



CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL. 349-4300
FAX. 349-4307



EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

March 22, 1999

To The Honorable, The City Council:

Please find attached a response to Awaiting Report Item No. 1, regarding a report on options to amend the traffic mitigation agreement and the master plan and the feasibility of setting up a traffic monitoring committee, received from Acting Assistant City Manager for Community Development Beth Rubenstein.

Very truly yours,

Robert W. Healy
City Manager

RWH/mec
Attachment



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

BETH RUBENSTEIN
Acting Assistant City
Manager for Community
Development

TO: Robert W. Healy, City Manager

FROM: *BR*
Beth Rubenstein, Acting Assistant City Manager
for Community Development

DATE: March 17, 1999

RE: City Council Order #006A, dated December 7, 1998, Report on
Options to Amend Traffic Mitigation Agreement and the Master
Plan and the Feasibility of Setting up a Traffic Monitoring
Committee

In response to the above referenced order, I report the following:

Traffic Mitigation Agreement

The *Agreement For Traffic Mitigation* was signed by the City, MIT and Forest City Rental Properties Corporation on January 11, 1988. The Agreement can only be amended by mutual, written agreement by the above mentioned parties. The Agreement outlines traffic mitigation measures for University Park, and establishes a cap of 1,700 two-way (inbound and outbound) vehicular trips at PM peak hours from all development within the Cambridgeport Revitalization Development District (CRDD). This agreement also establishes several development thresholds at which traffic counts and surveys regarding commuting patterns are undertaken and reported to the City. These actions are triggered as follows:

<i>Development Threshold</i>	<i>Action</i>
• 500,000 square feet of nonresidential buildings	1 st vehicle count
• 1,000,000 square feet of total development	2 nd vehicle count/1 st survey
• 1,750,000 square feet of nonresidential buildings and up to 400 dwelling units (400,000 square feet)	3 rd vehicle count/2 nd survey
• 2,300,000 square feet of total development	4 th vehicle count/3 rd survey
• annually following full build out	vehicle counts/surveys

The Zoning Ordinance caps the total amount of development within the CRDD to 2.3 million square feet (1.9 million square feet commercial and 400,000 square feet residential). While the amount of commercial development within the district can not exceed 1.9 million square feet, the ordinance allows the total amount of square footage for housing to increase provided that the overall square footage does not exceed 2.3 million square feet. The original 1988 Master Plan included the 1.9 million square feet of commercial buildings and 400,000 square feet of housing. The current Master Plan presented by Forest City to the Planning Board on September 1, 1998, proposes a different mix of uses that would increase the number of housing units, thus decreasing the amount of commercial development by approximately 275,000 square feet. With this shift in square footage, the project would not trigger the traffic counts

and surveys beyond the requirements for 1,000,000 square feet of total development until it reaches full build out.

Concerns raised at a Traffic and Transportation Committee Meeting on November 18, 1998 included the non-attainment of the threshold for vehicle counts at 1,750,000 square feet of commercial development and lack of an intermediate count prior to full build out. Furthermore, concerns were raised that the review by the Planning Board came at a point when the project was at almost complete build out and there was little the City could do if the vehicle cap was exceeded.

Forest City Development has initiated the review of their proposed phase IV developed by the Planning Board under the Interim Planning Overlay Petition (IPOP) process. Additionally, Community Development Department staff is reviewing the 579 car parking structure constructed in phase III under the Parking and Transportation Demand Management (PTDM) ordinance and will review another PTDM plan for the parking proposed in phase IV. Both the IPOP and PTDM processes afford opportunities to address concerns raised relative to the number of vehicle trips generated, congestion of intersections and impacts on residential streets as a result of development of the next phase(s) of University Park. The IPOP criteria includes a required analysis of trip generation, queue lengths, accident rates, level of service and impacts on residential streets. The PTDM ordinance requires implementation of a comprehensive set of trip reduction measures and establishes a goal for the maximum percentage of single occupancy vehicle trips to the site. PTDM also institutionalizes annual monitoring and reporting on achievement of goals. Additionally, staff will pursue negotiations with the parties to the Agreement to include vehicle counts and surveys at intervals that correlate to the proposed changes in the master plan.

Several forums exist for review of University Park traffic data, IPOP hearings, Council's Traffic and Transportation Committee, and in the Cambridgeport Roadways project. As data becomes available, CDD will hold meetings to provide opportunities to discuss data being brought forward.

The City is awaiting the results of the recent counts and surveys undertaken by Forest City, and expects to have them presented at the Council's Traffic and Transportation Committee meeting on March 25th.

Please let me know if I can provide additional information.

Consent Agenda #6. *Cal. 2*
52088

Communication relative to
Awaiting Report Item Number One,
regarding a report on options
to amend the traffic mitigation
agreement and the master plan and
the feasibility of setting up a
traffic monitoring committee.

In City Council March 22, 1999.

CHARTER RIGHT
BY *Councillor Toomey*

3/29/99

PLACED ON FILE