



**Massachusetts
Institute of
Technology**



**2008 Town Gown Report to the City of Cambridge
December 8, 2008**

2008 Annual Town Gown Report

Massachusetts Institute of Technology

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2008 Annual Town Gown Report

Massachusetts Institute of Technology

2007-2008 term (7/1/07 – 6/30/08)
Submitted December 8, 2008

I. Existing Conditions

A. Faculty & Staff

	2004	2005	2006	2007	2008	2018 (projected)
Cambridge-based Staff						
Head Count	7,911	8,173	8,588	9,033 ¹	9,407²	9,000-10,000
FTEs	6,823	7,145	7,473	7,710	7,935	
Cambridge-based Faculty						
Head Count	962	970	976	984	994	~1,100
FTEs	952	963	971	978	990	
Number of Cambridge Residents Employed at Cambridge Facilities	2,082	1,827	1,860	2,024	2,153	~2,000

¹ The establishment of the Broad Institute, the McGovern Institute for Brain Research, and the Picower Institute for Learning and Memory accounts for the increase in staff.

² Additional expansion of both newer and more established research centers accounts for much of the staff growth between 2007 and 2008.

B. Student Body

	2004	2005	2006	2007	2008	2018 (projected)
Total Undergraduate Students	4,109	4,132	4,053	4,114	4,163	4,500
Day	4,109	4,132	4,053	4,114	4,163	
Evening	N/A	N/A	N/A	N/A	N/A	
Full Time	4,069	4,077	4,005	4,058	4,114	
Part Time	40	55	48	56	49	
Total Graduate Students	5,963	5,953	5,881	5,884	5,806	6,000-6,200 ³
Day	5,963	5,953	5,881	5,884	5,806	
Evening	N/A	N/A	N/A	N/A	N/A	
Full Time	5,819	5,813	5,839	5,833	5,731	
Part Time	144	140	42	51	75	
Non-Degree Students	158	150	176	166	148	
Day	158	150	176	166	148	
Evening	N/A	N/A	N/A	N/A	N/A	
Total Students Attending Classes in Cambridge	10,230	10,235	10,110	10,164	10,117	10,500-10,700
Non-resident students not included	110	85	96	89	103	

³ There is not an overall plan to make changes to the graduate student population. Enrollment fluctuates depending on the independent decisions of academic departments. These decisions are governed by a variety of factors including the availability of research funding and the ability of international students to obtain visas. International students account for approximately 37% of the graduate student population.

C. Student Residences

	2004	2005	2006	2007	2008	2018 (projected)
Number of Undergraduate Students residing in Cambridge						
In Institute-approved housing (includes dormitories, fraternities, sororities and independent living groups)	3,253	3,281	3,270	3,272	3,228	3,200-3,400
In off-campus housing owned and managed by MIT	6	4	7	7	6	
In off-campus non-MIT housing	91	88	69	53	75	
Number of Graduate Students residing in Cambridge						
In Institute-approved housing (includes dormitories, fraternities, sororities and independent living groups)	2,207	2,148	2,172	2,144	2,178	2,100-2,500
In off-campus housing owned and managed by MIT	191	195	172	172	183	
In off-campus non-MIT housing	1,747	1,736	1,803	1,563	1,477	
Student Parking						
Number of parking spaces maintained for undergraduate and graduate students (including resident and commuter parking)	1,103	1,103	1,103	1,103	1,103	1,103

D. Facilities & Land Owned⁴

	2004	2005	2006	2007	2008	2018 (projected)
Acres						
Tax Exempt	157	157	157	160	160	
Taxable	84	84	87	85	95	
Number of Buildings (academic)	125	126	127	102 ⁵	103	
Dormitories						
Number of Buildings	26	26	26	26	25⁶	
Number of Beds	5,274	5,248	5,248	5,290	5,283	
Size of Buildings (gross floor area)						
Institutional/Academic	5,897,549	5,898,196	6,315,432	6,032,363	6,286,578	
Student Activities/Athletic/Service	1,845,344	1,845,681	1,845,681	2,159,664	2,208,555	
Dormitory/Nontaxable Residential	2,687,681	2,681,280	2,680,967	2,679,144	2,677,669	
Commercial ⁷	4,632,163	4,625,434	4,716,417	4,771,460	5,112,406	
Taxable Residential ⁸	172	172	172	172	175⁹	

Parking spaces maintained in Cambridge

Number of parking spaces maintained for students:	1,103
Number of parking spaces maintained for faculty, staff and visitors:	3,923

⁴ MIT and the City agreed that sub-area divisions are unnecessary in this section.

⁵ Buildings leased by MIT or not located in Cambridge have been removed from the count.

⁶ The change in number of dormitory building is due to a change in reporting methodology.

⁷ MIT's commercial properties are measured by rentable square feet and include properties under ground lease.

⁸ MIT's taxable residential properties are measured by rental units.

⁹ The addition of three units is the result of a change in reporting methodology.

Housing

	Tax Exempt: MIT-Owned and Managed Housing	Tax Exempt: Other Housing	Taxable: MIT-Owned and Managed Housing ¹⁰	Taxable: Other Housing (Univ. Park & 100 Mem. Dr. Ground Leases)
2004				
Number of Units	none	none	172	676
Number of Buildings	none	none	12	5
2005				
Number of Units	none	none	172	727
Number of Buildings	none	none	12	6
2006				
Number of Units	none	none	172	1,105
Number of Buildings	none	none	12	7
2007				
Number of Units	none	none	172	1,105
Number of Buildings	none	none	12	7
2008				
Number of Units	none	none	175¹¹	1,105
Number of Buildings	none	none	15¹²	7
2018 (projected)				
Number of Units	none	none	175	1,105
Number of Buildings	none	none	15	7

¹⁰ Occupied by both MIT and non-MIT residents.

¹¹ The addition of three units is the result of a change in reporting methodology.

¹² The addition of three buildings is the result of a change in reporting methodology.

Property Transfers

Cambridge properties purchased since filing previous Town Gown Report:

Two Purchase Transactions:

First: 99 Erie Street, 780/790 Memorial Drive , 171 Sidney Street, 300 Third Street

Second: 185 Albany Street, 195 Albany Street, 207 Albany Street, 148 Sidney Street, 149 Sidney Street

Cambridge properties sold since filing previous Town Gown Report:

None

Planned dispositions or acquisitions:

None

E. Real Estate Leased

Use	Leased Location ¹³	Square Feet ¹⁴
Institutional/Academic	1 Cambridge Center	10,746
Institutional/Academic	3 Cambridge Center	41,760
Institutional/Academic	5 Cambridge Center	24,740
Institutional/Academic	7 Cambridge Center	231,028
Institutional/Academic	320 Charles Street	98,513
Institutional/Academic	190 Fifth Street	19,214
Institutional/Academic	500 Technology Square	86,465
Institutional/Academic	600 Technology Square	83,561
Institutional/Academic	700 Technology Square	8,876
Institutional/Academic	One Hampshire Street	23,378
	TOTAL	628,281

¹³ Leased by MIT from third-party landlords.

¹⁴ The square footage will, in some cases, only be a portion of the entire building.

F. Payments to City of Cambridge

	FY 04	FY 05	FY 06	FY 07	FY 08
Real Estate Taxes Paid ¹⁵	\$23,487,606	\$24,514,865	\$24,909,401	\$25,322,904	\$28,905,163*
Payment in Lieu of Taxes (PILOT) ¹⁶	\$1,223,000	\$1,504,000	\$1,541,600	\$1,922,079	\$1,847,603
Water & Sewer Fees Paid	\$4,235,501	\$4,343,079	\$4,992,678	\$5,920,644	\$5,456,917
Other Fees & Permits Paid	\$1,753,585	\$347,959	\$913,167	\$1,240,107	\$3,527,639
Total Payments**	\$30,699,692	\$30,709,903	\$32,356,846	\$34,405,734	\$39,737,322

* MIT's FY 08 real estate tax payment represents 11.9% of the City's total tax revenue.

** MIT's Cambridge First Purchasing Program resulted in the additional investment of over \$40.5 million in Cambridge businesses in FY 08. This program, together with taxes paid, payments in lieu of taxes, and municipal fees, brought MIT's 2008 direct financial contribution to the City to over \$80 million.

¹⁵ Includes real estate taxes paid directly by MIT, taxes paid on MIT-owned property through ground leases, and real estate taxes generated by Independent Living Groups.

¹⁶ The amount of MIT's annual PILOT payment is governed by the 2004 agreement between MIT and the City of Cambridge.

II. Future Plans Narrative

A. Introduction

Since last year, MIT has undertaken an examination of its existing assumptions and guidelines for internal space planning, prioritization of capital projects, renewal of existing buildings and grounds, provision of utilities, parking operations, and transportation planning. Baseline information was established, and academic leaders are now engaged in creating a vision for each of the Institute's five schools. The current financial crisis and economic slowdown may affect the timing of the implementation of these emerging strategies, but MIT maintains its dedication to providing facilities that support excellence in teaching and research.

As this rethinking and visioning proceeds, MIT's current building program continues. The program comprises projects that came into focus in the first years of this decade then had a pause in their development before going into construction as well as a smaller number of projects of more recent origin.

Two renovation projects, 305 and 600 Memorial Drive, commenced after the submission of the 2007 MIT Town Gown report, but were included in the Institute's presentation to the Planning Board in February 2008. Renovation of the former Ashdown House at 305 Memorial Drive has been postponed for an undetermined period of time because of the uncertainties in the financial markets and the broader economy. Each of these projects is discussed in more detail in Section III, List of Projects.

MIT continues its planning efforts to improve the urban environment on the edges of its campus. Two areas of particular interest are the Massachusetts Avenue corridor and Main Street in Kendall Square, with a specific focus on the area around the MBTA subway stop. In both areas the Institute is beginning to explore the development of more retail and lifestyle services in conjunction with new and renovated buildings. Both of these initiatives are in the very early conceptual stages, and MIT expects to begin sharing its ideas and engaging the community in 2009.

B. MIT Students, Faculty, and Staff

As MIT has previously reported, the number of its undergraduates dropped by 505 from 1983 to 2007. MIT's 2007 Town Gown Report stated the Institute's aim to restore the number of undergraduates to earlier levels, adding approximately 400 students by gradually enrolling larger classes of freshmen. Implementation of this strategy has been postponed and will be resumed in conjunction with adjustments to the Institute's housing stock, including the renovation of the former Ashdown House.

In recent years, the trend in the number of graduate students has been flat or negative, and is contingent on a large number of factors, including research funding, economic conditions, and visa availability for foreign students.

The number of faculty members has been stable at just under 1,000 for many years. Staff growth had been low in the early years of this decade, but there has been an annual increase of between 3.3 and 5.2% over the last four years, with this year's growth at 4.1%. This reflects the success of MIT in the continuing progress of its teaching and research activities. Approximately half of the increase in staff can be attributed to the expansion the Broad Institute. The rest of the increase is largely accounted for by the development of newer and more established centers of research, such as the Koch Institute for Integrative Cancer Research and the Research Laboratory of Electronics, as well as an addition of Student Services personnel.

C. Housing

Between 2001 and fall 2008, MIT created 1,675 new beds of student housing, with the construction of the 70 Pacific Street Graduate Residence and Simmons Hall and the conversion of the Warehouse (NW30), and the new Ashdown House at 235 Albany Street, which added 540 beds when it opened for the fall 2008 semester. As noted above, planned conversion of the former Ashdown House (W1), which would house approximately 500 undergraduates in the former graduate dormitory, is now on hold.

MIT continues to increase the percentage of its graduate students housed in Institute-approved residences. The number of graduate students living in off-campus housing in Cambridge has decreased by 326 since 2006. MIT houses 40.7% of all of its graduate students and 61.5% of its graduate students who live Cambridge.

D. Campus Development

West & Northwest Campus

The Institute has completed a variety of public improvements directly related to the new Ashdown House project. These amenities include placing overhead utilities underground, replacing sidewalks on both sides of Albany Streets, repaving adjacent streets, creating a new raised intersection at Albany and Pacific Streets, installing accessible sidewalks and crosswalks, and paving for fire truck access and a multi-use path on the unpaved section of Waverly Street. MIT is also making improvements to Waverly Street between Erie and Pacific Streets in partnership with the City, including lighting and new trees. The fire lane and multi-use path are being built in 2008 with planting to follow in spring 2009.

MIT has submitted a new request to CSX, the railroad company that retains an easement to maintain and operate the rail tracks in the Grand Junction corridor, for permission to construct a safe pedestrian crossing from the end of Pacific Street to Vassar Street. The recent announcement by the Commonwealth of the pending acquisition of CSX track and track rights, including the Grand Junction rail line, has opened up some new opportunities for making this desired

improvement a reality. MIT would like to discuss this in more detail with City officials and to gain the City's support for this landscaped pedestrian and bicycle connection across the tracks.

Working with the Executive Office of Transportation (EOT) Urban Ring team and City of Cambridge staff, MIT has been exploring possibilities for a connection between Albany Street and the Grand Junction rail line as part of the Urban Ring. CSX's control of the Grand Junction line presented a special challenge to creating this connection. With the state's pending control of this rail line, standard Federal Railway Administration (FRA) and MBTA requirements can be more clearly understood and responded to more directly.

The areas flanking and across the tracks from Fort Washington Park present some special opportunities for place-making. This area could support the park and create a node of mass transit that would help transform this area of obsolete industrial buildings, service yards, and parking lots. The opening of 600 Memorial Drive (see Map 2) for MIT administrative use has given rise to new thinking about development on this end of the campus. The existing low density zoning combined with a new transit node suggests an opportunity for a higher density mix of uses. (See Map 4.)

East Campus

Hayward Garage Block

The area between Hayward and Wadsworth Streets, behind the 238 Main Street building, has long been viewed as a future redevelopment area, but no specific program has been developed. The Hayward Garage has been demolished and has been replaced on a temporary basis with landscaped surface parking. The long-term use of this constrained parcel is expected to be an academic science or engineering building.

E33/E34 and Medical Parking Lot Block

Another significant academic development opportunity is behind the MIT Press Bookstore (Building E38) and the adjacent MIT-owned commercial building (Building E39), between Carleton, Amherst, and Hayward Streets. Building E32 has been demolished and an interim pocket park has been built in its footprint. The current occupants of Buildings E33 and E34 will eventually be relocated elsewhere on campus, and these buildings will also be demolished.

Kendall MBTA Station Block

A smaller but critical parcel adjacent to the Kendall MBTA Station is the last remaining surface parking lot in the heart of Kendall Square. The parking lot is combined with a small

single story building in the midst of much taller buildings. No program has been developed for this parcel, but any use in this location would need to be a lively, integral part of Kendall Square.

III. List of Projects

A. Enhanced Academic Facilities

Media Lab and School of Architecture and Planning (formerly known as the Media Lab Extension)

This new facility will include computer labs, student and faculty offices, meeting space, and exhibition spaces for the Media Lab and the School of Architecture and Planning. The facility will accommodate a growing educational program in media studies and other programs from the School of Architecture and Planning. The designer of the project is architect Fumihiko Maki of Tokyo, with Leers Weinzapfel of Boston as associate architect.

This project includes a raised crosswalk between Buildings 66 and E15, improved neckdowns and crosswalks at the corner of Ames and Amherst Streets, and repaved portions of Ames and Amherst Streets. The project should be complete and occupied by the end of 2009.

Koch Institute for Integrative Cancer Research (formerly known as the Cancer Research Facility)

The building approved by the Planning Board in January 2008 as the Cancer Research Facility has been named the Koch Institute for Integrative Cancer Research. It is being built at the end of the former East parking lot at the corner of Main and Ames Streets. The proposed building is ±367,000 gross square feet, and has been designed by Ellenzweig Associates. The garage being constructed under the Sloan School Expansion will absorb the parking displaced by this project. An extensive landscape program will be implemented at both corners of the building and along the Main Street frontage. A gallery of scientific exhibits will be part of the Main Street entry area. Construction began in April 2008 and is scheduled to conclude at the end of 2010.

Sloan School Expansion

The addition of 209,000 gross square feet to the Sloan School of Management is now underway. The new building will accommodate the expanding needs of the School for enhanced teaching and learning spaces. This project has been designed by Moore Ruble Yudell Architects & Planners with Bruner/Cott & Associates as the local architect. The accompanying underground garage will accommodate approximately 425 parking spaces for the East Campus area. The existing surface parking lot will be reduced from 311 to 57 spaces. Construction began in summer 2007 and will be complete in the fall of 2010. Designs for revisions to Main Street, Broadway, and the Sloan entry drive are being developed, with ongoing review by the Traffic,

Parking and Transportation Department. This new entry is scheduled for construction in 2009.

600 Memorial Drive Renovation

At MIT's Town Gown Report presentation to the Planning Board in February of 2008, 600 Memorial Drive was identified as in construction. The renovation is now complete, and the building is occupied by MIT administrative offices, including the Alumni Association and Resource Development.

B. Housing

Ashdown House

This new residence hall at the corner of Pacific and Albany Streets was designed by William Rawn Associates and has 540 beds intended primarily for graduate students; currently, a section of the building houses 50 undergraduates. The proximity of this residence to Edgerton House (190 beds) on Albany Street, the Warehouse Apartments (120 beds) at 224 Albany, and 70 Pacific Street Dormitory (696 beds) creates a genuine graduate student district. Common facilities can be shared, and the density provides an opportunity for a greater sense of community through activities in and around the residences.

The parking displaced from this location has been absorbed in the overall MIT parking inventory. Student parking can be accommodated in the 70 Pacific Street garage and parking lot. The MIT recycling center has been moved to a former commercial parking lot owned by the Institute on Albany Street.

305 Memorial Drive Renovation

As noted above, this project to create approximately 500 new undergraduate beds at the former Ashdown House has been postponed. The suspension plan has been approved by Cambridge Fire Department and Inspectional Services Department, and work to halt the job is scheduled to be completed by December 2008.

C. Public Improvement Projects

Vassar Streetscape West

The rebuilding of Vassar Street is intended to improve the pedestrian, bicycle, and vehicular environment of the roadway from Audrey Street to Main Street. The Institute, with the support and collaboration of the City, is undertaking major improvements to this public way, creating a residential street that includes landscape and streetscape enhancements, pedestrian and bicycle paths, traffic calming strategies, and consolidated utility lines. This project east of Massachusetts Avenue was completed in 2004, and the Vassar Streetscape West construction began in November 2006 and is scheduled to be complete in 2009.

Cambridge Drainage Projects

There are two City drainage lines for the Cambridgeport district that are planned to cross MIT property. MIT constructed a storm water drainage connection from Vassar Street down Audrey Street (a private way) to two former river-water cooling pipes. In accordance with the Institute's Storm Drain agreement with the City, MIT is giving these improvements to the City without charge. As soon as the property transfer takes place, the City will make some additional improvements in the manholes to make the new outfall operational.

The City has also proposed and designed a drain line to cross the West Parking Lot, run down Amherst Alley, and then adjacent to Next House out to Memorial Drive and the Charles River. The construction of the crossing of Vassar Street took place in 2007.

D. Service and Circulation Infrastructure

MIT intends to maintain its parking inventory by replacing or rehabilitating aging garages and parking lots on valuable campus locations. The Institute also plans to expand and upgrade its utility infrastructure to keep pace with its building program.

Utility Expansion

As previously reported, the growth of demand for chilled water on campus requires development of additional cooling towers. A cooling tower and chiller in E40, on the corner of Amherst and Wadsworth Streets, were replaced in 2007. Temporary boilers and cooling towers near the Central Utility Plant will be replaced during the implementation of a larger strategy to provide sufficient permanent steam and chilled water to serve the currently planned building projects. Current plans are to expand the existing cooling tower structure at N16 onto MIT land behind the Central Utility Plant, over the rail track easement. This expansion is scheduled to start construction in summer 2009 and conclude in spring 2010.

Replacement of some existing cooling towers and chillers will occur in a later phase of the project.

Parking

MIT has not added any net new parking spaces in more than a decade. In recent years, a significant number of parking spaces have been either temporarily lost to construction or permanently displaced. There has been a modest replacement of parking spaces connected to leased off-campus office and laboratory space.

E. Real Estate Investment

The MIT Investment Management Company has four projects that are in various stages of development: the two projects in Cambridgeport and one in the Osborn Triangle are in the planning/design phase; the project in Kendall Square is under construction. Construction of the three projects currently in design will commence when sufficient advance leasing and financing arrangements have been achieved.

640 Memorial Drive Renovation and Addition

This property consists of a five-story historically significant building containing approximately 206,000 square feet of office and laboratory space. The building is currently leased to Millennium Pharmaceuticals and Pathology Services. Both leases expire shortly and the building will be vacant at the beginning of 2009, allowing MIT to perform building improvements.

The project includes complete rehabilitation of the existing structure and a new addition that will maximize the allowable building size under current zoning. The resulting building will be a Class A laboratory building.

This project is as-of-right and does not require any special permits from the Planning Board. MIT expects to complete design documents shortly and is marketing the building to potential biotechnology, pharmaceutical, and life science firms. Construction is anticipated to begin once a tenant is secured.

130 Brookline Street Restoration

130 Brookline Street is a two-story, 45,000 square foot concrete frame industrial structure built in the 1920s. The property is in poor condition and has been vacant for several years. The project entails the demolition of base building systems, façade restoration, structural repairs, installation of new mechanical, electrical, elevator and life safety systems, and the construction of a penthouse to enclose mechanical equipment. The project received a special permit from the Board of Zoning Appeal for the addition of the penthouse.

650 Main Street New Construction

MIT originally redeveloped this property in 2001, renovating the existing historic structure as a laboratory building, constructing a new laboratory addition, and rebuilding the rest of the parcel as surface parking to support the new development. The building and parking lot are currently leased to Shire Pharmaceutical Group (which acquired the original tenant, Transkaryotic Therapies, Inc.).

The proposed new project, to be located on the site of the current surface parking lot, consists of 418,000 square feet of office and/or laboratory building above a below-grade parking garage. Completion of this project will bring the FAR on the site up 2.75, the maximum allowed under the Zoning Ordinance. While the project is as-of-right, MIT expects to bring it before the Planning Board for an Article 19 special permit review in December 2008.

One Broadway Façade and Site Improvements

One Broadway is a 16-story office building and an attached four-story parking garage. The precast concrete façade at the third and fourth floors was sloped to the interior, creating unusable floor area near the windows and an undesirable grime accumulation on the exterior window and wall surfaces. Additionally, the site conditions surrounding the building were unattractive and unwelcoming, with old worn tile pavers and a mismatched and poorly graded part-asphalt, part-concrete city sidewalk.

This project involves the replacement of the exterior façade of the third and fourth floors of the building with a new glass curtain wall and a complete reconstruction of the plaza and city sidewalk on Broadway and Third Street adjacent to the building. Construction started on this project in the summer of 2008 and is scheduled to be completed by the end of the year.

IV. Mapping Requirements

Map 1: MIT Property in Cambridge

All real estate owned in the City of Cambridge
&
Real estate leased

Map 2: MIT Academic Projects

Development projects for academic property completed within the past year,
now underway, proposed or planned within the next three years

Map 3: MIT Investment Projects

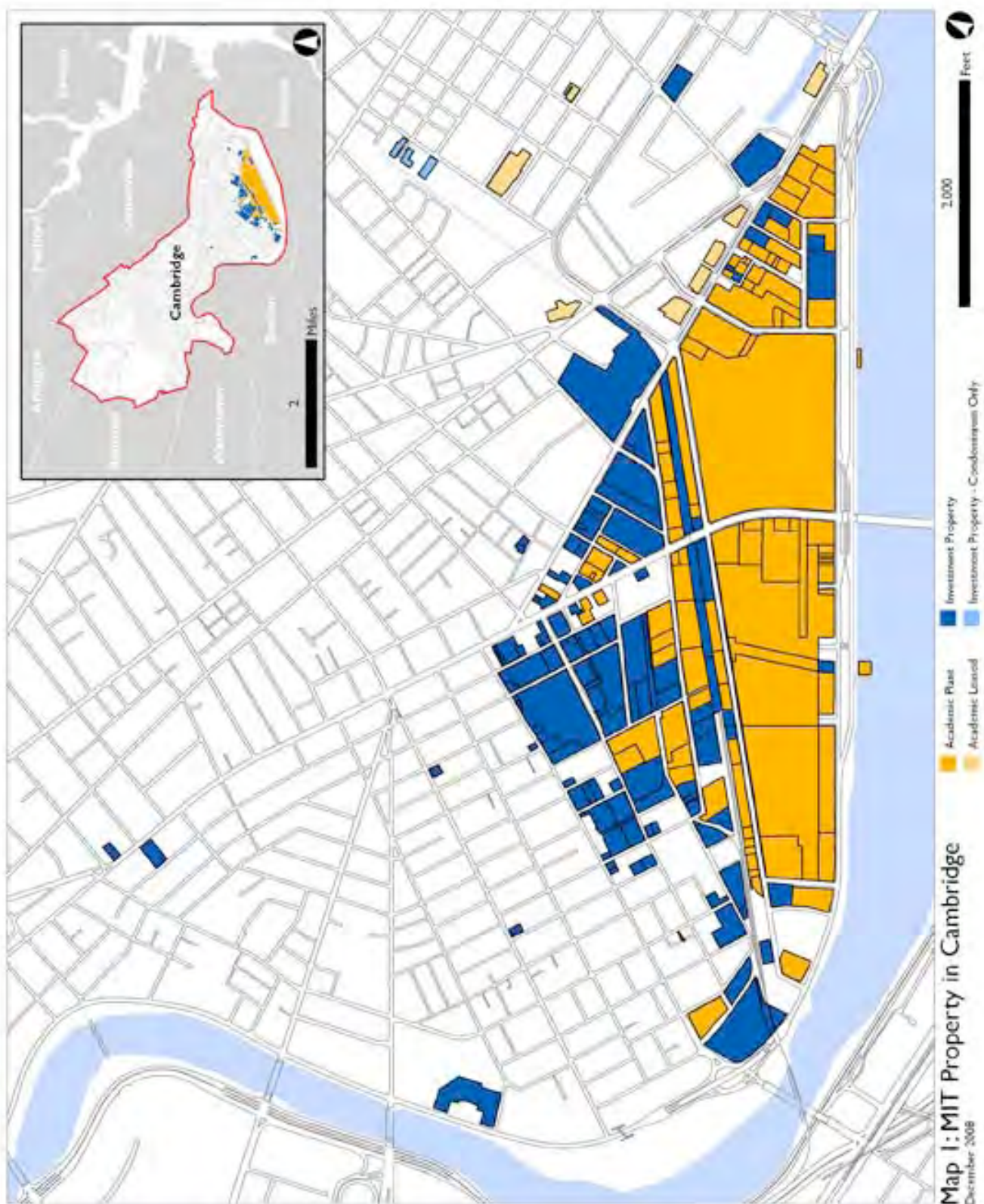
Development projects for investment property

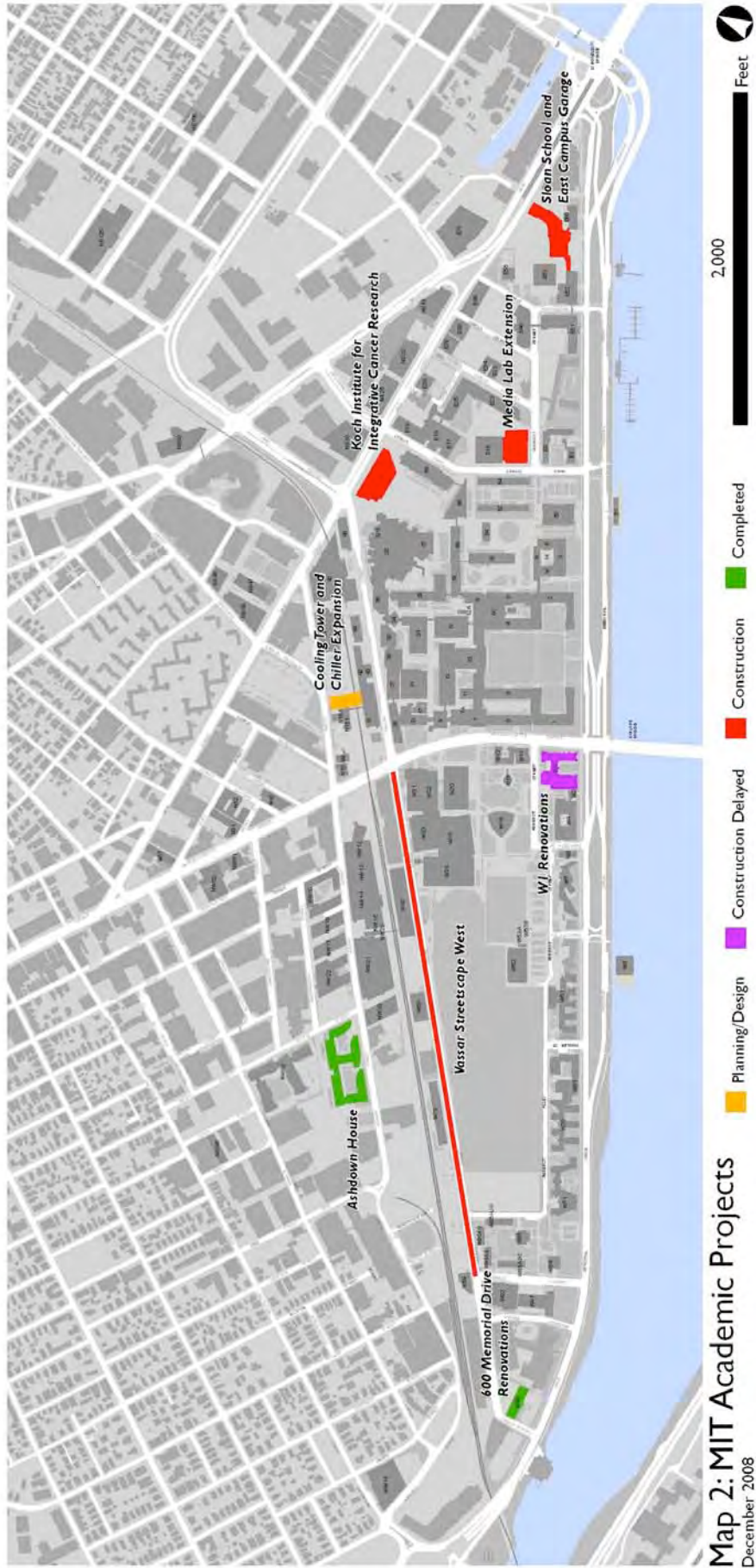
Map 4: Future Development Opportunities

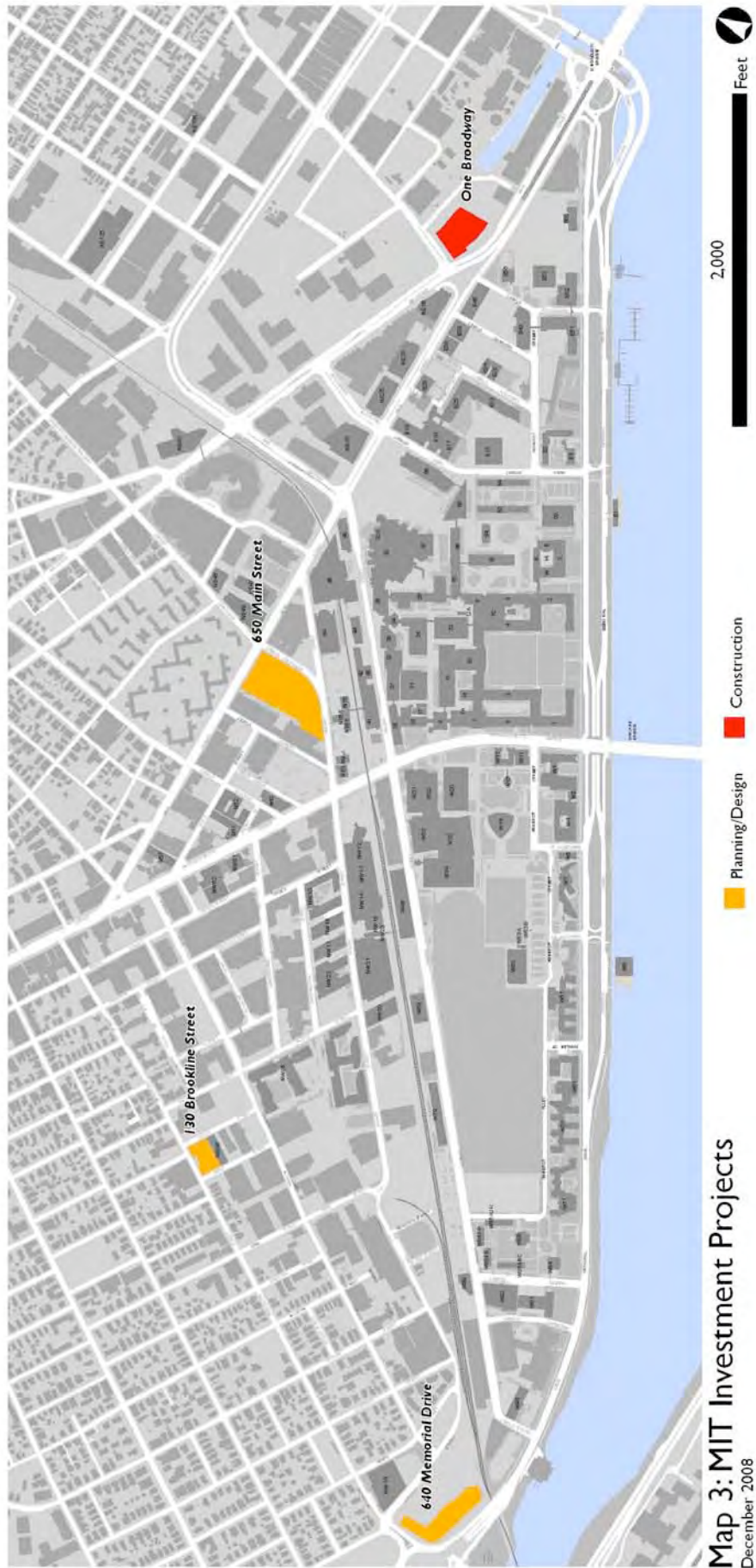
Sub-areas/precincts of MIT campus indicating the location of future
development areas and projects

Map 5: MIT Shuttle Routes

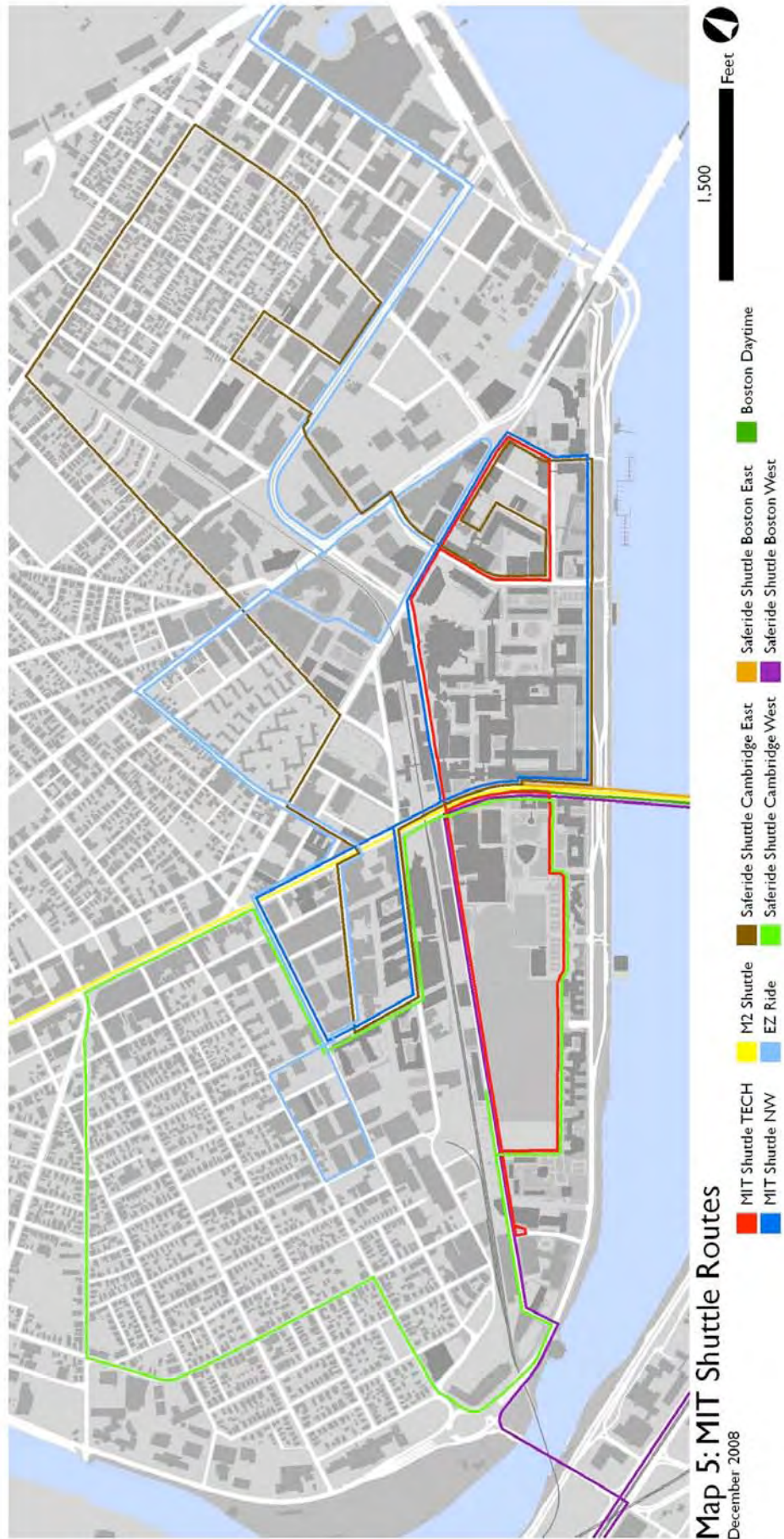
All regularly scheduled campus shuttle and transit routes











V. Transportation Demand Management

A. Commuting Mode of Choice

The latest survey results for commuting mode choice are available in the 2006 Town Gown Report to the City of Cambridge.

B. Point of Origin for Commuter Trips to Cambridge

Home Location	Number of People working on the MIT Main Campus	Percentage
Cambridge	2,153	20.7%
Arlington	387	3.7%
Belmont	217	2.1%
Boston	1,409	13.5%
Brookline	349	3.4%
Lexington	137	1.3%
Malden	177	1.7%
Melrose	72	0.7%
Newton	444	4.3%
Somerville	782	7.5%
Waltham	114	1.1%
Watertown	148	1.4%
Wellesley	62	0.6%
Weston	45	0.4%
Winchester	107	1.0%
South of Boston	731	7.0%
North of Boston	398	3.8%
Outside 128	1,239	11.9%
Outside 495	776	7.5%
Connecticut	20	0.2%
Maine	20	0.2%
New Hampshire	137	1.3%
Rhode Island	47	0.5%
Vermont	5	0.0%
Outside New England	345	3.3%
Unknown	80	0.8%
Grand Total	10,401	100.0%

C. TDM Strategy Update

MIT has expanded the focus of its Parking and Transportation Office to provide more services to those members of the MIT community who wish to explore commuting options. MIT has created a Commuting Coordinator position in the Parking and Transportation Office. The Commuting Coordinator is tasked with developing, implementing, and maintaining a top-tier commuter services program in keeping with MIT's goal of "walking the talk" on energy and the environment.

The Institute maintains a diverse offering of Transportation Demand Management programs, such as actively organizing car- and vanpooling, providing amenities on campus for bicyclists and public transit users, encouraging telecommuting and flexible work hours, and sponsoring Zipcar memberships. MIT has made the following policy changes to its Transportation Demand Management strategy since the last Town Gown report:

T-Pass Sales and Subsidies

MIT's T-pass subsidy program has been expanded to cover 50% of the cost of all Commuter Rail tickets. The Institute now subsidizes over 4,000 commuters who use the renewable CharlieCard, which does not require monthly pick-up.

SmartWay Elite Discount

MIT offers a 20% discount off of the regular MIT parking permit cost for those who commute to MIT in a vehicle rated as SmartWay Elite. The Environmental Protection Agency (EPA) created the SmartWay Elite certifications as a way to rate vehicles based on their emission levels and fuel economy values. The Elite status holds the highest standards and is earned by those vehicles that score 9 or better on both the Greenhouse Gas Score and Air Pollution Score. By implementing the SmartWay Elite program, MIT hopes to reduce the environmental impact from commuters who need to drive to MIT. In addition, the program is an incentive for MIT drivers to choose an environmentally friendly vehicle the next time they make a vehicle purchase.

Satellite Parking Locations

In an effort to help MIT commuters conserve energy and reduce congestion, the Institute has arranged to provide parking space at five off-campus sites. These spaces offer the option of leaving your car and taking a shuttle bus or ride sharing, depending on the location you choose.

VI. Institution Specific Information Requests

1. Provide an update on long term planning for the main campus, with a particular focus on plans for campus green space and campus edges, where MIT property abuts other land owners.

See Section II, Future Plans Narrative, and Section III, List of Projects, for information on academic plans, particularly West and Northwest Campus, Vassar Streetscape West, Ashdown House, Kendall MBTA Station Block, Koch Institute for Integrative Cancer Research, and Sloan School Expansion for campus green space and edges information.

2. Provide information on any plans for additional housing and other uses under consideration for MIT owned parcels in Cambridgeport.

MIT has just completed the construction of a residence hall in Cambridgeport. (See Section III, List of Projects, Ashdown House.) There are no new plans for other parcels in Cambridgeport at this time. As we have done in the past, we will share our plans with the City as early as possible.

3. What are MIT's plans for 1 Broadway? Will the ongoing effort to attract incubators and start-up companies continue?

See Section III, List of Projects, One Broadway Façade and Site Improvements.

Cover image of the Great Dome of Building 10 by Chris Brown.

The Great Dome has a new lighting system that incorporates energy-saving LEDs and a new solar array, achieving an energy-neutral balance and reflecting MIT's concerns about energy and the environment.



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