




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

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## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Susan Clippinger, Director   
**Date:** June 3, 2008  
**Re:** 70 Fawcett Street Residential Project

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The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for the proposed Residential Development at 70 Fawcett Street by New Boston Fund. The proposed project is 289,000 square feet, which includes 260 residential units (mix of apartments and condominium units) and 286 parking spaces (1.1 spaces/unit). We certified the TIS as complete and reliable on March 21, 2008.

The project will generate approximately 1,074 daily vehicle trips including, 82 AM and 101 PM peak hour vehicle trips. It will also generate 388 daily transit trips (30 AM/36 PM), 148 daily pedestrian trips (11 AM/14 PM) and 55 daily bicycle trips (4 AM/5 PM). The study indicated that the Planning Board Special Permit Transportation Criteria were exceeded in 13 instances (the full TIS summary is attached). We recommend the following traffic mitigation measures:

- As development occurs in the Quadrangle, improved access to Alewife Station is key. The City's 2005 Concord-Alewife Plan stated, "Creating a pedestrian and bicycle connection between the Quadrangle and the Triangle is the single most important element for improving transit access to/from the Quadrangle and Cambridge Highlands." The bridge would benefit the project by significantly reducing its distance to Alewife Station (from approximately 16-20 minutes to less than 10 minutes). We recommend, prior to the issuance of the Building Permit, the Developer fund a feasibility study of the bridge, with a not to exceed \$150,000. The City will contract and manage the study. We will also provide a copy of the scope, signed contract and final report to the Developer.
- The project has the largest impact on the Concord/Fawcett Street intersection, which was triggered for the pedestrian and bicycle facilities indicator and was just short of being triggering for the vehicle LOS indicator (the project adds 5% traffic but the trigger is more than 5%). We considered installing a new traffic signal at the Concord/Fawcett Street intersection, but after significant deliberation determined it is premature to commit to a new signal at this time because the City will be reconstructing Concord Avenue in 2009/2010, which will include bicycle and pedestrian improvements, and should help vehicles exit Fawcett Street. The Concord-Alewife Study discussed three key infrastructure elements that are crucial to achieving the transportation, urban design and stormwater improvements necessary for development of the area. Given the traffic impacts and timing of this project, we recommend the Developer contribute \$150,000 to the City for an infrastructure improvement fund, which could be a traffic signal in the future, but should not be limited to it, because as parcels develop in the Quadrangle, infrastructure needs to meet the three key goals identified in the Concord-Alewife study for the area may change. The Developer should provide the funds prior to their final Certificate of Occupancy. The City will

determine when it is the best time to spend the funds and what infrastructure improvement should be implemented.

- The new proposed access road has an appropriate cross-section design. It is a good first step toward achieving the east-west main street through the Quad angle, as documented in the 2005 Concord-Alewife Plan. When the future development plans for the remainder of the 70 Fawcett Street parcel and 55 Wheeler Street (ABT Associates) are created, it will be crucial to connect the street to Wheeler Street and make it a public street. The developer shall maintain the existing dead end street and enforce parking including, posting and maintaining private parking signs until the road is extended and turned over to the City.
- We strongly recommend that the parking be reduced to 1 space per unit, which is the zoning minimum. Anything beyond 1 parking space per unit must be car-sharing parking spaces. The City will regulate the curb on Fawcett Street adjacent to the project for residential permit parking and provide space for drop-off/pick-up near their front entrance.
- The project requires 130 bicycle spaces. We have been working with the Developer and they have committed to provide 132 bicycle parking spaces in the parking garage and 2 short-term bike racks near the building entrance. We will work with them on the final parking layout and type of racks in their building permit set plan, including appropriate access to/from the bicycle parking.
- During the period before the undeveloped portion of the parcel is developed, it should be landscaped and maintained in a neat and orderly condition and no additional parking should be permitted on the parcel.
- Finally, we recommend that the project implement the following TDM measures to encourage residents to choose non-SOV modes of transportation:
  - Provide at least two car-sharing parking spaces on-site in the surface parking lot, if desired by a local car-share company. Car-share vehicles will be available for use by the general public as well as the tenants and condo owners. The car-share parking spaces can be provided in addition to the minimum number of parking spaces required by zoning.
  - Provide an MBTA Charlie Card, with \$60 value to each adult member of a new household at the time the household moves in, but in any case not to exceed two Charlie Cards after the household has established residency.
  - Provide air pumps in the bicycle storage areas.
  - Encourage car/vanpooling in coordination with MassRides, CRTMA or other private ride-matching organizations, such as GoLoco.org.
  - Become a member of a Transportation Management Association (TMA) if one is established in the area in the future.
  - Parking should be charged separately from the rent. The Permittee shall also present the summary of on-site parking fees to the TP&T for review, and shall subsequently implement said fees, that will provide appropriate pricing to discourage on-street parking while balancing the desire to discourage auto ownership. The Permittee or any subsequent owner shall provide written update to TP&T whenever the fees are changed.
  - 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. Include clear information about the connection for bicycles between the project and the bike paths such as, Minuteman, Linear Park, Belmont path and Fresh Pond path.
  - MBTA maps, schedules, and fares.
  - EZRide shuttle map and schedule (or independently operated shuttle service).
  - “Getting Around in Cambridge” map (available at the Cambridge Community Development office)
  - Bicycle parking.
  - Ride-matching.
  - Car-sharing.
  - Other pertinent transportation information.
- Designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation alternatives 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 and property newsletters.
  - Responding to individual requests for information in person and via phone and email.
  - Performing annual transportation surveys.
- The TC shall implement a monitoring program to include: annual monitoring of mode split for all trips, counts of parking space utilization and auto ownership. All surveys and counts shall be designed and conducted in a manner approved by CDD. Approval of the form of any survey instrument or monitoring method is required before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the 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 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.
- In addition, 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. As discussed above, packets will also contain a Charlie Card with the value of \$60 for each adult member of a new household.
- The TC will be on-site during a minimum of 2 hours per week and will be available to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.
- The TC will participate in any TC trainings offered by the City of Cambridge or the CRTMA and will oversee any City of Cambridge monitoring and reporting requirements.

**Summary**

**Special Permit Transportation Impact Study (TIS)**

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

**PROJECT NAME:** 70 Fawcett Street Residential Development

**Address:** 70 Fawcett Street, Cambridge MA

**Owner/Developer Name:** New Boston Fund

**Contact Person:** Jerry Pucillo

**Contact Address:** 60 State Street, Suite 1550

Boston, MA 02109-1803

**Contact Phone:** 617.878.7900

**SIZE:**

ITE sq. ft.: 260 units

Zoning sq. ft.: N/A

Land Use Type: Residential

**PARKING:**

Existing Parking Spaces: 41 Use: Commercial

New Parking Spaces: 286 Use: Residential

Date of Parking Registration Approval: N/A

**TRIP GENERATION:**

	<b>Daily</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>	<b>Saturday Peak (retail only)</b>
Total Trips	1850	142	174	-
Vehicle	1074	82	101	-
Transit	388	30	36	-
Pedestrian	148	11	14	-
Bicycle	55	4	5	-

**MODE SPLIT (PERSON TRIPS):**

Vehicle (SOV):	54%	Bicycle:	3%
Rideshare (HOV):	11%	Pedestrian:	8%
Transit:	21%	Work at Home:	3%

**TRANSPORTATION CONSULTANT:**

**Company Name:** Vanasse Hangen Brustlin, Inc.

**Contact Name:** David Black

**Phone:** 617.728.7777

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

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

**Project Name:** 70 Fawcett Street Residential Development

**Total Data Entries = 65**

**Total Number of Criteria Exceedences = 13**

**1. Project Vehicle Trip Generation**

Intersection	Build	
Weekday Daily	1074	N
AM Peak	82	N
PM Peak	101	N

**2. Level of Service (LOS)**

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
Concord Avenue / Blanchard Road	F	F	N	E	E	N
Concord Avenue / Moulton Street	A	A	N	C	C	N
Concord Avenue / Griswold Street	C	C	N	C	C	N
Concord Avenue / Smith Place	F	F	N	F	F	N
Concord Avenue / Fawcett Street	F	F	N	F	F	N
Concord Avenue / Wheeler Street	F	F	N	F	F	N
Fresh Pond Rotary	F	F	N	F	F	N
Sozio Rotary	E	E	N	F	F	N

**3. Traffic on Residential Streets**

No Residential Streets

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

Intersection	Approach	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
Concord Avenue / Blanchard Road	EBT	9	10	N	8	8	N
	WBL	3	3	N	4	4	N
	WBT	14	14	N	16	16	N
	WBR	3	3	N	8	8	N
	NBT	20	20	N	19	20	N
	SBT	19	19	N	11	12	N
Concord Avenue / Moulton Street / Neville Manor	EBT	0	0	N	3	3	N
	WBT	0	0	N	10	10	N
	NBT	0	0	N	0	0	N
	SBT	0	0	N	3	3	N

**5. Pedestrian and Bicycle Facilities**

Intersection	Crosswalk	AM Peak			PM Peak		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
Concord Ave / Blanchard Rd	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
Concord Ave / Smith Pl	west	F	F	Y	F	F	Y
	north	A	A	N	A	A	N
Concord Ave / Moulton St	west	D	D	N	D	D	N
	north	D	D	N	D	D	N
	south	C	C	N	D	C	N
Concord Ave / Fawcett St	west	F	F	Y	F	F	Y
	north	B	B	N	A	B	Y
Concord Ave / Wheeler St	north	B	B	N	B	B	N
Concord Ave	signalized crosswalk	B	B	N	B	B	N