



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

www.cambridgema.gov/traffic

Joseph Barr, Director
Brad Gerratt, Assistant Director for Parking Management
Brooke McKenna, Assistant Director for Street Management

Phone: (617) 349-4700
Fax: (617) 349-4747

MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director *JB*
Date: November 17, 2016
Re: 35 Cambridgepark Drive Project (PB#314)

The Davis Companies is proposing a Project to add an additional 47,139 SF of Gross Floor Area to the existing 137,635 SF Office building at 35 Cambridgepark Drive. The Traffic, Parking, and Transportation Department (TP&T) has reviewed the project and provided the Planning Board a memorandum dated July 26, 2016 with our initial Project comments. The Project's first Planning Board Special Permit Application hearing was held on August 2, 2016.

The Davis Companies has been working cooperatively with TP&T to address comments from the Planning Board and City staff, including modifications to the site plan. TP&T has reviewed the updated site plan and believes that it has been significantly improved. The benefits of the updated site plan include:

- Closing the curb cut on Cambridgepark Drive, which will eliminate conflicting traffic maneuvers between vehicles, bicyclists, and pedestrians on Cambridgepark Drive.
- Providing both vehicle entry and exits from the site's garage off Steel Place, which will allow vehicles approaching the site southbound from Steel Place to enter the garage off Steel Place instead of traveling through the Cambridgepark Drive/Steel Place intersection.
- Relocating the two Van Accessible parking spaces to a space inside the building, thereby improving the pedestrian conditions on the Steel Place frontage of the building.
- Modifying the landscaping design on the Steel Place frontage to direct pedestrians to cross at the Cambridgepark Drive/Steel Place intersection instead of encouraging mid-block crossings on Steel Place.
- Providing one on-site internal loading dock capable of accommodating a single-unit size truck or garbage truck, and providing one on-site external loading dock capable of accommodating a tractor-trailer truck

The Project does not trigger the zoning requirement for a Transportation Impact Study (TIS), however the Applicant voluntarily undertook and completed a transportation study, which is located at the following location under PB#314

<http://www.cambridgema.gov/CDD/zoninganddevelopment/specialpermits/specialpermits>

According to the transportation study, the 47,139 SF building addition will generate a total of:
412 daily vehicle trips, including 38 AM and 44 PM peak hour vehicle trips,
168 daily transit trips, including 15 AM/18 PM peak hour transit trips,
22 daily pedestrian trips, including 2 AM/3 PM peak hour pedestrian trips, and
46 daily bicycle trips, including 5 AM/4 PM bicycle trips.

Key findings of the transportation study include the following:

- The Alewife Brook Parkway/Rindge Avenue intersection, will have an increase in average delay of about 2 seconds during the AM and PM peak hours, respectively, as a result of the Project.
- The Alewife Brook Parkway/Cambridgepark Drive intersection will have an increase in average delay of about 1 second during the AM and PM peak hours, respectively, as a result of the Project.
- By closing the curb cut on Cambridgepark Drive, there will be a decrease in delay (4.6 seconds) at the Cambridgepark Drive/Steel Place intersection in the AM peak hour and a nominal change in delay during PM peak hour.

TP&T has had productive meetings with The Davis Companies regarding the proposed Project and its transportation impacts and mitigation. We are pleased to report that we have reached an agreement with the Application for a proposed transportation mitigation package which will reduce vehicle trip generation and encourage walking, bicycle and transit use for this project and for the overall 35 Cambridgepark Drive building.

TP&T recommends, and the Applicant has agreed to the following transportation mitigation package.

Transportation Studies and Infrastructure Improvements:

1. Conduct a local area Origin and Destination study, as approved by the TP&T Department. The study will help inform our understanding of traffic flows in the area to guide the development of additional traffic mitigation measures. The cap of the study will be \$15,000. The scope of the study will be approved prior to the issuance of the Building Permit and the study completed 60 days from approval of the scope or as mutually agreed upon by the Applicant and TP&T if there are unforeseen or reasonable delays in completing the study.
2. Prior to the issuance of the Building Permit, the Applicant shall contribute \$100,000 to the City towards physical improvements or studies/analysis supporting transportation in the Cambridgepark Drive area. The City will determine the specific use of the funds, which may include, but not be limited to, the following:
 - Advancing the design and/or implementation of recommendations from the Cambridgepark Drive conceptual design study to be completed as special permit mitigation for the 88 Cambridgepark Drive project (PB#292).
 - Redesign of Steel Place, such as roadway cross-section modifications (i.e. remove median etc.).
 - Contributions toward the Alewife Pedestrian/Bicycle Bridge and commuter rail feasibility study and design.
 - Contributions toward Hubway bikeshare system in the Alewife Area.

For Employees (Commercial and Retail Employees)

3. Charge employees market rate monthly parking fees. The market rate parking fee should be consistent with rates charged in the Alewife area, tied to employee parking fees charged at Cambridge Discovery Park and 200 Cambridgepark Drive. The parking fee may be billed directly to employee's thorough payroll deduction, but there should be a line item indicating the parking fee to remind employees that the parking fee could be removed or reduced if they commute to work by transit, walking, bicycling or carpooling.
4. Membership in Alewife TMA, including free access for employees to use shuttle buses operated by the TMA. Provide emergency ride home and ride-matching benefits to all employees through the Alewife TMA or other provider acceptable to TP&T.
5. Provide 60% MBTA Link Pass (or equivalent) transit subsidies office employees.
6. Provide real time transit screens in office lobby to include information on local buses and shuttles, MBTA Red Line subway, and Hubway bikeshare system.
7. Designate a Transportation Coordinator for the site with responsibility for:
 - Aggressively promoting and marketing non-single occupancy vehicle (SOV) modes of transportation to employees.
 - Overseeing the marking and promotion of transportation options such as posting information on the Project's web site, social media, and property newsletters.
 - Responding to individual requests for information.
 - Performing transportation surveys.
 - Coordinating with Alewife TMA.
 - Providing up to date information to all new employees through a New Employee Packet.
8. Provide Hubway corporate membership (minimum Gold level) paid by employer for employees that choose to become Hubway members.
9. Require corporate membership paid by the employer to allow employees to use carshare vehicles for work related trips during the day instead of needing to drive private vehicles to work.
10. Provide electric vehicle plug-in stations in the garage for no less than 6 electric vehicles. As demand dictates, additional electric vehicle charging stations may be increased to satisfy demand.
11. Dedicate a minimum of 5 carpool/vanpool parking spaces to be located at preferred locations in the parking garage (i.e. Close to building entrances). As demand dictates, carpool/vanpool spaces should be adjusted based upon demand and utilization.
12. Update existing bicycle parking to meet City standards (i.e. City bicycle zoning regulations).
13. Provide air pumps and other bike tools such as a bicycle repair station.

14. Consider providing lender bike for employees to use during the day for errands.
15. Provide validated parking for retail/restaurant patrons on evenings and weekends. The Applicant will develop retail and restaurant parking rate structure that will provide validated parking for customers. Patrons submitting non-validated manual or electronic parking tickets will be charged the market rate for parking with no discount. Rates shall be reviewed and adjusted as needed annually on January 1 in coordination with the TP&T Department with the goal of encouraging non-automobile modes while also supporting a vibrant active retail environment.
16. The Property owner shall provide the TP&T Department a transportation monitoring report once a year for the first three years of occupancy, and then once a year every 5 years thereafter. The transportation monitoring report shall include, hourly in and out driveway counts for a typical week, survey of site employee mode shares (i.e. how they commute to work by origin), survey response rate, daily and peak hour automobile and bicycle parking occupancy.

All surveys and counts shall be designed and conducted in a manner approved by CDD and TP&T and approved before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the project 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.