




CITY OF CAMBRIDGE
Traffic, Parking and Transportation
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MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director 
Date: March 9, 2016
Re: 95 Fawcett Street project (PB#309)

The Traffic, Parking & Transportation Department (TP&T) has reviewed the Transportation Impact Study (TIS) for the proposed 95 Fawcett Street Project, by 95 Fawcett Street, LLC. The proposed project will demolish an existing 20,522 square foot furniture warehouse and construct a new five-story 52,852 gross square foot (GSF) residential building with 44 condominium units and 48 vehicle parking spaces. The project will include 60 long-term bicycle parking spaces in a bike room with a bicycle repair work station for residents, and 8 short-term bicycle parking spaces.

TP&T certified the Transportation Impact Study (TIS) as complete and reliable on December 22, 2015. The TIS evaluated 50 dwelling units instead of 44 currently proposed units, therefore the actual impact is expected to be slightly less than indicated in the TIS. The TIS indicated that the project will generate a total of:

- 131 daily vehicle trips, including 10 trips in the AM peak hour and 12 trips in the PM peak hour vehicle trips
- 123 daily transit trips (9 in AM peak hour and 11 in PM peak hour),
- 42 daily pedestrian trips (3 in AM peak hour and 4 in PM peak hour) and,
- 22 daily bicycle trips (2 in AM peak hour and 2 in PM peak hour).

The Project's TIS, like all Cambridge Traffic Impact Studies, evaluated a Future 5-year Build scenario condition, which takes into account other area development projects, and a general 0.5% per year background traffic growth rate. The TIS accounted for 6 other development projects in various stages of development, including: Concord Avenue/Wheeler Street project, 165 Cambridgepark Drive project, 130 Cambridgepark Drive project, 88 Cambridgepark Drive project, 75 New Street project, and 33 Cottage Park Avenue (previous Fawcett Oil site). Projected trip rates for the project are based on standards published by the Institute of Transportation Engineers (ITE).

The TIS indicated that the project had 3 Planning Board Special Permit transportation exceedances, including lack of bicycle accommodations on Fawcett Street and AM/PM peak hour pedestrian level of service crossing Concord Avenue at Fawcett Street; however, this impact may not be as severe as indicated

because the TIS did not account for the pedestrian-actuated beacon that facilitates pedestrian crossing. The TIS summary sheets are attached.

TP&T offers the Planning Board the following comments for the 95 Fawcett Street project:

General Comments:

- TP&T had scoped the TIS to provide data based on observing vehicle operations at the existing 428 unit Atmark building, located across the street at 80-90 Fawcett Street. The observed vehicle trip generation rate from Atmark was 0.17 vehicle trips per occupied unit in the AM peak hour and 0.15 vehicle trips per occupied unit in the PM peak hour (Atmark was 96% occupied). If the proposed 95 Fawcett Street project has similar trip rates, it will generate 9 vehicle trips in the AM peak hour and 8 vehicle trips in the PM peak hour, which is very similar to the projected trips using ITE trip rates. Using either projection (ITE vs. observed trip rates), the project is expected to have a small vehicle traffic impact.
- As part of the TIS, a traffic signal warrant analysis was completed for the intersection of Concord Avenue and Fawcett Street. The analysis took into account the Atmark building and other area traffic. The findings showed that a traffic signal is not warranted. The pedestrian-actuated beacon serving the existing crosswalk at the Concord Avenue/Fawcett Street intersection facilitates pedestrians crossing Concord Avenue. As additional development occurs in the Quadrangle, TP&T will continue to monitor this intersection.
- TP&T worked with the applicant's traffic engineer to review sightlines for several driveway location options. The conclusion was that the proposed driveway location (at the existing site driveway) provides acceptable sightlines.
 - **TP&T recommends that the final driveway design be approved by TP&T prior to issuance of a building permit, and not include landscaping elements over 3 feet tall that could block sightlines for vehicles exiting the driveway.**

Vehicle Parking:

- The project proposes 48 parking spaces for 44 units (1.09 spaces per unit). TP&T generally discourages providing more parking than zoning minimum (1 space per unit), because it encourages auto ownership, could increase the cost of housing, and sometimes uses land that might otherwise be used for something else (such as open space).
 - **TP&T recommends that if the Planning Board approves the project with the 4 non-required parking spaces, the spaces should be used for visitor parking or carsharing vehicles (if desired by a carsharing organization).**
- The project proposes an automobile elevator to transport cars to the lower garage level, which will require drivers to back in or out of the elevator and makes maneuvering vehicles around the garage more difficult. The elevator must be approved by the City's Inspectional Services Department (ISD) and kept in working order.
 - **Prior to issuance of a building permit, the applicant should provide elevator specifications to ISD and TP&T along with a maintenance plan and a statement describing how the garage would be managed if the elevator were out of service. TP&T also recommends that the property owner be obligated to contact the TP&T and ISD if the automobile elevator is out of service and report when it will be repaired.**

Bicycle Parking:

- The proposal includes long-term bicycle parking spaces in excess of the minimum zoning requirements. However, the most direct route between Fawcett Street and the bicycle storage room has stairs, so cyclists will need to travel in a less direct and circuitous route around the landscaped plaza in order to avoid using stairs.
 - **The applicant should provide a more direct route between Fawcett Street and the bicycle room, or measures to make the proposed route more convenient and accessible for bicyclists.**
 - **The applicant should also consider providing automatic power assist doors to enter/exit the bicycle room, which will make it more convenient for cyclists.**
- The proposal also includes short-term bicycle parking spaces in excess of the minimum zoning requirements.
 - **The applicant should place some short-term bicycle spaces closer to the building's main entrance off of Fawcett Street, since that is where visitors are most likely to enter.**

Alewife Pedestrian/Bicycle Bridge and Commuter Rail Station:

- The City of Cambridge has begun a feasibility study of a proposed Alewife bicycle and pedestrian bridge and commuter rail station. Even though the exact location for the bridge has not been determined, TP&T believes that the Project will not negatively impact any potential landing locations for a bridge.
- In order to support the transportation objectives of the Concord-Alewife Plan, including enhanced pedestrian/bicycle connections and reduced auto trip growth, TP&T recommends the following measures:
 - **The applicant contribute \$25,000 to the City toward the continued feasibility studies and designs for the Alewife bicycle and pedestrian bridge and commuter rail station. The contribution should be made prior to the issuance of the project's Building Permit.**
 - **The applicant contribute \$25,000 to the City toward funding a Hubway station to be located in the Quadrangle area. The final location of the Hubway station will be determined by the City and will provide another mobility option for residents and visitors. The contribution should be made prior to the issuance of the project's Building Permit.**

Transportation Demand Management (TDM) Measures:

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 the low level of vehicle trip impact anticipated in the TIS.

- 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 (currently \$75 but subject to fare increases) for 3 consecutive months. For condominiums, this benefit will apply to original condominium owners only. For 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, such as a "fix-it" stand in the bicycle storage areas.
- c. The property owner of condominium association shall join the Alewife Transportation Management Association (TMA) including access to shuttle buses to/from Alewife MBTA station as provided by the TMA or a comparable shuttle service.

- d. 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.
- e. The Property owner of condominium association shall designate a transportation coordinator (TC) for the site to manage the TDM program and coordination with the TMA. 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 all units upon move-in.
- f. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA.

CITY OF CAMBRIDGE
Special Permit Transportation Impact Study (TIS)

Summary Sheet

Planning Board Permit Number: _____

PROJECT NAME: 95 Fawcett Street
 Address: 95 Fawcett Street, Cambridge MA

Owner/Developer Name: KEMS Corporation
 Contact Person: Ed Doherty
 Contact Address: 35 Doty Avenue
Danvers, MA 01923
 Contact Phone: (978) 360-9558

SIZE:
 ITE sq. ft.: 50 Dwelling Units
 Zoning sq. ft.: 57,048 SF
 Land Use Type: Residential

PARKING:
 Existing Parking Spaces: 9 Use: Commercial
 New Parking Spaces: 48 Use: Residential
 Date of Parking Registration Approval: _____

TRIP GENERATION:

	Daily	AM Peak Hour	PM Peak Hour	Saturday Peak Hour (retail only)
Total Trips	372	24	39	-
Vehicle	131	10	12	-
Transit	123	9	11	-
Pedestrian	42	3	4	-
Bicycle	22	2	2	-

MODE SPLIT (PERSON TRIPS): Vehicles (SOV): 35.4 % Bicycle: 5.5 %
 Rideshare (HOV): 4.4 % Pedestrian: 10.5 %
 Transit: 30.8 %

TRANSPORTATION CONSULTANT:
 Company Name: Design Consultants, Inc
 Contact Name: Tom Bertulis P.E., P.T.O.E
 Phone: 617-776-3350 ext 115

Date of Building Permit Approval: _____

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

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?
<i>Concord Avenue/Mouton Street</i>	<i>WB</i>	<i>4</i>	<i>4</i>	<i>N</i>	<i>4</i>	<i>4</i>	<i>N</i>
<i>Concord Avenue/Mouton Street</i>	<i>EB</i>	<i>11</i>	<i>11</i>	<i>N</i>	<i>14</i>	<i>14</i>	<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?
<i>Concord Avenue/Moulton Street</i>	<i>C</i>	<i>C</i>	<i>N</i>	<i>C</i>	<i>C</i>	<i>N</i>
<i>Concord Avenue/Fawcett Street west-leg</i>	<i>F</i>	<i>F</i>	<i>Y</i>	<i>F</i>	<i>F</i>	<i>Y</i>
<i>Fawcett Street/Spur Road south-leg</i>	<i>A</i>	<i>A</i>	<i>N</i>	<i>A</i>	<i>A</i>	<i>N</i>

Adjacent Street or Public Right-of-Way	Sidewalks or Walkways Present?	Meets Criteria?	Bicycle Facilities or Right-of-Ways Present?	Meets Criteria?
<i>Fawcett Street</i>	<i>Y</i>	<i>N</i>	<i>N</i>	<i>Y</i>
On-Site:				