



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
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MEMORANDUM

To: Cambridge Planning Board
From: Sue Clippinger, Director *Adam Duhon for Sue Clippinger*
Date: January 18, 2011
Re: Residences at Alewife (Faces site)

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for the proposed Residences at Alewife project located at 223,225 and 231 Concord Turnpike by Criterion Development Partners. We certified the TIS as complete and reliable on December 16, 2010.

The proposed project consists of demolishing the existing vacant Faces building and constructing a 227 unit apartment building with 227 parking spaces including 7 visitor parking spaces. The project proposes 114 long-term bicycle parking spaces plus 12 short-term bicycle spaces. Access to the project will be provided through a right turn entrance driveway and egress through a right-turn only exit driveway from and to Route 2 eastbound.

The project will generate a total of:

- 1,226 daily vehicle trips, including 94 AM and 115 PM peak hour vehicle trips,
- 304 daily transit trips (24 AM/29 PM),
- 18 daily pedestrian trips (1AM/2PM),
- 48 daily bicycle trips (4 AM/5 PM).

The TIS indicated that there are six Planning Board Special Permit Transportation Criteria exceedences. Two exceedences resulted from an existing lack of handicap accessible conditions on the Route 2 sidewalk and four exceedences resulted in existing Pedestrian Level of Service (PLOS E) at the intersection of Alewife Brook Parkway at CambridgePark Drive and Rindge Avenue (the full summary is attached).

TP&T has the following recommendations for this project:

1. **Planning Board Exceedences.** The Alewife Brook Parkway at CambridgePark Drive and Rindge Avenue intersections are currently coordinated and exclusive for pedestrians; we do not recommend mitigation at this location. The 160/180 CambridgePark Drive development project has a special permit mitigation requirement to design and reconstruct the intersection of Alewife Brook Parkway/CambridgePark Drive. We believe existing Planning Board exceedences for the Route 2 sidewalk will be mitigated by the Project's proposed pedestrian/bicycle connection to Discover Park and sidewalk construction on the site's Route 2 frontage which must meet ADA/MAAB requirements.
2. **Access to Route 2.** Site Access is proposed from one curb cut off Route 2 eastbound and one curb cut onto Route 2 eastbound. The project will need a permit from the state (MassDot). It is possible that MassDOT will want changes to the plan as currently proposed.

- 3 **Pedestrian and Bicycle Connection to Discovery Park.** We strongly support the pedestrian/bicycle connection to Discovery Park. We believe it is a critical component of the project because it will help mitigate the Route 2 pedestrian and bicycle Planning Board exceedence by providing an alternative accessible connection to and from Alewife Station. We have the following comments and recommendations for the connection:
 - a. The Proponent should provide proof of the connection in an agreement letter to the City and a legal agreement prior to the Building Permit.
 - b. The path should be wider than the proposed 8.5 feet. For the intended and anticipated use it should be 12' (10' absolute minimum).
 - c. The path should be straightened in the way people will travel, which may also make maintenance/snow clearing easier.
 - d. The proposed asphalt path should be lighted and plowed in winter and treated for ice; there should be a clear commitment to doing this as part of the special permit.

- 4 **Fire Lane.** We have the following comments on the proposed Fire Lane:
 - a. The Fire Lane on the east side of the building (from the bike parking area in front of the building to the path connection to Discover Park) must be a paved, smooth, accessible surface, lighted, and cleared of snow and ice in the winter. This is because bicyclists will want to use the fire lane to go from the bicycle parking to access the path to Discovery Park (most of the bicycle parking is in the front of the building). Using the fire lane would be a more convenient route than going through the garage, (in some cases having to go through 4 doors).

- 5 **TDM Measures.** We recommend that the project implement the following TDM measures to encourage residents to choose non-SOV modes of transportation:
 - a. Provide at least two car-sharing parking spaces on-site, if desired by a local car-share company. Car-share vehicles will be available for use by the general public as well as the residents.
 - b. Provide an MBTA Bike Charlie Card, with the value of a combined bus/subway pass (currently set at \$59, but that is subject to MBTA fare increases) to each adult member of a new household at the time the household moves in, but in any case not to exceed two Charlie Cards after the household has established residency.
 - c. Provide air pumps and other bike tools, such as "fix-it" stand in the bicycle storage areas.
 - d. Encourage car/vanpooling in coordination with MassRides, CRTMA or other private ride-matching organizations, such as ZimRide.
 - e. Become a member of a Transportation Management Association (TMA) if one is established in the area in the future.
 - f. Parking should be charged separately from the rent. The Permittee shall present the summary of on-site parking fees to the TP&T for review, and shall subsequently implement said fees, that will provide appropriate pricing to discourage on-street parking while balancing the desire to discourage auto ownership. The Permittee or any subsequent owner shall provide written update to TP&T whenever the fees are changed.
 - g. Establish a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and visitors. The center will feature information on:
 - a. Available pedestrian and bicycle facilities in the vicinity of the project site. Include clear information about the connection for bicycles between the project and the bike paths such as, multi-use path to Alewife Station, Minuteman, Linear Park, Belmont path and Fresh Pond path.
 - b. MBTA maps, schedules, and fares.
 - c. Area shuttle map and schedule, if one exists.

- d. "Getting Around in Cambridge" map (available at the Cambridge Community Development office)
 - e. Bicycle parking.
 - f. Ride-matching.
 - g. Car-sharing.
 - h. Other pertinent transportation information.
- h. Designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation alternatives to all residents at the site in a variety of ways:
- a. Posting information in a prominent location in the building and on the project's website and property newsletters.
 - b. Responding to individual requests for information in person and via phone and email.
 - c. Performing annual transportation surveys.
- i. The TC shall implement a monitoring program to include: annual monitoring of mode split, counts of parking space utilization and auto ownership. All surveys and counts shall be designed and conducted in a manner approved by CDD. Approval of the form of any survey instrument or monitoring method is required before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the building has reached ninety percent (90%) or within one year of the date of the first Certificate of Occupancy, whichever is sooner. If the Certificate of Occupancy is issued between September 1st and February 29th, the monitoring should take place during the months of September or October and be reported to the City no later than November 30. If the Certificate of Occupancy is issued between March 1st and August 31st, monitoring should take place during the months of April or May and be reported to the City no later than June 30.
- j. In addition, the TC will compile and distribute up-to-date information explaining all transportation options to all new residents as part of their New Resident Packet. The packets will contain information on both the range of options available and any building manager programs to support the use of these options. As discussed above, packets will also contain a Charlie Card with the value of a combined bus/subway pass (currently set at \$59, but that is subject to MBTA fare increases) for each adult member of a new household.
- k. The TC will be on-site during a minimum of 2 hours per week and will be available to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.
- l. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA and will oversee any City of Cambridge monitoring and reporting requirements.
- m. Investigate the use of the Discovery Park shuttle bus for residents of the proposed site.

Cc: Susan Glazer, Susanne Rasmussen, Stuart Dash, Roger Boothe, Les Barber, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; Rich McKinnon; Heather Boujoulian, Criterion Development Partners; Scott Thornton, VAI.

CITY OF CAMBRIDGE

Special Permit Transportation Impact Study (TIS)

Summary Sheet

Planning Board Permit Number: _____

Project Name: PROPOSED RESIDENCES AT ALEWIFE

Address: 223, 225, and 231 Concord Turnpike, Cambridge, MA

Owner/Developer Name: Criterion Development Partners

Contact Person: Heather Boujoulian

Contact Address: 1102 Taylor Pond Lane

Bedford, MA 01730

Contact Phone: 781-890-5600

ITE sq. ft.: 227 Apartment Units (239 Units analyzed)

Zoning sq. ft.: _____

Land Use Type: Residential

Existing Parking Spaces: 95 Use: _____

New Parking Spaces: 227 Use: _____

Date of Parking Registration Approval: _____

Trip Generation:	Daily	AM Peak Hour	PM Peak Hour
Total Trips	1,712	131	161
Vehicle	1,226	94	115
Transit	304	24	29
Pedestrian	18	1	2
Bicycle	48	4	5

Mode Split (person trips): Vehicle: 75 %

(Residential) Transit: 18 %

Pedestrian: 1 %

Bicycle: 3 %

Other: 3 %

Transportation Consultant: Vanasse and Associates, Inc.

Contact Name: Scott W. Thornton, P.E.

Phone: 978-474-8800

Date of Building Permit Approval: _____

Planning Board Permit Number: _____

Project Name: PROPOSED RESIDENCES AT ALEWIFETotal Data Entries = 69Total Number of Criteria Exceedences = 61. Project Vehicle Trip GenerationWeekday = 1,226 AM Peak Hour = 94 PM Peak Hour = 115 Meets Criteria? [Y/N] Y/Y/Y2. Level of Service (LOS)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
Cambridgepark Drive at Alewife Brook Parkway	D	D	Y	F	F (0.7)	Y
Route 2 at Alewife Brook Parkway	D	D	Y	F	F (0.9)	Y
Alewife Brook Parkway at Rindge Avenue	E	E (0.6)	Y	D	D	Y
Alewife Brook Pkwy at Alewife Station Access Road	B	B	Y	C	C	Y
Acorn Park Drive at Alewife Station Off-Ramp	F	F (2.3)	Y	C	C	Y
Alewife Brook Pkwy at Route 2 WB	F	F (0.4)	Y	F	F (1.2)	Y
Alewife Brook Pkwy at Route 2 EB	C	C	Y	C	C	Y

Note: Percentage Roadway Volume Increases shown in parentheses.

3. Traffic on Residential Streets

No residential streets exist at the study locations. This criterion does not apply to the study.

4. Lane Queue (for Signalized Intersections Critical Lane)

Intersection	No. of Lanes Analyzed	A.M. Peak Hour			P.M. Peak Hour		
		Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
Alewife Brook Pkwy at Route 2	4						
Route 2 EB LT		8	8	Y	11	11	Y
Alewife Station Road WB TH		2	2	Y	20	20	Y
Alewife Brook Pkwy SB TH		8	8	Y	7	7	Y
Alewife Brook Pkwy NWB TH		18	18	Y	42	43	Y
Alewife Brook Pkwy at Alewife Station Access Road	3						
Alewife Station Off-Ramp WB TH		3	3	Y	23	23	Y
Alewife Station Off-Ramp WB RT		0	0	Y	0	0	Y
Alewife Brook Parkway NB TH		4	4	Y	5	5	Y
Alewife Brook Pkwy at Route 2 WB	2						
Route 2 WB TH		23	23	Y	50	50	Y
Alewife Brook Pkwy SB RT		68	69	Y	42	43	Y
Alewife Brook Pkwy at Route 2 EB	2						
Route 2 EB RT		13	13	Y	7	7	Y
Alewife Brook Parkway SB TH		11	11	Y	8	8	Y
Alewife Brook Pkwy at Cambridgepark Drive	5						
Cambridgepark Drive EB LT/RT		2	3	Y	32	32	Y
Alewife Brook Parkway NB LT		11	12	Y	1	1	Y
Alewife Brook Parkway NB TH		5	5	Y	6	6	Y
Alewife Brook Parkway SB TH		39	40	Y	12	12	Y
Alewife Brook Parkway SB RT		2	2	Y	0	0	Y
Alewife Brook Pkwy at Rindge Ave	4						
Rindge Avenue WB LT		11	11	Y	8	8	Y
Rindge Avenue WB RT		8	8	Y	7	7	Y
Alewife Brook Pkwy NB TH/RT		35	35	Y	29	30	Y
Alewife Brook Pkwy SB TH		44	44	Y	27	27	Y

5. Pedestrian and Bicycle Facilities (for Critical Pedestrian Crossing)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing PLOS	With Project	Meets Criteria?	Existing PLOS	With Project	Meets Criteria?
<i>Alewife Brook Pkwy at Alewife Station Access Road: Crossing Alewife Station Off-Ramp (East)</i>	A	A	Y	A	A	Y
<i>Alewife Brook Pkwy at Cambridgepark Drive/Rindge Avenue:</i>						
Crossing Rindge Avenue (East)	E	E	N	E	E	N
Crossing Cambridgepark Drive (West)	B	B	Y	A	A	Y
Crossing Alewife Brook Parkway (South)	E	E	N	E	E	N
<i>Alewife Station Off-Ramp at Acorn Park Drive: Crossing Acorn Park Drive (South)</i>	C	C	Y	A	A	Y

6. Pedestrian and Bicycle Facilities (Safe Pedestrian and Bicycle Facilities)

Adjacent Street or Public Right-of-Way	Sidewalks or Walkways Present?	Bicycle Facilities or Right-of-Ways Present?
Route 2	N ^a	N ^b

^aSidewalk present but not continuous or ADA compliant.^bNo bike activities are allowed along Route 2.