


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

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director   
**Date:** July 19, 2016  
**Re:** 135 Fulkerson Street project (PB#313)

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The Traffic, Parking & Transportation Department (TP&T) has reviewed the Planning Board Special Permit Application for the proposed 135 Fulkerson Street Project, by 135 Cambridge LLC. The Project proposes a three-story, 43,488 SF residential building with 40 units, 40 off-street automobile parking spaces, 42 long-term bicycle parking spaces, and 4 short-term bicycle parking spaces. The Project will replace a single-story 37,600 SF warehouse building known as "the taxi cab building."

The Project is seeking a Multifamily Special Permit under Section 4.26 of the Cambridge Zoning Ordinance. The Project does not trigger the zoning threshold for a Traffic Impact Study (TIS). TP&T offers the Planning Board the following comments on the 135 Fulkerson Street Project.

1. Site access will be from Fulkerson Street. The Project proposes to install a 7'.3" sidewalk on the site's Fulkerson Street frontage where a continuous curb cut exists today. Street trees are proposed on the Project's property at the back side of the sidewalk. TP&T believes the plan will improve pedestrian conditions in this area. We also recommend the Planning Board consider the following conditions for the Project's Special Permit:
  - Final sidewalk, curb cut, landscaping, street lights, crosswalk, pedestrian ramps, and a pavement marking and signage plan should be subject to approval by the City prior to the issuance of a Building Permit.
  - The new crosswalk across Fulkerson Street on the north side of Charles Street should include a curb extension on both sides of Fulkerson Street (i.e. the sidewalk curb extension on the east side should be updated (i.e. with a pedestrian ramp) and a new curb extension added on the Project side of Fulkerson Street).
  - TP&T, in coordination with CDD and DPW, has determined that a new crosswalk across Fulkerson Street between the Project and the school parking lot should not be installed at this time.
  - The driveway design should not include landscaping elements over 3 feet tall that could block sightlines for vehicles exiting the driveway.
  - The Project site plan should be updated to show the current conditions for Fulkerson Street, which includes a bicycle path along the east side of the street.

2. The Project will create a pathway along the north edge of the property to connect Fulkerson Street to the bicycle storage shed. The pathway is also envisioned to be available to the public and may eventually connect to the Grand Junction Rail-with-Trail pathway.
  - **TP&T recommends that the Project construct the future pathway segment as shown on the plans prior to the issuance of the Certificate of Occupancy for the Project.**
  - **The proposed locations of the benches along the pathway should be set back two feet from the edge of the path or as approved by the City and maintained by the property owner.**
  - **The Permittee shall maintain and manage the pathway as a private path for bicycles and pedestrians and be responsible for snow and ice removal as needed.**
  - **The path should have appropriate lighting as review and approved by the City.**
  - **The Permittee shall offer to the City of Cambridge, in a form acceptable to the City, access (in the form of an easement or other agreement) along the pathway segment, to permit unencumbered public bicycle and pedestrian access across the pathway. The access shall be offered at no cost to the City, no later than the date by which an additional pathway segment is constructed on adjacent property providing a connection to the Grand Junction Rail-with-Trail pathway, (or other similar pathway).**
  
3. On-site parking management, such as parking fees, should take into account parking use and needs to accommodate all the residents' and visitors' vehicles on-site, as feasible, and attempt to avoid or minimize spillover parking. If requested by TP&T, the applicant, within 30 days of the request, should provide TP&T information on the number of parking spaces rented or leased and peak occupancy.
  
4. TP&T recommends 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 traveling by single-occupancy vehicles. Such measures are key to ensure that the project achieves a low level of vehicle trip impact on the neighborhood and surrounding area:
  - a. To establish the habit of using mass transit, each adult member of each household (up to 2) upon move-in will be offered a Charlie Card valued at the cost of 50% of a bus/subway pass at the current fare rate, for 3 consecutive months. For condominiums, this benefit will apply to original condominium owners only. For rental apartments, this benefit will end after 3 months for the household and begins anew upon unit turnover.
  - b. Provide air pumps and other bike tools.
  - c. Install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip or post at 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 bikeshare system.
    - Carsharing/Ride-matching programs.

- Other pertinent transportation information.
- d. The property owner of condominium association shall join the Charles River TMA including access to the EZ Ride shuttle buses provided by the TMA or a comparable shuttle service.
- e. The Property owner or condominium association shall 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.
  - Provide one new resident packet of transportation information to units upon move-in.
- f. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA.