



CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board

From: Joseph E. Barr, Director

Date: August 6, 2020

Subject: The Foundry Building Project at 101 Rogers Street (PB#362)

The City of Cambridge and Cambridge Redevelopment Authority (CRA) are working to rehabilitate The Foundry Building located at 101 Rogers Street in the Kendall Square/East Cambridge area. The Project will renovate the existing vacant Foundry building into a 50,200 gsf multipurpose center including arts workshops, a STEM education workshop, an art studio including offices for two artists-in residence, 130-seat performance space, and approximately 23,350 gsf of office space. The Project will have 11 long-term bicycle spaces in bicycle lockers, 14 short-term bicycle parking spaces and one (1) on-site loading bay. The Project is seeking a reduction in required number of parking spaces pursuant to City Ordinance 6.35.1, to allow for no automobile parking spaces. The Cambridge Traffic, Parking and Transportation Department (TP+T) has been working with Michael Black, the City's Construction Program Manager, and the Project team for over a year on the Project. TP+T offers the Planning Board members the following comments.

The Project completed a Transportation Impact Study (TIS) performed by VHB that documented the transportation conditions in the area and changes expected from this project including trip generation, automobile and bicycle parking, loading and service operations, and drop-off/pick-up activities. The TIS also evaluated potential roadway circulation changes to Rogers Street (which is a private street), such as designating a portion of the street into a one-way street. Upon further review and consideration by city staff, it was determined that the best plan is to keep Rogers Street a two-way street (as it is today) because it is a low volume, low speed street that can handle two-way traffic.

1.0 Transportation Impact Study (TIS)

TP+T certified the Project's TIS as complete and reliable on November 26, 2019. The TIS evaluated the area's transportation conditions at six intersections, including the Project's trip generation and cumulative traffic impacts with other development projects in the area as required in all TISs. The TIS reviewed all modes of transportation (vehicle, transit, walking, and bicycling) and the Project's service and loading plan.

The TIS indicated that the project will generate a total of:

- 400 daily vehicle trips (62 AM Peak/48 PM peak hour net new vehicle trips)
- 304 daily transit trips, (42 AM Peak/36 PM Peak hour transit trips)
- 310 daily pedestrian trips, (40 AM/36 PM Peak hour transit trips)
- 26 daily bicycle trips, (3AM/3 PM Peak hour bicycle trips)

The TIS indicated that the Planning Board Special Permit transportation criteria were exceeded in 6 instances.

- The vehicle level of service changing from D to E in the morning peak hour at Third Street at Binney Street created an exceedance.
- The pedestrian level of service for the north crosswalk at Third Street/Bent Street intersection triggered an exceedance due to the existing PLOS E.
- Four exceedances were triggered because of no dedicated bicycle facilities on four streets - Rogers Street, Bent Street, Third Street, and Fifth Street. TP+T notes that none of those streets are proposed for separated bicycle facilities in the City's 2015 Bicycle Network Plan.

TP+T does not believe that the exceedances warrant any specific remedies from this Project's impacts other than Transportation Demand Management (TDM) Measures (discussed later), improvements to the pedestrian environment around the site as proposed by the Project, and bicycle parking as required by zoning for the Project. Nonetheless, the Project proposes a "shared street" design for Rogers Street which will create a more pedestrian and bicycle friendly and pleasant street.

The full TIS and the Planning Board criteria summary sheet were submitted with the Planning Board Special Permit Application.

2.0 Automobile Parking

TP+T supports the provision of no parking spaces for the Project because the site is within walking distance to the MBTA Kendall Square Red Line station, Green Line Lechmere station, several bus routes such as route #64, #68, #CT2, EZ Ride shuttle stops, Bluebikes stations, and carsharing parking spaces.

TP+T also believes that because the Project will serve the local community, many the building's users will walk or bike to the site. Those that must drive can park at existing commercial parking facilities in the Kendall Square area. Lastly, providing no on-site parking spaces will discourage employees from driving and encourage transit, walking, and bicycling transportation.

3.0 Bicycle Parking

TP+T worked with the Project team on the Project's bicycle parking plan which will meet zoning requirements for long-term and short-term bicycle parking. All the bicycle parking will be provided on the Project's site. TP+T will continue to work with the Project team to make sure all standards are met for bicycle parking through the Building Permit process.

4.0 Loading and Service Delivery

TP+T supports the Project’s plan to provide an on-site loading area to accommodate loading activity. The final pavement material for the loading zone and sidewalk across the loading zone driveway should be reviewed and approved by CDD, TP+T and DPW.

TP+T has also been working with the Project team on modifications/refinements to the on-street parking spaces, such as on Bent Street, to provide a loading zone near the performance center. Furthermore, when the Project is complete and operating, TP+T will monitor and adjust any on-street parking regulations, as necessary, to best meet public safety and on-street parking needs.

In coordination with Equity Residential (the property owner across Rogers Street), two parking spaces on Rogers Street will be made available for accessible parking space. TP+T supports this plan and thanks Equity Residential for working with the City on The Foundry Building Project and the shared street design for Roger Street.

5.0 Transportation Demand Management Measures (TDM)

To minimize The Foundry Building Project’s transportation and parking impacts, TP+T recommends the following TDM Measures, which will encourage walking, bicycling and public transit travel instead of single occupancy vehicle use for project employees and visitors. This is particularly important given that there is no accessory parking provided.

Item#	Transportation Mitigation	Due Date
1	Require in leases to the building’s office tenants that these office tenants shall offer 100% MBTA Pass subsidies to employees (this may be pro-rated for part-time employees). The program shall be administered by the employer through the MBTA Corporate Pass/Perq Program. MBTA transit passes shall also be offered Pre-tax to employees. Subsidizing employee T-passes will encourage employees to use transit instead of driving to work.	Prior to the issuance of an Occupancy Permit.
2	Require in leases to the building’s office tenants that these office tenants shall offer employees Gold-Level Bluebikes bikeshare membership, to be administered through the Bluebikes Corporate Program by the employer. This will help encourage employees to travel by bike instead of driving.	Prior to the issuance of an Occupancy Permit.
3	Require in leases to office tenants that the office tenant provide all tenant employees up-to-date transportation information explaining all commuter options. This information should also be distributed to all new employees as part of their orientation. Transportation information packets may be purchased from the Community Development Department.	Prior to the issuance of an Occupancy Permit.
4	Provide air pumps and other bicycle repair tools in or near the bicycle storage area as approved by TP+T and CDD.	Prior to the issuance of an Occupancy Permit.

5	Provide lockers for employees that walk or bike to work.	Prior to the issuance of an Occupancy Permit.
6	Post information in a prominent location in the building and on the building's website, social media and property newsletters promoting the use of transportation options and service information.	Prior to the issuance of an Occupancy Permit.
7	Provide a real-time transportation display screen in at least one central location to help people decide which mode to choose for each trip.	The location and operation of the transportation display screen should be approved by TP+T and CDD prior to an issuance of a Building Permit. The display screen(s) shall be installed prior to issuance of an Occupancy Permit.
8	Designate a Transportation Coordinator for the site to manage or help coordinate the TDM programs for the site and its office tenants. The TC should participate in any TC training offered by the City or local Transportation Management Association.	Prior to the issuance of an Occupancy Permit.
9	If requested by TP+T or the Community Development Department (CDD), the Applicant should provide TP+T and CDD information on employee and visitor travel modes and where they customarily park. Surveys of employees and customer shall be designed and conducted in a manner approved by TP+T and CDD.	As requested by TP+T or CDD.

Overall, TP+T supports The Foundry Building Project and believe it will create many very positive benefits to the Kendall Square/East Cambridge area. We look forward to continuing to work with the Project team on this exciting project through the continued design review and building permit process.