




**CITY OF CAMBRIDGE**  
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## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director   
**Date:** August 22, 2018  
**Re:** 50 Cambridgepark Drive Residences (PB#338)

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The Traffic, Parking and Transportation Department (TP&T) has been working with the Hanover Company Limited Partnership on their proposed 50 Cambridgepark Drive Residences project and has reviewed their Supplemental Special Permit Application materials dated August 1, 2018.

Following the Hanover Company's initial Planning Board Special Permit Application, the proposed 50 Cambridgepark Drive project has changed from 299 housing units to 294 units. As initially proposed, the project still proposes 6,992 square feet of ground floor retail space, 328 long-term bicycle parking spaces and 38 short-term bicycle parking spaces. The project proposes 179 parking spaces in a two-level garage and 9 parking spaces on a shared driveway off Cambridgepark Drive.

TP&T certified the project's Transportation Impact Study (TIS) as complete and reliable on May 30, 2018 and we provided our initial comments to the Planning Board in a memo dated July 2, 2018. TP&T believes the reduction of 5 residential housing units will not cause any substantial changes to the findings in the certified TIS, which estimated that the project will generate the following trips:

602 daily vehicle trips including, 63\* AM and 65\* PM peak hour vehicle trips,  
926 daily transit trips (101 AM / 105 PM Peak hour transit trips),  
634 daily pedestrian trips (57 AM / 54 PM Peak hour transit trips), and,  
122 daily bicycle trips (13 AM / 13 PM Peak hour bicycle trips).

\* Does not include elimination of existing site trips, which results in 45 AM and 47 PM net new vehicle trips.

TP&T summarized the TIS in our July 2, 2018 memo to the Planning Board. The project exceeded the planning board special permit transportation criteria in 14 instances. All exceedances were from pedestrian level of service (PLOS) delays at intersections. The TIS provided a comprehensive review of vehicle, bicycle, pedestrian, and transit travel, and evaluated the project's traffic impacts, including the cumulative traffic impacts with other area development projects. The TIS evaluated and acknowledged the existing traffic congestion that occurs in the Alewife area during peak hours (which is largely due to regional peak hour through traffic on Alewife Brook Parkway and traffic generated by the MBTA's Alewife park-and-ride garage.

TP&T offers the Planning Board members the following comments on the updated 50 Cambridgepark Drive project.

**1.0 General Comments.**

City staff and Hanover share similar goals of making the Alewife Triangle district into a more vibrant, mixed use, sustainable, and transit-oriented neighborhood. To accomplish this requires a reduction in vehicle trips by shifting to other modes, especially during peak commuting hours, supporting and promoting transit, bicycle and walking, improving safety at intersections and streets for all modes, improving pedestrian and bicycle connections and amenities, and actively managing parking supply to reduce auto demand (e.g. Transportation Demand Management measures (TDM) to incentivize non-single occupancy vehicle travel). TP&T's recommended transportation mitigation program—described later in this memo is intended to minimize the project's traffic impact and help support the goals of the Alewife Triangle district.

**2.0 Site Plan and Access.**

Prior to the initial planning board hearing, TP&T worked with the Hanover Company and their project team on various cross-section designs for the shared driveway. This area is effectively a street rather than a driveway, and serves access functions for people using all modes, as well as loading and delivery access. It also is a key route connecting people to and from the Belmont path and the future bicycle/pedestrian bridge.

In the original proposal, one option had a striped bike lane adjacent to parked cars, but TP&T was concerned with that option because people driving cars, especially ridehail vehicles and delivery trucks, are likely to double park or stop in the bike lane, which unfortunately is a proven challenge. This is unsafe and doubly so because it's a private street and the City cannot enforce standard regulations. TP&T preferred a separated bicycle facility, such as a cycle track, but was willing to accept not having separated bicycle lanes if the sidewalk was wide enough and designed to be safe for people to share a walking and bicycling environment.

With no separated bicycle facility, people traveling by bicycle could use the shared driveway which should include "sharrows" or shared lane markings. However, people using bicycles must also be permitted on the sidewalk, which should have design treatments to separate any pedestrian plaza space and/or sidewalk dining from clear space for pedestrians and bicyclist through movements. National guidelines, such as the National Association of City Transportation Officials (NACTO) recommends shared-use paths be a minimum of 12 feet wide and the preferred width of 16 feet plus 2 to 4-foot buffers or vegetated separation. The initial project site plan included 12-foot sidewalk clear width along the project side of the shared driveway but has been reduced to 10 feet in the current plan in order to allow for more landscaping as discussed at the July 10 Planning Board hearing. TP&T supports additional landscaping too but notes that the narrower sidewalks will increase the likelihood of conflicts between pedestrians and bicyclists.

TP&T supports the vehicle and truck loading and service access from the shared driveway off Cambridgepark Drive because it will enable the existing curb cuts on Cambridgepark Drive to be closed. It would also be beneficial to create specific drop-off/pick-up spaces for ridehail vehicles; these should be prioritized over other short-term parking spaces.

The location of the curb cuts on the shared driveway and the widths appear appropriate and TP&T will also review them in more detail as the project moves forward as part of the building permit review process.

### **3.0 Automobile Parking.**

The current project proposes 179 parking spaces inside the garage and 9 spaces along the shared driveway. TP&T believes the total number of parking spaces is reasonable for this project at this location, and as stated in our July 2, 2018 Planning Board memo, TP&T supports the Applicant's request for a Planning Board Special Permit reduction of minimum off-street parking spaces. TP&T believes that when automobile parking supply is limited but carefully monitored and managed by the property owner or property manager, it provides the following benefits:

- When parking is charged separately from rent it helps residents recognize the costs of owning a vehicle and consider not owning one or more vehicles.
- Too many parking spaces encourages vehicle ownership and may shift a person who may use sustainable modes of travel, such as transit, walking or bicycling, to driving. Limiting the parking spaces can minimize this mode shift.
- A minimum number of parking spaces reduces new vehicle trips and lessen the project's traffic impacts.
- The costs of constructing parking spaces is expensive, so building less parking may reduce the cost of housing.
- Lastly, the proposed parking supply (0.64 spaces per unit) is similar to the observed parking demands at other multi-unit apartment buildings on Cambridgepark Drive.

### **4.0 Bicycle Parking.**

As stated in TP&T's July 2, 2018 Planning Board memo, the Project will meet the number of zoning required bicycle parking space by providing 328 long-term and 38 short-term bicycle parking spaces. All short-term bicycle parking spaces will be located on the Project's property.

The projects will raise the existing bicycle lane on Cambridgepark Drive along the project frontage to be level with the sidewalk, therefore connecting and providing a separated bicycle facility (i.e. cycle track) between the shared driveway and Steel Place on the southside of Cambridgepark Drive. This work aligns with the City's Vision Zero goals and sustainable mobility goals.

In the Applicant's supplemental materials for Question 3 page 11, they stated that they have committed to provide a new Blue Bikes station adjacent to the southern edge of the Site. For clarification, the Blue Bikes station at the southern edge of the site was a special permit condition for the 88 Cambridgepark Drive project. The 50 Cambridgepark Drive project will slightly relocate the station to fit an Active Playground Area. The 50 Cambridgepark Drive project, however, will be contributing \$50,000 to the City toward another Blue Bikes station in the area with a location to be determined by the City for their small PTDM plan. The Hanover Company has also agreed as part of their transportation mitigation program to contribute an additional \$50,000 to the City toward state of good repair funds for the Blue Bikes system.

### **5.0 Transit.**

The MBTA's Alewife parking garage has been in the news lately due to falling concrete and emergency repairs. City staff have been working closely with the MBTA to get updates. Emergency repairs have been ongoing for a few weeks during nighttimes and weekends and a \$5.7 million contract for repairs will start in September to repair beams, patch concrete decks, re-caulk deck joints, and cleaning and flushing the drainage system. The \$5.7 million is part of the \$14.3 million programmed in the Capital Investment Plan (CIP). City staff will continue to work with the MBTA on longer term planning, including potentially bus priority treatments for buses going to/leaving the Alewife Station.

**6.0 Transportation Mitigation.**

TP&T has worked productively with the Hanover Company and we have agreed on a transportation mitigation program for the project so that it will create no more vehicle trips than estimated in the TIS and mitigates the project vehicle trips it will generate. The transportation infrastructure and Transportation Demand Management Measures (TDM) agreed to are described in the table below and are needed to minimize the project’s traffic impacts and create a safe, connected and sustainable project.

**50 Cambridgepark Drive Project – Transportation Mitigation Program**

Mitigation	Phasing/Completion
<p>Extend the raised separated bicycle lane on the eastbound side of Cambridgepark Drive from the limits of work to be built by the 88 Cambridgepark Drive project (from approximately the driveway to 30 Cambridgepark Drive to the intersection of Cambridgepark Drive and the private roadway between 50 and 100 Cambridgepark Drive). The Permittee shall also be required to maintain the raised bicycle lane free of snow or debris unless and until the Department of Public Works (DPW) relieves the Permittee of such obligation explicitly in writing. TP&amp;T and DPW shall approve all final construction plans.</p>	<p>Prior to issuance of first Occupancy Permit</p>
<p>The Permittee, in cooperation with four neighboring owners, will upgrade the shared access drive connecting Cambridgepark Drive along the western side of the Project to Hanover’s 130 and 88 Cambridgepark Drive communities in the rear. Vehicle and loading access to the 50 Cambridgepark Drive building will occur off this private shared street, which will enable the existing curb cuts on Cambridgepark Drive to be closed. The street shall be designed for approximately 11’ foot travel lanes, parking on the project side of the street, landscaping/open space, and sidewalks that will be safe for people to walk and bike on (e.g. it should be explicitly permitted for cyclists to use the sidewalk if they wish to).</p>	<p>Final design, including street and sidewalk design, materials, landscaping and green space, utilities, and signage shall be approved by the city prior to the issuance of the first Building Permit. Construction should be completed or substantially completed prior the issuance of the first Occupancy Permit.</p>
<p>Contribute \$150,000 towards the planning, design, and/or installation of improved transportation connections in the Alewife area. Potential improvements to be studied, designed, or built could include, the reconfiguration of Steel Place, improving bicycle, pedestrian, and shuttle access across the MBTA rail line, and/or other enhancements that improve transportation connections in the Alewife Area.</p>	<p>Prior to issuance of the first Building Permit.</p>
<p>In addition to the Project’s small PTDM plan commitment to make a one-time \$50,000 contribution for a Blue Bikes bikesharing station in the Alewife area the Project shall provide an additional \$50,000 one-time payment to the City to fund state of good repair and capital maintenance to repair or replace Blue Bikes stations due to normal wear and tear of the Blue Bikes system. The Blue Bikes bikesharing system provide a sustainable mode of public transportation for residents and their guests, and retail employees and patrons. In summary, the Permittee shall provide a total of \$100,000 one-time contribution (\$50,000 toward a new Blue Bikes system from their small PTDM plan and \$50,000 to the City toward state of good repair funds to replace or repair equipment.</p>	<p>Payment of \$50,000 shall be made to the City prior to the issuance of the first Certificate of Occupancy.</p> <p>(Note, the \$50,000 for the small PTDM plan is due as required in the small PTDM plan).</p>

Mitigation	Phasing/Completion
<p><b>Residential Transportation Demand Management Measures (TDM).</b></p>	<p>Prior to the issuance of the first Occupancy Permit, the project should commit to implementing the TDM measures described below and demonstrate exactly how they will be implemented.</p>
<p>For apartment units, to establish the habit of using mass transit, when a new household moves in, the property owner will advertise and offer to pay 50% of a monthly MBTA bus/subway Charlie Card at the current rate for 3 (three) 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 six months, if they want to participate in this program. The benefit will be administered through the MBTA Corporate Pass Program and 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.</p>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p>Offer each adult member of each household (up to 2) upon move-in a 1-year Gold-Level Blue Bikes membership. This benefit will end after one year for the household and begins anew upon unit turnover.</p>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p>Join the Alewife Transportation Management Association (TMA) to provide benefits to residents.</p>	<p>Prior to issuance of first Occupancy Permit and ongoing.</p>
<p>Install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip and/or post materials at a transportation information center in building lobbies including information on:</p> <ul style="list-style-type: none"> <li>○ Available pedestrian and bicycle facilities in the vicinity of the site</li> <li>○ MBTA maps, schedules, and fares</li> <li>○ Area shuttle map and schedule, if one exists</li> <li>○ “Getting Around in Cambridge” map and other CitySmart materials (available at the Cambridge Community Development office)</li> <li>○ Location of bicycle parking</li> <li>○ Blue Bikes regional bikeshare system</li> <li>○ Carsharing</li> <li>○ Ride-matching</li> <li>○ Other pertinent transportation information</li> </ul>	<p>Ongoing after issuance of the first Occupancy Permit.</p>

Mitigation	Phasing/Completion
<p>Designate a Transportation Coordinator (TC) for the site to manage the TDM programs including compiling and distributing New Resident Packet about transportation options in the area. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:</p> <ul style="list-style-type: none"> <li>○ Posting sustainable transportation information in a prominent location in the building and on the Project’s website, social media, and property newsletters.</li> <li>○ Responding to individual requests for information in person and via phone and email.</li> <li>○ Conducting annual transportation surveys.</li> </ul> <p>Require that the TC will be on-site during a minimum of 2 hours per week and will 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.</p>	<p>Ongoing after issuance of the first Occupancy Permit</p>
<p>Make available minimum of up to 2 publicly available carsharing parking spaces for a vehicle-sharing company on the project site. As demand dictates, additional carsharing vehicles should be added over time. For the simplest access to the carsharing parking spaces for residents, visitors and other carsharing members in the area, designate carshare spaces in one or more of the private on-street parking spaces.</p>	<p>Ongoing after issuance of the first Occupancy Permit</p>
<p>Provide a minimum of three (3) total Level 2 DC fast charge electric vehicle (EV) charging stations (six total charging heads):</p> <ul style="list-style-type: none"> <li>○ Minimum of (1) EV charging station located outside on the private way serving two private on-street parking spaces, and,</li> <li>○ Minimum of two (2) EV charging stations located inside the garage serving 4 spaces.</li> </ul>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p>Provide bike repair areas, including air pumps and other bike repair tools, in the bicycle storage areas.</p>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p>Do not charge residents additional fees for bicycle parking.</p>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p>Charge fees for automobile parking separately from the rent to remind residents of the cost of owning a vehicle. The Permittee shall provide the summary of on-site parking fees to the TP&amp;T and CDD.</p>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p>The Transportation Coordinator will manage building resident’s parking, which will be rented on a first-come first-served basis, loading, prospective tenant’s parking, and resident’s visitor, which will be within the garage and at the private on-street spaces.</p>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p><b>Retail Employees Transportation Demand Management Measures (TDM).</b></p>	<p>Prior to the issuance of the first Occupancy Permit, the project should demonstrate that the TDM measures will be implemented and how.</p>

Mitigation	Phasing/Completion
The retail/restaurant space property owner(s) will designate a Transportation Coordinator (TC) to manage and promote sustainable transportation options to the retail/restaurant employees and patrons. The TC will provide information to new employees about all available transportation options (e.g. new employee transportation information packet), post in a break room sustainable transportation information, such as carsharing/carpool ride-matching, and oversee marketing and promotion of transportation options on the sites website, such as directions via public transportation.	Ongoing after issuance of the first Occupancy Permit
Offer a program to incentivize patrons to use public transit, walk or bicycle to the restaurant/retail establishment by offering a discount for people who arrive this way.	Ongoing after issuance of the first Occupancy Permit
Provide information on the website aimed at patrons for directions to the site by walking, bicycling, and public transit.	Ongoing after issuance of the first Occupancy Permit
For any retail/restaurant space over 2,000 square feet, the retail/restaurant space property owner shall offer (or require in their retail space Leases that the Lessee will offer) to their full-time employees a 50% subsidy of a MBTA monthly subway/bus Charlie Card, to be administered through the MBTA Corporate Pass Program.	Ongoing after issuance of the first Occupancy Permit
For any retail space over 2,000 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 an Annual Gold Level Blue Bikes bikeshare membership administered through the Blue Bikes Corporate Program by the employer.	Ongoing after issuance of the first Occupancy Permit
Provide air pump and other bike tools in the retail staff bicycle storage areas.	Ongoing after issuance of the first Occupancy Permit
For any retail space over 2,000 square feet, the retail space property owner shall be a member of the Alewife TMA for employees to benefit from programs such as emergency ride home and ride mathing programs.	Ongoing after issuance of the first Occupancy Permit
<b>Transportation Monitoring.</b>	
Transportation Monitoring. The Permittee shall implement a transportation monitoring program as approved by the City to include monitoring of mode split, counts of auto and bike parking space utilization, and auto ownership.	Transportation monitoring program to be every year for the 1 <sup>st</sup> 5 years and then every three (3) years afterwards if the city deems the report quality acceptable.