ATTACHMENT A

City of Cambridge

O-9
IN CITY COUNCIL
April 13, 2015

COUNCILLOR CHEUNG
VICE MAYOR BENZAN
COUNCILLOR KELLEY
COUNCILLOR SIMMONS

WHEREAS: The City of Cambridge is concerned with both the pursuit of innovative technologies, and environmental sustainability; and

WHEREAS: Car sharing technologies offer an innovative alternative to car ownership, providing access to a form of transportation which might not otherwise be available to some; and

WHEREAS: Car sharing technologies have been proven to reduce car ownership by 8-13 cars for every car sharing vehicle in operation, helping to reduce car-produced pollution by effectively removing privately owned cars from the road; now therefore be it

ORDERED: That Article Six of the Cambridge Zoning Ordinance entitled "Off Street Parking and Loading Requirements and Nighttime Curfew on Large Commercial Through Trucks" be amended in Section 6.20 entitled "Off Street Parking Regulations" to include information on "Carsharing Provisions" as attached; and be it further

ORDERED: That the attached amendment to the Zoning Ordinances be referred to the Ordinance Committee and Planning Board for hearing and report.

In City Council April 13, 2015
Adopted by a yea and nay vote:-
Yeas 8; Nays 0; Absent 1; Present 0.
Attest:- Donna P. Lopez, City Clerk

A true copy; Donna P. Lopez

ATTEST:-
Donna P. Lopez, City Clerk

Roll Call Vote April 13, 2015
Attachment

ARTICLE 6.000 OFF STREET PARKING AND LOADING REQUIREMENTS AND NIGHTTIME CURFEW ON LARGE COMMERCIAL THROUGH TRUCKS

6.10 INTENT AND APPLICABILITY
6.20 OFF STREET PARKING REGULATIONS
6.30 PARKING QUANTITY REQUIREMENTS
6.40 DESIGN AND MAINTENANCE OF OFF STREET PARKING FACILITIES
6.50 PARKING PLAN INFORMATION REQUIREMENTS
6.60 PURPOSE AND INTENT OF LOADING REQUIREMENTS
6.70 APPLICATION OF LOADING REQUIREMENTS
6.80 REQUIRED AMOUNT OF LOADING FACILITIES
6.90 LOCATION AND LAYOUT OF LOADING FACILITIES
6.100 BICYCLE PARKING

6.10 INTENT AND APPLICABILITY OF PARKING, BICYCLE PARKING AND LOADING REQUIREMENTS

6.11 *Intent.* It is the intent of this Article 6.000 to reduce traffic congestion, noise, vibrations, fumes and safety hazards caused by large commercial trucks, thereby promoting the safety, health and welfare of the public, by establishing requirements for off street parking, bicycle parking and loading and restrictions on the use of City street during the night-time by large commercial trucks with points of origin and destinations outside the City of Cambridge in order to implement the purposed of the The Zoning Act, Section 2A of Chapter 808, and Article 1.000. Section 1.30 of the Cambridge Zoning Ordinance, including:

- to lessen congestion in the streets
- to conserve health
- to conserve the value of land and buildings
- to prevent pollution of the environment
- to protect residential neighborhoods from incompatible activities, and
- to preserve and increase the amenities of the city.

The number of parking and loading spaces required herein varies according to type, location and intensity of development in the different zoning districts, and to proximity of public transit facilities. This Article 6.000 requires development of adequate parking facilities to meet the reasonable needs of all building and land users without establishing regulations which unnecessarily encourage automobile usage. The parking and bicycle parking standards contained herein are intended to encourage public transit, bicycle usage and walking in lieu of automobiles where a choice of travel mode exists. It is also the purpose of this Article to allow flexibility in providing required parking through shared or off site arrangements in order to accommodate the automobile in the urban environment in a less disruptive way. Development regulations and design standards have been established to reduce hazard to pedestrians on public sidewalks, to ensure the

usefulness of parking, bicycle parking and loading facilities, and where appropriate, to avoid potential adverse impacts on adjacent land uses, and to enhance the visual quality of the city.

6.12 Applicability. The off street parking and loading provisions of this Article 6.000 shall apply as follows:

(a) For new structures erected and new uses of land established or authorized after the effective date of this Article 6.000 or any amendment thereto, as well as for external additions of Gross Floor Area to existing structures for any use, accessory off street parking and loading facilities shall be provided as required by the regulations for the districts in which such structures or uses are located.

In the case of an addition of Gross Floor Area to an existing structure (lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto), which addition contains nonresidential uses, off street parking and loading facilities shall only be required when the total of such additions occurring from the effective date of this Article 6.000 or any amendment thereto increases the Gross Floor Area of the existing structure by fifteen (15) percent or more. If such an increase occurs, additional off street parking or loading facilities as required herein shall be provided for the total increase in intensity subsequent to the effective date of this Article 6.000 or any amendment thereto.

(b) When the intensity of an existing use within any existing structure (or lot in the case of 6.36.7 l and m and 6.36.8 f and g) is increased through addition of dwelling units, floor area, seating capacity or other units of measurement specified in Section 6.30 or Section 6.60 (but not including any uses in a new external addition to that structure, which shall be subject to the provisions of Paragraph (a) above), off street parking and loading facilities shall be provided as required for such increase in intensity of use.

However, a nonresidential use lawfully established prior to the effective date of this Article 6.000 or any amendment thereto shall not be required to provide off street parking and loading facilities for such increase unless and until the aggregate increase in units of measure shall equal fifteen (15) percent or more of the units of measurement existing upon said effective date. If such an increase occurs, additional off street parking or loading facilities as required herein shall be provided for the total increase in intensity subsequent to the effective date of this Article 6.000 or any amendment thereto.

(c) When the use of an existing structure (but not including the use of a new external addition to that structure, which shall be subject to the provisions of Paragraph (a) above) is changed to a new nonresidential use, off street parking and loading facilities shall be provided as required in the schedule of parking requirements in Subsection 6.36 and the schedule of loading requirements in Subsection 6.60. Any maximum requirements specified in Subsection 6.36, as well as minimum requirements, shall be applicable to such changes in use.

However, if said structure was lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto, additional off street parking and loading facilities shall be required only to the extent that the required amount for the new

nonresidential use would exceed the amount required for the previous use if said previous use were subject to the schedule of parking and loading requirements.

In either case, the first four (4) spaces required need not be provided.

(d) When the nonresidential use of an existing structure is changed to a residential use, off street parking facilities shall be provided as required in the schedule of parking requirements in Subsection 6.36. Any maximum requirements specified in Subsection 6.36, as well as minimum requirements, shall be applicable to such changes in use.

(e) *Bicycle Parking.* Bicycle parking shall be provided according to the requirements set forth in Section 6.100. Wherever the term "parking" is used in this Zoning Ordinance without specific reference to bicycles, such term shall refer to parking for motor vehicles and not bicycles.

However, if said structure was lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto and the nonresidential use of the structure is proposed to be changed to an Affordable Housing Project as herein defined, additional off street parking facilities shall be required as provided above, except that for that portion of the Project consisting of Affordable Units additional off street parking shall be provided at the rate of 60% of the parking otherwise required in Section 6.36.

For purposes of this Section 6.12 (d) an Affordable Housing Project shall be a residential development in which at least fifty percent (50%) of the dwelling units are considered Affordable Units for occupancy by Eligible Households as defined in Section 11.200 of the Zoning Ordinance.

6.13 *Scope of Off Street Parking Regulations.* All accessory parking facilities shall conform to all regulations set forth in this Article governing the use, design and operation of such facilities. However, the provisions of this Article 6.000, notwithstanding, any special parking requirements for townhouse developments specified in Section 11.10, for planned unit developments specified in Article 13.000, for projects in the Mixed Use Development District specified in Article 14.000 or for special permits specified elsewhere in this Ordinance shall be applicable for those projects.

6.14 *Restoration.* When an existing structure or use is restored and resumes operation after being destroyed or damaged by fire, explosion, or other catastrophe, off street parking, bicycle parking and loading facilities shall be provided at least equivalent to that in existence at the time of such destruction or damage. If the extent of such damage is such that the cost of restoration is fifty (50) percent or more of the replacement value of the structure or use, then parking, bicycle parking and loading facilities meeting the requirements of this Article 6.000 shall be provided. However, in no case shall it be necessary to replace or continue any parking, bicycle parking or loading facilities which were in excess of those required by the schedules of parking and loading requirements for equivalent amounts of new uses or construction.

6.15 *Existing Parking Facilities.* Accessory off street parking facilities established after March 15, 1961, shall not hereafter be reduced below - of if already less than, shall not be further reduced below - the minimum requirements under the provisions of this Article 6.000.

Accessory off street parking facilities in existence as of March 15, 1961 shall only be required if such facilities have been used to satisfy parking requirements after March 15, 1961.

6.16 *Dedicated Off Street Parking Facilities.* Required off street parking facilities which after development are later dedicated to and accepted by the City and maintained by the City for off street parking purposes, shall be deemed to continue to serve the structures or uses to meet the requirements for which they were originally provided.

6.17 *Compatibility with the E.P.A. Clean Air Regulations* In addition to the regulations contained in this Article, all off street parking facilities must comply with restrictions contained in the Transportation Control Plan for the Metropolitan Boston Interstate Air Quality Control Region as promulgated by the United State Environmental Protection Agency to the extent the same are in force and effect.

6.18 *Compatibility with Handicapped Access Rules.* In addition to the regulations contained in this Article 6.000, all off street parking facilities must comply with the currently applicable "Rules and Regulations of the Architectural Barriers Board of the Commonwealth of Massachusetts" to the extent the same are in force and effect.

6.20 OFF STREET PARKING REGULATIONS

6.21 *Use.* All accessory parking facilities provided in accordance with this Article shall be maintained exclusively for the parking of motor vehicles so long as the use exists which the facilities were designed to serve. Such facilities shall not be used for automobile sales, dead storage, or repair work, dismantling or servicing of any kind, with the exception of emergency service when needed. **Notwithstanding anything to the contrary in this Ordinance, parking facilities maintained in accordance with this Article 6.000 may be used by Carsharing Vehicles subject to the provisions and limitations set forth in Section 6.24 of this Zoning Ordinance.**

6.22 *Location.* All accessory off street parking facilities shall be located in accordance with the provisions of subsections 6.22.1, 6.22.2 and 6.22.3. For purposes of this Section 6.22 lot shall also mean the Development Parcel of any Planned Unit Development regulated by the provisions of Article 12.000 and Article 13.000 without regard to a lot or lots that may initially constitute the Development Parcel or any lot or lots created within the Development Parcel subsequent to the approval of the PUD by the Planning Board.

6.22.1 Accessory off street parking facilities may be located on the same lot as the use being served or on another lot that has the same or less restrictive zoning classification as the lot on which the use being served is located in accordance with the following conditions:

(a) (1) said other lot is contiguous to the lot on which the use being served is located; or

(2) said other lot is within three hundred (300) feet of the lot on which the use being served is located and the use being served is nonresidential; or

(3) said lot is within three thousand (3000) feet of the lot on which the use being served is located, such use is an institutional use listed in Subsection 6.36.3b

and said use is located within a five acre area containing one or more lots, contiguous except for streets, owned by a single institution; and

(b) said lot is not now and was not within the past five (5) years the location of a preferably preserved significant building (as defined in the General Ordinances of Cambridge) as determined by the Cambridge Historical Commission.

(c) however, no off site accessory parking facilities shall be allowed to meet the requirements for Subsection 6.36.5h "Theatre or hall for public gatherings".

6.22.2 The Board of Zoning Appeal may grant a special permit for off site accessory parking not allowed in Subsection 6.22.1 (a) provided that convenient and safe access from the parking facility to the use being served is provided in accordance with the following conditions:

(a) No off site accessory parking facility may be located on a lot which has a more restrictive zoning classification than the lot on which the use being served is located.

(b) Off site accessory parking facilities shall be located within four hundred (400) feet of the lot being served for residential uses and within one thousand (1000) feet of the lot for other uses.

6.22.3 [PARAGRAPH DELETED]

6.22.4 Accessory off street parking spaces required under the provisions of this Article 6.000 need not be in the City of Cambridge.

6.22.5 Distance Measurements For Parking Facilities. In all cases where distance measurements between a lot and off site parking facilities or other specified area are specified in this Article 6.000, such distance shall be measured as a straight line from the nearest point for the lot on which the off site accessory parking is located, to the nearest transit station entrance, or to the nearest street line or other boundary of another specified area.

6.23 *Control of Off Site Parking Facilities.* Where accessory parking facilities are allowed on land other than the lot on which the use being served is located said other land shall be in identical ownership or binding commitments shall exist to guarantee, to the reasonable satisfaction of the Superintendent of Buildings or to the special permit granting authority, that the off site parking will continue to be available for the period during which the use or uses that the parking serves may be expected to be in existence. Such commitments shall be evidenced by negotiated lease agreement, recorded covenant or comparable legal instrument. Such instrument shall be duly recorded at the Middlesex County Registry of Deeds and certification of such recording provided to the Superintendent of Buildings or the special permit granting authority.

6.24 ***Carsharing Provisions.*** **The provisions of this Section 6.24 shall govern the allowed use of parking spaces for carsharing. Where the provisions of this Section 6.24 may conflict with any requirements set forth elsewhere in this Ordinance, the provisions of this Section 6.24 shall control.**

6.24.1 ***Intent.*** **This Section 6.24 is intended to allow the limited use of parking spaces for Carsharing as a means to provide mobility options for Cambridge residents, employees and visitors who may not possess a private automobile, thereby**

promoting City goals by increasing mobility, reducing reliance on automobile ownership and use, and lessening the total demand for parking spaces.

6.24.2 *Definitions.* For the purpose of this Ordinance, Carsharing shall mean the use of parking spaces by Carsharing Vehicles and Carsharing Organizations, as defined below:

(a) *Carsharing Vehicle* shall be defined as a private passenger motor vehicle that is made available to multiple authorized users primarily for hourly or other short-term use through a self-service fully automated reservation system, but not by means of a separate written agreement that is entered into each time a vehicle is transferred to a customer. A Carsharing Vehicle may be owned, maintained or administered by a Carsharing Organization or other entity.

(b) *Carsharing Organization* shall be defined as a membership-based entity with a distributed fleet of Carsharing Vehicles that charges a use-based fee related to a specific vehicle.

6.24.3 *General Limitations*

(a) Carsharing Vehicles shall only be allowed in parking facilities that are lawfully established and conforming to the dimensional and other requirements of Article 6.000, or, if not, are lawfully non-conforming.

(b) A Carsharing Vehicle authorized pursuant to this Section 6.24 shall be properly registered under the appropriate jurisdictions.

(c) A Carsharing Vehicle located within an authorized parking facility shall be maintained for active use by authorized operators and not stored for other purposes. No sales, servicing, dead storage, repair, administrative or similar functions shall occur and no personnel shall be employed on the site except for occasional short-term maintenance of vehicles (such as interior vacuuming) unless otherwise permitted by the use regulations in the zoning district.

(d) Carsharing Vehicles administered by a Carsharing Organization shall be routinely accessed directly by users without any assistance or supervision by company personnel.

(e) All owners of that portion of a lot accommodating a Carsharing Vehicle, or their legally authorized representative, including a condominium association where applicable, shall be required to grant permission for the operation of a Carsharing Vehicle on their property.

6.24.4 *Principal Use Parking Provisions.*

(a) Within principal use parking facilities established under the provisions of Section 4.32 (b) (Automobile Parking Lot for Private Passenger Cars) or Commercial Parking Facilities registered with the Department of Traffic, Parking and Transportation per the provisions of Chapter 10.16 of the Cambridge Municipal Code, there shall be no limitation on the number of Carsharing Vehicles that may be maintained for active use at the facility.

(b) Notwithstanding anything to the contrary in this Ordinance, the maintenance of Carsharing Vehicles for active use within a principal use or commercial parking facility in accordance with this Section 6.24 shall not cause any change in the use designation of that facility or affect any other regulation that may be applicable to that facility.

6.24.5 *Accessory Parking Provisions.*

(a) Within parking facilities that are accessory to non-residential uses, there shall be no limitation on the number of Carsharing Vehicles that may be maintained for active use at the facility.

(b) Within parking facilities that are accessory to residential uses, the number of parking spaces maintained for active use by Carsharing Vehicles shall not exceed thirty percent (30%) of the number of spaces located within the facility or two vehicles, whichever is greater. Carsharing Vehicles shall not be permitted in driveways of single-family residential homes.

(c) Carsharing Vehicle parking spaces not otherwise permitted in Section 6.24.5 above shall be permitted by special permit from the Planning Board. The Board may specifically allow more principle use Carsharing Vehicle parking spaces than are allowed.

(d) Notwithstanding anything to the contrary in this Ordinance, the maintenance of Carsharing Vehicles within an accessory parking facility in accordance with this Section 6.24 shall not cause any change in the use of that facility nor any violation of the accessory parking requirements applicable to the principal uses served by that facility, provided that such Carsharing Vehicles are available for use by any occupant of the principal use that is otherwise qualified to operate a motor vehicle. Where a Carsharing Vehicle is owned or operated by a Carsharing Organization, ordinary fees and other terms of service may apply.

Supporting Carsharing in Cambridge: Proposed Zoning Changes

Community Development Department
June 17, 2015

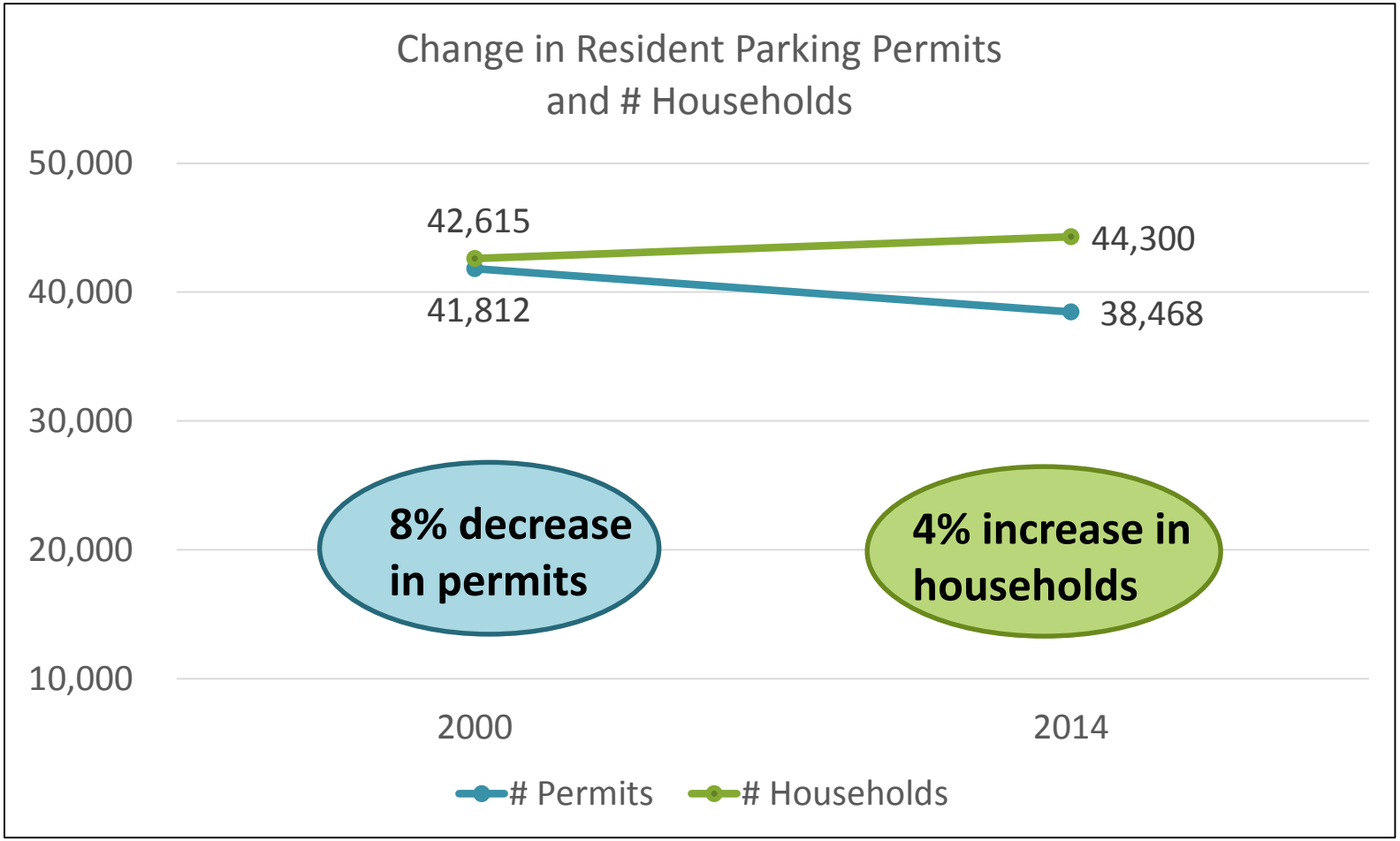
Why Is Carsharing Important to Cambridge?

- More mobility
- More sustainable transportation
- Fewer cars
- Easier parking
- Less traffic
- Less pollution

Better quality of life for everyone

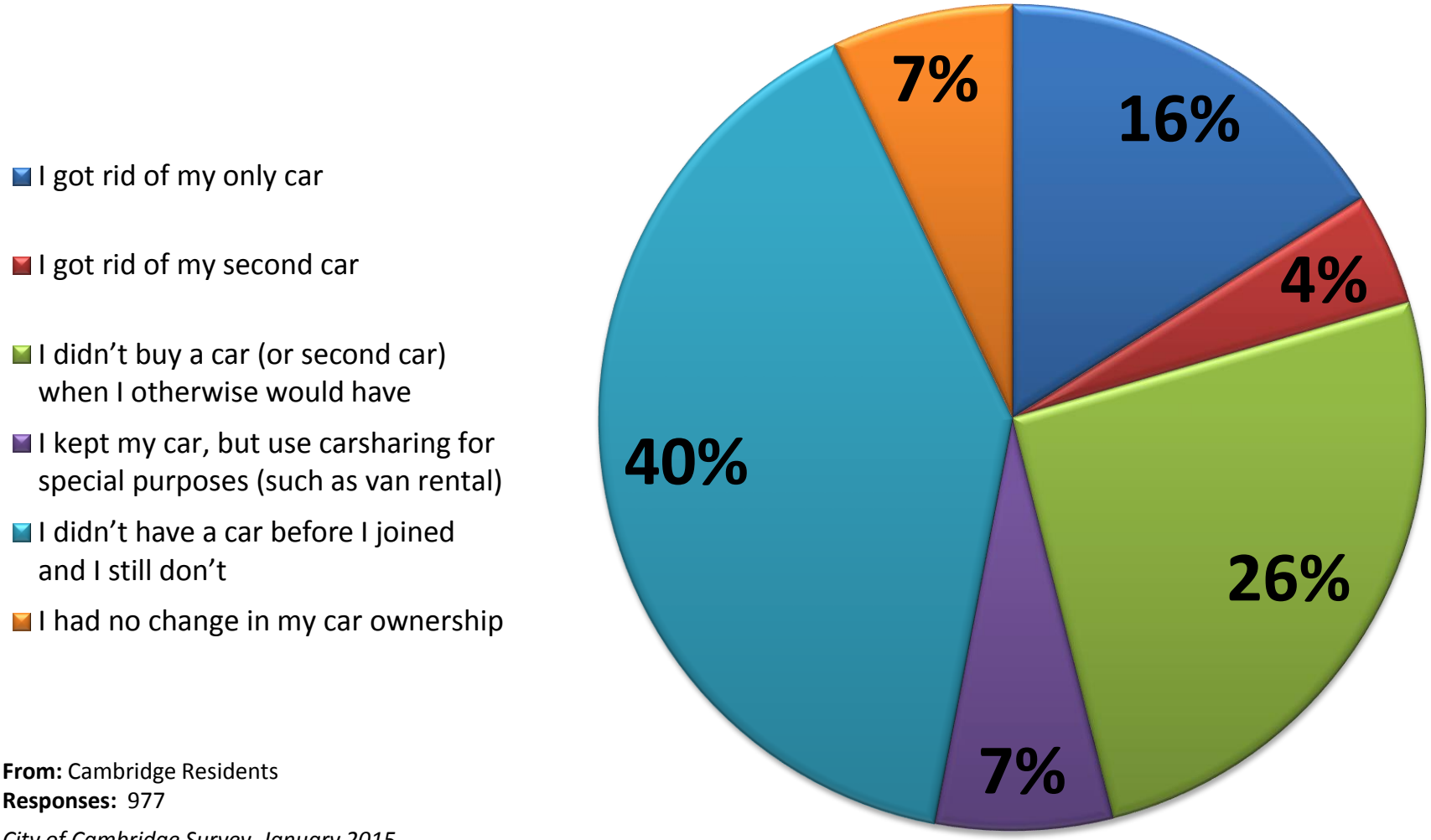
Less Competition for Parking

- 1 carshare cars= 9 to 13 private cars



Sources:
TPT Permit data and 2000 Census, 2013 ACS Estimate

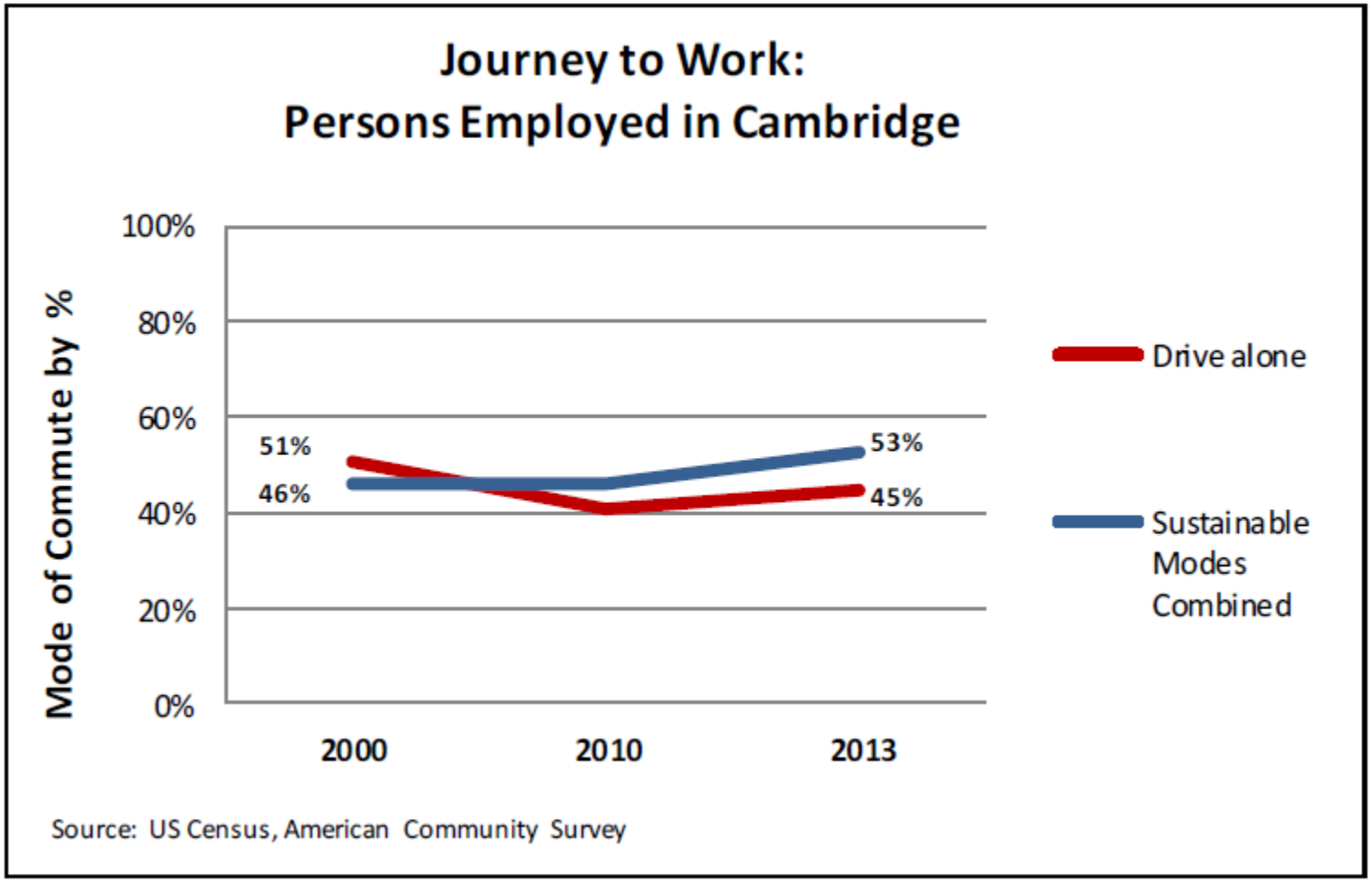
Survey: If you ARE a carshare member now or WERE a carshare member in the past, how has carsharing affected your car ownership?
After I became a member:



From: Cambridge Residents
Responses: 977

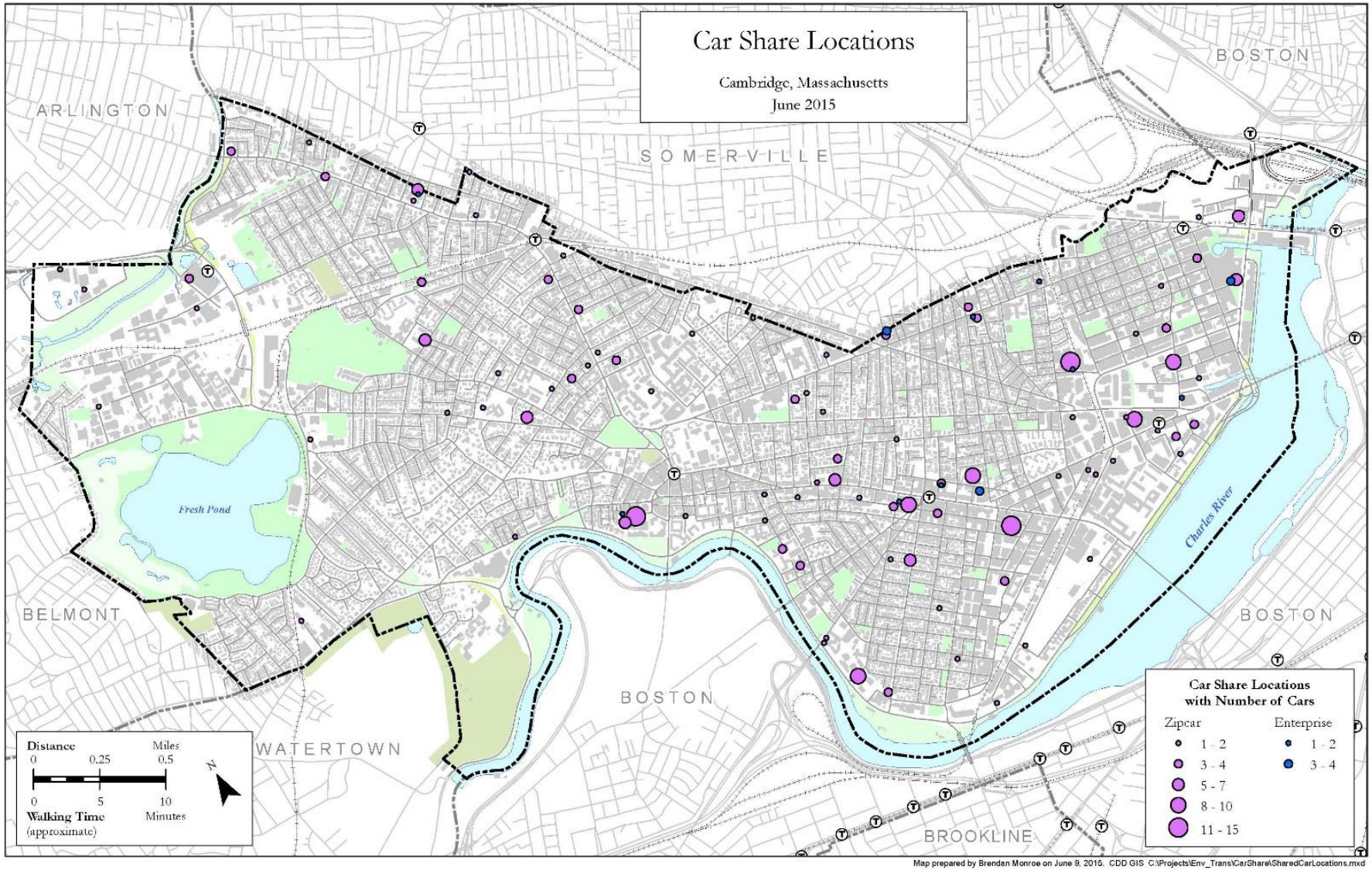
City of Cambridge Survey, January 2015

More Sustainable Commutes



Source: 2010-2012 ACS JTW

Cambridge has 321 shared cars in 91 Locations



How Often Zipcars Are Used, Average

- Turnover = 1.7 reservations per day
- Vehicles are in active use 9 to 11 hrs per day
- 89% of reservations are made between 6 am and 10 pm
- 36 out of 300 cars reserved 10 pm to 5 am, including full-day reservations

Community Process

- 9 Neighborhood Meetings: Sept – January
- Presentation, then group discussion
- Online survey

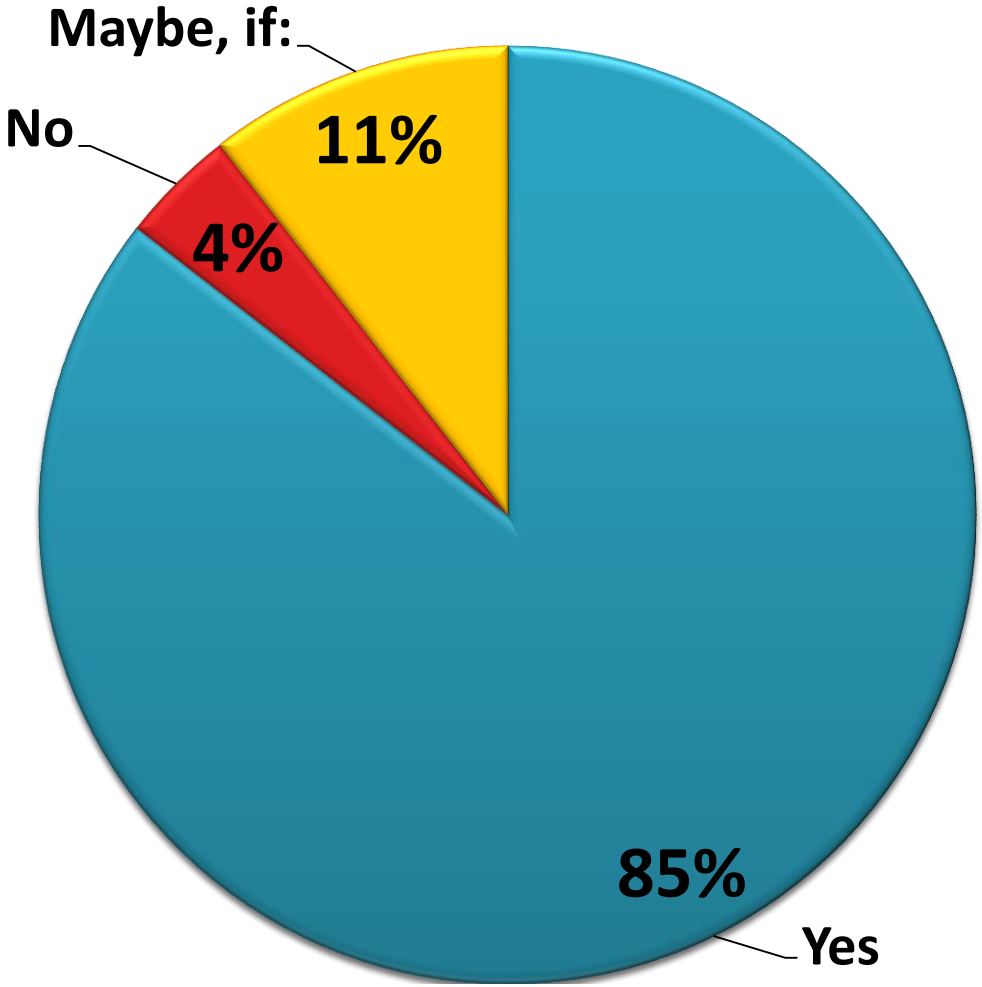
Comments from Neighborhood Meetings

- “Can you please put carshare on-street and off-street in residential areas? That would be useful.”
- “When my car dies, I won’t get another. I’ll do carsharing and use cabs.”
- “With a two-car driveway, we keep thinking about getting a car, but we have been putting it off because of carsharing options.”
- “We know so many people who are car-free even with kids.”

Questions and Concerns

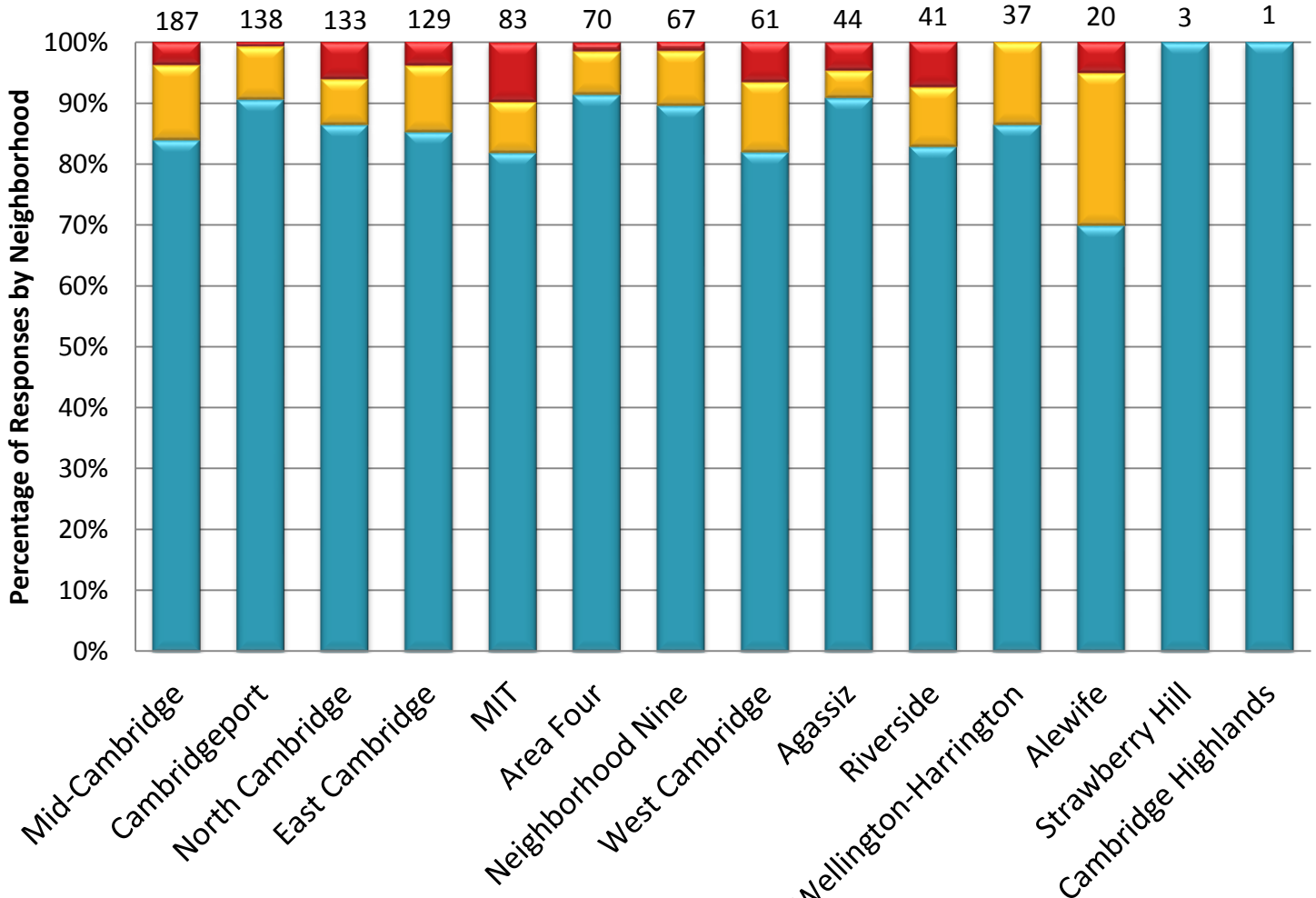
- “Will allowing carshare vehicles to park on residential property make it harder for me to find on-street parking?”
- “Will landlords raise parking fees, pushing more cars onto the street?”
- Noise and bad driver concerns

Survey: Would you like carshare vehicles to be located in residential areas in Private off-street parking spaces?



Cambridge Residents Only
Responses: 1070

Survey: Would you like carshare vehicles to be located in private off-street parking spaces in residential areas?



4% No

11% Maybe, if

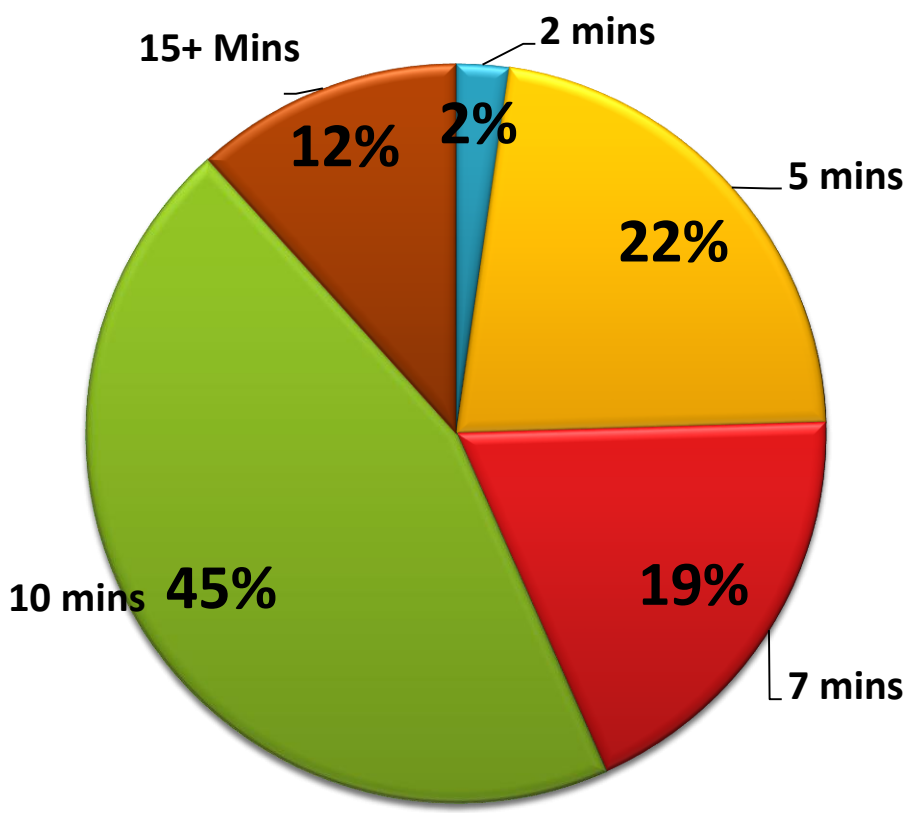
85% Yes

From: Cambridge Residents Only
Responses: 1014

City of Cambridge Survey, February 2015

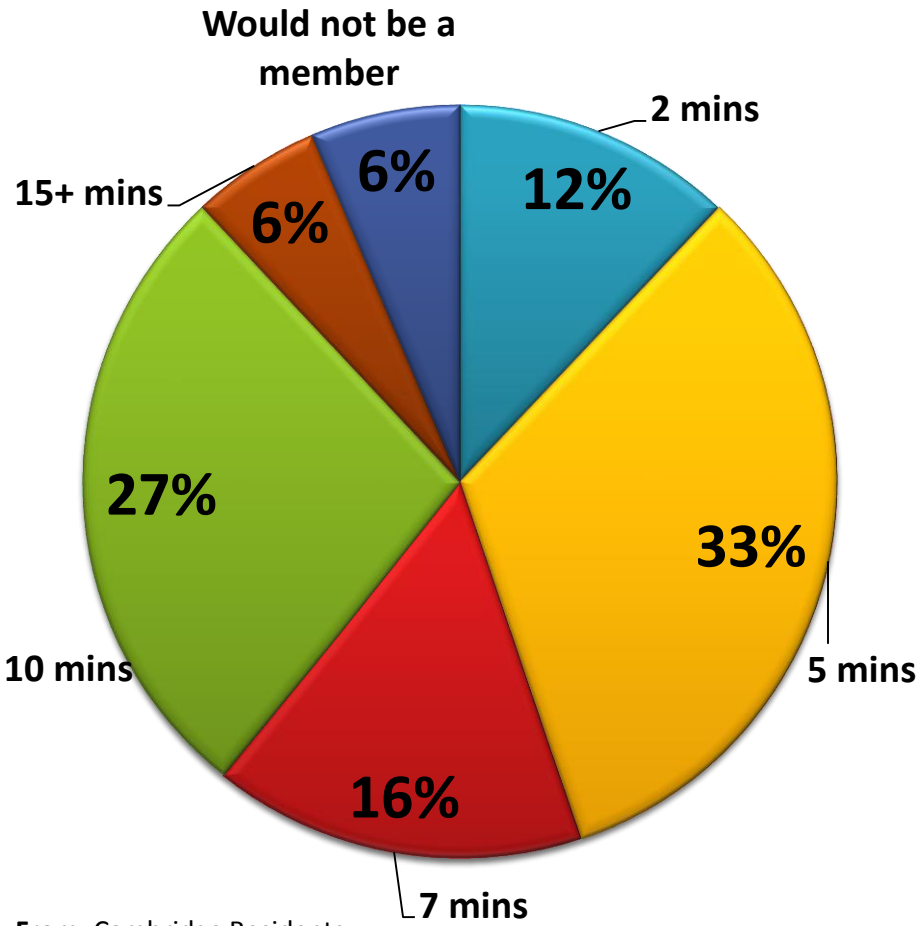
Survey: What is the farthest you would walk to use a carshare vehicle?

Current Members



From: Cambridge residents
Responses: 945

Non-Members



From: Cambridge Residents
Responses: 125

City of Cambridge Survey, February 2015

Why Are Zoning Changes Needed?

- Carsharing is not clearly defined or regulated
- Unclear regulations have impeded growth of carsharing
- Especially restrictive in areas where it would be most convenient to residents

Issues in Current Zoning

Where does carsharing fit in current zoning?

Parking?	**Auto Sales and Rentals?**
• Serves residents, employees, retail patrons, visitors * • Does not allow "automobile sales," "dead storage," "repair work," "dismantling or servicing" • Requirements for design and access of spaces (Article 6.000) • Allowed and (in most cases) required by zoning	• Includes a variety of functions including storage, sales, office functions • Limited to very few zoning districts

* With their <u>own</u> cars.

Issues in Current Zoning

Intent of Parking Regulations
(current Article 6.000, emphasis added):

"… The parking and bicycle parking standards contained herein are intended to **encourage public transit**, **bicycle usage** and **walking** in lieu of automobiles where a **choice of travel mode** exists. It is also the purpose of this Article to allow **flexibility in providing required parking** through shared or off site arrangements in order to **accommodate the automobile in the urban environment in a less disruptive way**."

Zoning Petition Overview

Petition approach:

- **Parking is parking**.
- **Parking can be used for carsharing**, to serve residents without requiring car ownership
- **General and specific limitations** apply, depending on the type of parking facility.

Zoning Petition Overview

Petition details:

6.24.1 Intent	• Increasing mobility options for Cambridge residents, employees and visitors • Reducing reliance on automobile ownership and use • Lessening total demand for parking spaces
6.24.2 Definitions	• Carsharing Vehicle and Carsharing Organization • Consistent with M.G.L. Chapter 90 • Distinguishes between carsharing and traditional rental car agency

Zoning Petition Overview

Petition details:

6.24.3 General Limitations	• Parking facility must be lawful • Carsharing Vehicles must be registered • No sales, servicing, dead storage, repair, &c. • No on-site personnel (unless allowed as a principal use, *e.g.* office) • All owners must agree (*e.g.*, condos)
Planning Board Recommendation:	• ***Spaces must be registered with Cambridge TP&T*** • ***Full-size parking spaces only*** • ***At least 10 feet from a residential building on an abutting lot in lower-density residential district***

Zoning Petition Overview

Petition details:

6.24.4 Principal Use Parking *(e.g., pay garages & lots)*	• No specific limitations on carsharing
6.24.5 Accessory Parking	• Carsharing can use required accessory parking, provided all occupants can access (subject to terms of membership) • Non-residential uses: no limitation on number

Zoning Petition Overview

Petition details:

6.24.5 Accessory Parking (cont'd)
 	
Planning Board Recommendation:
	• *<u>Accessory Residential Parking:</u>*
	
	  • *Limited to lots with 4 spaces or more*
	
	  • *Carsharing can occupy any spaces <u>above 75%</u> of the number required by zoning or special permit*
	
	  • Not allowed on single-family residential lots

Zoning Petition Overview

Examples (assuming one space per unit required):

75%

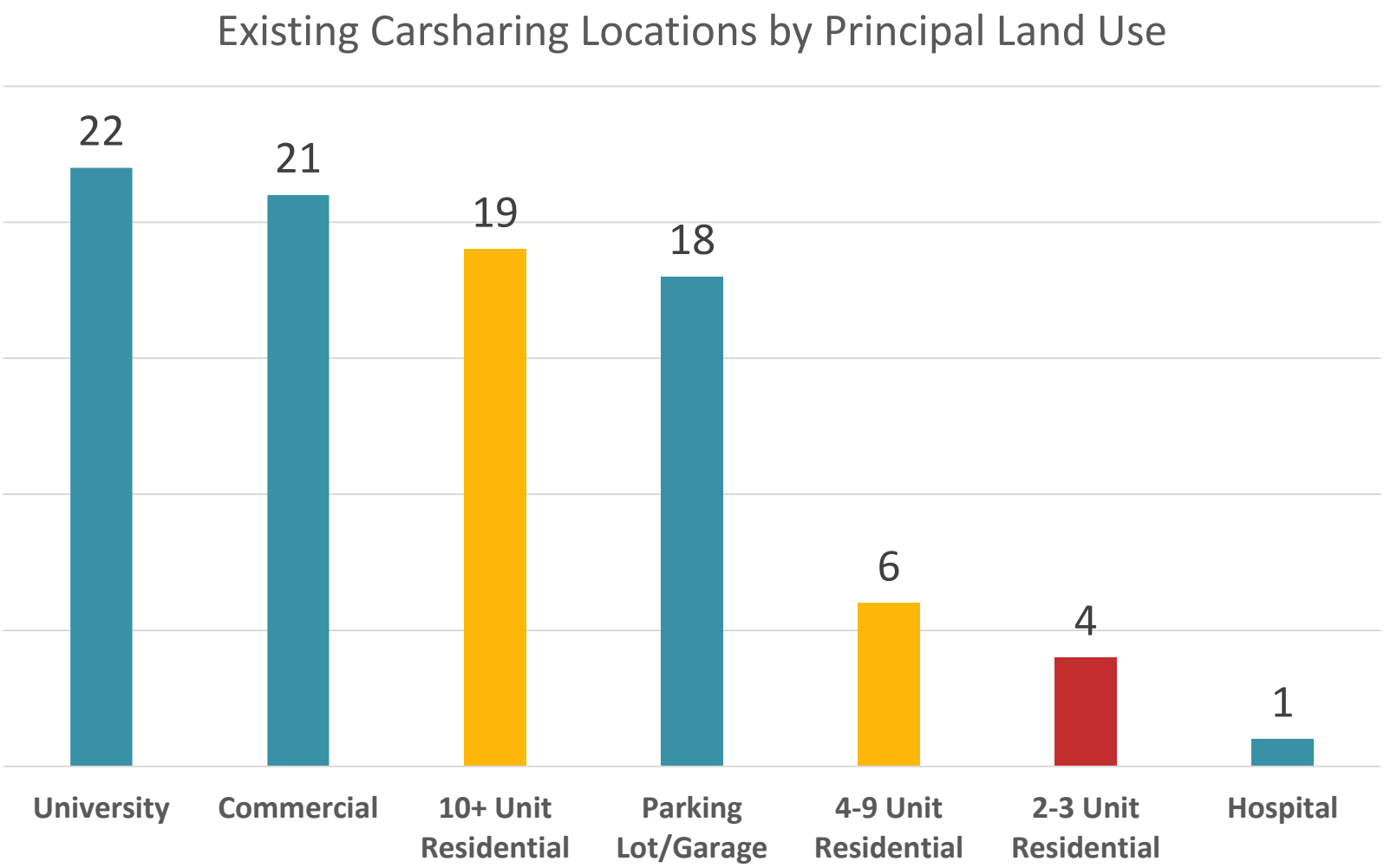
8-unit lot (6 spaces)	8-unit lot (7 spaces)	8-unit lot (8 spaces)	8-unit lot (9 spaces)
Car owner space	Car owner space	Car owner space	Car owner space
Car owner space	Car owner space	Car owner space	Car owner space
Car owner space	Car owner space	Car owner space	Car owner space
Car owner space	Car owner space	Car owner space	Car owner space
Car owner space	Car owner space	Car owner space	Car owner space
Car owner space	Car owner space	Car owner space	Car owner space
	Carsharing space	Carsharing space	Carsharing Space
		Carsharing space	Carsharing space
			Carsharing space

Zoning Petition Overview

Petition details:

Planning Board Recommendation: ***6.24.6 Modifications***	• *<u>Grandfathering of Existing Spaces</u>* *Must register with TP&T within 6 months* • *<u>Other Modifications by Special Permit</u>* *Required public hearing and notification to abutters*

Existing Carsharing in Cambridge



Existing Carsharing in Cambridge

Total Existing Carsharing Locations:	***91***
Residential sites with fewer than 4 parking spaces:	**4**
Residential sites where less than 75% of the required parking is provided:	**4**
Sites where a parking space <u>might</u> be within 10 feet of a residential building in an A-1, A-2, B, C or C-1 district:	**7**

ALL FIGURES APPROXIMATE. *Sources: Cambridge GIS, Assessing Database, visual observation.*

Discussion

Photos: Gretchen Ertl

ATTACHMENT C

20.

City of Cambridge

Richard C. Rossi • City Manager

Executive Department

Lisa C. Peterson • Deputy City Manager

City Hall • 795 Massachusetts Avenue • Cambridge • Massachusetts • 02139
617-349-4300 • fax: 617-349-4307 • tty: 617-492-0235 • www.cambridgema.gov

June 15, 2015

To the Honorable, the City Council:

I am hereby transmitting for your consideration a Planning Board recommendation to adopt with suggested changes, the Carsharing Zoning Petition.

Very truly yours,

Richard C. Rossi

Richard C. Rossi
City Manager

RCR/mec
Attachment

28

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

Date:	June 10, 2015
Subject:	Carsharing Zoning Petition
Recommendation:	The Planning Board recommends ADOPTION, with suggested changes.

To the Honorable, the City Council,

The Board held a public hearing on the City Council petition to amend Article 6.000 of the Zoning Ordinance to include provisions for carsharing as an allowed activity within parking facilities. The Board reviewed background information on carsharing and the specifics of the proposal from Community Development Department staff, and heard testimony and received letters from supporters in favor of expanding carsharing services in the city as well as from residents concerned about potential impacts in residential areas.

Overall Recommendation

The Board supports the proposal to adopt zoning regulations for carsharing that will support its growth as a mobility option in the city, particularly in those areas that are currently underserved by carsharing. Incorporating carsharing provisions into parking regulations is consistent with the intent of Article 6.000 of the Zoning Ordinance as currently stated, to "meet the reasonable needs of all building and land users without establishing regulations which unnecessarily encourage automobile usage," to "encourage public transit, bicycle usage and walking in lieu of automobiles where a choice of travel mode exists," and to "allow flexibility in providing required parking through shared or off site arrangements in order to accommodate the automobile in the urban environment in a less disruptive way."

The Board received background information from staff on carsharing at both the local and national levels, showing clear evidence that the availability of carsharing makes it easier for city residents to forego owning a private automobile, and that those residents in turn tend to drive fewer miles and make more use of walking, bicycling, public transportation options for everyday trips. Carsharing advances multiple city goals by promoting greater mobility options for residents, reducing greenhouse gas emissions by lessening the amount of automobile travel, and reducing parking congestion due to fewer cars being owned by residents.

Carsharing in Cambridge has thus far evolved in a largely unregulated and unpredictable way. The proposed zoning will provide reasonable regulations to allow carsharing to grow and evolve to meet the community's future demand while mitigating potential negative impacts.

Issues Raised

Most issues heard by the Board were from residents concerned about the impacts of allowing greater availability of carsharing in residential areas. Some issues that were raised include the appropriateness of allowing carsharing organizations (which are primarily commercial for-profit businesses) to park vehicles in residential areas, the potential for carsharing to create competition that will cause residents to move their private cars from off-street to on-street parking spaces, safety considerations in situations where occasional drivers are using parking areas that are more commonly used by frequent drivers, and possible nuisance caused by carsharing vehicles in close proximity to residential homes.

The Board is sensitive to these issues but does not find all of them to be particularly concerning. Commercial enterprises do not all need to be regulated in the same way; for example, in many states, sales of food and clothing are not taxed because they are viewed to serve a public good despite being provided by the private market. Given the benefits of carsharing in providing greater mobility options and reducing environmental impacts, it is reasonable to regulate it in a way that achieves the greatest benefit regardless of whether the service itself is being provided by a commercial operator. There are many examples of commercial activities that routinely occur in residential areas because that is what makes them most convenient to residents.

On the whole, the Board is also not concerned that carsharing will cause widespread relocation of private cars from off-street to on-street parking spaces. Evidence shows that the opposite is largely true, that providing carsharing service in an area generally results in an overall reduction in private automobile ownership, which will lessen demand for both on-street and off-street parking over time. However, the Board believes that some reasonable controls are appropriate to ensure that large-scale use of residential parking spaces for carsharing does not have short-term, location-specific impacts on parking availability, especially where the parking is required by zoning.

The Board does find it appropriate to provide some dimensional controls to limit potential nuisance in lower-density residential districts and encourage safe operation of vehicles by occasional drivers, which are included in the recommended changes to the petition. However, the Board does not wish to create barriers that would too unreasonably limit the ability to provide carsharing service, especially in residential areas that are currently underserved.

Recommended Changes

The Board recommends a few specific changes to the text of the zoning petition, which are meant to promote the intent of the petition while addressing some of the concerns that were raised. The recommended changes, along with commentary from the Board, are included in an attached mark-up of the petition text.

One important change is to require registration of parking spaces with the Traffic, Parking and Transportation Department (TPTD) if they are used for carsharing. This will ensure that the availability of carsharing services can be monitored and issues can be identified when carsharing

is introduced to a particular facility. The Board suggests that TPTD be allowed to promulgate regulations in addition to the standards in the Zoning Ordinance to ensure that carsharing in off-street parking areas is provided in a safe manner, as TPTD routinely does for traffic and parking on city streets.

To address safety and nuisance concerns, the Board suggests that carsharing vehicles only be allowed to use regular-sized parking spaces (which current zoning requires to have minimum dimensions of 18 feet long by 8.5 feet wide) and that such spaces must be spaced at least 10 feet from a dwelling on an abutting lot in a residential zoning district of a "C-1" density or lower.

The Board agrees with limiting the number of carsharing spaces that can be provided in a residential parking facility, but suggests basing the requirement on the number of parking spaces required by zoning rather than the total number of parking spaces in the facility. The Board recommends a standard that at least 75% of the required number of parking spaces for the residential use must be retained for privately-owned cars, but that any spaces above that number may be used by carsharing vehicles. This may be more limiting in cases where the amount of parking provided is already significantly less than what is required by zoning. However, it may also allow more spaces to be used for carsharing in cases where there are more parking spaces provided than required. The Board also recommends that in residential parking areas, carsharing should only be allowed if there are at least four spaces on the lot.

Another key consideration discussed by the Board is how existing carsharing spaces will be treated under the new regulations. Given that there were no specific regulations for carsharing in the past, the existing carsharing activities in the city have evolved in a largely unregulated fashion and may not necessarily be considered legally nonconforming. While it would be beneficial for existing carsharing spaces to conform to the recommended standards, it may be unreasonable to "retrofit" all existing spaces and it would be undesirable to discontinue carsharing services that residents have come to depend on. Therefore, the Board suggests language to "grandfather" existing carsharing spaces that may not strictly meet all of the zoning standards provided that they be given a period of time to register with TPTD. The Board bases this recommendation on its understanding that spaces currently used for carsharing have not caused excessive nuisance to abutting residents, and that if they have, the City would have received complaints and taken enforcement action. The Board has advised staff to investigate whether objections have been raised to specific instances of carsharing activities, and to communicate that information to the City Council.

The Board also believes that there may be cases where carsharing might be desirable and appropriate in a particular facility but it cannot meet the zoning standards. In such cases the Board suggests providing an ability to modify or waive any of the zoning provisions by special permit in order to permit carsharing after a review of the proposal on a case-by-case basis. The Board has retained the recommendation that the special permit granting authority for carsharing modifications be the Planning Board, which typically considers broader citywide planning issues in its review; however, the Board could see benefits to having that authority rest instead with the Board of Zoning Appeal (BZA), which more typically reviews cases where impact on immediate abutters is the main concern.

Analysis of Current Carsharing Activity

In order to provide more information on the overall impact of the proposed regulations and the implications of "grandfathering" provisions, the Board has instructed staff to research existing carsharing vehicles in the city to determine how they relate to the proposed standards and to raise any issues for consideration by the City Council.

Respectfully submitted for the Planning Board,

Catherine Preston Connolly (JCR)

Catherine Preston Connolly, Vice Chair.

The boxes below comment on changes recommended by the Planning Board.

Amend Section 6.21 to read as follows:

6.21 *Use.* All accessory parking facilities provided in accordance with this Article shall be maintained exclusively for the parking of motor vehicles so long as the use exists which the facilities were designed to serve. Such facilities shall not be used for automobile sales, dead storage, or repair work, dismantling or servicing of any kind, with the exception of emergency service when needed. Notwithstanding anything to the contrary in this Ordinance, parking facilities maintained in accordance with this Article 6.000 may be used by Carsharing Vehicles subject to the provisions and limitations set forth in Section 6.24 of this Zoning Ordinance.

Create a new Section 6.24 to read as follows:

6.24 *Carsharing Provisions.* The provisions of this Section 6.24 shall govern the allowed use of parking spaces for carsharing. Where the provisions of this Section 6.24 may conflict with any requirements set forth elsewhere in this Ordinance, the provisions of this Section 6.24 shall control.

6.24.1 *Intent.* This Section 6.24 is intended to allow the limited use of parking spaces for Carsharing as a means to provide mobility options for Cambridge residents, employees and visitors who may not possess a private automobile, thereby promoting City goals by increasing mobility, reducing reliance on automobile ownership and use, and lessening the total demand for parking spaces.

6.24.2 *Definitions.* For the purpose of this Ordinance, Carsharing shall mean the use of parking spaces by Carsharing Vehicles and Carsharing Organizations, as defined below:

(a) *Carsharing Vehicle* shall be defined as a private passenger motor vehicle that is made available to multiple authorized users primarily for hourly or other short-term use through a self-service fully automated reservation system, but not by means of a separate written agreement that is entered into each time a vehicle is transferred to a customer. A Carsharing Vehicle may be owned, maintained or administered by a Carsharing Organization or other entity.

(b) *Carsharing Organization* shall be defined as a membership-based entity with a distributed fleet of Carsharing Vehicles that charges a use-based fee related to a specific vehicle.

The boxes below comment on changes recommended by the Planning Board.

6.24.3 *General Limitations*

(a) Carsharing Vehicles shall only be allowed in parking facilities that are lawfully established and conforming to the dimensional and other requirements of Article 6.000, or, if not, are lawfully non-conforming.

(b) A Carsharing Vehicle authorized pursuant to this Section 6.24 shall be properly registered under the appropriate jurisdictions.

(c) A Carsharing Vehicle located within an authorized parking facility shall be maintained for active use by authorized operators and not stored for other purposes. No sales, servicing, dead storage, repair, administrative or similar functions shall occur and no personnel shall be employed on the site except for occasional short-term maintenance of vehicles (such as interior vacuuming) unless otherwise permitted by the use regulations in the zoning district.

(d) Carsharing Vehicles administered by a Carsharing Organization shall be routinely accessed directly by users without any assistance or supervision by company personnel.

(e) All owners of that portion of a lot accommodating a Carsharing Vehicle, or their legally authorized representative, including a condominium association where applicable, shall be required to grant permission for the operation of a Carsharing Vehicle on their property.

(f) Parking spaces devoted to Carsharing Vehicles shall meet the minimum width, depth, vertical clearance and angle of parking requirements for a Regular (*i.e.*, not Compact) parking space as set forth in Section 6.42 of this Zoning Ordinance. Additionally, parking spaces devoted to Carsharing Vehicles shall be located at least ten (10) feet from any residential building located on an abutting lot in a Residence A-1, A-2, B, C or C-1 Zoning District.

The Board recommends adding some provisions to ensure that the spaces devoted to carsharing can be safely used by occasional drivers without causing unreasonable nuisance or hazard.

(g) Parking spaces devoted to Carsharing Vehicles shall be registered with the Cambridge Traffic, Parking and Transportation Department (TPTD), which shall keep a record of the address, location, number of spaces, property ownership, and Carsharing Organization if applicable, and certify that such spaces may accommodate the operation of Carsharing Vehicles in accordance with all applicable regulations. If any such spaces are relocated within a facility, or if the property ownership or Carsharing

The Board recommends that spaces devoted to carsharing be registered with TPTD (in the same manner that all parking spaces are required to be registered under City Ordinance 10.18) so in order to track the number, use and location of off-street parking spaces for carsharing.

The boxes below comment on changes recommended by the Planning Board.

Organization is changed, then the registration shall be updated accordingly. TPTD may promulgate more detailed regulations pertaining to the safe operation of Carsharing Vehicles on private lots.

6.24.4 *Principal Use Parking Provisions.*

(a) Within principal use parking facilities established under the provisions of Section 4.32 (b) (Automobile Parking Lot for Private Passenger Cars) or Commercial Parking Facilities registered with the Department of Traffic, Parking and Transportation per the provisions of Chapter 10.16 of the Cambridge Municipal Code, there shall be no limitation on the number of Carsharing Vehicles that may be maintained for active use at the facility.

(b) Notwithstanding anything to the contrary in this Ordinance, the maintenance of Carsharing Vehicles for active use within a principal use or commercial parking facility in accordance with this Section 6.24 shall not cause any change in the use designation of that facility or affect any other regulation that may be applicable to that facility.

6.24.5 *Accessory Parking Provisions.*

(a) Within parking facilities that are accessory to non-residential uses, there shall be no limitation on the number of Carsharing Vehicles that may be maintained for active use at the facility.

~~(b) Within parking facilities that are accessory to residential uses, the number of parking spaces maintained for active use by Carsharing Vehicles shall not exceed thirty percent (30%) of the number of spaces located within the facility or two vehicles, whichever is greater. Carsharing Vehicles shall not be permitted in driveways of single-family residential homes.~~

(b) Within parking facilities that are accessory to residential uses, parking spaces may be maintained for active use by Carsharing Vehicles, provided that the following standards are met:

(i) There must be at least four (4) total parking spaces on the lot in order for spaces to be used by Carsharing Vehicles.

(ii) At least seventy-five percent (75%) of the minimum number of parking spaces required by zoning or special permit to serve the principal residential use on the

The Board recommends a different formulation of the limit on carsharing in an accessory residential parking facility. The proposed requirement is similar but is based on required amounts of parking, so that that the majority of required residential parking spaces remain available for private vehicles. Conversely, if there are more parking spaces in a residential facility than required, there is no limit on the number of such "extra" parking spaces that may be used for carsharing.

The boxes below comment on changes recommended by the Planning Board.

lot must be maintained for use by privately owned automobiles rather than Carsharing Vehicles. Any parking spaces above that number may be maintained for active use by Carsharing Vehicles, including any parking spaces that exceed the minimum number required to serve the principal residential use.

(iii) **Driveways of single-family residential homes may not be used by Carsharing Vehicles.**

~~(c) Carsharing Vehicle parking spaces not otherwise permitted in Section 6.24.5 above shall be permitted by special permit from the Planning Board. The Board may specifically allow more principle use Carsharing Vehicle parking spaces than are allowed.~~

The Board recommends replacing this special permit provision with a general special permit waiver (see below).

(c) Notwithstanding anything to the contrary in this Ordinance, the maintenance of Carsharing Vehicles within an accessory parking facility in accordance with this Section 6.24 shall not cause any change in the use of that facility nor any violation of the accessory parking requirements applicable to the principal uses served by that facility, provided that such Carsharing Vehicles are available for use by any occupant of the principal use that is otherwise qualified to operate a motor vehicle. Where a Carsharing Vehicle is owned or operated by a Carsharing Organization, ordinary fees and other terms of service may apply.

6.24.6 *Allowed Modifications.*

The Board believes it is important to allow existing carsharing spaces to remain whether or not they conform to the new standards, since residents have come to rely on that service.

(a) *Grandfathering.* **Parking spaces that are devoted to Carsharing Vehicles as of the date of adoption of this Section 6.24 shall be allowed to continue to be maintained for active use by Carsharing Vehicles regardless of whether or not the limitations of this Section 6.24 are met, provided that such spaces are registered with the Cambridge Traffic, Parking and Transportation Department in accordance with Section 6.24.3, Paragraph (g) within six months of the date of adoption of this Section.**

The Board recommends a process for special permit relief, in order to allow for case-by-case review of locations that may be appropriate for carsharing but do not meet the strict requirements. If preferred by the Council, the BZA could be designated the special permit granting authority in place of the Planning Board.

(b) *Special Permit.* **The Planning Board may approve any modifications to the general or specific limitations set forth in this Section 6.24 upon issuance of a special permit, which shall be granted if the Planning Board finds that the requested modification is consistent with the intent of this Section 6.24 and conforms to the general special permit criteria set forth in Section 10.43 of this Zoning Ordinance.**

Lopez, Donna ATTACHMENT D

From: Justin Holmes <jholmes@zipcar.com>
Sent: Wednesday, June 17, 2015 9:30 AM
To: Lopez, Donna
Subject: Comments for Ordinance Committee meeting tonight
Attachments: Cambridge Slidesv4.pptx

Donna,

I hope this message finds you well. Please find a short document that I would like to submit as comments for the Ordinance Committee meeting on carsharing services this evening. Please do not hesitate to reach out if I can provide any additional information.

Thank you.

Justin Holmes

justin holmes director, corporate communications and public policy
35 THOMSON PLACE, BOSTON, MA 02210
O 617.336.4879 // M 617.548.5454
E jholmes@zipcar.com // W zipcar.com

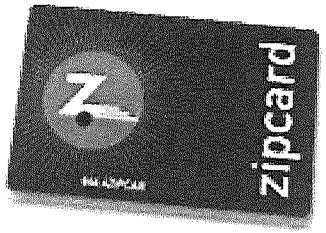
zipcar

CITY OF CAMBRIDGE
// CAMBRIDGE CITY COUNCIL

6.17.2015

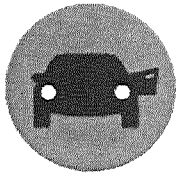
ZIPCAR AT A GLANCE

4+ Million
Reservations
in 2013



1. join

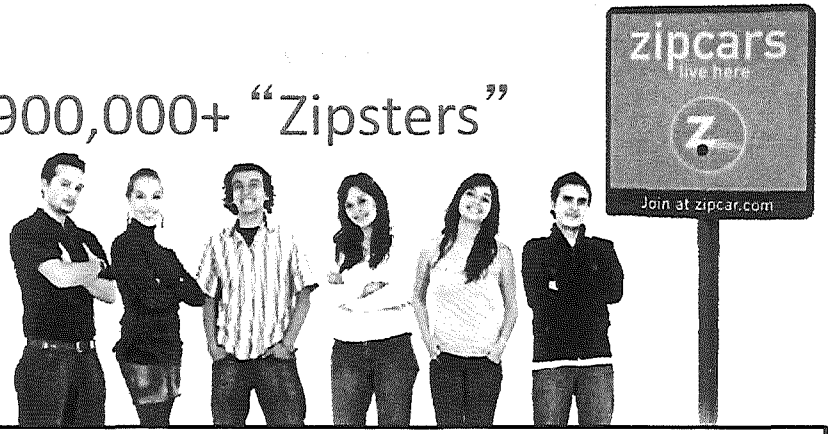
2. reserve



3. unlock

4. drive

900,000+ "Zipsters"



zip • ˘ster (zip' ster) *n: Slang*
One who uses Zipcar. A gender neutral term for a person (or people: Zipsters) who believes in cost-effective mobility solutions that are good for the planet and easy on the wallet.

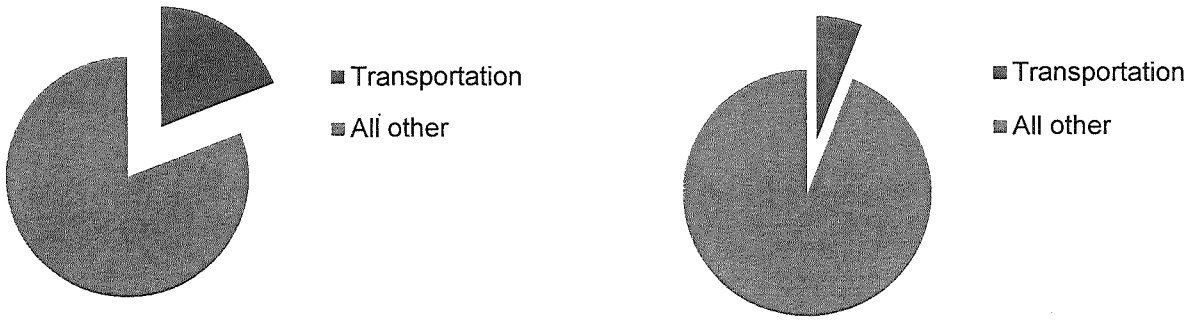
10,000+ Vehicles
31 Major Metro Areas 470+ Cities &Towns
400+ College & University Campuses

Tens of Millions of Driving Residents Live in Zipcar Cities

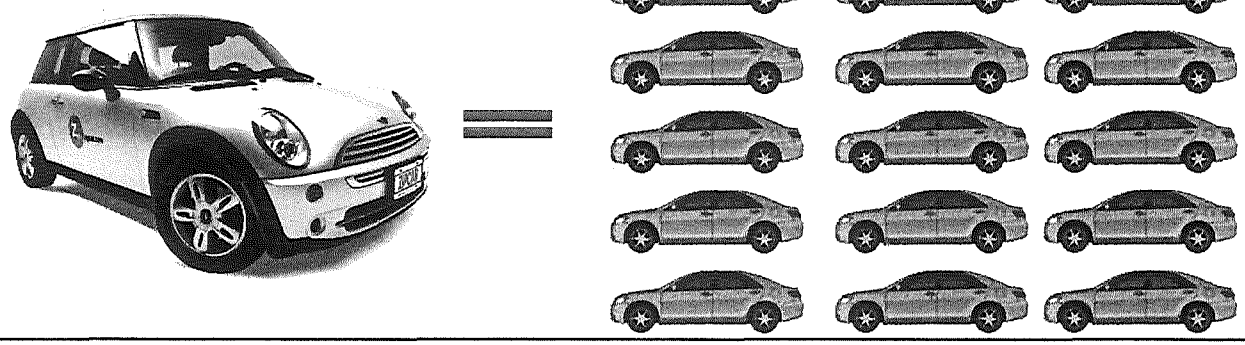
ZIPCAR: COST SAVINGS, CONVENIENCE & IMPACT

Consumer Impact

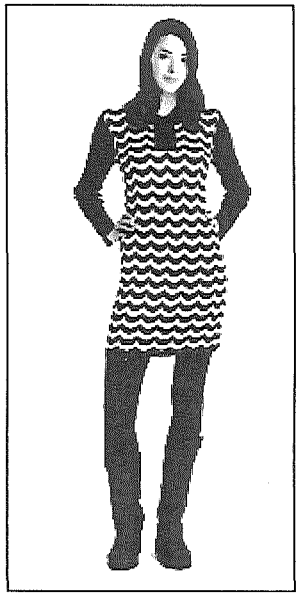
19% of HH budget (avg.) 6% of HH budget (Zipster)



Community Impact



Environmental Impact



1,600 lbs CO2 reduced/year/member
x
850,000 members
=
1.3 billion lbs/CO2/year reduced

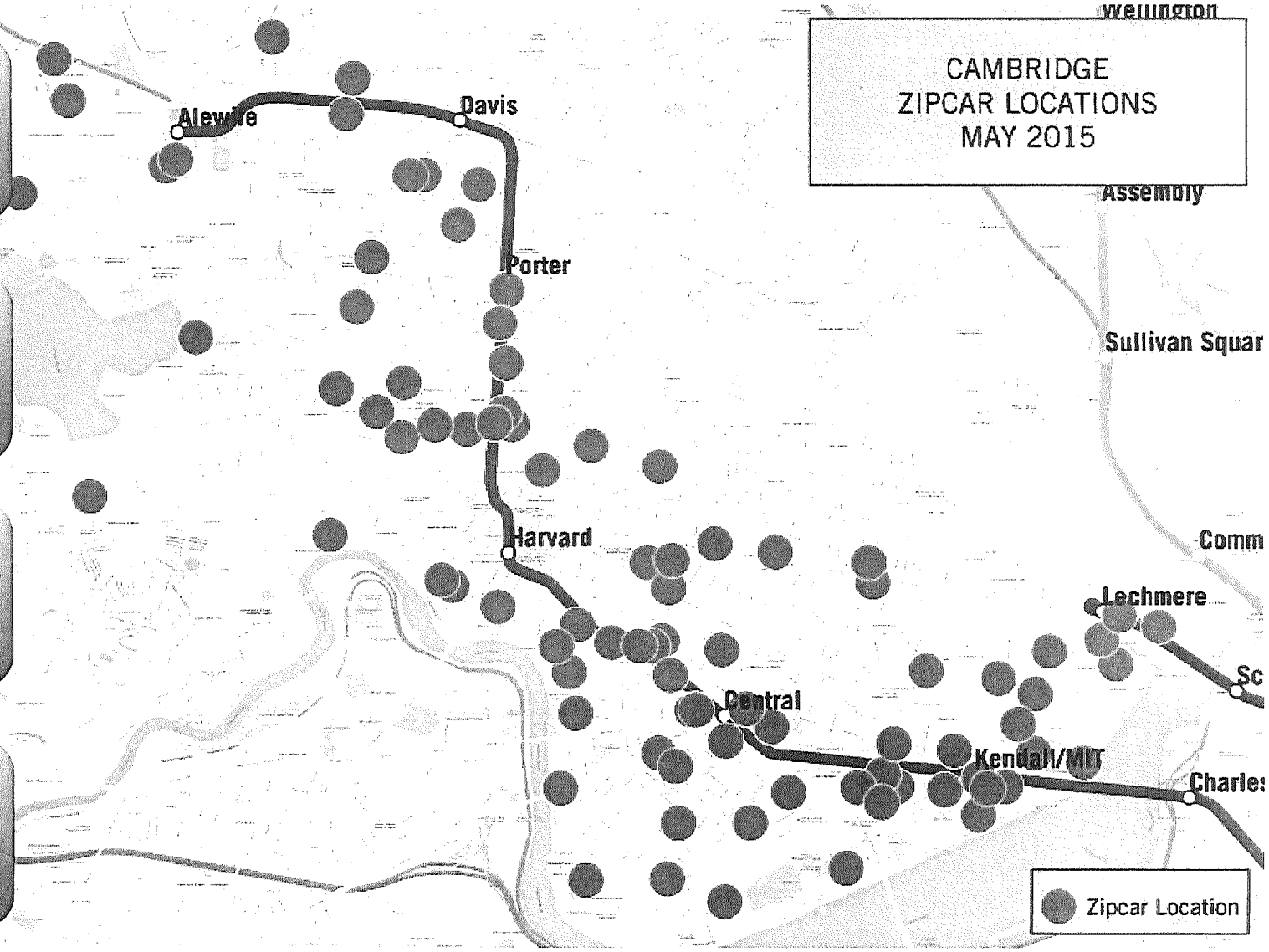
ZIPCAR FOOTPRINT IN THE CAMBRIDGE AREA

Cambridge represents approximately 25% of the Boston metro membership

Zipcar's footprint in the City of Cambridge includes approximately 300 vehicles housed in over 90 different lots

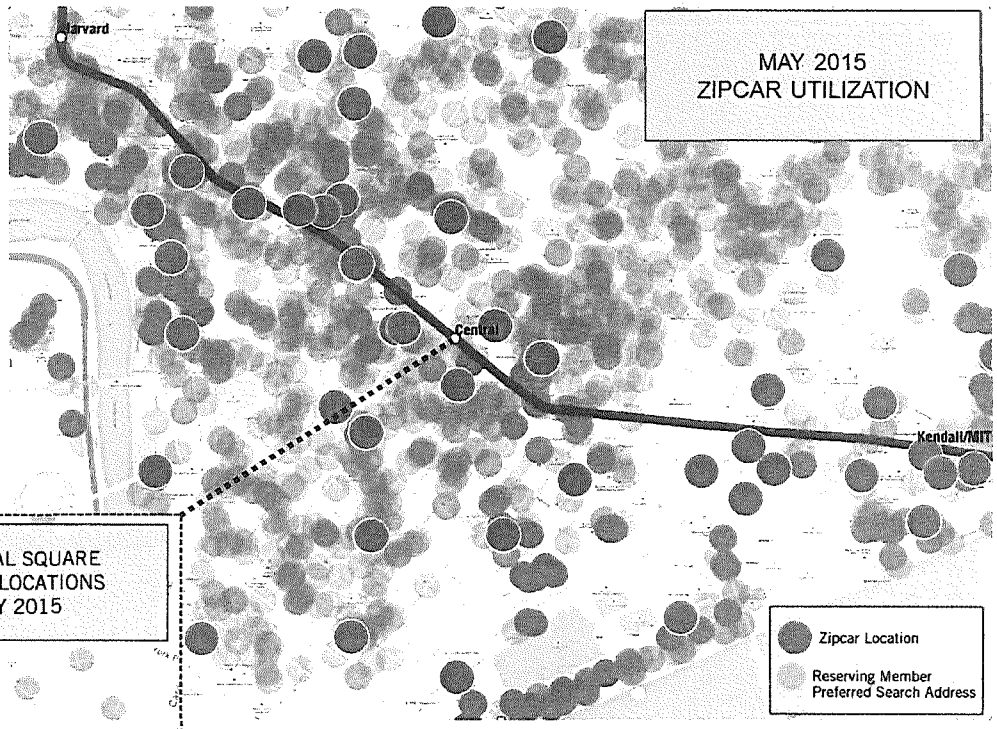
Locations are based along transit lines, garages, parking lots, and MBTA/municipal lots

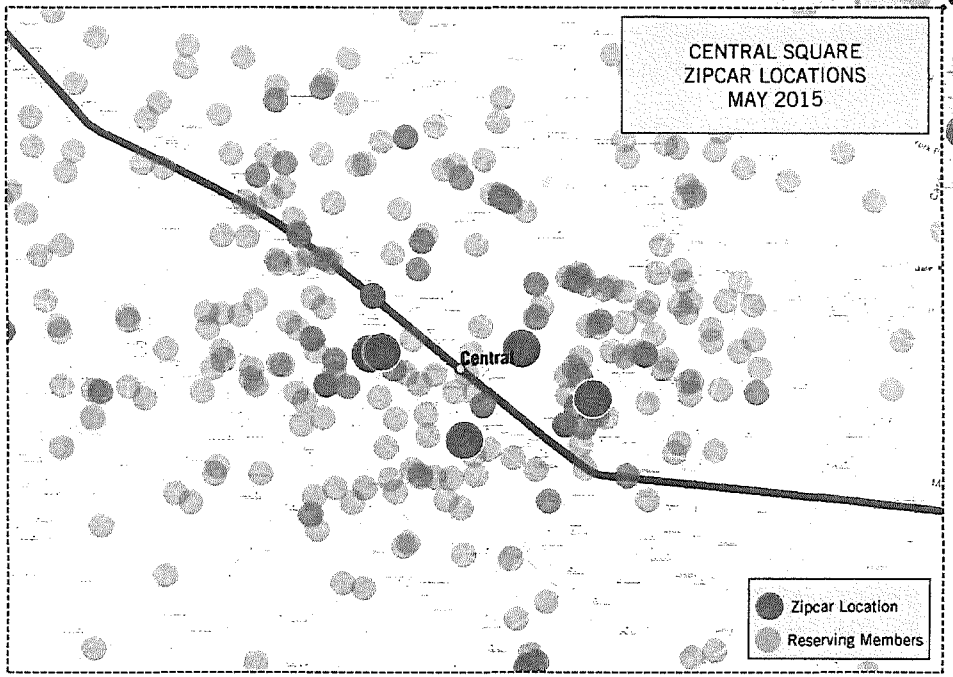
Zipcar is a partner with many of the Top 25 Employers located within Cambridge



MEMBER USAGE

- Over 16,800 Cambridge residents regularly use Zipcar. On average weekday in May, over 300 reservations were made in Cambridge.
- The average vehicle is in active use between 9-11 hours daily.
- The average Zipcar member travels no more than half a mile to access their Zipcar reservation.





- Over 89 percent of Zipcar reservations are made by Zipsters traveling between 6am-10pm.
- On an average day, just 36 cars from our 300-vehicle fleet are reserved between the hours of 10pm-6am, including those that are booked for full day reservations.

Lopez, Donna ATTACHMENT E

From: Joan Pickett <jpickett7@yahoo.com>
Sent: Monday, June 15, 2015 10:00 AM
To: Kelley, Craig
Cc: City Council; Lopez, Donna; Fritz Donovan; John Pitkin; Paula Lovejoy; Margaret McMahon; Elizabeth Gombosi
Subject: Re: Car Share Zoning on Council's Monday night agenda, Ordinance Committee meeting on it Wednesday evening

Craig,

Once again, thank you for sharing the CC agenda. I was aware of the Ordinance Committee meeting but not aware that the car sharing topic would be on the agenda tonight.

I am pleased the Planning Board heard the concerns of neighbors. I think this concern is real and its potential solution will not impede the expansion of car sharing but rather ensure its implementation is done in a thoughtful neighborly manner. Neighbors should be told about the addition of a car share vehicle in their next door condo unit so, at a minimum, prior knowledge is shared and, if strong objection by neighbors, the effort can be stopped. While on the surface this change may seem minor, once the sign goes up the expectation is that car sharing users will be entering onto residential property and right next door to you. I hope you will carry that message forward to other City Councillors that neighbors should have the right to discuss before hand.

On a related note, car sharing continues to evolve as use of phone apps grow. I am sure you have heard of Car2go which DOES NOT have a monthly membership fee as does ZipCar and allows for drivers to leave cars in any location for the next driver to pick up.... no designated parking space required. By going to your phone, you can find the nearest location of the Car2go. So a cheaper and possibly more convenient option is here now. With the continued evolution of the car rental market, it makes me wonder if car sharing as we know it today will continue. Why create a zoning ordinance for something that soon may become an obsolete way to rent cars?

Back to the neighborhood issues..... I think you understand the concern if you consider what would happen in your neighborhood with car sharing next door. With 24/7 access to cars, car radios, comings and goings, vacuum cleaners etc, the character of your neighborhood will change. There are plenty of commercial lots within reasonable distance (according to the CDD own maps) that allow for access to Cambridge residents without too far a walk.

I know you have taken a stand for neighborhoods in the past. I know as you consider this issue you will carefully balance the various competing interests and I hope remain aligned with maintaining the residential character of our neighborhoods.

Joan Pickett
59 Ellery Street
Cambridge MA 02138

On Monday, June 15, 2015 12:29 AM, "Kelley, Craig" <ckelley@cambridgema.gov> wrote:

ATTACHMENT F

Stephen H. Kaiser
191 Hamilton St.
Cambridge Mass. 02139

To : THE ORDINANCE COMMITTEE OF THE CAMBRIDGE CITY COUNCIL

From : Stephen H. Kaiser

Written Comment on the Carsharing Petition

In recent months there has been evidence of a serious downward spiral in the quality and corrective review of zoning in the City of Cambridge. Normally, we would expect original petitions, especially relating to development, to be of high quality. In this manner, the Planning Board and the City Council can serve the function of simply refining proposed zoning to meet public needs.

During the review of the Normandy petition, the Chair of the Planning Board recognized the poor structure and wording of the Normandy petition, when he advocated to throw out defective zoning :

> "If I had my druthers, I would throw out the entire amendment as it's currently drafted and redraft it completely differently basically starting with ... this is what's allowed in the district. ... rather than the very confusing reference to some sections that do apply that don't apply .... I would hope that future Zoning Ordinances do not get this far along in the process without them being clarified a lot better. .... I think the language relating to carsharing is very confusing as to how many you're allowed, what the minimum is, what the maximum is. I've reread it several times and I'm not certain exactly what it says."
>
> (April 28 Planning Board Transcript, p. 159, 161, 162)

Despite these fundamental criticisms, the Board voted to approve the basic zoning structure of the Normandy petition.

The vice-chair of the Board, also a lawyer, said of the Normandy petition, " I think it's not well drafted. Not that frankly a lot of our zoning is. And I'm not sure that this is a lot worse than a lot of confusing provisions that have me going back and forth from section to section ... I would probably draft it differently."

From two lawyers on the Planning Board, we have complaints about the confusion in modern zoning language caused by the poor quality of writing and organizational structure. If the lawyers on the Board are having such trouble with zoning language, imagine the difficulties the non-lawyers on the Board will suffer. Consider as well the legal burdens placed upon City Councillors who will be struggling with the same quality failings in zoning language while also trying to run for re-election as public officials. Poor quality zoning places too many burdens on both the Board and the Council.

The last version of the Normandy petition and the Carsharing petition were both drafted by city staff. One would hope there would be some consistency in the carsharing provisions in both petitions. Unfortunately, it seems this is not the case.

It should be a simple matter to present the objectives of carsharing, and present proposals for the minimum and maximum parking levels to be proposed, as well as text information justifying why the high and low values were selected. The incentives for car sharing programs should be explicit.

The new carsharing petition appears to have two fundamental types of flaws. One is the absence of an incentive for developers to undertake carsharing programs. The other is simple conflicts between new zoning and old zoning that remain unresolved.

No Incentive to Reduce the Number of Total Parking Spaces

The new petition does not achieve what it is designed to do - to reduce the total number of cars and parking spaces in the city by allowing fewer cars to be used more efficiently. The proposal lacks an incentive program to encourage people to function with reduced needs for parking. The Normandy petition includes such an incentive.

A secondary goal of carsharing is to reduce commuter trips or other vehicle trips with the hope these trips could be better made by transit or other modes. A good carsharing program could reduce the total number of car trips in the city, at least slightly. The goals should be to reduce the number of parking spaces, and keep the option for people to use a car for shopping or other activities when transit or walking does not work well.

A carsharing program with the same amount of parking can have two undesirable side-effects. It could reduce the demand for parking as planned but leave behind many empty unused parking spaces. Empty spaces are wasteful when the space could be better used for more units of affordable housing.

The second undesirable side-effect is to generate new uses for the empty spaces. That means more people would be driving cars in Cambridge. Such a result is contrary to the basic goals of carsharing and undermines the objectives of Transit-Oriented Development. The goal of carsharing is to achieve better use of fewer cars. In effect, the new petition represents a form of parking freeze on a city-wide basis. We need an incentive program to adjust parking needs to support transit and carsharing alternatives.

An Incentive Program for Ridesharing

On May 18, the City Council approved the Normandy Petition for part of Central Square at Lafayette Square and Jill Rhone Park. This zoning was very controversial, but it did include a provision in Section 20.307.7 to provide an incentive for developers to adopt ridesharing. CDD cites national research data indicating that "each carsharing vehicle takes 9 to 13 privately owned cars off the road." Other sources suggest that at least five spaces can be replaced by one carshare space.

The amended Normandy petition included an incentive to reduce the mandated parking by five spaces for every carsharing space added. This incentive reduces total parking and improved the economics for adding affordable housing.

The Need to Resolve Conflicts Between Different Sections of Zoning

The carsharing petition presents a direct conflict with the recently approved Normandy petition. Both petitions contain language that -- in any conflict between the cited zoning language and the rest of the zoning ordinance -- this zoning language has priority. Each zoning section could demand priority and seek to nullify the other. The two of them chase each other back and forth, each trying to assert priority. Our reward is an unresolved, continuous conflict over carsharing provisions.

The specific language is as follows, first from the carsharing petition at Section 6.24 :

> "The provisions of this Section 6.24 shall govern the allowed use of parking spaces for carsharing. Where the provisions of this Section 6.24 may conflict with any requirements set forth elsewhere in this Ordinance, the provisions of this Section 6.24 shall control."

The competing language from the Normandy petition in Section 20.307.3 is :

> "notwithstanding any other provisions of the Ordinance, the .... parking ... requirements ....shall be as set forth in this Section 20.307."

The use of "notwithstanding" means that the rest of zoning is overriden and becomes irrelevant. Each of the carsharing formulations claims to be all powerful and can exclude the other. It is a bureaucratic monument to legal stalemate.

Differences in Zoning Language Produce Conflicts

Section 6.24.5(b) of the carsharing petition includes a limit on carsharing for residential parking. "The number of parking spaces ... shall not exceed thirty percent (30%) of the number of spaces located within the facility ...." By section 6.24.5(b) this limit can be overridden by special permit.

In contrast, the language limiting carsharing in existing zoning at 20.307.7(d) is quite different : "Each Carsharing Space ... shall allow the required number of residential parking spaces to be reduced by five (5) spaces, but in no event may there be a total reduction of more than 0.17 spaces per dwelling unit ...."

We need not be concerned now with the technicalities. The important understanding is that these two sections are indeed different. The numbers are different and the concepts are different. Existing zoning has a carsharing incentive, the new petition does not. Existing zoning mentions 0.17 spaces per dwelling unit. The new petition places the limit at 30 percent of "the number of spaces located within the facility." Someone should have spotted these flaws and corrected them before the petition came before the Council.

Other differences are : existing zoning from Normandy at Section 13.307 places an upper limit on the amount of incentive a developer can apply towards parking for his project. He may exceed this limit with added carsharing spaces, but he gets no further incentive or reduced parking benefit. The carsharing petition says there is a maximum of 30% of spaces that cannot be exceeded, except by special permit.

Do Not Allow Bad Zoning Language to Erode the Quality of Cambridge Zoning

There is one simple response to petitions that propagate bad zoning. Just say no. Regardless of political preferences, send the petition back for revisions if, like carsharing, the basic concept has value. After the language is fixed, hold another public hearing. Do not add to the bad zoning language already within the ordinance. Just say no. It is a perfectly valid justification for quality.

Sincerely,

Stephen H. Kaiser

Stephen H. Kaiser, PhD

Lopez, Donna ATTACHMENT G

From: Clemencia Herrera <clemenciadesign@gmail.com>
Sent: Thursday, June 18, 2015 12:18 PM
To: City Council; Lopez, Donna
Subject: I support Zipcar in Cambridge

Hi, me and my husband are frequent users of Zipcar - at least twice a month - and we love having a car nearby. I don't see any issues in terms of noise or strangers, as most of the people coming to get the cars live in the neighborhood and respect their neighbors.

I full support Zipcar staying in Cambridge.

Thank you

Lopez, Donna ATTACHMENT H

From: Dan Harrington <dth9269@yahoo.com>
Sent: Tuesday, June 16, 2015 11:22 AM
To: City Council; Lopez, Donna
Subject: Car sharing in Cambridge

I will be unable to attend the hearing tomorrow evening, but I wanted to let you know of my support for car sharing services in the residential areas of the city. Though I primarily commute and travel around town by bicycle, I have used two such services near my home in North Cambridge, and they have been useful both for local trips (e.g. ferrying my hockey gear to the rink in inclement weather) and for sudden emergencies when I need to get out of town. In particular, I use the ZipCar location on Richdale Ave most often, and found it extremely convenient on the day I needed to get to Melrose when my mother was hospitalized some months ago. I don't feel that these services, which are largely automated, impose a large additional burden (of noise or traffic) on the neighborhoods in which they are located. Rather, like the Hubway bike share system, they provide a service to all who live, work, or travel nearby.

Thank you for your consideration of this matter.

Dan Harrington
61 Bolton St. #203

Lopez, Donna ATTACHMENT I

From: David Block-Schachter <wethink@gmail.com>
Sent: Tuesday, June 16, 2015 10:34 AM
To: City Council; Lopez, Donna
Subject: re: Carsharing Zoning proposal

Dear Councillors,

I have been a resident of Cambridge for 10 years, and stand in strong support of the zoning proposal to expand access to carshare services throughout Cambridge. I am not a current carshare member. My families owns a car, and we have a RPP.

Car sharing increases the affordability of housing, because it helps to unbundles off street parking and ease of car availability from car ownership, for those people who need to occasionally use a car. Because each car that is shared replaces more than 1 user owned vehicle, it frees up on-street parking for other uses, such as bikeshare, in addition to reducing overall congestion. It also allows more people who own a vehicle to be able to find parking, increasing the capacity of the City's limited curb resources. In other words, as car owner, car sharing benefits me directly, because it is easy for me to use my car when I need to, and to use other means of transportation when I do not need to use my car

In summary, supporting the car sharing proposal currently in front of the council will provide benefits to all Cambridge residents, whether they own their own vehicle or choose to live without one either with or without a carshare membership. Please support this much needed zoning proposal.

— David Block-Schachter

Lopez, Donna ATTACHMENT J

From: Christine Cooper <chrstncooper@gmail.com>
Sent: Tuesday, June 16, 2015 10:11 AM
To: City Council; Lopez, Donna
Subject: Ordinance Meeting 6/17/15: Zipcar

Dear Councillor Lopez and other members of the Cambridge City Council,

I'm messaging because I cannot attend this Wednesday's Ordinance Meeting. I want to convey how important Zipcar has been for my family.

When my husband got a job at Biogen, he had to reverse commute to Weston for a number of months before Biogen fully relocated to Cambridge. Before taking this job, he had always ridden the T, and our family, even with a young child, had managed well with one car and bicycles for transport. We were committed to not increasing our carbon footprint or adding another car to parking on the Cambridge streets or to rush hour traffic. Instead, we used Zipcar.

Zipcar is incredibly convenient in Cambridge. There are many locations to pickup cars, which makes life much easier when hauling a child and a car seat with you. It's environmentally friendly by reducing the amount of cars on the streets--less cars means less traffic, less emissions for neighborhoods, better health for all. It's also financially friendly: our family didn't have to purchase a second car, get a loan, increase insurance, and attend to all the other costs that go with car ownership. During this past winter, when the T was running terribly and losing our parking spot on the street too daunting, I relied on Zipcar to get my son to and from school.

Car-sharing fills a vital gap for families and our community. I'm proud to live in a city that supports Zipcar and other car-sharing options.

If you have questions, I can be reached at 617-851-0869 (cell) and here via email. Thank you for your time and consideration.

Best wishes,
Christine Cooper

124 Oxford St., Apt. 4
Cambridge, MA 02140

Lopez, Donna ATTACHMENT K

From: Sue Donaldson <susalson@gmail.com>
Sent: Tuesday, June 16, 2015 9:52 AM
To: Lopez, Donna
Subject: Carshare zoning

As a Cambridge resident who is contemplating going carless, I fully support changing the zoning policy to allow carshares in private driveways.

It may seem trivial to walk 10 minutes to get to a Zipcar, but as a senior citizen, and given winter weather, even that walk can be a dealbreaker. This needs to be the wave of the future, and I urge the Council to support it

Thank you.

Susan Donaldson MD
187 Harvey St, Cambridge 02140

Lopez, Donna ATTACHMENT L

From: Jan Devereux <jan.devereux@gmail.com>
Sent: Tuesday, June 16, 2015 12:39 PM
To: City Council; Carlone, Dennis; Benzan, Dennis; Lopez, Donna
Subject: ordinance committee hearing on car sharing petition

I write in support of the petition on car sharing coming before the Ordinance Committee on June 17.

Reducing car ownership has been shown to reduce car use. "Car sharing" services (those offering short term car rentals with flexible pick up/drop off locations) make it easier for people to rent rather than own cars -- but only if the parking spaces are located close to where people work, play *and live*. Since Cambridge does not allow such spaces on public streets, some neighborhoods have become "car share deserts," thus excluding residents who might otherwise consider a car share membership.

I know some residents have expressed concerns about introducing "commercial activity" (e.g. parking a vehicle not owned by a building resident) on private property, but I think the proposed ordinance includes appropriate restrictions and limits. The landlord or condominium association would determine and control the location and number of spaces allocated to such services and would have to answer to his/her tenants or unit owners if this type of use became a nuisance or a security risk.

If there are loopholes that the proposed ordinance has not foreseen I would be interested to hear them and see the ordinance amended to close them, but I think the committee should go forward and ask CDD to evaluate the implementation after a year or 18 months.

Jan Devereux
255 Lakeview Ave.

Lopez, Donna ATTACHMENT M

From: Lisa Hayles <lisa.hayles@gmail.com>
Sent: Tuesday, June 16, 2015 1:09 PM
To: Lopez, Donna
Subject: Zipcar

Hello,

I have been a resident of Cambridge for 2 years and I wanted to express my support for the Zipcar service. Zipcar allows me to access a car when I need to without the requirement that I personally own one.

It is both cost efficient and environmentally friendly!

I hope that Cambridge council recognizes the positive effects from having Zipcar available throughout Cambridge neighborhoods.

It actually enhances quality of life and has the potential to reduce congestion (as more people switch from owning a car to using one occasionally).

Thanks,

Lisa

--
Lisa Hayles
cell 617 840-1144
~'My friends, love is better than anger. Hope is better than fear. Optimism is better than despair. So let us be loving, hopeful and optimistic. And we'll change the world.' ~ Jack Layton

Lopez, Donna ATTACHMENT N

From: Jessica Kuh <jessicakuh@gmail.com>
Sent: Tuesday, June 16, 2015 1:17 PM
To: City Council; Lopez, Donna
Subject: In support of zoning to support carsharing

Dear Councillors,

I live at 161 Raymond St. #3, 02140. Before living there, I lived in the Cambridgeport neighborhood for 12 years. I would welcome with open arms more car shares in my neighborhood, and I think it is vitally important that zoning to protect carsharing be put in place. I do not rent out a spot to car sharing, and I rarely use it, as I have a car, so I have no financial stake in supporting car sharing. However, I do have children and want them to grow up being part of a culture that takes all possible steps to be environmentally responsible. A big part of sustainability is modifying our relationships to cars. Car sharing is a crucial piece of this puzzle.

Car sharing takes private vehicles off the road, makes it easy to live in Cambridge without owning a car, is already well utilized by our citizens, and is absolutely not disruptive to residential neighborhoods despite histrionic cries of six very vocal, but not very rational, letter writers who oppose it.

Thank you for your support of zoning that protects car sharing and allows it to expand. If there is any way I could be at Wedneday's meeting, I would!!

Sincerely Yours,
Jessica Kuh

Lopez, Donna ATTACHMENT O

From: Macky Buck <buck.rome@comcast.net>
Sent: Tuesday, June 16, 2015 1:27 PM
To: Lopez, Donna
Subject: Fwd: car sharing cars parked in neighborhoods

Begin forwarded message:

From: Macky Buck <buck.rome@comcast.net>
Subject: car sharing cars parked in neighborhoods
Date: June 12, 2015 at 8:30:02 AM EDT
To: City Council <CityCouncil@cambridgema.gov>
Cc: Steph Groll <stephanie.groll@gmail.com>

Dear City Council Members,

I am writing in support of the idea to allow car sharing cars to rent out a space in a multifamily home.

It would be neighbors, close neighbors who would be strolling up and down the street to fetch and return the car.

Each person would likely use the car for as long as a resident may be using the car, the ins and outs would not be excessive or intrusive.

This use of the neighborhood residential real estate for a not strictly residential has interesting precedents. As a Family Child Care provider, my home has people coming in and out at both ends of the day, 5 days a week for the last 30 years and counting. There have been no complaints from neighbors. In fact the opposite is true. The daycare has added one more point of contact, conversation, observation, neighborliness, friendliness and cooperation.

I use and accountant who lives in a house in my neighborhood. Another neighbor gives music lessons from his house. Many of our day care kids have gone to him over the years. This embedding of community activities within the neighborhoods makes them all the more vibrant, connected, close and safe.

So…my vote? Go for it.

Macky Buck
20 Gold Star Road
Cambridge MA

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Lopez, Donna ATTACHMENT P

From: Kathryn Carlson <carlson.kb@gmail.com>
Sent: Tuesday, June 16, 2015 9:45 PM
To: Lopez, Donna
Subject: Support for Carsharing - June 17, 2015

Dear Councilor Lopez,

I am writing to voice my support for carsharing in Cambridge and for the zoning proposal that will expand carshare access here. As a resident who frequently uses car share, I mainly get around by other modes of transport (walking, biking & the T), but appreciate the convenience of having occasional access to a car when necessary.

Furthermore, car sharing helps our neighborhoods and makes them nicer places to live in many ways including:

- **Each carshare car takes 9-13 private vehicles off the road,** reducing parking demand and traffic, lowering emissions and creating more livable neighborhoods.
- **Making it possible to live in Cambridge without owning a car,** whether by need or by choice. Carshare cars are used most by people who live nearby and typically only twice daily.
- **People already depend on carshare cars located near their homes.** We need to protect and add to these, not remove spots where they are most effective.
- **Many residential areas in Cambridge are carshare deserts.** This proposal will make it possible to expand access into these areas and throughout Cambridge.

Please support carsharing in Cambridge and continue to make this a livable, easy place to get around.

Sincerely,

Kathryn Carlson

71 Spring St.

Cambridge, MA 02141

Lopez, Donna ATTACHMENT Q

From: Gloria J. Korsman <gkorsman@yahoo.com>
Sent: Tuesday, June 16, 2015 4:23 PM
To: City Council; Lopez, Donna
Subject: Carsharing

Dear Cambridge City Councilors,

I am a Cambridge resident, and I rent Zipcars at locations close to my North Cambridge condominium, or near my office at Harvard University. I support the proposed zoning amendments that would authorize AVIS, Enterprise and any other qualified corporation to lease reserved parking spaces in driveways and parking areas of all condos and multifamily homes in residential zones.

We all know the benefits of car sharing:

- National research shows that every car share car takes the place of 9-13 private vehicles, reducing parking demand and traffic, lowering emissions and creating more livable neighborhoods.
- Carsharing makes it possible to live in Cambridge without owning a car, or a second car. My spouse and I own a single car. Carsharing makes it easy to live without a second car.

The Zipcar I rent most often is located in a condominium parking lot, about a quarter mile from my home. We need to protect and add cars in residential areas, not remove spots where they are most effective.

The authors of the letter "Cambridge's proposed car-sharing zoning amendments need revision" that carsharing will bring "high-volume comings and goings around the clock" to otherwise peaceful neighborhoods. That is just ridiculous!

I am a librarian, a very quiet occupation. The library where I work is on Francis Avenue, a very quiet street. Two Zipcars are parked next to the library. Truck noise outside my office window can be bothersome, but never the Zipcars. Carshare vehicles are used most by people who live or work nearby, and typically only twice daily, just like a private car. The only time I ever notice those Zipcars is when I need one.

More widespread carsharing will mean fewer cars on Cambridge roads, and less noise. Carsharing will mean fewer igniting engines, less honking, fewer alarm beeps and slamming doors. Nobody sits and talks endlessly on cell phones in Zipcars – you pay by the half-hour! The concerns of Mr. Donovan *et al.* are unfounded.

Sincerely,
Gloria Korsman
91 Montgomery Street #2L
Cambridge MA 02140

gkorsman@yahoo.com

Lopez, Donna ATTACHMENT R

From: Macdougall, John <John_Macdougall@uml.edu>
Sent: Tuesday, June 16, 2015 3:48 PM
To: City Council; Lopez, Donna
Subject: car sharing

Dear public officials,

I support expanding car sharing in Cambridge. In view of the urgency of the climate crisis, we must do everything possible to reduce greenhouse gas emissions in the transportation sector. An important way to do this is having more people share cars.

On a personal note--at the end of the apartment complex where I live there is a Zipcar lot for 4 cars. I have never found that users of those cars caused the slightest problems to me or my neighbors.

Thank you for your consideration

John_macdougall@uml.edu 175 Richdale Ave. #209, Cambridge MA 02140

Lopez, Donna ATTACHMENT S

From: Melissa Gonzalez <mgonzalezbrenes@gmail.com>
Sent: Wednesday, June 17, 2015 8:54 AM
To: City Council; Lopez, Donna
Subject: I support car sharing in Cambridge

Dear city council members,

I urge you to keep car sharing services available in Cambridge. There is one car sharing (zipcar) less than a block from my house, and it has only been a plus to have it in the neighborhood. We've lived in the neighborhood before and after the car sharing became available, and have not noticed any difference in traffic patterns, noise, or other changes related to the presence of car sharing.

In a place like Cambridge that is so densely populated and has limited parking, car sharing can be incredibly helpful to residents. In fact, our family is a one car family ONLY because we have access to car sharing. One of the many benefits of living in an urban area like Cambridge is that services like these are available.

Thank you,
Melissa

Melissa Gonzalez
189 Walden St, Unit A
Cambridge MA 02140

Lopez, Donna ATTACHMENT T

From: kansalmo@gmail.com on behalf of Mohit Kansal <mkansal@mit.edu>
Sent: Wednesday, June 17, 2015 9:34 AM
To: City Council; Lopez, Donna
Subject: I support carsharing service (Zipcar) in Cambridge

I am writing to express my support for Zipcar in Cambridge. I use this service all the time and love the fact that it is easily accessible to me wherever I am. If it were not for Zipcar, I would have to buy a car, which would be expensive and more harmful for the environment.

Hoping you will support Zipcar and let it operate in residential areas.

Best regards,
Mohit

Mohit Kansal
Visiting Scholar | MIT Tata Center for Technology and Design
MBA 2014 | MIT Sloan School of Management
E: mkansal@mit.edu
T: 857 600 2754
www.linkedin.com/in/mkansal

Lopez, Donna ATTACHMENT U

From: Adam Dingle <adam@medovina.org>
Sent: Wednesday, June 17, 2015 9:57 AM
To: City Council
Cc: Lopez, Donna
Subject: Zipcar in Cambridge

City of Cambridge,

I live and work in Cambridge and I use and love Zipcar. If it weren't for Zipcar, I would have to buy a car since I occasionally need one, but it would sit unused most of the time, which is expensive and wasteful. If Zipcar were banned it would have a serious negative impact on my life. I strongly urge you to allow Zipcar to continue its operations here.

Adam Dingle
267 Allston Street Apt 3
415-425-6891

Lopez, Donna ATTACHMENT V

From: melissachoyce@gmail.com on behalf of Mel Choyce <melchoyce@gmail.com>
Sent: Wednesday, June 17, 2015 10:24 AM
To: City Council; Lopez, Donna
Subject: In support of Zipcar

In regard to this meeting: http://www.cambridgema.gov/citycalendar/view.aspx?guid=%7b5371AC1A-AAE1-48DA-B4D5-F6A005EB3725%7d&start=20150617T173000&end=20150617T193000, I would like to announce my formal support of keeping Zipcars located within residential areas. As a young Cambridge professional, owning a car is an almost impossible task — there is very little parking, tough competition for spots, and guaranteed parking is expensive.

Owning a car in Cambridge puts a huge amount of burden on a young professional paying off student loans. Passing down my car to a younger sibling came as a relief to me, and the only thing that allowed me to do this is the abundance of Zipcars in my neighborhood. I live between two zipcar lots, and within a block of another lot. I've learned to book ahead, because these lots are incredibly popular.

Every single young professional I know in Cambridge relies on Zipcars to get access to affordable groceries, take our pets to the vet, pick up our CSAs, and run any unexpected errands that come up. Zipcar is part of what makes Cambridge a great, viable living option for young professionals.

I have *never* encountered Zipcar customers making excessive noise or a ruckus, despite living between lots for almost two years. More noise comes from drunk college students playing in the playground across from my apartment after dark than I've *ever* heard come from Zipcar lots. If I didn't use Zipcar so often, it would be easy to forget those lots are even there.

Please continue to allow Zipcar lots in residential areas, for the continued benefit of the citizens of Cambridge.

Respectfully yours,
Melissa Choyce

Lopez, Donna ATTACHMENT W

From: jennifer strickland <jen@jenstrickland.com>
Sent: Wednesday, June 17, 2015 10:54 AM
To: City Council
Cc: Lopez, Donna
Subject: I Support Carsharing in Cambridge

Hello Ms. Lopez and the Cambridge City Council,

I'm writing to voice my support of car sharing. In 1998 my car died on my way to work in Acton, and I haven't replaced it. To me, I contribute to a better quality of life in my community. One less car, one less well-maintained car, one less parking spot, and much more walking, biking, and public transportation, as well as support of local businesses. On the occasion I require a car, for large shopping trips, business meetings outside of public transportation, or vacations, Zipcar provides that flexibility, with the added bonus that the cars are well-maintained and reliable. I wish more people would give up their own car and share, yet I understand change is hard.

Whatever the concerns are with car sharing, I welcome any questions I may be able to help with. Feel free to email or schedule a phone call.

Kindly,
Jen

//
Jen Strickland
617-710-2226
225 Walden Street
Cambridge, MA 02140

Lopez, Donna ATTACHMENT X

From: Saugato Datta <saugato@ideas42.org>
Sent: Wednesday, June 17, 2015 10:43 AM
To: City Council; Lopez, Donna
Subject: I support Carsharing in Cambridge!

Dear Councilmembers,

I cannot make the public meeting as I'll be out of town this evening, but I would like to register *my strong opposition to any attempt to reduce or restrict carsharing in Cambridge.*

We should rather be seeking to expand Zipcar, as well as other services - public transport, cabs, ride-sharing, bike-sharing, bike paths - that help people be mobile in the way they need to and when they need to without imposing the huge costs on the environment that individualized car-ownership does. Especially in a small, dense city with relatively narrow streets, as in much of Cambridge.

Of course, some people will always need their own cars, and that's fine. Over time, though, one would hope that services would evolve so that everyone who only occasionally needs one would be able to meet that need. Zipcar is part of this evolution. We should be supporting, not hindering it.

The alternative to Zipcar is MORE, not fewer cars. Many Zipcar users - including some long-time Cambridge folks I know who have got rid of cars that spent most of the time sitting around and now rely exclusively on Zipcar and public transportation - would be forced to buy a personal vehicle if Zipcar were unavailable or less accessible. This includes those who've dispensed with their cars, as well as those who've never owned one because Zipcar etc. help meet their needs.

Best,
Saugato Datta

130 Hamilton Street
Cambridge MA, 02139

Lopez, Donna ATTACHMENT Y

From: Alaina Schraufnagel <alainadwork@gmail.com>
Sent: Wednesday, June 17, 2015 1:27 PM
To: Lopez, Donna; City Council
Subject: June 17th Ordinance Meeting - My Opinion of Support

Hello,

I am a resident of Cambridge and a Zipcar member.

I am strongly for car sharing in my neighborhood! I am unable to attend the Ordinance Meeting tonight to voice my opinion, but please hear this e-mail.

I fully support Zipcar in Cambridge.

I strive to live sustainably and encourage those around me to do the same. Car sharing helps make this possible, while providing transportation around the city as needed. Each and every Zipcar takes 15 personally owned vehicles off the road. This number is huge when it comes to lowering emissions and reaching the initiatives that Cambridge is striving for. Additionally, car sharing lessens the demand for parking spaces and increases the mobility of residents.

Car sharing is good for the community, good for the environment, and has a large positive impact in Cambridge. Zipcar is successful and reliable - and I truly hope the City of Cambridge supports car sharing and realizes all of the wonderful benefits.

Sincerely,
Alaina

Lopez, Donna ATTACHMENT 2

From: matheuscfernandes@gmail.com on behalf of Matt Fernandes <fernandes@fas.harvard.edu>
Sent: Wednesday, June 17, 2015 1:55 PM
To: City Council
Cc: Lopez, Donna
Subject: I Support Carsharing in Cambridge

To Whom It May Concern:

My name is Matheus C. Fernandes, resident of 24 Peabody Terrace Apt 801, Cambridge MA 02138. As a Cambridge resident and Harvard University student I avidly support and use Zipcar within my daily routine. I strongly believe that Zipcar is an innovative and convenient approach to decreasing our environmental footprint as well as positively impacting our city vehicular traffic problems. Therefore, as a Cambridge MA resident and Zipcar member, I would like to recommend the support of Zipcar's mission to the city council of Cambridge MA.

Thank you so much for your consideration!

Sincerely,
Matheus

--
Matheus C. Fernandes
John A. Paulson School of Engineering and Applied Sciences
Harvard University
E: fernandes@fas.harvard.edu
P: 740-877-0215
Cambridge, MA

Lopez, Donna ATTACHMENT AA

From: Kelly Goss <kelly.e.goss@gmail.com>
Sent: Wednesday, June 17, 2015 2:15 PM
To: City Council; Lopez, Donna
Subject: Support car sharing in Cambridge

Dear Councilors and city personnel,

I write in support of car sharing services in Cambridge, and ask for your support.

I have been a resident of Cambridge since 2012 (and also while in grad school previously), and a Zip Car member since 2006. One reason why I choose to relocate back to Cambridge in January 2012 is because the area offers Zip Car service since I elect not to own a car. I typically only use Zip Car once or twice a month for errands or trips that I cannot otherwise do by foot, bike and/or public transit. If such car share services were not available in my area, then I would likely opt to buy a car or perhaps move elsewhere (I rent rather than own) even though I enjoy living in Cambridge immensely and I engage frequently in neighborhood activities, volunteering and my community garden. Over the past few years, I've seen the demand for Zip Car rise while the number of convenient locations for car sharing spaces erode. I hope we can reverse this trend with your support of car sharing services.

As for ride sharing services, I have mixed feelings. On one hand, I recognize that the traditional cab services are outdated and not at all up to par with technologies that drive the demand for ride share services. However, I share the concerns with many government officials and other advocates that the ride sharing industry isn't regulated adequately and needs some guidelines put in place with which to operate to ensure passenger and public safety as well as proper liability coverage and protections for ride sharing service drivers.

Thank you for your time and consideration in support of car sharing services such as Zip Car.

Regards,

Kelly Goss
304 Washington Street #4
Cambridge, MA 02139

Lopez, Donna ATTACHMENT BB

From: Ted M <tj.medici@gmail.com>
Sent: Wednesday, June 17, 2015 2:24 PM
To: City Council; Lopez, Donna
Subject: Car-sharing in Cambridge

Please add my voice in support of car-sharing services in Cambridge. I wouldn't be able to afford to live here without Zipcar availability, as the cost of owning a car is prohibitive to me considering the outrageous home and rental prices in this city. I've lived here since 2001, and Zipcar has been essential to me all that time. Almost as important to me now is Uber service, a lifeline for me as MBTA service has become so unreliable. Thank you.
Theodore Medrek
1 Dana St., Apt. 6
Cambridge, MA 02138

Lopez, Donna ATTACHMENT CC

From: Michael Gallivan <mgall31087@hotmail.com>
Sent: Wednesday, June 17, 2015 3:18 PM
To: City Council; Lopez, Donna
Subject: Zipcar in Cambridge

Hello,

While I cannot attend this evening's ordinance meeting, I would like to express my support for having Zipcar as a part of the Cambridge Community. Community is the key word there, since Zipcar's mission is to create a better sense of community through the ability to share transportation with your neighbors and fellow zipsters. I have been a resident of Cambridge for two years, and while I own a car, Zipcar has still been integral in providing transportation for me at times when my car was unavailable. This past winter, for example, my car was damaged by ice falling from a nearby drain pipe. Without Zipcar, it would have been immensely difficult to get my grocery shopping and other errands done without having to trudge through the snow. Not to mention getting to family events that are always held in the suburbs. Even when my car was working, but was buried under a pile of snow from the latest 3 or 4 storms, I was able to use a Zipcar in times of emergency. Also, with their new oneway model, I am able to drive to work during less than optimal conditions without having to pay the $20 it takes to park near my office.

I honestly don't see any reason that Zipcar would be a negative influence on the community. It provides convenient transportation for those that don't have any, and even for those that do but need an alternative in extenuating circumstances. Members are able to drive new cars that are clean, well maintained, and already provided with gas and insurance. I've seen some beat up cars on the roads of Cambridge, and Zipcar is definitely a safer option. Please keep these considerations in mind and help young urban dwellers like myself continue to be proud to live in a city that is innovative and caring of its residents.

Thank you very much for you time.

Michael Gallivan
617-281-8681

Lopez, Donna ATTACHMENT DD

From: Michael Monestime <monestime.michael@gmail.com>
Sent: Wednesday, June 17, 2015 5:18 PM
To: Lopez, Donna; City Council
Subject: I Support car sharing in Cambridge

Dear Council -

I am reaching out in support of car sharing in Cambridge. I am a resident of Cambridgeport, a member of the Central Square advisory Committee and a Zipcar member. Unfortunately I am unable to make it down to City Hall today to voice my opinion in person, but I did want to at least send a email to show my support for expanding car sharing in Cambridge. With Zipcar I don't need to purchase a secondary vehicle, nor do I have to worry about competitive parking and overall I feel I am contributing to reduced car-dependence and traffic congestion in the city of Cambridge. I am in support of any zoning amendments that would allow for parking spaces to be used for car sharing vehicles. I hope that the council and all those involved in the decision making process will approve car sharing in parking spaces to support our growing city.

Less cars on the road creates safer streets for walking and biking. Zipcar = less cars on the roads.

Please consider allowing Zipcar to expand in our neighborhoods.

Best,

Michael Monestime

Lopez, Donna ATTACHMENT EE

From: Paul&Rhonda <pjkep@comcast.net>
Sent: Wednesday, June 17, 2015 5:49 PM
To: City Council
Cc: Lopez, Donna
Subject: Ordinance

Council Members

While we support Zipcar, and have used their services in the past, we do not support an ordinance which will give more residential spaces to car sharing services. It would in no way excuse the City of Cambridge from making more responsible decisions regarding residential parking. These would include requiring developers to provide parking on at least a one parking space to one residential unit basis, and allowing for the parking space to be included with the lease of a rental unit.

We own a home which is sandwiched between a three unit condominium building, and a two family house. We have no off street parking. The residents of the condominium building use their three off street spaces, and two additional on street spaces. The two family home squeezes two cars into the driveway, and the residents park three more cars on the street. This ordinance will only exacerbate these conditions across the City.

Residents do own cars, and will continue to own them. The uses of car sharing services are limited, with difficulties renting cars on the weekend when most people want them for errands. Add to this the peril of getting stuck in traffic with the steep surcharge for returning a car late, and the disappointment of arriving to pick up a car which has not been returned yet, possibly due to the above referenced traffic. The parking situation in many of Boston's neighborhoods attests to this. Please do not turn our streets into another Beacon Hill or South End.

Thank You

Paul J Keplin

Rhonda Massie

211 Charles St.

Cambridge 02141

Lopez, Donna ATTACHMENT FF

From: Juliette Senesi <juliette@bridj.com>
Sent: Wednesday, June 17, 2015 5:55 PM
To: Lopez, Donna
Subject: Fwd: As a cambridge Resident and Tax payer

I want more car share options in my neighborhood not less.
I am not a zip car member but I an environmentalist who wants to see the number of vehicles in my neighborhood go down, not up.
I cannot attend the meeting on this topic, but wanted to express MY FERVENT SUPORT TO FACILITATING CARSHARE IN CAMBRIDGE!

THANKS,

Juliette

Lopez, Donna ATTACHMENT GG

From: Eliza Kosoy <eko@mit.edu>
Sent: Thursday, June 18, 2015 2:21 PM
To: City Council
Cc: Lopez, Donna
Subject: I Support Carsharing in Cambridge

Yes!

Lopez, Donna ATTACHMENT HH

From: Patel, Krishna <K.Patel@neu.edu>
Sent: Thursday, June 18, 2015 3:55 PM
To: City Council
Cc: Lopez, Donna
Subject: ZipCar in Cambridge

Hello!

I'm writing as a five year resident of Cambridge who, over the course of the time I've lived here, has come to love our part of the city and its residents.

It's a vibrant, engaging community, and having ZipCar in the area has been crucial to me STAYING in the area. On those occasions when I need to leave the area, ZipCar lets me do that without having to own / store a car of my own. If I need to travel for work, I can do that much more easily with ZipCar in the area. Similarly, when I have people visiting from out of town, it's much easier to accommodate their travels, from picking them up at the airport to simply having the space that WOULD be occupied by my own vehicle free for theirs.

I also think it cuts down on harmful environmental effects. A car-sharing program means fewer cars on the road in the area, which improves air quality and encourages use of alternate methods of transportation, such as the MBTA. Personally, I know people who use their cars simply because they have them; some people drive less than a mile to work because the car is there.

I think ZipCar is an excellent program for any urban environment, but also that it fits in quite well in Cambridge, specifically.

Thank you for your time,

Krishna Patel

Lopez, Donna ATTACHMENT II

From: KR, Viveksagar <viveksagar.kr@novartis.com>
Sent: Friday, June 12, 2015 11:03 AM
To: City Council
Cc: Lopez, Donna
Subject: I Support Carsharing in Cambridge

-Vivek

Lopez, Donna ATTACHMENT JJ

From: Rakoff-Nahoum, Seth <Seth.Rakoff-Nahoum@childrens.harvard.edu>
Sent: Friday, June 12, 2015 11:05 AM
To: Lopez, Donna
Subject: Zipcar

Hello,

This is support of keeping Zipcar in Cambridge. We are a family of 4, soon to be 5. We do not own a car for both financial and environmental reasons. Zipcar helps us to get the places we are unable by bicycle.

I'm not sure if the counter arguments for Zipcar in Cambridge, but the service is very helpful to us.

Sincerely,

Seth

Seth Rakoff-Nahoum MD PhD
Fellow in Infectious Diseases
Boston Childrens Hospital
617.355.6000 pager 4386
718.431.5941 mobile

Lopez, Donna ATTACHMENT KK

From: Wheeler Thackston <wthackst@gmail.com>
Sent: Friday, June 12, 2015 11:05 AM
To: Lopez, Donna
Subject: Zipcar

As a long-time resident of Cambridge who has not owned an automobile for 25 years, I am very much in favor of having car-sharing like Zipcar available. The more, the better as far as I am concerned.

W. M. Thackston
43 Linnaean St. #26

Lopez, Donna ATTACHMENT LL

From: Chris Danielewski <cjdanielewski@gmail.com>
Sent: Friday, June 12, 2015 11:08 AM
To: Lopez, Donna
Subject: I support all forms of car-sharing

Greetings,
I fully support any initiative to increase the use of car sharing in Cambridge.

I am a person with a limited income who cannot afford to own a car so I am a big user of public transit, which hopefully the new stations that seem to be taking an inordinate amount of time to bring to fruition will only enhance.

However for those times when the use of a car is unavoidable, Zipcar has been great.

Please make every effort to enhance their use.
Regards,
Chris Danielewski

Lopez, Donna ATTACHMENT MM

From: Dawn M Erickson <dawndawn@mit.edu>
Sent: Friday, June 12, 2015 11:11 AM
To: City Council
Cc: Lopez, Donna
Subject: I Support Carsharing in Cambridge

There are so many ways that Zipcar has made my life easier simply by solving the transportation problem. Whether or not a place is T accessible is no longer an issue. Recently, I've had to see a medical specialist a few times a year, and there's no way I would have been able to get to their office without Zipcar. I'd been a faithful Zipster for years, so I didn't even have to think about the logistics.

It's also been useful for things like grocery shopping or taking my cats to the vet. I'm more likely to make it to church when I can sleep in later and Zipcar over instead of having to wake up extra early to deal with bus schedules. I've also had access to so many concerts and theatrical productions that would have been impossible for me to attend otherwise. All of these little things don't add up to enough use to warrant investing in my own vehicle, but being able to access them thru the convenience of Zipcar has certainly helped enrich my quality of life in Cambridge
-Dawn Erickson
Zipster since 2008

Lopez, Donna ATTACHMENT NN

From: Maximilien S Baas-Thomas <maxsbt@mit.edu>
Sent: Friday, June 12, 2015 11:12 AM
To: City Council; Lopez, Donna
Subject: I support car sharing!

Hello City Council of Cambridge,
In light of the ordinance meeting about car sharing on June 17, I'd like to voice my support for car sharing programs such Zipcar. I'm a college student and my life, as well as many of those of my peers is greatly made easier by car sharing programs.

Thank you!
— Max

Lopez, Donna ATTACHMENT OO

From: Emma Jeffries <emma.jeffries@gmail.com>
Sent: Friday, June 12, 2015 11:12 AM
To: City Council; Lopez, Donna
Subject: supporting zipcar

I work for Partners Healthcare and often need to drive to outlying primary care practices. I love zipcar - I always have a car when I need one and I don't have to buy a car and incur the expense/hassle. I also don't add to parking needs in my neighborhood (Inman/Fayette Street). I have several friends who use it to make quick trips to buy groceries. I also used it when I bought my bed. I will put off buying a car as long as possible because lyft/uber/zipcar/mbta make it possible to do everything I want to without one.

Please support car sharing in Cambridge!

Thanks,
Emma Jeffries
27 Fainwood Circle
Cambridge, MA
Cambridge resident since 2007

Lopez, Donna ATTACHMENT PP

From: Laura Brennan <lbrennan@college.harvard.edu>
Sent: Friday, June 12, 2015 11:13 AM
To: City Council; Lopez, Donna
Subject: Support for Zipcar

Hello,

I just wanted to send an email along to voice my support for keeping Zipcar in Cambridge. As a college student, it allows me to access parts of the city that I would otherwise be unable to access with the same type of ease.

Best,
Laura Brennan

--
Laura Brennan
Harvard College Class of 2016
A.B. Candidate in History

Lopez, Donna ATTACHMENT QQ

From: Norkunas, Tricia L <tln@bu.edu>
Sent: Friday, June 12, 2015 11:16 AM
To: City Council
Cc: Lopez, Donna
Subject: I Support Carsharing in Cambridge

I support carsharing in Cambridge! This systems prevents me (along with many, many others) from needing my own parking spot every single day. Not to mention the impact on the environment and general well-being of the city and beyond.

In the long run, carsharing saves parking spots and is GREEN!

—
Tricia Norkunas MA, MPH
Project Manager
Community Health Sciences Department
Boston University School of Public Health
Ph: 617-414-1380
Fax: 617-638-4483
tln@bu.edu

Lopez, Donna ATTACHMENT RR

From: bridgetwall@gmail.com on behalf of Bridget Wall <bwall@mit.edu>
Sent: Friday, June 12, 2015 11:17 AM
To: City Council; Lopez, Donna
Subject: email to support Zipcar in Cambridge

Hi there,

Zipcar has been an indispensable part of my life here in Cambridge! Car-sharing (and bike-sharing) have meant that I don't need to have a car or bike, but that I'm still able to get around town as a busy graduate student at MIT. Thanks for supporting their presence in Cambridge!

-Bridget

Lopez, Donna ATTACHMENT SS

From: Felipe Rodriguez <jfrb@mit.edu>
Sent: Friday, June 12, 2015 11:32 AM
To: City Council; Lopez, Donna
Subject: Zipcar

Zipcar makes it possible for me to travel throughout the city without having to rely on a personally-owned car.
I support its presence in Cambridge!

Felipe Rodriguez

Lopez, Donna ATTACHMENT TT

From: Louisa Carman <lcarman@college.harvard.edu>
Sent: Monday, June 15, 2015 5:11 AM
To: City Council; Lopez, Donna
Subject: Support for Zipcar!

Hello,

I'm out of the country right now, so can't attend the meeting this week, but I just wanted to voice my support for zipcar. I'm a college student and I rely on zipcar to take me grocery shopping, on outings, to the airport, and more. My zipcar membership hugely impacts my life, and is the reason why I will not be buying a car when I stay in Cambridge post-grad. I hope the Council recognizes how important zipcar is to our community!

Best,
Louisa Carman

Lopez, Donna ATTACHMENT 44

From: Moriel Levy <moriellevy@gmail.com>
Sent: Sunday, June 14, 2015 9:49 PM
To: City Council; Lopez, Donna
Subject: Support for zipcar service

To whom it may concern,

I have found my zipcar membership to be very useful while living in Cambridge. My budget makes it not possible to own a car, but there are occasional tasks where car sharing is very helpful. For example, I use zipcars occasionally to get groceries when I need a large amount, I have used zipcar to go for a day trip to a near-by mountain for hiking and I have used zipcar to help me move.

If you have any questions where my answers would allow me to further voice my support for zipcar, please let me know.

Thank you.
Best regards,
Moriel Levy

Lopez, Donna ATTACHMENT VV

From: Daniel Cohen <thatwouldbeme@mac.com>
Sent: Sunday, June 14, 2015 2:57 PM
To: Lopez, Donna
Subject: Zipcar in Cambridge

I am asking to continue to support Zipcar in Cambridge. My Stepdad is 92 and while still in good health, he and my Mom need help and the only way I can get to them is through Zipcar.

Thanks,
Danny Cohen
Homeowner, Cambridge

Sent from my iPhone

Sent from my iPhone

Lopez, Donna ATTACHMENT WW

From: robert mccarthy <pahatech7@yahoo.com>
Sent: Sunday, June 14, 2015 1:17 PM
To: Lopez, Donna
Subject: zipcar support

I fully support Zipcar in Cambridge.It is a great alternative to car ownership. Please zupport Zipcar in the neighborhoods of Cambridge.

Thank you.

Robert McCarthy
1697 Cambridge St B2
Cambridge MA 02138

Lopez, Donna ATTACHMENT XX

From: A Geuder <ageuder@gmail.com>
Sent: Saturday, June 13, 2015 9:20 AM
To: City Council; Lopez, Donna
Subject: Car sharing in Cambridge

I just wanted to express my strong support of car sharing in Cambridge. I choose not to have a car and use car sharing at least 2-3 times per month. I think it's great because it means there are fewer cars on the road, and many Cambridge residents are saving on what they would spend on car payments and insurance - this is all money that can go to local businesses. Please don't do anything to limit car sharing in Cambridge!!

Best,
Allison Geuder

Lopez, Donna ATTACHMENT YY

From: Diana Caracino <dcaracino@gmail.com>
Sent: Saturday, June 13, 2015 4:24 AM
To: Lopez, Donna
Subject: ZIPCAR

I love it! I work in Cambridge (Kendall sq) and don't own a car. It helps me travel and visit my non-Cambridge customers, on my schedule. It's easy and affordable. Please keep Zipcar in Cambridge.

Diana Caracino

Lopez, Donna ATTACHMENT ZZ

From: Gonzalo Michanie <gonzalo.michanie@gmail.com>
Sent: Saturday, June 13, 2015 2:32 AM
To: Lopez, Donna
Subject: Zipcar

Mr or Mrs Lopez,
Zipcar means a lot to me. Helps me with groceries and commute. Picking up parents at the airport when they visit.
Please don't ban it!
Gonzalo Michanie
Cambridge Resident
334 Harvard Street
02139

Lopez, Donna ATTACHMENT AAA

From: Amy Linné <amylinne@gmail.com>
Sent: Saturday, June 13, 2015 12:34 AM
To: City Council; Lopez, Donna
Subject: in support of car sharing

Hello,

I understand there is a meeting next week to discuss car sharing. I am unable to attend but would like to express my strong support for car sharing. My fiancé and I do not own a car, commuting to work by bike, but when we need one it is great to have access. We take between one and three vehicle trips per month, so using car share is significantly cheaper than owning a vehicle.

I hope the City of Cambridge will continue to support this important transportation option.

Thank you,
Amy Linne
Traymore Street

Lopez, Donna ATTACHMENT BBB

From: Aubrey Colter <ajcolter@mit.edu>
Sent: Friday, June 12, 2015 11:06 PM
To: City Council; Lopez, Donna
Subject: Support for Zipcar in Cambridge

To whom it may concern:

Zipcar has radically improved the quality of my life.

During my four years as an undergraduate at MIT, I relied solely on the T and my two feet to get me around Cambridge and Boston. Most notably, this often meant that I was stuck carrying heavy groceries over a mile in rain, snow, sleet, or hot humid days, at least once every two weeks.

I decided to join Zipcar in January 2015, as I started my Master's at MIT. Now I have the opportunity to drive places when necessary, but I don't have to own a car, which would be costly. I can't afford to own and maintain a car, nor pay for insurance, gas or parking! Zipcar takes care of all of these things for me, for a very low fee. Now I can do all of my grocery shopping for the whole semester in one trip, saving myself time and money. I use Zipcar for necessary Target runs. I use Zipcar to get out of the city with my friends. I used Zipcar to move my things into storage off campus for the summer. I frequently rent a Zipcar late at night to pick up friends who need a ride, especially if it's cold, rainy, or they are in a bad area.

I love Zipcar. Please continue to allow them to park in our Cambridge parking lots!

I will not be able to attend the city ordinance meeting next week. If you have any questions or would like to hear more of my opinion, please feel free to contact me.

Thank you,
Aubrey Colter

--
Aubrey Colter
Master of Engineering '16
Massachusetts Institute of Technology '13
Department of Electrical Engineering and Computer Science
ajcolter@mit.edu
617-852-3213

Lopez, Donna ATTACHMENT CCC

From: Sudheer Poluru <spoluru@college.harvard.edu>
Sent: Friday, June 12, 2015 7:29 PM
To: Lopez, Donna; City Council
Subject: Zipcar Support

Dear City Council,

Zipcar should definitely stay in Cambirdge! I have been a Zipcar customer for 3 years now and car-sharing has come in handy on so many occasions!

Zipcar is especially convenient for Harvard students, many of whom don't have cars on campus. It was possible to travel to other areas of Massachusetts, go grocery shopping, or pickup visiting loved ones from the airport.

I 100% support Zipcar being in Cambridge!!

Thank you for your time and consideration!

Sudheer

--
Sudheer R. Poluru
Harvard College | Class of 2015
Degree Candidate in Economics
c. +1-312-699-7028

Lopez, Donna ATTACHMENT DDD

From: Jim <jemstiles@gmail.com>
Sent: Friday, June 12, 2015 6:02 PM
To: Lopez, Donna
Subject: Support for zipcar

I want to voice my support for Zipcar. The city should be supporting car sharing and decreasing the maintenance of personal autos.

I was struck this year that during the month of February about a third of the cars parked on Norfolk Street where I live NEVER moved.

It costs the city a good deal of money to maintain roads, Parking m, snow plowing etc. Increasing car sharing and decreasing privately owned cars would be a good thing. Many people need a car I know, but seemingly many for people it is just a luxury they have become accustomed to having. Frankly I think the city of Cambridge should institute a significant fee for each parking permit issues. Such a few would decrease the number of cars clogging our streets and could be used to increase public transport and car sharing services

Jim

James Stiles
3 Norfolk place

jstiles@post.harvard.edu

James Stiles
jstiles@post.harvard.edu

Lopez, Donna ATTACHMENT EEE

From: Ariel Smolik-Valles <asmolikvalles@college.harvard.edu>
Sent: Friday, June 12, 2015 3:31 PM
To: City Council; Lopez, Donna
Subject: Zip Car in Cambridge

Hello,
My name is Ariel Smolik-Valles and I am a rising junior at Harvard College. It was recently brought to my attention that the Cambridge City Council will be holding a meeting to discuss whether Zipcars should be available in Cambridge.

I cannot emphasize enough how important it is to have Zipcars on Harvard's campus. As a part of multiple extracurricular activities, I can attest to the fact that Harvard does not sponsor travel for many clubs on campus that need to leave Cambridge in order to participate in activities. Personally, I am a member of the Club Volleyball team and we rent out Zipcars whenever we need to go to tournaments, and attendance at those tournaments is necessary in order for our team to participate in the league. Without Zipcar, our team would not exist.

On top of that, Zipcar allows students to leave Cambridge and travel to places that would not normally be possible. On Harvard's campus there is not a culture of students bringing cars, nor is there space for them, so Zipcars are often the only option. Tasks such as grocery shopping and moving out at the end of the semester would not be possible without Zipcar.

I hope you see the importance of Zipcar's presence in Cambridge and on the Harvard campus and consider the needs of the student population of the city when you discuss your decision.

Sincerely,
Ariel Smolik-Valles

Lopez, Donna ATTACHMENT FFF

From: sherylagordon@gmail.com on behalf of Sheryl Gordon Kluberg <sheryl.kluberg@gmail.com>
Sent: Friday, June 12, 2015 3:11 PM
To: City Council; Lopez, Donna
Subject: car sharing in Cambridge

Dear Cambridge City Council,

As a Cambridge resident for 6+ years, I'm just writing to voice my support for car sharing!

Best,
Sheryl Kluberg

Lopez, Donna ATTACHMENT GGG

From: Jessica Schneider <schneider.jessica@gmail.com>
Sent: Friday, June 12, 2015 3:09 PM
To: Lopez, Donna
Subject: I support Zipcar!

To whom it may concern:

I am a Cambridge, MA resident, and an avid Zipcar user - so affordable and environmental friendly compared to car ownership. Without Zipcar, I would not be able to get my groceries or run critical errands (like Doctors visits).

If you have any questions, you can contact me at this email address.

Thank you,
Jessica Schneider.

Lopez, Donna ATTACHMENT WWA

From: Dmitry Shevchenko <dmitry.sheffchenko@gmail.com>
Sent: Friday, June 12, 2015 2:19 PM
To: City Council
Cc: Lopez, Donna
Subject: I Support Carsharing in Cambridge

Thanks,
Dmitry

Lopez, Donna ATTACHMENT III

From: Audrey Gehring <audreygehring@gmail.com>
Sent: Friday, June 12, 2015 1:49 PM
To: City Council; Lopez, Donna
Subject: I Love/Need Zipcar!

To Whom It May Concern,

My name is Audrey Gehring and I am a young professional living in Central Square. I work at a law firm in the Financial District but I am required to travel to Hartford, CT several times per month because my boss is based there. Zipcar has a convenient location right around the corner from my apartment, so I am able to commute efficiently to Hartford without the hassle of taking a bus or the expense of taking Amtrak, which doesn't go directly to Hartford anyway.

Without Zipcar, I would be forced to buy/lease a car, and the expense would likely mean that I would need to move to somewhere like Somerville to afford rent. My firm, meanwhile, who pays for my Zipcars to Hartford, would pay twice as much money to reimburse me for mileage if I purchased my own car.

I love Zipcar and it is absolutely vital for my career at this time. Aside from my trips to Hartford and a weekly horseback riding lesson in Concord (also made possible by Zipcar), I rarely need a car and prefer to use public transportation to get around the city.

Finally, after watching my neighbors dig their cars out of the snow incessantly during this historic winter, I am more sure than ever that I do not want to own a car in the city. Please don't make me!

Thank you for your time,
Audrey

Lopez, Donna ATTACHMENT JJJ

From: Cindy Carpenter <cindycarpenter1@gmail.com>
Sent: Friday, June 12, 2015 12:32 PM
To: City Council; Lopez, Donna
Subject: Zipcar - kept us from having a car parked on the street this winter!

Dear City Council -

I understand you will be having a meeting on car sharing in Cambridge on June 17. I am writing to voice my support for Zipcar in Cambridge.

We have been a two-car family for more than 15 years. This past year, we decided to try Zipcar so that we could lend one car to our daughter in college. We have one indoor parking spot for our home, so by using Zipcar we were able, for the first time in many years, to have *no* car parked on the street. When the blizzards hit, the space in front of our home was clear and able to be plowed! Imagine how much easier this winter would have been if all of the people who left their cars snowed under for months had not owned cars, but instead used Zipcar for their occasional driving needs.

The only downside of using Zipcar in Cambridge that I've experienced so far is that, unlike my personal car, there is no Cambridge parking permit. It would be great if Zipcar was allowed to have local Cambridge parking permits for cars that are based in Cambridge.

thank you,
Cindy Carpenter
175 Richdale Ave. #103
Cambridge, MA 02140
--
Cindy Carpenter
cindycarpenter1@gmail.com
617.504.8620 (m)
617.575.9311 (h)

Lopez, Donna ATTACHMENT KKK

From: Reid Leonard <reid.leonard@gmail.com>
Sent: Friday, June 12, 2015 12:31 PM
To: Lopez, Donna; City Council
Subject: Support car-sharing

Hi, as a resident of Cambridge I strongly support car-sharing as a means to reduce the number of cars on our streets.

My use of zipcar (as well as uber and the hubway bikes) allows us to easily maintain a one car household and avoid competing for on-street parking!

Respectfully,

Reid J Leonard
10 Rogers St #718
Cambridge, MA 02142

Lopez, Donna ATTACHMENT LLL

From: Mila Korobkova <mila.korobkova@gmail.com>
Sent: Friday, June 12, 2015 12:24 PM
To: City Council; Lopez, Donna
Subject: Zipcar support

> Please consider this email as my vote to support to keep zipcar in Cambridge.
>
> Thank you
> Mila Korobkova
> Resident of East Cambridge

Lopez, Donna ATTACHMENT MMM

From: Pauline Ryan <paulineryan@college.harvard.edu>
Sent: Friday, June 12, 2015 12:19 PM
To: City Council; Lopez, Donna
Subject: In support of Zipcar in Cambridge

Hello,
My name is Pauline Ryan and I'm a rising junior at Harvard College. I can't make the June 17th meeting as I am home for the summer, but I wanted to email in my support for ZipCar in Cambridge.
This past year, I used ZipCar frequently for awide range of things: to go get groceries, to go apple-picking in Northern Massachusetts, to make dorm supply runs at Bed Bath and Beyond. ZipCar is the most affordable way to do all these things and it would be a real hit to all college students if this service was no longer available. ZipCar is vital to college students in the Cambridge and the greater area to be able to run errands and explore the area. I strongly urge the council to vote to keep ZipCar in Cambridge.

Lopez, Donna ATTACHMENT NNN

From: De Neve, Pinar <Pinar_DeNeve@hks.harvard.edu>
Sent: Friday, June 12, 2015 12:10 PM
To: City Council
Cc: Lopez, Donna
Subject: Zipcar support

Dear Sir/Madam,

I cannot make the ordinance meeting on June 17 but I wanted to voice my support for Zipcar's presence in Cambridge. As a Cambridge resident of multiple years without a car, the absence of Zipcar in our neighborhood would severely and adversely impact my standard of living.

Thanks,
Pinar

Pinar Akcayoz De Neve

Research Assistant
Belfer Center for Science and International Affairs
Harvard Kennedy School
Belfer-304
617-495-5964
617-842-1545
pinar_deneve@hks.harvard.edu

Lopez, Donna ATTACHMENT 000

From: Margaret Aranyosi <margaret@boldeverything.com>
Sent: Friday, June 12, 2015 12:09 PM
To: City Council; Lopez, Donna
Subject: Please keep zipper in Cambridge

Good morning!

I had an email from Zipcar stating that there is a public hearing coming up regarding whether to continue hosting ZIpcar cars in Cambridge. I urge you to keep this service available.

Because of the limited parking available in Harvard Square, I typically commute in to work on the T or bus. Having access to Zipcars to be able to then get to appointments with clients is a critical aspect of what makes keeping my business in Cambridge viable.

Thank you for your consideration.
Margaret

Margaret Aranyosi
Owner, Project Director
BoldEverything Interactive

1208 Massachusetts Ave, Suite 4
Cambridge, MA 02138
Tel: 617-876-0800
Fax: 617-876-0900
http://www.BoldEverything.com

Lopez, Donna ATTACHMENT PPP

From: Sai Kulkarni <saikulkarni0@gmail.com>
Sent: Friday, June 12, 2015 12:04 PM
To: City Council; Lopez, Donna
Subject: I Support Carsharing in Cambridge

I am an international student at Northeastern University and a resident of Cambridge. As a student, I prefer to commute using public transport as it is a economically and environmentally conscious choice. However, on occasion me and my friends do need a car, be it to help a friend move or to get groceries. The only reason I don't own a car is carsharing services like Zipcar. However, if these services are not available, we will be forced to purchase a car, putting a strain on traffic and parking infrastructure of the city. It will also be uneconomical for us as students and will be detrimental to the environment of the city that I have begun to consider my own.

Thank you,
Sai

Lopez, Donna ATTACHMENT QQQ

From: david <wdavid341@gmail.com>
Sent: Friday, June 12, 2015 12:04 PM
To: Lopez, Donna
Subject: Please continue Zipcar in Cambridge

Dear Sir or Madam:

I hope Zipcar will continue in Cambridge. I cannot survive without it especially since there is a pick up only two doors away from me on Concord Avenue. I hope that arrangement continues for a long time!

Sincerely Yours'

David White

Lopez, Donna ATTACHMENT RRR

From: Emily Holman <moodindg@gmail.com>
Sent: Friday, June 12, 2015 12:02 PM
To: City Council; Lopez, Donna
Subject: Support for Zipcar in Cambridge

Hi,

I won't be able to attend the meeting on Wednesday June 17th, but I wanted to voice my solid support for Zipcar in Cambridge. I have lived in Cambridge for 15 years, and have been car-free for almost 8 of them. My family of four relies on Zipcar for errands outside of Cambridge or places in Cambridge not accessible by T, as well as day trips and visits to friends out of town. Whenever possible we use public transportation, walking, running, or biking to get around Cambridge and Boston. If Zipcar did not exist and did not have so many cars easily accessible to us, we would be forced to buy a car or severely limit the types of activities we do. Neither is an option that we want to face.

Please continue to support Zipcar's presence in our Cambridge neighborhoods!

Thank you
Emily Holman
7 Gladstone Street, 02140

Lopez, Donna ATTACHMENT SSS

From: josiahseale@gmail.com on behalf of Josiah Seale <jdseale@alum.mit.edu>
Sent: Friday, June 12, 2015 11:53 AM
To: City Council; Lopez, Donna
Cc: zipcar@drive.zipcar.com
Subject: Writing in support of Zipcar

Hi there!

This is a note to voice my support for Zipcar, and the way it has revolutionized my life. Knowing I have easy access to wheels when I need them makes it possible for me to exist without owning a car.

Having access to Zipcar both means I don't have to buy a car and means I use cars less in general. I can use Zipcar for longer trips, or when it's nasty outside, and use my bicycle for smaller errands where I might otherwise be tempted to hop in the car.

I don't really need a car frequently enough to justify owning one, but if I didn't have easy access to a shared vehicle I would feel compelled to buy a car for the times I really need it and leave it sitting parked most of the time. I only have access to on-street parking, meaning my car would be competing for space with others on the clogged Cambridge streets. With Zipcar, though, I can share with others and keep my wasted parking to a minimum.

We should be encouraging and supporting Zipcar and other car-sharing services as part of keeping our Cambridge streets clearer.

Thanks.

Josiah Seale
Cambridge Resident
jdseale@alum.mit.edu
617-652-0304

Lopez, Donna ATTACHMENT TTT

From: GregJ10588@aol.com
Sent: Friday, June 12, 2015 12:16 PM
To: City Council
Cc: Lopez, Donna
Subject: greg johnson

Dear Friends: Recently I turned 65. I have some trouble walking and don't own a car. To have zipcars available in abundance and in close proximity to my mid-Cambridge residence is an essential component to my being able to live a quality life as a senior citizen. Inasmuch as you are able to support this goal, I would appreciate it very much. Thanks. Best, Greg Johnson

Lopez, Donna ATTACHMENT 444

From: mrroygbiv@gmail.com on behalf of Roy Russell <roy@alum.mit.edu>
Sent: Monday, June 15, 2015 11:58 AM
To: City Council; Lopez, Donna
Subject: Car sharing zoning proposal

I am sorry that I will not be able to attend the meeting Wednesday night June 17 but I want to write this note in full support of car sharing in Cambridge.

Our household no longer owns a car. We do just fine with our bicycles, the T, the occasional taxi, a car borrowed from a friend, and Zipcar. Ours is a household of 5 adults. Were it not for these options, we would certainly own a car, possibly 2 of them. And they would sit in our driveway or parked on the street almost all the time. And what makes Zipcar convenient for us is the fact that there is one car parked a half a block away, and another two cars parked 2 blocks away. That convenience is key. If I had to go to some central parking lot like you do for traditional car rental then I would not be able to make a last minute reservation to get the Zipcar to my doctor's appointment, or grab a car to go pick up my mother-in-law at the airport, or take a car for a hour trip to Home Depot, etc.

I have several friends in the neighborhood who are also Zipcar members and similarly do not have a personal car. Were it not for Zipcar, some of them would have to buy a car.

Anything which supports and puts car sharing vehicles on a more "level playing field" with personally owned vehicles is a good thing for Cambridge. More car sharing vehicles means less vehicles overall, which means less driving in the city, which improves the quality of life for everyone here.

In fact, I would like to see the price of the annual parking permits raised to further discourage personally owned vehicles, and to price the on-street parking more competitively with the real cost of that space. I think $10-$40 per month per car is a reasonable price to pay. You could price it at $10 for the first car if the owner does not have an off-street spot available. $20 if they have a spot. $30 for the second car if they have a spot. $40 for the third one. That way off-street parking spots are a proxy for income level.

Best regards,

Roy Russell
40 Cottage St

Lopez, Donna ATTACHMENT VVV

From: carl wunsch <carl.wunsch@gmail.com>
Sent: Monday, June 15, 2015 11:31 AM
To: City Council; Lopez, Donna
Subject: Zipcars in Cambridge

Zipcars are a wonderful asset here and should be encouraged to the fullest. I suspect there
are many fewer cars owned locally (including by us) because of their ready availability.

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Carl Wunsch, Visiting Professor of Physical Oceanography and Climate
Department of Earth and Planetary Sciences
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26 Oxford Street
Cambridge MA 02138
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Fax: 617-253-4464 | Financial Coord.: Christine Maglio
http://ocean.mit.edu/~cwunsch | 617-253-6603, cmaglio@mit.edu
%%%

Lopez, Donna ATTACHMENT WWW

From: Jennifer St Gabriel <jspavelko@hotmail.com>
Sent: Monday, June 15, 2015 10:06 AM
To: City Council; Lopez, Donna
Subject: Ordinance Meeting: Zipcar

Dear Council Members,

I am writing to show my support of Zipcar's presence in Cambridge. The car sharing service has greatly increased the livability of the city for me and my family. We do not own a car which saves us considerable yearly expense and hassle in finding parking and caring for it during snow emergencies, etc. If we did not have access to this option then we might have to purchase a car ourselves thus adding to the congestion already present in parking on the city streets since the house in which we live does not have a driveway.

Please continue to support car sharing in Cambridge.

Thank you,
Jennifer St Gabriel

Lopez, Donna ATTACHMENT XXX

From: ccassa@gmail.com on behalf of Christopher Cassa <cassa@mit.edu>
Sent: Monday, June 15, 2015 5:02 PM
To: City Council; Lopez, Donna
Subject: Fwd: Comment on car sharing

I would like to write in a note of strong support for making it as easy as possible for car sharing companies to allocate spaces for vehicles. These services help me live car-free in Cambridge. Without them, I would need to own a car and use additional residential and municipal parking.

Thank you so much for your consideration and help!

-Chris

--
Christopher Cassa

---------- Forwarded message ----------
From: **Groll, Stephanie** <sgroll@cambridgema.gov>
Date: Mon, Jun 15, 2015 at 2:37 PM
Subject: RE: Comment on car sharing
To: Christopher Cassa <ccassa@gmail.com>

Dear Christopher,
In order for the city council to receive your note, please send it to BOTH council@cambridgema.gov and dlopez@cambridgema.gov.

Thank you,
Stephanie

Stephanie Groll
Parking and Transportation Demand Management Officer

City of Cambridge
344 Broadway
Cambridge, MA 02140
Phone (617) 349-4673 Fax (617) 349-4633 TTY (617) 349-4621

PTDM Ordinance: http://www.cambridgema.gov/ptdm
Like us on Facebook
Follow us on Twitter
Watch us Instagram
Read our Tumblr

-----Original Message-----
From: Christopher Cassa [mailto:ccassa@gmail.com]
Sent: Monday, June 15, 2015 2:22 PM
To: Groll, Stephanie
Subject: Comment on car sharing

I would like to write in a note of strong support for making it as easy as possible for car sharing companies to allocate spaces for vehicles. These services help me live in Cambridge without a car. Without them, I would need to own a car and use additional residential and municipal parking.

Thank you so much for your consideration and help!

-Chris

Christopher Cassa

Lopez, Donna ATTACHMENT YYY

From: Kris Ellis <ekrisellis@gmail.com>
Sent: Monday, June 15, 2015 4:22 PM
To: City Council; Lopez, Donna
Subject: ZipCar Support

Dear City Council,
I'm writing to you in support of car sharing services like ZipCar. Five years ago my family gave up owning our own car in favor of using ZipCar exclusively. Not only has this provided us with a cost saving alternative to owning and maintaining our own car, it has reduced our carbon footprint. Please continue to support ZipCar, a company that originated in Cambridge, MA and is proof of the innovation we are currently seeking to foster.
Thank you,
Kris

Kris Ellis-Levy
148 Spring St., Cambridge MA 02141

Lopez, Donna ATTACHMENT ZZZ

From: Carlone, Dennis
Sent: Thursday, June 18, 2015 12:48 PM
To: Lopez, Donna
Subject: Fw: Car sharing amendment

Donna, please include a neighbor's post meeting comment in your next package on the issue.

Thank you,
Dennis

Dennis Carlone
City Councillor
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, Massachusetts 02139
(617) 349-4279 (office)
www.DennisCarlone.org/blog

From: Charles Redmon <credmon7411@icloud.com>
Sent: Thursday, June 18, 2015 8:43 AM
To: Carlone, Dennis
Subject: Car sharing amendment

Dennis, good to see you in action; you seem to enjoy it.

The one comment during the public input that was interesting to me was whether or not the amendment would address individuals sharing their own car with others.

I also agree with Steve Kaiser about the over complexity of the amendment language and is it consistent with other language in the zoning ordinance.

I'll look forward to your follow hearings.

Cheers, Chuck

Sent from my iPad