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MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director 
Date: November 27, 2018
Re: Kendall Square Urban Renewal Plan (KSURP), MXD Infill Development Concept Plan Amendment (PB#315)

Boston Properties is seeking an Amendment to their Kendall Square Urban Renewal Plan (KSURP) Mixed Use Development (MXD) Infill Development Concept Plan, that include various changes, such as to relocate the location of Building B from 250 Binney Street to 325 Main Street, and to not construct a new 650-space parking garage at 250 Binney Street.

The Traffic, Parking and Transportation Department (TP&T) submitted a memo to the Planning Board dated September 26, 2018 with our initial comments on the proposed Amendment. TP&T reviewed Boston Properties' "Response to Comments", dated November 2, 2018, which included their responses to comments made at their October 2, 2018 Planning Board hearing. The Response to Comments did not directly address TP&T's September 26, 2018 Planning Board memo. However, they did respond directly to TP&T and met with us on November 21, 2018. Discussed below are TP&T's key comments, the status from our discussion with Boston Properties, and our recommendations to the members of the Planning Board:

Automobile Parking

According to the Transportation Analysis dated September 14, 2018 by VHB on behalf of Boston Properties, the proposed Amendment will result in a small parking space shortage (approximately 86 spaces) during a few mid-day hours on weekdays (between 11 am and 1 pm) and during some peak parking months (May, September, October). In TP&T's September 26, 2018 memo to the Planning Board, we suggested that Boston Properties implement a parking management practice to permit parkers to pay by day, instead of monthly, because it encourages commuters not to drive every day due to pre-paying for monthly parking. Boston Properties has indicated that they currently offer a "Freedom Plan" at their Prudential Center Garage in Boston, which gives users an option to pay by day with a garage access tag that automatically deducts charges from the user's credit card instead of paying a monthly fee and encourages employees to make different commute mode choices each day. **TP&T believes this would be a good parking management step forward and we recommend to the Planning Board that as a Condition of the Amendment, Boston Properties should be required to offer this or a comparable parking management plan to tenants of the KSURP MXD Infill Development Concept Plan.** Boston Properties

should also evaluate the effectiveness on reducing daily parking demands and include the results of this evaluation in their transportation monitoring reports.

TP&T recommends to the Planning Board that as another Condition of the Amendment, Boston Properties should implement a real-time parking availability system, in coordination and as approved by TP&T, CDD and Cambridge Redevelopment Authority (CRA). The purpose of the real-time parking occupancy system would be to inform parkers (primarily daily/transient parkers) when parking garages are closed and to let them know where there are available parking spaces at Boston Properties' other parking facilities (and potentially at other commercial parking facilities in the area). The purpose would be to minimize drivers "circling" around Kendall Square looking for parking. The system should be operational prior to the occupancy permit for Building B or as approved by TP&T.

For Boston Properties to provide enhanced monitoring of the Kendall Square Urban Renewal Area's parking demands **TP&T, CDD and CRA should have access to their real-time parking occupancy data.** In addition, the KRSURP annual transportation monitoring reports should include the average weekday parking demands in tables and charts like the vehicle parking demand analysis provided in VHB's September 14, 2014 transportation analysis memo or in another format approved by TP&T (i.e. Table 10, Figures G-1 and Figure G-2). The purpose of monitoring parking is to: a.) discourage auto use, b.) accommodate the KSURP's parking demands and minimize parking spillover, and c.) learn what parking management measures are most effective.

Site Plan, Access, Pedestrian and Bicycle Conditions, and Loading and Service Delivery

In TP&T's September 26, 2018 Planning Board memo, we stated that TP&T needed further detailed review of items such as pedestrian and bicycle circulation, bike parking, and loading and service delivery. Boston Properties has affirmed they will meet the bicycle parking requirements and will address further detailed review during the Design Review stage for individual buildings. TP&T believes that this commitment is acceptable, and we **recommend to the Planning Board that a Condition of the Amendment be for these items to be addressed as a part of ongoing design review.**

Transportation Mitigation and Construction Management

TP&T stated in our September 26, 2018 Planning Board memo that because of the new square footage on Main Street from Building B, the Planning Board may want to consider asking Boston Properties for additional transportation mitigation.

For example, even with the Bluebikes station recently installed as mitigation for the 88 Ames Street residential project to serve those residents and visitors, there is still a shortfall of Bluebikes stations/docks to meet current demand. In fact, because of this current shortfall, valet bike parking for Bluebikes is now being provided near the Stata Center because there are not enough open docks.

Because Boston Properties is proposing to place hundreds of new people on Main Street in the heart of Kendall square, we believe that that Boston Properties should fund another Bluebikes station to meet future demand. **TP&T recommends to the Planning Board that as a Condition to the Amendment, Boston Properties fund a large (i.e. 23 dock) Bluebikes station to help further support the Bluebike bikesharing system in Kendall Square which will mitigate impacts from the 325 Main Street building.** The City will determine the exact location for the Bluebikes station which may be on Main Street between Ames Street and Galileo Galilei Way.

In TP&T's September 26, 2018 Planning Board memo we recommended that the Kendall Square MBTA Redline Outbound Headhouse, station/platform, and bus stops should be prominent and resilient. Boston Properties' "Response to Comments", dated November 2, 2018, stated that they are committed to working with the MBTA to explore and improve resiliency of the MBTA Redline Outbound Headhouse to flooding, such as trench drains with greater capacity than the existing systems, and mobile flood barriers at station entrances. **TP&T is pleased to hear Boston Properties commitment to the MBTA headhouse resiliency.**

In addition, it is important to remember that the KSURP MXD Infill Development Concept Plan currently requires Boston Properties to construct \$400,000 in improvements to the MBTA Redline Outbound station. Because the final design of the Outbound headhouse is yet to be finalized, and because the new location for Building B is on Main Street and adjacent to the Headhouse, **TP&T recommends that the final design and agreements with the MBTA for the headhouse and station improvements should adequately address the needed repairs at the Outbound Headhouse and station as reported by the MBTA's Site Inspection Report dated July 19, 2016. The level of adequacy shall be approved by TP&T, CDD and the CRA.**

TP&T further recommends that the current Special Permit #315 condition (page 4 in TP&T's January 11, 2017 Planning Board memo), relating to Boston Properties obtaining approval from the City and MBTA for MBTA Red Line Outbound Station improvements prior to the issuance of the Occupancy Permit for the first Commercial Building (which is now expected in October 2019) be amended to allow more time to determine what final improvements will be made to the Headhouse and station, and the due date(s) for construction of those improvements. Therefore, the timing of this item shall be subject to TP&T, CRA and MBTA approval, but no later than the issuance of the final Occupancy Permit for the 325 Main Street building or as approved by TP&T.

Finally, TP&T wants to again thank Boston Properties and the Cambridge Redevelopment Authority for working with us and we look forward to continuing to work with them as the project moves forward.