



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
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MEMORANDUM

To: Cambridge Planning Board
From: Susan E. Clippinger, Director
Date: September 11, 2012
Re: 165 Cambridgepark Drive

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for The Residences at 165 Cambridgepark Drive by Hines, Inc. The Project proposed 230 residential apartment units supported by 230 parking spaces. We certified the TIS as complete and reliable on June 21, 2012.

Subsequently, on August 14, 2012, the Project proposed a change from 230 units to 244 units and provided an updated TIS analysis. The updated TIS analysis found there were no additional Planning Board Special Permit criteria exceedences from the original TIS. We certified the updated TIS analysis as complete and accurate on August 20, 2012.

The proposed Project (with the updated 244 units) will generate a total of:
800 daily vehicle trips including, 61 AM and 75 PM peak hour vehicle trips,
638 daily transit trips (49 AM Peak/60 PM Peak hour transit trips),
132 daily pedestrian trips (10 AM/13 PM Peak hour transit trips) and
60 daily bicycle trips 5 AM/5 PM Peak hour bicycle trips).

The full TIS summary is attached. Below are our comments and recommendations for this Project:

1. Planning Board Exceedences

The Project triggers 9 Planning Board exceedences including the vehicle level of service criteria at Alewife Brook Parkway at Rindge Avenue in the AM peak hour, and eight pedestrian level of service criteria are triggered at the intersections of Alewife Brook Parkway and Cambridgepark Drive, Alewife Station Access Road/Route 2 ramp. All the intersections triggered are controlled by the State Department of Conservation and Recreation (DCR).

The intersections in the Alewife area are heavily congested today in the peak hour and residents of the proposed Project will experience significant queuing in the peak hours. We believe the best mitigation to reduce Project's traffic impacts in an already congested area is by implementing effective transportation demand management measures and encouraging non-automobile travel, especially during the peak hours.

MassDot is designing traffic operation and safety improvements at the Alewife Brook Parkway and Route 2 intersection which will include lane geometry and signal timing adjustments, including signal timing adjustments at Alewife Brook Parkway at Rindge Avenue and Cambridgepark Drive. The design is currently at 25%. We recommend the Proponent evaluate the proposed MassDot changes, identify any signal changes at Alewife Brook Parkway and Rindge that may be beneficial to vehicle or pedestrian operations, and determine if the Project's planning board triggers can be mitigated. The Special Permit for the 160 Cambridgepark Drive residential project located across the street from this Project has a similar Planning Board Special Permit condition to evaluate their

planning board exceedences with the Rt. 2/16 changes. The Project's traffic consultant should work jointly with the 165 Cambridgepark Drive traffic consultant to evaluate the Rt. 2/16 changes with both projects, including planning board exceedences and report their findings and recommendations to TP&T. We will work with them on the scope of work. The work should be completed prior to the first Building Occupancy permit for whichever Project comes first.

2. Site Plan

We have the following comments on the proposed site plan:

- 1) To improve the pedestrian conditions on Cambridgepark Drive, instead of 4 curb cuts, we recommend the Project evaluate providing vehicle access to the parking garages from the Access Road which would reduce the number of curb cuts of Cambridgepark Drive.
- 2) We recommend the Fire Lane/Access Road around the site be downgraded from looking like a road to fit more into being part of the landscape but still meet the Fire Department requires for an 18 foot Fire Lane that can support the outriggers for ladder trucks. We will work with the Proponent on the design which must be approved by the City prior to the issuance of the Building Permit. The Access Road will also be used for access between the bicycle parking areas and the Fitchburg cut-off path and connections to the Fitchburg cut-off path should be paved and cleared of snow and ice when necessary.
- 3) The site plan shows a proposed path on the project site that connects to a public access path. The public access path is owned by the City and connects Cambridgepark Drive to the Fitchburg cut-off path. It is currently under construction as part of the Cambridgepark Drive Area Drainage Improvements and Stormwater Wetland Project. A connection from the Project site to the City's public access path should be provided and the design approved by DPW and TP&T.
- 4) The ground level site plan (i.e. parking layout plan) shows building columns in parking spaces. Parking spaces must have clear space meeting minimum zoning widths. We will work with them on their final building permit set plans.

3. Parking

The Project proposes 232 parking spaces or 0.95 parking space per unit located in two garages at the ground floor of the building and is seeking a reduction of required parking per Section 6.35.1. We support the parking reduction because we believe 232 parking spaces will meet the Project's parking needs for the following reasons:

- 1.) The Project is located near the Alewife MBTA Station.
- 2.) The TIS estimated a parking demand of 0.88 spaces/unit based on 2000 Census tract data, and the proposed 0.95 parking ratio is consistent with our findings that residential buildings near transit have less than one vehicle per unit.
- 3.) The 30 Cambridgepark Drive residential Project (312 units) had 173 vehicles registered in 2010 with the Registry of Motor Vehicles or 0.55 vehicles per unit.
- 4.) There will be 28 affordable units which tend to have lower car ownership than market rate units.

We recommend the Project manage the parking spaces in the most efficient and flexible way to accommodate all the building's parking needs on-site including visitor parking.

4. Pedestrian – Bicycle Bridge

As the Planning Board knows, a bicycle/pedestrian bridge across the railroad tracks 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 station area. The bridge would provide a benefit to residents at 165 Cambridgepark Drive by providing a connection to the Fresh Pond shops, Reservoir and Concord Avenue bicycle facility. We recommend that prior to the Project's first Building Permit the Proponent should contribute \$100,000 to the design of the bridge.

5. Bicycle Conditions

We support the proposed 244 indoor bicycle parking spaces for residents (1 bicycle space per unit) and 18 short-term bicycle spaces at the building entrance for visitors. We also recommend 2 short-term bicycle racks in the courtyard area near the main back entrance to the building. We will work with them on the location as part of their building permit process.

6. Transportation Demand Management (TDM) Measures

We recommend that the Project be required to implement the following TDM measures to encourage residents to choose non-single occupancy vehicle (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 \$70, 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.
- 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

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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 \$70, 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.

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