



CITY OF CAMBRIDGE  
COMMUNITY DEVELOPMENT DEPARTMENT

IRAM FAROOQ  
Acting Assistant City  
Manager for Community  
Development

To: Planning Board  
From: Jeff Roberts, Land Use and Zoning Planner  
Suzannah Bigolin, Urban Design Planner  
Date: February 25, 2015  
Re: **PB #294 – 88 Ames Street Project Review – Continued**

**Update**

The Planning Board reviewed this proposal by Boston Properties for a 280-unit residential building with ground floor retail on December 2, 2014, and continued the hearing after asking the Applicant to respond to a set of questions and issues, which are summarized on the following page. The Applicant has met with staff several times since that hearing and has submitted a supplemental package of documents to the Board. This memo, and an attached memo from the Traffic, Parking and Transportation Department (TPT), provide some commentary on the new documents.

While the Applicant has proposed some changes to the building’s design, particularly in the design of bicycle parking facilities, the same special permits are being requested. Those special permits and the applicable findings are summarized below.

**Special Permits**

<b>Requested Special Permits</b>	<b>Summarized Findings</b> <i>(see appendix for zoning text excerpts)</i>
Project Review Special Permit (Section 19.20)	<ul style="list-style-type: none"> <li>The project will have no substantial adverse impact on city traffic within the study area, upon review of the traffic impact indicators analyzed in the Transportation Impact Study and mitigation efforts proposed.</li> <li>The project is consistent with the urban design objectives of the City as set forth in Section 19.30.</li> </ul>
Modification of Bicycle Parking Requirements (Section 6.108)	The Bicycle Parking Plan proposes a quantity, design and arrangement of bicycle parking that will serve bicycle users in a way that is sufficiently comparable, given the circumstances of the specific project, to the bicycle parking that would meet zoning requirements. The design or layout is durable and convenient for the users whom it is intended to serve.

344 Broadway  
Cambridge, MA 02139  
Voice: 617 349-4600  
Fax: 617 349-4669  
TTY: 617 349-4621  
www.cambridgema.gov

## **Planning Board Comments from First Hearing**

The following summarizes some of the key comments made by the Planning Board at the December 2, 2014 hearing.

### General

- Project will be a positive addition to the neighborhood.
- Exact plans and number of floors needs to be determined before the Planning Board can approve the project.

### Site planning and landscape design

- The proposed public spaces, particularly the pocket parks, are unimaginative, and there is a significant opportunity to do more with these spaces.
- Create a more welcoming and interesting public realm. Consider seasonal color, vertical elements, trees, etc.
- The north facing public space could integrate street furniture elements other than seating, e.g. bicycle parking.

### Architectural design and character

- Several Planning Board members felt that the quality of the building does not match aspirations for the district.
- Explore whether the tower element should reach the ground to convey a sense of verticality, sleekness, and anchor the corner.
- Consider need for creating a more residential feel to provide cues of the domestic character of the building. This perhaps could be something that defines the lower building.
- Provide more detailed plans and elevations, including application of materials, colors and finishes across each façade, to enable greater discussion of architectural quality and materiality.
- Present a materials sample board at the next hearing.

### Parking, circulation and loading

- The Planning Board expressed concerns about potential vehicular, pedestrian and cyclist conflicts associated with Pioneer Way.
- Provide further information on how loading issues will be managed, including acknowledging the loading dock, and masking and controlling these activities. Consider the design of the loading dock opening.
- Investigate removing parking egress from Pioneer Way.
- Address the bicycle parking concerns outlined in the TPT memo and Cambridge Bicycle Committee letter to the Planning Board. 30" spacing for bicycle parking feels too constrained.
- Consider whether the proposed residential bicycle parking will be more attractive to office workers than existing alternatives.
- Clarify impacts on Google bicycle parking.

### Environmental impacts

- Explain why different wind standards were used by RWDI in this project and their recently completed work for the Courthouse.

- Address concerns about wind comfort levels for the ground level public spaces, where seating is proposed, and the residential terraces.

#### Residential programming

- Provide more specific information on the proposed unit mix.
- Further consider the need for 3-bedroom units.

### **Staff Comments on Submitted Materials**

#### Site planning and landscape design

At the site planning and landscape design level, several positive refinements have been made in response to the items noted above. Revisions to the north and south open space nodes have given these spaces more vertical emphasis and a stronger visual presence. The planter edge has been amended to granite of varying heights, which is a more robust treatment than the original proposal. The edge could potentially be widened to also enable seating. The layering of canopy trees, seasonal color and texture also has a pleasing visual effect. Exploration of interactive lighting and public artwork is strongly supported by staff. In this regard, the Applicant is encouraged to work with the Cambridge Arts Council in the ongoing design process.

Some bicycle parking has been included in the open spaces as suggested by the Planning Board. In addition, at the request of staff, the Applicant has designated a location for a future Hubway station adjacent to the north open space area. Given the particular siting requirements of Hubway stations, this site represents the most viable location. In placing the station, the City will ensure that there is enough sidewalk clearance to comfortably accommodate the higher pedestrian volumes anticipated in Kendall Square.

#### Architectural design and character

The Applicant has determined the proposed building construction method thereby confirming the number of stories and height. Further information regarding architectural design, character and materials has also been provided. This additional material clarifies the intent of the design concept, which is creation of a strong building base and pedestrian scale, while maintaining a vertical relationship with the tower through the expression of piers and columns. Such an approach is consistent with the *Kendall Square Design Guidelines, 2013*, which seek to break down the scale of tall buildings at street level. Information on materials has also been submitted and a sample board will be available at the Planning Board hearing.

Little has changed in the overall design other than modest modifications to the entry canopy, fourth floor roof fascia, soffit and planters. However, these minor changes have helped to bring more life and warmth to the street edge. The new soffit color ties the building into the surrounding context, while the planters along the fourth floor reveal provide a residential feel. The chamfered corner, now proposed to provide for vehicle sight lines at Pioneer Way, is not considered the most elegant architectural solution to this site constraint but is acceptable to TPT from a safety standpoint.

### Pioneer Way

In response to concerns about potential vehicular, pedestrian and cyclist conflicts the Applicant proposes to reduce vehicle egress from the East Parking Garage to Pioneer Way. More detailed information on the management of loading and the existing conditions has also been provided. Further comments are provided in the attached memo from TPT.

Examples of shared streets successfully developed in Cambridge, as well as throughout the world, have been submitted as part of the application materials. Based on these examples, there may be further potential to delineate the pedestrian-priority of the street through additional street furniture or paving treatment. Specific ideas for paving and furniture could be explored through the continuing review process.

### Bicycle parking and circulation

The bicycle parking has been designed such that the facilities conform to the quantity and dimensional requirements of Article 6.000. This has been achieved by adding another level to the proposed bicycle parking structure attached to the existing garage. However, relief from the location and access requirements of Article 6.000 are still being sought. Further comments are provided in the attached memo from TPT.

### Environmental impacts

The initial Application includes a wind study performed by an engineering firm with a strong reputation in the field. The study analyzes proposed conditions, finding that in general the wind impacts will not be excessive but recommending that screening devices be included in some above-grade open areas to mitigate impacts, including the public open space atop the garage roof.

Wind studies are necessarily relative, because wind conditions are variable and perception of wind comfort is highly subjective. This study predicts the wind speed that will be exceeded 20% of the time at various locations around the site. At the ground level, wind speeds are not predicted to exceed a range of about 7-12 miles per hour more than 20% of the time (*i.e.*, about 80% of the time, wind speeds will be within that range or lower). In terms of comfort, the consultant characterizes these conditions as “standing,” “strolling” or “walking” but not always comfortable for sitting. In addition, there is a “wind safety” standard that predicts the speed that will be exceeded 0.1% of the time, with speeds above 56 miles per hour considered excessive. The study shows that all ground level locations pass that standard, but some locations on the highest rooftop levels would exceed that standard.

The Applicant has discussed with staff the rationale for the categories used by the consultant in its analysis, which have been used widely by the consultant in other studies. Some other cities have slightly different standards or methods of calculation. The Boston Redevelopment Authority (BRA) standards predict the wind speeds that will be exceeded 1% of the time, meaning that the calculated speeds are generally higher, but the methodology is otherwise similar. Moreover, the results still need to be interpreted in a relative and somewhat subjective way. Cambridge has not developed specific wind impact standards, and therefore the Planning Board must make a qualitative assessment of the

information provided to determine if the impacts described in the study are significant and what design measures (e.g., screens, landscaping, trees) might mitigate those impacts.

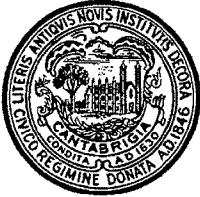
#### Residential program

Staff discussed with the Applicant the City's general preference for a range of unit sizes in new housing, including 3-bedroom units to accommodate families with children. In the supplemental materials, the Applicant has described the proposed unit mix and has explained that this particular project, given its location in the heart of Kendall Square, is specifically targeting smaller households such as younger and older professionals who tend to be single or couples without children. While the current mix is strongly oriented toward one-bedroom apartments or smaller, with a small percentage of two-bedroom units, the Applicant has indicated that the exact mix may be refined through the ongoing design process.

#### Continuing design review

We recommend that the following specific items be subject to continuing detailed design review by staff if the Planning Board acts to grant the requested special permits. Staff would bring any detailed design revisions back to the Board for advisory review as a matter of general business in the event that there is any uncertainty whether those revisions meet the intent of the Board.

- Selection and arrangement of façade materials, colors and finishes
- Selection and placement of plantings, street furniture, public art and interactive media installations in ground-level open spaces
- Paving materials, furniture and screening elements used along Pioneer Way
- Selection and arrangement of bicycle parking racks
- Features intended to screen wind
- Final mix of unit sizes



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

www.cambridgema.gov/traffic

Monica R. Lamboy, Interim Director  
Brad Gerratt, Deputy Director

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

## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Monica R. Lamboy, Interim Director *(ML)*  
**Date:** February 25, 2015  
**Re:** 88 Ames Street Development (PB# 294)

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The Cambridge Traffic, Parking and Transportation Department (TP&T) submitted a memo dated November 26, 2014, to the Planning Board with comments on the 88 Ames Street Residences project. Since then, the Applicant has made changes to the project based on comments it received from Planning Board at the December 2, 2014, hearing as well as comments from City departments. TP&T offers the following comments on the project changes:

### 1. Transportation Demand Management Measures (TDM)

TP&T provided Transportation Demand Management (TDM) recommendations in our November 26, 2014 Planning Board comments (attached). The Applicant has agreed to implement all the measures except two: 1) Providing 50% transit pass subsidies to residents for 12 consecutive months; and, 2) Providing \$50,000 to the City for consultant services to work on transit improvements in Kendall Square. It is expected that the consultant dollars will be used to secure technical expertise for the City during the MassDOT's Kendall Square Mobility Task Force.

Although traffic impacts are expected to be low and transit use will be high for this project, it is still especially important in Kendall Square to use all available means to reduce auto trips, and providing subsidized T passes is a proven way to achieve a reduction. TP&T believes it is important to both encourage and reward people for taking transit. Because the Project will have a transit impact (998 daily transit trips, 57 AM and 90 PM peak hour transit trips), there is a need for mitigation for transit generated trips, to support improvements to transit in Kendall Square which is congested today.

These are discrete steps toward encouraging the use of public transit over SOVs and supporting improvements to the transit system through development. TP&T believes that these requests are also consistent with the K2C2 planning study, which stated, "*Enhanced transportation demand management programs that encourage employees to walk, bike or take transit are required.*"

### 2. Pioneer Way Operations

To minimize potential conflicts among trucks, vehicles, bicyclists and pedestrians on Pioneer Way, the Applicant proposes to only allow monthly parking pass holders to exit the East Garage via Pioneer Way between 3:00 PM and 5:00 AM. The plan will shift vehicles from Pioneer Way onto Broadway. For the morning peak hour this means there will be an increase from a total of 5 vehicles

onto Broadway today to 51 vehicles for the Build condition. TP&T offers the following comments about this proposal:

- a. TP&T generally believes that spreading vehicle trips out among several driveway locations is beneficial because it minimizes traffic impacts at any single location. However, in response to the concerns raised about potential conflicts on Pioneer Way, TP&T is not opposed to testing the proposed Pioneer Way operational plan as it has been proposed, with a condition that the owner conduct regular monitoring and reporting to TP&T as described below and that the TP&T Director have the flexibility to modify the operational plan.
  - i. Beginning when the Project is 50% occupied and for 3 years after full occupancy, the Owner should bi-annually collect truck, vehicle, pedestrian and bicyclist counts at Pioneer Way/Ames Street and Broadway/East Cambridge Garage. In addition, the Owner must analyze conflicts to identify issues that may be occurring at Pioneer Way/Ames Street and Broadway/East Street Garage. The Applicant will submit a study plan, which will need to be approved by TP&T. The count locations, times and study shall be approved by TP&T prior to the Project's building permit.
  - ii. Based on the data and/or field observations both during or after the three year period, if determined by TP&T that modifications to the egress restriction onto Pioneer Way will be safe, functional and beneficial to area roadway traffic operations, then a change may be required by TP&T in writing. Monitoring criteria and a timeline will be established at that time. The intent is to provide flexibility to best spread-out traffic and minimize overall conflicts and traffic impacts to Pioneer Way, Broadway, Ames Street, and Main Street.
- b. TP&T agrees with VHB's February 5, 2015, memorandum that allowing vehicles to make a left out of the East Garage onto Broadway is not recommended due to the vehicle, pedestrian and bicyclist impacts it would have on Broadway.

### 3. Loading Dock Management

The Applicant provided a Loading Dock Management plan in the January 23, 2015 memo by VHB on behalf of the Applicant. TP&T has offers the following comments and recommendations:

- a. TP&T believes that the loading dock area on Pioneer Way, while small, provides a suitably functional area for loading/unloading activities, provided it is actively managed by a dock manager. The manager shall be responsible for fulfilling the conditions that follow, with the help of a second staff person during peak delivery hours.
- b. The Loading Dock Management staff shall actively provide for the safety of pedestrians and bicyclists who traverse Pioneer Way. This shall include, but not be limited to, actively intervening to mitigate conflicts between trucks, pedestrians, and bicyclists.
- c. All loading activities shall occur in the loading docks. No trucks shall stop to load/unload on Ames Street.
- d. The Loading Dock Manager shall bear the responsibility to proactively inform the driver of any vehicle that stops along the frontage of 88 Ames Street, that stopping is not permitted, and request that the driver move on. The Cambridge Police Department should be contacted in the event of non-compliance.
- e. Trash compactor pick-up shall be scheduled to occur only during off-peak traffic hours.
- f. TP&T supports the commitment in VHB's January 23, 2015 memorandum that the Applicant shall set up a hotline to building management, which enables the public to communicate and report issues or concerns with loading operation management. Signage shall be posted in the loading dock area that is clearly visible from Pioneer Way, stating the operator and contact number for this building management hotline.
- g. Because the loading dock cannot accommodate tractor trailers, TP&T recommends they not be permitted for deliveries. The maximum total length of delivery trucks that can navigate

this loading dock area is 35 feet. It is the responsibility of the Loading Dock Manager to arrange for deliveries from trucks that are no larger than 35 feet in total length.

**4. Sightlines for Vehicle, Pedestrian and Bicyclists**

- a. TP&T supports modifications to the west corner of the building to improve sightlines between vehicles exiting Pioneer Way and pedestrians on the sidewalk. TP&T also recommends the west corner of the building be maintained as transparent glass, as shown in Figure 21 in the VHB memorandum dated January 23, 2015. Finally, TP&T will work with the Applicant during the building permit process on design details for Pioneer Way such as, the use of white pavers on Pioneer Way at the back of the Ames Street sidewalk as a vehicle stop line.
- b. To minimize conflicts between vehicles exiting the East Garage and pedestrians and bicyclists on Pioneer Way, TP&T recommends the Project provide warning lights (without sound) to alert pedestrians and bicyclists of vehicles exiting the garage. Final design should be approved by TP&T prior to issuance of a building permit.

**5. Bicycle Parking**

- a. TP&T supports the modification to the bicycle parking plan for a separation of 36 inches between bike racks, as required by zoning.
- b. Because the East Garage is an existing parking facility, TP&T is supportive of a special permit to allow the size of the existing elevators, which are 79.5" x 51.5" instead of the zoning required dimension 80" x 54". TP&T believes the elevators will be functional to transport a bicycle.
- c. Because the size of the site is constrained, TP&T supports the special permit to allow a portion of the long-term bike parking spaces to be more than 200 feet from the building's pedestrian entrances. TP&T believes the locations of the long-term spaces will be reasonably convenient given the site space constraints.
- d. The project will be meeting the zoning requirement for the number of short-term bicycle spaces; however, because some racks are proposed on city sidewalk, TP&T and CDD will work with the Applicant during the building permit process to determine if the Applicant should provide a cash contribution to the City's public bicycle parking fund, as stipulated in zoning.

Cc: Iram Farooq, Jeff Roberts, Liza Paden, Susanne Rasmussen, Stuart Dash, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; Ben Lavery, Boston Properties Cambridge Center Residential LLC.






**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:** Monica R. Lamboy, Interim Director   
**Date:** November 26, 2014  
**Re:** 88 Ames Street Development (PB# 294)

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study for the Ames Street Residential Project, located at 88 Ames Street, prepared by BP Cambridge Center Residential LLC, an affiliate of Boston Properties. The proposed Project will be constructed on a parcel in front of the existing Cambridge Center East Parking Garage in Kendall Square. It will replace and relocate the existing loading dock/service area and parking garage entrance with a 216,000 square foot, 22-floor building, containing 280 housing units and 16,000 square feet of retail/restaurant space.

The proposed Project would be allocated 140 existing parking spaces at the Cambridge Center East Garage (0.50 spaces per unit). The Project also proposes 334 bicycle parking spaces, including 38 short-term bicycle spaces and 296 long term bicycle spaces.

TPT certified the TIS as complete and reliable on July 7, 2014. The Project will generate a total of:  
848 daily vehicle trips including, 48 AM and 76 PM peak hour vehicle trips,  
998 daily transit trips (57 AM/90 PM peak hour transit trips),  
880 daily pedestrian trips (48 AM/80 PM peak hour pedestrian trips) and  
308 daily bicycle trips (18 AM/28 PM peak hour bicycle trips).

The Project's TIS, like all Traffic Impact Studies, evaluated a Future 5-year Build scenario Condition which takes into account other area development projects and a general background traffic growth rate. The TIS accounted for 13 other development projects in various stages of development, including; The Broad Institute Expansion (recently completed), Courthouse Redevelopment, BioGen's 17 Cambridge Center (recently completed), 300 Mass. Ave., Novartis at 181 Mass. Ave., 650 Main Street Office/R&D, North Point, 23 East Street (Maple Leaf building), Education First (EF), 159 First Street and Bent Street Development, 22 Water Street, and Alexandria Center.

The full TIS summary is attached.

1. There are three outstanding issues, and we are recommending that the Planning Board require the Applicant to continue to work on these issues before the Board reaches a decision.

## 88 Ames Street Residential Project

- a. TPT does not support the request to vary from the City's bike parking zoning requirements, particularly for bike racks to be separated by 30 inches instead of 36 inches as is required by zoning regulations.
- b. The Project has not demonstrated that there will be adequate sightlines for vehicles and pedestrians at two locations: A.) Vehicles exiting Pioneer Way onto Ames Street, and B. Vehicles exiting the East Garage onto Pioneer Way. New drawings were provided on November 25th, and TPT is in the process of reviewing the proposed sightlines.
- c. To encourage residents to use transit, the City recommends each adult member of a household (up to 2) be offered a Charlie Card valued at the cost of a bus/subway pass (currently set at \$75, subject to fare increases) sold at 50% subsidy for 12 consecutive months, to establish the habit of using mass transit. The Applicant does not agree with providing this condition.

### 2. Planning Board Exceedences

The Planning Board Criteria evaluates the Project's vehicle trip generation, impact to intersection level of service and increase in vehicle queuing, increase in traffic volume on residential streets, bicycle and pedestrian conditions. The Planning Board Criteria were established by the Planning Board to determine if a project will have any potential adverse transportation impacts. Exceeding one or more criteria is indicative of a potential adverse impact on the City's transportation network. The Planning Board will consider mitigation efforts and their effectiveness, to reduce a Project's traffic impact.

The Project's TIS resulted in no Planning Board criteria being exceeded. It should be noted that this does not mean the Project will not add new trips (all Projects create new trips). But rather it means none of the Planning Board Criteria thresholds were exceeded.

The Planning Board Criteria is a tool to help detect and gauge a projects potential adverse transportation impacts in relation to the merits of the Project and proposed mitigation. The Proposed Ames Street Residential Project will generate new trips but not enough to exceed any Planning Board criteria. For example, the intersection of Broadway/Galileo Galilei Way will change from LOS E to F in the morning peak hour, but because roadway volumes will increase by 0.4% it did not trigger the criteria, which is an increase in 7% of roadway volume.

In the future, the Broadway at Third Street intersection will continue to experience a Level of Service grade F. The intersection will also have a new roadway connection allowing vehicles (including buses) to travel from Third Street to Main Street.

### 3. Site Plan

The project will have a positive impact on the street by relocating the existing loading/service area fronting Ames Street with new retail/restaurant uses, enhanced by new streetscape, open space and landscaping elements that will improve pedestrian comfort, interest, and experiences at this location.

The existing East Garage loading dock and vehicular entrance will be relocated to Pioneer Way, a new private street, open to the public, to serve dual purposes of access/egress for the relocated loading dock, vehicle egress only for monthly parking pass holders in the East Garage, bicyclists and pedestrian circulation. Vehicle access to the East Garage will be consolidated on Broadway.

TPT offers the following comments on the proposed site plan and circulation plan:

- No trucks may stop to load/unload on Ames Street. All loading must occur at the loading dock.

## 88 Ames Street Residential Project

- As stated above, the Project must have adequate sightlines for vehicles exiting Pioneer Way onto Ames Street and vehicles exiting the parking garage onto Pioneer Way. TPT is in the process of reviewing the Applicants drawings.
- The loading dock and Pioneer Way must be actively controlled and managed to operate with minimal conflicts between trucks, pedestrians, bicyclists and vehicles exiting the East Garage. We recommend that prior to the issuance of a Building Permit or as approved by the City, the Proponent should provide a detailed loading dock/Pioneer Way management plan to TP&T and CDD for approval.
- Because the loading dock cannot accommodate tractor trailers, we recommend they not be permitted for deliveries.
- Final design details for Pioneer Way, including pavement material and vertical elements, such as bollards, shall be approved by the City as part of the Building Permit process.

As part of the City's Ames Street Disposition, the Proponent will be required to design and reconstruct Ames Street as directed and approved by the City, including sidewalks, landscaping, and a new two-way protected bicycle facility (i.e. cycle track) on the east side of Ames Street between Broadway and Main Street. The approximately 11 foot two-way cycle track will be protected by a 3-foot striped buffer and a 7 foot parking lane. Ames Street will include 11-foot travel lanes and a 7-foot parking lane along the west side. The improvements to Ames Street should be completed prior to the issuance of the Project's Certificate of Occupancy or as approved by the City.

### **Auto Parking**

The Project proposes to allocate 140 spaces in the Cambridge Center East Garage to meet the Project's parking needs and minimum zoning parking requirement for the MXD District (0.5 spaces per unit). The TIS included a thorough parking analysis. Based on that analysis, we believe the Garage will have sufficient parking to meet the Project's need.

The Project is estimated to need approximately 78 spaces during the daytime and 140 spaces overnight. The 844 space Cambridge Center East Garage, which is a commercial parking garage, has a peak occupancy of 79% during the day (176 unused spaces) and 8% overnight (775 unused spaces), based on weekly counts conducted in May 2013. Even though a portion of the Garage will be demolished through the construction of the Project (reduced from 844 spaces to approximately 804 spaces), the garage will still have enough parking to accommodate the Project's daytime and nighttime parking needs. The Applicant acknowledges the loss of the 40 parking spaces in the East Garage.

In addition, the Kendall Square Urban Renewal area contains three shared parking garages for employees, residents and visitors totaling 2,748 spaces. For the three Garages, the total average peak daytime use is 78% and 9% for overnight resulting in approximately 602 unused spaces during the day and 2,513 unused spaces overnight.

### **4. Transit Impacts**

The Project's impact on transit, including the Red Line capacity, was reviewed in the TIS. The Project will generate 57 new transit trips during the morning peak hour and 90 transit trips during the evening peak hour, including 25 AM peak hour Red Line trips and 47 PM peak hour Red Line trips. The remainder of transit trips will use buses. The Project's peak hour red line riders, if evenly distributed throughout the hour and by inbound and outbound direction, will add about 1 rider per train per direction during peak hours. In reality, TP&T believes the Project's new Red Line riders will not be so evenly spaced out during the peak hour. It is

also important to note that the transit analysis does not take into account trains irregularity of arrivals through the peak hour. Passenger may not be able to get on the first train that arrives, due to crowding.

Red Line capacity at Kendall Square, especially during peak hours is a City and regional concern. It was one of the issues discussed in the Kendall Square - Central Square (K2C2) Plan. The K2C2 Plan acknowledged that there are high congestion levels during the "peak of the peak" meaning that individual train cars may be full for short intervals. It also found that anticipated growth in the region outside of Cambridge will contribute more significantly to Red Line congestion than will growth within Cambridge. As more people use transit (which the City wants) and more regional growth, train cars will be full for longer intervals unless Red Line capacity is increased or alternative transit options are put in place.

We recommend the Proponent contribute \$50,000 to the City toward work on improving transit conditions in Kendall Square by funding on-call consulting and technical assistance to the City, on projects such as MassDot's Kendall Square Mobility Task Force or other transit initiatives in Kendall Square focused on recommendations or improvements to train and bus services.

#### **5. Transportation Demand Management (TDM) Measures**

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

##### **For Residents:**

- a. Continue to make available at least ten publicly available carshare parking spaces in the Cambridge Center East Garage for a vehicle-sharing company. As demand dictates additional carshare vehicles should be added over time.
- b. Each adult member of each household (up to 2) upon move-in will be offered a Charlie Card valued at the cost of a bus/subway pass (currently set at \$75, subject to fare increases) sold at 50% subsidy for 12 consecutive months, to establish the habit of using mass transit.
- c. Provide air pumps and other bike tools, such as a "fix-it" stand in the bicycle storage areas.
- d. Join the Charles River Transportation Management Association (TMA).
- e. Provide free EZ Ride Shuttle sticker to each adult member of each household each year.
- f. 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.
- g. Either install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip (transit, carshare vehicle, Hubway bike share, etc), or 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 and other CitySmart materials (available at the Cambridge Community Development office)
  - Location of bicycle parking
  - Hubway regional bikeshare system
  - Carsharing

## 88 Ames Street Residential Project

- Ride-matching
  - Other pertinent transportation information
- 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 and will include:
- 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 and other CitySmart materials (available at the Cambridge Community Development office)
  - Location of bicycle parking
  - Hubway regional bikeshare system
  - Carsharing
  - Ride-matching
  - Other pertinent transportation information
- 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.

### For Retail employees:

- a. 50% subsidy of MBTA monthly passes to full-time.
- b. Hubway membership (minimum Gold Level) for employees that become Hubway members.
- c. Corporate membership paid by the employer at a local carshare company to allow employees to use a carshare vehicle for work-related trips during the day instead of needing to drive private vehicles to work.
- d. Membership in the the Charles River TMA, to benefit from its emergency ride home and ride-matching programs.

### For Retail patrons:

- a. Mount a real-time transportation information screen in in a permanent and central location to show arrival times and availability for nearby buses, trains, shuttles, Hubway bikes, and carshare vehicles, etc.
- b. Do not offer parking to retail customers, or charge customers market-rate fees (no validation offsets)
- c. Home delivery service for non-automobile patrons, if type of retail involves purchasing goods.

### Monitoring Program:

## 88 Ames Street Residential Project

The Project should include survey information for residents and retail uses in a form approved by the City. The information will provide monitoring of the residents mode shares, auto ownership and use, and retail employees and patron mode shares, 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 user type, resident and retail employee mode splits, and auto/bicycle ownership. Data should be collected through resident and retail employee surveys/questionnaires, and through observed and mechanical counts.

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 Project 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 1<sup>st</sup> and February 29<sup>th</sup>, 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 1<sup>st</sup> and August 31<sup>st</sup>, monitoring should take place during the months of April or May and be reported to the City no later than June 30. Reports should also be included and combined with the annual Urban Renewal Transportation Monitoring reports.

Cc: Brian Murphy, Susanne Rasmussen, Stuart Dash, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; Ben Lavery, Boston Properties Cambridge Center Residential LLC.

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

**Project Name:** Ames Street Residences

**Total Data Entries = 119**

**Total Number of Criteria Exceedences = 0**

a. Project Vehicle Trip Generation

Time Period	Build	Exceeds Criterion
Weekday Daily	848	N
AM Peak	48	N
PM Peak	76	N

b. Level of Service (VLOS) at Signalized Intersections

Intersection	AM Peak Hour			PM Peak Hour		
	Existing	Build	Exceeds Criterion?	Existing	Build	Exceeds Criterion?
Broadway / Galileo Galilei Way	E	F	N	E	E	N
Main Street / Vassar Street / Galileo Galilei Way	C	C	N	C	C	N
Main Street / Ames Street	C	C	N	C	C	N
Broadway / Ames Street	C	C	N	D	D	N
Broadway / Third Street	E	E	N	E	E	N

c. Traffic on Residential Streets

There are no Residential Streets in the study area

d. Lane Queue (for signalized intersections critical lane)

Intersection	Approach	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criterion?	Existing	Build	Exceeds Criterion?
Broadway / Galileo Galilei Way (Signalized)	EBL	4	4	N	5	5	N
	EBT	6	6	N	7	7	N
	WBL	4	4	N	6	6	N
	WBT	6	6	N	8	8	N
	NBL	2	2	N	4	4	N
	NBT	3	3	N	7	7	N
	SBL	4	4	N	3	3	N
	SBT	11	11	N	7	7	N
	SBR	6	7	N	5	5	N
Main Street / Galileo Galilei Way (Signalized)	EBL	2	2	N	6	6	N
	EBT	4	4	N	4	5	N
	WBL	2	3	N	2	2	N
	WBT	5	4	N	3	3	N
	NBT	4	4	N	7	7	N
	SBL	1	1	N	1	1	N
	SBT	5	6	N	8	8	N
	SBR	4	5	N	6	6	N
Main Street / Ames Street (Signalized)	EBT	6	6	N	8	9	N
	WBT	2	2	N	2	3	N
	NBT	6	6	N	6	6	N
	SBT	2	2	N	5	4	N
	SBR	3	3	N	4	3	N
Broadway / Ames Street (Signalized)	EBT	7	3	N	8	8	N
	WBL	3	2	N	3	3	N
	WBT	12	11	N	15	15	N
	NBL	3	3	N	3	4	N
	NBR	1	1	N	1	1	N
Broadway / Third Street (Signalized)	EBL	6	6	N	7	7	N
	EBT	2	2	N	7	8	N
	WBT	15	15	N	8	9	N
	SBL	4	n/a	N	12	n/a	N
	SBT	n/a	5	N	n/a	14	N
	SBR	4	3	N	4	3	N



e. Pedestrian and Bicycle Facilities

Signalized Intersections

Intersection	Crosswalk	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criterion?	Existing	Build	Exceeds Criterion?
Galileo Galilei Way at Broadway	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
Vassar Street at Main Street	East	C	C	N	C	C	N
	West	C	C	N	C	C	N
	North	C	C	N	B	B	N
	South	C	C	N	B	B	N
Ames Street at Main Street	East	D	D	N	D	D	N
	West	D	D	N	D	D	N
	North	C	C	N	C	C	N
	South	C	C	N	C	C	N
Ames Street at Broadway	East	D	D	N	D	D	N
	West	D	D	N	D	D	N
	South	C	C	N	C	C	N
Third Street at Broadway	East	D	D	N	D	D	N
	West	D	D	N	D	D	N
	North	C	C	N	C	C	N

Sidewalk and Bicycle Facilities

Adjacent Street	Link (between)	Sidewalks or Walkways Present?	Exceeds Criteria?	Bicycle Facilities or Right of Ways Present?	Exceeds Criteria?
Ames Street	Main Street and Broadway	Y	N	Y	N
Broadway	Ames Street and Third Street	Y	N	Y	N

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

Summary Sheet

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

**PROJECT NAME:** Ames Street Residences  
**Address:** 77 Ames Street, Cambridge MA  
**Owner/Developer Name:** BP Cambridge Center Residential, LLC  
**Contact Person:** David Stewart  
**Contact Address:** 800 Boylston Street, Suite 1900, Boston, MA 02199  
**Contact Phone:** (617) 236-3407

**SIZE:**  
**ITE sq. ft.:** 280 residential rental units and 16,000 square feet retail  
**Zoning sq. ft.:** N/A  
**Land Use Type:** Residential and Retail

**PARKING:**  
**Existing Parking Spaces:** 844      **Use:** Parking Garage  
**New Parking Spaces:** 840      **Use:** Parking Garage  
**Net Increase Parking Spaces (-40)**  
**Date of Parking Registration Approval:** N/A

**TRIP GENERATION:**

	<b>Daily</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
Total Trips	3,122	176	282
Vehicle	848	48	76
Transit	998	57	90
Pedestrian	880	48	80
Bicycle	308	18	28
Other	88	5	8

**MODE SPLIT (PERSON TRIPS):** RESIDENTIAL & (RETAIL)  
**Vehicle:** 32.0% (31.0%)      **Bicycle:** 10.0% (8.0%)  
**Transit:** 30.0% (30.0%)      **Pedestrian:** 25.0% (29.0%)  
**Other:** 3.0% (2.0%)

**TRANSPORTATION CONSULTANT:**

**Company Name:** Vanasse Hangen Brustlin, Inc.  
**Contact Name:** Sean M. Manning, P.E., PTOE  
**Phone:** 617.728.7777

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