



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
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MEMORANDUM

To: Cambridge Planning Board
From: Susan Clippinger, Director
Date: March 15, 2011
Re: Residences at Fresh Pond (70 Fawcett Street)

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for the proposed Residences at Fresh Pond located at 70 Fawcett Street by Cabot, Cabot & Forbes. The proposed development includes 2 buildings containing 429 rental units with a total of 402 below-grade parking spaces (0.94 spaces/unit). The project proposes 220 secure bicycle parking spaces. We certified the TIS as complete and reliable on December 28, 2010.

TP&T certified two previous TIS submissions for development of this site by a previous owner, New Boston Fund. The first was a 600 unit residential project certified in June 2007. The second was 260 unit project certified in April 2008 which received a Planning Board Special Permit in October 2008 (case number 227).

The current proposed project by Cabot, Cabot & Forbes will generate:

- 1,730 daily vehicle trips including, 136 AM and 161 PM peak hour vehicle trips,
- 626 daily transit trips (49 AM/58 PM),
- 238 daily pedestrian trips (19 AM/22 PM) and
- 90 daily bicycle trips (7 AM/8 PM).

The study indicated that the Planning Board Special Permit Transportation Criteria were exceeded in 13 instances (the full TIS summary is attached). Below are our comments and recommendations:

- **Parking.** The project is requesting 0.94 spaces per unit, slightly below the 1.0 ratio. We have been working with the Proponent evaluating data and we believe the proposed parking supply will meet the projects parking demand. Key factors include: 1. The project is expected to be rented at 95% occupancy, 2.) The project includes 50 affordable units, which typically have a lower than average parking demand. 3.) When 1 & 2 are combined, the parking demand is 398 spaces or 4 spaces less than the proposed supply of 402 spaces as shown below.

402 parking spaces proposed. 398 space demand.				
Units		Estimated Occupancy	Parking Ratio	Parking Demand
379	market rate	95%	1.0	360
50	affordable	100%	0.75	38
Total	429			398

- As development occurs in the Quadrangle, improved access to Alewife Station is key. The City's 2005 Concord-Alewife Plan stated, "Creating a pedestrian and bicycle connection between the Quadrangle and the Triangle is the single most important element for improving transit access to/from the Quadrangle and Cambridge Highlands." The bridge would benefit the project by significantly reducing its distance to Alewife Station (from approximately 16-20 minutes to less than 10 minutes). We recommend, prior to the issuance of the first Building Permit, the Developer fund a feasibility study of the bridge, with a not to exceed \$200,000. The City will contract and manage the study.
- Bicycle Parking: We have worked with the Proponent on the bicycle parking and support their plan which will meet zoning and be functional for building residents. We also appreciate their assurance that bike users will be permitted to use the elevators for transporting bicycles to the lower garage level, and identifying a structured process by which residents who have bicycles that do not fit into the elevators (e.g., tandem bicycles or bicycle trailers) are able to reserve spaces in the first floor bicycle storage area.
- The project has the largest impact on the Concord/Fawcett Street intersection, which was triggered for the pedestrian and bicycle facilities indicator. The City is currently reconstructing Concord Avenue, which will include bicycle and pedestrian improvements, and may help vehicles exit Fawcett Street. In the past we considered installing a new traffic signal at the Concord/Fawcett Street intersection, but after significant deliberation determined it was premature to commit to a new signal at that time. We continue to feel it is premature to commit to installing a traffic signal here. Because the city is reconstructing Concord Avenue, which will improve bike and pedestrian conditions, we do not recommend mitigation on Concord Avenue at Fawcett or Blanchard Road.
- The new proposed access road has an appropriate cross-section design. It is a good first step toward achieving the east-west street through the Quadrangle, as documented in the 2005 Concord-Alewife Plan. When the future development plans for the 55 Wheeler Street (the ABT site) are created, it will be crucial to connect the street to Wheeler Street and make it a public street. The developer should construct the future roadway segment. The developer should maintain and manage the roadway as a private street until such time as it may be transferred to the city as a public street or at the time when it provides public physical access through an adjacent roadway segment to Wheeler Street for vehicles, bicycle and pedestrians.
- Finally, we recommend that the project implement the following TDM measures to encourage residents to choose non-SOV modes of transportation:
 - Provide car-sharing parking spaces on-site if space becomes available, if desired by a local car-share company.
 - 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 during the first month of initial occupancy of a new household, but in any case not to exceed two Charlie Cards after the household has established residency.
 - Provide air pumps in the bicycle storage areas.
 - Encourage car/vanpooling in coordination with MassRides, CRTMA or other private ride-matching organizations.
 - Become a member of a Transportation Management Association (TMA) if one is established in the Alewife area in the future.
 - The Permittee shall present the summary of on-site parking fees to the TP&T 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.

Residences at Fresh Pond (70 Fawcett Street)

- 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:
 - 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, Minuteman, Linear Park, Belmont path and Fresh Pond path.
 - MBTA maps, schedules, and fares.
 - Any area shuttle maps and schedule.
 - "Getting Around in Cambridge" map (available at the Cambridge Community Development office)
 - Bicycle parking locations.
 - Ride-matching services.
 - Car-sharing services.
 - Other pertinent transportation information.
- 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:
 - Post information in a prominent location in the building, on the project's website, and newsletters.
 - Respond to individual requests for information in person and via phone and email.
 - Perform annual transportation surveys.
- The TC shall implement a monitoring program to include: annual monitoring of mode split for all trips, 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.
- 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.
- 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.
- 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.
- Investigate the use of a shuttle bus for residents of the proposed site.

Cc: Brian Murphy, Susan Glazer, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; Michael Boujoulian, Cabot, Cabot & Forbes, Jim Rafferty.

CITY OF CAMBRIDGE**Planning Board Criteria Performance Summary****Special Permit Transportation Impact Study (TIS)**

Planning Board Permit Number: _____

PROJECT NAME: Residences at Fresh Pond
Address: 70 Fawcett Street, Cambridge MA

Owner/Developer Name: Cabot, Cabot & Forbes
Contact Person: Michael J. Boujoulian
Contact Address: 125 Summer Street, Suite 1800
Boston, MA 02110
Contact Phone: 617.603.4013

SIZE:

ITE sq. ft.: 435 units
Zoning sq. ft.: N/A
Land Use Type: Residential

PARKING:

Existing Parking Spaces: 172 **Use:** Commercial
New Parking Spaces: 393 **Use:** Residential
Date of Parking Registration Approval: N/A

TRIP GENERATION:

	Daily	AM Peak Hour	PM Peak Hour	Saturday Peak (retail only)
Total Trips	2,684	211	249	-
Vehicle	1,730	136	161	-
Transit	626	49	58	-
Pedestrian	238	19	22	-
Bicycle	90	7	8	-

MODE SPLIT (PERSON TRIPS): **Vehicle (SOV):** 54% **Bicycle:** 3%
 Rideshare (HOV): 11% **Pedestrian:** 8%
 Transit: 21% **Work at Home:** 3%

TRANSPORTATION CONSULTANT:

Company Name: Vanasse Hangen Brustlin, Inc.
Contact Name: David Black
Phone: 617.728.7777

Date of Building Permit Approval: _____

CITY OF CAMBRIDGE**Planning Board Criteria Performance Summary****Special Permit Transportation Impact Study (TIS)****Planning Board Permit Number:** _____**Project Name:** Residences at Fresh Pond, Fawcett Street**Total Data Entries = 53****Total Number of Criteria Exceedences = 13****1. Project Vehicle Trip Generation**

Intersection	Build	
Weekday Daily	1,730	N
AM Peak	136	N
PM Peak	161	N

2. Level of Service (LOS)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
Concord Avenue / Blanchard Road	F	F	N	F	F	N
Concord Avenue / Moulton Street	A	A	N	C	C	N

3. Traffic on Residential Streets

No Residential Streets

4. Lane Queue (for signalized intersections, critical lane)

Intersection	Approach	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
Concord Avenue / Blanchard Road	EBT	11	11	N	9	10	N
	WBL	4	4	N	4	4	N
	WBT	16	18	N	18	19	N
	WBR	3	4	N	9	9	N
	NBT	28	28	N	26	27	N
	SBT	18	18	N	13	13	N
Concord Avenue / Moulton Street / Neville Manor	EBT	0	0	N	3	3	N
	WBT	0	0	N	11	11	N
	NBT	0	0	N	0	0	N
	SBT	0	0	N	3	3	N

Special Permit Transportation Impact Study (TIS)5. Pedestrian and Bicycle Facilities

		AM Peak			PM Peak		
Intersection	Crosswalk	Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
Concord Ave / Blanchard Rd	east	F	F	Y	F	F	Y
	west	E	E	Y	E	E	Y
	north	E	E	Y	E	E	Y
	south	E	E	Y	E	E	Y
Concord Ave / Smith Pl	west	F	F	Y	F	F	Y
	north	A	A	N	A	A	N
Concord Ave / Moulton St	west	D	D	N	D	D	N
	north	D	D	N	D	D	N
	south	C	C	N	C	C	N
Concord Ave / Fawcett St	west	F	F	Y	F	F	Y
	north	B	B	N	A	B	Y
Concord Ave / Wheeler St	north	B	B	N	B	B	N
Concord Ave	signalized crosswalk	B	B	N	B	B	N