with representatives of the City during the next few days to discuss and to clarify any of the suggested changes.

Thank you for this further opportunity to present our comments on this complex issue. As stated earlier, we strongly endorse the need for a regional solution to air pollution. Every business, institution, neighborhood, and community in the region must work together to improve the quality of our environment. We extend our continuing support and commitment to this end.

Sincerely,

Cambridge Chamber of Commerce  
Clean Air Committee

*Karl P. Fagans* *AKH*

Karl P. Fagans, Chairman

c.c. Robert W. Healy, City Manager  
John E. Flynn, Deputy City Clerk  
Wendy B. Jacobs, Esquire -Foley, Hoag & Eliot  
Donald A. Drisdell, Esquire -Deputy City Solicitor

Chamber of Commerce  
Clean Air Committee  
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AMENDMENT TO  
INTERIM FREEZE  
PROPOSED  
5/13/92

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

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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 May \_\_, 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

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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 ~~the~~

**amended section to** 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 dated \_\_\_\_\_ 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 recommendation may also identify some areas that are primarily adjacent to business uses, where restriction of on-street spaces would impose a hardship on employers in those areas. The Director of the Traffic and Parking Department shall make the recommendations for

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~~restrictions on spaces in specified locations~~ 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~~ ~~recommendations~~ 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 \_\_, 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~~ ~~imposed~~ equally ~~to~~ ~~on~~ all communities in the Commonwealth, such as an employer-based vehicle trip reduction program and which revokes

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the provisions of 40 C.F.R. section 52.1135 which apply to Cambridge; and (ii) ~~revokes the provisions of 310 C.M.R. section 7.16 and (iii)~~ 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.

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, amended on May \_\_, 1992 and passed Ordinance No. 1112 on November 26, 1990 (the "Interim Ordinance"), amended on May \_\_, 1992; 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

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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 trips and 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**, the elements of this Ordinance are consistent with the policies of the City, the Interim Ordinance, and the federal Clean Air Act to reduce vehicle trips and vehicle miles travelled and encourage and develop greater use of public transit, bicycles, walking, and other alternative modes of travel; and

**WHEREAS**, implementation of this Ordinance will demonstrate the commitment of the City to promote the objective of the Clean Air Act by discouraging automobile traffic within and to the City; and

**WHEREAS**, enforcement of this Ordinance will achieve a reduction in vehicle miles travelled and promote attainment and

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maintenance of the National Primary Ambient Air Quality Standards necessary to protect public health in the Commonwealth; 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:

A new chapter 10.17 shall be added to Title 10 of the Code (Vehicles and Traffic), as follows:

**Chapter 10.17**

**Vehicle Trip Reduction Ordinance**

Sections: 10.17.010	Time Period of Chapter
10.17.020	Findings
10.17.030	Definitions
10.17.040	Expanded Commuter Mobility Program
10.17.050	Bicycle and Pedestrian Mobility Program
10.17.060	Restrictions on Visitor Passes
10.17.070	Fees for Residential Parking Stickers
10.17.080	Study of Zoning Revisions
10.17.090	Improved Coordination with MBTA
10.17.100	Regulation of Idling Busses, Trucks, and Taxis
10.17.110	Taxicab Improvements

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- 10.17.120 Alewife Station and Garage
- 10.17.130 Annual Survey of Commuting Characteristics of City Employees and Employees of Selected Employers
- 10.17.140 Consultation with Employers and Residents about Elements of Regional Employer Vehicle Trip Reduction Program
- 10.17.150 Use of Fees
- 10.17.160 Recommendations for a SIP Amendment Applicable to all Communities in the Commonwealth
- 10.17.170 Municipal Vehicle Trip Reduction Program
- 10.17.180 Expansion of Local Employment Opportunities
- 10.17.190 Further Expansion of Commuter Mobility Program
- 10.17.200 Restrictions on Parking Supply
- 10.17.210 Promotion of Clean Fuels
- 10.17.220 Development of Traffic Policy
- 10.17.230 Sunset Clause

**Section 10.17.010 - Time Period of Chapter.** Sections 10.17.040 through 10.17.150 of this Chapter shall take effect sixty (60) days after final approval by the City Council. The remaining provisions shall not take effect until, and shall at that time supersede and replace Chapter 10.16, sixty (60) days after final approval by the U.S. Environmental Protection Agency

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("U.S. EPA") of a SIP amendment for Massachusetts which (i) 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 (ii) revokes any provisions of 40 C.F.R. Section 52.1135 that are applicable to ~~Cambridge.~~ ~~Cambridge;~~ and (iii) ~~revokes the provisions of 310 C.M.R. Section 7.16.~~

Section 10.17.020 - Findings. The City of Cambridge finds and determines that:

a. High levels of vehicle traffic and congestion add to air pollution, noise, and inconvenience and erode the quality of the living and working environment.

b. An increasing number of automobile registrations and jobs in the City has resulted in growth of traffic in and around Cambridge.

c. While the City has pursued programs to mitigate these conditions, new measures must be implemented by the City and the Commonwealth involving the participation of all sectors of the community on a local and regional basis to make more efficient use of mass transit, bicycling, walking, and other alternatives to trips by single-occupancy vehicles.

d. The Clean Air Act Amendments of 1990 call for the

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attainment of compliance with the National Ambient Air Quality Standard for Ozone within the Commonwealth by 1999.

e. Attainment of the Ozone Standard will require increased control of vehicle-related air pollution ("transportation control measures") throughout the Commonwealth, as well as the Nation.

f. Throughtrips and other traffic over which Cambridge has no control contribute significantly to the degradation of air quality in the region. The degradation of air quality, particularly ozone, is a regional problem which requires global and regional solutions.

g. A large portion of vehicle traffic on Cambridge streets is attributable to trips that neither originate nor end in Cambridge ("throughtrips"). The City of Cambridge has virtually no control over these throughtrips. Accordingly, it is imperative that DEP amend the SIP to include transportation control measures applicable equally to all communities in the Commonwealth, including an employer-based vehicle trip reduction program, to achieve reductions in the number of vehicle trips and vehicle miles travelled throughout the region.

h. Increasing the use of commuting alternatives and reducing the number of trips by single-occupancy vehicles is beneficial for the City and the Commonwealth in reducing vehicle

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miles travelled, traffic and associated air pollution, fuel use, noise, and congestion.

i. Programs offered through City Departments, employers, institutions, owners of multiple-tenant buildings and complexes and other organizations to encourage the use of mass transit, bicycling, walking, and other alternatives to commuting by single-occupancy vehicles are effective and should be expanded on a city-wide and regional basis.

j. The approach best suited to accommodate the diverse needs and capabilities of the governmental, business and institutional communities in the City, and recommended for adoption by DEP for state-wide application, is a flexible approach which establishes performance goals and permits government and private employers, institutions, and automobile owners to select from among a variety of measures designed to contribute toward reaching the goals.

k. The vehicle trip reduction program recommended for adoption by DEP on a state-wide basis should give credit to those employers which have already made substantial progress in encouraging the use of mass transit, bicycling, walking, and alternative means of commuting and in providing such alternatives.

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1. Measures to discourage, and provide alternatives to, vehicle trips and trips by single-occupancy vehicles made by residents of and visitors to Cambridge are also necessary to further the goals of the Clean Air Act.

m. Some of the measures contained in this Ordinance will achieve immediate reductions in vehicle miles travelled; others are designed to collect information and otherwise lay the foundation for future actions to reduce vehicle miles travelled and improve air quality. To maximize air quality benefits, some types of transportation control measures must be adopted and applied on a regional basis.

**Section 10.17.030 - Definitions.**

a. City shall mean the City of Cambridge, Massachusetts.

b. Clean Fuel shall mean any fuel or power source used in a vehicle that complies with the applicable standards for clean fuel vehicles contained in Sections 241-245 of the Clean Air Act, 42 U.S.C. §§ 7581-7585.

c. Clean-Fuel Vehicle shall mean a vehicle in a class or category of vehicles which has been certified to meet the applicable clean-fuel vehicle standards as defined by and pursuant to the federal Clean Air Act Amendments of 1990.

d. Fleet shall mean ten (10) or more vehicles which are

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(i) owned, leased, controlled or operated by a single person or entity; or (ii) parked at the same location, excluding vehicles held for lease or rental to the general public, vehicles held for sale by dealers, vehicles used for law enforcement or emergency purposes.

e. Ozone Standard shall mean the National Ambient Air Quality Standard for ozone established pursuant to Section 109 of the Clean Air Act, 42 U.S.C. § 7409.

f. Region shall mean those communities located in Massachusetts between Interstate 495 and the Atlantic Ocean.

g. Selected Employers shall mean those employers in Cambridge who voluntarily agree to participate in the Annual Pilot Survey of Employee Commuting Characteristics Program set forth in Section 10.17.130.

h. Throughtrips shall mean vehicle traffic on City of Cambridge streets attributable to trips that neither originate nor end in the City of Cambridge.

i. Transportation Control Measures are transportation control strategies aimed at reducing transportation-related emissions of pollutants and controlling the growth of future vehicle trips and vehicle miles travelled.

j. VMT is an abbreviation for vehicle miles travelled.

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- k. AER is an abbreviation for Automobile Efficiency Rate, a rate determined as set forth in Section 10.17.130(d).
- l. Base AER is a term for the Automobile Efficiency Rate for the City of Cambridge, more fully described in Section 10.17.130(e).

Section 10.17.040 - Expanded Commuter Mobility Program.

In addition to continuing activities currently in progress, the Commuter Mobility Coordinator shall develop and submit to the Assistant City Manager for Community Development and the City Manager a schedule for implementing additional programs including, but not limited to:

- \* a bicycle commuter program, in conjunction with the Cambridge Traffic and Parking Department and the Bicycle Advisory Committee, involving consultation with Cambridge residents and businesses;
- \* a program to assist employers in establishing bicycle commuting incentives;
- \* a feasibility study of the potential use of an in-city paratransit system of jitney services or shuttles to transit locations, areas of major employment, and major commercial/retail destinations; and
- \* a program for publicizing successes achieved by businesses and institutions in decreasing the number of single-occupancy vehicle commuters to their establishments.
- \* an education program, including newspaper articles, cable television programs, and public meetings, to inform residents and employees of the need for, and the benefits to be realized from, changes in commuting

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**behavior.**

**Section 10.17.050 - Bicycle and Pedestrian Mobility Program.**

The position of Bicycle and Pedestrian Coordinator is created within the Cambridge Traffic and Parking Department. The City Manager shall, within one month of the effective date of this provision, designate the Bicycle and Pedestrian Coordinator. The Bicycle and Pedestrian Coordinator shall devote at least 50% of his/her time to carrying out the tasks required by this provision. The Bicycle and Pedestrian Coordinator shall, in conjunction with the Commuter Mobility Coordinator and the City's existing Bicycle Advisory Ccmmittee, (i) design and implement a program to encourage greater use of bicycles as alternatives to single-occupancy vehicles within the City and (ii) focus the attention of the City on the needs of pedestrians. The program will include, but is not limited to:

- \* development of a Cambridge Bicycle Master Plan;
- \* development of a Cambridge Pedestrian Master Plan;
- \* development and evaluation of recommendations for a regional network of bicycle paths and bicycle priority streets favoring both bicycles and pedestrians;
- \* consultation with Cambridge ~~residents and businesses,~~ residents, businesses, institutions, and property owners;
- \* funding of bicycle amenities and storage facilities;
- \* funding of pedestrian amenities; and

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- \* provision of bicycles for use by City police and Traffic and Parking Department staff.

The program shall be funded at an initial level of [\$25,000] annually; these funds shall be in addition to, and not utilized for, the salary of the Bicycle and Pedestrian Coordinator.

**Section 10.17.060 - Restrictions on Visitor Passes.**

a. **Official City Visitor Passes.** The Citywide visitor passes that have been distributed to authorized individuals will be invalid thirty (30) days after the effective date of this provision. The Cambridge Traffic and Parking Department is authorized to issue stickers to individuals who would be authorized to receive a Citywide visitor pass. A list of all recipients of City-wide visitor passes shall be maintained by the Cambridge Traffic and Parking Department and shall be made available for public inspection upon request. In order to be effective, a sticker must be affixed to a vehicle and must display the vehicle registration number and an expiration date.

b. **Residential Visitor Passes.** Beginning on the January first following the effective date of this provision, each residential visitor pass issued by the Traffic and Parking Department shall be designed to display a calendar for the year during which it is valid. Upon issuing a pass, the Traffic and Parking Department shall write the resident's address on the

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front of the pass. To be valid on a given date, the pass must be displayed in the windshield and the date of use must be circled.

**Section 10.17.070 - Fees For Residential Parking Stickers.**

The fees for residential parking stickers shall be as follows:

1st Sticker per Household	\$ 8.00
2nd Sticker per Household	\$ 12.00
3rd Sticker per Household	\$ 50.00
4th Sticker per Household	\$100.00
5th and additional Stickers per Household	\$200.00

For the purpose of this measure, all vehicles registered at the same residential address shall constitute the vehicles registered to a household. Reductions and waivers available under current law to elderly and handicapped residents shall remain in effect.

**Section 10.17.080 - Study Of Zoning Revisions**

The Cambridge Planning Board (the "Board") shall consider revising the required parking space ratios specified in the City of Cambridge Zoning Ordinance and shall evaluate the effectiveness of such revisions in reducing VMT and traffic congestion and encouraging the increased use of commuting alternatives other than by single-occupant vehicles. **The Board shall also consider the economic impact of such revisions.** Consideration shall be given, without limitation, to such potential revisions as reduction of minimum and maximum parking

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requirements, special provisions for carpools and vanpools, and encouragement of mixed-use developments.

The Board shall invite testimony from residents, businesses, institutions, and property owners and shall publicly report its recommendations within one year of the effective date of this provision.

**Section 10.17.090 - Improved Coordination with MBTA.**

The Commuter Mobility Staff shall undertake a survey of residents and commuters to identify barriers to use of the MBTA. Based on the survey results, the Commuter Mobility Staff and the Department of Traffic and Parking shall meet with representatives of the MBTA to (i) improve public transportation schedules and routes; (ii) improve bus stop signage; and (iii) review placement of bus stops. Examples of points where coordination should be improved include:

- \* Busses from Belmont to Lechmere;
- \* Express busses between North Station and Kendall Square;
- \* Connecting routes through Harvard and Central Square; and
- \* Synchronizing schedules of busses from Belmont, Arlington, and along Huron Avenue in Cambridge.

Meetings with representatives of the MBTA should also focus on conversion of busses to clean fuels.

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**Section 10.17.100 - Regulation of Idling Busses, Trucks, and Taxis.**

The Police Department shall promptly review and improve its enforcement of the statutory prohibitions against idling by busses, trucks, and taxis set forth at M.G.L. ch. 90, section 16A. Within two (2) months of the effective date of this provision, the Commissioner of the Police Department shall report to the City Manager on the Department's implementation of this provision.

**Section 10.17.110 - Taxicab Improvements.**

The License Commission, through the Taxicab Advisory Committee, shall consult with the taxicab industry, residents, and commercial establishments in the City and prepare recommendations:

- \* to make taxicabs more accessible for use by multiple passengers with different destinations. The object of this recommendation shall be to decrease single-occupant use of taxicabs by providing monetary incentives for the taxicab drivers and reducing the cost for passengers; and
- \* about the potential role of taxicabs in a paratransit system for the ~~City.~~ City; and
- \* ~~about conversion of taxi fleets to clean fuels.~~

**Section 10.17.120 - Alewife Station and Garage.**

The Assistant City Manager for Community Development or his

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designee shall consult with Alewife neighborhood groups and other interested persons concerning the demand for (i) a railroad station at Alewife and (ii) an expansion of the Alewife garage.

**Section 10.17.130 - Annual Pilot Survey of Commuting Characteristics of City Employees and Employees of Selected Employers.**

a. The City City, in consultation with the Selected Employer Steering Committee, shall develop an Employer Survey Kit which will may include an Employee Survey Form, administration plan, and Automobile Efficiency Rate ("AER") (defined below) calculation sheet, designed to elicit commuting data and actual AER from all City employees and employees of Selected Employers. Employers which will permit the calculation of an actual AER for each Selected Employer and City Department and will also provide the statistical basis for determining such other characteristics of commuting patterns as may be useful in designing measures to achieve the goals of the Clean Air Act. The Employer Survey Kit shall be prepared and distributed to City Departments and Selected Employers within six (6) months of the effective date of this provision. Each City Department and Selected Employer shall distribute copies of the Employee Survey Form to and to, and as a goal shall endeavor to collect completed forms from a minimum of seventy-five percent (75%) from, a statistically significant

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sample of its employees. Each City Department and Selected Employer shall, no later than three (3) months from the date the Employer Survey Kit is distributed, submit to the Assistant City Manager for Community Development all completed Employee Survey Forms, provided that, any Selected Employer may instead submit a report of the results of the employee survey on a standard AER calculation sheet, signed and certified as to its accuracy by an officer of the Company. A Selected Employer that does not submit the Employee Survey Forms shall retain such forms for a minimum of three (3) years. These forms shall be made available to the Assistant City Manager for Community Development or his designee, upon request.

b. The Selected Employer Steering Committee shall:

(i) participate with the City in the design of the Pilot Survey;

(ii) assist in educating and encouraging participation of the Selected Employer group;

(iii) review with the City the results of the Pilot Survey; and

(iv) participate in the design of any city-wide employer based vehicle trip reduction program.

b. c. Each Selected Employer shall cooperate with the Assistant City Manager for Community Development and the Commuter Mobility Staff in providing information about plans and programs

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being utilized to encourage commuter travel modes other than by single occupancy vehicles. At such time as the City implements or enforces an employer-based vehicle trip reduction program on a city-wide basis, each Selected Employer which has cooperated with the Community Development Department and the Commuter Mobility Staff and which has complied with paragraph a "a" hereof shall be entitled to use the AER reflected in its initial Employer Survey Response as its baseline AER regardless of the extent of improvements in its AER produced as a result of its cooperation with the Community Development Department or its own commuter mobility initiatives.

e. d. The Assistant City Manager for Community Development shall make arrangements with the Commuter Mobility Staff to coordinate: (i) ~~designation of and written agreements with participation of the~~ Selected Employers; (ii) preparation and distribution of the Employer Survey Kits; (iii) calculation of the Base AER; (iv) review and tabulation of the ~~Pilot~~

Survey Responses; (v) recalculation of the Base AER based on review and analysis of the ~~Pilot~~ Survey Responses. The Assistant City Manager for Community Development shall have the authority to engage the services of technical consultants to assist with these tasks.

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d. e. The phrase Automobile Efficiency Rate ("AER") shall mean the figure calculated by dividing the number of employees who report to a Worksite within the City of Cambridge between 6:00 a.m. and 10:00 a.m. (inclusive Monday through Friday to achieve a five consecutive weekday average) by the number of vehicles used by those employees to reach the Worksite during those hours. Bicycles, public transit vehicles, and approved Clean-Fuel Vehicles shall be excluded from the vehicles counted. Motorcycles and light trucks shall be included in the vehicles counted.

e. ~~The term Base AER for the City of Cambridge shall be derived from the 1990 census modal share data and travel statistics. The Base AER is subject to recalculation as provided above.~~

f. The City shall define and make calculations of a Base AER for the City of Cambridge as a whole, and such other AER's for categories such as geographical areas of the City, employer types, employer sizes, and the like, as may be determined through the consultative process provided for in Section 10.17.140. Such AER's shall initially be derived from the 1990 Census modal share data and travel statistics, the results of the Pilot Survey of Selected Employers, and such other data as may be relevant, and

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shall be recalculated periodically to reflect additional data or changes in data as may become available.

~~f.~~ **g.** The term Carpool shall mean a private motor vehicle occupied by two to six employees travelling together for at least 75% of their commute trip distances.

~~g.~~ **h.** The term Commute Alternatives shall mean carpooling, vanpooling, ~~private bus service,~~ use of public transit, bicycling and/or walking.

~~h.~~ **i.** The term Employee shall mean any person hired by a public or private employer, including part-time and seasonal employees, who reports to work at least two (2) days a week during five (5) or more months of the year.

~~i.~~ **j.** The term Worksite shall mean a building or grouping of buildings which are located within the City of Cambridge and are on physically contiguous parcels of land or on parcels separated solely by private or public roadways or rights-of-ways and which are owned, operated, or leased by the same Employer.

**Section 10.17.140 - Consultation with Employers and Residents about Employer Vehicle Trip Reduction Program.**

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The Assistant City Manager for Community Development or his designee shall consult with Cambridge businesses, institutions,

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City departments, the Selected Employer Steering Committee, and residents to evaluate recommendations for a regional employer-based vehicle trip reduction program. During this consultation process, issues to be considered shall include:

- (i) whether different areas of the City should be subject to different AER goals, depending on their proximity to public transit;
- (ii) what the annual rate of improvement in the AER Goal should be;
- (iii) which, if any of the vehicle trip reduction plan elements identified in Section 10.17.170 should be required to be implemented by all employers in the City;
- (iv) the definition of City-wide AER and the potential appropriateness and definition of AER's for categories such as geographical areas of the City, employer types, employer sizes, and the like;
- (v) ways to recognize the uniqueness of employers and their differing needs for employee mobility;
- (vi) appropriate AER or other references to be used in setting goals for Cambridge employers within a regional Vehicle Trip Reduction Program;
- (vii) whether employers should be required to achieve a City-wide or other AER Goal within a specified time period or whether penalties should only be imposed for an employer's failure to implement its plan;
- ~~(v)~~ (viii) identification and development of mechanisms for transferring and/or sharing use of parking spaces as demand for parking spaces decreases at a given worksite; and
- (ix) evaluation of potential impacts on employment and economic impacts on affected employers and on the City of any proposed measures; and

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~~(vi)~~ (x) whether any categories of employers should be exempt.

**Section 10.17.150 - Use of Fees.**

One hundred percent (100%) of the funds raised through the sale of residential parking stickers shall be used for implementing the tasks and programs specified in this Chapter.

**[THE FOLLOWING SECTIONS ONLY TAKE EFFECT AFTER STATE AND FEDERAL ACTION TO ADOPT A REGIONAL OR STATE-WIDE PROGRAM]**

**Section 10.17.160 - Recommendations for a SIP Amendment Applicable to all Communities in the Commonwealth.**

In order to ensure that the vehicle trip reduction measures in this Ordinance achieve their intended effect of reducing vehicle miles travelled and enhancing air quality in the Commonwealth, the City shall include in its submittal to the Metropolitan Planning Organization ("MPO") and DEP recommendations for an amendment to the State Implementation Plan under the federal Clean Air Act applicable equally to all communities in the Commonwealth. These recommendations shall include, but not be limited to:

- (1) a proposal for an employer-based vehicle trip reduction program;
- (2) a proposal for measures applicable to new development

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projects to mitigate the traffic impacts of such projects and reduce vehicle miles travelled to and from such projects;

- (3) a proposal for revising state taxing policies concerning employer-paid transportation and parking subsidies;
- (4) a proposal for evaluating the utility of imposing fees on single-occupant commuter vehicles and/or commuter parking;
- (5) a proposal for achieving appropriate convenient public transportation from the west and north to Cambridge, including but not limited to support of a circumferential transit system;
- (6) preventing the diversion of traffic oriented toward Cambridge to other areas with more limited transit availability;
- (7) assuring that Cambridge is not placed at a competitive disadvantage within the Region or the Commonwealth;
- (8) reducing the growth in volume of throughtrips on Cambridge roadways which is outside the control of the City; and
- (9) improved and extended use of water taxis.

**Section 10.17.170 - Municipal Vehicle Trip Reduction Plans.**

Based on its review of the Employee Survey Forms collected pursuant to Section 10.17.130, the Commuter Mobility Staff shall prepare a vehicle trip reduction plan for implementation by City Departments. The plan shall contain a program of measures identical to the program developed after consultation as set forth in Section 10.17.140 which shall be designed to reduce

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vehicle trips and vehicle miles travelled by municipal employees and thereby improve the City's AER, as computed on the annual AER calculation sheets. The plan may include a variety of measures including, but not limited to:

- \* dissemination and periodic updating of information on all available transit service to and from the Worksite;
- \* advertising, promoting and making available for purchase on the Worksite any pass program offered by transit authorities;
- \* recommendations to individual employees of employee-specific travel options to reduce VMT;
- \* incentives and assistance for bicycle commuting including secure parking facilities, shower/changing facilities, and education and training programs;
- \* coordinating, facilitating and providing subsidies for employer-sponsored rideshare programs;
- \* preferential parking for carpools and vanpools;
- \* transportation allowances;
- \* expanding opportunities for alternative work schedules including 4-day weeks and flexible schedules to facilitate ridesharing;
- \* elimination or reduction of parking subsidies for single-occupant vehicles;
- \* shuttle service to transit stops; and/or
- \* elimination of employee parking spaces.

After consultation with the Assistant City Manager for Community Development and the City Manager about the plan, the Commuter

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Mobility Staff shall promptly distribute it to City Departments for implementation. The Commuter Mobility staff shall assist City Departments with implementation of the plan.

**Section 10.17.180 - Expansion of Local Employment Opportunities.**

To demonstrate and further its commitment to increase the number of Cambridge residents employed by Cambridge businesses and reduce vehicle miles associated with work commutes, the annual budget for expansion of local employment opportunities shall be increased to [\$130,000]. That budget shall be applied as follows:

1. To continue and expand the Cambridge Employment Program within the Community Development Department;
2. To sponsor an annual job fair to inform residents of local employment opportunities;
3. To sponsor and coordinate educational partnerships between Cambridge employees and schools in Cambridge; and
4. To develop a Local Employment Opportunity Plan.

These functions shall be coordinated and carried out by the Community Development Department in conjunction with the Department of Human Services and under the supervision of the Assistant City Manager for Community Development. The Local Employment Opportunity Plan shall be developed within one year of the effective date of this provision.

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**Section 10.17.190 - Further Expansion of Commuter Mobility Program.**

The Assistant City Manager for Community Development, in consultation with the City Manager, shall have authority to hire additional staff to implement the tasks and programs specified in this Chapter. Within three (3) months of the effective date of this provision, at least one additional Commuter Mobility staff member shall be hired. The Commuter Mobility Coordinator shall ~~develop and promptly implement~~ **recommend** additional programs including but not limited to:

- \* a program encouraging the use and sharing of computer ride-sharing information between and among businesses and institutions in the City;
- \* a program to encourage commercial and retail businesses to offer discounts to patrons with MBTA transit passes;
- \* a residential trip reduction program for apartment and condominium complexes of 50 or more units; and
- \* implementation of an in-city paratransit system, to the extent funds are available, to supplement MBTA services.

**Section 10.17.210 - Restrictions on Parking Supply.**

a. **Expansion of Parking Regulation.** Within six (6) months of the effective date of this provision, the Traffic and Parking Department shall submit to the City Manager an updated written inventory of all on-street parking spaces specifying the restrictions applicable to each such parking space. As to any

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space which has not been restricted or removed from the supply of on-street spaces pursuant to Chapter 10.16.071 of Title 10, the Traffic and Parking Department shall prepare a recommendation for restriction of each such space to discourage its use 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 restrictions for use by residents with permits. The recommendation may also identify some areas that are primarily adjacent to business uses, where restriction of on-street spaces would impose a hardship on employers in those areas. The Director of Traffic and Parking 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 its revised recommendation to the City Manager. After consultation with the City Manager, the Traffic and Parking Department shall promptly implement the recommendations.

b. Municipal Parking Rates. The rates for daily and monthly parking at all City-owned off-street parking facilities shall be increased by twenty-five percent (25%) over current

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rates, to be effective within sixty (60) days of the effective date of this provision.

c. **Exclusive Residential Parking Near MBTA Stations.** The Traffic and Parking Department, in consultation with neighborhood groups, residents, commercial establishments, and the City Manager, shall prepare a proposal for establishing exclusive residential parking zones on primarily residential streets located near MBTA stations. The object of the proposal shall be to limit residential parking on targeted streets close to MBTA stations to residents of those neighborhoods by means of appropriate signage and special resident stickers. The Traffic and Parking Department shall convene a public meeting on its proposal within four (4) months of the effective date of this provision. Within one (1) month after such public meeting, and after consultation with the City Manager, the Director of Traffic and Parking shall cause the proposal to be implemented.

**Section 10.17.210 - Promotion of Clean Fuels.**

The Department of Public Works shall study, promote, encourage, and identify incentives for the use of Clean Fuel in fleets of vehicles operating within the City. The study shall include an evaluation of the use of such fuels as methanol, compressed natural gas, and reformulated gasoline based on

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characteristics of fleets in Cambridge and implementation costs. The study shall also identify reasonably available incentives which could be offered by the City, such as tax credits, to encourage use of Clean Fuel in fleets of vehicles. The sum of [\$15,000] shall be appropriated for this program.

**Section 10.17.220 - Development of Traffic Policy.**

The Assistant City Manager for Community Development and the Director of the Traffic and Parking Department, or their designees, shall ~~with~~ ~~within~~ one year of the effective date of this provision, conduct a study of major highways, city through streets, streets with schools, different types of residential streets, and streets at the borders of the City. Based on that study, they shall prepare a written recommendation of:

- (i) Appropriate speeds and volumes for Cambridge streets; and
- (ii) Means of encouraging travel and traffic patterns that reduce VMTs.

This written recommendation shall be submitted to the City Council for review and appropriate action.

**Section 10.17.230 - Sunset Clause.**

The provisions of this Chapter shall cease to be effective on the date either the Department of Environmental Protection or the U.S. Environmental Protection Agency adopts a final rule or

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regulation that imposes a freeze, cap, or other fixed limit on the number of parking spaces in Cambridge, unless such freeze, cap, or other limit is applicable equally to communities throughout the Region. The purpose of this sunset clause is to give the City the opportunity to decide whether to continue to implement the numerous provisions of this Chapter in the event that it is singled out and subjected to state or federal regulation that puts it at a competitive or other disadvantage in the Region.



# OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

JUNE 11, 1992

**TO: ROBERT W. HEALY  
CITY MANAGER**

**FROM: D. MARGARET DRURY  
TEMPORARY CITY CLERK**

**SUBJECT: SUBMISSION FROM COUNCILLOR WALSH REGARDING  
AMENDMENTS FOR THE SIP**

In accordance with Councillor Wolf's request as set forth in the attached copy of her memo, I am forwarding Councillor Walsh's comments regarding the proposed SIP and the Parking Freeze ordinance for transmission to the Law Department.

Councillor Wolf has requested that the Law Department review all such materials to determine whether this material requires the drafting of proposed amendments in accordance with the timeline which has been developed for the City Council's next consideration of this matter. These amendments are ready for ordination on or after June 15, 1992.

Thank you for your cooperation in this matter.



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# CAMBRIDGE CITY COUNCIL: 25

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02142 CAMBRIDGE MA.

(617) 349-4280

FAX (617) 349-4287

Alice K. Wolf  
City Councillor

Mayor  
1990-1991

**TO:** THE HONORABLE MEMBERS OF THE CITY COUNCIL

**FROM:** COUNCILLOR ALICE WOLF, *abw*  
CHAIR OF THE ORDINANCE COMMITTEE

**DATE:** JUNE 3, 1992

At Monday's public hearing on the ordinances relating to the State Implementation Plan and the Interim Parking Freeze, a number of Councillors, myself included, indicated an intention to propose amendments to the two Ordinances. Given how complex the issues are, it would be very helpful if we were able to provide each other and the public the opportunity to consider the amendments before they are proposed at the Council meeting. It would also be helpful if the Law Department were able to put any amendments a Councillor proposes into proper form for adoption.

To facilitate an orderly public process, I would encourage you to submit your amendments by the end of this week or early next week to the Clerk's office. The Law Department can then review them and return them to the Clerk's office in proper form.

Obviously, any Councillor can still propose additional amendments at the Council meeting, at which time these ordinances would be considered for ordination.

cc: City Clerk  
City Manager



# CAMBRIDGE CITY COUNCIL

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4280

FAX (617) 349-4287

William H. Walsh  
City Councillor

June 11, 1992

MEMORANDUM:

TO: John Flynn, Deputy City Clerk

FROM: David Noonan, for *David Noonan*  
Councillor Walsh

RE: Amendments re: State Implementation Plan (SIP)

In an effort to respond initially, but not solely, and perhaps to be followed by subsequent adaptations of a more specific nature, Councillor Walsh provides this response to Councillor Wolf's 6/3/92 memorandum wherein she suggests that amendments be submitted to the City Clerk's Office for transmittal to the Law Department for drafting in proper form. The Councillor submits the following:

RE: Proposed Chapter 10.17 (To Code - Vehicles & Traffic)  
Vehicle Trip Reduction Ordinance

RE: 10.17.010 Councillor Walsh wants it stated clearly and beyond debate or doubt that the proposed Ordinance, as a collective whole and/or in its individual elements taken separately, will in no way place the City of Cambridge at an economic disadvantage vis a vis any city or town (municipality) within the Greater Boston District Area. When and as it is time for municipalities to march in step with the SIP Amendments on a regional basis, all municipalities march as equal entities at one and the same time, with no municipality being pushed out front alone while others delay and hold back to see what happens. It must be regionalism or nothing. The City of Cambridge must not be a casualty to nor held hostage by a go-it-alone pioneering spirit to to guarantee clean air in the Commonwealth if no other cities or town are bound to do the same.

CAMBRIDGE MA.

1992 JUN 11 AM 8:35

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# CAMBRIDGE CITY COUNCIL

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

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William H. Walsh

City Councillor

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to John Flynn from David Noonan

10.17.160 Recommendation for a SIP Amendment applicable  
to all communities in the Commonwealth.

As this has been drafted, it is excessively  
intruslony, restrictive and combative and  
damaging to the single-occupant commuter/  
automobile operator. The entire text is not  
acceptable and calls for redrafting. Between  
the lines in this section (and the attitude  
is pervasive throughout the proposed draft)  
is an absolute contempt for reality as it  
involves employees, workers, employers and  
commuters.

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Other points of critique and amendment will be offered  
as the Council examines this proposal.

COMMONWEALTH OF MASSACHUSETTS PROBATE COURT MIDDLESEX, SS. NO. 92DI1345AN/1

Somya Abassi Kaaboudi, Plaintiff vs. Ahmad Shah Abassi, Defendant. The above-named Defendant... A complaint has been presented to the Court by your petitioner, Somya Abassi Kaaboudi, seeking divorce...

MORTGAGES NOTICE OF SALE OF REAL ESTATE. By virtue of an execution of the Power of Sale contained in a certain mortgage given by John Rose and Mary Rose, to East Cambridge Savings Bank, dated June 29, 1986, and recorded with Middlesex South District Registry of Deeds, Book 19156, Page 20, of which mortgage the undersigned is the present holder, for breach of the conditions of said mortgage and for the purpose of foreclosing the same will be sold at public auction at 11:00 o'clock A.M. on the 26th day of June, 1992 at the mortgage premises at 180-182 Third Street, Cambridge, Massachusetts, at and singular the premises described in said mortgage.

A certain parcel of land with the buildings thereon situated in Cambridge, Middlesex County, Massachusetts bounded and described as follows: Beginning at a point on the Easterly side of Third Street and land now of John Hanlon; Thence running Easterly by lot no. or late of said Hanlon, 60 feet; Thence turning and running Southerly on a line parallel with the first mentioned line 60 feet to said Third Street; Thence turning and running Westerly on a line parallel with the first mentioned line 60 feet to said Third Street; Thence turning and running Northerly on a line parallel with the first mentioned line 60 feet to said Third Street.

DEPARTMENT OF TRAFFIC & PARKING INTERIM PARKING CONTROL COMMITTEE Notice is hereby given that a Public Hearing will be held on Wednesday, June 24, 1992 at 10:00 AM in the Ackerman Room on the second floor of Cambridge City Hall at 795 Massachusetts Avenue, Cambridge, MA to consider the following applications for Controlled Parking Facility Permits or Determination of Exclusions from the Cambridge Parking Freeze.

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First Publication No. 2591. CITY OF CAMBRIDGE. Agenda Item No. 11. IN CITY COUNCIL. JUNE 11, 1992. Ordinance. That \$55,000.00 is appropriated for remodeling, reconstructing and making emergency repairs to City Hall, including new equipment and furnishings and related landscaping, paving and other site improvements; and that to meet this appropriation the Treasurer with the approval of the City Manager is authorized to borrow \$55,000.00 under G.L. c.44 s.73A.

First Publication No. 2589. 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" and "Traffic and Vehicular and Traffic" 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 transportation control measures that include a program of transportation control measures directed 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. 1111 on November 26, 1990 ("the 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 to 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 the public health in the Commonwealth; and Whereas, the 1990 Clean Air Act Amendments specifically prohibit states and localities from imposing transportation control measures which will relocate traffic from one city or one area of a region to another; and

COMMONWEALTH OF MASSACHUSETTS Middlesex Division Probate Court No. 318920 NOTICE OF FIDUCIARY'S ACCOUNT TO ALL persons interested in the estate of George P. Osswald, late of Cambridge, in said County, deceased. You are hereby notified pursuant to Mass. R.C.V.P. Rule 72 that the 33rd and final accounts of Boston Safe Deposit and Trust Company (the fiduciary) under the will of said deceased for the benefit of Anne Denis Cogwell and others have been presented to said Court for allowance.

COMMONWEALTH OF MASSACHUSETTS Middlesex Division Probate Court No. 318920 NOTICE OF FIDUCIARY'S ACCOUNT TO ALL persons interested in the estate of George P. Osswald, late of Cambridge, in said County, deceased. You are hereby notified pursuant to Mass. R.C.V.P. Rule 72 that the 33rd and final accounts of Boston Safe Deposit and Trust Company (the fiduciary) under the will of said deceased for the benefit of Anne Denis Cogwell and others have been presented to said Court for allowance.

Whereas, in light of amendments to the federal Clean Air Act in November 1990, after consultation 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 19, 1992; and Whereas, the Interim Ordinance should be amended to be consistent with the policies of the City, the amended MOA, and the Interim Clean Air Act amendments;

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, § 110, as well as its 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: 1. Paragraph 6 (Permitted performances), subparagraph 3, is amended to read as follows: No performer or group of performers may generate noise exceeding a median sound level of 80 decibels measured at a distance of 25 feet from the performer or group of performers. A performer or group of performers may use sound amplification as long as the sound level does not exceed: Upon a complaint by a resident, a designated staff person from the Cambridge Arts Council shall, with the permission of the resident, measure the sound level at the residence during the evening. If the sound level exceeds a median sound level of 50 decibels, and exceeds the background noise by at least 10 dB(A), the performer or group of performers causing the excessive sound level shall either turn down the music or move to a distance from the residence so as to reduce the sound level within these limitations. Background noise for this purpose shall mean "Lp".

That Section 12.16.170 entitled "Street Performer" in Paragraph F (1) be and hereby is amended by adding at the end thereof the following: Unaccompanied drummers and groups of unaccompanied drummers are hereby forbidden to perform on any of the following public areas: Winthrop Park, Brattle Square Triangle, Cambridge Common. Passed to a second reading 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 Clerk

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R.Civ.P. Rule 72 that the First and Final account of Frederick Addonizio as Executor of the will of the late of John W. Addonizio, deceased has been presented to said Court for allowance.

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First Publication No. 2588. 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 Title 10 entitled "Vehicles and Traffic" of the Municipal Code of the City of Cambridge is hereby amended by adding at new Chapter 1017 entitled "Vehicle Traffic Production Ordinance." 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.

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CITY OF CAMBRIDGE PURCHASING DEPARTMENT Sealed proposals will be received at the Office of the Purchasing Agent, Room 303, City Hall, Cambridge, Mass., until 11:00 o'clock A.M. Thursday, June 18, 1992 at which time and place they will be publicly opened and read for furnishing the following to the City of Cambridge: Parking Meter Anesthesia Monitors Intravenous Term Monitoring & Repair Services Cooperative Bid for Diesel Fuel

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Davio's Royal Sonesta Hotel, 5 Cambridge Parkway Telephone: 661-4810 Hours: Dinner-Sunday, Wednesday, 5-10 p.m.; Thursday-Saturday, 5-11 p.m.; Lunch: Monday-Friday, 11:30 a.m.-3 p.m.; Saturday, 12-3 p.m.; Brunch: Sunday, 12-3 p.m.; Breakfast: Monday-Friday, 6:30-11 a.m.; Saturday-Sunday, 7-11:00 a.m. Dress: All casual. Smoking: Non-smoking and smoking sections available. Reservations: Accepted. Wheelchair access: Accessible.

cream and cocoa flakes. The latter is often buttered at least in Italian eateries, but the Davio's tiramisù is, quite simply, the best in Boston.

EATS Davio's pizza — a good place to start

By CHRISTOPHER HILL Bay State Newspapers Staff When Steve DeFillippo crossed the Charles and opened his third Davio's two years ago, he was at the top of the local restaurant scene. The Newbury Street and Brookline Village establishments were always crowded and much talked about, and there was no better place for gourmet pizza in Boston.

meats around. And there's more than fancy pizza being cooked in the kitchen, although that's not a bad place to start. The service at Davio's is impeccable, friendly and attentive, without being overbearing. The water glasses are always full, the waiters know instinctively when they'll be needed, and there isn't too much fuss made about anything. Combined with a pleasant view of Boston across the Charles, it makes for a most pleasant atmosphere.

gourmet, but you get to pick your ingredients, so it only has to be as exotic as you want it. My pesto/artichoke hearts/mozzarella set us back \$10.50, but it's big enough for two people, and the next day's lunch. In addition to the build-your-own-meat, there are three recommended pizzas: vesuviana, with marinara, roast garlic, red onion, hot chili pepper and parmigiano (\$8.95); bianca, a white pizza with pancetta scallion mashed potato, roasted peppers and asiago cheese (\$9.95); and melanzane, with pesto, marinated eggplant, asparagus and goat

cheese (\$10.95). Each of these pizzas costs a dollar less at lunch. You can also choose from eight pastas, two fish dishes and eight entrees, as well as a special in each category. To go along with our pizza we chose pollo be paese (\$14.95) from the entrees, a roast chicken with garlic, spinach, pine nuts and chicken stock sauce, served with risotto and vegetables. The chicken was sublime, and the vegetables (asparagus, squash, radicchio and tomatoes with melted cheese) were crispy fresh. Desserts might vary, but check out chocolate creme brulee (\$5.95), a decadently rich flan smothered in chocolate and caramel, and tiramisù (\$5.96), champagne lady fingers soaked in Kahlua and served with

cream and cocoa flakes. The latter is often buttered at least in Italian eateries, but the Davio's tiramisù is, quite simply, the best in Boston.

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# BUSINESS NEWS

## THE CAMBRIDGE BUSINESS SCENE

### Berheimer's closes, leaving a gap in Harvard Square

The owner of a reputed Harvard Square antique business has closed shop and take a job with Christie's art auctioneers in New York City. G. Max Berheimer, who is the fifth generation of Berheimers to run an antique dealership, says Christie's made him an offer he couldn't refuse. But the 31-year-old art dealer notes changes in Harvard Square would have forced him to change his business in any event. The reason "I'm moving is" was hired by Christie's to come to New York to be director of the antiquities department," said Berheimer, who starts his new job June 1. "But some kind of change was necessary because with the commercialization of Harvard Square, it no longer draws the kind of clientele I need," he added.

Higher rents in the square have meant "the only businesses that can afford to be here are the national chain stores," Berheimer said. "The small businesses have been driven out." With the homogenization of Harvard Square, he said, "basically the same things available here are available everywhere in the country from Cape Cod to Seattle."

Norman Hurst of Hurst Gallery, at 53 Mt. Auburn St., agreed changes in the square have hurt existing businesses. "A lot of businesses have disappeared that were interesting and unique in the last 10 years, from bakeries to galleries and even small restaurants," said Hurst, who has owned the gallery 11 years.

"If you look at the places now occupied by Christies ... the Gap, all those places are in retail stores that were once unique owners, mom and pop operations. There used to be three or four bakeries in the square and now we have Warburtons and the bagel store."

Berheimer said his departure is likely to affect other antique dealers in the area as well. "I know people will be happy about my leaving. The more people selling antiques, the better," he said. "The more people selling antiques, the better," he said. "The more people selling antiques, the better," he said.

Berheimer sold his home on Broadway and will move to New York. Berheimer's great, grandfather, Lehmann Berheimer opened the original family gallery in Munich in 1864. The family fled from Germany in 1939. After the War, they opened a shop in Harvard Square. Berheimer's grandfather, Paul Berheimer, opened a Cambridge shop in 1963 at 44 Brattle St. ago and moved to 52C Brattle in 1983. Max took over in 1985.

### Condos for sale by HRI

Homeowner's Rehab Inc., a Cambridge-based non-profit housing developer, is selling a recently renovated, two-bedroom condominium to low- or moderate-income first time homebuyers. HRI will hold an open house at the 125 Portland St. condo 10 on June 6, Saturday, June 6. The condo, expected to sell for about \$45,000, will go to a household with an income under \$35,700, or less, depending on the size of the family.

Book 18469 Page 289, to Somerset Savings Bank dated March 2, 1990, recorded with Middlesex County Registry of Deeds in Book 20409, Page 186, now held by the Plaintiff by Assignment has filed with said court a complaint for authority to foreclose said mortgage in the manner following: by entry and possession and exercise of power of sale.

If you are entitled to the benefits of the Soldiers' and Sailors' Civil Relief Act of 1940 as amended: Household Finance Corporation claiming to be the mortgagee covering real property in Cambridge, MA, numbered 7 Rindge Terrace aka 39 Riverside Avenue given by Sheila E. Flynn to 1984 Household Finance Corporation dated July 29, 1982, recorded with Middlesex County (Southern District) Registry of Deeds in Book 21280, page 472 has filed with said court a complaint for authority to foreclose said mortgage in the manner following: by entry and possession and exercise of power of sale.

If you are entitled to the benefits of the Soldiers' and Sailors' Civil Relief Act of 1940 as amended: COMMONWEALTH OF MASSACHUSETTS, Middlesex, vs. JIMMY L. AYRES, Defendant. You are required to serve upon Kessam vs. Kessam Sattayathuras, Plaintiff vs. Jimmy L. Ayres, Defendant. To the above-named Defendant.

The Cambridge Department of Human Services Programs announces its participation in the USDA 1992 Summer Food Service Program for Children. Meals at no cost are provided at eligible sites for children 18 years of age and under, without regard to race, color, national origin, sex, age, or handicap. We will be sponsoring two types of meal services for children this summer: drop-in meal sites and meal sites to pre-ordered sites in Cambridge.

The following sites have been designated to be drop-in sites under the USDA Summer Food Service Program for Children. Any person 18 years of age and under can receive a meal at no cost at any one of these five sites during their meal service times. Flexcher School, Morse School, Kennedy School, these five sites offering their meal service times. Parents wishing to receive meal services at these sites will receive free meals as well as those dropping in. ANY CHILD WHO DESIRES A MEAL WILL BE SERVED AT THESE SITES REGARDLESS OF WHETHER OR NOT SHE OR HE HAS BEEN REGISTERED AT THE SITE. Lunches being served at these sites will be sent home with the program OPERATING AT THE SITE. Lunches being served at these sites will be sent home with the program OPERATING AT THE SITE. Lunches being served at these sites will be sent home with the program OPERATING AT THE SITE.

Enrolled children at the following Cambridge camp sites also will be receiving meals at no cost under the USDA Summer Food Service Program for Children providing each site document that at least 50% of its enrollment falls within the income guidelines below. Enrolled children who are members of local youth groups or AFDC assistance units are automatically eligible for meals. If you are a parent of a child enrolled in one of the following camps, please contact your camp director for further information. Camp enrolled in one of the following camps at the Morse School, Neighborhood Kids Camp at Graham Park, King Kiwanis, New Block Preschool Camp at the Willis Moore Youth Center, Inner City Day Camp at Harvard Street, Jefferson Park Housing Development, The Salvation Army Day Camp and Summer Day Camp at the Longfellow School. Following are the standards to be used in determining eligibility at these enrollment camp sites in Cambridge.

Household Size:	Yearly Income:	Monthly Income:	Weekly Income:
1	17,289	1,450	327
2	21,408	1,784	412
3	25,527	2,118	481
4	29,646	2,452	566
5	33,765	2,822	651
6	37,884	3,156	735
7	41,999	3,513	819
8	46,114	3,847	885

For each additional household member add: (C)June4 #10130

# Hiring teens: who's on the job?

A look at how the private sector matches the city's efforts to hire teens.

By TIM LEMIRE  
Special to the Chronicle

Given the recession, kids will find it even harder to find jobs this summer. Businesses facing a tight economy aren't lining up to give work to students looking for training or a few extra dollars. "It's been disappointing," says Ron Eydenberg, at Employment Resources, Inc., a non-profit recruiter. He says he has seen a decline in the number of people who are applying for jobs. "I have one full-time person who has left Cambridge [seeking jobs for teens], and we've placed three teens so far where I had hoped to place perhaps 20 by now."

Last year about 100 businesses pledged to hire teens with ERI's Summer Youth Employment Program, recalls director Eydenberg. This year, with national teen unemployment roughly 30 percent, almost 75 of those pledges have been put on hold. The main problem, he says, is the recession, mixed with stiff and budget cutbacks.

Although the city has doubled the dollars committed to youth employment efforts, some companies this year find it more difficult to pledge jobs to youth. Lechmere is among the local companies not hiring teens this summer as it has in the past. The company blames the economy. "Our regular employees want ... the extra hours," explained Elaine Ricci, director of external relations for Lechmere. Ricci noted, though, that Lechmere continues to donate dollars to community organizations, and to help teens with their mentors.

Other companies have managed to find a job or two after being approved by the city's Youth Employment Program, which coordinates six non-profit job programs. The biggest employers of teens in Cambridge tend to be the biggest employers all around: Harvard, MIT, Com/Energy, Boston Properties, biotech firms and banks. While Harvard and MIT employ over a dozen teens each year, other companies employ two, three or often even just one.

While the recession has steered many companies away from this form of employment/social service, some companies have made room for teens this summer, even for the first time. Genzyme this year created one summer position for a teen, a full-time eight-week job as a manufacturing assistant. Debbie Camner, Cambridgeport Savings Bank,



George Teso Traffic Director (C)May28/June11 #5070

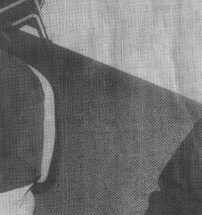
### TEENS AT WORK

Cambridge high school students Terina Barnes and Jason Gentles, hired through efforts of Employer Resources Inc., work at the Harvard Computer Lab. (Photo by BJ Versor)

in the non-profit sector, Youville Hospital has four part-time positions for teens in the food service department. It will be taking two teens from Cambridge TeenWork and two from the City Youth Employment Office. "Taking on four people part-time is probably more beneficial than giving one person 40 hours," said Eileen Labao, manager of employee relations. "You should have seen him when he first came to us," said Polaird administrator Marie Brown, speaking of her intern, Junior Calvin Dunn. "He was shy, he'd look down all the time, but now ... he speaks right up and if you ask him he's not afraid to say he's number one!" Calvin and intern Ramshayee Kemrai agreed their communication skills improved working there.

"You learn to work with different jobs out of her home at 218 Chestnut St., and the apprenticeship position is situated to begin in the summer. Bread & Circus at 115 Prospect St. has pledged to give two summer jobs to the City Youth Employment Office, said Rudy Rubens, store manager. Boston Properties, Abt Associates, the Department of Transportation, Badger Engineering and Open Software. So far for the summer of 1992, 26 companies have pledged jobs to city youth employment programs.

Sally Baker of the City Youth Employment Office and Warren MacEachern of Cambridge TeenWork, one of the six non-profits coordinated by the city office, point out that even businesses that hire just one teen are valued clients. Often they have remained faithful over the years. Alan says, one teen is better than none.



George Teso Traffic Director (C)May28/June11 #5070

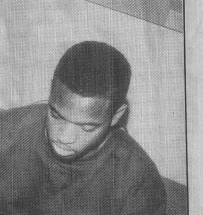
### Paroloid sends off TIP-top interns.

Paroloid celebrated achievements of eight teen interns last week in a ceremony that concluded the second year of the company's Technical Internship Program (TIP). The juniors and seniors from Cambridge Rindge and Latin School attended classes four hours daily, then worked at Paroloid for four hours in electronic maintenance, data entry and engineering. The students and their mentors agreed the most valuable lessons garnered from the paid internship program were not strictly in the area of technical knowledge. "I've got kids here who have stayed through high school into college," said Eileen Labao, manager of employee relations. "You should have seen him when he first came to us," said Polaird administrator Marie Brown, speaking of her intern, Junior Calvin Dunn. "He was shy, he'd look down all the time, but now ... he speaks right up and if you ask him he's not afraid to say he's number one!" Calvin and intern Ramshayee Kemrai agreed their communication skills improved working there.

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### To Be Sold On The Premises

TWO FAMILY HOME  
28 Foch St., Cambridge, MA  
Wednesday, June 10, 1992 at 11:00 a.m.  
Subject property located between Mass. Ave. and Somerville line. Foch St. abuts the east side of Alewife Brook Parkway. First level contains a living room, dining room, kitchen, 2 bedrooms, 1 bath and 1,020 sq ft of G.L.A. Second level contains a living room, kitchen, 2 bedrooms, 1 bath and 1,020 sq ft of G.L.A. Middlesex South District Registry of Deeds, Book #13556, Page 048 Ref. #RJM-2233

TERMS OF SALE: A deposit of \$10,000 must be presented in cash, certified check, bank treasurer's check or bank cashier's check at the time and place of sale. Balance due within 25 days. Other terms may be announced at the sale. Howard A. Reynolds, Esq., Attorney for the Mortgagee. Ronald V. Maynard, Attorney for the Mortgagor. For more information call (508) 649-4290 FAX 649-4396

### 7.63 Great Mortgage Rates

FIXED RATE  
8.19 APR  
- No income verification (20% down)  
- Purchase with 5% down  
- 48 months on purchases  
- Good junior rates avail.  
- \$299 attorney fee  
- Mass. Lender Lic. #M1702

### East/West Mortgage

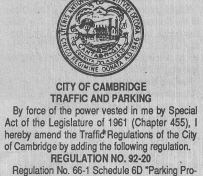
NEWBURY Action Andover Waltham Billerica Norwood  
(508) 858-0348 (508) 263-4950 (508) 475-0640 (508) 697-0434 (508) 763-9096  
Peabody Winchester Needham Gloucester Newton Lynnfield  
(508) 532-1650 (508) 729-4818 (508) 444-8335 (508) 283-1353 (508) 954-9703 (508) 596-3000

### MORTGAGEE'S SALE OF REAL ESTATE AT PUBLIC AUCTION

CAMBRIDGE 3 FAMILY HOME  
TO BE SOLD ON THE PREMISES  
8-10 Fulkerson St., Cambridge, MA  
TUESDAY, JUNE 9, 1992 AT 1 PM  
A parcel of land containing approx. 2328 sq. ft. improved by a 3 story w/d frame + cedar real estate taxes, municipal or other public liens, and existing encumbrances of record created prior to the mortgage, if any there be. Said premises will also be subject to any unpaid real estate taxes, municipal or other public liens, and existing encumbrances of record created prior to the mortgage, if any there be. Said premises will also be subject to any unpaid real estate taxes, municipal or other public liens, and existing encumbrances of record created prior to the mortgage, if any there be.

### REAL ESTATE RESOURCES

(617) 489-4547  
Mass. Auctioneer's Lic. #295  
PAUL E. SAPERSTEIN CO., INC.  
AUCTIONEERS - APPRAISERS - REALTORS  
FAX (617) 227-2299 - (617) 227-4538  
148 STATE ST., BOSTON, MA, 02109



CITY OF CAMBRIDGE  
TRAFFIC AND PARKING  
By force of the power vested in me by Special Act of the Legislature of 1961 (Chapter 455), I hereby amend the Traffic Regulations of the City of Cambridge by adding the following regulation.

REGULATION NO. 92-20  
Regulated All Times On Certain Sidings of Certain Streets, Tow Away Zone (Handicapped Persons and Disabled Veterans) is hereby amended by adding the following:  
Agassiz Street, east side, 72 north of Lincoln Street to 82 north of Lincoln Street.  
This regulation shall take effect 6 June 1992. Promulgated Date: May 18, 1992

George Teso Traffic Director (C)May28/June11 #5070

MORTGAGEE'S SALE OF REAL ESTATE  
By virtue and in execution of the Power of Sale contained in a certain mortgage given by Jean Smith Allen to Home Owners Savings Bank F.S.B. dated June 16, 1989 and recorded with the Middlesex Registry of Deeds (Southern District) at Book 19822, Page 551, of which mortgage the undersigned is the present holder, for breach of the conditions of said mortgage and for the purpose of foreclosing same will be sold at Public Auction at 11:00 a.m. on the 21st day of July, 1992 at Unit B, 105 Innan Street Condominium 105 Innan Street, Cambridge, Massachusetts all and singular the premises described in said mortgage to wit:

05 Innan Street, Cambridge, MA  
105 Innan Street Condominium  
Property Description  
Condominium Unit No. 2 (105 Innan) in the Condominium known as 105 Innan Street Condominium (the "Condominium"), situated at 105 Innan Street, Town of Cambridge, created by a Master Deed in the Master Deed dated August 9, 1988, recorded with the Middlesex County Southern District Registry of Deeds in Book 19254, Page 182, and as amended or modified in (1) the Master Deed (2) and such other documents as hereinafter referred to and (3) the first Unit Deed thereof, and (4) copies of portions of such unit and floor plans filed therewith. The Unit is conveyed together with an undivided Fifty and 00/100 percent (50.0%) interest in the common areas and facilities of the Condominium and the same Fifty and 00/100 percent (50.0%) interest in the Organization of Unit Owners known as the 105 Innan Street Condominium Trust (the "Unit Owners Organization") created by instrument dated August 9, 1988 and recorded with the Middlesex County Southern District Registry of Deeds in Book 19254, Page 182, as the same has been amended or modified.

The Unit and said undivided interest are together hereinafter referred to as the Mortgagee Premises. The Mortgagee Premises are conveyed subject to and together with the benefit of (1) the provisions of Chapter 183A of the General Laws of the Commonwealth of Massachusetts, (2) the provisions and matters set forth and referred to in the Master Deed, and (3) the provisions of the instrument creating the Unit Owners Organization and the By-Laws thereunder as recorded or filed in the Middlesex County Southern District Registry of Deeds in Book 19254, Page 182, as the same has been amended or modified.

Being all and the same premises conveyed to Mortgagee by deed of Book N. Allen, dated June 16, 1989, and recorded herewith.

The premises are to be sold subject to and with the benefit of all easements, rights, municipal liens and zoning laws, unpaid taxes, water bills, municipal liens and assessments, rights of tenants and parties in possession.

REGULATION NO. 92-19  
Regulated On Certain Sidings of Certain Streets, Tow Away Zone (Handicapped Persons and Disabled Veterans) is hereby amended by adding the following:  
Mass. Ave., east side, Wendell Street to 90 north of Wendell Street, 6A-6P from 30 min. To 15 min. Except Sunday.  
This regulation shall take effect 6 June 1992. Promulgated Date: May 18, 1992

George Teso Traffic Director (C)May28/June11 #5069

CAMBRIDGE HISTORICAL COMMISSION  
Notice is hereby given that a public hearing will be held on Thursday, June 4, at 4:00 p.m. in the third floor conference room at the City Hall Annex, 57 Innan Street, Cambridge, MA 02140, on the following matters under M.G.L. Ch. 40C and Ch. 278 of the City of Cambridge, Massachusetts:  
For review of alterations to a protected structure under §2.78-50(a)(4.00 a.m.):  
Case 441: 19 Berkeley Street, Adam Sennar Construction, 222 Westinghouse Way, Framingham, MA 01901

For review of demolition under §2.78-70(a)(2.00 a.m.):  
Case D-522: 46 Blackstone Street, Cambridge Electric Light Co. Demolish office building, 1901, to construct garage.  
Case D-524: 38 Ball's Circle, Mary Sullivan, on behalf of the City of Cambridge, Demolish single family house, 1855, to construct new single family house.

William B. King Chairman (C)May28/June11 #5138

MORTGAGEE'S SALE OF REAL ESTATE  
By virtue and in execution of the Power of Sale contained in a certain mortgage given by Charles L. Smith, Trustee of Forty Four Western Avenue Realty Trust under Dedication of Trust dated May 21, 1982 recorded with the Middlesex County (Southern District) Registry of Deeds in Book 15035, Page 438 in Cambridgeport Savings Bank, a Massachusetts savings bank having offices located at 489 Massachusetts Avenue, Cambridge, Massachusetts dated November 30, 1988 and duly recorded with Middlesex County (Southern District) Registry of Deeds, Book 19500, Page 48, of which mortgage the undersigned, Cambridge Port Savings Bank, is the present holder, for breach of the conditions of said mortgage and for the purpose of foreclosing, the same will be sold at public auction at 3:00 p.m. on Wednesday, the seventeenth (17th) day of June, 1992, on the mortgaged premises now known as 4 Canal Park, Ph 7, Cambridge, Massachusetts 02141, all and singular the premises described in said mortgage.

Condominium Unit No. PH 7 (The "Unit") in the Thomas Graves' Landing Condominium (the "Condominium"), situated at 4 Canal Park, Ph 7, address of a Canal Park, Ph 7, Cambridge, Middlesex County, Massachusetts, created by a Master Deed dated January 20, 1987 and recorded with Middlesex County Registry of Deeds in Book 18829, Page 434 as amended by instrument of record, if any, ("Master Deed") in accordance with and subject to the provisions of Massachusetts General Laws Chapter 183A as amended ("Chapter 183A"). The Unit is more particularly described in the Master Deed, is shown on the plans recorded simultaneously with the Master Deed, and is conveyed together with the benefit of all easements, improvements, covenants, outstanding tax titles, municipal or other public taxes, liens, and existing encumbrances of record created prior to the mortgage, if any there be. Said premises will also be subject to any unpaid real estate taxes, municipal or other public taxes, liens, and existing encumbrances of record created prior to the mortgage, if any there be.

Being the same premises conveyed to said Mortgagee by deed of Book N. Allen, dated June 16, 1989, and recorded herewith.

The Unit and said undivided interest in the common areas and facilities are conveyed with the benefit of and subject to the rights, easements, improvements, covenants, outstanding tax titles, municipal or other public taxes, liens, and existing encumbrances of record created prior to the mortgage, if any there be. Said premises will also be subject to any unpaid real estate taxes, municipal or other public taxes, liens, and existing encumbrances of record created prior to the mortgage, if any there be.

ing Limited Partnership, a Massachusetts Limited Partnership, by deed dated May 25, 1989, recorded with said Deeds, Book 19073, Page 211.  
The above terms at the time of the sale and easement to use parking space 899 shown on the plans recorded with the Master Deed.  
Said premises will be sold subject to as above and to all restrictions, easements, improvements, outstanding tax titles, municipal or public taxes, assessments, liens or claims in the nature of liens, and existing encumbrances of record, if any there be, at the time of the sale and easement to use parking space 899 shown on the plans recorded with the Master Deed.

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# City of Cambridge

MASSACHUSETTS

Vehicle Trip Ord.  
(Unfinished Bus #3)

In City Council June 15 1992

Quest. Comes on ordination as amended

	YEA	NAY	ABSENT	PRESENT
Mr. Ed Cyr	✓			
Mr. Francis H. Duehay	✓			
Mr. Jonathan S. Myers	✓			
Mrs. Sheila T. Russell	✓			
Mr. Walter J. Sullivan	② ✓			① ✓
Mr. Timothy J. Toomey, Jr.	✓			
Mr. William H. Walsh	② ✓			① ✓
Ms. Alice K. Wolf	✓			
Mayor Kenneth E. Reeves	✓			

7 - 0 - 1 - 1

8 - 0 - 1

9 - 0 - 0

WW requested that he be recorded in the affirmative



# City of Cambridge

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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 Title 10 entitled "Vehicles and Traffic" of the Municipal Code of the City of Cambridge is hereby amended by adding at new Chapter 10.17 entitled "Vehicle Trip Reduction Ordinance."

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 Clerk

NOTE: Pursuant to the provisions of General Laws, Chapter 40, Section 32A, Tercentenary Edition, the ordinance as aforesaid which exceeds in length eight octavo pages of ordinary book print may be summarized for publication in a newspaper of general circulation in the city with the further provision that said Municipal Ordinance may be examined and obtained at the City Clerk's office during office hours and that any objection to its invalidity by reason of any defect in the procedure of adoption may only be made within ninety days after the posting or the second publication.

ATTEST:- John E. Flynn  
Deputy City Clerk



# City of Cambridge

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In the Year One Thousand, Nine Hundred Ninety-Two

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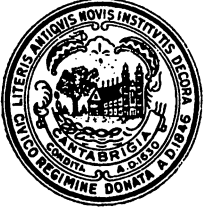
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ATTEST:- John E. Flynn  
Deputy City Clerk

6/1/92

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, (amended on <sup>JUNE</sup> May \_\_, 1992) and passed Ordinance No. 1112 on November 26, 1990 (the "Interim Ordinance"), amended on <sup>JUNE</sup> May \_\_, 1992; and 6-1-92?

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 trips and 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, the elements of this Ordinance are consistent with the policies of the City, the Interim Ordinance, and the federal Clean Air Act to reduce vehicle trips and vehicle miles travelled and encourage and develop greater use of public transit, bicycles, walking, and other alternative modes of travel; and

WHEREAS, implementation of this Ordinance will demonstrate the commitment of the City to promote the objective of the Clean Air Act by discouraging automobile traffic within and to the City; and

WHEREAS, enforcement of this Ordinance will achieve a reduction in vehicle miles travelled and promote attainment and maintenance of the National Primary Ambient Air Quality Standards necessary to protect public health in the Commonwealth; 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.

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

A new chapter 10.17 shall be added to Title 10 of the Code (Vehicles and Traffic), as follows:

Chapter 10.17

Vehicle Trip Reduction Ordinance

Sections: 10.17.010	Time Period of Chapter
10.17.020	Findings
10.17.030	Definitions
10.17.040	Expanded Commuter Mobility Program
10.17.050	Bicycle and Pedestrian Mobility Program
10.17.060	Restrictions on Visitor Passes
10.17.070	Fees for Residential Parking Stickers
10.17.080	Study of Zoning Revisions
10.17.090	Improved Coordination with MBTA
10.17.100	Regulation of Idling Busses, Trucks, and Taxis
10.17.110	Taxicab Improvements
10.17.120	Alewife Station and Garage
10.17.130	Annual Survey of Commuting Characteristics of City Employees and Employees of Selected Employers
10.17.140	Consultation with Employers and Residents about Elements of Regional Employer Vehicle Trip Reduction Program
10.17.150	Use of Fees

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- 10.17.160 Recommendations for a SIP Amendment  
Applicable to all Communities in the  
Commonwealth
- 10.17.170 Municipal Vehicle Trip Reduction Program
- 10.17.180 Expansion of Local Employment  
Opportunities
- 10.17.190 Further Expansion of Commuter Mobility  
Program
- 10.17.200 Restrictions on Parking Supply
- 10.17.210 Promotion of Clean Fuels
- 10.17.220 Development of Traffic Policy
- 10.17.230 Sunset Clause

Section 10.17.010 - Time Period of Chapter. Sections 10.17.040 through 10.17.150 of this Chapter shall take effect sixty (60) days after final approval by the City Council. The remaining provisions shall not take effect until, and shall at that time supersede and replace Chapter 10.16, sixty (60) days after final approval by the U.S. Environmental Protection Agency ("U.S. EPA") of a SIP amendment for Massachusetts which (i) 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 (ii) revokes any provisions of 40 C.F.R. Section 52.1135 that are applicable to Cambridge.

Section 10.17.020 - Findings. The City of Cambridge finds and determines that:

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a. High levels of vehicle traffic and congestion add to air pollution, noise, and inconvenience and erode the quality of the living and working environment.

b. An increasing number of automobile registrations and jobs in the City has resulted in growth of traffic in and around Cambridge.

c. While the City has pursued programs to mitigate these conditions, new measures must be implemented by the City and the Commonwealth involving the participation of all sectors of the community on a local and regional basis to make more efficient use of mass transit, bicycling, walking, and other alternatives to trips by single-occupancy vehicles.

d. The Clean Air Act Amendments of 1990 call for the attainment of compliance with the National Ambient Air Quality Standard for Ozone within the Commonwealth by 1999.

e. Attainment of the Ozone Standard will require increased control of vehicle-related air pollution ("transportation control measures") throughout the Commonwealth, as well as the Nation.

f. Throughtrips and other traffic over which Cambridge has no control contribute significantly to the degradation of air quality in the region. The degradation of air quality, particularly ozone, is a regional problem which requires global and regional solutions.

g. A large portion of vehicle traffic on Cambridge streets

is attributable to trips that neither originate nor end in Cambridge ("throughtrips"). The City of Cambridge has virtually no control over these throughtrips. Accordingly, it is imperative that DEP amend the SIP to include transportation control measures applicable equally to all communities in the Commonwealth, including an employer-based vehicle trip reduction program, to achieve reductions in the number of vehicle trips and vehicle miles travelled throughout the region.

h. Increasing the use of commuting alternatives and reducing the number of trips by single-occupancy vehicles is beneficial for the City and the Commonwealth in reducing vehicle miles travelled, traffic and associated air pollution, fuel use, noise, and congestion.

i. Programs offered through employers, institutions, owners of multiple-tenant buildings and complexes and other organizations to encourage the use of mass transit, bicycling, walking, and other alternatives to commuting by single-occupancy vehicles are effective and should be expanded on a city-wide and regional basis.

j. The approach best suited to accommodate the diverse needs and capabilities of the governmental, business and institutional communities in the City, and recommended for adoption by DEP for state-wide application, is a flexible approach which establishes performance goals and permits

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government and private employers, institutions, and automobile owners to select from among a variety of measures designed to contribute toward reaching the goals.

k. The vehicle trip reduction program recommended for adoption by DEP on a state-wide basis should give credit to those employers which have already made substantial progress in encouraging the use of mass transit, bicycling, walking, and alternative means of commuting and in providing such alternatives.

l. Measures to discourage, and provide alternatives to, vehicle trips and trips by single-occupancy vehicles made by residents of and visitors to Cambridge are also necessary to further the goals of the Clean Air Act.

m. Some of the measures contained in this Ordinance will achieve immediate reductions in vehicle miles travelled; others are designed to collect information and otherwise lay the foundation for future actions to reduce vehicle miles travelled and improve air quality. To maximize air quality benefits, some types of transportation control measures must be adopted and applied on a regional basis.

Section 10.17.030 - Definitions.

- a. City shall mean the City of Cambridge, Massachusetts.
- b. Clean Fuel shall mean any fuel or power source used in a vehicle that complies with the applicable standards for clean

fuel vehicles contained in Sections 241-245 of the Clean Air Act, 42 U.S.C. §§ 7581-7585.

c. Clean-Fuel Vehicle shall mean a vehicle in a class or category of vehicles which has been certified to meet the applicable clean-fuel vehicle standards as defined by and pursuant to the federal Clean Air Act Amendments of 1990.

d. Fleet shall mean ten (10) or more vehicles which are (i) owned, leased, controlled or operated by a single person or entity; or (ii) parked at the same location, excluding vehicles held for lease or rental to the general public, vehicles held for sale by dealers, vehicles used for law enforcement or emergency purposes.

e. Ozone Standard shall mean the National Ambient Air Quality Standard for ozone established pursuant to Section 109 of the Clean Air Act, 42 U.S.C. § 7409.

f. Region shall mean those communities located in Massachusetts between Interstate 495 and the Atlantic Ocean.

g. Selected Employers shall mean those employers in Cambridge who agree to participate in the Annual Survey of Employee Commuting Characteristics Program set forth in Section 10.17.130.

h. Throughtrips shall mean vehicle traffic on City of Cambridge streets attributable to trips that neither originate nor end in the City of Cambridge.

i. Transportation Control Measures are transportation control strategies aimed at reducing transportation-related emissions of pollutants and controlling the growth of future vehicle trips and vehicle miles travelled.

j. VMT is an abbreviation for vehicle miles travelled.

Section 10.17.040 - Expanded Commuter Mobility Program.

In addition to continuing activities currently in progress, the Commuter Mobility Coordinator shall develop and submit to the Assistant City Manager for Community Development and the City Manager a schedule for implementing additional programs including, but not limited to:

- \* a bicycle commuter program, in conjunction with the Cambridge Traffic and Parking Department and the Bicycle Advisory Committee, involving consultation with Cambridge residents and businesses;
- \* a program to assist employers in establishing bicycle commuting incentives;
- \* a feasibility study of the potential use of an in-city paratransit system of jitney services or shuttles to transit locations, areas of major employment, and major commercial/retail destinations; and
- \* a program for publicizing successes achieved by businesses and institutions in decreasing the number of single-occupancy vehicle commuters to their establishments.

Section 10.17.050 - Bicycle and Pedestrian Mobility Program.

The position of Bicycle and Pedestrian Coordinator is created within the Cambridge Traffic and Parking Department. The City Manager shall, within one month of the effective date of

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this provision, designate the Bicycle and Pedestrian Coordinator. The Bicycle and Pedestrian Coordinator shall devote at least 50% of his/her time to carrying out the tasks required by this provision. The Bicycle and Pedestrian Coordinator shall, in conjunction with the Commuter Mobility Coordinator and the City's existing Bicycle Advisory Committee, (i) design and implement a program to encourage greater use of bicycles as alternatives to single-occupancy vehicles within the City and (ii) focus the attention of the City on the needs of pedestrians. The program will include, but is not limited to:

- \* development of a Cambridge Bicycle Master Plan;
- \* development of a Cambridge Pedestrian Master Plan;
- \* development and evaluation of recommendations for a regional network of bicycle paths and bicycle priority streets favoring both bicycles and pedestrians;
- \* consultation with Cambridge residents and businesses;
- \* funding of bicycle amenities and storage facilities;
- \* funding of pedestrian amenities; and
- \* provision of bicycles for use by City police and Traffic and Parking Department staff.

The program shall be funded at an initial level of [\$25,000] annually; these funds shall be in addition to, and not utilized for, the salary of the Bicycle and Pedestrian Coordinator.

Section 10.17.060 - Restrictions on Visitor Passes.

a. Official City Visitor Passes. The Citywide visitor passes that have been distributed to authorized individuals will

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be invalid thirty (30) days after the effective date of this provision. The Cambridge Traffic and Parking Department is authorized to issue stickers to individuals who would be authorized to receive a Citywide visitor pass. In order to be effective, a sticker must be affixed to a vehicle and must display the vehicle registration number and an expiration date.

b. Residential Visitor Passes. Beginning on the January first following the effective date of this provision, each residential visitor pass issued by the Traffic and Parking Department shall be designed to display a calendar for the year during which it is valid. Upon issuing a pass, the Traffic and Parking Department shall write the resident's address on the front of the pass. To be valid on a given date, the pass must be displayed in the windshield and the date of use must be circled.

Section 10.17.070 - Fees For Residential Parking Stickers.

The fees for residential parking stickers shall be as follows:

1st Sticker per Household	\$ 8.00
2nd Sticker per Household	\$ 12.00
3rd Sticker per Household	\$ 50.00
4th Sticker per Household	\$100.00
5th and additional Stickers per Household	\$200.00

For the purpose of this measure, all vehicles registered at the same residential address shall constitute the vehicles registered to a household. Reductions and waivers available under current law to elderly and handicapped residents shall

remain in effect.

Section 10.17.080 - Study Of Zoning Revisions

The Cambridge Planning Board (the "Board") shall consider revising the required parking space ratios specified in the City of Cambridge Zoning Ordinance and shall evaluate the effectiveness of such revisions in reducing VMT and traffic congestion and encouraging the increased use of commuting alternatives other than by single-occupant vehicles.

Consideration shall be given, without limitation, to such potential revisions as reduction of minimum and maximum parking requirements, special provisions for carpools and vanpools, and encouragement of mixed-use developments.

The Board shall publicly report its recommendations within one year of the effective date of this provision.

Section 10.17.090 - Improved Coordination with MBTA.

The Commuter Mobility Staff shall undertake a survey of residents and commuters to identify barriers to use of the MBTA. Based on the survey results, the Commuter Mobility Staff and the Department of Traffic and Parking shall meet with representatives of the MBTA to (i) improve public transportation schedules and routes; (ii) improve bus stop signage; and (iii) review placement of bus stops. Examples of points where coordination should be improved include:

- \* Busses from Belmont to Lechmere;

- \* Connecting routes through Harvard and Central Square; and
- \* Synchronizing schedules of busses from Belmont, Arlington, and along Huron Avenue in Cambridge.

**Section 10.17.100 - Regulation of Idling Busses, Trucks, and Taxis.**

The Police Department shall promptly review and improve its enforcement of the statutory prohibitions against idling by busses, trucks, and taxis set forth at M.G.L. ch. 90, section 16A. Within two (2) months of the effective date of this provision, the Commissioner of the Police Department shall report to the City Manager on the Department's implementation of this provision.

**Section 10.17.110 - Taxicab Improvements.**

The License Commission, through the Taxicab Advisory Committee, shall consult with the taxicab industry, residents, and commercial establishments in the City and prepare recommendations:

- \* to make taxicabs more accessible for use by multiple passengers with different destinations. The object of this recommendation shall be to decrease single-occupant use of taxicabs by providing monetary incentives for the taxicab drivers and reducing the cost for passengers; and
- \* about the potential role of taxicabs in a paratransit system for the City.

**Section 10.17.120 - Alewife Station and Garage.**

The Assistant City Manager for Community Development or his designee shall consult with Alewife neighborhood groups and other

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interested persons concerning the demand for (i) a railroad station at Alewife and (ii) an expansion of the Alewife garage.

**Section 10.17.130 - Annual Survey of Commuting Characteristics of City Employees and Employees of Selected Employers.**

a. The City shall develop an Employer Survey Kit which will include an Employee Survey Form, administration plan, and Automobile Efficiency Rate ("AER") (defined below) calculation sheet, designed to elicit commuting data and actual AER from all City employees and employees of Selected Employers. The Employer Survey Kit shall be prepared and distributed to City Departments and Selected Employers within six (6) months of the effective date of this provision. Each City Department and Selected Employer shall distribute copies of the Employee Survey Form to and collect completed forms from a minimum of seventy-five percent (75%) of its employees. Each City Department and Selected Employer shall, no later than three (3) months from the date the Employer Survey Kit is distributed, submit to the Assistant City Manager for Community Development all completed Employee Survey Forms, provided that, any Selected Employer may instead submit a report of the results of the employee survey on a standard AER calculation sheet, signed and certified as to its accuracy by an officer of the Company. A Selected Employer that does not submit the Employee Survey Forms shall retain such forms for a minimum of three (3) years. These forms shall be made

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available to the Assistant City Manager for Community Development or his designee, upon request.

b. Each Selected Employer shall cooperate with the Assistant City Manager for Community Development and the Commuter Mobility Staff in providing information about plans and programs being utilized to encourage commuter travel modes other than by single occupancy vehicles. At such time as the City implements or enforces an employer-based vehicle trip reduction program on a city-wide basis, each Selected Employer which has cooperated with the Community Development Department and the Commuter Mobility Staff and which has complied with paragraph a hereof shall be entitled to use the AER reflected in its initial Employer Survey Response as its baseline AER regardless of the extent of improvements in its AER produced as a result of its cooperation with the Community Development Department or its own commuter mobility initiatives.

c. The Assistant City Manager for Community Development shall make arrangements with the Commuter Mobility Staff to coordinate: (i) designation of and written agreements with Selected Employers; (ii) preparation and distribution of the Employer Survey Kits; (iii) calculation of the Base AER; (iv) review and tabulation of the Employer Survey Responses; (v) recalculation of the Base AER based on review and analysis of the Employer Survey Responses. The Assistant City Manager for

Community Development shall have the authority to engage the services of technical consultants to assist with these tasks.

d. The phrase Automobile Efficiency Rate ("AER") shall mean the figure calculated by dividing the number of employees who report to a Worksite within the City of Cambridge between 6:00 a.m. and 10:00 a.m. (inclusive Monday through Friday to achieve a five consecutive weekday average) by the number of vehicles used by those employees to reach the Worksite during those hours. Bicycles, public transit vehicles, and approved Clean-Fuel Vehicles shall be excluded from the vehicles counted. Motorcycles and light trucks shall be included in the vehicles counted.

e. The term Base AER for the City of Cambridge shall be derived from the 1990 census modal share data and travel statistics. The Base AER is subject to recalculation as provided above.

f. The term Carpool shall mean a private motor vehicle occupied by two to six employees travelling together for at least 75% of their commute trip distances.

g. The term Commute Alternatives shall mean carpooling, vanpooling, use of public transit, bicycling and/or walking.

h. The term Employee shall mean any person hired by a public or private employer, including part-time and seasonal employees, who reports to work at least two (2) days a week

during five (5) or more months of the year.

i. The term Worksite shall mean a building or grouping of buildings which are located within the City of Cambridge and are on physically contiguous parcels of land or on parcels separated solely by private or public roadways or rights-of-ways and which are owned, operated, or leased by the same Employer.

**Section 10.17.140 - Consultation with Employers and Residents about Employer Vehicle Trip Reduction Program.**

The Assistant City Manager for Community Development or his designee shall consult with Cambridge businesses, institutions, City departments, and residents to evaluate recommendations for a regional employer-based vehicle trip reduction program. During this consultation process, issues to be considered shall include:

- (i) whether different areas of the City should be subject to different AER goals, depending on their proximity to public transit;
- (ii) what the annual rate of improvement in the AER Goal should be;
- (iii) which, if any of the vehicle trip reduction plan elements identified in Section 10.17.170 should be required to be implemented by all employers in the City;
- (iv) whether employers should be required to achieve a City-wide AER Goal within a specified time period or whether penalties should only be imposed for an employer's failure to implement its plan;
- (v) identification and development of mechanisms for transferring and/or sharing use of parking spaces as demand for parking spaces decreases at a given worksite; and

(vi) whether any categories of employers should be exempt.

Section 10.17.150 - Use of Fees.

One hundred percent (100%) of the funds raised through the sale of residential parking stickers shall be used for implementing the tasks and programs specified in this Chapter.

[THE FOLLOWING SECTIONS ONLY TAKE EFFECT AFTER STATE AND FEDERAL ACTION TO ADOPT A REGIONAL OR STATE-WIDE PROGRAM]

Section 10.17.160 - Recommendations for a SIP Amendment  
Applicable to all Communities in the  
Commonwealth.

In order to ensure that the vehicle trip reduction measures in this Ordinance achieve their intended effect of reducing vehicle miles travelled and enhancing air quality in the Commonwealth, the City shall include in its submittal to the Metropolitan Planning Organization ("MPO") and DEP recommendations for an amendment to the State Implementation Plan under the federal Clean Air Act applicable equally to all communities in the Commonwealth. These recommendations shall include, but not be limited to:

- (1) a proposal for an employer-based vehicle trip reduction program;
- (2) a proposal for measures applicable to new development projects to mitigate the traffic impacts of such projects and reduce vehicle miles travelled to and from such projects;
- (3) a proposal for revising state taxing policies

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concerning employer-paid transportation and parking subsidies;

- (4) a proposal for evaluating the utility of imposing fees on single-occupant commuter vehicles and/or commuter parking;
- (5) a proposal for achieving appropriate convenient public transportation from the west and north to Cambridge, including but not limited to support of a circumferential transit system;
- (6) preventing the diversion of traffic oriented toward Cambridge to other areas with more limited transit availability;
- (7) assuring that Cambridge is not placed at a competitive disadvantage within the Region or the Commonwealth;
- (8) reducing the growth in volume of throughtrips on Cambridge roadways which is outside the control of the City; and
- (9) improved and extended use of water taxis.

Section 10.17.170 - Municipal Vehicle Trip Reduction Plans.

Based on its review of the Employee Survey Forms collected pursuant to Section 10.17.130, the Commuter Mobility Staff shall prepare a vehicle trip reduction plan for implementation by City Departments. The plan shall contain a program of measures designed to reduce vehicle trips and vehicle miles travelled by municipal employees and thereby improve the City's AER, as computed on the annual AER calculation sheets. The plan may include a variety of measures including, but not limited to:

- \* dissemination and periodic updating of information on all available transit service to and from the Worksite;
- \* advertising, promoting and making available for purchase on the Worksite any pass program offered by

transit authorities;

- \* recommendations to individual employees of employee-specific travel options to reduce VMT;
- \* incentives and assistance for bicycle commuting including secure parking facilities, shower/changing facilities, and education and training programs;
- \* coordinating, facilitating and providing subsidies for employer-sponsored rideshare programs;
- \* preferential parking for carpools and vanpools;
- \* transportation allowances;
- \* expanding opportunities for alternative work schedules including 4-day weeks and flexible schedules to facilitate ridesharing;
- \* elimination or reduction of parking subsidies for single-occupant vehicles;
- \* shuttle service to transit stops; and/or
- \* elimination of employee parking spaces.

After consultation with the Assistant City Manager for Community Development and the City Manager about the plan, the Commuter Mobility Staff shall promptly distribute it to City Departments for implementation. The Commuter Mobility staff shall assist City Departments with implementation of the plan.

**Section 10.17.180 - Expansion of Local Employment Opportunities.**

To demonstrate and further its commitment to increase the number of Cambridge residents employed by Cambridge businesses and reduce vehicle miles associated with work commutes, the annual budget for expansion of local employment opportunities

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shall be increased to [\$130,000]. That budget shall be applied as follows:

1. To continue and expand the Cambridge Employment Program within the Community Development Department;
2. To sponsor an annual job fair to inform residents of local employment opportunities;
3. To sponsor and coordinate educational partnerships between Cambridge employees and schools in Cambridge; and
4. To develop a Local Employment Opportunity Plan.

These functions shall be coordinated and carried out by the Community Development Department in conjunction with the Department of Human Services and under the supervision of the Assistant City Manager for Community Development. The Local Employment Opportunity Plan shall be developed within one year of the effective date of this provision.

Section 10.17.190 - Further Expansion of Commuter Mobility Program.

The Assistant City Manager for Community Development, in consultation with the City Manager, shall have authority to hire additional staff to implement the tasks and programs specified in this Chapter. Within three (3) months of the effective date of this provision, at least one additional Commuter Mobility staff member shall be hired. The Commuter Mobility Coordinator shall develop and promptly implement additional programs including but not limited to:

- \* a program encouraging the use and sharing of computer

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ride-sharing information between and among businesses and institutions in the City;

- \* a program to encourage commercial and retail businesses to offer discounts to patrons with MBTA transit passes;
- \* a residential trip reduction program for apartment and condominium complexes of 50 or more units; and
- \* implementation of an in-city paratransit system, to the extent funds are available, to supplement MBTA services.

Section 10.17.210 - Restrictions on Parking Supply.

a. Expansion of Parking Regulation. Within six (6) months of the effective date of this provision, the Traffic and Parking Department shall submit to the City Manager an updated written inventory of all on-street parking spaces specifying the restrictions applicable to each such parking space. As to any space which has not been restricted or removed from the supply of on-street spaces pursuant to Chapter 10.16.071 of Title 10, the Traffic and Parking Department shall prepare a recommendation for restriction of each such space to discourage its use 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 restrictions for use by residents with permits. The Director of Traffic and Parking 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

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Parking Department shall submit its revised recommendation to the City Manager. After consultation with the City Manager, the Traffic and Parking Department shall promptly implement the recommendations.

b. Municipal Parking Rates. The rates for daily and monthly parking at all City-owned off-street parking facilities shall be increased by twenty-five percent (25%) over current rates, to be effective within sixty (60) days of the effective date of this provision.

c. Exclusive Residential Parking Near MBTA Stations. The Traffic and Parking Department, in consultation with neighborhood groups, residents, commercial establishments, and the City Manager, shall prepare a proposal for establishing exclusive residential parking zones on primarily residential streets located near MBTA stations. The object of the proposal shall be to limit residential parking on targeted streets close to MBTA stations to residents of those neighborhoods by means of appropriate signage and special resident stickers. The Traffic and Parking Department shall convene a public meeting on its proposal within four (4) months of the effective date of this provision. Within one (1) month after such public meeting, and after consultation with the City Manager, the Director of Traffic and Parking shall cause the proposal to be implemented.

Section 10.17.210 - Promotion of Clean Fuels.

The Department of Public Works shall study, promote, encourage, and identify incentives for the use of Clean Fuel in fleets of vehicles operating within the City. The study shall include an evaluation of the use of such fuels as methanol, compressed natural gas, and reformulated gasoline based on characteristics of fleets in Cambridge and implementation costs. The study shall also identify reasonably available incentives which could be offered by the City, such as tax credits, to encourage use of Clean Fuel in fleets of vehicles. The sum of [\$15,000] shall be appropriated for this program.

Section 10.17.220 - Development of Traffic Policy.

The Assistant City Manager for Community Development and the Director of the Traffic and Parking Department, or their designees, shall within one year of the effective date of this provision, conduct a study of major highways, city through streets, streets with schools, different types of residential streets, and streets at the borders of the City. Based on that study, they shall prepare a written recommendation of:

- (i) Appropriate speeds and volumes for Cambridge streets; and
- (ii) Means of encouraging travel and traffic patterns that reduce VMTs.

This written recommendation shall be submitted to the City Council for review and appropriate action.

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Section 10.17.230 - Sunset Clause.

The provisions of this Chapter shall cease to be effective on the date either the Department of Environmental Protection or the U.S. Environmental Protection Agency adopts a final rule or regulation that imposes a freeze, cap, or other fixed limit on the number of parking spaces in Cambridge, unless such freeze, cap, or other limit is applicable equally to communities throughout the Region. The purpose of this sunset clause is to give the City the opportunity to decide whether to continue to implement the numerous provisions of this Chapter in the event that it is singled out and subjected to state or federal regulation that puts it at a competitive or other disadvantage in the Region.

C. Duchay - 2<sup>nd</sup> Reading  
✓✓



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# CAMBRIDGE CITY COUNCIL 25

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02142 MA.

(617) 349-4280

FAX (617) 349-4287

Alice K. Wolf  
City Councillor

Mayor  
1990-1991

**TO:** THE HONORABLE MEMBERS OF THE CITY COUNCIL

**FROM:** COUNCILLOR ALICE WOLF, *abw*  
CHAIR OF THE ORDINANCE COMMITTEE

**DATE:** JUNE 3, 1992

At Monday's public hearing on the ordinances relating to the State Implementation Plan and the Interim Parking Freeze, a number of Councilors, myself included, indicated an intention to propose amendments to the two Ordinances. Given how complex the issues are, it would be very helpful if we were able to provide each other and the public the opportunity to consider the amendments before they are proposed at the Council meeting. It would also be helpful if the Law Department were able to put any amendments a Councillor proposes into proper form for adoption.

To facilitate an orderly public process, I would encourage you to submit your amendments by the end of this week or early next week to the Clerk's office. The Law Department can then review them and return them to the Clerk's office in proper form.

Obviously, any Councillor can still propose additional amendments at the Council meeting, at which time these ordinances would be considered for ordination.

cc: City Clerk  
City Manager



# CAMBRIDGE CITY COUNCIL

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4280

FAX (617) 349-4287

William H. Walsh  
City Councillor

June 11, 1992  
MEMORANDUM:

TO: John Flynn, Deputy City Clerk

FROM: David Noonan, for *David Noonan*  
Councillor Walsh

RE: Amendments re: State Implementation Plan (SIP)

In an effort to respond initially, but not solely, and perhaps to be followed by subsequent adaptations of a more specific nature, Councillor Walsh provides this response to Councillor Wolf's 6/3/92 memorandum wherein she suggests that amendments be submitted to the City Clerk's Office for transmittal to the Law Department for drafting in proper form. The Councillor submits the following:

RE: Proposed Chapter 10.17 (To Code - Vehicles & Traffic)  
Vehicle Trip Reduction Ordinance

RE: 10.17.010 Councillor Walsh wants it stated clearly and beyond debate or doubt that the proposed Ordinance, as a collective whole and/or in its individual elements taken separately, will in no way place the City of Cambridge at an economic disadvantage vis a vis any city or town (municipality) within the Greater Boston District Area. When and as it is time for municipalities to march in step with the SIP Amendments on a regional basis, all municipalities march as equal entities at one and the same time, with no municipality being pushed out front alone while others delay and hold back to see what happens. It must be regionalism or nothing. The City of Cambridge must not be a casualty to nor held hostage by a go-it-alone pioneering spirit to to guarantee clean air in the Commonwealth if no other cities or town are bound to do the same.

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# CAMBRIDGE CITY COUNCIL

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 498-9094

William H. Walsh

City Councillor

FACSIMILE TRANSMITTAL FORM:

DATE: Thursday, June 11, 1992

FROM: Personal Office of Councillor William H. Walsh  
Athenaeum House  
215 First Street  
Cambridge, MA. 02142  
TELEPHONE: 617 354-3366  
FAX NUMBER: 617 876-9331

TO: John Flynn, Deputy City Clerk  
City Hall, Cambridge, MA. 02139

KINDNESS OF CITY MANAGER'S STAFF

TELEPHONE NUMBER:

TOTAL NUMBER OF PAGES, INCLUDING THIS PAGE: 3

If you do not receive the number of pages as indicated above,  
please telephone immediately.

REMARKS: Enclosed are Councillor Walsh's comments regarding SIP;  
I think it's fairly straightforward. However, if you  
have any questions or concerns about its content,  
please feel free to telephone me during today.

Thanks for your customary excellent services !

Signature of person in Councillor Walsh's office transmitting  
the document(s).

David F. Noonan



# CAMBRIDGE CITY COUNCIL

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4280

FAX (617) 349-4287

William H. Walsh  
City Councillor

Page 2 - Memorandum of 6/11/92  
to John Flynn from David Noonan

10.17.160 Recommendation for a SIP Amendment applicable  
to all communities in the Commonwealth.

As this has been drafted, it is excessively  
intruslonary, restrictive and combative and  
damaging to the single-occupant commuter/  
automobile operator. The entire text is not  
acceptable and calls for redrafting. Between  
the lines in this section (and the attitude  
is pervasive throughout the proposed draft)  
is an absolute contempt for reality as it  
involves employees, workers, employers and  
commuters.

-----  
Other points of critique and amendment will be offered  
as the Council examines this proposal.



# CAMBRIDGE CITY COUNCIL

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4280

FAX (617) 349-4287

Alice K. Wolf  
City Councillor

Mayor  
1990-1991

May 13, 1992

To: The Honorable Members of the Ordinance Committee  
From: Councillor Alice Wolf, Chair

On April 14, this Committee discussed an ordinance submitted by the City Manager regarding Cambridge's participation in the State Implementation Plan (SIP) of the Clean Air Act. At that time, I submitted to you a memorandum of suggested action.

Today, I am submitting an amended version of the recommendations, including many suggestions of City Councillors and the public. The City Manager will also submit an amended version of the ordinance that reflects these comments.

In addition to the commitment to a regional approach, some of the broad concerns that have been expressed are that we must:

- ✓ Commit only to actions that we really can accomplish.
- ✓ Have some clear, quantifiable measures for progress.
- ✓ Create an advisory structure for residents and business people.
- ✓ Get credit from the State for parking reductions achieved before a statewide SIP and pass similar credits on to businesses.
- ✓ Have adequate resources to meet our commitments.
- ✓ Address, in the long run, the issue of a cap on parking versus complex vehicle trip reduction measures.
- ✓ Have a real working plan with the State's DEP and the MBTA to develop a regional response.

RECOMMENDATION After further discussion at this meeting, the memorandum and ordinance be reported out to the City Council. Additional amendments would be made at the City Council level.



# CAMBRIDGE CITY COUNCIL

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(617) 349-4280

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Alice K. Wolf  
City Councillor

Mayor  
1990-1991

## SUGGESTED ACTION ON CAMBRIDGE RESPONSE TO CLEAN AIR ACT

Submitted to the Ordinance Committee of the City Council  
May 13, 1992

### Introduction

The City Council has the opportunity to recommend a plan to put Cambridge in compliance with The Clean Air Act, as amended. This plan would focus on reducing emissions from moving sources of pollution, largely automobiles, and would become part of the Commonwealth's draft State Implementation Plan (SIP). This draft will provide a regional plan for reducing air pollution; it will require extensive public hearings. The Commonwealth is required to submit a plan by November, 1993.

The City Council is committed to working cooperatively within the city, with residents and the business community, and to induce state agencies to work cooperatively with the City as well. It has become clear that it will only be with extensive, cooperative work that a satisfactory permanent total plan will emerge. This will require the development of a clear participation plan.

The City Council has had before it a plan submitted by the City Manager. It has a number of components. They are largely focussed at reducing the number of vehicle miles travelled in the City.

In response to that plan, the City Council also has had testimony and recommendations from citizens, businesses, and groups. The City Council also received an extensive proposal from the Cambridge Citizens for Livable Neighborhoods.

The clearest points to come from the submissions and testimony so far are:

1. Residents and business people alike recognize the

importance of cleaning up current levels of air pollution.

2. Residents and business people alike feel that there must be a regional solution for the environmental clean-up.

3. Residents are unalterably opposed to the 4-zone solution for reducing VMTs generated by residents. In response, the City Council voted to delete the 4-zone plan.

4. Business people are unalterably opposed to stringent mandatory regulations that reduce travel and parking options unless others in the region must comply with similar regulations. In response, the City Council voted a resolution that commits itself to a regional approach for such regulations.

5. The key to effective measures will be alternative forms of transportation. Public transportation, shuttles, car-pooling, highway improvements that give advantages to pooled transportation will be necessary to make other measures effective.

In response to the hearings, testimony, recommendations, and correspondence, City Councillors have made additional recommendations. These recommendations along with others have, to the extent possible, been incorporated into this document.

These responses of the City Councillors and the public have shown the strong commitment of all sectors of the community to work on this difficult project in a collaborative manner as long as we assure that Cambridge is not singled out for actions that are really required at the regional level.

#### Recommendation on Procedure

In keeping with this understanding, I recommend to the City Council that it proceed in the following manner:

I recommend that the City Council take three types of actions:

1. The City Council should adopt effective but non-controversial parts of the City Manager's vehicle trip reduction ordinance or of other proposals. These are actions that can readily be implemented in the near future, will make some gains, or can provide the base in information or funds for future actions. These actions should be submitted to the Commonwealth as part of the regional plan.

2. The City Council should improve the interim ordinance to make its continued implementation better and more palatable. Such improvement would include converting some of the presently

unregulated spaces into spaces in the parking bank, assuring that those needs that meet a public purpose get priority, and filling the unfilled positions on the IPC. The goal is to complete the regional plan to supercede the interim ordinance.

3. The City Council should identify potentially useful measures in the various proposals for additional study and later implementation. These are components of the proposals that are more complex, need careful discussion and analysis, and/or need to tie down funding; however, they are seen as having good potential for the long-run and for the regional plan.

The City Council and the Manager should put in place a careful process with businesses and citizens to develop the details of those proposals. These proposals should become part of the discussion within the regional planning process as well, but would not be commitments of the City unless and until fully worked out and adopted by the City Council.

In adopting this approach, the City must find a way to measure progress. There must be a way to measure the impact of the actions to be adopted immediately. In addition, there must be a way to measure the manner in which individual companies are contributing to this progress.

#### Specific Measures for Each Action

Effective, non-controversial measures to adopt now

1. Expanded mobility program, as outlined in the City Manager's plan. The City has implemented the start of a commuter mobility program. Though it has been lightly staffed, it has made substantial contributions to the goals and to the business community.

Now the program should receive adequate staffing; work toward utilizing computer ride-sharing; highlight successes achieved by businesses in their programs; ensure credit to businesses which adopt traffic mitigation measures such as T pass subsidies or carpool preferential parking. In addition, in order to spur the work of in-city paratransit system, the programs must give substantive help to newly proposed shuttles, and help to coordinate them for greater impact.

The commuter mobility program should be a key part of developing employer plans, as described in 9. of this section.

2. Bicycle and pedestrian program. Adopt proposals and utilize the Bicycle Advisory Committee. To support the use of bicycles, bicycles should be included in all infrastructure planning and developers should be assisted in including plans for bicycles in

new and remodeled development.

In addition, focus the attention of the City on the needs of pedestrians -- organize a pedestrian campaign.

3. Control on use of official city visitor passes and improvements in visitor parking pass program.

4. Promote local employment program for Cambridge residents. Since this constitutes the second largest reduction of VMTs in the City Manager's proposal, adequate resources and a strong plan would have to be put together for this to be meaningful.

5. Coordinate with the MBTA. Pressure the MBTA to improve public transportation schedules and routes. For example, route busses from Belmont through to Lechmere; synchronize Belmont, Arlington and Huron bus schedules; connect routes at Harvard and Central squares; improve coordination of schedules at transfer point. Improve bus stop signage and review placement of bus stops. Undertake survey of residents and commuters to better understand barriers to use of the MBTA.

This will not work unless a major, high level commitment is made to implementing such measures.

6. Look at issues around regulating and enforcing regulation of idling busses, trucks, and taxis, which are major pollutants. Try to come up with an enforcable plan. There is concern that it is not possible to come up with something that is actually enforcable.

7. Implement appropriate transportation Management plans for new developments.

8. Begin mobility program for municipal employees.

9. Develop and do an employer survey of employees' transportation needs to get a better understanding of issues around developing effective and feasible employer trip reduction plans.

The planning must recognize the uniqueness of employers and their differing needs. Some attention should be given to the cost of current parking needs and alternatives that will help to lower these costs for employers. Employers should be asked to participate in voluntary plans for vehicle trip reduction in connection with the expanded commuter mobility program; these plans should be studied to see if a future mandated trip reduction plan is really feasible and likely to be effective.

10. Promote clean fuels for vehicle fleets.

11. Develop a pilot project in one neighborhood to learn how a

traffic policy could be developed city-wide. This policy would identify major highways, city through streets, streets with schools, and different types of residential streets. The city would then establish appropriate speeds in accordance with State laws, and volumes for these streets.

12. Increase off-street municipal fees for all-day parking.

-----  
Useful, but more controversial:

13. Progressive fee schedule for residential parking stickers.

Improve the interim ordinance and amend MOU

1. Convert some presently unregulated spaces into spaces in the parking space bank. That is make them residential, metered, or no parking.

2. Ensure that public policy priorities receive priority in receiving spaces.

3. The City Manager to fill unfilled positions on the IPCC.

4. Assure that provisions of this plan and of the MOA are properly enforced.

5. Consider creating a time limit on future permits issued concurrent with other permits.

Work toward future implementation after feasibility study

A. Efforts for City agencies, working in cooperation with residents and businesses.

1. For those unregulated spaces not dealt with in 1. above, work toward appropriate resolution of these spaces.

2. Regional Cambridge through-trip reduction program. Study roadways at the borders of Cambridge to see if alternative routes that do not increase VMTs can be encouraged.

3. Employer Trip Reduction Plans. Work with representatives of the business community to assess different approaches. Utilizing results of the employer surveys, develop employer trip reduction approach that most meets the needs of the business community and the clean air goals.

4. Zoning revisions. Work toward zoning revisions that join together reductions in required parking with access to public transportation. Most likely density reductions will be necessary

to achieve reduction in required parking; in this connection, the zoning provision that excludes parking from the calculation of FAR should be studied.

5. Study and develop mechanisms for transferring parking spaces and generally dealing with different parking needs when the program is successful.

6. Evaluate the effectiveness, feasibility, and means of pricing strategies for parking for a fee or other means of passing the costs of driving along to the drivers.

7. Taxicab improvements. Work with the cab industry, residents, and business people to make taxi fares oriented to increased passengers, making higher fees for drivers and lower cost for users. Evaluate taxi industry's potential role in the paratransit. Find ways to increase use of local cabs by local people.

8. Residential parking near MBTA stations. Work with residents to assess the possibility of special residential zones in the streets abutting subway stations.

B. Efforts for City agencies, residents and businesses that can only be accomplished if there is the specific cooperation of State and Federal agencies.

1. In-city paratransit system. Drawing on the experience with shuttles, work to develop a broader in-city system for residents and commuters, through planning, following up alternative financing strategies for start-up, such as federal transportation or clean fuel dollars, coordinating with the MBTA, working with the taxi industry.

2. Commuter public transportation. Get help from the State, our legislators, etc. to get appropriate convenient public transportation from the West and the North in the near future. Work toward more long term public transportation, such as the circumferential transit system.

3. Work with Alewife groups and others to assess need of railroad station and/or expansion of Alewife garage.

C. The Transportation Committee of the City Council should take a major role in the para-transit system, taxi improvements, and public transportation improvements.

D. The City, in conjunction with the DEP should give further study to how stationary source reduction can be achieved.

FOLEY, HOAG & ELIOT

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WENDY B. JACOBS

May 13, 1992

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

Re: SIP Revision

Dear Bob:

At the request of the Chair of the City Council Committee on Ordinances, I am enclosing a proposed ordinance to amend the Interim Parking Freeze Ordinance to improve its continued implementation during the period until a SIP Amendment replacing it has been approved by the U.S. Environmental Protection Agency (EPA). Also enclosed for submission to the Committee on Ordinances is a redraft of the Vehicle Trip Reduction Ordinance which incorporates the measures recommended by the Chair.

As requested in the Chair's memorandum to the Committee, some of the provisions in the redrafted Vehicle Trip Reduction Ordinance are studies which may lead to additional transportation control measures in the future. Other provisions would achieve reductions in vehicle miles travelled soon after implementation.

In view of the recent City Council and Ordinance Committee hearings and the City Council Resolution of April 27, 1992, the employer-based trip reduction measure and the new development measure originally proposed for the Council's consideration are not included in the redrafted Ordinance and thus would only become applicable in Cambridge as part of a transportation control program adopted by the Department of Environmental Protection (DEP) for application throughout the Commonwealth. I do note, however, that pursuant to the special permit process in Cambridge, significant new developments are typically required to prepare and implement traffic mitigation and/or transportation management plans. Furthermore, the redrafted Ordinance contains a provision by which the City would submit recommendations to DEP for a broad-based program of transportation control measures applicable throughout the Commonwealth. These would include, for example, an employer-based trip reduction program, a new development-based trip reduction program, an evaluation of

Robert W. Healy, City Manager  
May 13, 1992  
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pricing and taxing strategies to shift the cost of inefficient driving behaviors onto drivers, and improvements to public transit.

I call your specific attention to my attempt to respond to a sequencing issue raised by the City Council Resolution dated April 27, 1992 that was not directly addressed in the Chair's earlier memorandum. As I understand the concerns expressed by the Committee and the Council, there is reluctance by the members to adopt measures now that will place Cambridge employers and businesses at a competitive disadvantage in relation to those in other communities or to subject Cambridge residents to inconveniences not yet being imposed on residents of other communities. To address this concern, Section 10.17.010 provides that some provisions would be effective immediately but others would not take effect until a later date. That later date is keyed to adoption by DEP of a program of transportation control measures designed to reduce vehicle miles travelled and apply equally to communities throughout the Commonwealth.

I anticipate that DEP may, during the next few years, adopt a SIP containing an employer-based vehicle trip reduction measure similar to the one you originally submitted to the Council. Given the substantial benefit to air quality that would result from such a measure (particularly if it is made applicable equally throughout the Commonwealth), the City would reasonably expect that the interim parking freeze would be lifted so that the Cambridge would then be subject to the same transportation control measures imposed on all communities in the region. There is, however, a likelihood that given the history of litigation surrounding the parking freeze in Cambridge and the Conservation Law Foundation's ongoing efforts to link the Cambridge parking freeze to the Central Artery project, the state may seek to minimize further litigation on the issue by taking no action to lift the Cambridge parking freeze or by otherwise incorporating some form of a parking freeze in its future SIP revisions. If this were to happen, then, contrary to what the Council may intend by adopting a comprehensive program of transportation control measures, Cambridge may nonetheless remain at a competitive disadvantage to other communities.

If DEP fails to lift the Cambridge parking freeze and the City has already enacted an Ordinance by which all measures take effect immediately, the result may be that Cambridge will be saddled with whatever regional program is imposed by DEP, all of the additional local measures contained in the Chair's list, and a parking freeze. It was not clear to me that the Committee members understood this possible outcome or that they would be content with such a result.

Robert W. Healy, City Manager  
May 13, 1992  
Page 3

To anticipate such an outcome and yet continue the City's efforts to advance the objectives of the Clean Air Act, the City could adopt several measures now and provide for other measures to take effect shortly after the adoption by the state of a regional or state-wide program provided that the state agrees to lift the parking freeze in Cambridge. In addition, the City could preserve its right to decide whether to continue to implement the entire Ordinance in the event that at a future date DEP or EPA were to single the City out and subject it to additional measures that are not applicable elsewhere in the Region and thus place the City at a disadvantage. It is these objectives that Sections 10.17.010 and 10.17.230, the Effective Date and Sunset Clause, are designed to achieve.

In summary, as drafted, the Ordinance proposes the immediate effectiveness of certain measures beyond those being implemented by other cities in the Commonwealth to address clean air issues. The provisions that would take effect immediately are largely drawn from the Chair's list of "effective non-controversial measures to adopt now" and also include certain important study measures identified in the Chair's list of items for possible future implementation. While significant to the City's ongoing efforts to contribute to improvements in air quality, the measures proposed to take immediate effect would not unreasonably burden the City's residents or businesses. Rather, the City as an institution would bear the brunt of any burden. Some of the measures proposed for immediate implementation are: some expansion of the Commuter Mobility Program, creation of a Bicycle and Pedestrian Mobility Program, restrictions on visitor passes, study of zoning revisions, coordination with the MBTA, an annual survey of the commuting characteristics of City employees and employees of those employers who volunteer to participate in the survey program, and consultation with employers and residents about the types of goals and measures for employer-based vehicle trip reduction programs deemed appropriate for Cambridge so that Cambridge can participate in a meaningful way in the state's development of such a program for application regionally or Commonwealth-wide.

These provisions will enable the City to work toward improved transportation management proposals within the City while waiting for the state decision on a regional transportation control plan for the SIP.

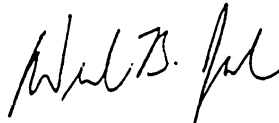
Additional measures in the Ordinance would not take effect until DEP and EPA amend the SIP to include transportation control measures applicable equally throughout the Commonwealth. These additional measures include: a municipal vehicle trip reduction program, further expansion of the commuter mobility program,

Robert W. Healy, City Manager  
May 13, 1992  
Page 4

expansion of local employment opportunities, restrictions on the parking supply, and study of clean fuels for City fleets. At such time as a broad regional or Commonwealth-wide program of measures is instituted by DEP and EPA, then the City would be subject to the regional plan and would also implement the above-listed additional measures locally. These additional measures would further reduce vehicle miles travelled by a significant amount and would thus be in lieu of and would justify lifting the parking freeze in the City. Cumulatively, all of the measures in the Ordinance, as the technical data previously submitted to the Committee and DEP show, would produce significant savings in vehicle miles travelled. The technical data demonstrates the superiority of the measures in the Ordinance in combination with an employer-based vehicle trip reduction program in reducing air pollution as compared with a parking freeze. If the City immediately implements all of these measures, there is no way to ensure that Cambridge does not remain the only City in the Commonwealth subject to both a city-wide parking freeze and a regional vehicle trip reduction plan.

If the Council decides to adopt this approach, it can submit the adopted Ordinance to the Metropolitan Planning Organization ("MPO"). We can also prepare a memorandum for the MPO that explains the value of an employer-based trip reduction measure and new development-based measure applicable to communities across the Commonwealth and provide supporting technical data to assist the MPO and DEP in developing such a regional program. The City will still have the opportunity through the public hearing process to comment on any proposals generated by the MPO and DEP and to use the input received from Cambridge employers and residents.

Very truly yours,



Wendy B. Jacobs

WBJ:cmh  
Enclosures

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  
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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 May \_\_, 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 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

PROPOSED  
05/13/92

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 \_\_, 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

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.



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 CPFP 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, 1990<sup>1</sup>. 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.

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<sup>1</sup> 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 determined<sup>2</sup>, 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.

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<sup>2</sup> 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. (-64)	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	Inspection 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



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C-LIST

FACILITY (OWNER/OPERATOR)	# OF SPACES
1. 65 BISHOP ALLEN DR. (J.R. FENNELL 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



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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. FENNEL REALTY TRUST)	151 E
3. 100 CAMBRIDGE PKWY. (ROWLAND INST. FOR SCIENCE)	39 E 2 R
4. 432 COLUMBIA ST. (432 COLUMBIA ST. CONDC 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 Street (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 Street	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 Massachusetts 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. RICHDALE AVE.	1	20
852. RICHDALE 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 #

## # CF 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	

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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, amended on <sup>June 3, 1992</sup> ~~May 2~~, 1992 and passed Ordinance No. 1112 on November 26, 1990 (the "Interim Ordinance"), amended on <sup>June 3, 1992</sup> ~~May 2~~, 1992; 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

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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 trips and 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, the elements of this Ordinance are consistent with the policies of the City, the Interim Ordinance, and the federal Clean Air Act to reduce vehicle trips and vehicle miles travelled and encourage and develop greater use of public transit, bicycles, walking, and other alternative modes of travel; and

WHEREAS, implementation of this Ordinance will demonstrate the commitment of the City to promote the objective of the Clean Air Act by discouraging automobile traffic within and to the City; and

WHEREAS, enforcement of this Ordinance will achieve a reduction in vehicle miles travelled and promote attainment and maintenance of the National Primary Ambient Air Quality Standards necessary to protect public health in the Commonwealth; 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:

A new chapter 10.17 shall be added to Title 10 of the Code (Vehicles and Traffic), as follows:

Chapter 10.17

Vehicle Trip Reduction Ordinance

Sections: 10.17.010	Time Period of Chapter
10.17.020	Findings
10.17.030	Definitions
10.17.040	Expanded Commuter Mobility Program
10.17.050	Bicycle and Pedestrian Mobility Program
10.17.060	Restrictions on Visitor Passes
10.17.070	Fees for Residential Parking Stickers
10.17.080	Study of Zoning Revisions
10.17.090	Improved Coordination with MBTA
10.17.100	Regulation of Idling Busses, Trucks, and Taxis
10.17.110	Taxicab Improvements
10.17.120	Alewife Station and Garage
10.17.130	Annual Survey of Commuting Characteristics of City Employees and Employees of Selected Employers
10.17.140	Consultation with Employers and Residents about Elements of Regional Employer Vehicle Trip Reduction Program
10.17.150	Use of Fees

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- 10.17.160 Recommendations for a SIP Amendment  
Applicable to all Communities in the  
Commonwealth
- 10.17.170 Municipal Vehicle Trip Reduction Program
- 10.17.180 Expansion of Local Employment  
Opportunities
- 10.17.190 Further Expansion of Commuter Mobility  
Program
- 10.17.200 Restrictions on Parking Supply
- 10.17.210 Promotion of Clean Fuels
- 10.17.220 Development of Traffic Policy
- 10.17.230 Sunset Clause

Section 10.17.010 - Time Period of Chapter. Sections 10.17.040 through 10.17.150 of this Chapter shall take effect sixty (60) days after final approval by the City Council. The remaining provisions shall not take effect until, and shall at that time supersede and replace Chapter 10.16, sixty (60) days after final approval by the U.S. Environmental Protection Agency ("U.S. EPA") of a SIP amendment for Massachusetts which (i) 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 (ii) revokes any provisions of 40 C.F.R. Section 52.1135 that are applicable to Cambridge.

Section 10.17.020 - Findings. The City of Cambridge finds and determines that:

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a. High levels of vehicle traffic and congestion add to air pollution, noise, and inconvenience and erode the quality of the living and working environment.

b. An increasing number of automobile registrations and jobs in the City has resulted in growth of traffic in and around Cambridge.

c. While the City has pursued programs to mitigate these conditions, new measures must be implemented by the City and the Commonwealth involving the participation of all sectors of the community on a local and regional basis to make more efficient use of mass transit, bicycling, walking, and other alternatives to trips by single-occupancy vehicles.

d. The Clean Air Act Amendments of 1990 call for the attainment of compliance with the National Ambient Air Quality Standard for Ozone within the Commonwealth by 1999.

e. Attainment of the Ozone Standard will require increased control of vehicle-related air pollution ("transportation control measures") throughout the Commonwealth, as well as the Nation.

f. Throughtrips and other traffic over which Cambridge has no control contribute significantly to the degradation of air quality in the region. The degradation of air quality, particularly ozone, is a regional problem which requires global and regional solutions.

g. A large portion of vehicle traffic on Cambridge streets

is attributable to trips that neither originate nor end in Cambridge ("throughtrips"). The City of Cambridge has virtually no control over these throughtrips. Accordingly, it is imperative that DEP amend the SIP to include transportation control measures applicable equally to all communities in the Commonwealth, including an employer-based vehicle trip reduction program, to achieve reductions in the number of vehicle trips and vehicle miles travelled throughout the region.

h. Increasing the use of commuting alternatives and reducing the number of trips by single-occupancy vehicles is beneficial for the City and the Commonwealth in reducing vehicle miles travelled, traffic and associated air pollution, fuel use, noise, and congestion.

i. Programs offered through employers, institutions, owners of multiple-tenant buildings and complexes and other organizations to encourage the use of mass transit, bicycling, walking, and other alternatives to commuting by single-occupancy vehicles are effective and should be expanded on a city-wide and regional basis.

j. The approach best suited to accommodate the diverse needs and capabilities of the governmental, business and institutional communities in the City, and recommended for adoption by DEP for state-wide application, is a flexible approach which establishes performance goals and permits

government and private employers, institutions, and automobile owners to select from among a variety of measures designed to contribute toward reaching the goals.

k. The vehicle trip reduction program recommended for adoption by DEP on a state-wide basis should give credit to those employers which have already made substantial progress in encouraging the use of mass transit, bicycling, walking, and alternative means of commuting and in providing such alternatives.

l. Measures to discourage, and provide alternatives to, vehicle trips and trips by single-occupancy vehicles made by residents of and visitors to Cambridge are also necessary to further the goals of the Clean Air Act.

m. Some of the measures contained in this Ordinance will achieve immediate reductions in vehicle miles travelled; others are designed to collect information and otherwise lay the foundation for future actions to reduce vehicle miles travelled and improve air quality. To maximize air quality benefits, some types of transportation control measures must be adopted and applied on a regional basis.

Section 10.17.030 - Definitions.

- a. City shall mean the City of Cambridge, Massachusetts.
- b. Clean Fuel shall mean any fuel or power source used in a vehicle that complies with the applicable standards for clean

fuel vehicles contained in Sections 241-245 of the Clean Air Act, 42 U.S.C. §§ 7581-7585.

c. Clean-Fuel Vehicle shall mean a vehicle in a class or category of vehicles which has been certified to meet the applicable clean-fuel vehicle standards as defined by and pursuant to the federal Clean Air Act Amendments of 1990.

d. Fleet shall mean ten (10) or more vehicles which are (i) owned, leased, controlled or operated by a single person or entity; or (ii) parked at the same location, excluding vehicles held for lease or rental to the general public, vehicles held for sale by dealers, vehicles used for law enforcement or emergency purposes.

e. Ozone Standard shall mean the National Ambient Air Quality Standard for ozone established pursuant to Section 109 of the Clean Air Act, 42 U.S.C. § 7409.

f. Region shall mean those communities located in Massachusetts between Interstate 495 and the Atlantic Ocean.

g. Selected Employers shall mean those employers in Cambridge who agree to participate in the Annual Survey of Employee Commuting Characteristics Program set forth in Section 10.17.130.

h. Throughtrips shall mean vehicle traffic on City of Cambridge streets attributable to trips that neither originate nor end in the City of Cambridge.

i. Transportation Control Measures are transportation control strategies aimed at reducing transportation-related emissions of pollutants and controlling the growth of future vehicle trips and vehicle miles travelled.

j. VMT is an abbreviation for vehicle miles travelled.

Section 10.17.040 - Expanded Commuter Mobility Program.

In addition to continuing activities currently in progress, the Commuter Mobility Coordinator shall develop and submit to the Assistant City Manager for Community Development and the City Manager a schedule for implementing additional programs including, but not limited to:

- \* a bicycle commuter program, in conjunction with the Cambridge Traffic and Parking Department and the Bicycle Advisory Committee, involving consultation with Cambridge residents and businesses;
- \* a program to assist employers in establishing bicycle commuting incentives;
- \* a feasibility study of the potential use of an in-city paratransit system of jitney services or shuttles to transit locations, areas of major employment, and major commercial/retail destinations; and
- \* a program for publicizing successes achieved by businesses and institutions in decreasing the number of single-occupancy vehicle commuters to their establishments.

Section 10.17.050 - Bicycle and Pedestrian Mobility Program.

The position of Bicycle and Pedestrian Coordinator is created within the Cambridge Traffic and Parking Department. The City Manager shall, within one month of the effective date of

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this provision, designate the Bicycle and Pedestrian Coordinator. The Bicycle and Pedestrian Coordinator shall devote at least 50% of his/her time to carrying out the tasks required by this provision. The Bicycle and Pedestrian Coordinator shall, in conjunction with the Commuter Mobility Coordinator and the City's existing Bicycle Advisory Committee, (i) design and implement a program to encourage greater use of bicycles as alternatives to single-occupancy vehicles within the City and (ii) focus the attention of the City on the needs of pedestrians. The program will include, but is not limited to:

- \* development of a Cambridge Bicycle Master Plan;
- \* development of a Cambridge Pedestrian Master Plan;
- \* development and evaluation of recommendations for a regional network of bicycle paths and bicycle priority streets favoring both bicycles and pedestrians;
- \* consultation with Cambridge residents and businesses;
- \* funding of bicycle amenities and storage facilities;
- \* funding of pedestrian amenities; and
- \* provision of bicycles for use by City police and Traffic and Parking Department staff.

The program shall be funded at an initial level of [\$25,000] annually; these funds shall be in addition to, and not utilized for, the salary of the Bicycle and Pedestrian Coordinator.

Section 10.17.060 - Restrictions on Visitor Passes.

a. Official City Visitor Passes. The Citywide visitor passes that have been distributed to authorized individuals will

be invalid thirty (30) days after the effective date of this provision. The Cambridge Traffic and Parking Department is authorized to issue stickers to individuals who would be authorized to receive a Citywide visitor pass. In order to be effective, a sticker must be affixed to a vehicle and must display the vehicle registration number and an expiration date.

b. Residential Visitor Passes. Beginning on the January first following the effective date of this provision, each residential visitor pass issued by the Traffic and Parking Department shall be designed to display a calendar for the year during which it is valid. Upon issuing a pass, the Traffic and Parking Department shall write the resident's address on the front of the pass. To be valid on a given date, the pass must be displayed in the windshield and the date of use must be circled.

Section 10.17.070 - Fees For Residential Parking Stickers.

The fees for residential parking stickers shall be as follows:

1st Sticker per Household	\$ 8.00
2nd Sticker per Household	\$ 12.00
3rd Sticker per Household	\$ 50.00
4th Sticker per Household	\$100.00
5th and additional Stickers per Household	\$200.00

For the purpose of this measure, all vehicles registered at the same residential address shall constitute the vehicles registered to a household. Reductions and waivers available under current law to elderly and handicapped residents shall

remain in effect.

Section 10.17.080 - Study Of Zoning Revisions

The Cambridge Planning Board (the "Board") shall consider revising the required parking space ratios specified in the City of Cambridge Zoning Ordinance and shall evaluate the effectiveness of such revisions in reducing VMT and traffic congestion and encouraging the increased use of commuting alternatives other than by single-occupant vehicles. Consideration shall be given, without limitation, to such potential revisions as reduction of minimum and maximum parking requirements, special provisions for carpools and vanpools, and encouragement of mixed-use developments.

The Board shall publicly report its recommendations within one year of the effective date of this provision.

Section 10.17.090 - Improved Coordination with MBTA.

The Commuter Mobility Staff shall undertake a survey of residents and commuters to identify barriers to use of the MBTA. Based on the survey results, the Commuter Mobility Staff and the Department of Traffic and Parking shall meet with representatives of the MBTA to (i) improve public transportation schedules and routes; (ii) improve bus stop signage; and (iii) review placement of bus stops. Examples of points where coordination should be improved include:

- \* Busses from Belmont to Lechmere;

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- \* Connecting routes through Harvard and Central Square; and
- \* Synchronizing schedules of busses from Belmont, Arlington, and along Huron Avenue in Cambridge.

**Section 10.17.100 - Regulation of Idling Busses, Trucks, and Taxis.**

The Police Department shall promptly review and improve its enforcement of the statutory prohibitions against idling by busses, trucks, and taxis set forth at M.G.L. ch. 90, section 16A. Within two (2) months of the effective date of this provision, the Commissioner of the Police Department shall report to the City Manager on the Department's implementation of this provision.

**Section 10.17.110 - Taxicab Improvements.**

The License Commission, through the Taxicab Advisory Committee, shall consult with the taxicab industry, residents, and commercial establishments in the City and prepare recommendations:

- \* to make taxicabs more accessible for use by multiple passengers with different destinations. The object of this recommendation shall be to decrease single-occupant use of taxicabs by providing monetary incentives for the taxicab drivers and reducing the cost for passengers; and
- \* about the potential role of taxicabs in a paratransit system for the City.

**Section 10.17.120 - Alewife Station and Garage.**

The Assistant City Manager for Community Development or his designee shall consult with Alewife neighborhood groups and other

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interested persons concerning the demand for (i) a railroad station at Alewife and (ii) an expansion of the Alewife garage.

**Section 10.17.130 - Annual Survey of Commuting Characteristics of City Employees and Employees of Selected Employers.**

a. The City shall develop an Employer Survey Kit which will include an Employee Survey Form, administration plan, and Automobile Efficiency Rate ("AER") (defined below) calculation sheet, designed to elicit commuting data and actual AER from all City employees and employees of Selected Employers. The Employer Survey Kit shall be prepared and distributed to City Departments and Selected Employers within six (6) months of the effective date of this provision. Each City Department and Selected Employer shall distribute copies of the Employee Survey Form to and collect completed forms from a minimum of seventy-five percent (75%) of its employees. Each City Department and Selected Employer shall, no later than three (3) months from the date the Employer Survey Kit is distributed, submit to the Assistant City Manager for Community Development all completed Employee Survey Forms, provided that, any Selected Employer may instead submit a report of the results of the employee survey on a standard AER calculation sheet, signed and certified as to its accuracy by an officer of the Company. A Selected Employer that does not submit the Employee Survey Forms shall retain such forms for a minimum of three (3) years. These forms shall be made

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available to the Assistant City Manager for Community Development or his designee, upon request.

b. Each Selected Employer shall cooperate with the Assistant City Manager for Community Development and the Commuter Mobility Staff in providing information about plans and programs being utilized to encourage commuter travel modes other than by single occupancy vehicles. At such time as the City implements or enforces an employer-based vehicle trip reduction program on a city-wide basis, each Selected Employer which has cooperated with the Community Development Department and the Commuter Mobility Staff and which has complied with paragraph a hereof shall be entitled to use the AER reflected in its initial Employer Survey Response as its baseline AER regardless of the extent of improvements in its AER produced as a result of its cooperation with the Community Development Department or its own commuter mobility initiatives.

c. The Assistant City Manager for Community Development shall make arrangements with the Commuter Mobility Staff to coordinate: (i) designation of and written agreements with Selected Employers; (ii) preparation and distribution of the Employer Survey Kits; (iii) calculation of the Base AER; (iv) review and tabulation of the Employer Survey Responses; (v) recalculation of the Base AER based on review and analysis of the Employer Survey Responses. The Assistant City Manager for

Community Development shall have the authority to engage the services of technical consultants to assist with these tasks.

d. The phrase Automobile Efficiency Rate ("AER") shall mean the figure calculated by dividing the number of employees who report to a Worksite within the City of Cambridge between 6:00 a.m. and 10:00 a.m. (inclusive Monday through Friday to achieve a five consecutive weekday average) by the number of vehicles used by those employees to reach the Worksite during those hours. Bicycles, public transit vehicles, and approved Clean-Fuel Vehicles shall be excluded from the vehicles counted. Motorcycles and light trucks shall be included in the vehicles counted.

e. The term Base AER for the City of Cambridge shall be derived from the 1990 census modal share data and travel statistics. The Base AER is subject to recalculation as provided above.

f. The term Carpool shall mean a private motor vehicle occupied by two to six employees travelling together for at least 75% of their commute trip distances.

g. The term Commute Alternatives shall mean carpooling, vanpooling, use of public transit, bicycling and/or walking.

h. The term Employee shall mean any person hired by a public or private employer, including part-time and seasonal employees, who reports to work at least two (2) days a week

during five (5) or more months of the year.

i. The term Worksite shall mean a building or grouping of buildings which are located within the City of Cambridge and are on physically contiguous parcels of land or on parcels separated solely by private or public roadways or rights-of-ways and which are owned, operated, or leased by the same Employer.

**Section 10.17.140 - Consultation with Employers and Residents about Employer Vehicle Trip Reduction Program.**

The Assistant City Manager for Community Development or his designee shall consult with Cambridge businesses, institutions, City departments, and residents to evaluate recommendations for a regional employer-based vehicle trip reduction program. During this consultation process, issues to be considered shall include:

- (i) whether different areas of the City should be subject to different AER goals, depending on their proximity to public transit;
- (ii) what the annual rate of improvement in the AER Goal should be;
- (iii) which, if any of the vehicle trip reduction plan elements identified in Section 10.17.170 should be required to be implemented by all employers in the City;
- (iv) whether employers should be required to achieve a City-wide AER Goal within a specified time period or whether penalties should only be imposed for an employer's failure to implement its plan;
- (v) identification and development of mechanisms for transferring and/or sharing use of parking spaces as demand for parking spaces decreases at a given worksite; and

(vi) whether any categories of employers should be exempt.

Section 10.17.150 - Use of Fees.

One hundred percent (100%) of the funds raised through the sale of residential parking stickers shall be used for implementing the tasks and programs specified in this Chapter.

[THE FOLLOWING SECTIONS ONLY TAKE EFFECT AFTER STATE AND FEDERAL ACTION TO ADOPT A REGIONAL OR STATE-WIDE PROGRAM]

Section 10.17.160 - Recommendations for a SIP Amendment  
Applicable to all Communities in the  
Commonwealth.

In order to ensure that the vehicle trip reduction measures in this Ordinance achieve their intended effect of reducing vehicle miles travelled and enhancing air quality in the Commonwealth, the City shall include in its submittal to the Metropolitan Planning Organization ("MPO") and DEP recommendations for an amendment to the State Implementation Plan under the federal Clean Air Act applicable equally to all communities in the Commonwealth. These recommendations shall include, but not be limited to:

- (1) a proposal for an employer-based vehicle trip reduction program;
- (2) a proposal for measures applicable to new development projects to mitigate the traffic impacts of such projects and reduce vehicle miles travelled to and from such projects;
- (3) a proposal for revising state taxing policies

concerning employer-paid transportation and parking subsidies;

- (4) a proposal for evaluating the utility of imposing fees on single-occupant commuter vehicles and/or commuter parking;
- (5) a proposal for achieving appropriate convenient public transportation from the west and north to Cambridge, including but not limited to support of a circumferential transit system;
- (6) preventing the diversion of traffic oriented toward Cambridge to other areas with more limited transit availability;
- (7) assuring that Cambridge is not placed at a competitive disadvantage within the Region or the Commonwealth;
- (8) reducing the growth in volume of throughtrips on Cambridge roadways which is outside the control of the City; and
- (9) improved and extended use of water taxis.

Section 10.17.170 - Municipal Vehicle Trip Reduction Plans.

Based on its review of the Employee Survey Forms collected pursuant to Section 10.17.130, the Commuter Mobility Staff shall prepare a vehicle trip reduction plan for implementation by City Departments. The plan shall contain a program of measures designed to reduce vehicle trips and vehicle miles travelled by municipal employees and thereby improve the City's AER, as computed on the annual AER calculation sheets. The plan may include a variety of measures including, but not limited to:

- \* dissemination and periodic updating of information on all available transit service to and from the Worksite;
- \* advertising, promoting and making available for purchase on the Worksite any pass program offered by

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transit authorities;

- \* recommendations to individual employees of employee-specific travel options to reduce VMT;
- \* incentives and assistance for bicycle commuting including secure parking facilities, shower/changing facilities, and education and training programs;
- \* coordinating, facilitating and providing subsidies for employer-sponsored rideshare programs;
- \* preferential parking for carpools and vanpools;
- \* transportation allowances;
- \* expanding opportunities for alternative work schedules including 4-day weeks and flexible schedules to facilitate ridesharing;
- \* elimination or reduction of parking subsidies for single-occupant vehicles;
- \* shuttle service to transit stops; and/or
- \* elimination of employee parking spaces.

After consultation with the Assistant City Manager for Community Development and the City Manager about the plan, the Commuter Mobility Staff shall promptly distribute it to City Departments for implementation. The Commuter Mobility staff shall assist City Departments with implementation of the plan.

**Section 10.17.180 - Expansion of Local Employment Opportunities.**

To demonstrate and further its commitment to increase the number of Cambridge residents employed by Cambridge businesses and reduce vehicle miles associated with work commutes, the annual budget for expansion of local employment opportunities

shall be increased to [\$130,000]. That budget shall be applied as follows:

1. To continue and expand the Cambridge Employment Program within the Community Development Department;
2. To sponsor an annual job fair to inform residents of local employment opportunities;
3. To sponsor and coordinate educational partnerships between Cambridge employees and schools in Cambridge; and
4. To develop a Local Employment Opportunity Plan.

These functions shall be coordinated and carried out by the Community Development Department in conjunction with the Department of Human Services and under the supervision of the Assistant City Manager for Community Development. The Local Employment Opportunity Plan shall be developed within one year of the effective date of this provision.

Section 10.17.190 - Further Expansion of Commuter Mobility Program.

The Assistant City Manager for Community Development, in consultation with the City Manager, shall have authority to hire additional staff to implement the tasks and programs specified in this Chapter. Within three (3) months of the effective date of this provision, at least one additional Commuter Mobility staff member shall be hired. The Commuter Mobility Coordinator shall develop and promptly implement additional programs including but not limited to:

- \* a program encouraging the use and sharing of computer

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05/13/92

ride-sharing information between and among businesses and institutions in the City;

- \* a program to encourage commercial and retail businesses to offer discounts to patrons with MBTA transit passes;
- \* a residential trip reduction program for apartment and condominium complexes of 50 or more units; and
- \* implementation of an in-city paratransit system, to the extent funds are available, to supplement MBTA services.

Section 10.17.210 - Restrictions on Parking Supply.

a. Expansion of Parking Regulation. Within six (6) months of the effective date of this provision, the Traffic and Parking Department shall submit to the City Manager an updated written inventory of all on-street parking spaces specifying the restrictions applicable to each such parking space. As to any space which has not been restricted or removed from the supply of on-street spaces pursuant to Chapter 10.16.071 of Title 10, the Traffic and Parking Department shall prepare a recommendation for restriction of each such space to discourage its use 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 restrictions for use by residents with permits. The Director of Traffic and Parking 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

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Parking Department shall submit its revised recommendation to the City Manager. After consultation with the City Manager, the Traffic and Parking Department shall promptly implement the recommendations.

b. Municipal Parking Rates. The rates for daily and monthly parking at all City-owned off-street parking facilities shall be increased by twenty-five percent (25%) over current rates, to be effective within sixty (60) days of the effective date of this provision.

c. Exclusive Residential Parking Near MBTA Stations. The Traffic and Parking Department, in consultation with neighborhood groups, residents, commercial establishments, and the City Manager, shall prepare a proposal for establishing exclusive residential parking zones on primarily residential streets located near MBTA stations. The object of the proposal shall be to limit residential parking on targeted streets close to MBTA stations to residents of those neighborhoods by means of appropriate signage and special resident stickers. The Traffic and Parking Department shall convene a public meeting on its proposal within four (4) months of the effective date of this provision. Within one (1) month after such public meeting, and after consultation with the City Manager, the Director of Traffic and Parking shall cause the proposal to be implemented.

Section 10.17.210 - Promotion of Clean Fuels.

The Department of Public Works shall study, promote, encourage, and identify incentives for the use of Clean Fuel in fleets of vehicles operating within the City. The study shall include an evaluation of the use of such fuels as methanol, compressed natural gas, and reformulated gasoline based on characteristics of fleets in Cambridge and implementation costs. The study shall also identify reasonably available incentives which could be offered by the City, such as tax credits, to encourage use of Clean Fuel in fleets of vehicles. The sum of [\$15,000] shall be appropriated for this program.

Section 10.17.220 - Development of Traffic Policy.

The Assistant City Manager for Community Development and the Director of the Traffic and Parking Department, or their designees, shall with one year of the effective date of this provision, conduct a study of major highways, city through streets, streets with schools, different types of residential streets, and streets at the borders of the City. Based on that study, they shall prepare a written recommendation of:

- (i) Appropriate speeds and volumes for Cambridge streets; and
- (ii) Means of encouraging travel and traffic patterns that reduce VMTs.

This written recommendation shall be submitted to the City Council for review and appropriate action.

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Section 10.17.230 - Sunset Clause.

The provisions of this Chapter shall cease to be effective on the date either the Department of Environmental Protection or the U.S. Environmental Protection Agency adopts a final rule or regulation that imposes a freeze, cap, or other fixed limit on the number of parking spaces in Cambridge, unless such freeze, cap, or other limit is applicable equally to communities throughout the Region. The purpose of this sunset clause is to give the City the opportunity to decide whether to continue to implement the numerous provisions of this Chapter in the event that it is singled out and subjected to state or federal regulation that puts it at a competitive or other disadvantage in the Region.



# City of Cambridge

7.

IN CITY COUNCIL

April 6, 1992

COUNCILLOR RUSSELL  
COUNCILLOR SULLIVAN  
COUNCILLOR TOOMEY  
COUNCILLOR WALSH

WHEREAS: The City of Cambridge has already instituted a temporary parking freeze and is in the process of establishing a comprehensive "Vehicle Trip Reduction Ordinance"; and

WHEREAS: Members of the Cambridge community and the Municipal Government have labored long and spent tremendous and personal financial resources to achieve an improved quality of life for its residents; and

WHEREAS: The neighboring communities as well as the Commonwealth have thus far failed to begin similar plans; now therefore be it

RESOLVED: That the City of Cambridge "Vehicle Trip Reduction Ordinance" not be implemented until such time as the surrounding communities and the Commonwealth have presented and initiated their proposals.

REFERRED TO THE PETITION - CARRIED 5 - 4 - 0.

COUNCILLOR WALSH HAS FILED RECONSIDERATION ON THIS MATTER.

348 Franklin Street  
Cambridge, MA 02139  
April 10, 1992

City Council  
City of Cambridge

TO THE HONORABLE, THE CAMBRIDGE CITY COUNCIL:

This is an elaboration of my comments to the Ordinance Committee concerning the State Environmental Implementation Plan. It is submitted in response to Councillor Duehay's request.

First, and foremost, the city must, as part of regional planning, take meaningful action to undo or prevent the coming environmental nightmare. Cambridge is the most densely developed community in the state. It has a plan, its zoning, to get even more densely developed. It must develop a plan to undo or prevent the obvious results of even more dense development. It must, as well, take as many steps as possible to undo the overdevelopment presently legal. Changing a significant part of our proposed commercial development to housing and decreasing overall scale makes excellent sense.

1. Buses/jitneys make excellent sense, but we have more jobs (103 thousand in 1990) than we have residents (96 thousand in 1990). Either we must provide housing instead of even more commercial construction or we must provide long distance alternative transportation. The long distance alternate transportation can only come from rapid transit with large parking garages in the suburbs.

The CCIN proposal for another massive garage at Alewife is counterproductive, as would be the T's wishes to double the size of the existing garage at Alewife. The only studies done on the red line, those during the planning of the extension, say that doubling the size of the Alewife garage would absorb many, many people who would otherwise use the Red Line on an extension to 128. The numbers are such that doubling parking capacity at Alewife creates a situation in which an extension to 128 makes no sense. We want that extension, with the cars at 128 and Arlington Heights; we do not want just the cars.

Also essential is the "Circumferential Route" from Community College to the Green Line at Iechmere, to the East Cambridge mall area, to the Red Line at Kendall, to Simplex/MIT (possibly stopping here as an interim measure) to the green lines west, to the Harvard Medical Area, to the Orange Line at Ruggles. We need the Blue Line connection to the Red Line at Charles, to give us usable rapid transit to the airport. We need an Orange Line extension to 128 (in combination with the Circumferential route). We need a Green Line extension from Iechmere to, at least, Medford.

These rapid transit projects would provide a meaningful alternative to auto traffic. Buses are an excellent idea, but simply cannot cover the distance necessary.

2. Development ideas. The city should look at its proposed development areas with a very real intention to change commercial development to residential, and with a very real intention to reduce size.

Fine print in the zoning ordinance which makes residential or office zones something else, such as relaxation of yard requirements, should be eliminated.

The first very real test of this will come in Simplex. The developer wants an extension of time for providing housing, but the developer is building its housing, for all practical purposes at the lot line: four foot yards at the sidewalk, irresponsible. The developer wants a favor. The developer had better develop responsibly, providing "formula" yards, in accordance with the formula in Residence C-2 zoning.

The Harvard and MIT campuses are zoned for development much more dense than are appropriate. The Residence C-2B district, as modified below, would be very generous, and, in fact, even that is probably too generous. FAR 1.25 probably would be adequate.

Areas obvious for change to residential zoning are the districts abutting East Cambridge, the Dewey and Almy site abutting housing in North Cambridge, and the Alewife Quadrangle near Cambridge Highlands, Belmont and Arlington. Consideration should be given to turning the development of the Alewife triangle into mixed use, adding residential construction to the mix.

The industrial districts scattered through North Cambridge should be given consideration for conversion to mandatory housing districts.

The zoning put into East Harvard Square with one correction could make excellent sense in those areas of Cambridge where more dense residential development is allowed. The Harvard Hotel obeys both the setback and the height requirements of Residence C-2B. The Residence C-2B district could be a model IF setback exemption (D) in paragraph 5.31.3 of the zoning ordinance is deleted. This wipes out the formula requirement. That formula requirement has created a situation around the hotel which is livable, if dense. The formula requirement should be mandatory.

The Office 2 district should be reinstated as I initiated it a decade and a half ago, or with less generous development allowances. It started at Residence C-2 density (FAR 1.75) with only office and residential uses allowed. An FAR of 1.25 might make excellent sense. The uses theoretically allowed at the Alewife Triangle, if not replaced by residential zoning, could be reduced to footnotes in the O-2 zoning chart at the greater (FAR 2.0 before the overlay) density. The restaurant district added to the zoning should be restricted to Alewife (footnote 12 to paragraph 4.30, table of use regulations).

The Business A-2 zoning created in the North Cambridge Massachusetts Avenue zoning change of 1985 is much more favorable to retail than the Residence zoning it replaced in the Rindge Avenue area. Residence C-1 or Residence B zoning should be instituted into that residential area.

The Business A-2 zoning is clearly more favorable to retail uses than the Business A zoning it replaced.

Under Business A, a developer had to choose between one foot of retail and 1.75 feet of residential use for every square foot of lot space. Business A-2 does not have that 75% preference for residential use. The 75% preference was replaced with an equal trade-off, one square foot of residential for one square foot of retail, with a maximum on retail.

The Business A-2 zoning should be replaced with zoning that works exactly the same as Business A which it replaced, except that the residential component is Residence C-2B, as modified above. In portions of North Cambridge serious consideration should be given to straight residential zoning even where Business A zoning previously existed.

The North Massachusetts Avenue Overlay District should be modified to delete any and all relaxation of yard requirements or use requirements from the base zones, to make this very narrow strip compatible with the residential neighborhoods so heavily impacted by it.

The Harvard Square Overlay District is highly destructive in East Harvard Square. That is very evident looking at the vacant lot between Arrow and Mount Auburn Street where three historic buildings once stood. The developer in his approval hearings demonstrated that removing yard requirements tripled his building potential. Clearly lot line to lot line development with its environmental devastation is inferior to mandatory yards which would be protective of the residential nature of streets abutting the very narrow Harvard Square Overlay District.

To this end, zoning ordinance, paragraph 11.54.5, building setbacks, should be deleted.

First steps toward massive retail expansion in Harvard Square because of the overlay district can be seen in Harvard's male chauvinist eating clubs on Mount Auburn Street. The fine print allows development in Harvard Dorms in East Harvard Square which would otherwise not be developable. The first floor dining areas can be converted to retail malls, and Harvard has shown that Harvard will maximize its profits even to the damage of the city.

The provisions which allow retail uses in office and residential districts of Harvard Square should be deleted. They are incompatible with the S.I.P., with Harvard Square, and with the abutting neighborhoods. To this end, paragraph 11.54.3 of the zoning ordinance should be deleted.

The Central Square Overlay District similarly wipes out yard requirements. Paragraph 11.304.4 of the zoning ordinance should be deleted.

This provision is particularly offensive on Prospect Street where it replaces a possible three and a half story wall to the lot line with an eight story wall to the lot line (with roof line substitutes above six stories).

It is even more offensive in the area of Green Street near city hall. In this area, the zoning is strictly residential and abuts residential neighborhoods. An eight story solid wall (with roof line substitutes above

six stories) is inexcusable. The nearby or abutting construction on Franklin Street is the alternative. It is not a terrible alternative.

Provisions which allow existing development to ignore zoning are silly, contrary to the purpose of the STP and the purposes of zoning. They are of primary benefit in residential zoning to condo converters. Such provisions were inserted, without meaningful explanation, by development department staffers into the North Massachusetts Avenue Overlay District, the Residence C zoning, and subsequent zoning. Such provisions should be struck. Relevant provisions are paragraph 11.110 from the Massachusetts Avenue Overlay District and paragraph 5.31, footnote (i), with regard to Residence C.

Serious consideration should be given to a general city downzoning to an FAR of 2.0 in retail districts, to Office 2, as modified above, in office districts, and to Residence C-2 or C-2R (as modified above) in Residential Districts.

FAR transfer provisions should be deleted because their real effect is to multiple allowed development.

I hope these ideas will be of use. These comments are preliminary. They have been written in a period of about an hour and a half. I would be pleased to be more specific as the City Council wishes.

Sincerely,



Robert J. Tremouille

cc: Ordinance Committee, c/o Councillor Wolf  
Councillor Duehay

348 Franklin Street  
Cambridge, MA 02139  
Tel. 617-491-7181/864-8055

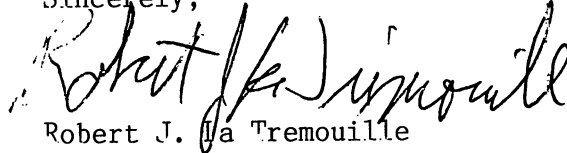
City Clerk  
City of Cambridge

Sir:

Enclosed are copies of letters to the City Council left in your office on April 10, 1992 and April 13, 1992 in the same manner I have left many such documents. These submissions were made in response to a request of Councillor Duehay.

By some oversight, these documents were not listed in the communications of the next city council meeting although a number of SIP communications were listed. Request that these documents be listed in the next city council communications and be made a part of the formal record.

Sincerely,



Robert J. Tremouille

Certified Mail, Return Receipt Requested

348 Franklin Street  
Cambridge, MA 02139  
April 10, 1992

RECEIVED BY  
OFFICE OF CITY CLERK  
1992 APR 10 AM 8:15

CAMBRIDGE MA.

City Council  
City of Cambridge

TO THE HONORABLE, THE CAMBRIDGE CITY COUNCIL:

This is an elaboration of my comments to the Ordinance Committee concerning the State Environmental Implementation Plan. It is submitted in response to Councillor Duhay's request.

First, and foremost, the city must, as part of regional planning, take meaningful action to undo or prevent the coming environmental nightmare. Cambridge is the most densely developed community in the state. It has a plan, its zoning, to get even more densely developed. It must develop a plan to undo or prevent the obvious results of even more dense development. It must, as well, take as many steps as possible to undo the overdevelopment presently legal. Changing a significant part of our proposed commercial development to housing and decreasing overall scale makes excellent sense.

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Sincerely,



Robert J. La Tremouille

cc: Ordinance Committee, c/o Councillor Wolf  
Councillor Puehay

Consent Comm. # 1a.

Comm. from Robert J. LaTremouille, 348 Franklin Street, relative to comments to the Ordinance Committee regarding the State Environmental Implementation Plan.

In City Council,

May 11, 1992

*Referred to the  
petition*

348 Franklin Street  
Cambridge, MA 02139  
Tel. 617-491-7181/864-8055  
April 13, 1992

TO THE HONORABLE, THE CAMBRIDGE CITY COUNCIL:

This is a follow-on to mine of April 10, 1992, given more time for reflection. It includes state legislative changes as well. State changes are necessary to make things work.

1. State Zoning Act.

a. First of all, the zoning act should be modified to allow ten taxpayer challenges to zoning decisions. There are major parts of the city owned only by speculators, including many university areas. Those areas presently lack owners with standing to challenge irresponsible actions by the Planning Board or the BZA.

b. Secondly, the zoning act should be modified to provide incentive to city officials to force the planning board and BZA to respect the laws which they are sworn to enforce. The City Manager clearly has standing to sue the Planning Board and the BZA for lawless activities. Should the City Manager (or other chief executive in other communities) not file suit within the required time periods and a party with standing (as modified) sue, the City Manager should, without being specifically named in the suit, be required make a decision and to do so within a limited period of time. He should decide whether or not (1) to join the plaintiffs and pay their legal fees while the plaintiffs retain full control of their action, or, (2) in the alternative, to join the suit as a separate plaintiff paying both city legal fees and the plaintiffs' legal fees. Should the City Manager decline to do both and the plaintiffs prevail, the City should be required to pay triple attorney's fees to the plaintiffs.

2. Additional specific zoning changes which make sense.

a. Massachusetts Avenue west of City Hall is improperly zoned. On the South Side from Sellars Street to the lot immediately before the Bay Square development, it is overwhelmingly residential. On the north side from Bigelow to the residential building on the second lot west of Dana Mass. Ave. is overwhelmingly residential. Existing zoning is Office or Retail and Office. It should be changed to residential, either C-2 or the modified C-2R. Zoning should extend to the back lot lines of Massachusetts Avenue properties, including parcels which extend to Green Street west or south of Sellars.

lots not on Massachusetts Avenue, including Green and Hancock Street lots which are zoned in whole or in part the same as Massachusetts Avenue should be changed to Residence C-1, the zoning of the neighborhood. There are any number of lots on the north or east side of Massachusetts Avenue which should, likewise be rezoned like the neighborhood.

b. Residential areas near and in Inman Square are improperly zoned Business A. Major areas in this Business A district are overwhelmingly

residential and should be rezoned Residence C-1 like the abutting neighborhood. Areas appropriate for rezoning would be

(1) the south side of Hampshire Street from (but not including) the Ryles building to (but not including) the lots facing Prospect Street;

(2) the North Side of Hampshire Street starting with the S&S parking lot and proceeding to, but not including, the gasoline station, however, the new district should include abutting residential properties on Prospect Street and Cambridge Street.

The combined effect of (1) and (2) would be to leave retail corners at Prospect and Hampshire; additionally,

(3) Springfield Street residential properties should be rezoned Residence C-1 and all the edges of the Inman Square retail Business A district should be modified to delete all portions of residential properties on the side streets, changing them to Residence C-1.

c. Consideration should be given to conversion of as much of the Cambridge Street Business A district as possible to Residence C-2R as modified or to Residence C-1, starting in the Inman Square district. A lot of housing is threatened by the Business district. Existing retail would be grandfathered by the working of zoning law, but new retail with its great environmental impact, would not be allowed.

d. The Memorial Drive Stop & Shop area, including the Shell station should be downzoned to Business A-1. Stop & Shop wants part of its parking lot rezoned from residential to retail. The less dense district makes excellent sense and is a reasonable trade-off.

e. Consideration should be given to a city-wide downzoning of the Business A-1 district including the Stop and Shop. An FAR of 1.0 is more than should be allowed. This Business A-1 district envisions one story business structures. However, as is obvious on the Memorial Drive Stop & Shop site, an FAR of 1.0 is really a two story structure because it is silly and irresponsible to cover every single square foot of the lot. Thus construction is considerably denser than the neighborhood businesses anticipated by Business A-1. An FAR of .75 is likely to be reasonable.

f. All city recreational land and parkland, including MDC land should be rezoned Open Space. No other zoning makes sense for these sites.

g. Waterfront C-3 and C-3 zones from the Eliot Bridge to the End of MIT should be rezoned Residence C-2R as modified.

h. The existing Harvard Square Residence C-2R zone should be expanded to include structures and vacant lots between Massachusetts/Arrow Street and Mount Auburn Street located between but not including the two very large abutting buildings on the corner of Mt. Auburn and Mass. Ave. and between Arrow Street and Mt. Auburn.

i. The Kerry Corner neighborhood should be rezoned from residence C-3 to Residence C-1 in the area abutted by Mount Auburn Street, Banks Street, Cowperthwaite Street and by a line consisting of the back lot lines of the developed lots on the Athens/Banks side of DeWolfe Streets running from Mt. Auburn to Cowperthwaite.

j. River Street should be rezoned from Business A to Residence C-1 except for small existing business districts which should be rezoned to the modified Business A-1.

k. The C-2 districts on and abutting Western Avenue should be rezoned to residence C-1 or residence B.

l. The area abutted by Howard Street, Kinnaird Street and River Street should be rezoned Residence B, except for existing business districts abutting Western Avenue which should be rezoned the modified business A-1. This residential change could be limited to the area south or west of Western Avenue.

m. The Charles River/Salvi Ford site and nearby small scale residential parts of Putnam Avenue and Western Avenue should be residentially zoned like the neighborhood. I believe Residence B could be justified, certainly not more than Residence C-1. This change should include residential properties at Western and Putnam as well.

n. The Kirkland Street Business A district should be rezoned the modified Business A-1.

o. Consideration should be given to merging the residence C-2 district and the modified residence C-2<sup>B</sup> district with the dimensions of the modified residence C-2<sup>B</sup> district being the surviving dimensions. This change would also merge the Business A and the modified Business A-2 districts in the same manner. If these are done, corresponding changes should be made to the modified Office 2 district.

Once again, these ideas supplement my transmittal of April 10, 1992, in response to Councillor Duchay's request. Each of the two transmittals have been done in relatively small period of time.

I would be pleased to provide technical assistance subject to the amount of time I am able to give to the tasks.

Clearly many city councillors could add to these ideas. The State Environmental Implementation Plan process should be used to meaningfully clean up Cambridge zoning. Processes controlled by the Development Department are not desirable as is demonstrated by their report on Riverside and by many other past bad experiences.

This time, I will provide this document to all city councillors and copies of the prior transmittal to those who have not previously received it. I apologize for not doing so before, inasmuch as I missed the deadline for Monday meeting transmittal by the city clerk. I am also providing a copy of each to the City Manager.

Sincerely,

  
Robert J. La Tremouille

Enclosures: as stated

1992 APR 13 AM 8:12  
CAMBRIDGE MA.

348 Franklin Street  
Cambridge, MA 02139  
Tel. 617-491-7181/864-8055  
April 13, 1992

TO THE HONORABLE, THE CAMBRIDGE CITY COUNCIL:

This is a follow-on to mine of April 10, 1992, given more time for reflection. It includes state legislative changes as well. State changes are necessary to make things work.

1. State Zoning Act.

a. First of all, the zoning act should be modified to allow ten taxpayer challenges to zoning decisions. There are major parts of the city owned only by speculators, including many university areas. Those areas presently lack owners with standing to challenge irresponsible actions by the Planning Board or the BZA.

b. Secondly, the zoning act should be modified to provide incentive to city officials to force the planning board and BZA to respect the laws which they are sworn to enforce. The City Manager clearly has standing to sue the Planning Board and the BZA for lawless activities. Should the City Manager (or other chief executive in other communities) not file suit within the required time periods and a party with standing (as modified) sue, the City Manager should, without being specifically named in the suit, be required make a decision and to do so within a limited period of time. He should decide whether or not (1) to join the plaintiffs and pay their legal fees while the plaintiffs retain full control of their action, or, (2) in the alternative, to join the suit as a separate plaintiff paying both city legal fees and the plaintiffs' legal fees. Should the City Manager decline to do both and the plaintiffs prevail, the City should be required to pay triple attorney's fees to the plaintiffs.

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a. Massachusetts Avenue west of City Hall is improperly zoned. On the South Side from Sellars Street to the lot immediately before the Bay Square development, it is overwhelmingly residential. On the north side from Rigelow to the residential building on the second lot west of Dana Mass. Ave. is overwhelmingly residential. Existing zoning is Office or Retail and Office. It should be changed to residential, either C-2 or the modified C-2R. Zoning should extend to the back lot lines of Massachusetts Avenue properties, including parcels which extend to Green Street west or south of Sellars.

lots not on Massachusetts Avenue, including Green and Hancock Street. lots which are zoned in whole or in part the same as Massachusetts Avenue should be changed to Residence C-1, the zoning of the neighborhood. There are any number of lots on the north or east side of Massachusetts Avenue which should, likewise be rezoned like the neighborhood.

b. Residential areas near and in Inman Square are improperly zoned Business A. Major areas in this Business A district are overwhelmingly

residential and should be rezoned Residence C-1 like the abutting neighborhood. Areas appropriate for rezoning would be

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(2) the North Side of Hampshire Street starting with the S&S parking lot and proceeding to, but not including, the gasoline station, however, the new district should including abutting residential properties on Prospect Street and Cambridge Street.

The combined effect of (1) and (2) would be to leave retail corners at Prospect and Hampshire; additionally,

(3) Springfield Street residential properties should be rezoned Residence C-1 and all the edges of the Inman Square retail Business A district should be modified to delete all portions of residential properties on the side streets, changing them to Residence C-1.

c. Consideration should be given to conversion of as much of the Cambridge Street Business A district as possible to Residence C-2R as modified or to Residence C-1, starting in the Inman Square district. A lot of housing is threatened by the Business district. Existing retail would be grandfathered by the working of zoning law, but new retail with its great environmental impact, would not be allowed.

d. The Memorial Drive Stop & Shop area, including the Shell station should be downzoned to Business A-1. Stop & Shop wants part of its parking lot rezoned from residential to retail. The less dense district makes excellent sense and is a reasonable trade-off.

e. Consideration should be given to a city-wide downzoning of the Business A-1 district including the Stop and Shop. An FAR of 1.0 is more than should be allowed. This Business A-1 district envisions one story business structures. However, as is obvious on the Memorial Drive Stop & Shop site, an FAR of 1.0 is really a two story structure because it is silly and irresponsible to cover every single square foot of the lot. Thus construction is considerably denser than the neighborhood businesses anticipated by Business A-1. An FAR of .75 is likely to be reasonable.

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g. Waterfront C-3 and C-3 zones from the Eliot Bridge to the End of MIT should be rezoned Residence C-2R as modified.

h. The existing Harvard Square Residence C-2R zone should be expanded to include structures and vacant lots between Massachusetts/Arrow Street and Mount Auburn Street located between but not including the two very large abutting buildings on the corner of Mt. Auburn and Mass. Ave. and between Arrow Street and Mt. Auburn.

i. The Kerry Corner neighborhood should be rezoned from residence C-3 to Residence C-1 in the area abutted by Mount Auburn Street, Banks Street, Cowperthaite Street and by a line consisting of the back lot lines of the developed lots on the Athens/Banks side of DeWolfe Streets running from Mt. Auburn to Cowperthwaite.

j. River Street should be rezoned from Business A to Residence C-1 except for small existing business districts which should be rezoned to the modified Business A-1.

k. The C-2 districts on and abutting Western Avenue should be rezoned to residence C-1 or residence R.

l. The area abutted by Howard Street, Kinnaird Street and River Street should be rezoned Residence R, except for existing business districts abutting Western Avenue which should be rezoned the modified business A-1. This residential change could be limited to the area south or west of Western Avenue.

m. The Charles River/Salvi Ford site and nearby small scale residential parts of Putnam Avenue and Western Avenue should be residentially zoned like the neighborhood. I believe Residence R could be justified, certainly not more than Residence C-1. This change should include residential properties at Western and Putnam as well.

n. The Kirkland Street Business A district should be rezoned the modified Business A-1.

o. Consideration should be given to merging the residence C-2 district and the modified residence C-2<sup>R</sup> district with the dimensions of the modified residence C-2<sup>R</sup> district being the surviving dimensions. This change would also merge the Business A and the modified Business A-2 districts in the same manner. If these are done, corresponding changes should be made to the modified Office 2 district.

Once again, these ideas supplement my transmittal of April 10, 1992, in response to Councillor Duchay's request. Each of the two transmittals have been done in relatively small period of time.

I would be pleased to provide technical assistance subject to the amount of time I am able to give to the tasks.

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This time, I will provide this document to all city councillors and copies of the prior transmittal to those who have not previously received it. I apologize for not doing so before, inasmuch as I missed the deadline for Monday meeting transmittal by the city clerk. I am also providing a copy of each to the City Manager.

Sincerely,



Robert J. La Tremouille

Enclosures: as stated

2

Consent Comm. # 1b

Comm. from Robert J. LaTremouille, 348  
Franklin Street, relative to proposed state  
legislative changes regarding the State  
Environmental Implementation Plan.

RECEIVED BY  
OFFICE OF CITY CLERK  
1992 APR 13 AM 8:12  
CAMBRIDGE MA.

In City Council,

May 11, 1992

*Referred to the  
petition*



# OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

JUNE 11, 1992

**TO: ROBERT W. HEALY  
CITY MANAGER**

**FROM: D. MARGARET DRURY <sup>DMD</sup>  
TEMPORARY CITY CLERK**

**SUBJECT: SUBMISSION FROM COUNCILLOR WALSH REGARDING  
AMENDMENTS FOR THE SIP**

In accordance with Councillor Wolf's request as set forth in the attached copy of her memo, I am forwarding Councillor Wolf's comments regarding the proposed SIP and the Parking Freeze ordinance for transmission to the Law Department.

Councillor Wolf has requested that the Law Department review all such materials to determine whether this material requires the drafting of proposed amendments in accordance with the timeline which has been developed for the City Council's next consideration of this matter. These amendments are ready for ordination on or after June 15, 1992.

Thank you for your cooperation in this matter.



RECEIVED BY  
OFFICE OF CITY CLERK

1992 JUN -8 PM 3:33

# CAMBRIDGE CITY COUNCIL

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4280

FAX (617) 349-4287

Alice K. Wolf  
City Councillor

Mayor  
1990-1991

June 8, 1992

## PROPOSED AMENDMENTS TO THE SIP ORDINANCE (1)

1. As recommended in earlier plans, move local employment plan and municipal mobility program to the section of ordinance for implementation now.

The employment plan will have to have adequate resources behind it to have any impact. The City Manager must specify what those funds are.

For the municipal mobility program, after the study, as designated in the ordinance, implementation of recommendations could move forward on a pilot basis at the early stage. Full implementation could await the later stage.

2. Add to **Section 10.17.040 -- expanded commuter mobility program** the following:

- \* a computerized ride-share program.

The City will provide adequate resources to enhance the ability of the Commuter Mobility Program to work to reduce the vehicle miles travelled in Cambridge.

3. Add to **Section 10.17.080 -- Study of Zoning Revisions**

After paragraph 1, the following:

The Planning Board shall evaluate the need to reduce allowed densities to achieve the goal of reduced vehicle miles travelled and shall also consider a recommendation to eliminate the exclusion of parking in the calculation of gross floor area.

**4. Add to Section 10.17.090 -- Improved Coordination with MBTA**

Before paragraph 1, the following:

The City Manager shall initiate meetings with the General Manager of the MBTA to map out a strategy for close cooperation between the City and the MBTA on increasing public transportation services to and within the City. The management of the MBTA will be asked to work to improve existing services and to look into the manner in which the MBTA can be of assistance to the City in developing a local para-transit system. There shall be a goal of establishing a working joint committee to implement the needed improvements.'



# CAMBRIDGE CHAMBER OF COMMERCE

June 11, 1992

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

RECEIVED BY  
CITY CLERK  
1992 JUN 11 PM 3:37  
CAMBRIDGE MA.

The Officers and Directors of the Cambridge Chamber of Commerce (see attached list), have endorsed the position of its Clean Air Committee and recommend that the City Council approve the proposed new clean air ordinances, the amendment to the Interim Parking Freeze Ordinance and the Vehicle Trip Reduction Ordinance, and thereby move forward programs to improve air quality without placing local employers at a competitive disadvantage.

The ordinances as they stand today, including the amendments which the Clean Air Committee has proposed and discussed with the City's representatives, go a long way toward codifying the policy statement of the City Council, unanimously approved by those present at its April 27, 1992 meeting (see copy attached), that put it on record favoring a regional solution to improving air quality -- a solution that will maintain Cambridge's strong competitive edge in nurturing and attracting commercial enterprises.

The Chamber is very pleased that the City Council has recognized the impact that travel and parking controls unique to Cambridge can have on business, and therefore on jobs, taxes and the economic health of the City. It is important to Cambridge that it not be subject to both an employer-based vehicle trip reduction plan and to a parking freeze at the same time, if other communities in the region are not affected by the same restrictions, a situation that would most certainly encourage business to leave Cambridge.


We see these ordinances, as developed through a series of public hearings and working sessions, as being responsive to concerns being expressed by the City's employers and continuing to build the new public-private partnership in Cambridge.

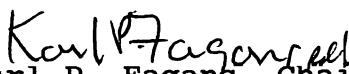
The Honorable Cambridge City Council  
Page 2  
June 11, 1992

The Clean Air Committee of the Chamber is ready to assume a role in working with the City to gain cooperation from the City's employers to develop further specifics of the vehicle trip reduction plan.

Sincerely,

Cambridge Chamber of Commerce

  
Robert E. Lewis, Executive Director

  
Karl P. Fagans, Chairman  
Clean Air Committee

cc: Robert W. Healy, City Manager  
Attachments

**1992 Cambridge Chamber of Commerce  
Officers and Directors**

**President**

James C. Hawkins, *Polaroid Corp.*

**President Elect**

William Sage, *Sage Hotel Corp.*

**Treasurer**

Sandra Lagrega, *W.T. Phelan Insurance*

**Clerk**

Sheldon Cohen, *Out of Town News*

**Vice Presidents**

Joseph P. Barrell, *Acorn Realty*

Carl F. Barron, *Putnam Furniture Leasing Co.*

Richard A. Foot, *Cambridge Family YMCA*

Tracy Gallagher, *Tofias, Fleishman & Shapiro*

Gerald W. Oldach, *GWO Enterprises*

Karen Swaim, *Frameworks*

**Ex-Officio**

Burdette A. Johnson, *Com Energy System*

Robert Jones, *The Athenæum Group*

E. Donald Lewis, *Hastings Tapley Insurance*

Helen Moulton, *Ellis & Andrews Inc. Realtors*

Joseph O'Connor, *C.S. Draper Laboratory*

Wayne Sharpe, *First Trade Union*

**Board of Directors**

Theodora Arvanites, *Cambridgeport Bank*

Tom Barrett, *Sears, Roebuck*

Dale Blank, *Genetics Institute*

Connie Botticelli, *East Cambridge Savings Bank*

Nancy Busnach, *Lotus Development Corp.*

Howard Dinin, *M&D Communications*

Brenda Ellis, *The Office, Inc.*

Sara Eusden, *M.I.T.*

Karl Fagans, *Arthur D. Little, Inc.*

Edward Guleserian, *Sheraton Commander Hotel*

Mary Ann Jarvis, *Harvard University*

Charles Laverty, *Laverty Associates*

Francis Lynch, *Mt. Auburn Hospital*

Sister Mary Mark, *Sancta Maria Nursing Facility*

Norman McIver, *Cambridge Trust Company*

Mark Murphy, *BayBanks*

Peter Neville, *James F. Farr Academy*

Steve Sigel, *New England Development*

Daniel Sullivan, *Bolt, Beranek & Newman*

David Vickery, *Reynolds Vickery Messina & Griffen*



# City of Cambridge

24.

IN CITY COUNCIL

April 27, 1992

COUNCILLOR WOLF  
VICE MAYOR CYR  
COUNCILLOR RUSSELL  
COUNCILLOR DUEHAY  
COUNCILLOR WALSH  
MAYOR REEVES

**WHEREAS:** The City Council, in its concern to implement the Clean Air Act of 1990 and to be master of its own plan, has before it a plan submitted by the City Manager with a number of components largely focussed on reducing the vehicle miles travelled in the City; and

**WHEREAS:** Residents and business people alike recognize the importance of improving air quality but feel that there must be a regional solution; and

**WHEREAS:** The Ordinance Committee of the City Council is considering a recommendation that it adopt some non-controversial measures to be implemented in the near future, enhance the interim ordinance to allow its continued implementation, and that it consider further the more complex and more futuristic proposals that would also be recommended for consideration in regional hearings and for a regional plan; and

**WHEREAS:** Committee and Council consideration of these matters is not yet complete and will continue, involving the residents and business community in a dialogue; and

**WHEREAS:** In keeping with extensive testimony, the City Council wishes to state its understanding of the importance of Cambridge's commitment to confirm a regional plan in order to reach the stated clean air goals and to maintain Cambridge's strong competitive edge in nurturing and attracting commercial enterprises; now therefore be it

**RESOLVED:** That the City Council, as a matter of public policy, go on record as supporting a regional approach to implementation of the Clean Air Act of 1990; and be it further

**RESOLVED:** That it is the intention of the City Council to develop and consider the options available for reducing vehicle miles travelled in a deliberative manner listening carefully to the concerns, desires, and needs of the residents and of the business community; and be it further

**RESOLVED:** That the City Council, as a matter of public policy, go on record as supporting additional rigorous, mandatory regulations only as such regulations are required of communities throughout the region.

In City Council April 27, 1992.  
Adopted by the affirmative vote of eight members.  
Attest:- Joseph E. Connarton, City Clerk.

A true copy; *Joseph E. Connarton*

ATTEST:-

Joseph E. Connarton  
City Clerk

Consent Comm. # 7

Comm. from Robert E. Lewis, executive Director, Chamber of Commerce, and Karl P. Fagans, Chairman, Clean Air Committee, requesting that the City Council approve the proposed new clean air ordinances, the amendment to the Parking Freeze and Vehicle Trip Reduction Ordinance.

In City Council,

June 15, 1992

*Referred to the  
petition*

8 April 1992



The Honorable City Council  
City of Cambridge  
City Hall  
Cambridge, Massachusetts 02139

RE: PROPOSED CAMBRIDGE VEHICLE TRIP REDUCTION ORDINANCE

Gentlemen:

Bolt Beranek and Newman Inc. strongly objects to the proposed Cambridge Vehicle Trip Reduction Ordinance for the following reasons:

1. The proposed Ordinance will cause Cambridge businesses to carry additional burdens that other communities will not be susceptible to and will have a negative impact on our competitiveness.
2. The State is in the process of adopting a regional policy that will affect more than 100 cities in Massachusetts. The proposed Ordinance will be substantially different from the State's adopted plan. BBN suggests that Cambridge wait for the State's plan.
3. The proposed Ordinance will affect Bolt Beranek and Newman disproportionately since it does not take into consideration BBN's twenty-four hour operations, our flexible hours, our current internal transportation system with direct stops to the MTA and our need for travel between buildings in the local area.

Sincerely,

BOLT BERANEK AND NEWMAN INC.

A handwritten signature in black ink, appearing to read 'Robert E. Boyer', written over a horizontal line.

Robert E. Boyer  
Director - Corporate Facilities

cc: Cambridge Chamber of Commerce  
Mayor Reeves  
City Manager Robert Healy

Consent Comm. # 4

Comm. from Robert E. Boyer, Director-  
Corporate Facilities, Bolt, Beranek  
and Newman, Inc. in opposition to the  
Vehicle Trip Reduction ordinance.

In City Council,

April 27, 1992

*Referred to the  
petition*

RECEIVED BY  
CITY CLERK  
1992 APR 10 AM 10:53  
CAMBRIDGE MA.



## CAMBRIDGE CHAMBER OF COMMERCE

April 23, 1992

Honorable Cambridge City Council  
Cambridge City Hall  
795 Massachusetts Avenue  
Cambridge, Mass. 02139

Dear Councilors:

The Clean Air Committee of the Cambridge Chamber of Commerce would like to thank the Cambridge City Council for listening to the views expressed by various members of the city's business community on the proposed Vehicle Trip Reduction Ordinance. We understand and support most of the concepts articulated by Councillor Alice Wolf, Chair of the City Council's Ordinance Committee and discussed at the Committee's April 14th meeting.

The importance of clean air and taking steps to improve the quality of the air we breathe is our collective goal. We endorse the need for a regional solution to air pollution. Every business, neighborhood, and community in the region should work together to clean the air.

We oppose mandatory regulations that apply only to Cambridge and not to neighboring communities. Such regulations will only encourage the needless relocation of Cambridge companies and jobs to other communities. Such relocations are financially damaging to both the company involved and to the City of Cambridge and will not contribute to cleaner air for the region.

The Chamber's Clean Air Committee is in general agreement with Councillor Wolf's recommended three-tiered approach. By adopting measures which can be readily implemented and have wide support in the community, the Council will be taking positive steps to a cleaner environment; improving the interim ordinance will provide needed flexibility, and working together to identify potentially useful measures, our city can help move the region toward our collective goal.

Measures like expanding the commuter mobility program (including municipal employees), promoting bicycle usage, focusing on pedestrian needs, controlling visitor parking passes, encouraging local employment for Cambridge residents, pressuring the MBTA to improve public transportation schedules and routes, promoting clean fuels for vehicle fleets (including the City's own vehicles), and adopting traffic policies which differentiate street usage, will demonstrate commitment and desire to reduce air pollution.

Honorable Cambridge City Council  
Page Two

Other steps such as sampling employee transportation needs to establish a base line will help move forward those concepts being studied for future implementation. Care must be exercised to ensure correct sampling and analytical modalities for this base line survey to be reliable.

Suggestions like increasing off-street municipal parking fees and a progressive residential parking sticker fee structure might have consequences not fully understood. They should only be implemented after careful deliberation. We welcome suggested initiatives to improve the interim ordinance. Additional spaces added to the bank and distributed fairly will support job creation and economic development efforts.

The Council, city officials, residents, and business representatives should join together to continue to pursue sensible measures in which the city can positively contribute to improving air quality. We are prepared to fully participate in regional air pollution plans and measures as put forward across the Commonwealth.

We expect and urge the City Council to require the active participation of the Cambridge Chamber of Commerce, the city's employers and employees, and the city's commercial landlords in addition to residents, in crafting future local measures to reduce air pollution.

Again, we thank the City Council for this opportunity to continue to work together to resolve these complex issues.

Sincerely,

Cambridge Chamber of Commerce  
Clean Air Committee

*Karl Fogans*

Consent Comm. # 12

Communication from Karl Fagans, Cambridge  
Chamber of Commerce Clean Air Committee,  
regarding the proposed Vehicle Trip  
Reduction Ordinance.

In City Council,

April 27, 1992

*Referred to the  
petition.*

*NewTowne Associates, Inc.*

955 Massachusetts Avenue  
Cambridge, MA 02139

Telephone: 617-876-7600  
FAX: 617-876-2782

8 April 1992

Mr. Joseph Connarton  
Cambridge City Clerk  
City Hall  
Cambridge, MA. 02159

Re: Proposed SIP amendment.

Dear Mr. Connarton:

I am writing to voice my opposition to the proposed SIP amendment presently before the City Council. As a twenty-two year resident and businessman in Cambridge I believe this proposal is ill timed and should be set aside until such time as a regional plan is adopted by all of the affected communities in Eastern Massachusetts.

Sincerely,



Jeffrey N. Baron  
President

cc: Bob Lewis

RECEIVED BY  
JEFFREY N. BARON  
1992 APR 10 AM 10:09  
CAMBRIDGE MA.

Consent comm. # 3

Comm. from Jeffrey N. Baron, President,  
Newtowne Associates, Inc. 955 Mass.  
Ave., in opposition to the proposed  
SIP amendment.

In City Council,

April 27, 1992

*Referred to the  
petition*



April 9, 1992

RECEIVED BY  
OFFICE OF CITY CLERK  
1992 APR 13 AM 10:48  
CAMBRIDGE MA.

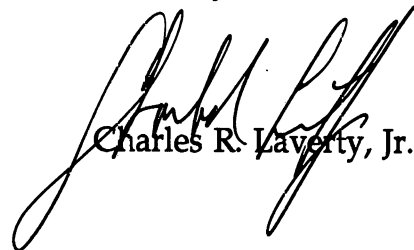
City Clerk  
City of Cambridge  
Cambridge City Hall  
Cambridge, MA 02139

RE: Vehicle Trip  
Reduction Ordinance

Dear City Clerk & Members of the Cambridge City Council:

Please be advised that I oppose the Vehicle Trip Reduction Ordinance as the City of Cambridge should be working with the Commonwealth of Massachusetts as a whole to solve whatever problems there are in this regard. To have the City of Cambridge single-handedly try to resolve a problem of this magnitude would be difficult at a minimum and more important, would be injurious to the business community that by and large is an integral part of the past, present and future life of the City as a whole.

Sincerely,



Charles R. Lavery, Jr.

Consent Comm. # 2

0-28A

Comm. from Charles R. Lavery, Jr. in  
opposition to the Vehicle Trip  
Reduction Ordinance.

In City Council,

April 27, 1992

*Referred to the  
petition*