

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
Date: October 3, 2014
Re: The Residences at #88 Cambridgepark Drive (Formerly 180R Cambridgepark Drive)

The proposed 88 Cambridgepark Drive project (Formerly 180R Cambridgepark Drive) has been revised from 378 units to **254 units**. The garage of 668 spaces will provide shared parking for the new residents and the existing office buildings at #150, #125 and #100 Cambridgepark Drive. Current office parking on the surface lot will be reduced from 571 to 555. **Vanasse, Hangen Brustlin, Inc. (VHB) provided a memo dated August 13, 2014 regarding revisions to the Traffic Impact Study (TIS) for the changed project.**

1. The project trip generation was reduced by 33% to 507 weekday daily trips, 46 AM and 34 PM peak hour vehicle trips.
2. There was no change to intersection level of service grade from reduced project size. The Alewife Brook Parkway/Rindge Avenue intersection is still triggered in the AM Peak hour from LOS D to LOS E. The project change did reduce vehicle queuing by 1 less vehicle in the AM peak hour on all approaches to the Alewife Brook Parkway/Rindge Avenue intersection, the eastbound approach to the Alewife Brook Parkway/Cambridgepark Drive intersection, and the northbound approach to the Alewife Brook Parkway/Massachusetts Avenue intersection.
3. In December 2011, during the PM peak hour, approximately 12 vehicles on Cambridgepark Drive were observed queuing eastbound at Alewife Access Road. 6 vehicles were reported in the Synchro traffic model. Updated queue observations conducted in August 2014 observed 6 vehicles, with a maximum of 9. The majority of vehicles got through the intersection without missing a cycle.

Future 2018 Cumulative Impacts

1. The most noticeable change will be Cambridgepark Drive west of the Alewife Access Road, especially for AM peak hour trips leaving Cambridgepark Drive.
2. Cambridgepark Drive at the intersection of the Alewife Access Road and Alewife Brook Parkway will continue to operate poorly in the PM peak hours.
3. MassDot's Rt. 2/16 project will improve safety and ease queuing, especially queues blocking bypass moves but will not benefit Alewife Brook Parkway at Cambridgepark Drive and Rindge Avenue.
4. The future 2018 cumulative queuing on Cambridgepark Drive eastbound approach to Alewife Access Road will double from 6 to 12 vehicles in the PM peak hour. One vehicle will be from the 88 Cambridgepark Drive project and other vehicles from the #160, #165, and #130 Cambridgepark Drive projects.
5. A summary of the AM and PM cumulative development trips (projected increased over existing trips) is provided in the VHB memo.

#88 Cambridgepark Drive

The Cambridge Traffic, Parking and Transportation Department submitted a comment letter to the Planning Board dated July 8, 2014. As the project has evolved we have continued to work with the proponent on their transportation elements. We have the following updated comments on the Project's proposed changes.

The following allocation of spaces in the 668 space garage at #88 CPD should be:

1. The maximum daytime office spaces at #88 CPD should be 555 spaces.
2. The minimum dedicated daytime residential parking spaces should be 107 spaces so there are parking spaces for residents that leave their vehicle home during the day.
3. In addition there should be at least 6 on-site spaces available for car share spaces.

Parking Summary:

#88 Cambridgepark Drive	
Spaces	Parking Allocation
107	dedicated spaces for residential use
461	dedicated spaces for office use (#100, #125, #150)
94	spaces shared between office and residential uses
6	spaces available for car sharing vehicles
668	TOTAL SPACES
Example: 555 office spaces weekday. 201 residential spaces evenings/weekends.	

Attached is our updated Exhibit A for the #88 Cambridgepark Drive project which shows parking space allocation, location and sharing. Also attached is a reference map.

In addition to the recommendations in our July 8, 2014 Planning Board memo, the proponent has agreed to these additional mitigation measures.

1. The Proponent will contribute a total of \$230,000 to the City: to be used to fund the purchase and installation of the largest size Bike Share station to be located in the Alewife Triangle area and the balance for the planning, design and construction of the pedestrian/bicycle Bridge and MBTA commuter rail station platform at Alewife. The bike share location will be determined by city staff in consultation with the Project proponent and may require slight adjustments to the original landscape/streetscape plan in order to provide a safe and accessible location. Approval of these changes will be done by city staff. Funding for the station will be provided at the time of building permit receipt.
2. The Proponent will provide an MBTA Charlie Card, with 50% of the value of a combined bus/subway MBTA Charlie Card (currently set at \$75, but subject to MBTA fare increases) to each adult member of each household at 88 Cambridgepark Drive. This benefit may be limited to two Charlie Cards per household. The proponent must advertise the program to building residents a minimum of once every three months to ensure that residents are aware of this benefit.

Cc: Brian Murphy, Iram Farooq, Susanne Rasmussen, Jeff Roberts, Stuart Dash, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; Rich McKinnon, The McKinnon Company.

Exhibit A (Updated October 3, 2014)

Post #88 Cambridgepark Drive Project
Parking space allocation, location, and sharing

Address	#125	#130	#150 Garage	#88	#160	#100	Total
	Existing	Permitted Residential Bulding	New Garage	New Residential Building and Garage	Permitted Residential Building	Existing	
Parking Facility Type	Dedicated non-residential	Dedicated residential	Shared	Dedicated residential. Dedicated Office, and Shared	Shared	None (No on-site spaces)	
Physical Number of Spaces Located on Parcel	179	120	456	668	398	0	1821
Allocation of spaces	179 dedicated to #125	120 spaces dedicated to Residents at #130.	29 spacess dedicated to Residents at #130.	107 dedicated to Residents at #88.	248 spaces dedicated to #160 residents. 80 spaces shared with #150 and 70 spaces shared with #200.	0	1821
			387 spaces for #100, #125, #150 and 71 spaces shared with #130 residents (during any non-peak office demand periods) 40 spaces for #200.	555 spaces for #100, #125, #150 and 94 space shared with #88 residents during non-peak office demand periods. Min. 6 car share spaces			
Conditions	Maximum 179 spaces for #125	Minimum and Maximum 120 spaces for #130.	Maximum 200 spaces for #125.	Minimum 107 for #88.	Minimum 248 spaces for #160.	N/A	Max. 1,821
			Maximum 323 spaces for #100.	Maximum 555 for #100, #125, #150.	Maximum 80 spaces for #150.		
			Maximum 435 spaces for #150.	Min. 6 car share spaces	Maximum 70 spaces for #200.		
			Maximum 40 spaces for #200				
			Minimum 29 spaces for #130				

Units

220 units
149 dedicated spaces
71 shared spaces
=220 spaces (1.0 ratio)

254 Units	398 units
107 dedicated spaces	248 dedicated spaces
94 shared spaces	150 shared spaces
=210 spaces (0.79 ratio)	=398 spaces (1.0 ratio)



Memorandum

To: Susan E. Clippinger, Director
Adam Shulman
Cambridge Traffic, Parking and
Transportation Department

Date: August 13, 2014

Project No.: 11810.00

From: David Black
Meghan Houdlette, PE

Re: 88 Cambridgepark Drive
Proposed Project Program Revisions

The purpose of this memorandum is to provide pertinent information regarding the proposed changes in the 88 Cambridgepark Drive (formerly 180R Cambridgepark Drive) project as presented and analyzed in the TIS dated May 1, 2014, as certified by TP&T on May 8, 2014.

The proposed revisions to the project include a reduction in residential from 378 units to 254 units, along with a reduction in the net increase in vehicle parking which is reduced from 220 spaces to 97 spaces. Long-term bicycle parking would be reduced from 395 bikes to 267 bikes located in bike rooms internal to the building. Short-term/visitor bicycle spaces would be reduced from 38 bikes to 25 bikes located outside the building close to the lobby areas.

VHB has updated the TIS analysis to reflect the above changes in the project program, and provides the following responses to TP&T's specific requests.

A. Revise PB criteria; updated summary sheets, particularly Trip Generation and vehicle Level of service criteria's, including recalculate LOS at Alewife Brook/Rindge, which had an exceedence.

The updated Planning Board Criteria Performance Summary is attached, reflecting the following changes in the TIS analysis, but maintaining the same number of exceedences:

1. Project Vehicle Trip Generation is reduced by 33%, yielding 507 weekday daily trips, and 46 and 34 trips in the AM and PM peak hours, respectively.
2. Level of Service (LOS) – no changes. Although the project trip generation is reduced, the addition of 29 project vehicle trips (previously 42 trips) in the AM peak hour at the Alewife Brook Parkway/Rindge Avenue intersection still results in the existing VLOS D declining slightly to VLOS E.
3. Traffic Residential Streets – no change (no residential street in the study area).
4. Lane Queue – reductions in the following queues under Build conditions:

- (i) Alewife Brook Parkway/Cambridgepark Drive
 - EBL approach, from 10 to 9 vehicles in the AM peak hour (c.f. 8 vehicles under existing conditions)
 - (ii) Alewife Brook parkway/Rindge Avenue
 - WBR approach, from 9 to 8 vehicles in the AM peak hour (c.f. 8 vehicles under existing conditions) and 2 to 1 vehicle in the PM peak hour (c.f. 1 vehicle under existing conditions)
 - NBT approach, from 23 to 22 vehicles in the AM peak hour (c.f. 19 vehicles under existing conditions)
 - SBT approach, from 33 to 32 vehicles in the AM peak hour (c.f. 30 vehicles under existing conditions)
 - (iii) Alewife brook parkway/Massachusetts Avenue
 - NBT approach, from 10 to 9 vehicles in the AM peak hour (c.f. 9 vehicles under existing conditions)
5. Pedestrian and Bicycle Facilities – no changes. Exceedences remain (as a result of existing condition).

B. Describe your proposed parking supply change.

The revised project will provide 191 residential parking spaces (reduced from 316 spaces previously presented in the TIS) to support the revised 254 residential units, reflecting a ratio of 0.75 parking spaces per residential unit (reduced from the ratio of 0.84 previously presented in the TIS). This supply includes 97 to 115 net new parking spaces (reduced from 220 spaces previously presented in the TIS). The revised parking supply comprises the following:

- 1. 97 spaces on the 88 Cambridgepark Drive site dedicated for use by the Project's residents
- 2. 76 spaces on the 88 Cambridgepark Drive site for use by the Project's residents on a shared basis with nearby office uses
- 3. Up to 18 spaces provided on another parcel within the Alewife Overlay District's Triangle District, subject to the applicant's securing required permits and entitlements, and/or on 150 Cambridgepark Drive (on a shared basis with nearby office uses).

In the event the applicant is unable to secure permits and entitlements for some or all of the 18 off-site spaces, the applicant is requesting the flexibility to increase the number of dedicated spaces on 88 Cambridgepark Drive, and the Project's net new spaces, to 115.

C. Describe the observed PM peak hour queue for Cambridgepark Drive eastbound approach to Alewife Access Road today, and what is the expected queue in the future. (The observed queues in the TIS are from 2011)

Queue observations presented in the May 1, 2014 180R Cambridgepark Drive TIS were conducted in December 2011. The intersection of Cambridgepark Drive at Station Access

Road comprises one approach lane in the eastbound direction along Cambridgepark Drive. As reported, the PM peak hour observations in 2011 indicated that approximately 12 vehicles were queued on this approach. The average queue calculated in the TIS using the Synchro model under existing PM peak hour conditions was 6 vehicles.

VHB conducted updated queue observations on Monday August 11, 2014 during the PM peak hour from 5pm to 6pm. The results of the observations indicated that on average, 6 vehicles were queued up throughout the peak hour along the eastbound approach. The maximum queue observed during the PM peak hour was 9 vehicles. During some of the cycles, a few vehicles would queue in the bike lane, but this was not observed to be a consistent condition. The queue was observed to be processed through the intersection during one green phase of the signal cycle for the majority of the time.

Under Future 2018 Conditions, the queue length in the eastbound direction along Cambridgepark Drive is expected to increase by approximately 6 vehicles above existing conditions during the PM peak hour. This is due to the cumulative impacts of the permitted projects, and projects pending approval along Cambridgepark Drive (including 88 Cambridgepark Drive). It is estimated that approximately 113 new vehicle trips associated with the cumulative development projects along Cambridgepark Drive would be added over and above existing conditions in the eastbound direction during the evening peak hour, resulting in the lengthening of the queue. Of the 6 vehicle cumulative increase in the queue, only 1 vehicle is associated with the revised 88 Cambridgepark Drive project.

- D. Provide an updated graphic for the cumulative AM and PM peak hour traffic, similar to the graphic attached.**

Updated graphics depicting the cumulative AM and PM peak hour development trips in the study are attached.

- E. Describe how the change in your project will change the project generated trips on Cambridge Park Drive.**

The revised project will reduce the number of project generated trips on Cambridgepark Drive by 33% compared to the trips presented in the TIS. The changes are presented in the table below.

Project Generated Vehicle Trips *	AM Peak Hour		PM Peak Hour	
	180R CPD TIS	Revised 88 CPD	180R CPD TIS	Revised 88 CPD
Eastbound	53	36	17	12
Westbound	15	10	33	22
Total	68	46	50	34

* Cambridgepark Drive, west of Station Access Road

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

Planning Board Permit Number: _____

Project Name: 88 Cambridgepark Drive (180R Cambridgepark Drive, revised)

Total Data Entries = 117

Total Number of Criteria Exceedences = 15

1. Project Vehicle Trip Generation

Intersection	Build	
Weekday Daily	507	N
AM Peak	46	N
PM Peak	34	N

2. Level of Service (LOS)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
1(a) Alewife Brook Pkwy/Rte 2 (north ramp)	F	F	N	F	F	N
1(b) Alewife Brook Pkwy/Rte 2	F	F	N	F	F	N
1(c) Alewife Brook Pkwy/Rte 2 (south ramp)	B	B	N	B	B	N
1(d) Alewife Brook Pkwy/Alewife Station Access Rd	C	C	N	C	C	N
2. Alewife Brook Pkwy/Cambridgepark Dr	C	C	N	F	F	N
3. Alewife Brook Pkwy/Rindge Ave	D	E	Y	F	F	N
4. Cambridgepark Dr/Alewife Station Access Rd	C	C	N	D	D	N
6. Alewife Brook Parkway/Massachusetts Avenue	E	E	N	E	E	N

3. Traffic on Residential Streets

There are no Residential Streets in the Study Area

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

Intersection	Approach	A.M. Peak Hour			P.M. Peak Hour		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
1(a) Alewife Brook Pkwy/Route 2 (north ramp)	SWR	30	30	N	48	48	N
	WBT	53	53	N	30	30	N
1(b) Alewife Brook Pkwy/Route 2	EBL	7	7	N	11	11	N
	WBR	6	6	N	20	20	N
	SBT-1	4	4	N	6	6	N
	NWT	28	28	N	47	47	N
	SBT-2	0	0	N	2	2	N
1(c) Alewife Brook Pkwy/Route 2 (south ramp)	SER	6	6	N	6	6	N
	WBT	4	4	N	20	20	N
1(d) Alewife Brook Pkwy/Alewife Station Access Rd	WBR	0	0	N	2	2	N
	NBT	2	2	N	4	4	N

CITY OF CAMBRIDGE

Planning Board Criteria Performance Summary

Special Permit Transportation Impact Study (TIS)

Intersection	Approach	A.M. Peak Hour			P.M. Peak Hour		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
2. Alewife Brook Pkwy/Cambridgepark Drive	EBL	8	9	N	21	22	N
	EBR	-	-	N	-	-	N
	NBL	4	5	N	2	3	N
	NBT	5	5	N	32	32	N
	SBT	17	18	N	28	28	N
	SBR	0	0	N	0	0	N
3. Alewife Brook Pkwy/Rindge Ave	WBL	7	7	N	5	5	N
	WBR	8	8	N	1	1	N
	NBT	19	22	N	48	48	N
	SBT	30	32	N	43	43	N
4. Cambridgepark Drive/Alewife Station Access Road	EBT	1	2	N	6	7	N
	WBT	4	4	N	2	2	N
	WBR	0	0	N	0	0	N
	NBT	0	0	N	0	0	N
	SBL	7	7	N	9	9	N
	SBT	4	4	N	8	8	N
6. Alewife Brook Parkway / Massachusetts Avenue	EBL	4	4	N	2	2	N
	EBT	14	14	N	10	10	N
	WBL	12	12	N	9	9	N
	WBT	8	8	N	11	11	N
	NBL	2	2	N	4	4	N
	NBT	9	9	N	18	18	N
	SBL	2	2	N	3	3	N
	SBT	15	15	N	11	11	N

5. Pedestrian and Bicycle Facilities

Intersection	Crosswalk	AM Peak			PM Peak		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
1 (d) Alewife Brook Pkwy/Alewife Station Access Road	East	B	B	N	C	C	N
3. Alewife Brook Pkwy/Rindge Avenue	East	E	E	Y	E	E	Y
	South	E	E	Y	E	E	Y
4. Cambridgepark Drive / Alewife Station Access Road	East	D	D	N	D	D	N
	West	D	D	N	D	D	N
	North	D	D	N	D	D	N
	South	D	D	N	D	D	N
5. Alewife Station Access Road/Rt 2 Ramp	North	F	F	Y	D	D	N
	East	B	B	N	E	E	Y
6. Massachusetts Avenue/Alewife Brook Parkway	East	E	E	Y	E	E	Y
	West	E	E	Y	E	E	Y
	North	E	E	Y	E	E	Y
	South	E	E	Y	E	E	Y

Adjacent Street	Link (between)	Sidewalks or Walkways Present?	Exceeds Criteria	Bicycle Facilities or Right of Ways Present?	Exceeds Criteria
Cambridgepark Drive	Adjacent to the 180R CPD Site	Y	N	Y	N

CITY OF CAMBRIDGE

Special Permit Transportation Impact Study (TIS)

Summary Sheet

Planning Board Permit Number: _____

PROJECT NAME:

Address: 88 Cambridgepark Drive (previously 180R Cambridgepark Drive)

Owner/Developer Name: BRE/CPD, LLC

Contact Person: Paul Filtzer

Contact Address: Equity Office
125 Summer Street
Boston, MA 02110

Contact Phone: 617-425-6064

SIZE:

ITE sq. ft.: 294,000 SF/254 units

Zoning sq. ft.: 294,000 SF

Land Use Type: Residential

PARKING:

(Parcels 125, 160, 150, 130 & 180R Cambridgepark Drive)

Existing Registered Parking Spaces: 1,724 Use: Commercial/Residential

New Parking Spaces: 1,821 Use: Commercial/Residential

Net Increase Parking Spaces: 97 Use: Residential

Date of Parking Registration Approval: N/A

TRIP GENERATION:

	Daily	AM Peak Hour	PM Peak Hour
Total Trips	1,742	133	164
Vehicle	507	46	34
Transit	1,053	73	113
Pedestrian	128	10	12
Bicycle	54	4	5

MODE SPLIT (PERSON TRIPS): Vehicle (SOV): 24 % Bicycle: 3 %
Rideshare (HOV): 5 % Pedestrian: 7 %
Transit: 59 % Work at Home: 2 %

TRANSPORTATION CONSULTANT:

Company Name: Vanasse Hangen Brustlin, Inc.

Contact Name: David Black / Meghan Houdlette P.E.

Phone: 617.728.7777

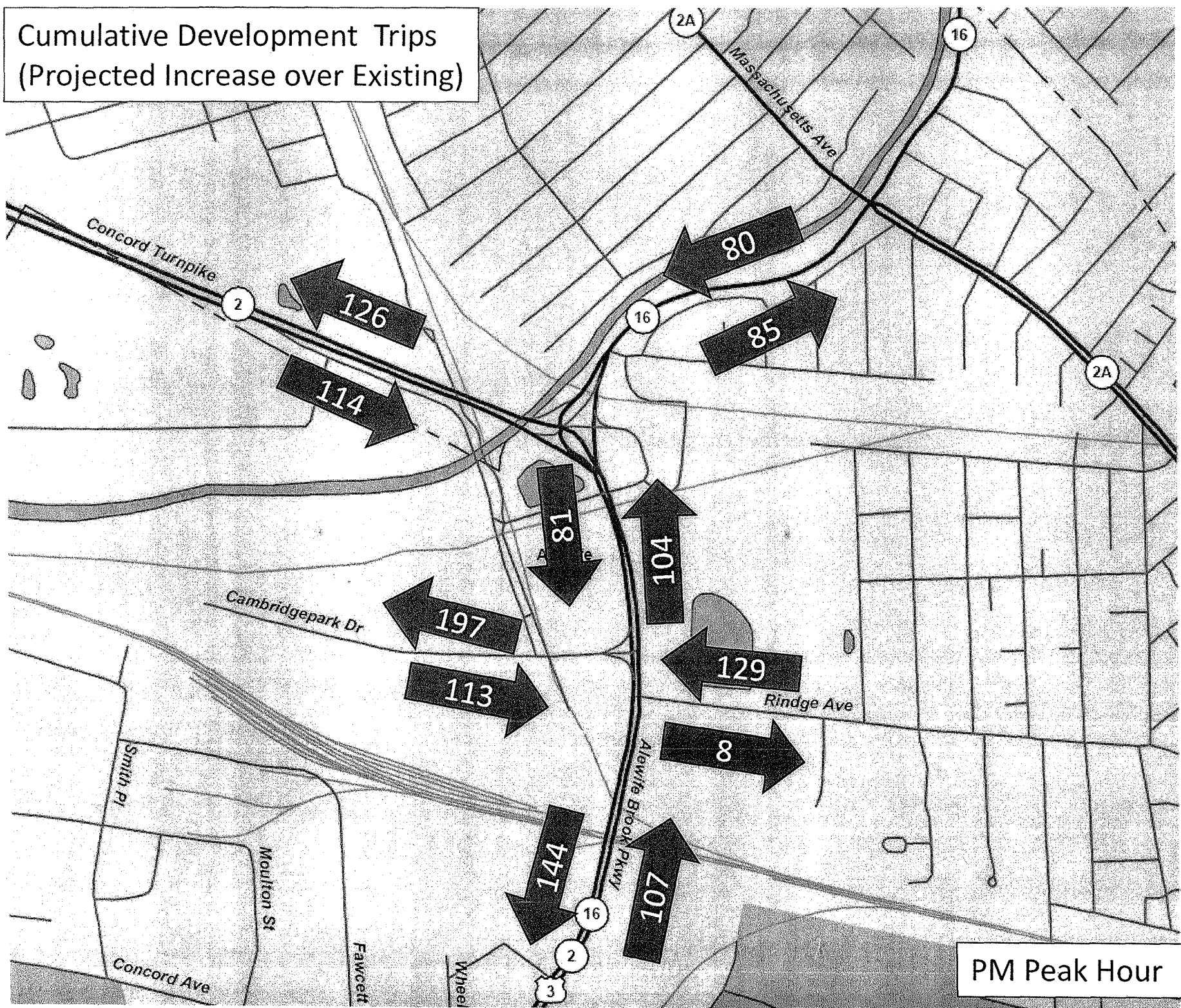
Date of Building Permit Approval: _____ N/A

Cumulative Development Trips
(Projected Increase over Existing)



AM Peak Hour

Cumulative Development Trips
(Projected Increase over Existing)





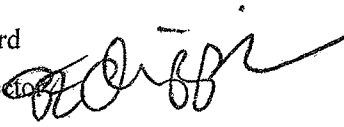
CITY OF CAMBRIDGE
Traffic, Parking and Transportation
344 Broadway
Cambridge, Massachusetts 02139

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 
Date: July 8, 2014
Re: The Residences at 180R Cambridgepark Drive

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for The Residences at 180R Cambridgepark Drive by The McKinnon Company, Developer on behalf of BRE/CPD, LLC. The Project proposes an approximately 401,770 square foot residential building with 378 apartment units.

The Project parcel currently contains an existing surface parking lot with 571 auto parking spaces that serve office buildings at #100, #125 and #150 Cambridgepark Drive. The Project proposes to replace the 571 surface spaces with 791 spaces (220 net new spaces), including a structured parking garage and ground-level parking. The 791 parking spaces will include 220 dedicated residential spaces, 475 spaces for #100, #125 and/or #150 Cambridgepark Drive, and 96 shared spaces.

The Project proposes a total of 395 long-term bicycle parking spaces in five bike rooms located inside the residential building and garage. In addition, it proposes 38 short-term/visitor bicycle spaces.

We certified the Project's TIS as complete and reliable on May 8, 2014.

The proposed Project will generate a total of:

- 754 daily vehicle trips including, 68 AM and 50 PM peak hour vehicle trips,
- 1,567 daily transit trips (109 AM Peak/168 PM peak hour transit trips),
- 190 daily pedestrian trips (15 AM/18 PM peak hour transit trips) and
- 81 daily bicycle trips 6 AM/8 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 intersections in the Alewife area are heavily congested today and residents of the proposed Project will experience significant queuing, especially during peak hours. The 180R Cambridgepark Drive Project is one of several projects proposed, approved or under construction in the Alewife area. All projects have been accounted for in the Future Conditions analysis for this project.

The Project triggers 15 Planning Board Special Permit exceedences including One (1) vehicle level of service criteria at Alewife Brook Parkway/Rindge Avenue in the AM peak hour (from LOS D to E).

The Project triggers 14 pedestrian level of service criteria at the intersections of: Alewife Brook Parkway/Rindge Avenue, Alewife Station Access Road/Route 2 southbound off-ramp, and Massachusetts Avenue/Alewife Brook Parkway. Pedestrian levels of service at these intersections are triggered due to their existing pedestrian crossing delays (PLOS E or F).

MassDOT's Route 2/16 Improvement Project, which includes traffic operations and safety improvements, is expected in 2016 and will address some existing transportation issues within the Rt. 2/16 intersection, including reducing vehicle delay for Rt. 16 southbound and northbound vehicles heading toward Rt. 2 westbound and preventing vehicle queuing from blocking other moves within the intersection. MassDOT's Route 2/16 Improvement Project will also include signal timing changes at Alewife Brook Parkway/Rindge Avenue in the evening peak hour which will reduce pedestrian crossing delay at that intersection. The Rt. 2/16 Improvement Project will not reduce vehicle delays at intersections, such as Cambridgepark Drive/Alewife Brook Parkway and Alewife Brook Parkway/Rindge Avenue. The improvements to eastbound delays on Rt. 2 will move some congestion to these locations.

There is no doubt that roadways in Alewife area are highly congested during peak hours today. This is because of the role Alewife Brook Parkway and Rt. 2 play in serving regional traffic passing through the area both north/south and east/west.

To help mitigate the Planning Board Special Permit exceedences from this project we recommend the following:

- The Proponent should create design concepts for reconstruction of Cambridgepark Drive between and including the intersections of Alewife Brook Parkway and Alewife Access Road/Cambridge Park Place. Some design options may include, removing the median, removing the right turn slip lane at Cambridgepark Drive/Alewife Brook Parkway, relocating the mid-block pedestrian crossing and changes to the triangle parcel at Alewife Brook Parkway. The goals are to reduce queuing of eastbound Cambridgepark Drive vehicles at Alewife Brook Parkway from adversely impacting the Alewife Access Road intersection, and reducing vehicle, pedestrian and bicycle conflicts. The concept plan(s) should be completed and submitted to TP&T and CDD prior to the Project's first Occupancy Permit.
- The Proponent should design and replace/construct the existing bicycle lane with a raised protected bicycle lane on Cambridgepark Drive at the eastbound approach to Cambridgepark Place/Alewife Access Road. The raised bicycle lane will be about 130 feet long and start after the 30 Cambridgepark Drive driveway. Raising the existing bicycle lane will fix the ongoing issue of vehicles blocking the bicycle lane during the evening peak hour. The Proponent should also be obligated to maintain the raised bicycle lane free of snow or debris. The raised, protected bicycle lane should be completed before the Project's first Occupancy Permit to the extent practical. The Public Works Department already has preliminary design plans of the raised bicycle lane.

2. Parking

The Project proposes to:

- Replace the existing 571 space surface parking lot at #180R Cambridgepark Drive, which serves #100, #125, #150 Cambridgepark Drive, with 791 parking spaces (approximately 661 space garage at #180R Garage, and approximately 130 spaces below the #180R residential buildings (220 net new spaces).
- The #180R residents will have 220 resident only parking spaces and 96 shared spaces (for use by residents during non-peak office periods for a total of 316 parking spaces (0.84 spaces/unit).
- 475 parking spaces will be dedicated to #100, #125 and #150 Cambridgepark Drive.

We have worked with the Proponent and believe the Project parking will meet its demand based on its proximity to Alewife Station, parking studies of other nearby multi-family residential buildings, and the pooled/shared parking, which will also be monitored by the TPT and CDD Departments along with their Transportation Demand Management measures. The attached Exhibit A (updated July 8, 2014) shows our detailed parking recommendations, including the physical location of spaces and who can and cannot use the spaces. The Exhibit updates Exhibit A from the #130 Cambridgepark Drive project approved in Special Permit #279. When permitted, these will be the updated parking registrations for these lots.

3. Pedestrian – Bicycle Bridge

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 Concord area Triangle and Quadrangle. The bridge would provide a benefit to #180R residents by providing a connection to the Fresh Pond shops, Reservoir and Concord Avenue bicycle facility. It will also help reduce traffic impacts in the Alewife area by providing a connection between Alewife Station and the Quadrangle.

We asked the Proponent to demonstrate how their project would accommodate a bridge landing if #180R Cambridgepark Drive was determined to be the best location on the north side of the railroad tracks for a bridge landing. The Proponent has shown five bridge landing options in the Special Permit Application Volume 2. The development must be able to accommodate all the options. The City has hired a consultant to work on the bridge feasibility study and also submitted a federal funding application for developing a full construction document. In addition, the City is looking to include a commuter rail station. The feasibility work is expected to be complete in 2015.

TP&T thanks the Proponent for the commitment to support and allow a bridge landing. In order for the Proponent to design and build a Project now that can accommodate a bridge landing in the future we recommend the following:

- The Project's Special Permit Application Volume 2, dated May 21, 2014, included five bridge landing options for a pedestrian/bicycle bridge connection across the railroad tracks to the #180R and #130 Cambridgepark Drive parcels. Two of these bridge landing options (Options A and F) require the footprint of the garage and #180 West building to be moved northward to provide space for bridge ramps between the emergency access road and garage (Application Volume 2, page 56, 180R West and Garage Position "B"). We recommend all bridge landing options not be precluded, therefore, the footprint of the 180R West and garage must be in Position "B" and site plan adjusted as needed.
- If the bridge is connected into the garage, then there must be a bicycle and pedestrian connection within the garage between the bridge and elevator (i.e. Options B and D, page 58 and 59 in Application Volume 2). The garage floor plan shown on page 34 would need to accommodate a bicycle and pedestrian connection inside the garage.
- An elevator to/from the bridge should be located on the outside of the parking garage or residential building.
- The garage and buildings should be designed so it would not require major changes if the bridge is brought in to the #180R parcel.
- Bicyclist and pedestrians should have direct access from the bridge to an elevator.
- The elevator should be visible to and accessible to the public 24 hours a day, 7 days a week, meet all accessibility standards, and include security features such as video surveillance and designated building staff to respond to emergencies.
- The Proponent shall grant public easements as needed between the bridge, and Cambridgepark Place and Cambridgepark Drive, and shall use reasonable efforts to obtain a public bike and pedestrian access agreement with the MBTA to connect the project parcel to Cambridgepark Place.
- The Proponent shall grant easements for bridge landings and ramp supports if the bridge is brought into #180R Cambridgepark Drive and provide public bike and pedestrian easements to connect to Cambridgepark Drive and Cambridgepark Place.
- If the bridge is brought into #180R Cambridgepark Drive, the Proponent shall as applicable, grant an easement for the bridge landings and ramp supports and/or easement rights to the City that permit the City to tie a pedestrian and bicycle bridge into the parking structure and public access between the bridge to Cambridgepark Drive and Cambridgepark Place.

We will work with the Proponent on the final Project design during the Building Permit process.

Because the bicycle/pedestrian bridge feasibility/design study has not been completed the final bridge location may or may not connect to the #180R parcel. The City's intent is to ensure no building preclude options for a

bridge landing, ramps and elevator. The Proponent should be obligated to provide the necessary square footage needed for a bridge landing and ramps on #180R Cambridgepark Drive. The City will make its best efforts to minimize any parking impacts of a bridge landing and ramps. 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

The project will meet the city's bicycle zoning requirements and provide 395 long-term and 38 short-term bicycle spaces.

5. Transportation Demand Management (TDM) Measures

We recommend that the Project be required to implement the following TDM measures to encourage residents to choose preferred modes of transportation including transit, bicycling and walking over single occupancy vehicles.

- a. Make available at least two publicly available carshare parking spaces in the #180R Garage for a vehicle-sharing company. Carshare 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. Join a Transportation Management Association (TMA) when one is established in the area in the future.
- e. Parking should be charged separately from the residential rent, in order to remind tenants how much they pay for parking. 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.
 - 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).
 - Location of bicycle parking.
 - Hubway regional bikehare system
 - Carsharing
 - Ride-matching.
 - Other pertinent transportation information.
- g. Install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip.
- 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 options 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, social media, and property newsletters.
 - Responding to individual requests for information in person and via phone and email.
 - Performing annual transportation surveys.
- i. 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.

- j. The TC will be on-site during a minimum of 2 hours per week and will be available during other times 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.
- l. The BRE/CPD and TC for the #180R CPD residential building shall implement an annual transportation monitoring program to include: Number of parking access cards issued for which locations and user type,, peak daytime and nighttime utilization of vehicle and bicycle parking spaces by location and use type, resident and employee mode splits, and auto/bicycle ownership. Data should be collected through resident and employee surveys/questionnaires, and through observed and mechanical counts. Data should also be coordinated/combined with the monitoring program for #130 and #160 CPD.

All surveys and counts shall be designed and conducted in a manner approved by CDD and approved before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the #180R CPD 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.

6. Additional Information about the Alewife Area

Included here is the Power Point slides from the June 19, 2014 City Council Subcommittee meeting to provide an Alewife Transportation update at the Tobin School.

Cc: Brian Murphy, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; Rich McKinnon, The McKinnon Company.