



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
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MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director
Date: August 13, 2015
Re: 249 Third Street (Special Permit #301), 195 Binney Street (PB#118),
285/303 Third Street (PB#189)

The Traffic, Parking, and Transportation Department (TP&T) has reviewed the Transportation Impact Study (TIS) for the proposed 249 Third Street Residential Project, by Equity Residential. The Project proposes to replace an existing 77-space open-air parking lot with an 84-unit residential building, including 1,500 square feet of ground floor retail space.

The Project proposes 59 parking spaces (0.7 space per unit) to be accommodated in an existing 106-space below-grade parking garage located across the street at 195 Binney Street (the Lofts at Kendall Square – 186 units), which is also owned by Equity. There are also 14 private parking spaces on Rogers Street (Rogers Street between Third Street and Fifth Street is a private way). Equity also owns the 482-unit residential project at 285/303 Third Street, which has a below-grade garage with 527 parking spaces.

The Applicant is seeking special permits and minor amendment as described in the memo from the Community Development Department. Overall, the Applicant is seeking special permits to allow for the following parking supply:

- 0.7 parking spaces per unit for all three sites,
- Parking for 249 Third Street to be provided off-site at 195 Binney Street, and
- Parking for 195 Binney Street to be partially provided off-site at 285/303 Third Street.

For the proposed 249 Third Street Project, there will be one (1) van accessible parking space and one (1) loading zone on-site. As required by zoning, the Project also proposes 89 long-term bicycle parking spaces and 10 short-term bicycle parking spaces.

TP&T certified the 249 Third Street TIS as complete and reliable on January 22, 2015. The Project triggered three (3) Planning Board Special Permit criteria exceedences and will generate the following trips (the full TIS summary is attached):

212 daily vehicle trips including, 14 AM and 21 PM peak hour vehicle trips,
260 daily transit trips (17 AM/27 PM peak hour transit trips),
252 daily pedestrian trips (16 AM/26 PM peak hour transit trips) and,
58 daily bicycle trips (4 AM/5 PM peak hour bicycle trips).

Planning Board Exceedances.

The Project triggered the Vehicle Level of Service (VLOS) criteria during the PM peak hour at the signalized intersection of Third Street and Binney Street for the Binney Street east-bound left-turn movement (from VLOS D to VLOS E). The Project triggered two Pedestrian Level of Service criteria at the unsignalized intersection of Third Street at Bent Street at the north and south crosswalk crossing Third Street. The intersection already includes a raised pedestrian crosswalk across Third Street at Bent Street. While these exceedances are not a cause for huge concern, we do believe that the mitigation measures recommended below will help to address the transportation issues associated with this project and enhance the overall transportation network in this vicinity.

TP&T believes the Project is beneficial because it will replace an existing surface parking lot with housing and ground floor retail and improve the pedestrian conditions in the area. To mitigate the Project's transportation impacts, TP&T recommends the Applicant implement transportation infrastructure improvements listed below and shown graphically on Figure 1.

1. Remove the two existing curb cuts on Third Street, which were previously used for access to the surface parking lot and repair the sidewalk.
2. Remove the mid-block curb extension on Third Street between Rogers Street and Bent Street. The curb extension is no longer needed because it was used to protect sightlines for drivers exiting the surface parking lot. TP&T expects 2-3 new on-street parking meters can be added on Third Street between Rogers Street and Bent Street after the curb extension is removed, serving short-term visitors to building residents and the retail spaces.
3. Design and install a raised pedestrian crossing, across Rogers Street at Third Street, as approved by TP&T and DPW,
4. Provide a new curb extension on Third Street at Rogers Street, and new crosswalk crossing Third Street to the Roger Street park, including compliant pedestrian ramps at both ends of the crosswalk,
5. Construct a new sidewalk on the north side of Rogers Street, where there is currently no sidewalk. The sidewalk will include the City standard driveway treatment (i.e. sidewalk should be level across the driveway) for access to the Project's on-site van accessible parking space and loading zone.

The improvements above should be designed by the Applicant and approved by the TP&T and DPW prior to the issuance of a Building Permit and completed prior to the issuance of the Project's first Occupancy Permit.

Automobile Parking.

TP&T believes that the proposed 59 parking spaces (0.7 space per unit) will be sufficient to meet the Project's parking needs based on the parking analysis in the TIS that showed peak residential parking demands of 0.54 space per unit for 195 Binney Street and 0.53 space per unit for 285/303 Third Street. Similarly, TP&T supports the special permits to reduce the required parking for 195 Binney Street and 285/303 Third Street from 1.0 to 0.7 space per unit to better align with actual parking demand.

TP&T supports accommodating the 249 Third Street parking at the existing 195 Binney Street below-grade parking garage, which is located across the street. TP&T also supports 195 Binney Street accommodating its parking on-site and off-site at 285/303 Third Street. These shared parking arrangement will make efficient use of existing parking supply and avoid the need to building additional parking in the new building, both of which are consistent with the City's overall goals.

TP&T recommends visitors to 249 Third Street and 195 Binney Street be permitted to park at the 195 Binney Street garage or at the 14 private parking spaces on Rogers Street abutting the 195 Binney Street building.

Bicycle Parking. The 249 Third Street Project will meet the long-term bicycle parking zoning requirement in a bicycle room (89 long-term bicycle spaces), which will have direct access from the rear courtyard. There will also be bicycle tools and work stations for residents.

The Project will meet the zoning requirement for short-term bicycle parking (10 short-term bicycle spaces) by providing bike racks on-site (4 spaces in the rear courtyard), and monetary contribution to the City, as required by zoning for bike racks on city property. TP&T and CDD will work with the Applicant to finalize the short-term bicycle parking locations and monetary contributions, as needed, which should be provided to the City prior to the issuance of the Building Permit.

Transportation Demand Management (TDM) Measures. To minimize the Project's traffic impacts, TP&T recommends that the Applicant implement TDM measures to encourage residents to use sustainable modes of transportation (i.e. walking, bicycle, transit) instead of driving alone. TP&T also recommends TDM measures and annual monitoring report be coordinated across all three residential Projects. 249 Third Street is a new Project and should provide TDM measures that meet current standards, 285/303 Third Street has existing TDM requirements under PB#189, and 195 Binney Street has no current TDM requirements. TP&T recommends the following TDM measures to reasonably update and coordinate TDM across the three sites to create a reasonably consistent approach.

For the 249 Third Street Project Only:

- A. Offer each adult member of each household (up to 2) upon move-in a Charlie Card valued at the cost of 50% bus/subway pass for 6 consecutive months. This ends after 6 months for the household and begins anew upon turnover.
- B. Offer each adult member of each household (up to 2) upon move-in a 1-year Gold-Level Hubway membership. This ends after one year for the household and begins anew upon unit turnover.
- C. Provide at least two car-share parking spaces on Rogers Street, if desired by a local carshare company. Carshare vehicles will be available for use by the general public as well as the residents.

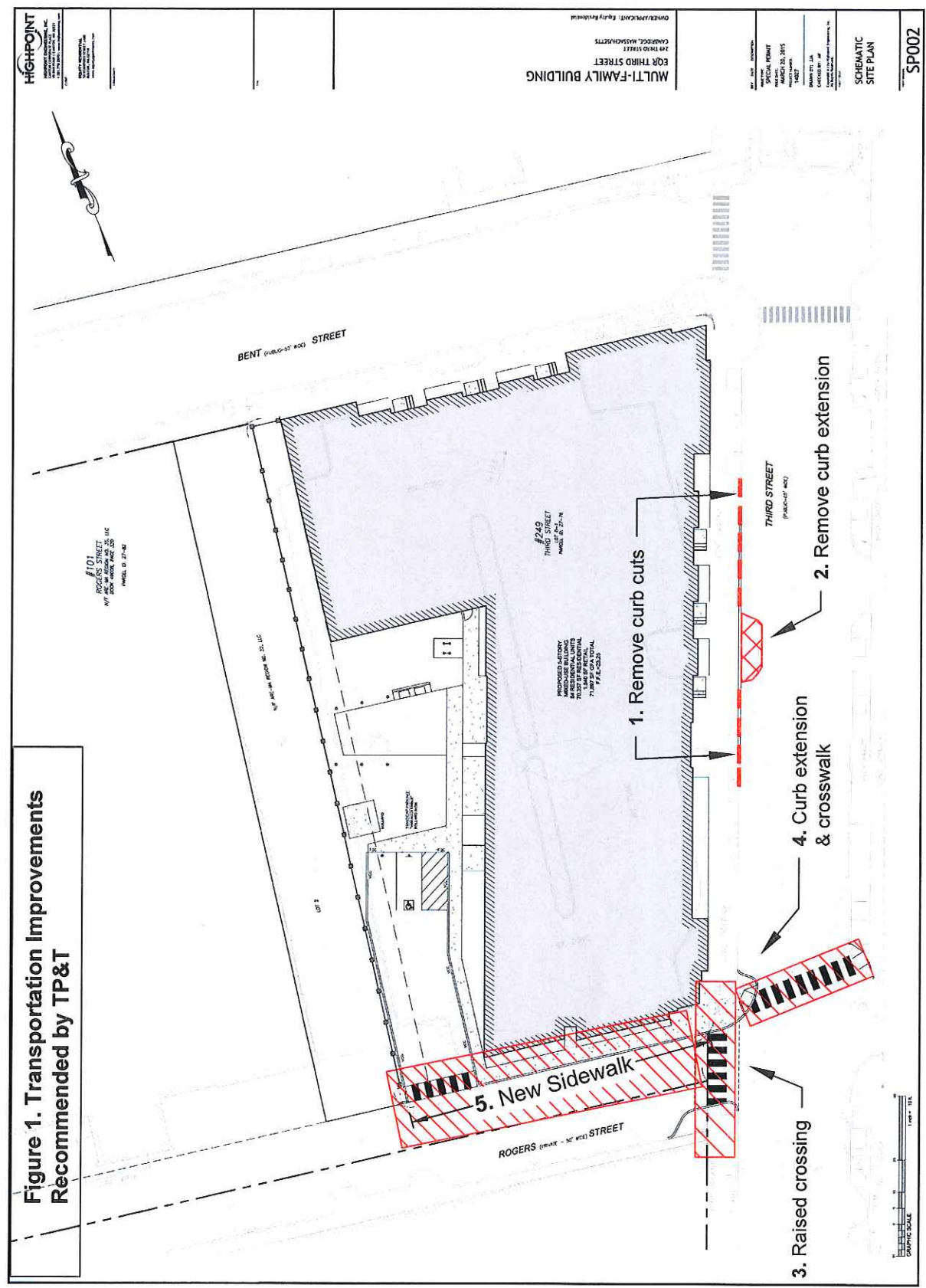
For all three Projects (249 Third Street, 195 Binney, and 285/303 Third Street):

- A. Become a member of a Transportation Management Association (TMA) serving the Kendall Square area.
- B. Provide free EZRide Shuttle sticker to each adult member of each household each year.
- C. Provide air pumps and other bicycle repair tools, such as "fix-it" station in the bicycle storage areas.
- D. Encourage carpooling in coordination with MassRides, a local TMA or other private ride-matching organizations.
- E. 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:
 - a. "Getting Around in Cambridge" map (available at the Community Development Department office)
 - b. Cambridge bicycle facility map
 - c. All CitySmart brochures
 - d. MBTA maps, schedules, fares, and real-time transit app information
 - e. Area shuttle map and schedule, if one exists
 - f. On-site bicycle parking
 - g. Hubway public bicycle share system
 - h. Ride-matching services, such as MassRides
 - i. Car-sharing services
 - j. Other pertinent transportation information
- F. Designate a transportation coordinator (TC) to manage the TDM program. The TC will also oversee the marketing and promotion of transportation alternatives to all residents at the sites in a variety of ways:
 - a. Posting information in a prominent location in the building on the project's website, in property newsletters, and social media outreach.
 - b. Responding to individual requests for information in person and via phone and email.
 - c. Performing annual transportation surveys.

- d. The TC shall implement a monitoring program to include: annual monitoring of residents mode of travel for all trips, counts of parking space utilization (cars and bicycles), auto ownership and parking location, plus biennial driveway counts for 285/303 Third Street and 195 Binney Street. All surveys and counts shall be designed and conducted in a manner approved by CDD. The program should be coordinated with monitoring of 195 Binney Street and 303 Third Street buildings and should include auto ownership and where residents park. 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 1st and February 29th, 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 1st and August 31st, monitoring should take place during the months of April or May and be reported to the City no later than June 30.
- e. 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.
- f. The TC will be on-site during a minimum of 2 hours per week at each site 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.
- g. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA and will oversee any City of Cambridge monitoring and reporting requirements.
- h. The TC should actively manage and monitor the resident's auto ownership and parking location and use all reasonable measures to 1.) Encourage non-automobile ownership, 2.) Provide an appropriate and flexible market-rate parking fee program that best accommodates all residential vehicles (and guest vehicles) in the 195 Binney Street and 285/303 Third Street garages.

Cc: Iram Farooq, Susanne Rasmussen, Liza Paden, Jeff Roberts, Cara Seiderman, Stephanie Groll, Suzannah Bigolin, CDD. Adam Shulman, TP&T. Paul Barrett, Dan Egan, Equity Residential.

Figure 1. Transportation Improvements Recommended by TP&T



CITY OF CAMBRIDGE
Special Permit Transportation Impact Study (TIS)

Summary Sheet

Planning Board Permit Number: _____

PROJECT NAME: 249 Third Street

Address: 249 Third Street, Cambridge, Massachusetts

Owner/Developer Name: Equity Residential

Contact Person: Mr. Richard Boales, Senior Vice President

Contact Address: 1500 Massachusetts Avenue, NW, Suite 25 Washington, DC 20005

Contact Phone: 202-971-7063

SIZE:

Building: 84 residential units

1,500 sf retail

75,971 Square feet

Land Use Type: 220 – Apartment, 820 – Shopping Center

PARKING:

Existing Parking Spaces: 721 Use: Residential

New Parking Spaces: (74) Use: Residential

Total Parking Spaces: 647

Date of Parking Registration Approval: _____

Parking spaces to be shared between the proposed 84 units at 249 Third Street, the existing 186 units at 195 Binney Street, and the existing 482 units at 285/303 Third Street.

TRIP GENERATION:

	Daily	AM Peak Hour	PM Peak Hour
Total Trips	782	51	79
Vehicle	212	14	21
Transit	260	17	27
Pedestrian	252	16	26
Bicycle	58	4	5

MODE SPLIT (PERSON TRIPS): Residential/Retail

Vehicles (SOV): 26.3%

Bicycle: 7.2%

Rideshare (HOV): 2.6%

Pedestrian: 30.7%

Transit: 31.7%

Work from Home: 1.5%

TRANSPORTATION CONSULTANT:

Company Name: Howard/Stein-Hudson Associates

Contact Name: Joe SanClemente, P.E., AICP

Phone: 617-348-3334

Date of Building Permit Approval: _____

CITY OF CAMBRIDGE **Planning Board Criteria Performance Summary**
Special Permit Transportation Impact Study (TIS)

Planning Board Permit Number: _____

Project Name: 249 Third Street

Total Data Entries = 84 Total Number of Criteria Exceedance = 3

1. Project Vehicle Trip Generation

Weekday = 212 AM Peak Hour = 14 PM Peak Hour = 21 Meets Criteria? *No* ___

2. Level of Service (LOS)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
Signalized Intersection						
Third Street at Binney Street	C	C	N	D	D	N
Binney EB left	D	D	N	D	E	Y
Binney EB thru/thru/right	C	C	N	B	B	N
Binney WB left	D	D	N	F	F	N
Binney WB thru/right	C	C	N	D	D	N
Third NB left/thru	B	B	N	C	C	N
Third NB right	B	B	N	C	C	N
Third SB left/thru/right	D	D	N	D	D	N
Unsignalized Intersection						
Third Street at Bent Street	-	-	-	-	-	-
Bent EB left/thru/right	C	C	N	C	C	N
Parking Lot WB left/thru/right	C	C	N	D	D	N
Third NB left/thru/right	A	A	N	A	A	N
Third SB left/thru/right	A	A	N	A	A	N

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?
Third Street (north of Charles St)	555	554	N	798	800	N
Binney Street (west of Third St)	835	837	N	975	982	N

CITY OF CAMBRIDGE **Planning Board Criteria Performance Summary**
Special Permit Transportation Impact Study (TIS) **Page 3**

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?
Third Street at Binney Street	-	-	-	-	-	-	-
Binney EB left	1	2.08	2.08	<i>N</i>	7.28	7.36	<i>N</i>
Binney EB thru/thru/right	2	1.96	2.00	<i>N</i>	2.56	2.60	<i>N</i>
Binney WB left	1	3.92	3.96	<i>N</i>	2.60	2.68	<i>N</i>
Binney WB thru/right	1	8.16	8.24	<i>N</i>	5.32	5.40	<i>N</i>
Third NB left/thru	1	1.72	1.72	<i>N</i>	5.48	5.56	<i>N</i>
Third NB right	1	0.68	0.72	<i>N</i>	1.80	1.84	<i>N</i>
Third SB left/thru/right	1	8.12	8.24	<i>N</i>	6.04	6.24	<i>N</i>

5. Pedestrian and Bicycle Facilities

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing PLOS	With Project	Meets Criteria?	Existing PLOS	With Project	Meets Criteria?
Third Street/Binney Street	-	-	-	-	-	-
Binney East	<i>D</i>	<i>D</i>	<i>N</i>	<i>D</i>	<i>D</i>	<i>N</i>
Binney West	<i>D</i>	<i>D</i>	<i>N</i>	<i>D</i>	<i>D</i>	<i>N</i>
Third North	<i>C</i>	<i>C</i>	<i>N</i>	<i>C</i>	<i>C</i>	<i>N</i>
Third South	<i>C</i>	<i>C</i>	<i>N</i>	<i>C</i>	<i>C</i>	<i>N</i>
Third Street/Bent Street	-	-	-	-	-	-
Bent East	<i>A</i>	<i>A</i>	<i>N</i>	<i>A</i>	<i>A</i>	<i>N</i>
Bent West	<i>A</i>	<i>A</i>	<i>N</i>	<i>A</i>	<i>A</i>	<i>N</i>
Third North	<i>D</i>	<i>D</i>	<i>N</i>	<i>E</i>	<i>F</i>	<i>Y</i>
Third South	<i>C</i>	<i>C</i>	<i>N</i>	<i>F</i>	<i>F</i>	<i>Y</i>

Adjacent Street Public Right-of-Way	Sidewalks or Walkways Present?	Meets Criteria?	Bicycle Facilities or Right-of-Ways Present?	Meets Criteria?
Third Street	Yes	<i>N</i>	Yes	<i>N</i>
Binney Street	Yes	<i>N</i>	Yes	<i>N</i>
Rogers Street	Yes	<i>N</i>	Yes	<i>N</i>
Bent Street	Yes	<i>N</i>	Yes	<i>N</i>