

Response to TP&T Comments – from September 26th, 2018 memo:

- The total number of residential units will remain at up to 425 units. It should be noted, however that the updated traffic analysis had assumed a change from 425 to 494 units (+69 units); the Applicant should clarify why there are differences.

➔ **The applicant is contemplating up to 494 residential units. The tech memo presents a traffic analysis for worst-case scenario. While the unit size is still being finalized, the total residential square footage remains constant 200,000 SF.**

- There are inconsistencies between VHB's Transportation analysis update memo dated September 14, 2018 and the Special Permit Amendment for the number of short-term and long-term bicycle parking spaces, and number of residential housing units that should be corrected or clarified. However, TP&T believes that the Amendment will not substantially change the overall findings in the original TIS even after these minor discrepancies are amended.

- There are some inconsistencies with the VHB memo and Amendment plans and descriptions for the number of short- and long-term bicycle spaces which should be clarified. TP&T will work with Boston Properties and CDD on the final numbers and locations for the bicycle parking as the Amendment moves forward.

➔ **The inconsistencies in bike parking between the Tech Memo and Special Permit are due to the difference in the number of residential units presented in those two documents. As noted previously, while the residential total square footage is not changing, the applicant is still in the process of finalizing the size of the units, contemplating construction of up to 494 units. For the purposes of the Tech Memo, the 494-unit count was used as the worst-case scenario. Accordingly, the bike parking calculations also reflect this higher unit count. In any case, the applicant will provide bicycle parking for residents in line with the City's Bike Parking Guidelines at a rate of 1.00-1.05* long-term spaces per unit and 0.10 short-term spaces per unit. (*1.00 long-term spaces per unit for the first 20 units and 1.05 spaces per unit for all units over 20)**

- When all the parking garages are full, Boston Properties proposes to temporarily close the parking garages to transient/hourly parkers, while keeping the entrances open to monthly pass holders. This is a common practice in parking garage management, however TP&T notes that best practices are changing, and monthly parkers are beginning to be charged daily (and billed at the end of a month for the days they parked), instead of paying a full month ahead of time. This encourages commuters to not drive every day of the month because they already pre-paid for parking. MIT has successfully implemented this approach for their campus parking, resulting in significant reductions in parking demand. Based on initial discussions, the Applicant seems open to some version of this system, as a means of better managing parking demand.

→ The applicant is open to different parking management schemes, for example BP offers a Freedom Plan at its Prudential Center Garage which gives users up to 20 days per month of parking. If the plan is used less than 5 times per week it is cheaper than a monthly parking pass and encourages employees to make different commute mode choices each day instead of thinking of themselves as single-mode commuters. The applicant is open to offering this plan to tenants at this site as well.

- There may be some needed tweaks to the arrangement and placement of street furniture along the Main Street frontage in conjunction with the sidewalk reconstruction that will be necessitated by the project construction work. The use of the curb space in this block has changed since Main Street was reconstructed and this may provide an opportunity to better align the use of the curb with the street furnishings.

→ BP has had extensive discussions with DPW, particularly with Kathy Watkins, regarding this issue. The direction the team received from Kathy was to restore the Main Street frontage to the state in which it was installed by the City, including street furniture.

- With the change to the number of vehicle parking spaces, and the relocation of Building B to Main Street, there may be reasons for additional support for non-automobile modes of travel, such as improvements to the Kendall Square MBTA headhouse and station conditions, prominence, and resiliency, as well as bicycle facilities such as Bluebikes stations. Since demands will increase significantly because of new square footage at this location, we expect that an additional Bluebikes station at this location will be needed. We will continue to work with the Applicant on these issues as they refine their streetscape design, including the interaction with the Red Line headhouse.

→ There are currently 4 BlueBike stations provided within a 0.25mile radius (5 minute walk) from Building B, and another 6 BlueBike stations within a 0.5mile radius (10 minute walk) from Building B. The applicant remains committed in supporting bicycling as a travel mode for its employees, residents, patrons and visitors. The applicant has agreed to finance the purchase of a BlueBike station as part of the original transportation mitigation agreement, and has successfully completed a payment to the City of Cambridge. In addition, a BlueBike station is being installed as part of the Proto (88 Ames Street) Project.

- In general, TP&T supports the updated parking plan for the MXD Infill Development Concept, which involves forgoing building new structured parking, and instead, maximizes existing parking using better management techniques. However, this will create a need for enhanced monitoring of parking use, to better inform future decisions about how next to manage the parking within the MXD area. Information on the parking management and utilization should be shared with TP&T, the Community Development Department (CDD) and Cambridge Redevelopment Authority (CRA). The management of the parking should also allow flexibility for changes to the parking management program if needed.

→ BP currently monitors and shares parking information with the City and CRA. Can you clarify what enhanced monitoring would entail?

- The existing Special Permit transportation mitigation conditions for the MXD Infill Development Concept Plan should continue and not change. The Planning Board may also want to consider additional mitigation given the new Building B's impacts on Main Street in the heart of Kendall Square.
- Some items to consider may include: the sidewalk widths, coordination and agreements with the MBTA for the Kendall Square northern (outbound) headhouse and station improvements, and new or enhanced bus services to provide more frequent and reliable service to serve the economic development and growth of Kendall Square.
- The MXD Infill Development Concept Plan Amendment discussed the Kendall Square Transit Enhancement Program (KSTEP), but mostly restated what was written in the original TIS and Special Permit application. It should be updated to better include the status of the KSTEP program. The Phasing Plan should also include specific timelines or dates for the required transportation mitigation conditions in the Special Permit.

➔ The applicant is in the process of executing the transportation mitigation items as project phases are getting built out. The applicant has made a payment into the KSTEP Fund, as outlined in the KSTEP MOU. Design of Binney Street and Galileo Galilei Way (between Sixth Street and Broadway) as well as Broadway (between Ames Street and Galileo Galilei Way) is currently underway. The construction of these streets is planned with Phase 2 of the MXD buildout. The Sixth Street Connector Pathway Improvements have been completed and the Grand Junction coordination with City and CRA is ongoing.

Other Comments:

- ➔ TP&T's memo stated that various details are needed for loading, service and delivery, pedestrian and bike circulation, including one key item for how employees will access the long-term bike parking spaces that will be as convenient as possible.
 - Circulation/access figures have been submitted as part of the Response to Comments document, copies attached. The applicant will address detailed loading, service and delivery, pedestrian and bike circulation as part of Design Review of the individual buildings.
- ➔ TP&T's memo said the MBTA station and bus stops need to be prominent.
 - The Applicant received comments about establishing the final position of both MBTA Headhouse entrances as part of an integrated street level plan. The Applicant notes this comment, but the MBTA Headhouse cannot be moved due to subsurface site constraints.