

Comm. Rep # 1

Amended Order 1A

Ordered: That Community Development Department negotiate an amendment to the agreement such that the 1.75 square foot threshold of development of any type for University Park would trigger a study and report.

Gail

Committee Rep # 3

Amended Order

Ordered: That 10-20% of the net percent due for the project be payable to the Arts Council at the time the architect is hired in order to allow early selection of the artist to ensure the collaboration of architect, artist and the community in the design

and siting. (← This part is the amendment)

~~Bob~~



City of Cambridge

Committee Report #1
Original Order 1A

IN CITY COUNCIL

April 12, 1999

COUNCILLOR DAVIS

ORDERED: That the 1.75 square foot threshold of development of any type for University Park be reinstated and that the Community Development Department provide a report on this matter to the City Council.



City of Cambridge

Committee Report #1
Amended Order 1A

IN CITY COUNCIL

April 12, 1999

COUNCILLOR DAVIS

ORDERED: That Community Development Department be and hereby is requested to negotiate an amendment to the agreement such that the 1.75 square foot threshold of development of any type for University Park would trigger a study and report.

In City Council April 12, 1999.

Adopted by the affirmative vote of eight members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

A handwritten signature in cursive script that reads "D. Margaret Drury".

ATTEST:-

D. Margaret Drury
City Clerk



City of Cambridge

Committee Report #1
Order 1B

IN CITY COUNCIL

April 12, 1999

COUNCILLOR DAVIS

ORDERED: That the City Manager be and hereby is requested to direct the Community Development Department to report on the allocation of parking.

In City Council April 12, 1999.

Adopted by the affirmative vote of eight members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in black ink that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk

Councillor Davis asked Ms. Rubenstein what are the building and the traffic timelines. Mr. Rubenstein responded that 500,000 square foot report is being done now and the one million square foot report will be done in June or September. Under the IPOP, a Special Permit is required for Phase IV and this will take a maximum of five months after the traffic study. She stated that this project will need other permits.

Councillor Davis asked Mr. Tom Lucey, representing Forest City Development, what building permits does Forest City now have. Mr. Lucey responded that Forest City has no building permits now. He stated that the one million square foot includes Sidney Street.

Councillor Davis stated that the IPOP expires on October 1, 1999. She asked what will happen if the IPOP expires and there is no permit process in place. Mr. Lucey responded that 1.75 commercial trigger will not be reached because some planned commercial development will be housing. He further stated that a traffic study will be submitted at full build out to give a full comprehensive look at the project.

At this time Forest City made a presentation.

Mr. Lucey stated that University Park Transportation Mitigation agreement included:

Lafayette Square

Cambridgeport Roadway Plan. (This is to improve the roadway to prevent traffic on residential streets).

A TDM plan including:

- membership in the Charles River TMA
- shuttle service
- promotion of public transportation
- flexible hours for employees
- ridesharing program
- price for parking; and
- on-site amenities.

He stated that the third garage count will not be taken because University Park will not reach 1,750,000 square foot of non-residential use.

Councillor Born asked if the Kennedy Biscuit Loft was part of University Park. Mr. Lucey responded in the affirmative.

The Committee heard from Joan Peyrebrune, a traffic engineer, who stated that a survey was done in November. Ms. Peyrebrune outlined the survey process. The survey was developed to count the PM trips during the hours of 3-7 p.m. The surveys were distributed to employees, visitors, residents and customers. A 45% response rate was received from the employees. Surveys to visitors were distributed by security

guards and the surveys to residents were distributed to mailboxes. Travel surveys for customers were verbally taken.

Councillor Russell asked how many days was the survey taken. Ms. Peyrebrune responded that the survey was taken for one day on a Thursday from 3-7 p. m. She further stated that the employee surveys were distributed the same week.

Councillor Davis asked what were the date and the weather conditions when the survey was taken. Ms. Peyrebrune responded the date was November 5th and the weather was cold, but not raining. Councillor Davis asked if it was typical to take a one-day survey. Ms. Rasmussen responded that surveys are usually taken for one day, but selection of the date is deliberate.

Ms. Peyrebrune informed the Committee that every person going in and out of every doorway and every vehicle was counted. She gave the example that at 64 Sidney Street there are five doors. There were twenty people out counting. Residential counts were taken at intersections, she said. She further stated that construction was ongoing, but ended at 3 p.m.

Councillor Davis asked how many sites were occupied at the time of these counts. Mr. Lucey responded that 26 Landsdowne Street, 38 and 64 Sidney Street and 350 Massachusetts Avenue were occupied for a total of 902,000 square feet occupied at the time of the counts.

Ms. Peyrebrune stated that the survey asked the question how do you typically commute to work. Councillor Sullivan stated that if you cut back on parking, people are forced to use the T. He asked if the City could advocate for a T stop in Lafayette Square. Mr. Lucey responded that build out will cause parking to be strained. Ms. Peyrebrune stated that University Park was to be a parking constrained site when build out was achieved.

Councillor Reeves stated that the hotel at University Parking could generate more or less trips depending on whether the hotel was fully booked. Ms. Peyrebrune stated that this is hard to count because taxis are used or there could be breakfast meetings. Councillor Reeves asked if there is a way to count residents from other areas of the city. Ms. Rubenstein stated that the State has "journey to work" data. Ms. Rasmussen stated that the 1990 City Census contains information about what mode of transportation people use when they come to work. Councillor Davis asked about the data on the hotel. Ms. Peyrebrune stated that the counts include the hotel.

Councillor Born asked if there was anything in the data that was a surprise and would cause an adjustment in the project. Ms. Peyrebrune stated that the counts seemed low to her.

At this time Councillor Davis requested a presentation on the Parking and Transportation Demand Management Ordinance (PTDM) from Ms. Rasmussen.

Ms. Rasmussen stated that the developer of University Park submitted a PTDM Plan for a 500 space-parking garage on Pilgrim Street. This garage will provide parking for 45, and 75 Sidney Street. The PTDM Plan was submitted in early February and the decision is due on April 5th. She outlined the steps as follows:

- ❖ review the plan
- ❖ issue the draft findings
- ❖ revision of the submitted plan
- ❖ approval of the final plan.

She stated that the applicant has proposed a mode split of 68% of SOV's. She further stated that she will be looking to have a decision whereby 45 and 75 Sidney Street cannot exceed 60%. A shuttle service will be examined to connect to the Green Line.

Councillor Born asked what facilities will occupy University Park. Mr. Lucey responded that Millennium is trying to move its facility to University Park to have a central location because its facilities are in scattered locations.

Councillor Born asked what is the minimum parking allowed in the city per square foot. One space per 1,000 square foot of commercial space was the reply.

Councillor Born asked what is the maximum percentage of single occupant trips. Ms. Rasmussen responded 64% of trips are made by car to 45 and 75 Sidney Street. Councillor Born stated that the City needs to look at how much parking the City allows developers to build. What are the bare bones parking the City can arrive at when the facility is near public transportation. The disincentive, she said, is to charge for parking. Ms. Peyrebrune stated that there are 1,600 parking spaces available for the 900,000 square foot development.

Councillor Davis stated that this represents a 1.5 spaces per thousand square feet. Ms. Peyrebrune stated that parking demand is done by use.

Councillor Davis stated that she is upset by the loss of the 1,750,000 square foot trigger. Ms. Rubenstein stated that since the traffic mitigation agreement was signed new regulations have happened such as the PTDM and IPOP. Councillor Davis stated that the 1.75 threshold of any type should be instituted. This issue, she said, should be studied by the Community Development Department and a report sent to the City Council. At this time Councillor Davis submitted the following motion:

ORDERED: That the 1.75 threshold of development of any type for University Park be reinstated and that the Community Development Department provide a report on this matter to the City Council.

The motion carried on a voice vote.

Councillor Davis stated that the parking ratio issue is alarming. The issue relates to the needs by the developer and the desire to limit the single occupant vehicle (SOV) trips during peak hours. Councillor Davis submitted the following motion:

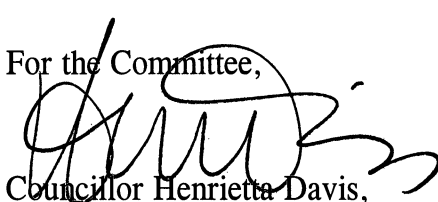
ORDERED: That the City Manager be and hereby is requested to direct the Community Development Department to report on the allocation of parking.

The motion carried on a voice vote.

Councillor Davis stated that this project is equal to two Prudential Towers. The City Council needs to see the numbers.

The hearing adjourned at seven o'clock p. m.

For the Committee,


Councilor Henrietta Davis,
Chair



101 Walnut Street
Post Office Box 9151
Watertown
Massachusetts 02272
617 924 1770
FAX 617 924 2286

To: Kathryn Brown – Forest City

Date: March 31, 1999

Project No.: 06393

From: Joan C. Peyrebrune, P.E.

Re: University Park Traffic Monitoring Program

Introduction

The Agreement for Traffic Mitigation among the City of Cambridge (the "City"), Forest City Rental Properties Corporation ("Forest City"), and Massachusetts Institute of Technology (MIT) dated January 11, 1988 provides that vehicular-trip counts (at parking facilities) will be reported to the Community Development Department after the first 500,000 square feet of non-residential buildings are occupied within University Park. With the completion of Phase II, in excess of 500,000 square feet of non-residential space have been constructed within University Park. Community Development requested Forest City also conduct surveys of University Park residents, employees, and visitors to supplement the information gathered by the vehicular-trip counts. Forest City volunteered to conduct the additional survey at this time.

As such, at the request of Forest City, VHB, Inc. conducted a comprehensive monitoring program of transportation-related issues at University Park. The study has been conducted to monitor the traffic volumes being generated by the existing University Park development, evaluate the effectiveness of the Transportation Demand Management programs implemented to date, and to measure the vehicle-trip generation as it relates to previously approved trip generation cap of 1,700 evening peak hour vehicle-trips.

The monitoring program consists of three primary components:

- person-trip counts at all building doorways
- vehicular-trip counts at all parking garages and lots
- surveys of University Park employees, visitors, residents, and customers

Person-trip and vehicular-trip data were collected at the site between 3 PM and 7 PM on Thursday, November 5, 1998. The employee, visitor, and residents surveys were distributed the week of November 9 through November 13, 1998, and the customer surveys were verbally conducted from 3 PM to 7 PM on Thursday, November 5, 1998. The existing conditions at University Park are

described below, as well as the methodology and analysis results for each of the monitoring program components.

University Park Existing Conditions

Development and occupation of University Park began in 1987 with the rehabilitation and reuse of 26 Lansdowne Street. Since that time, a total of five non-residential buildings, two residential developments, and one parking structure have been constructed and occupied. Two additional buildings (45 and 75 Sidney Street) and a parking garage are also currently under construction and will be occupied in March 1999. These buildings are not included in Table 1 or throughout this report as they were not occupied at the time the traffic monitoring was conducted. Table 1 summarizes the completed and occupied development to date in University Park.

Table 1
University Park Development as of November 1998

Building Information	Use	Size (Zoning) ¹	Size (Total Gross) ²	Existing Employees ³
38 Sidney Street	Office/R&D	118,000 sf	125,000 sf	242
64 Sidney Street	Office/R&D	122,700 sf	130,000 sf	321
26 Lansdowne Street	R&D	102,700 sf	102,700 sf	223
55 Franklin Street	Star Market	43,500 sf	52,700 sf	300
20 Sidney Street	Hotel (210 rooms)	151,300 sf	159,500 sf	150
20 Sidney Street	Restaurant	7,800 sf	7,800 sf	
350 Massachusetts Ave.	Office	79,300 sf	79,300 sf	224
350 Massachusetts Ave.	Retail - occupied	31,300 sf	35,600 sf	91
350 Massachusetts Ave.	Restaurant - unoccupied	7,000 sf	7,000 sf	
Kennedy Biscuit Lofts	Residential	142 units	142 units	
Auburn Ct. Phase 1/MIT	Residential	83 units	83 units	
Subtotal Office/R&D		422,700 sf	437,000 sf	1,010
Subtotal Retail/Hotel		240,900 sf	262,600 sf	541
Total Non-Residential		663,600 sf	699,600 sf	1,551
Total Residential		225 units	225 units	

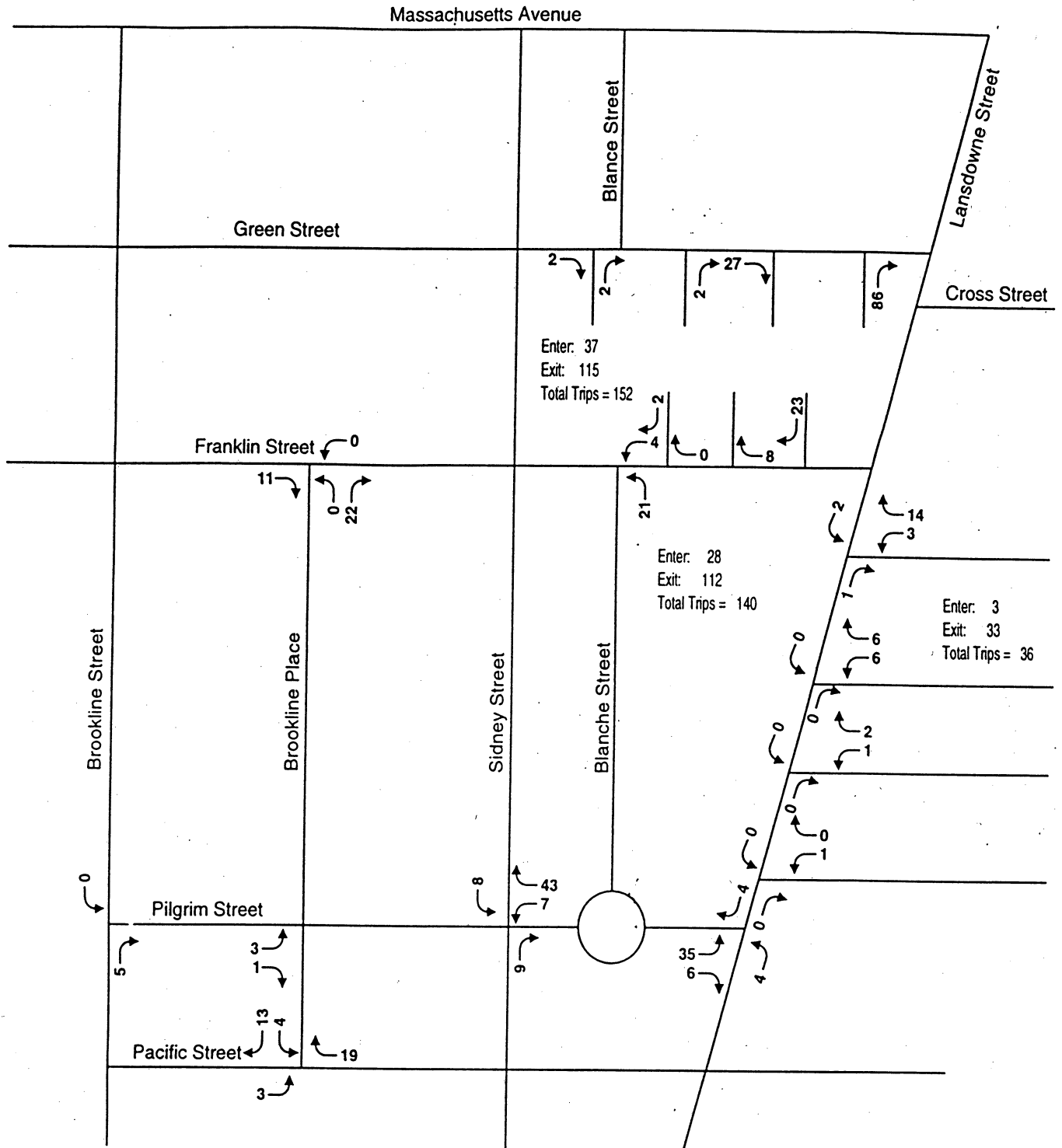
1 Gross Floor Area as defined by the City of Cambridge Zoning Ordinance

2 Total Gross Floor Area of building

3 Source: Forest City management

3 45 and 75 Sidney Street are not included in Table 1 as they are currently under construction and were not occupied at the time the monitoring was conducted. This development includes the construction of an additional 264,573 sf of r & d space.

A total of 1,725 parking spaces are currently provided for employees and visitors at University Park through several surface parking areas and one parking structure, as summarized in Table 2.



Not To Scale

Peak Hour Turning Movements

Figure 2

Table 2
University Park Parking Supply

Location	Number of Parking Spaces
38/64 Sidney Street Lot	490
26 Landsdowne Street Lots	205
55 Landsdowne Street garage	947
Auburn Court Phase 1	<u>83</u>
	1,725

* 30 Pilgrim Street is not included as it is currently under construction and was not occupied at the time the monitoring was conducted. This structure will provide 579 parking spaces.

As presented in the table, approximately 664,000 square feet of non-residential development and 225 residential units have been constructed and occupied to date within University Park, along with 1,725 parking spaces. Based on information supplied by the tenants, approximately 1,550 full-time and part-time employees work at locations within the park.

Person-Trip Counts

Person-trip counts were conducted at every non-residential building doorway between 3 PM and 7 PM to assess the number of people entering and exiting the buildings during the evening peak period (see Figure One for location of doorways). The person-trip counts were broken into 15-minute segments, with the highest hourly volumes for each building being tallied together. Because many of the buildings have different uses, and therefore different travel characteristics, the peak hour was determined individually for each building. Appendix A contains the detailed person counts for the four-hour study period.

Table 3 presents the peak hour person-trips for each building. This data represents the total number of people entering and exiting the buildings during the evening peak hour. The mode of travel (i.e., automobile, public transportation, walk, etc.), for these person-trips will be discussed later in this memorandum.

Table 3
University Park Weekday Peak Hour Person-Trips

Location	Use	Size	People			Peak Hour
			In	Out	Total	
38 Sidney Street	Office/R&D	125,000 sf	31	94	125	4:45 – 5:45 PM
64 Sidney Street	Office/R&D	130,000 sf	32	96	128	4:30 – 5:30 PM
26 Landsdowne Street	R&D	102,700 sf	12	67	79	5:00 – 6:00 PM
55 Franklin Street	Star Market	52,700 sf	287	271	558	5:45 – 6:45 PM
20 Sidney Street	Hotel/Restaurant	210 Rooms	74	86	160	5:00 – 6:00 PM
350 Massachusetts Ave.	Office	79,300 sf	20	55	75	5:00 – 6:00 PM
350 Massachusetts Ave.	Retail-Occupied	35,600 sf	<u>77</u>	<u>79</u>	<u>156</u>	3:45 – 4:45 PM
TOTAL			533	748	1,281	

As shown in the table, University Park is currently generating a total of approximately 1,280 person-trips during the evening peak hour, with 530 of the trips entering the park, and 750 trips exiting the park.

Vehicular Counts

Concurrently with the person-trip counts, vehicle counts were conducted at all University Park parking lots and garages (see Figure One for location of vehicle counts) between 3 PM and 7 PM. As with the person-trip counts, the data was collected in 15-minute increments, and the peak hour was determined individually for each location. Figure Two presents the evening peak hour traffic network. University Park is currently generating approximately 410 peak hour vehicle-trips during the evening peak hour, with 110 vehicles entering the park, and 300 vehicles exiting the park.

It is important to note that, although the existing buildings are fully leased, many office and r&d tenants leased space that could accommodate significant future employment growth. As such, these uses would generate additional vehicle-trips than the monitoring program indicates. To account for this future growth, the vehicle trips were adjusted proportionally based on the existing and projected employment levels. Additionally, the vehicle-trips to be generated by the vacant retail space at 350 Massachusetts Avenue were estimated. Table 4 presents the summary of peak hour vehicle-trips for each parking area with and without the adjustments for future employment growth at the existing buildings, and the adjusted vehicle-trip rate.

Table 4
University Park Weekday Peak Hour Vehicle-Trips

Land Use	Size	Existing Employees	Projected Employees*	Existing Vehicle Trips	Adjusted Vehicle Trips	Trip (per
Residential						
Auburn Ct./KBL	225 units	-	-	77	77	0.3
Office						
38/64 Sidney Street	255,000 sf	657	783	144	172	0.6
Research & Development						
26 Landsdowne Street	102,700 sf	223	263	36	42	0.4
Miscellaneous						
55 Franklin Street Garage**				152	222	
350 Mass. Ave. Restaurant***				0	25	
TOTAL				409	538	

* Existing vehicle-trips adjusted to reflect future growth of current tenants

** Includes hotel, Star Market, 350 Mass. Ave office and retail, and transient visitors

*** to be open July 1999, trips estimated based on adjusted ITE trip rates

As shown, the existing University Park development, when fully occupied, is projected to generate approximately 538 evening peak hour vehicle-trips. Based on the number of vehicle-trips presented above, vehicle trip-rates were calculated for the office/r&d uses with 'exclusive' parking areas, and compared to the trip-rates used in the Final Environmental Impact Report (FEIR). The 38 Sidney Street and 64 Sidney Street buildings share one parking lot so trip-rates could not be calculated individually for each of these buildings. Trip rates were calculated individually for 26 Landsdowne Street. Table 5 presents the square footage of the buildings, the total adjusted evening peak hour trips, the resulting trips rates, and the FEIR trip rates.

Table 5
University Park Weekday Peak Hour Vehicle-Trip Rates

Location	Use	Size	Total PM Peak Hour Trips	Nov. 1998 Trip Rate*	1987 FEIR Trip Rate
38/64 Sidney Street Lots	Office/R&D	255,000 sf	172	0.67	0.64 - 1.13**
26 Landsdowne Street lots	R&D	102,700 sf	42	0.41	0.64

* Adjusted trip rate per Table 4

** Research and Development trip rate in FEIR was 0.64, office was 1.13

University Park Surveys

Introduction

To comply with City of Cambridge requirements, employee, visitor, customer, and resident surveys were conducted during the week of November 9 through November 13, 1998 to assess travel characteristics of University Park employees, visitors, customers, and residents.

Employee Surveys

Surveys were provided to every employer in University Park to distribute to their employees. The surveys were then returned to the contact person for each employer and collected by Forest City management. The surveys asked for information regarding the mode of travel used to commute to work, parking use, travel routes, and commuting travel times. A copy of the employee survey is provided in the Appendix. Approximately 40 percent (628 out of 1,551) of the employees responded to the survey, as detailed by employer in the Appendix.

Modal Share Distribution

Table 6 presents the modal share information for the office and research and development employees, and Table 7 presents the modal share information for the Star Market and hotel employees.

Table 6
Modal Share: Office and R & D Employees

	26 Landsdowne St.	38 Sidney Street	64 Sidney Street	350 Mass. Ave.	Weighted Average
Drive	72%	83%	76%	77%	77%
Carpool	7%	3%	0%	0%	2%
Public Transit	18%	14%	20%	17%	17%
Bicycle/Walk	3%	0%	4%	6%	3%
TOTAL	100%	100%	100%	100%	100%
No. of Employees	223	242	321	315	

As can be seen from the results, approximately 77 percent of the office and research and development employees currently drive to University Park, two percent carpool, 17 percent use public transportation, and three percent walk or bike to work. When queried about their non-use of public transit, the majority of respondents (74%) replied that transit was inconvenient, usually due to schedule inflexibility, lack of access, or a combination of related reasons. Virtually all of the respondents who drove parked their vehicles on-site in a garage or lot; only four percent of respondents who drove used on-street parking.

Table 7
Modal Share: Star Market and Hotel Employees

	Star Market Employees	Hotel Employees	Weighted Average
Drive	38%	43%	40%
Carpool	0%	2%	1%
Public Transit	31%	41%	34%
Bicycle/Walk	31%	14%	25%
TOTAL	100%	100%	100%
No. of Employees	300	150	

The Star Market and hotel employee surveys indicated significantly different travel patterns than the office/r & d employees. Approximately 40 percent of the employees drive to University Park, one percent carpooled, 34 percent used public transportation, and 25 percent walked or biked to the site.

Travel Route Information

As part of the employee surveys, the employees were asked to indicate their travel route to and from University Park on a map provided. Table 8 summarizes the resultant travel routes.

Table 8
Trip Distribution

Direction to/from	Travel Route
Columbia Street	13 %
Main Street	3 %
Albany St./Vassar St., north of Mass. Ave.	16 %
Mass. Ave., east of RR	13 %
Mass. Ave., west of Central Square	7 %
River Street/Western Ave, via Mass. Ave./Green St.	8 %
Sidney/Waverly via Rotary	
Inbound	24 %
Outbound	20 %
River/Western via Putnam	
Inbound	16 %
Outbound	20 %
Total	100 %

These general travel routes are very similar to the trip distribution projected in the University Park FEIR, as refined by Rizzo Associates in their technical memorandum to the City of Cambridge Community Development Department dated September 23, 1997.

Visitor Surveys

Visitor surveys were provided at each security desk to evaluate travel patterns of people coming for business meetings, deliveries, etc. (A copy of the visitor survey is provided in the Appendix.) The surveys were collected by the security guards and returned to Forest City management. The surveys asked for information regarding the mode of travel used to commute to work, parking use, travel routes, and commuting travel times.

Approximately 30 surveys were collected over the week long survey period. Table 9 summarizes the visitor mode share from these surveys.

Table 9
Modal Share of Visitors

Mode of Transit	Modal Share
Drive	87%
Carpool	0%
Public Transit	6%
Bicycle/ Walk	7%
TOTAL	100%

As shown, approximately 87 percent of the visitors drove to University Park, zero percent carpoled, six percent used public transportation, and seven percent walked or biked to the site. Most visitors made late morning trips, (9:00 AM – 12:00 PM) with 41 percent arriving and 39 percent leaving University Park at this time. Most parked in University Park lots (80 percent), with the rest parking in an on-site garage (4 percent) or using on-street parking (16 percent). Seventy-three percent of respondents cited inconvenience as the main reason for not using public transportation to visit the site.

Residents Surveys

Surveys of University Park residents were distributed to each resident at Kennedy Biscuit Lofts and Auburn Court and returned to the residential management offices (a copy of the residents survey is included in the Appendix). Ten surveys were received out of the 225 residential units. The residents were questioned about mode use to commute to work, as well as vehicle ownership, and frequency of use. Table 10 summarizes the mode of travel use to commute to work. As shown, approximately 30 percent of the residents drive to work, zero percent carpool, 50 percent use public transportation, 10 percent walk or bike to work, and 10 percent work at home.

Table 10
Modal Share of Residents

Mode of Transit	Modal Share
Drive	30%
Carpool	0%
Public Transit	50%
Bicycle/ Walk	10%
Other Mode (Work at Home)	10%
TOTAL	100%

Customer Surveys

Verbal surveys were also conducted for Star Market and CompUSA customers as they left the retail sites during the evening peak hour (3 PM to 7 PM) in order to ascertain what mode of transportation customers used to arrive at University Park. One-hundred and two surveys were completed at Star Market, and 26 surveys were completed at CompUSA. The mode share results are shown below in Table 11.

Table 11
University Park Customer Modal Shares, by Store

	Star Market Customers	CompUSA Customers
Drive	35%	36%
Public Transit	10%	12%
Bicycle/Walk	54%	52%
Taxi	1%	0%
TOTAL	100%	100%

The survey results show that the majority (52 to 54 percent) of the retail customers walk or bike to the site, with approximately 35 percent driving, and 10 to 12 percent using public transportation. Forty-four percent of customers came from home, while 36 percent came from work, and 20 percent came from other activities. Fifty-nine percent of the customers indicated that they were not directly returning to their point or origin, indicating that the majority of the customers come to University Park as a pass-by trip. Ten percent of the customers indicated that they came from the residential or office/r & d uses within University Park.

City of Cambridge

In City Council April 12, 1999

The Traffic and Transportation Committee conducted a public meeting on Thursday, March 25, 1999 at five o'clock and forty minutes p. m. in the Sullivan Chamber.

The purpose of the meeting was to receive an update on University Park.

Present at the meeting was: Councillor Henrietta Davis, Chair; Councillor Sheila Russell, Councillor Kathleen Born, Councillor Michael Sullivan, Councillor Timothy Toomey and Councillor Kenneth Reeves; Beth Rubenstein, Acting Assistant City Manager for Community Development; Suzanne Rasmussen, Director of Environmental and Transportation Planning; Catherine Daley Woodbury, Community Development Department; Donald Drisdell, Deputy City Solicitor and Donna P. Lopez, Deputy City Clerk.

Councillor Davis opened the meeting stating that she assumed the City would be receiving figures from the mitigation agreement on University Park. Ms. Davis asked Mr. Lucey when will the numbers be available to the City Council. Mr. Lucey responded maybe tomorrow. **(NOTE: On Thursday, April 1, 1999 the University Park Traffic Monitoring Program data was faxed to the City Clerk's Office from the Community Development Department which received the data. This data is attached to this report.)**

At this time Beth Rubenstein, Acting Assistant City Manager for Community Development, gave an overview on University Park. She stated that University Park is subject to the traffic mitigation agreement signed in 1988. This agreement, she said, caps the traffic at 1700 two-way trips. She stated that the findings from University Park will be new to all here. The trigger for the first report was the 500,000 square foot build out mark. The trigger for the next report will be the one million square foot build out and will include 45 and 75 Sidney Street. This report will be completed either in the spring or early September. The next report will be at full build out, she said. Ms. Rubenstein informed the Committee that regulatory requirements include a Special Permit under IPOP which is needed before Phase IV. The Planning Board hearing will be held on the Special Permit under the IPOP, she said. A PTDM Plan is required for 45 and 75 Sidney Street. She further stated that annual counts will be required. The Cambridgeport Roadway Monitoring Program will be in place to monitor the traffic in Cambridgeport, she said.

Committee Report #1

2815

A report received from Councillor Davis, Chair of the Traffic and Transportation Committee for a meeting held on March 25, 1999 for the purpose of receiving an update on University Park.

In City Council April 12, 1999

Report Accepted

PLACED ON FILE

*1A Order adopted as amended
1B order adopted*