

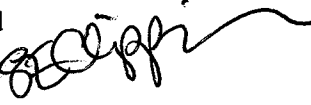
**CITY OF CAMBRIDGE**  
**Traffic, Parking and Transportation**  
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Cambridge, Massachusetts 02139

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Susan E. Clippinger, Director  
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## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Susan Clippinger, Director   
**Date:** August 13, 2008  
**Re:** 112-114-116 Mt. Auburn Street, Conductor's Building Restoration Project

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for the proposed Conductor's Building Restoration Project at 112-114-116 Mt. Auburn Street by Carpenter & Company Inc. and Bulfinch Companies, Inc. We certified the TIS as complete and reliable on July 1, 2008.

The proposed project consists of 74,190 s.f. in the 114-116 Mt. Auburn Street building (69,190 s.f. office and 5,000 s.f. retail - possible restaurant) and 5,580 s.f. in the 112 Mt. Auburn Street Conductors building (2,795 s.f. office, 2,435 s.f. retail, 350 s.f. MBTA "comfort" station). The project will generate approximately 714 daily vehicle trips, including 81 AM and 96 PM peak hour vehicle trips. It will also generate 692 daily transit trips (79 AM/93 PM), 346 daily pedestrian trips (40 AM/47 PM), and 58 daily bicycle trips (7 AM/8 PM). The study indicated that the Planning Board Special Permit Transportation Criteria were exceeded in 4 instances (the full summary is attached).

The TP&T Department has the following recommendations for this project:

- The proponent is requesting a special permit to reduce the parking to "zero" as allowed in Section 6.35.1 and Section 20.54.4 of the Cambridge Zoning Ordinance. We strongly support this request because there is a surplus of commercial parking available across the street in the Charles Hotel commercial parking garage which has 686 parking spaces and a maximum parking utilization of 55%, resulting in 300 available commercial parking spaces. The project is also located near the Harvard Square transit station.
- Employee parking at commercial parking garages should not be subsidized.
- Given that three of the four project exceedences occurred at the Mt. Auburn/Eliot Street intersection, we recommend the proponent install a new crosswalk at the intersection across Eliot Street, modify the pedestrian refuge island, and update the pedestrian ramp at the north side of the intersection to meet MAAB/ADA standards. Work should be complete prior to the project's first occupancy permit for the 114-116 Mt Auburn Street building.
- We support the proposal to widen the Bennett Street sidewalk, which is too narrow and can be widened 5-7 feet. The sidewalk shall be rebuilt between University Road and Eliot Street and include concrete sidewalk, street trees, and pedestrian ramps that meet ADA/MAAB standards. The final design shall be reviewed and approved by the TP&T and DPW Departments. Work should be complete prior to the project's first occupancy permit for the 114-116 Mt Auburn Street Building.

- We do not support the developer's proposed mid-block unsignalized pedestrian crossings on Bennett Street or Mt. Auburn Street because they are too close to existing crosswalks.
- In order for the MBTA busway to be most functional and to avoid spillover of buses onto city streets, we recommend that the busway be 30 feet wide.
- We do not support loading in the MBTA busway because it could impact the functionality of the busway. Our preference would be to provide a loading zone on Bennett Street, but we may also be able to provide space on Mt. Auburn Street by rearranging the current bus stop and metered parking.
- The proponent should provide at least 4 bicycle racks for short term bike parking. We will work with them on the final type and locations.
- The proponent should provide a construction management plan for TP&T Department approval, which shall include a description of how MBTA bus layover operations will function during construction.
- Finally, in order to help maintain a low automobile mode split the proponent should be required to implement the following TDM measures:
  - Designate a Transportation Coordinator (TC) with responsibilities reviewed and approved by the City.
  - The proponent shall either provide or include lease language to require tenants to provide all employees with 100% MBTA pass subsidies up to the maximum pre-tax allowance, through on-site or U.S. Postal Service distribution.
  - Establish and maintain a transportation information center located in an area that is central, visible, convenient, and equally accessible to all employees. The center will feature information on:
    - Available pedestrian and bicycle facilities in the vicinity of the project site.
    - 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 services, such as MassRides and private ride-matching organizations, such as GoLoco.org.
    - Car-sharing.
    - Other pertinent transportation information.

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

**Summary Sheet**

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

Project Name: THE CONDUCTOR'S BUILDING RESTORATION

Address: 112-114-116 Mt. Auburn Street

Owner/Developer Name: Carpenter & Company, Inc. and The Bulfinch Companies, Inc.

Contact Person: Robert A. Schlager

Contact Address: 250 First Avenue  
Needham, MA 02494

Contact Phone: 781-707-4000

ITE sq. ft.: 71,985 sf/2,435 sf/5,000 sf

Zoning sq. ft.: \_\_\_\_\_

Land Use Type: Office/Specialty Retail/Restaurant

Existing Parking Spaces: 0 Use: \_\_\_\_\_

New Parking Spaces: 0 Use: \_\_\_\_\_

Date of Parking Registration Approval: \_\_\_\_\_

Trip Generation:	Daily	AM Peak Hour	PM Peak Hour
Total Trips	1,922	220	260
Vehicle	714	81	96
Transit	692	79	93
Pedestrian	346	40	47
Bicycle	58	7	8

Mode Split (person trips):  
 (R&D/Retail/Restaurant)

Vehicle: 39 %  
 Transit: 36 %  
 Pedestrian: 18 %  
 Bicycle: 3 %  
 Other: 4 %

Transportation Consultant: Vanasse and Associates, Inc.

Contact Name: Scott W. Thornton, P.E.

Phone: 978-474-8800

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



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

**Planning Board Criteria Performance Summary**  
**Page 1**

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

Project Name: THE CONDUCTOR'S BUILDING RESTORATION PROJECT

Total Data Entries = 85

Total Number of Criteria Exceedences = 4

**1. Project Vehicle Trip Generation**

Weekday = 714 AM Peak Hour = 82 PM Peak Hour = 96

Meets Criteria? [Y/N]	Y/Y/Y
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**2. Level of Service (LOS)**

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
Mt. Auburn Street at University Road						
Mt. Auburn Street EB LT/TH/RT	B	B	Y	A	A	Y
Mt. Auburn Street WB LT/TH/RT	A	A	Y	A	A	Y
University Road NB LT/TH/RT	B	C	Y	D	D	Y
Overall	B	B	Y	B	B	Y
Eliot Street at Bennett Street						
Bennett Street EB TH	C	C	Y	C	C	Y
Eliot Street WB TH	C	C	Y	C	C	Y
Eliot Street SB LT/RT	B	B	Y	A	A	Y
Overall	B	B	Y	B	B	Y
University Road at Bennett Street						
All movements from WB Bennett Street	B	B	Y	B	B	Y
Mt. Auburn Street at MBTA Busway						
All movements from NB MBTA Busway	C	C	Y	B	B	Y
Bennett Street at MBTA Busway						
Right turn movements to MBTA Busway	A	A	Y	A	A	Y
Mt. Auburn Street at Eliot Street						
All movements from SB Eliot Street	B	B	Y	B	B	Y
Through movements from EB Mt. Auburn Street	C	C	Y	B	B	Y

**3. Traffic on Residential Streets**

Street Segment	A.M. Peak Hour			P.M. Peak Hour		
	Existing Volume	With Project	Meets Criteria?	Existing Volume	With Project	Meets Criteria?
University Road from Bennett Street to Mt. Auburn Street (Amount of Residential < 1/3)	407	434	Y	388	431	Y
Mt. Auburn Street from University Road to Nutting Road (Amount of Residential > 1/2)	700	722	Y	753	778	Y

4. Lane Queue (for Signalized Intersections Critical Lane)

Intersection	No. of Lanes Analyzed	A.M. Peak Hour			P.M. Peak Hour		
		Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
<b>Mt. Auburn Street at University Road</b>	3						
Mt. Auburn Street EB TH/RT		5	5	Y	3	3	Y
Mt. Auburn Street WB LT/TH		0	0	Y	1	1	Y
University Road NB LT/RT		2	2	Y	3	5	Y
<b>Bennett Street at Eliot Street</b>	3						
Bennett Street EB TH		2	2	Y	4	5	Y
Eliot Street WB TH		4	5	Y	4	4	Y
Eliot Street SB LT/RT		3	3	Y	2	2	Y

5. Pedestrian and Bicycle Facilities (for Critical Pedestrian Crossing)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing PLOS	With Project	Meets Criteria?	Existing PLOS	With Project	Meets Criteria?
<b>Mt. Auburn Street at University Road</b>						
Crossing University Road (South)	B	B	Y	B	B	Y
Crossing Mt. Auburn Street (West)	B	B	Y	B	B	Y
Crossing Mt. Auburn Street (East)	A	A	Y	A	A	Y
<b>Eliot Street at Bennett Street:</b>						
Crossing Eliot Street (North)	C	C	Y	C	C	Y
Crossing Bennett Street (West)	C	C	Y	C	C	Y
Crossing Eliot Street (East)	C	C	Y	C	C	Y
<b>University Road at Bennett Street:</b>						
Crossing University Road (North)	C	C	Y	C	C	Y
Crossing University Road (South)	B	C	N	C	C	Y
Crossing Bennett Street (East)	C	C	Y	C	C	Y
<b>Mt. Auburn Street at MBTA Busway:</b>						
Crossing Garage Driveway (North)	A	A	Y	A	A	Y
Crossing Busway (South)	A	A	Y	A	A	Y
<b>Bennett Street at MBTA Busway:</b>						
Crossing Busway (North)	A	A	Y	A	A	Y
<b>Mt. Auburn Street at Eliot Street::</b>						
Crossing Eliot Street (North)	C	C	Y	B	C	N
Crossing Eliot Street (South)	F	F	N	E	E	N
Crossing Mt. Auburn Street (West)	C	C	Y	C	C	Y
Crossing Mt. Auburn Street (East)	B	B	Y	A	A	Y

**5. Pedestrian and Bicycle Facilities (Safe Pedestrian and Bicycle Facilities)**

<b>Adjacent Street or Public Right-of-Way</b>	<b>Sidewalks or Walkways Present?</b>	<b>Bicycle Facilities or Right-of-Ways Present?</b>
<b>Mt. Auburn Street</b>	<b>Y</b>	<b>Y</b>
<b>Eliot Street</b>	<b>Y</b>	<b>Y</b>
<b>Bennett Street</b>	<b>Y</b>	<b>Y</b>
<b>University Road</b>	<b>Y</b>	<b>Y</b>