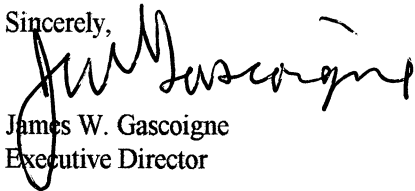


transit benefits and charge fees for parking. In addition, Forest City sells monthly T passes and provides a complementary shuttle to the Central Square T station. CRTMA is working on implementing its Guaranteed Ride Home program, which provides the occasional ride home for the stranded non-driver. Because most policies are set as businesses move into a new location, CRTMA will work with new tenants in Phase II to develop transportation policies appropriate for Cambridge and University Park.

Forest City has also taken a lead role in promoting the proposed Urban Ring circumferential transit route. The Urban Ring would improve regional transportation by providing missing transit links, such as a direct connection between Cambridge and Logan Airport, a link to commuter rail lines from north of the city, and a better link to the Longwood Medical area, Brookline and points west. This project would also improve transit within Cambridge. When constructed, the Urban Ring would enhance commuters ability to get to the areas of high employment without using their cars, and it has the potential to improve the ability of Cambridge residents to get around within Cambridge. Forest City is leading the efforts to enlist other area businesses in advocating for the Urban Ring.

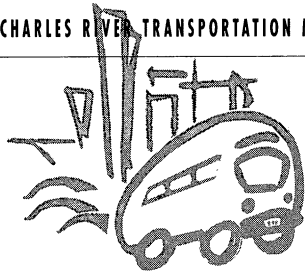
Forest City Development has shown its commitment to mitigate, manage and minimize transportation impacts of University Park. Perhaps more important, Forest City has shown foresight and leadership regarding transportation challenges facing Cambridge and the region. Phase II of University Park will be a welcome addition to Cambridge. CRTMA requests that you approve Forest City's application for curb cuts.

Sincerely,



James W. Gascoigne
Executive Director

cc. Stuart Meyerson, Hyatt Regency
Art Toscanini, Cambridge Technology Partners
Stanley Goldberg, Crimson Tech
Don Kovitz, Modern Continental
Carla Waggett, Tomey Corp
Michael Menshion, Lotus Development Corp.
Jimmy Walker, Lifeline Systems
Lydia Snover, MIT Planning Department
Linette Tremblay, Hybridon
Jonathan Ginsberg, Forest City Development



c/o Crimson Tech
325 Vassar Street
Cambridge, MA 02139

617•499•4614
617•864•6897 • fax

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CAMBRIDGE MA.

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December 12, 1996

Members of the Cambridge City Council
c/o City Clerk Margaret Drury
Cambridge City Hall
Cambridge, MA 02139

Dear Councilors:

I write to urge the Cambridge City Council to approve Forest City Development's application for curb cuts at University Park. Forest City has been at the forefront of transportation demand management in Cambridge. Its transportation mitigation agreement with the city was revolutionary when signed in 1988; now it is a template for future development mitigation in the city. Among the agreements were a shuttle to Central Square, the on-site sale of T passes and ridematching for car and vanpools. All of these efforts improve accessibility and making it easier for tenant's employees to leave their cars at home. These effort minimize the traffic that development brings to Cambridge. Forest City has not stopped there.

This summer I had the privilege representing my organization on the Cambridgeport Roadways Improvement Committee. I worked with neighborhood residents, local businesses, the Community Development Department and Jonathan Ginsberg of Forest City to make a recommendation to City Manager Healy regarding the redesign of streets in Cambridgeport. This collaborative process was one of many ways Forest City Development has shown its determination to work with neighborhood residents and other businesses to minimize traffic impacts of University Park.

In addition, the Charles River Transportation Management Association (CRTMA) is pleased to have Forest City Management as its newest member. The CRTMA is a ten member, non-profit organization created to help businesses improve access, reduce congestion, improve air quality and maximize the benefits of corporate dollars spent on transportation. In Cambridge, that means helping commuters leave their cars at home and encouraging transit, car and van pools, walking, bicycling, flexible hours, and other transportation demand management initiatives. Forest City recognizes that partnering with other businesses is an very effective way to address access and congestion.

The premise of transportation demand management is simple. Parking is expensive in Cambridge. According to preliminary data from a CRTMA survey, the average cost of parking is three times the average cost of a transit pass. If businesses can lessen the demand for parking, they can reduce their expenses. Demand for parking is reduced by providing and promoting acceptable alternatives to the drive alone commute for employees. In this regard, Cambridge businesses share the neighborhood interest in reducing the amount of traffic in and around Cambridge.

CRTMA's is interviewing University Park tenants to assess the needs of individual businesses and their employees. CRTMA will work with each tenant to design programs to reduce employee auto usage. I am encouraged by the policies that many of University Park's tenants already have in place. Many provide

Consent Communication #24

S-641

Communication was received from James W. Gascoigne, Executive Director of Charles River Transportation Management Association, urging the City Council to approve Forest City Development's curb cuts at University Park.

In City Council December 16, 1996

Referred to
Calendar #3-6