


CITY OF CAMBRIDGE
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MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director 
Date: May 14, 2018
Re: 1043-1059 Cambridge Street (PB#336)

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Planning Board Special Permit Application for the 1043-1059 Cambridge Street project by 418 Real Estate LLC. The proposed project will replace the former University Monument building and the Automatic Cone warehouse building with a mixed-use building consisting of 18 residential apartment units and approximately 4,500 sf ground floor retail space. The project proposes 13 residential vehicle parking spaces located in a covered at-grade parking area accessed through a proposed modified curb cut and driveway off Webster Avenue (0.72 parking spaces per unit). The project's Special Permit Dimensional Form indicates 18 long-term bicycle parking spaces, although the Special Permit narrative mentions 22 resident/visitor long-term bicycle space and 8 staff bicycle spaces located within the building.

The project is seeking various Permits including article 19.20 Project Review, Parking Reduction Special Permit and Parking Layout Special Permit. TP&T offers the Planning Board the following comments and recommendations for this project:

Project Review Special Permit.

The project size is below the Article 19.23 threshold to require a Traffic Impact Study, and so none is required. The Special Permit application stated that they expect the residential and retail program to generate approximately 8 vehicle trips during the morning peak hour and approximately 24 vehicle trips during the evening peak hour. TP&T believes this is a reasonable estimate for this project as long as the ground floor retail use(s) are locally based retail and not destination retail which could attract more vehicle trips. Overall, TP&T believes that this project will not cause any significant adverse traffic impacts to the area.

Auto Parking

The project is seeking a reduction in required parking from 18 to 13 residential parking spaces (0.72 parking spaces per unit). TP&T believes that the reduction of five parking spaces for this project is consistent with overall City goals and will not substantially reduce parking availability or adversely impact the neighborhood because there are multiple transportation options available in the area including the following:

- The project is located on bus route 69 on Cambridge Street and bus routes CT2 and 85 on Webster Avenue. In addition, once the Green Line Extension to Union Square opens, it will be within walking distance of this project.
- A 15-dock public bike share station is located across the street at the corner of Cambridge Street/Columbia Street/Webster Avenue.
- There are 3 carshare (Zipcar) parking spaces located a block away at the City's Municipal Parking Lot #11 at 1010 Cambridge Street.
- Lot #11 has 15 parking spaces. Cambridge residents with a Resident Parking Permit do not have to pay for parking after 6 pm in this lot.
- Retail patrons to this project arriving by auto could use the municipal parking lot, on-street metered parking spaces, bus, walk, bike, or taxi/ride-hailing service.

Bicycle Parking

The project's A101 Plan proposes 18 resident long-term bicycle parking spaces, 8 retail staff long-term bicycle parking spaces, and 8 short-term bicycle parking spaces by the patio area (although because of a pedestrian ramp with a hand rail at the patio by the short-term bike racks it's not clear if all 8 short-term bike spaces will fit).

The 8 long-term retail staff bicycle parking spaces are surrounded by three walls, have a roof, and are tucked in an alley next to the adjacent building. Although all long-term bicycle parking spaces should be fully enclosed (i.e. 4 walls instead of 3), TP&T believes that the proposed retail staff bike parking location should be sufficient for weather protection.

Prior to the issuance of a Building Permit, the Applicant should confirm with TP&T that their proposed bike racks will meet the Cambridge bicycle rack guidelines.

Curb Cut, Site Plan, Loading and Delivery Services

TP&T has no issues with the slight relocation of the curb cut on Webster Avenue. The curb cut will need to meet city standard driveway treatment design, such as a concrete sidewalk across the driveway and the applicant has agreed.

The curb cut change will also require slightly moving an existing bus stop on Webster Avenue. We see an opportunity for the project to make improvements to the bus stop (which will serve project residents and visitors). **TP&T recommends that prior to the project's Building Permit, the Applicant should work with TP&T on the final bus stop location, which meets the MBTA Bus Stop Design Guidelines, fits with the site's landscaping and includes a bench provided by the Applicant.** TP&T will work with the Community Development Department (CDD), MBTA and the Applicant on a final bus stop and bench location including any mechanisms that may be needed if the bench is on the project's property.

The project proposes to accommodate its retail loading and trash pick-up on Cambridge Street and residential trash pick-up on Webster Avenue. There are existing loading zones in the vicinity of the project including around the corner on Elm Street. In light of this, it appears that a new loading zone may not be needed, however TP&T will work with the Applicant on meeting their loading needs and will consider designating additional loading space if appropriate.

Transportation Demand Management Measures (TDM)

To keep the transportation impacts from this project minimal, TP&T recommends that the Planning Board consider requiring the following TDM measures. Such measures are key to ensure that the project achieves a low parking demand and generates no more vehicle trips than estimated.

For Residents:

1. For apartment units: To establish the habit of using mass transit, when a new household moves in, the property owner will offer to pay 50% of a monthly MBTA bus/subway Charlie Card at the current rate for 3 consecutive months to each adult member of each household (up to 2 per household) – the new tenant resident would need to pay the other 50% of the monthly Charlie Card each month for the three months if they want to participate in this program. The benefit will end after three months for the household and begin anew upon unit turnover. The purpose of the program is to incentivize new households to use public transit by providing a 3 month subsidy (if the residents chooses to pay the other 50% for a monthly bus/subway Charlie Card).

For condominium units: The original property owner will provide all initial condominium purchasers (up to 2 adults per unit) a Charlie Card loaded with \$125 value (to increase with MBTA fare increases, or 50% of the cost of a monthly MBTA bus/subway pass for 3 consecutive months). This program is intended to incentivize the initial condominium owners to use public transit, but is not required when condominium purchasers subsequently sell their unit after initial purchase.

2. For apartment units: The Property owner should offer to pay annual Hubway/Blue Bikes membership for residents (up to 2 per household) that choose to be members. This benefit can be up to one year of a household tenancy and renew upon a unit turnover.

For condominium units: The original property owner that sells a unit as a condominium will offer the new condominium purchasers (up to 2 adults per unit) a Hubway/Blue Bikes membership. This program is intended to incentivize the first condo owners to use the bikeshare system, but is not required if individual condominium owners subsequently sell their unit.

3. The Apartment Property Owner and/or Condominium Association should designate a Transportation Coordinator (TC) for the site to manage the TDM program (this may be the property owner, representative from the property management company, or a Condominium Association member). The TC will oversee the marketing and promotion of transportation options to all residents and visitors at the site in a variety of ways:
 - a. Responding to individual requests for information in person and via phone and email.
 - b. Provide one new resident packet of transportation information about all transportation options available in Cambridge to units upon move-in.

For condominiums: The Condominium Association should provide new condo owners a resident packet upon move-in (Resident transportation packets can be obtained from the Cambridge Community Development Department).
 - c. Post at a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and their visitors or install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip. The center will feature information on:
 - i. Available pedestrian and bicycle facilities in the vicinity of the Project site.
 - ii. MBTA maps, schedules, and fares.
 - iii. Area shuttle map and schedule, if one exists.
 - iv. "Getting Around in Cambridge" map (available at the Cambridge Community Development office).

- v. Hubway regional bikeshare system.
- vi. Carsharing/Ride-matching programs.
- vii. Other pertinent transportation information.

If apartments, the information will be maintained by the Transportation Coordinator/Property Manager for the building.

If condominiums, the information should be maintained by the Condominium Association and distributed to condo owners annually in condo newsletters or reports. Timely and pertinent transportation options information should be posted (i.e. carpooling/ride-matching, such as to/from work or shopping).

4. Provide air pumps and other bike tools in the resident bicycle storage areas.
5. For apartment units: The project will install one electric vehicle Level 2 DC fastcharging station with capacity to charge two vehicles at once.
For condominium units: The project's parking garage should be pre-wired for future EV charging station to enable new condominium owners to easily be able to install their own EV charging station.
6. For apartment units: The project will charge market rate parking fees to residents separate from rent.

For condominium units: Parking spaces will be sold separately to condominium owners on a first come first serve basis at market rate.
7. Consider providing power assist doors for entering/exiting a bike parking room.

For Retail Employees/Patrons:

8. The retail space property owner(s) will designate a Transportation Coordinator (TC) for the retail space to manage and promote transportation options to the retail employees and patrons. The TC will provide information to new employees about transportation options (new employee transportation information packet), post pertinent transportation information in a location such as break room on transportation information such as carsharing/carpool ride-matching, and oversee marking and promotion of transportation options on the sites website, such as direction via public transportation or programs to incentivize patrons to use public transit, walking or bicycling.

9. For any retail space over 1,000 square feet, the retail space property owner shall offer (or require in their retail space Leases that the Lessee will offer to their full-time employees a choice of either
 - 1.) 50% subsidy of MBTA monthly subway/bus Charlie Card (For the 50% MBTA subsidy, employees would pay remaining 50% for the monthly bus/subway pass) or,
 - 2) Annual Hubway/Blue Bikes bikeshare membership.

Applicant does not support this item.

10. Provide air pumps and other bike tools in the retail staff bicycle storage areas.