



CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board

From: Joseph E. Barr, Director

Date: February 24, 2020

Subject: 87-101 Cambridgepark Drive, HCP/ King 101 CPD LLC (PB#354)

The Cambridge Traffic, Parking, and Transportation Department (TP+T) has reviewed the Special Permit Supplemental Application Materials dated February 11, 2020 for the proposed 87-101 Cambridgepark Drive project by HCP/King 101 CPD LLC.

TP+T has been working with King Street Properties since December 2018 on this Project. TP+T certified the Project's Transportation Impact Study (TIS) on September 11, 2019 and submitted a memo to the Planning Board dated November 27, 2020, with our initial project comments on automobile and bicycle parking, site plan/access, and recommendations for transportation mitigation.

Based on comments from the Planning Board at the December 3, 2020 Special Permit hearing, TP+T, in coordination with the Community Development Department (CDD), continued working with King Street Properties on various Project details. TP+T is pleased to report that we have a mutual agreement with the Applicant on the outstanding issues that were discussed at the December 3, 2019 Planning Board hearing, including, the number of parking spaces, the multi-use path, and the Project's transportation mitigation. In addition, and in parallel, King Street Properties completed and received approval on their PTDM plan from Stephanie Groll, PTDM Officer. Described below is a summary of Project changes and TP+T's comments:

1.0 Parking

TP+T's November 27, 2019 Planning Board memo discussed the Project's existing parking conditions, minimum zoning parking requirements, and the Envision Cambridge Alewife District Plan's parking recommendations. We recommended, and the Applicant has agreed, that the proposed new R&D building at 101 Cambridgepark Drive not exceed the current zoning minimum parking ratio, which is 137 parking spaces.

TP+T's November 27, 2019 Planning Board memo also discussed the site's existing 111 parking spaces and we suggested the Applicant explore a path forward to reduce the site's overall number of parking spaces. At the December 3, 2019 Planning Board hearing, several Planning Board members also expressed a desire to see the number of parking spaces reduced. The Applicant took these comments seriously and established a framework in the PTDM plan to reduce the number of parking spaces at the site over time in a way that satisfies existing tenant parking lease agreements while

also reducing parking ratios for future tenants. The key language in the PTDM plan is shown below.

Summary of the PTDM Plan Parking Agreement

For each new future tenant lease in the 87 Cambridgepark Drive building after issuance of the Special Permit for the project and effective upon construction of the project, the proponent will remove parking spaces from the total parking supply by use of physical barriers, using the following formula. The total number of parking spaces at the site will be reduced by a minimum of 5 percent each time a new tenant takes occupancy, which equals a decrease from 248 total spaces to 235 total spaces at the site for the first new tenant, and a decrease from 235 total spaces to 223 total spaces at the site for the second new tenant, and so on. The total number of parking spaces will eventually be a maximum of 198 spaces, which is allowed under current minimum zoning requirements for the whole site today, and which would have been possible if there had not been an existing lease agreement in place for the building at 87 Cambridgepark Drive. When the Envision Alewife District Plan is adopted, the proponent is encouraged to continue reducing the total parking supply to .8 spaces per 1,000 square feet, to be consistent with the objectives of the Alewife Plan.

TP+T recommends that the Planning Board reference and incorporate the PTDM Plan's parking agreement into any Planning Board Special Permit issued by the Planning Board for this Project. TP+T also recommends the Special Permit explicitly allow the Project to reduce parking overtime as stipulated in the PTDM Plan, and as permitted by any future zoning changes, without the Applicant needing to go back to the Planning Board for an Amendment to reduce parking spaces.

2.0 Multi-use path

The Project has made refinements to the proposed multi-use path which will create a new bicycle and pedestrian connection between Cambridgepark Drive and the Fitchburg Cut-Off Path to access the Project site. The minimum 10-foot wide path plus 2-foot buffers on each side will now extend over a portion of land owned by the MBTA, subject to agreements with the MBTA. TP+T supports and appreciates that the alignment for the multi-use path which will allow path users to travel safely off-road and separated from the 87 Cambridgepark Drive driveway, which is used by large trucks and vehicles. The path should be maintained by the Applicant (i.e., debris, snow, and ice removal) and lighted. The final path design should be approved by the City prior to the issuance of a Building Permit and open at the same time or prior to the issuance of a Certificate of Occupancy, unless approved by TP+T due to unforeseen or reasonable delays in constructing the path, such as construction delays outside the control of the Applicant.

TP+T believes the new multi-use path will be an asset for this Project because it will create an enriched pedestrian and bicycle environment, increase site access, foster a healthy and sustainable form of transportation for site employees and visitors, and reduce the Project's automobile trips and parking demands. TP+T applauds King Street Properties for their dedication and work on this item.

3.0 Raised Separated Bicycle Lane (i.e., Cycle Track)

TP+T recommended, and the Applicant has agreed, to raising the existing bicycle lane along the Project site fronting Cambridgepark Drive into a separated and protected bicycle lane. The Revised Landscape Site Plan dated 2/11/20 submitted with the Supplemental Special Permit Application illustrates the cycle track.

TP+T looks forward to working with the Applicant on the final cycle track dimensions and design during the Building Permit process. Based on TP+T and DPW's review, we expect some adjustments to 2/11/20 plan. For example, the bike ramp on the east side of the site should be at the driveway and not to the left side after the driveway. Because another project (which is separate from this Project), will be removing the crosswalk across Cambridgepark Drive on the west side of the project site, the bicycle ramp should be extended further west. Lastly, the final cycle track design should incorporate successful features of cycle tracks constructed elsewhere in Cambridge, such as the Western Avenue cycle track which has curb bulbouts at the beginning and ends of the parking spaces and may provide some additional areas for landscaping.

4.0 Bicycle Parking

As stated in TP+T's November 27, 2019 Planning Board memo, TP+T supports the Project's bicycle parking plan. All 28 short-term and 64 long-term bicycle parking spaces will be located on the Project's property. The number of bicycle spaces will also meet the zoning bicycle parking space numbers for both buildings (87 Cambridgepark Drive and 101 Cambridgepark Drive).

5.0 Transportation Mitigation:

As stated in TP+T's November 27, 2019 Planning Board memo, TP+T believes the Project has positive elements, such as being located in a transit-oriented area by the MBTA Alewife Red Line Station, creating a multi-use path, and closing a curb cut on Cambridgepark Drive. At the same time, the Project will add additional vehicle trips to the area roadways which are congested particularly during the morning and evening peak travel-time periods.

To mitigate the Project's traffic impacts, TP+T recommended the Project reduce parking spaces at the site, which the Applicant has done by creating no more than zoning minimum parking spaces, and their PTDM plan agreement will reduce parking spaces at the site over time. In TP+T's November 27, 2019 Planning Board memo we also recommended several transportation mitigations measures. The Applicant has agreed to implementing the mitigation measures, which are listed below. TP+T thanks and appreciates the Applicant working with us cooperatively on this Project.

Item#	Transportation Mitigation	Due Date
1	<p>As recommended in the Alewife District Plan, the Applicant should provide a one-time \$5 per square foot contribution to the City toward the Alewife Pedestrian Bicycle Bridge or other Transportation Improvements in Alewife Area. (example: 141,834 sf x \$5/SF =\$709,170).</p> <p>This mitigation item was recommended in the Envision Cambridge Alewife District Plan for new development projects in the Alewife Area to contribute toward this long-term but needed project to connect the Quadrangle and Triangle to improve access within the district.</p>	Prior to the issuance of the Building Permit.
2	<p>Contribute \$140,000 to the City toward planning, design and or installation of transportation improvements in the Alewife District, such as advancing the redesign of Cambridgepark Drive between Steel Place and Alewife Brook Parkway/Rindge Avenue.</p> <p>This item will help mitigate the vehicle queue Planning Board exceedances at Cambridgepark Drive at Steel Place and Alewife Brook Parkway at Rindge Avenue by contributing funds toward medium-term planning, design and/or installation of transportation improvements that may reduce vehicle queuing in the area.</p>	Prior to the issuance of the Building Permit.
3	<p>To prevent vehicles from stopping or parking in the existing bicycle lane in front of the site, the Project should replace the bicycle lane in the frontage of the site with a raised protected cycle track as approved by TP+T, CDD, DPW and the Conservation Commission. 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+T and DPW shall approve all final construction plans.</p> <p>This item will help mitigate the Project's increase in traffic delays at intersections by encouraging cycling and reducing driving. It will also provide more comfort for bicyclists due to the Project will be adding new vehicle trips on the street.</p>	<p>Final design to be approved by the City prior to the issuance of a Building Permit.</p> <p>Completed prior to issuance of an Occupancy Permit unless approved by TP+T due to unforeseen or reasonable delays.</p>
4	<p>Fund and install a Bluebikes bikesharing station as required in the PTDM plan with location approved by the City.</p> <p>The PTDM plan was required because the project is created new parking spaces at the site.</p>	Prior to issuance of an Occupancy Permit. (Funding should be provided at least 6 months prior to an Occupancy Permit for lead time in obtaining a new Bluebikes station).