




**CITY OF CAMBRIDGE**  
**Traffic, Parking and Transportation**  
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Cambridge, Massachusetts 02139

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## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Sue Clippinger, Director   
**Date:** August 18, 2008  
**Re:** 2419 Massachusetts Avenue – Rounder Records Site

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Oaktree Urban LLC is requesting a Planning Board Special Permit for 2419 Massachusetts Avenue, known as the Rounder Records site. The proposed project is to demolish the vacant 22,520 s.f. Rounder Records building and construct a 46,535 s.f. residential building consisting of 37 housing units, 38 vehicular parking spaces, 19 indoor bicycle parking spaces and 4 short-term bicycle outdoor parking spaces.

The Proponent submitted a traffic study which determined that the project will generate 12 AM and 23 PM vehicle trips, 7 AM and 12 PM transit trips, 1 AM and 3 PM pedestrian trips, and 0 AM and 1 PM bicycle trips (8 daily bicycle trips). Vehicular access to the site will be from a driveway at the existing curb cut on Fair Oaks Street.

This is a beneficial project that will replace a vacant building with new residential housing. The site is located on the Belmont-Cambridge-Somerville Linear Park and just minutes walk to the Davis Square transit station. The Massachusetts Highway Department will be making improvements to the linear path in the next few years and the city will be installing a raised device on Cameron Avenue for the path.

The Cambridge Traffic, Parking and Transportation Department (TP&T) has been working with the proponent, and reviewed the Special Permit application. In addition to any other requirements by the Cambridge Department of Public Works, we recommend that the proponent complete the following items prior to the project's first occupancy permit:

1. Close the existing unused curb cut in front of the site on Massachusetts Avenue adjacent to the residential building at 2427 Massachusetts Avenue, and replace the brick driveway with a concrete sidewalk.
2. Rebuild the two curb cuts at the northwest corner of the Massachusetts Avenue and Cameron Avenue intersection to be compliant with city and ADA/MAAB standards.
3. Close the curb cut on Cameron Avenue between Fair Oaks Street and the park. Reconstruct and raise the sidewalk to match the existing elevation of the brick sidewalk on Cameron Avenue. At a minimum the new sidewalk should be concrete but the proponent may elect to install brick sidewalk. New tree wells and landscaping will be subject to DPW design standards.
4. Rebuild the southwest corner ramp at the intersection of Fair Oaks Street and Cameron Avenue to meet city and ADA/MAAB standards. The ramp should be moved closer to Cameron Avenue and will require coordination with Verizon to move an existing manhole. 4a. Subject to DPW review, if the reciprocal ramp at the northwest corner of the Fair Oaks Street and Cameron Avenue intersection is out of compliance it should also be rebuilt.

5. Repave (Grind and Overlay) Fair Oaks Street with limits determined by DPW.
6. The new sidewalk and driveway on the south side of Fair Oaks Street must meet city and ADA/MAAB requirements.
7. To encourage residents to use non-auto modes of transportation, we recommend the proponent implement the following Transportation Demand Management Measures:
  - a. Provide an MBTA Bike Charlie Card, with equivalent value of a monthly Link pass to each adult member of a new household after the household has established residency. The Bike Charlie card will have the added benefit of allowing residents the ability to use the bike cage at Alewife Station.
  - b. This location particularly warrants an emphasis on bicycle access, given that the project sits directly on Linear Park -- part of a pathway network linking to Alewife Station, the Minuteman Commuter Bikeway, Davis Square, the Somerville Community Path, and eventually to Boston. In addition, there is clear evidence of an increasing reliance on bicycling as a mode of transportation in Cambridge, with double the number of people bicycling in the past few years, and 65% of households having one or more bicycles. Therefore, we recommend an increase in the number of bicycle parking racks in the garage to the greatest extent possible, up to one rack per unit.
  - c. Encourage car/vanpooling in coordination with MassRides, CRTMA or other private ride-matching organizations, such as GoLoco.org.
  - d. Post in a centralized, visible, convenient and equally accessible area to all residents and visitors information including:
    - Available pedestrian and bicycle facilities in the vicinity of the project site.
    - MBTA maps, schedules, and fares.
    - "Getting Around in Cambridge" map (available at the Cambridge Community Development office).

Cc: Beth Rubenstein, CDD  
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CAMERON AVE

FAIR OAKS ST

CAM

RD PL

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Raised devices  
by City