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May 7, 2021

Mr. Tom Evans  
Executive Director  
Cambridge Redevelopment Authority  
255 Main Street  
Cambridge, MA 02142

*Re: Streetscape Redesign – Broadway / Main Street / Third Street  
Community Meeting April 29, 2021*

Dear Tom,

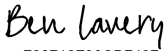
In response to the community meeting that the CRA hosted on April 28<sup>th</sup>, we've prepared the following comments for your consideration. We welcome the opportunity to continue participating in the design process and coordinate our redevelopment efforts with those of this project.

Please let us know when you would like to reconvene and review these comments.

Thank you in advance for your consideration of these comments.



Sincerely,

DocuSigned by:  
  
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Benjamin C. Lavery

Cc: A. Levering, K. Brown, M. Owu, File

CRA Street Redesign  
Broadway / Main Street / Third Street  
Community Meeting April 29, 2021

May 7, 2021

### **Main Street Comments**

#### Interim Plan Option 1 (side bike lanes)

1. This option eliminates parking and drop off on the entire south side of Main Street except west of Ames St. (where there is no retail). Retaining some parking and short-term loading adjacent to the retail between Ames Street and Wadsworth Street is critical for the retail to survive. MIT does not support this option.

#### Interim Plan Option 2 (down the centerline with bike lanes):

1. All loading for MIT Sites 3, 4, and 5 is accessed from Hayward Street via Main Street. Preservation of the vehicular crossing at Hayward Street is important (left and right turns into Hayward). Thank you for acknowledging this during your community meeting.
2. There needs to be a discussion with the operators of the MIT loading facility and Kendall Hotel to understand any concerns that they may have. These two locations have a variety of deliveries on a regular basis.
3. It is not clear if the CRA plan acknowledges E19's curb cut on Main Street to its full extent.
4. A review of the current street configuration (reduced construction impact) and level of utilization is warranted. Some conditions differ from what was shown by Sasaki. I realize that their technology issues may have played a role in this, but, given the reduced construction activity, I question whether or not an interim solution is necessary.

#### Long Term Option 1

1. The lack of parking on Main between Dock and the Crosswalk will create issues for the building occupants of 314 Main and possibly 325 Main. There needs to be short-term facilities or active curb in front of these substantial buildings.

#### Long Term Shared Street Option 2

1. Making Main Street one-way will drive significant truck traffic down Broadway to Ames, as well as other alternate routes. There is some concern that truck traffic loading on Ames Street with its unique configuration, as well as the floating bus stop, will create a possible safety issue on Ames Street. It is important that the appropriate traffic studies are performed so that the impacts are understood by the district.

As noted above, it is important to maintain the left turn into Hayward Street from Main Street to avoid redirecting westbound and southbound service vehicles around the block to reach the SoMa loading facilities. Turning right out of Hayward Street could be difficult in the configuration shown. Have the turning radiuses been reviewed?

2. Currently, there are two spaces to the east of Hayward on Main. Maintaining these spaces is important for passenger pick-up and drop-off for 238 Main, including the incoming CVS. Areas for pick-up and drop-off are limited and "Active curb" areas should be included.

3. Relating to the comment above, delivering 1-2 hour parking is not a priority, but it is important to deliver active curb for ride share, meal delivery, and short-term (15 minute) parking. This type of access is very important to support the retail. In general, it seems that ride share and meal delivery should be allocated and called out specifically and separately from loading.
4. What does the profile of this street look like? How might incorporating an active curb with the shared street be executed?
5. Utilization of the Taxi cab stand does not warrant this type of space allocation. Has the utilization been measured?

### **Broadway Street Comments**

1. During our Planning Board hearing on the 6<sup>th</sup> of April, board members expressed a desire for the through block connection through the Marriott to be improved. While we recognize that the ownership and control is with the CRA and Boston Properties, we would like the opportunity to review this condition, as well as any anticipated modifications to this connection.
2. Please confirm that the current plans presented during the community meeting are consistent with coordination discussions that we have had with your team. Of particular concern are the bike lane/buffer, sidewalk, and landscaping strip dimensions at the north side of Broadway. You may recall that we have “porches” as part of our resiliency solution along Broadway at buildings C2 and C3. It was our understanding based on previous conversations that the plans included within our Volpe filing were acceptable, but these plans do not appear to be accurately reflected in the materials shared with the community.
3. What types of improvements are anticipated along the south side of Broadway, and when will these improvements be implemented? Has the CRA considered an option that eliminates the hotel driveway and instead uses active curbs at the hotel entrance? This would eliminate two awkward curb cuts and create opportunities to include additional street trees and enhance the entrance to the through-block connection.
4. What are some of the ways that the CRA and BP might mitigate the large loading dock entrance, so as to improve pedestrian and bicycle safety? Adjustments to the dimensions could be considered to allow for new street trees in that section to help screen the very large loading area.
5. Please confirm that the Broadway Street improvement efforts are being coordinated with the Eversource Transmission line improvements.

### **Third Street Comments**

1. Please confirm that the Third Street improvement efforts are being coordinated with the Eversource Transmission line improvements.
2. Please confirm that the Third Street improvement efforts are being coordinated with the Eversource Gas improvements.
3. The west sidewalk adjacent to the Volpe site encroaches on private property. Please send us CAD files so that we can confirm the alignment works with our proposed plan, specifically the preservation of the existing line of mature trees within the site.

4. Existing Broad Canal Way (east of Third Street) has a significant amount of large truck deliveries – confirm that design will allow for a left-hand turn onto Broad Canal Way from southbound lanes.
5. All three options propose the loss of on-street parking. Where exactly are those spaces?

July 7, 2021

Broadway / Main Street / Third Street  
Response to MITICMO Comment Letter

Thank you for your comment letter, and for collaborating with us as we work through the streetscape designs. We appreciate your input, and wanted to take a thorough look at the feedback and comments you provided, along with those we heard through public outreach, as we work through the next set of designs. We appreciate your patience with our response time.

As you know, the CRA is engaged in a multi-stakeholder design process for three inter-connected streets in the Kendall Square Urban Redevelopment Area. This effort involves balancing overlapping and sometimes conflicting transportation goals and accommodating the access interests of neighboring properties and residents. This spring the CRA released a number of options for public review. MIT provided a written set of comments, to which the CRA team has provided some initial responses. The design and engineering team is still in the midst of some technical analysis of these options, and refinements of these options are underway.

### **Main Street Comments**

While the streetscape project had originally planned to design two phases of Main Street improvements, given the traffic implications, the design scope may shift its focus toward one alignment for short and long term, with different levels of intervention over time. The specific responses below are focused on the original comments and the design response, but it should be acknowledged that the CRA and City continue to test each option for implementation feasibility.

#### **Interim Plan Option 1 (side bike lanes)**

1. This option eliminates parking and drop off on the entire south side of Main Street except west of Ames St. (where there is no retail). Retaining some parking and short-term loading adjacent to the retail between Ames Street and Wadsworth Street is critical for the retail to survive. MIT does not support this option.

*Like MITIMCO, the CRA and the City of Cambridge want retail to succeed on Main Street. Kendall Square's success has grown as a multi-modal, transit-oriented development. The CRA and the City do not feel that parking is as vital to retail success at this location as broader multi-modal access, especially pedestrian clientele, but recognize the emerging/growing need for pick-up locations for food vendors. Most of the retail on Main Street survived a few years back before the SOMA redevelopment despite the street's closure to vehicles during Main Street's reconstruction and the Longfellow Bridge closure.*

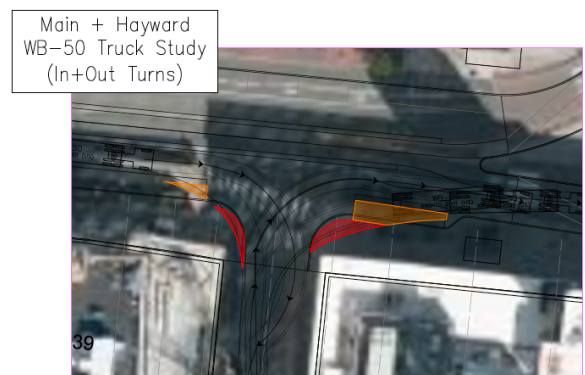
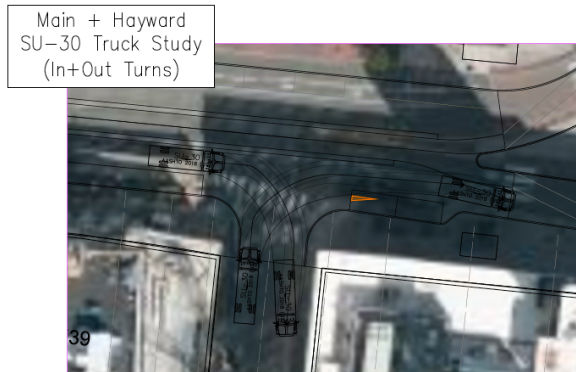
*Unlike other options for Main Street, Option 1 - Side Bike Lanes removes parking and pick-up/drop-off areas on the south side of Main Street, and we recognize that MITIMCO does not prefer this option for that reason. There is a fair amount of off-street parking available nearby, especially for evening hours. The CRA acknowledges that pick-up and drop-off operations are recognized as a growing transaction*

*format for retail. Likewise, the number of shuttle buses running on both sides does create more conflicts for this option.*

Interim Plan Option 2 (down the centerline with bike lanes):

1. All loading for MIT Sites 3, 4, and 5 is accessed from Hayward Street via Main Street. Preservation of the vehicular crossing at Hayward Street is important (left and right turns into Hayward). Thank you for acknowledging this during your community meeting.

*In Option 2 - the Center Bike Lane concept, eastbound vehicles on Main Street will be able to access Hayward Street via a right-hand turn. The turning studies below show this concept accommodates SU-30 trucks to enter Hayward. However, larger WB-50 trucks, or semi-trailers would need to enter and depart these loading facilities from the roads south of Main. Left hand turns for all from Main Street heading westbound will be eliminated due to safety concerns crossing the center bike lane.*



2. There needs to be a discussion with the operators of the MIT loading facility and Kendall Hotel to understand any concerns that they may have. These two locations have a variety of deliveries on a regular basis.

*Turning radiuses are being reviewed to ensure access in and out of the MIT facility and Kendall Hotel is maintained for right in, right out deliveries and loading, similar to what would have been feasible on Main Street prior to its reconstruction in 2014. We've had conversations with the Kendall Hotel, and will meet with the MIT loading facility. In Special Permit 303 this MIT loading facility is planned to be redeveloped according to the SoMa Master Plan as Parcel 6. Any updates on this phase of the PUD would be helpful.*

3. It is not clear if the CRA plan acknowledges E19's curb cut on Main Street to its full extent.

*It is currently a very large curb cut, much wider than typically approved by the City. A curb-cut for MIT's facilities parking lot will be maintained in the Center Bike Lane concept, but as noted above, the City has approved a plan for redeveloping this site.*

4. A review of the current street configuration (reduced construction impact) and level of utilization is warranted. Some conditions differ from what was shown by Sasaki. I realize that their technology issues may have played a role in this, but, given the reduced construction activity, I question whether or not an interim solution is necessary.

*The interim designs for Main Street may need to be in place for a number of years until a larger vision is implemented. Originally a quick build option was under consideration as an immediate response to COVID and construction activities. Improved bicycle accommodations on Main Street will be necessary within a few years to meet the policy standards of the Cambridge Cycling Safety Ordinance, regardless of any construction activity. We will explore whether a more permanent installation is feasible in a shorter time frame.*

### Long Term Option 1

1. The lack of parking on Main between Dock and the crosswalk will create issues for the building occupants of 314 Main and possibly 325 Main. There needs to be short-term facilities or active curb in front of these substantial buildings.

*See response to comment #1. Main Street is first and foremost a transit and pedestrian street, with the MBTA Red Line, buses and multiple shuttle services operating in the area, and a balance needs to be found for other competing multi-modal uses. Like in the interim condition, the CRA recognizes MITIMCO does not prefer the Long Term side bike lane option and thus other options have been explored.*

### Long Term Shared Street Option 2

1. Making Main Street one-way will drive significant truck traffic down Broadway to Ames, as well as other alternate routes. There is some concern that truck traffic loading on Ames Street with its unique configuration, as well as the floating bus stop, will create a possible safety issue on Ames Street. It is important that the appropriate traffic studies are performed so that the impacts are understood by the district.

*Main Street will remain two-way in the shared-slow street concept, though, should MassDOT approve the silver line extension, the straight from Third Street to Main Street may be made buses only. Traffic analysis is underway to understand these impacts. It is unclear if a Shared-Slow Street option satisfies the Cambridge Cycling Safety Ordinance. The CRA is reviewing draft results from its traffic study and the various impacts or improvements of each alternative on intersection performance throughout the district.*

2. As noted above, it is important to maintain the left turn into Hayward Street from Main Street to avoid redirecting westbound and southbound service vehicles around the block to reach the SoMa loading facilities. Turning right out of Hayward Street could be difficult in the configuration shown. Have the turning radiuses been reviewed?

*The shared street concept would not modify vehicular traffic, and would thus allow the left turn into Hayward Street from Main Street if non-transit vehicles are permitted. Turning radiuses will be studied if this concept progresses.*

2. Currently, there are two spaces to the east of Hayward on Main. Maintaining these spaces is important for passenger pick-up and drop-off for 238 Main, including the incoming CVS. Areas for pick-up and drop-off are limited and “Active curb” areas should be included.

*We could look into the possibility of extending the long-term shared street concept for that portion of Main Street to its eastern connection to Broadway, but not every space can be preserved in every scheme. Hayward and Wadsworth both represent pick-up area opportunities.*

3. Relating to the comment above, delivering 1-2 hour parking is not a priority, but it is important to deliver active curb for ride share, meal delivery, and short-term (15 minute) parking. This type of access is very important to support the retail. In general, it seems that ride share and meal delivery should be allocated and called out specifically and separately from loading.

*It is helpful to understand MITIMCO's preference toward pick-up drop off for active curb uses, rather than parking. Locations for pick-up drop-off are under consideration for the shared/slow street concept and the center bike lane option. The CRA and City will look at this while balancing opportunities for active outside dining or other curbside uses that would benefit retailers as well. The City is working on more specific designations for various short-term curbside uses on public streets but currently loading is the regulatory category used.*

4. What does the profile of this street look like? How might incorporating an active curb with the shared street be executed?

*While the shared or slow street concept in a long-term condition would prioritize pedestrian and transit vehicles, it would maintain the opportunity to incorporate an active curb. A surface treatment, and thus profile has not been determined. As noted above, it is also unclear if this design option would satisfy the Cambridge Cycling Safety Ordinance.*

5. Utilization of the Taxi cab stand does not warrant this type of space allocation. Has the utilization been measured?

*It is acknowledged that ride hailing services have changed the landscape for taxi services. Together with Broadway, rebalancing curb uses will be considered in the MXD district. Utilization is hard to measure currently, past data does show significant usage of cabs pre-COVID.*

### **Broadway Street Comments**

1. During our Planning Board hearing on the 6<sup>th</sup> of April, board members expressed a desire for the through block connection through the Marriott to be improved. While we recognize that the ownership and control is with the CRA and Boston Properties, we would like the opportunity to review this condition, as well as any anticipated modifications to this connection.

*Improving the connection through the Marriott, as well as including a new through connection via the Green Garage has been discussed as part of this design process and will be further reviewed through the MXD Infill Development Concept Plan amendment process currently underway.*

*The Broadway streetscape designs also improves the connection to the Volpe development, by providing more direct crosswalk alignments. The passageway through the building has been a topic of frequent conversations between the CRA, Boston Properties and the hotel. Gradual improvements have been made over the past few years to improve public wayfinding. Larger scale interventions have been discussed recently. As the designs progress through the Infill Development Concept Plan Amendment review, the CRA will update MIT on design progress.*



2. Please confirm that the current plans presented during the community meeting are consistent with coordination discussions that we have had with your team. Of particular concern are the bike lane/buffer, sidewalk, and landscaping strip dimensions at the north side of Broadway. You may recall that we have “porches” as part of our resiliency solution along Broadway at buildings C2 and C3. It was our understanding based on previous conversations that the plans included within our Volpe filing were acceptable, but these plans do not appear to be accurately reflected in the materials shared with the community.

*While we have had a few coordination discussions, it would be unfair to present that the CRA’s 10% designs intend to fully reflect the concepts in the PUD application. It is unclear if the porches meet the pedestrian circulation needs of the area. Other options for resiliency may be available to the Volpe project. It is expected that these details would be refined later in the PUD or design review process. Numerous City departments will need to review the next round of design for Broadway, especially as the City reviews the Volpe PUD application. The CRA’s goal is to put forward a comprehensive concept for Broadway that provides safe, high-capacity space for pedestrians and bicycles through the KSURP area.*

3. What types of improvements are anticipated along the south side of Broadway, and when will these improvements be implemented? Has the CRA considered an option that eliminates the hotel driveway and instead uses active curbs at the hotel entrance? This would eliminate two awkward curb cuts and create opportunities to include additional street trees and enhance the entrance to the through-block connection.

*The south side of Broadway has a separated bike lane in the design concepts shown to date. The phasing of this improvement is complicated by the Eversource and stormwater facilities planned in the street. When the cycle track design for Galileo was implemented as part of the MXD project, both sides of the street were designed and built as part of the same project.*

*As part of the current streetscape designs, the CRA has collaborated with Boston Properties and the Marriott Hotel and discussed the hotel driveway. The hotel driveway is important to the hotel valet service as well as allowing tour buses to disembark guests off Broadway. Keeping some active curb space is critical to maintain emergency vehicle egress.*

4. What are some of the ways that the CRA and BP might mitigate the large loading dock entrance, so as to improve pedestrian and bicycle safety? Adjustments to the dimensions could be considered to allow for new street trees in that section to help screen the very large loading area.

*The CRA agrees that the condition at this location is not desirable for bike and pedestrian circulation. Like the MIT facility on Main St. this loading dock has an oversized curb cut. This was originally designed to minimize movements of trucks in motor vehicle travel lanes on Broadway. Our analysis of Broadway and specifically the loading area has included the review of necessary turning radius of trucks entering the shared loading dock. Due to the orientation of the loading dock along with the MBTA access right, significant changes to the dimensions are not easily feasible. Still, we are looking at ways to improve the visual and physical queues to vehicles, including a raised mountable bike lane and other modifications so as to improve pedestrian and bicycle safety. We can also revisit the truck loading needs of all the buildings. A revised proposal with more protected bike infrastructure for this area is currently being reviewed with the City and Boston Properties.*

5. Please confirm that the Broadway Street improvement efforts are being coordinated with the Eversource Transmission line improvements.

*Yes, we have had meetings with Eversource to discuss the Broadway and Third Street plans. These conversations have made it clear that space is at a premium in Broadway to accommodate the transmission lines, and that additional space is needed in the area outside of the current road surface of Broadway to preserve the mature median trees.*

### **Third Street Comments**

1. Please confirm that the Third Street improvement efforts are being coordinated with the Eversource Transmission line improvements.

*See comment above. The intersection of Broadway and Third appears to be a particular challenge for the transmission line and other planned infrastructure. The CRA is aware of the interest of Eversource to avoid the Broadway and Third intersection.*

2. The west sidewalk adjacent to the Volpe site encroaches on private property. Please send us CAD files so that we can confirm the alignment works with our proposed plan, specifically the preservation of the existing line of mature trees within the site.

*Initial CAD files were sent, and we have subsequently followed up with revised versions of the plan to confirm the alignment works with the proposed Volpe park layout. We share the same goal of preserving the existing line of mature trees within the site.*

3. Existing Broad Canal Way (east of Third Street) has a significant amount of large truck deliveries – confirm that design will allow for a left-hand turn onto Broad Canal Way from southbound lanes.

*Left hand turns will be accommodated onto Broad Canal Way from southbound lanes. The City and the CRA have also coordinated with Biomed Realty to discuss the streetscape plans as it relates to its new development.*

4. All three options propose the loss of on-street parking. Where exactly are those spaces?

*Third Street loses five parking spaces in Option 1 of the Third Street plan, located along the northern edge of the 303 Third Street building. Option 2 for Third Street looked at maintaining parking in front of 303 Third Street, and removing parking in front of Tatte instead. This results in a loss of eight parking spaces. Based on public input, we are looking at moving forward with Option 1. We are also considering repurposing some of the parking spaces along Third Street for pick-up / drop-off as well.*