




**CITY OF CAMBRIDGE**  
**Traffic, Parking and Transportation**  
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## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Susan E. Clippinger, Director   
**Date:** September 17, 2013  
**Re:** 15-33 Richdale Avenue Residential Development Project

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for the proposed Hathaway Lofts located at 15-33 Richdale Avenue by Hathaway Partners, LLC. The project proposes 54 residential units (approximately 68,320 s.f.) and 54 parking spaces. It will replace approximately 48,000 s.f. warehouse and office space (16,000 s.f. warehouse and 32,000 s.f. office space). The project will meet the new bicycle parking zoning requirements by providing 56 long-term indoor bicycle parking spaces and 6 short-term outdoor bicycle spaces. We certified the TIS as complete and reliable on August 2, 2013.

The project will generate a total of:

- 122 daily vehicle trips including, 10 AM and 11 PM Peak hour vehicle trips,
- 171 daily transit trips (13 AM/16 PM Peak hour transit trips),
- 44 daily pedestrian trips (4 AM/4 PM Peak hour transit trips), and
- 29 daily bicycle trips (2 AM/3 PM Peak hour bicycle trips).

The study indicated that the Planning Board Special Permit Transportation Criteria were exceeded in 1 instance (the full TIS summary is attached). Below are our comments and recommendations for this project:

1. **General Comments.** This project will generate 10 AM and 11 PM Peak hour vehicle trips, not accounting for the existing 5 AM and 5 PM Peak hour vehicle trips which will be eliminated. Therefore, the project will have minimal traffic impacts on the surrounding roadways. Project vehicle trips are low because the project is very close to the Porter Square MBTA Station (approximately 0.15 miles (800 feet). Less than a 5 minute walk); according to 2007-2011 American Community Survey 14% of residents in the Census Tract do not own a vehicle; only 30% of those with a vehicle drive to work, and 70% take transit, walk or bike to work.

The project will meet the zoning minimum automobile and bicycle parking spaces. The American Community Survey 2007-2011 indicated there is an average of 0.91 vehicles per unit for rental occupied housing units in the Project's Census Tract, therefore 1 parking space per unit should be sufficient to meet the Project's parking needs.

2. **Planning Board Exceedences.** The project triggered the Bicycle Facilities Special Permit Planning Board criteria for Richdale Avenue because there are no bicycle facilities on the street. Richdale Avenue is a two-way public roadway approximately 30 feet wide with 7 to 8 foot sidewalks on both sides. On-street parking is permitted on the north side of the street. The street has low traffic volumes; In May 2013 the average daily traffic was 1,159 vehicles, and less than 2 cars a minute during peak hours. The City is currently working with the

Bicycle Committee on way finding bicycle signage. One option would direct bicycles to use Richdale rather than Mass Ave. The proponent should be required to install bicycle sharrows on Richdale unless the City decides not to use on this street.

3. **Site Plan.** The site currently has three existing curb cuts. The eastern curb-cut will be used to access the project. The Proponent should raise the curb across the two western curb cuts which will provide 2-3 additional on-street parking spaces.
4. **TDM.** As we recommend in all residential project, to help minimize projects traffic impacts, the Proponent should implement the following residential Transportation Demand Management (TDM) measures to encourage preferred modes of transportation including, walking, bicycling, and transit:
  - Provide an MBTA Charlie Card, with the value of a combined bus/subway pass (currently set at \$70 but 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. Up to two Charlie Cards total per household are required. This requirement renews each time a new household moves in to incentivize new households to use public transportation.
  - Post information in an area that is central, visible, convenient, and accessible to all residents and visitors such as:
    - Available pedestrian and bicycle facilities in the vicinity of the Project site.
    - MBTA maps, schedules, and fares.
    - Any area shuttle maps and schedules.
    - "Getting Around in Cambridge" map (available at the Cambridge Community Development office).
    - Bicycle parking.
    - Ride-matching.
    - Car-sharing.
    - Other pertinent transportation information.
  - Provide air pumps and other bicycle tools, such as a "fix-it" station in the bicycle storage areas as well as a hose and drainage area for bicyclists to use.
  - Designate a Transportation Coordinator (TC) for the site to manage the TDM program. The TC will oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways including posting information in prominent locations, Project's web site and property newsletter, and responding to individual requests for information.
  - The TC should participate in any TC trainings offered by the City of Cambridge or local Transportation Management Associations.

Cc: Brian Murphy, Iram Farooq, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Jeff Roberts, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; Sam Wolff, Hathaway Partners, LLC, Jason Sobel, Design Consultants, Inc.

**CITY OF CAMBRIDGE**  
**Special Permit Transportation Impact Study (TIS)**

Summary Sheet

Planning Board Permit Number: \_\_\_\_\_

**PROJECT NAME:** 15-33 Richdale Ave  
 Address: 15-33 Richdale Ave, Cambridge, MA

Owner/Developer Name: Hathaway Partners, LLC  
 Contact Person: Sam Wolff  
 Contact Address: 30 Brattle Street  
Cambridge, MA 02138  
 Contact Phone: 617-821-5353

**SIZE:**

ITE sq. ft.: \_\_\_\_\_  
 Zoning sq. ft.: \_\_\_\_\_  
 Land Use Type: \_\_\_\_\_

**PARKING:**

Existing Parking Spaces: 21 Use: office/warehouse  
 New Parking Spaces: 54 Use: residential  
 Date of Parking Registration Approval: \_\_\_\_\_

**TRIP GENERATION:**

	Daily	AM Peak Hour	PM Peak Hour	Saturday Peak Hour (retail only)
Total Trips	395	31	36	
Vehicle	122	10	11	
Transit	171	13	16	
Pedestrian	44	4	4	
Bicycle	29	2	3	

**MODE SPLIT (PERSON TRIPS):** Vehicles (SOV): 30.3 % Bicycle: 7.3 %  
 Rideshare (HOV): 0.5 % Pedestrian: 11.3 %  
 Transit: 43.2 %

**TRANSPORTATION CONSULTANT:**

Company Name: Design Consultants, Inc.  
 Contact Name: Jason Sobel  
 Phone: 617-776-3350 x 115

Date of Building Permit Approval: \_\_\_\_\_

Planning Board Permit Number: \_\_\_\_\_

Project Name: 15-33 Richdale Ave

Total Data Entries = 43

Total Number of Criteria Exceedences = 1

1. Project Vehicle Trip Generation

Weekday = 122 AM Peak Hour = 10 PM Peak Hour = 11 Meets Criteria? [Y/N]

2. Level of Service (LOS)

Intersection <i>[Name / Name]</i>	A.M. Peak Hour			P.M. Peak Hour		
	Existing <i>[A-F]</i>	With Project <i>[A-F]</i>	Meets Criteria? <i>[Y/N]</i>	Existing <i>[A-F]</i>	With Project <i>[A-F]</i>	Meets Criteria? <i>[Y/N]</i>
Richdale/Walden St						
Richdale Ave EB	A	A	Y	A	A	Y
Richdale Ave WB	A	A	Y	A	A	Y
Walden St. NB	B	B	Y	C	C	Y
Walden St. SB	C	C	Y	B	B	Y
Richdale/Upland Rd						
Richdale Ave SB	B	B	Y	B	B	Y
Richdale/Camb Terr						
Camb Terr NB	A	A	Y	A	A	Y
Richdale/Site Drwy						
Parking Lot NB	A	A	Y	A	A	Y
Site Driveway SB	A	A	Y	A	A	Y

3. Traffic on Residential Streets

Street Segment <i>[Name]</i>	A.M. Peak Hour			P.M. Peak Hour		
	Existing Volume <i>[#####]</i>	With Project <i>[###]</i>	Meets Criteria? <i>[Y/N]</i>	Existing Volume <i>[#####]</i>	With Project <i>[###]</i>	Meets Criteria? <i>[Y/N]</i>
Richdale Ave between Walden St & Camb Terr	81	87	Y	107	113	Y
Richdale Ave between Camb Terr & Upland Rd	80	84	Y	111	116	Y

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

Intersection <i>[Name / Name]</i>	No. of Lanes Analyzed <i>[#]</i>	A.M. Peak Hour			P.M. Peak Hour		
		Existing <i>[##]</i>	With Project <i>[##]</i>	Meets Criteria? <i>[Y/N]</i>	Existing <i>[##]</i>	With Project <i>[##]</i>	Meets Criteria? <i>[Y/N]</i>
Richdale/Walden St							
Richdale Ave EB	1	8ft	8ft	Y	8ft	8ft	Y
Richdale Ave WB	1	8ft	10ft	Y	13ft	13ft	Y
Walden St NB	1	50ft	50ft	Y	115ft	118ft	Y
Walden St. SB	1	118ft	120ft	Y	50ft	50ft	Y
Richdale/Upland Rd							
Richdale SB	1	10ft	10ft	Y	8ft	8ft	Y
Richdale/Camb Terr							
Cambridge Terr NB	1	2ft	2ft	Y	2ft	2ft	Y
Richdale/Site Driveway							
Site Driveway SB	1	0ft	1ft	Y	1ft	1ft	Y

**5. Pedestrian and Bicycle Facilities**

Intersection <i>[Name / Name]</i>	A.M. Peak Hour			P.M. Peak Hour		
	Existing PLOS <i>[A-F]</i>	With Project <i>[A-F]</i>	Meets Criteria? <i>[Y/N]</i>	Existing PLOS <i>[A-F]</i>	With Project <i>[A-F]</i>	Meets Criteria? <i>[Y/N]</i>
Richdale/Upland Rd						
across east leg	B	B	Y	B	B	Y
across west leg	B	B	Y	B	B	Y

Adjacent Street or Public Right-of-Way <i>[Name]</i>	Sidewalks or Walkways Present? <i>[Y/N]</i>	Meets Criteria? <i>[Y/N]</i>	Bicycle Facilities or Right-of-Ways Present? <i>[Y/N]</i>	Meets Criteria? <i>[Y/N]</i>
Richdale Ave	Y	Y	N	N
On-Site:	Y	Y	Y	Y