



**CITY OF CAMBRIDGE**  
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## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director *BMBK for JTB*  
**Date:** December 27, 2016  
**Re:** 47 Bishop Allen Drive Projects (PB #320)

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Watermark Central Venture LLC is proposing to replace an existing 113 space parking garage, which was previously used for Quest employee parking, with a 23 unit residential building of approximately 24,500 square foot of Gross Floor Area (GFA).

### Summary of Application History

- A Traffic Impact Study (TIS) for the project was certified by TP&T on April 11, 2016 as part of the Mass + Main TIS.
- On September 30, 2016 Watermark Central Venture LLC submitted a Special Permit Project Review Application for the 23 unit project.
- VHB, on behalf of the applicant provided a technical memorandum dated October, 27, 2016 regarding the slight changes between the TIS and Special Permit Application (i.e. The TIS assumed 25 units whereas, 23 units are currently proposed).
- On November 9, 2016, TP&T submitted a memo to the Planning Board with our initial comments on both the Mass + Main and 47 Bishop Allen Drive projects.
- On December 1, 2016 the applicant submitted updated materials for the project primarily on design details.

TP&T has been working with the applicant and offers the Planning Board the following comments on the proposed 47 Bishop Allen Drive project:

### General Comments

- TP&T supports replacing the outdated and vacant above grade parking garage with 23 new residential units. The residential project will be a better fit with the residential land uses on the northern side of Bishop Allen Drive and will increase housing stock in Central Square, consistent with the recommendation of the City's 2013 Central Square (C2) report.

### Automobile Parking

- Because Central Square is a transit-oriented area which contains the MBTA Red Line Central Square station and bus/shuttle routes 1, CT1, 47, 64, 70, 70A, 83, 91, EZRide, M2, and Bridj, TP&T supports

the Special Permit reduction in parking to 0.52 parking spaces per unit. The parking ratio is also consistent with the recommendations of the C2 report.

- TP&T supports the parking for the project be located at the existing surface parking lot at 65 Bishop Allen Drive which is located about 180 feet away from the project site.

### **Bicycle Parking**

The 47 Bishop Allen Drive Project proposes bike sheds in the back of the site for 24 long-term bicycle parking spaces and proposes 4 short-term bike spaces on the project's property off of Bishop Allen Drive. TP&T worked with the applicant on the bicycle parking and supports the plan.

### **Transportation Mitigation**

To minimize the project's transportation impacts by encouraging sustainable modes of transportation, TP&T recommends that the project be required to implement the following Transportation Demand Management Measures (TDM), which are generally consistent with what has been required recently for similar residential projects:

- A. The applicant shall make available at least 3 publicly available carshare parking spaces for vehicle-sharing company. At least 2 spaces shall be provided at the 65 Bishop Allen Drive surface parking lot. Other location may be at the proposed Mass+ Main parking garage. If demand dictates, additional carshare vehicles should be added over time.
- B. Offer each adult member of each household (up to 2) upon move-in a Charlie Card valued at the cost of 50% of a bus/subway pass (currently \$84.50 but subject to fare increases) for 3 consecutive months. This benefit will end after 3 months for the household and begins anew upon unit turnover.
- C. Offer each adult member of each household (up to 2) upon move-in a 1-year Gold-Level Hubway membership. This benefit will end after one year for the household and begins anew upon unit turnover.
- D. Provide air pumps and other bike tools, such as a "fix-it" stand in/near the bicycle storage areas.
- E. Join the Charles River Transportation Management Association (TMA).
- F. Offer free EZRide Shuttle tickets or multi-ride ticket books to each adult member of each household each year.
- G. Charge parking separately from the residential rent, in order to remind tenants how much they pay for parking. The Permittee shall provide the summary of on-site parking fees and rate changes to the TP&T annually.
- H. 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. Available pedestrian and bicycle facilities in the vicinity of the Project site
  - b. MBTA maps, schedules, and fares
  - c. Area shuttle map and schedule, if one exists
  - d. "Getting Around in Cambridge" map and other CitySmart materials (available at the Cambridge Community Development office)
  - e. Location of bicycle parking
  - f. Hubway regional bikeshare system
  - g. Carsharing
  - h. Ride-matching
  - i. Other pertinent transportation information

- I. Designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways, such as :
  - a. Posting information in a prominent location in the building and on the Project's website, social media, and property newsletters.
  - b. Responding to individual requests for information in person and via phone and email.
  - c. Performing annual transportation surveys.
- J. Require the TC to 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 and will include:
  - a. Available pedestrian and bicycle facilities in the vicinity of the Project site
  - b. MBTA maps, schedules, and fares
  - c. Area shuttle map and schedule, if one exists
  - d. "Getting Around in Cambridge" map and other CitySmart materials (available at the Cambridge Community Development Department office)
  - e. Location of bicycle parking
  - f. Hubway regional bikeshare system
  - g. Carsharing
  - h. Ride-matching
  - i. Other pertinent transportation information
- K. Require that the TC be on-site during a minimum of 2 hours per week and be available during other times to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.
- L. Require that the TC will participate in any TC trainings offered by the City of Cambridge or local TMA.