



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
344 Broadway
Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Susan E. Clippinger, Director
Brad Gerratt, Deputy Director

Phone: (617) 349-4700
Fax: (617) 349-4747

MEMORANDUM

To: Cambridge Planning Board
From: Susan E. Clippinger, Director *SEC*
Date: May 15, 2012
Re: The Residences at 160 Cambridgepark Drive

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for The Residences at 160 Cambridgepark Drive by BRE/CPD, LLC (an Equity Office affiliate). The project proposes 398 residential apartment units (approximately 441,000 s.f.) supported by 398 parking spaces. The project proposes 204 long-term indoor bicycle parking spaces and 10 outdoor short-term bicycle spaces. We certified the TIS as complete and reliable on March 14, 2012.

The project will generate a total of:

- 1,324 daily vehicle trips including, 101 AM and 123 PM peak hour vehicle trips,
- 1,052 daily transit trips (81 AM Peak/98 PM Peak hour transit trips),
- 202 daily pedestrian trips (15 AM/15 PM Peak hour transit trips) and
- 98 daily bicycle trips (7 AM/9 PM Peak hour bicycle trips).

The study indicated that the Planning Board Special Permit Transportation Criteria were exceeded in 9 instances (the full TIS summary is attached). Below are our comments and recommendations for this project:

1. Planning Board Exceedences

The project triggers the vehicle level of service criteria at Cambridgepark Drive at Alewife Station Access Road in the PM peak hour and Alewife Brook Parkway at Rindge Avenue in the AM peak hour. All these intersections are heavily congested today in the peak hours. Residents of the proposed project will experience significant queuing in the peak hours. The best mitigation to reduce the project's traffic impacts in an already congested area is by controlling parking so that there is enough to meet parking demand but not too much so non-auto users' switch to driving, and implementing effective transportation demand management measures, such as parking fees.

Seven (7) pedestrian level of service criteria are triggered under existing conditions at the intersections of Alewife Brook Parkway at Rindge Avenue and Alewife Station Access Road/Route 2 ramp. Both intersections are controlled by DCR. MassDot is designing traffic operation and safety improvements at the intersection of Alewife Brook Parkway and Route 2 which will include lane geometry and signal timing adjustments. To help mitigate the project's planning board exceedences, the Proponent should take the proposed MassDot changes and evaluate Alewife Brook Parkway at Cambridgepark Drive and Rindge Avenue to identify any signal changes that may be beneficial to vehicle or pedestrian operations with the Rt.2/16 proposed changes, and determine if the planning board triggers can be mitigated.

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2. Parking

Since at least the 1980s, the City has been recommending a reduction in parking ratios to reduce traffic congestion in the area. The parking ratio proposed initially for Cambridgepark Phase I was about 3.0 spaces per 1,000 square feet which was more than maximum zoning permitted. The developer took an FAR penalty to obtain that much parking. Currently, out of about 1,623 total parking spaces registered to the Proponent, the peak utilization today is approximately 569 spaces. Not all buildings are fully occupied. We have been encouraging the Proponent to reduce their non-residential parking ratios to be more consistent with demand.

The proposed project at #160 is requesting 398 parking spaces of which 150 will be shared with day time commuters. The residential building is being built on a site which currently is a surface parking lot with approximately 532 employee parking spaces. Approximately 104 employee spaces will be relocated, re-stripped and approximately 498 of the employee spaces will be eliminated which will result in an employee parking ratio reduction which helps the City achieve its goal of reducing the commuter parking ratio. Because the project site will be subdivided into a new lot and because there are existing parking registrations and complications for the various parcels, below are our parking recommendations:

Parcel/Address	Land Use/SF	Current Registered Parking Spaces	TP&T Recommendation
#160 CPD	Proposed 398 Residential Units	N/A. Proposed Residential Project	398 total parking spaces (248 resident only spaces & 150 shared spaces and no more than 70 shared spaces may be used by #200 Cambridgepark Drive (CPD)).
#150 CPD	Office/250,000 SF	742 spaces (3.0 ratio)	435 spaces on-site at #150 CPD plus 80 spaces located at #160 CPD, equals 515 total spaces allocated to #150 CPD (2.06 ratio). Plus, option to add 40 additional spaces to #150 CPD site to be used only by #200 CPD and only after #200 CPD uses up 70 shared spaces at #160 CPD.
#125 CPD	Office/184,000 SF	558 spaces (3.0 ratio)	379 spaces (168 spaces on-site at #125 CPD and 211 spaces located at #150 or 180R CPD (2.06 ratio)).
#100 CPD	Office/130,000 SF	323 spaces (2.48 ratio)	323 total parking spaces. No change to parking registration. Spaces are located on parcels #150 or #180R CPD. (2.48 ratio).

3. Pedestrian – Bicycle Bridge

The site of the residential project, along with the parking lots on parcels #150 and #180R to the east along the Fitchburg railroad line is part of an area that has been identified as a potential landing area for a bicycle/pedestrian bridge across the railroad that would connect the Alewife Triangle and Quadrangle. The bridge was identified in the Concord Alewife Planning Study, completed in 2006, as a high priority facility for improving connections between the area and the Alewife transit station. The bridge would provide a benefit to residents by providing a direct connection to the Fresh Pond shops, Reservoir and Concord Avenue bicycle facility. We recommend the following:

- a. Prior to the project's first Building Permit, the Proponent should contribute \$175,000 to the feasibility/design study of the bridge.
- b. Because the bicycle/pedestrian bridge feasibility study and design has not been completed, the final bridge location may or may not encumber land on #160 and/or #150/#180R Cambridgepark Drive. The City's intent is not to preclude a bridge landing and ramps on #160 CPD if needed.

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The Proponent should be obligated to provide the necessary square footage needed for a bridge landing and ramps (very roughly up to 10,000 square feet and subject to change) either wholly on #150, #180R parcel, or partially on both #160 and #150/#180R. If the #160 parcel is used, it would include up to 7,000 square feet within 22 feet along the rear property line along the rail-right-of-way. The remaining 3,000 sq ft would be provided on the adjacent #150/#180R parcel. This could relocate up to approximately 42 parking spaces along the back of the 160 Cambridgepark Drive project adjacent to property line and rail-right-of-way. The City will make its best efforts to minimize the impacts on #160 Cambridgepark Drive, and to make it possible to allow vehicle parking under the bridge structure where possible, without adding costs to the structure. The Proponent, Owner of the housing site or both should provide easements when and as necessary for public access between the bridge and Cambridge Park Drive.

The proponent, including the proposed residential housing parcel owner, shall work cooperatively with the City during preliminary studies, design-development, permitting and construction to help bring the project to completion.

4. Bicycle Conditions

We recommend that one bicycle per unit be required. The final selection of bicycle racks or stackers should be approved by the City. We also recommend at least 20 short-term visitor bicycle spaces at locations approved by City staff.

5. Transportation Demand Management (TDM) Measures

We recommend that the project be required to 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 for a vehicle-sharing 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 subject to MBTA fare increases) to each adult member of a new household at the time the household moves in, and may be limited to two Charlie Cards.
- c. Provide air pumps and other bike tools, such as a "fix-it" stand in the bicycle storage areas.
- d. Become a member of a Transportation Management Association (TMA) if or when one is established in the area in the future.
- e. Parking should be charged separately from the rent. The Permittee shall provide the summary of on-site parking fees to the TP&T. The Permittee or any subsequent owner shall provide written update to TP&T whenever the fees are changed
- f. 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, multi-use path to Alewife Station, Minuteman, Linear Park, Belmont path and Fresh Pond path.
 - MBTA maps, schedules, and fares.
 - Area shuttle map and schedule, if one exists.
 - "Getting Around in Cambridge" map (available at the Cambridge Community Development office).
 - Bicycle parking.
 - Ride-matching.
 - Car-sharing.
 - Other pertinent transportation information.

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- g. 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:
- Posting information in a prominent location in the building and on the project's website and property newsletters.
 - Responding to individual requests for information in person and via phone and email.
 - Performing annual transportation surveys.
- h. The TC shall implement a monitoring program to include: annual monitoring of mode split, counts of auto and bicycle parking space utilization and auto/bicycle 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.
- i. 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 (may be limited to two Charlie Cards).
- j. 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.
- k. 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.
- l. Provide parking monitoring data to document the daytime residential parking utilization and day-time non-residential utilization to monitor the shared parking program. The program should begin upon 50% occupancy of the building. Data should be provided to the City for at least 5 years following full occupancy. Prior to the First Building Permit, the Proponent should have an approved program with the City.

Cc: Brian Murphy, Susan Glazer, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; John Conley, BRE/CPD, LLC.