MIT Kendall Square

Cambridge, Massachusetts

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Introduction & Project Overview

On behalf of Massachusetts Institute of Technology (MIT), Vanasse Hangen Brustlin, Inc. (VHB) has conducted a Transportation Impact Study (TIS) for the proposed redevelopment of the East Campus in Kendall Square, Cambridge, Massachusetts. The proposed Project includes the redevelopment of six building sites and the addition of public space totaling approximately 1,759,600 gross square feet (GSF) of mixed-use development consisting of Office, Research and Development (R&D), Residential, Retail, Museum, Academic Graduate Housing and Daycare uses.

The TIS responds to the scope dated April 9, 2015 defined by the City of Cambridge Traffic, Parking and Transportation (TP&T) Department in response to VHB's Request for Scoping dated March 2, 2015 as well as the subsequent letter issued by TP&T on May 20, 2015 clarifying information requests and TP&T's comment letter from July 13, 2015. Copies of the City's scoping letter and subsequent letters are included in the Appendix. The TIS has been prepared in conformance with the current City of Cambridge Guidelines for Transportation Impact Study required under the Article 19 Special Permit Project Review. This document comprises three components, as follows:

- Introduction and Project Overview, describing the framework in which the transportation component of this Project was evaluated;
- Transportation Impact Study, presenting the technical information and analysis results as required under the guidelines; and,
- Planning Board Special Permit Criteria, summarizing the evaluation of the proposed Project as defined under the guidelines.

The required TIS Summary Sheets and Planning Board Criteria Performance Summary are included. Supplementary data and analysis worksheets are provided in a technical appendix. Electronic files for Automatic Traffic Recorder (ATR) counts, Turning Movement Counts (TMC), and Synchro analyses are included on an accompanying CD.

Project Overview

The Project includes the redevelopment of six parcels with buildings totaling approximately 1,759,600 GSF, supported by approximately 1,673 parking spaces as described below and illustrated in the relevant figures.

- Figure A presents a site location map
- Figure B presents an aerial view of the neighborhood and its context
- Figure C presents the existing zoning district
- Figure C.2 presents the existing building square footage and outlines for proposed blocks/building parcels
- Figure D presents the existing parking inventory for the PUD
- Figure D.2 presents existing parking locations to be removed
- Figure E.1-E.4 presents the proposed Building Site Plans
- Figure F.1-F.12 presents the proposed on-site parking layout by garage
- Figure G.1-G.15 presents the proposed bicycle parking layout for each site
- Figure H presents the TIS study area

As shown in Figures A and B, the Project site is located in East Cambridge adjacent to the MBTA Red Line Kendall Square Station. The proposed development is comprised of three development parcels one north of Broadway/Main Street referred to as "NoMa" Development Parcel A adjacent to One Broadway and the other two south of Main Street referred to as "SoMa" Development Parcels B and C. NoMa is bound by Main Street/Broadway to the south, the American Red Cross building to the east, Broad Canal Way to the north and One Broadway to the west and comprises Building 1. SoMa is bound by Main Street to the north, MIT Building E19 to the west, Amherst Street to the south and the MIT Sloan School of Management to the east and comprises of Buildings 2, 3, 4, 5, and 6.

Currently approximately 2,688,095 GSF of mixed use land supported by approximately 1,420 parking spaces is located in the PUD as presented in Table A. Out of this total square footage, 253,836 sf of Office, Academic, and Retail land use and 599 parking spaces are being removed as part of the redevelopment of the six sites, as presented in Table B.

The existing building parcels are described as follows.

Building Parcel 1 (NoMa) bounded by Main Street to the south, the Red Cross building to the east, Broad Canal Way to the north and One Broadway to the west, contains 114 surface parking spaces. Access to the existing surface lot is provided via a curb cut on Main Street as well as through the One Broadway Garage to the west.

Building Parcel 2 is located south of Main Street, northwest of the Sloan School of Management and east of Wadsworth Street. Building 2 currently contains Eastgate (E55) which provides 201 graduate housing units as well as a childcare facility to support the MIT community. These existing graduate housing and childcare uses will be transferred off this site to another Development Parcel 4. Graduate student residents are allocated parking spaces within MIT's overall inventory including the 49 surface spaces adjacent to Eastgate. Access to parking is provided on Wadsworth Street as well as Main Street.

Building Parcel 3 is located south of Main Street, west of Wadsworth Street, north of the Muckley building (E40) and east of Hayward Street. The Kendall Building (E48) is a five-story brick building containing 69,219 SF of office space that will be retained in the proposed project in addition to 12,781 SF of retail that will be repositioned. The Muckley building will remain just south of the proposed Building 3. Building Parcel 3 currently contains 49 academic surface parking spaces as well as 70 commercial spaces that support the buildings along Main Street. Access to the academic lot is located on Hayward Street while the curb cut to the commercial parking lot is provided on Wadsworth Street.

Building Parcel 4, bounded by Main Street to the north, Hayward Street to the east, Amherst Street to the south, and Carleton Street to the west, contains five buildings: E33, E34, E38, E39 and the RIMAC building. E33 and E34 are academic buildings totaling 35,313 SF which will be demolished as part of the redevelopment of this site. E38 contains 64,646 SF of academic that will be retained in the proposed project and 1,800 SF of retail that will be repositioned. E39 a three-story brick building contains 31,994 SF of office space that will be retained in the proposed project and 10,806 SF of retail that will be repositioned. The three-story brick RIMAC building totaling 12,624 SF of office space will be torn down to make room for a future academic building that is not included in the development program at this time. Building Parcel 4 provides 189 surface parking spaces for MIT in addition to 19 parking spaces for the retail along Main Street and 13 commercial parking spaces are provided adjacent to RIMAC. Parking for the MIT and retail spaces is accessed via Hayward Street while the RIMAC parking spaces are accessed off of Carleton Street.

Building Parcel 5, which is bounded by Dock Street to the west, Main Street to the north, the MBTA Redline Head house/Building 4 to the east and Deacon Street to the south, contains a one-story brick building on the northwest corner of the site, which

contains the 2,923 SF Cambridge Trust Company and 4,239 SF of office space. The remainder of Building Parcel 5 provides MIT with 60 surface parking spaces and Cambridge Trust with 14 surface parking spaces. Access to the MIT parking spaces is provided by a curb-cut on Deacon Street while a separate curb-cut is used to access the Cambridge Trust parking lot on Dock Street adjacent to the Kendall Hotel.

Building Parcel 6 is located on the south side of Main Street between the MIT Ford building and the Kendall Hotel on the E19 loading dock facility and MIT Fleet vehicle parking lot. There is one approximately 60 foot wide curb-cut serving MIT fleet vehicles and trucks accessing the loading docks. There are 22 parking spaces provided for MIT Fleet vehicles to park throughout the day. Five loading docks as well as two trash compactors serve the loading needs for the MIT East campus. The loading and service activity for the MIT campus will continue after Building 6 is redeveloped.

Figure C.2 graphically presents parcels corresponding to the building program, as described in this section.

Table A Total Existing Land Use and Parking Allocation in the PUD

Building Block	Academic GSF	Office GSF	Retail GSF	Residential GSF	Academic Housing GSF	Total	Parking (Spaces)
Block 1	0	312,704	0	0	0	312,704	430
Block 2	477,447	0	0	0	172,350	649,797	494
Block 3	106,582	69,219	12,781	0	0	188,582	119
Block 4	99,959	45,618	12,606	0	0	158,183	221
Block 5	0	4,239	2,923	0	0	7,162	74
Block 6	882,936	0	0	0	0	882,936	22
Non Development Site	191,030	0	0	297,701	0	488,731	60
Total	1,757,954	431,780	28,310	297,701	172,350	2,688,095	1,420

The existing site uses that will be replaced with proposed development are presented in Table B: Existing Site Uses to be Removed.

Table B Existing Site Uses to be Removed or Repositioned (in Gross Square Feet "GSF")

Building Block	Academic GSF	Office GSF	Retail GSF	Residential GSF	Academic Housing GSF	Total	Parking (Spaces)
Block 1	0	0	0	0	0	0	114
Block 2	0	0	0	0	172,350	172,350	49
Block 3	0	0	12,781*	0	0	12,781	119
Block 4	35,313	13,624	12,606*	0	0	61,543	221
Block 5	0	4,239	2,923	0	0	7,162	74
Block 6	0	0	0	0	0	0	22
Non Development Site	0	0	0	0	0	0	0
Total	35,313	17,863	28,310	0	172,350	253,836	599

*Represents ground floor retail GSF in Buildings E38, E39 & E48 that will be repositioned and is included in the proposed retail GSF for Buildings 3&4

As previously described, the existing surface parking lots and a portion of the existing buildings will be displaced by the Project development. The conceptual site plan is presented in Figure E.1.

The project will transform 6 parking lots into an active mixed use environment. The proposed Project development program studied for this TIS is summarized in Table C, and is described below. In addition to the building program, the project will facilitate a continuous retail environment along Main Street that will include significant small and local retailers as well as approximately three acres of new open space which will be programmed to enhance interaction between all members of the MIT and greater Kendall communities.

NoMa Development Parcel A, Building 1 will replace surface parking with 285,000 GSF of residential, 16,000 GSF of office and 15,000 GSF of retail. The residential will be located along Main Street between the existing building at One Broadway and the building that houses the Red Cross. It will include active ground floor uses along Main Street and Broad Canal Way and will establish a new pedestrian path between the new building and the American Red Cross Building. As part of the project, the south side of Broad Canal Way will be further activated by the addition of ground floor retail in a small infill building along what has historically been the back of One Broadway between Third Street and the Broad Canal. Up to 15,000 GSF of office space may be located in two floors above this retail. Parking for all building components will be provided in 179 spaces on levels 2-4 of the residential building. Access to the parking garage will be served via a proposed access driveway off of Main Street parallel to the proposed building. Loading and service will take place along the proposed access driveway. Long-term bike parking will be provided at 323 spaces in the garage while 44 short-term bike spaces will be provided at grade around the site.

SoMa Parcel B, Building 2 will contain approximately 300,000 GSF of office and 18,000 GSF of retail. This building will be set on its site to activate the corner of Main Street and Wadsworth, facilitating pedestrian travel to the river and extending Main Street retail all the way to the Sloan School. Approximately 278 parking spaces for the building will be provided below-grade on Building 2. These spaces will be accessed via a single ramp located on Wadsworth Street. In addition, loading and service trucks will also access at grade loading docks from Wadsworth Street. Long-term bike parking will be provided at 93 spaces below grade in the garage while 31 short-term bike spaces will be provided at grade around the site.

SoMa Parcel C, Building 3 will be an addition to the rear of the Kendall Building totaling approximately 280,000 GSF of R&D and 27,000 GSF of new and repositioned retail. Approximately 69,219 GSF of office space currently located in the Kendall Building will be retained. Loading and service for the parcel will take place in the designated loading docks below grade. Below grade parking vehicles will be provided for the R&D and retail land uses in the SoMa garage. Long-term bike parking will be provided at 64 spaces below grade in the garage while 34 short-term bike spaces will be provided at grade around the site.

SoMa Parcel C, Building 4 will include 330,000 GSF of Academic Graduate Housing and a 9,000 GSF Daycare facility as well as 28,000 GSF of new retail or repositioned retail in E38 and E39. The Academic Graduate Housing and Daycare facility are being moved from Building Parcel 2 (E55) to Building 4. The Graduate Housing will increase in size from 201 units to 450-470 units. The upper floors of E38 will continue to contain 64,646 GSF of academic while the upper floors of E39 will continue to contain 31,994 GSF of office. Loading and service for the retail, graduate housing and daycare will take place in the designated loading docks below grade. Fourteen below grade parking spaces in the SoMa garage will be allocated to the retail use. No new parking is associated with the Graduate Housing or Daycare facility. MIT is exploring the opportunity to relocate the existing MBTA Redline head house slightly to the south in order to enhance the public realm. Long-term bike parking will be provided at 242 spaces below grade in the garage while 44 short-term bike spaces will be provided at grade around the site.

SoMa Parcel C, Building 5 will contain approximately 360,000 GSF of office and 20,000 GSF of retail on the ground floor. In addition, the site will also house the proposed 65,000 GSF MIT Museum. Below-grade parking will be provided for the office and retail tenants in the SoMa garage. No new parking is associated with the MIT Museum. Loading and service for the office and retail uses will be contained below grade in designated loading docks. Long-term bike parking will be provided at 103 spaces below grade in the garage while 40 short-term bike spaces will be provided at grade around the site.

SoMa Parcel C, Building 6 will contain two stories of approximately 6,600 GSF of retail located on the northeast portion of the E19 Loading facility and parking lot. The loading facility will continue to serve the academic uses of the East Campus, however the curb-cut will be minimized and moved slightly to the west to accommodate the proposed building. Vehicle and long term bicycle parking spaces will be provided for these land uses below grade in the shared SoMa parking garage accessed via Amherst Street and Wadsworth Street. Short term bicycle parking for approximately 4 bicycles will be provided at-grade. A loading and service area will be designated on the south side of the building in the loading area.

The total proposed development program for the TIS is summarized in Table C and illustrated in Figure C. Table D presents the PUD-5 net new gross square feet. The proposed parking program is presented in Table E and is described in more detail in Section 9 Parking Analysis.

Table C Total Proposed Development Program by Building and Land Use

Building	Office (GSF)	R&D (GSF)	Retail (GSF)	Residential (GSF/Units)	Museum (GSF)	Grad Housing (GSF/units)	Day Care (GSF)	Total
NoMa Parcel A								
Building 1	15,000	0	16,000	285,000 / 300	0	0	0	316,000
SoMa Parcel B								
Building 2	300,000	0	18,000	0	0	0	0	318,000
SoMa Parcel C								
Building 3	0	280,000	27,000	0	0	0	0	307,000
Building 4	0	0	28,000	0	0	330,000 / 470	9,000	367,000
Building 5	360,000	0	20,000	0	65,000	0	0	445,000
Building 6	0	0	6,600	0	0	0	0	6,600
Total	675,000	280,000	115,600	285,000 / 300	65,000	330,000 / 470	9,000	1,759,600

Table D PUD-5 Net New Gross Square Feet

	Academic GSF	Office/R&D GSF	Retail GSF	Residential GSF	Academic Housing GSF	Total
PUD-5 GSF Existing (Table A)	**1,757,954**	**431,780**	**28,310**	**297,701**	**172,350**	**2,688,095**
Existing Buildings to be Removed (Table B)						
E28/Cambridge Trust	-	4,239	2,923	-	-	7,162
E33	7,980	-	-	-	-	7,980
E34	27,333	-	-	-	-	27,333
8 Carleton (RIMAC)	-	13,624	-	-	-	13,624
E55	-	-	-	-	-	172,350
Total to be Removed	35,313	17,863	2,923	-	172,350	228,449
Ground Retail to be Repositioned* (Table B)						
E48	-	-	12,781	-	-	12,781
E38/E39	-	-	12,606	-	-	12,606
Total to be Repositioned	-	-	25,387	-	-	25,387
PUD-5 GSF Less "Removed" and Repositioned Retail	**1,722,641**	**413,917**	**-**	**297,701**	**-**	**2,434,259**
Development Proposal Program (Table C)	74,000	955,000	115,600	285,000	330,000	1,759,600
PUD-5 GSF Post Development	**1,796,641**	**1,368,917**	**115,600**	**582,701**	**330,000**	**4,193,859**
PUD-5 GSF Net New	**38,687**	**937,137**	**87,290**	**285,000**	**157,650**	**1,505,764**

*Ground floor retail in Building E38, E39 and E48 to be repositioned and included in proposed 115,600 GSF of retail.

Table E Mixed-Use Development Parking Program

Land Use	Rezoning Parking Ratios	Zoning SF	Parking Supply (spaces)
NoMa Garage Parcel A Building 1			
Residential	0.52 spaces/unit	300 units	157
Office	0.9 spaces/1,000 sf	15,000	14
Retail	0.5 spaces/1,000 sf	16,000	8
Total			179
SoMa Garage Parcel B Building 2			
Office	0.9 spaces/1,000 sf	298,000	269
Retail	0.5 spaces/1,000 sf	18,000	9
Total	-		278
SoMa Garage Parcel C Buildings 3-6			
New Demand			
Office	0.9 spaces/1,000 sf	305,000	275
R&D	0.8 spaces/1,000 sf	270,000	216
Museum	NA	65,000	0
Retail	0.5 spaces/1,000 sf	81,000	40
Existing Replacement Parking			
Academic			369
Commercial			116
MIT Academic Shift			200
Total			1,216
Grand Total All Garages			1,673

The TIS study area for the proposed Project, as defined by the City of Cambridge, is shown in Figure H.

Source: Arcmap Online Bing Aerial

Figure A
Site Location Map

MIT Kendall Square

Source: Hargreaves Associates

Figure B
Neighborhood Context

MIT Kendall Square

Source: Hargreaves Associates

MIT Kendall Square

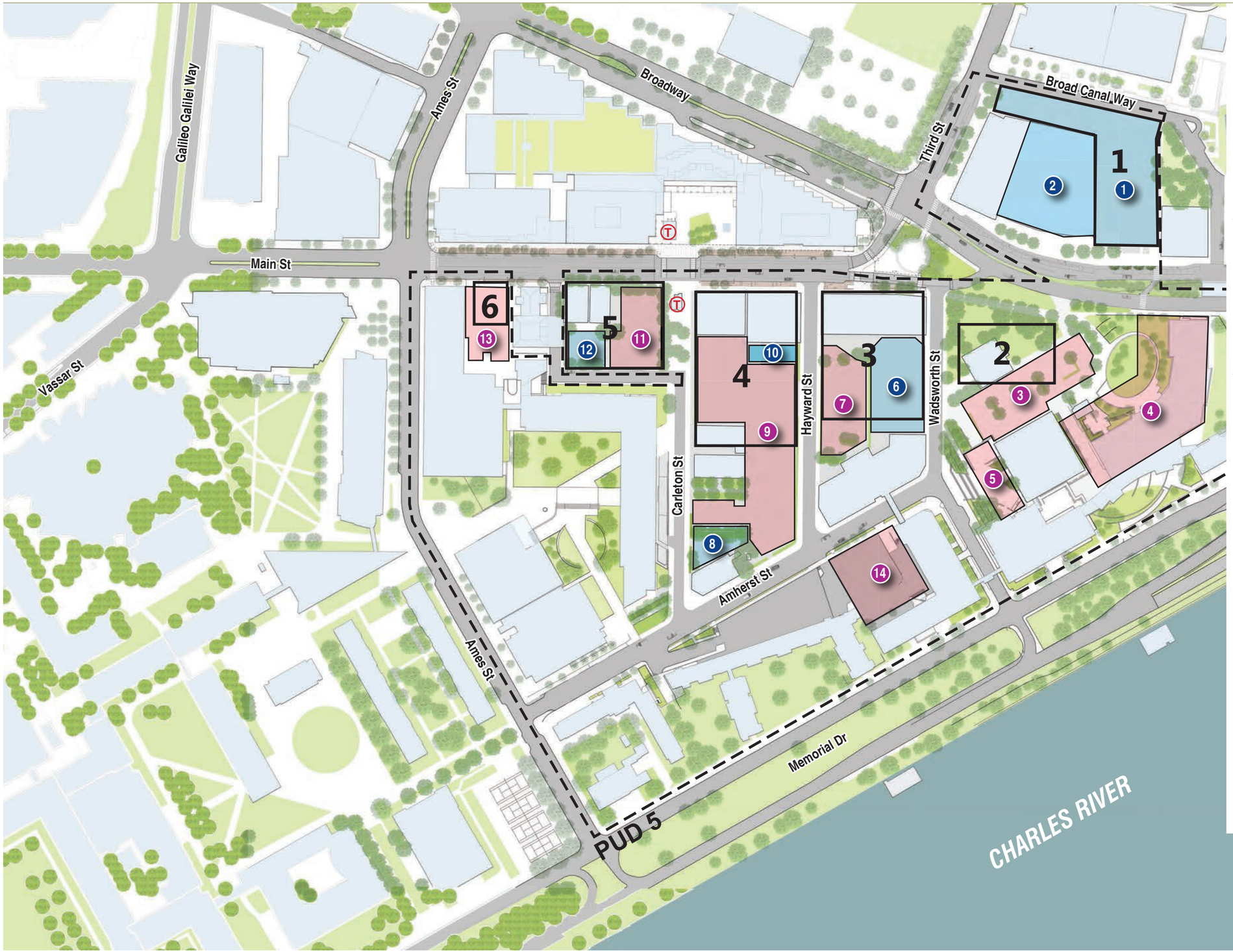
Figure C
Existing Zoning District

Source: Hargreaves Associates

Figure C.2

Existing MIT Kendall Square Building Square Feet

MIT Kendall Square



Parking Location	# of Spaces	Peak Occupancy % (Time of Day)
Building Parcel 1		
1 One Broadway Surface	114	76% (1 PM)
2 One Broadway Garage	316	64% (11 AM)
	430	
Building Parcel 2		
3 Sloan Lot (Surface)	49	78% (2 PM)
4 East Campus Garage	419	88% (11 AM)
* 5 Hermann Garage	26	N/A
	494	
Building Parcel 3		
6 Wadsworth Street Lot	70	64% (12 PM)
7 Hayward Annex	49	100% (12 PM)
	119	
Building Parcel 4		
* 8 Hayward Lot-RIMAC (8 Carleton)	13	N/A
9 Hayward Lot-Academic	189	96% (11 AM)
10 Hayward Lot-Commercial	19	68% (1 PM)
	221	
Building Parcel 5		
11 MIT-Kendall Square Lot	60	92% (12 PM)
12 Cambridge Trust	14	43% (10 AM)
	74	
Building Parcel 6		
13 Ford Lot	22	95% (7 AM)
Non-Development Parcel (Non-Private Residences)		
14 Amherst Street Lot	60	75% (11 AM)
Total Academic	**874**	
Total Commercial	**546**	
Total	**1,420**	

Inventory Source: MIT Parking Facilities 2014-2015 Inventory, Feburary 2015
Date of counts: April 15, 2015

Commercial Lot

Academic Lot

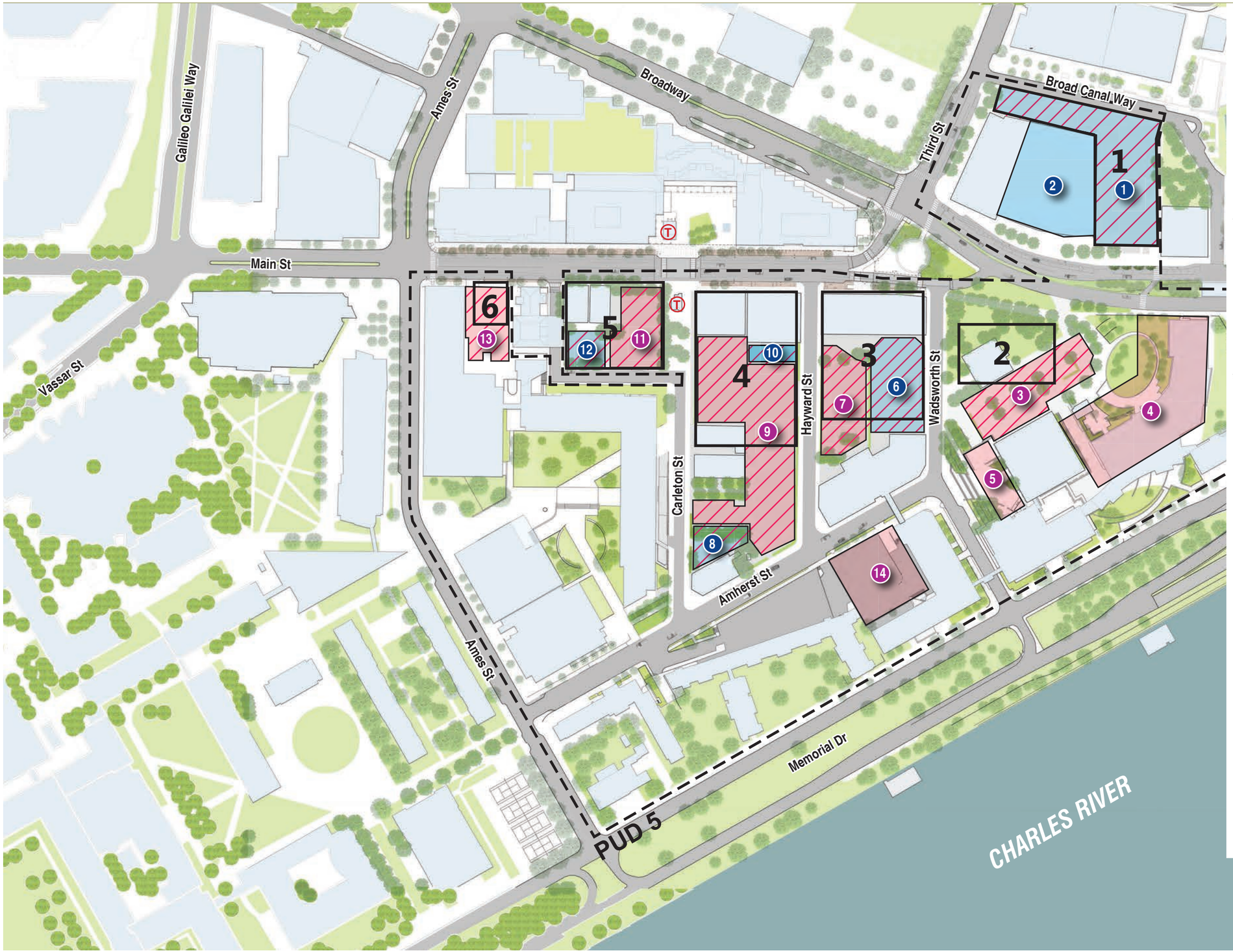
*Hayward Lot-RIMAC and Hermann Garage closed during observations

scale: 1" = 200'
0' 100' 200' 400'

Source: Hargreaves Associates

Figure D
Existing Parking Inventory in PUD

MIT Kendall Square



Parking Location	# of Spaces	Peak Occupancy % (Time of Day)
Building Parcel 1		
1 One Broadway Surface	114	76% (1 PM)
2 One Broadway Garage	316	64% (11 AM)
	430	
Building Parcel 2		
3 Sloan Lot (Surface)	49	78% (2 PM)
4 East Campus Garage	419	88% (11 AM)
* 5 Hermann Garage	26	N/A
	494	
Building Parcel 3		
6 Wadsworth Street Lot	70	64% (12 PM)
7 Hayward Annex	49	100% (12 PM)
	119	
Building Parcel 4		
* 8 Hayward Lot-RIMAC (8 Carleton)	13	N/A
9 Hayward Lot-Academic	189	96% (11 AM)
10 Hayward Lot-Commercial	19	68% (1 PM)
	221	
Building Parcel 5		
11 MIT-Kendall Square Lot	60	92% (12 PM)
12 Cambridge Trust	14	43% (10 AM)
	74	
Building Parcel 6		
13 Ford Lot	22	95% (7 AM)
Non-Development Parcel (Non-Private Residences)		
14 Amherst Street Lot	60	75% (11 AM)
Total Academic	**874**	
Total Commercial	**546**	
Total	**1,420**	

Inventory Source: MIT Parking Facilities 2014-2015 Inventory, Feburary 2015
Date of counts: April 15, 2015

Commercial Lot

Academic Lot

Surface Lots to be removed as part of Redevelopment Parcels

*Hayward Lot-RIMAC and Hermann Garage closed during observations

scale: 1" = 200'
0' 100' 200' 400'

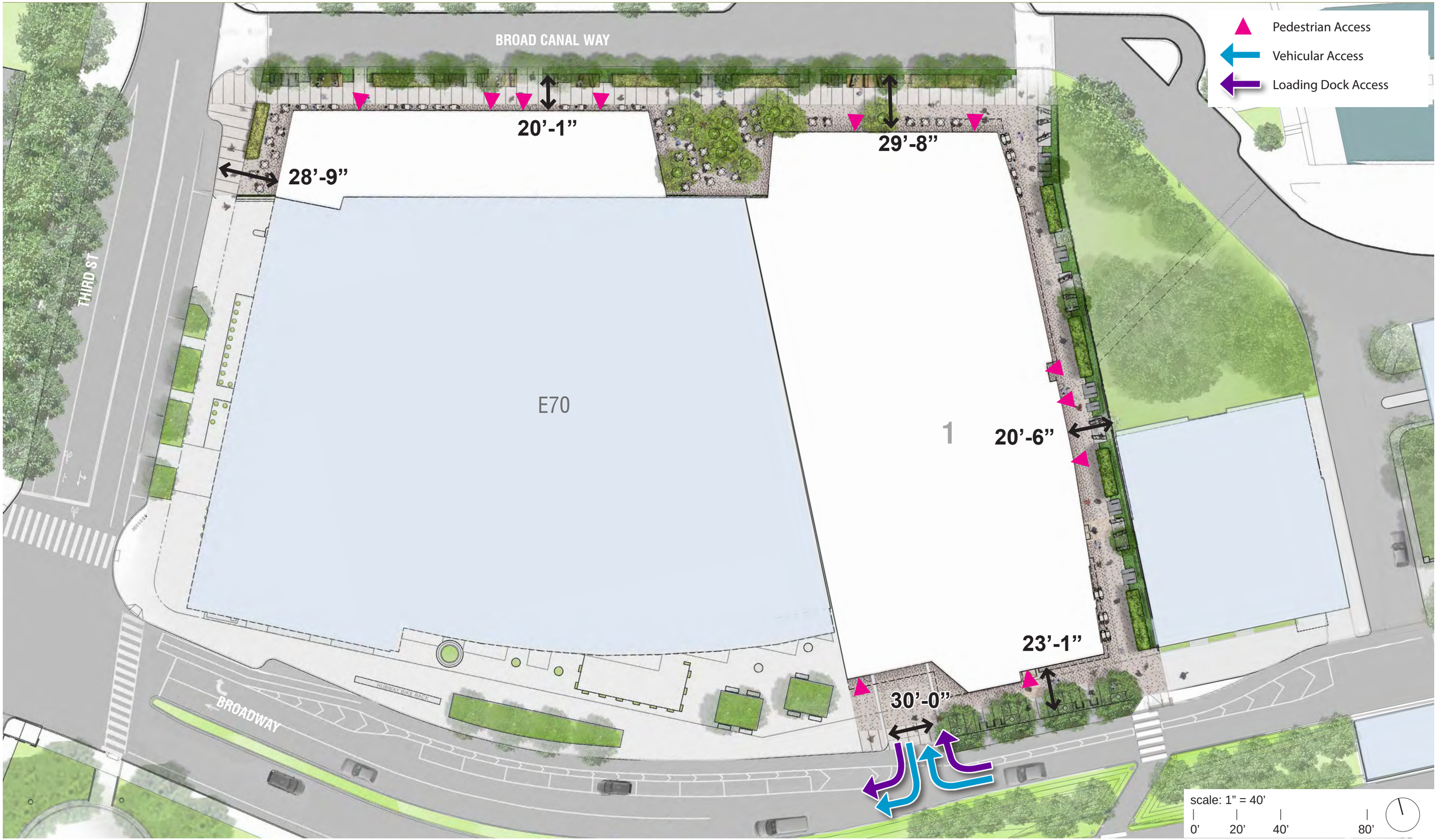
Source: Hargreaves Associates

Figure D.2
Existing Parking Locations to be Removed

Source: Hargreaves Associates

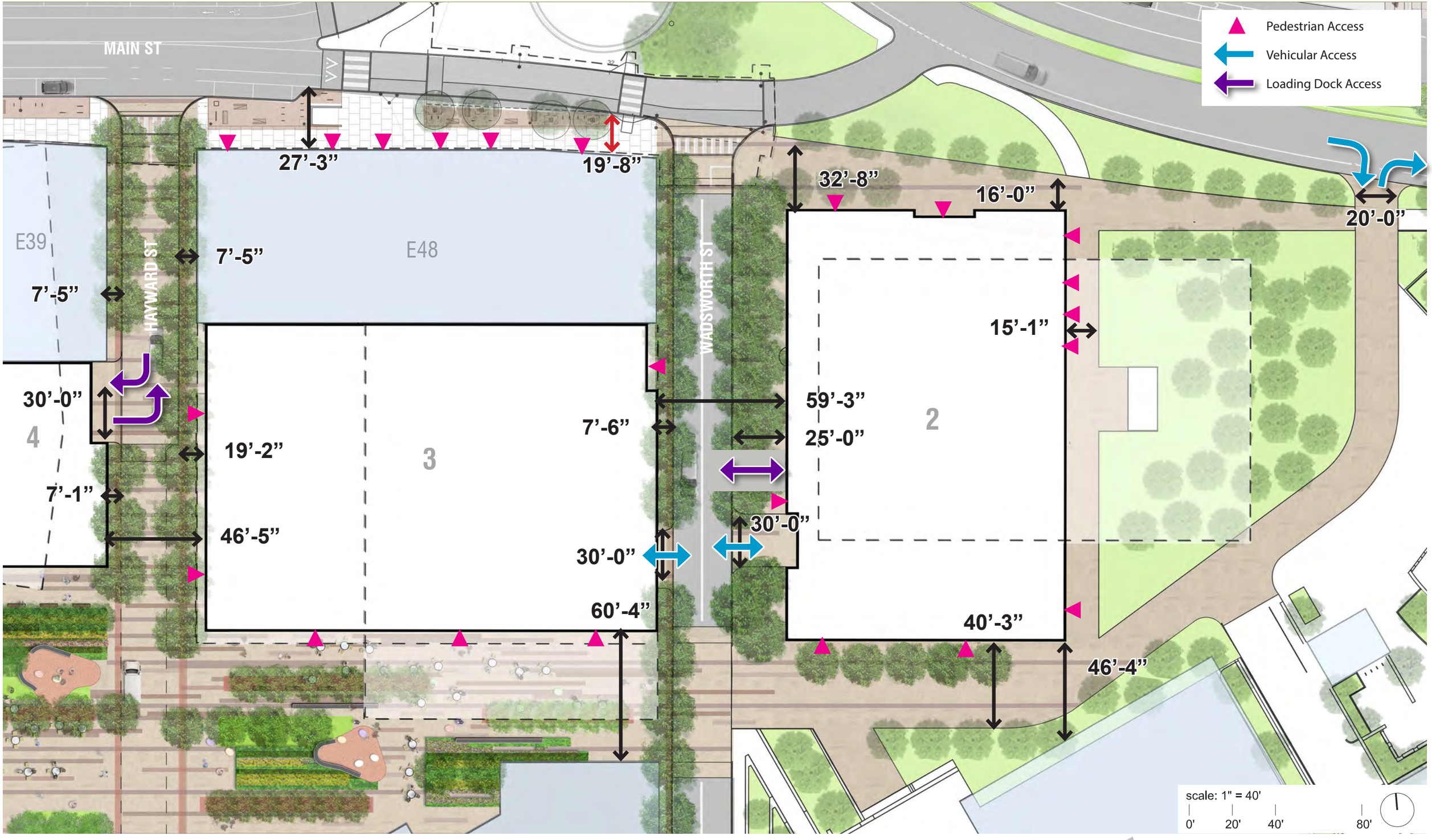
Figure E.1
Proposed Master Site Plan

MIT Kendall Square



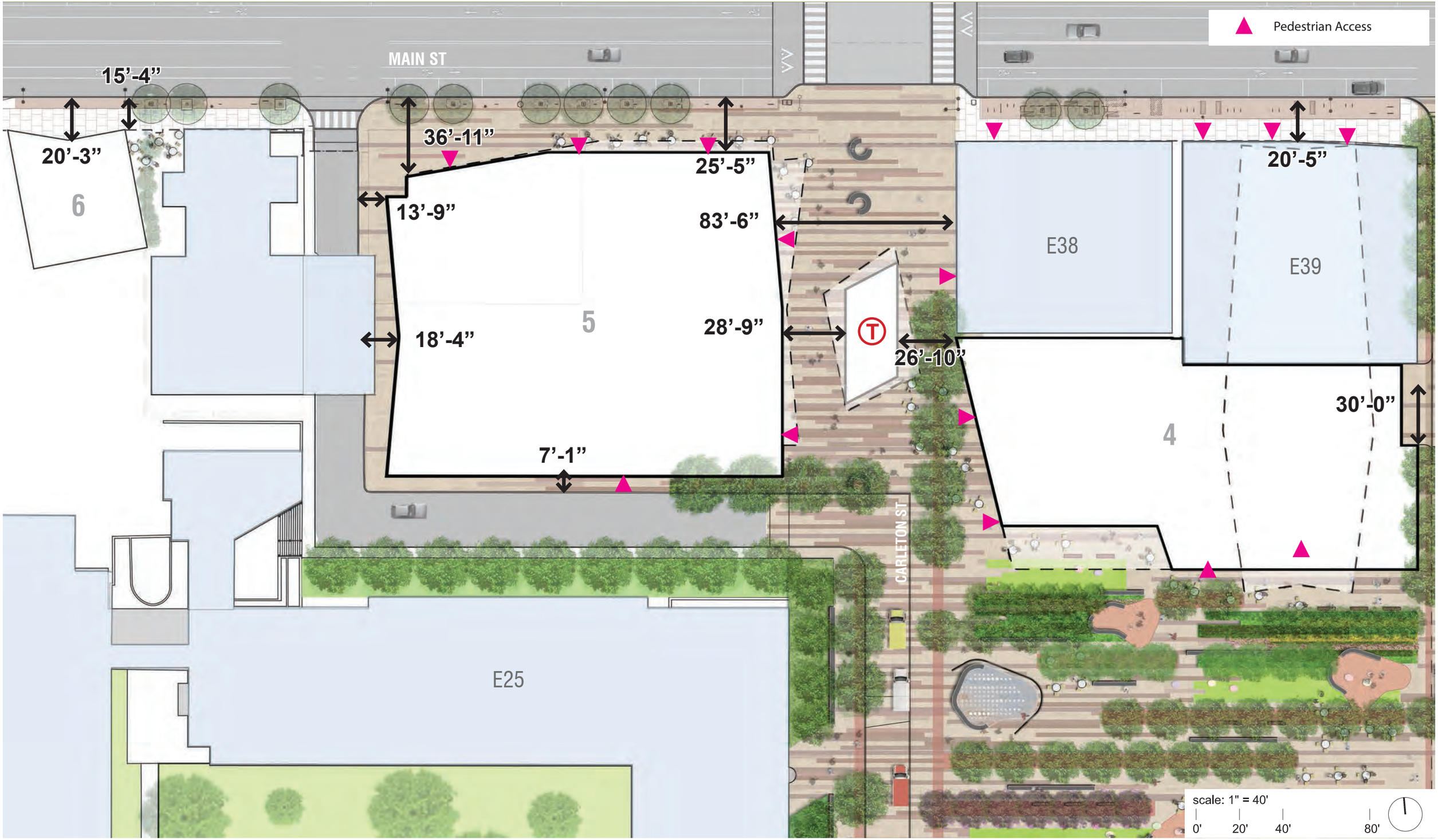
Source: Hargreaves Associates

Figure E.2
Building 1 Detail



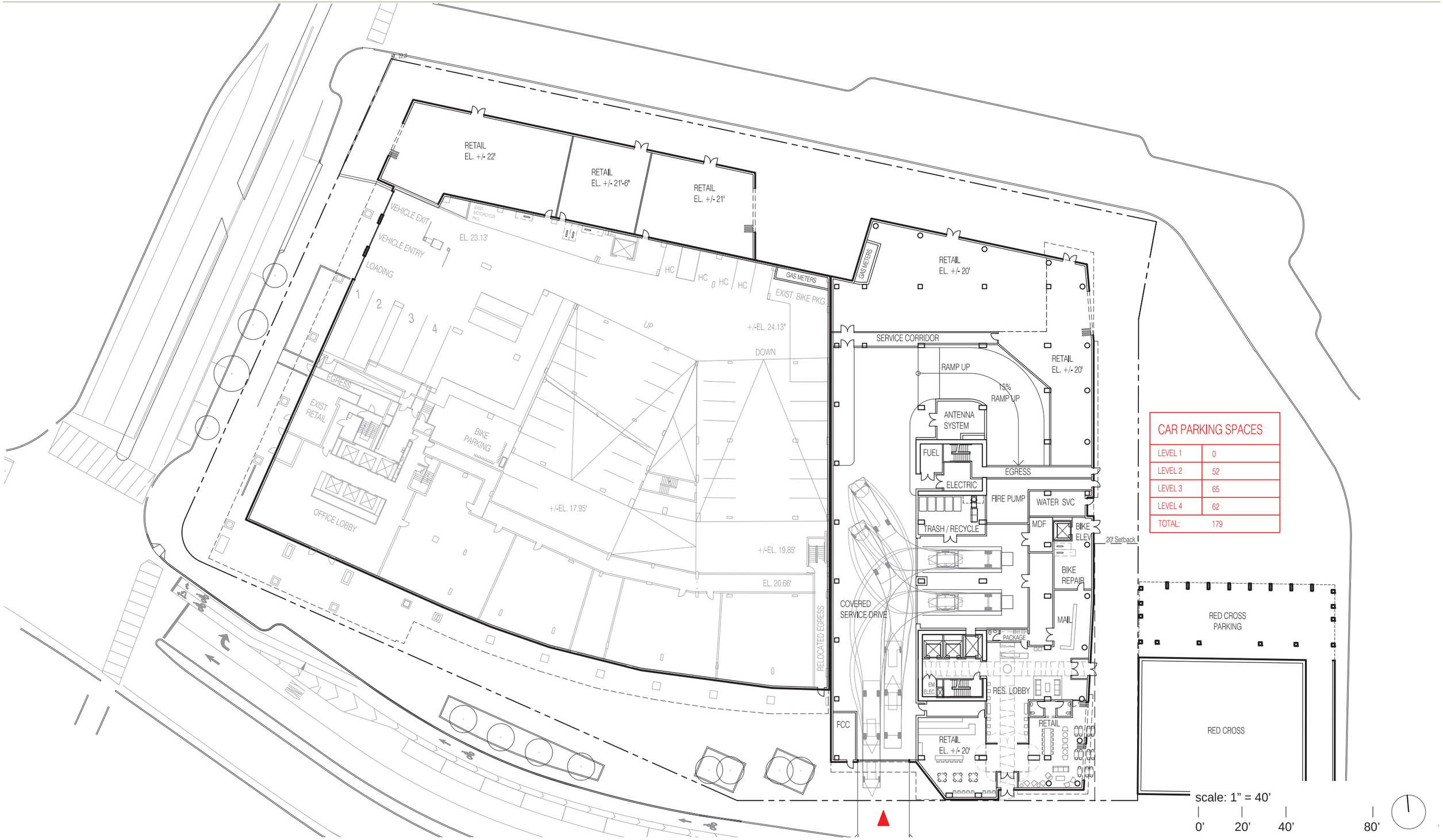
Source: Hargreaves Associates

Figure E.3
Building 2 & 3 Detail



Source: Hargreaves Associates

Figure E.4
Building 4, 5 & 6 Detail



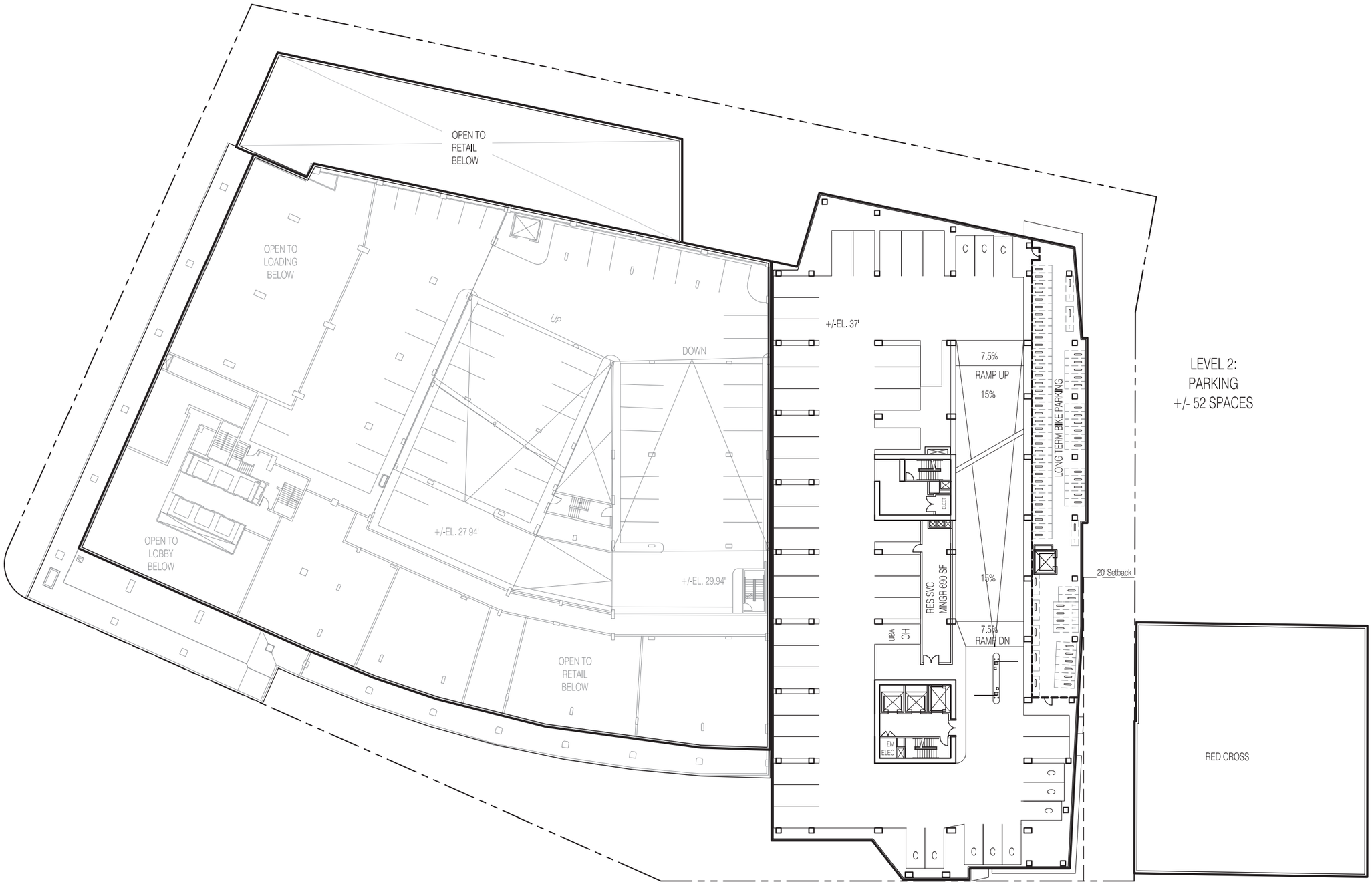
CAR PARKING SPACES	
LEVEL 1	0
LEVEL 2	52
LEVEL 3	65
LEVEL 4	62
TOTAL:	179

Source:Elkus Manfredi Architects

MIT Kendall Square

Figure F.1

Building 1 Car Parking Detail Plan
Level 1



LEVEL 2:
PARKING
+/- 52 SPACES

scale: 1" = 40'

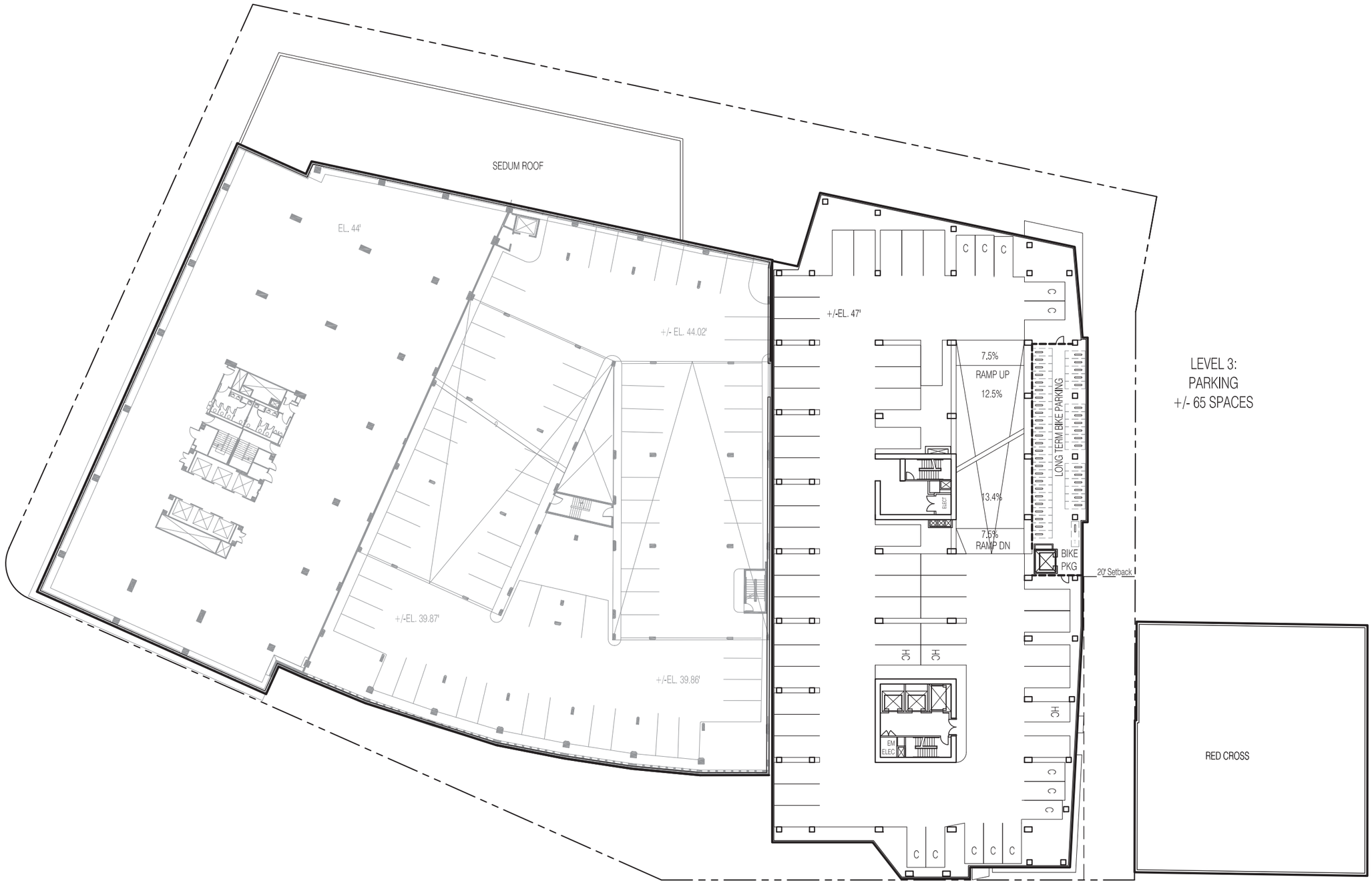
0' 20' 40' 80'

Source:Elkus Manfredi Architects

MIT Kendall Square

Figure F.2

Building 1 Car Parking Master Plan
Level 2



LEVEL 3:
PARKING
+/- 65 SPACES

scale: 1" = 40'

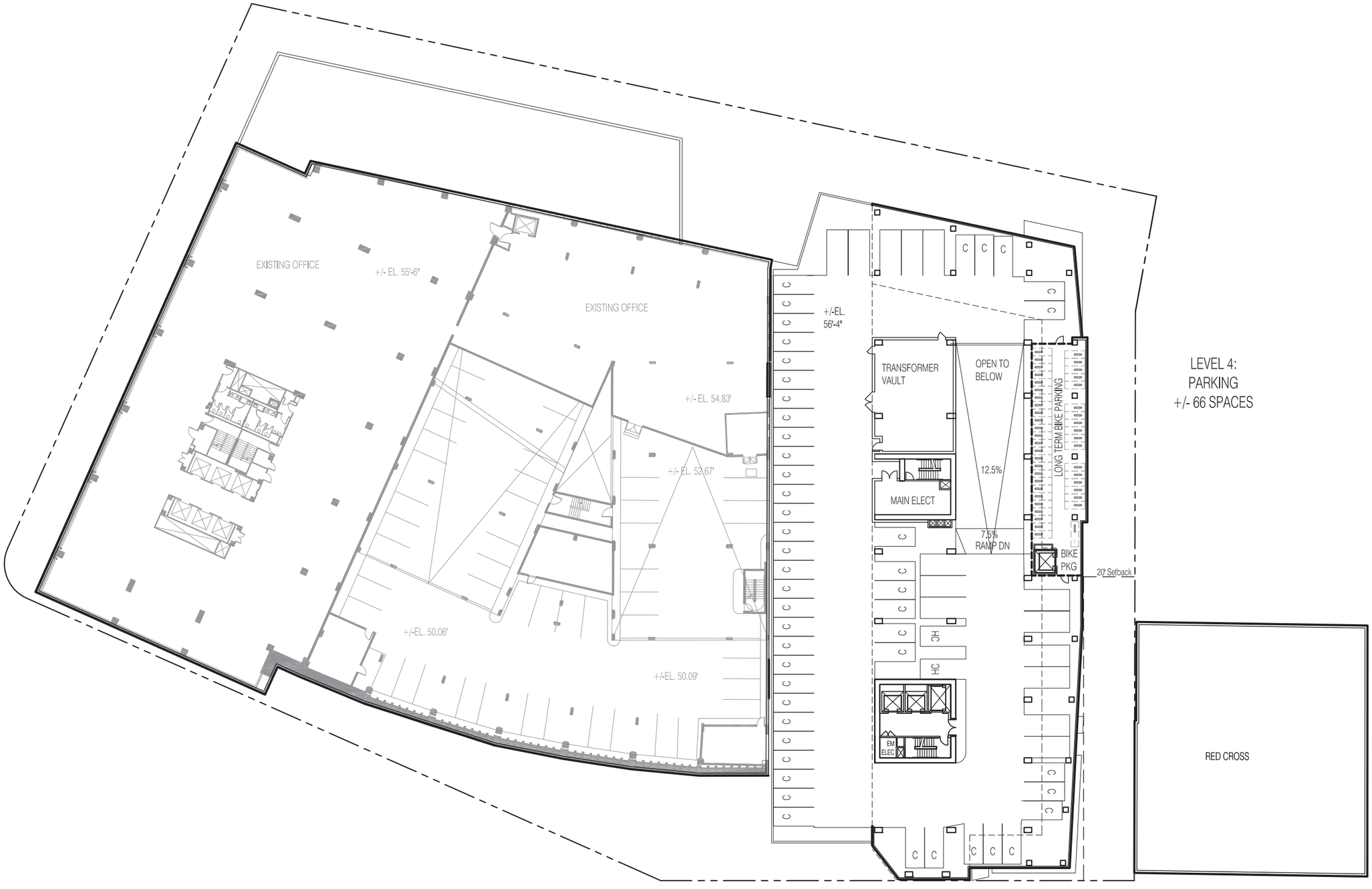
0' 20' 40' 80'

Source:Elkus Manfredi Architects

Figure F.3

Building 1 Car Parking Master Plan
Level 3

MIT Kendall Square

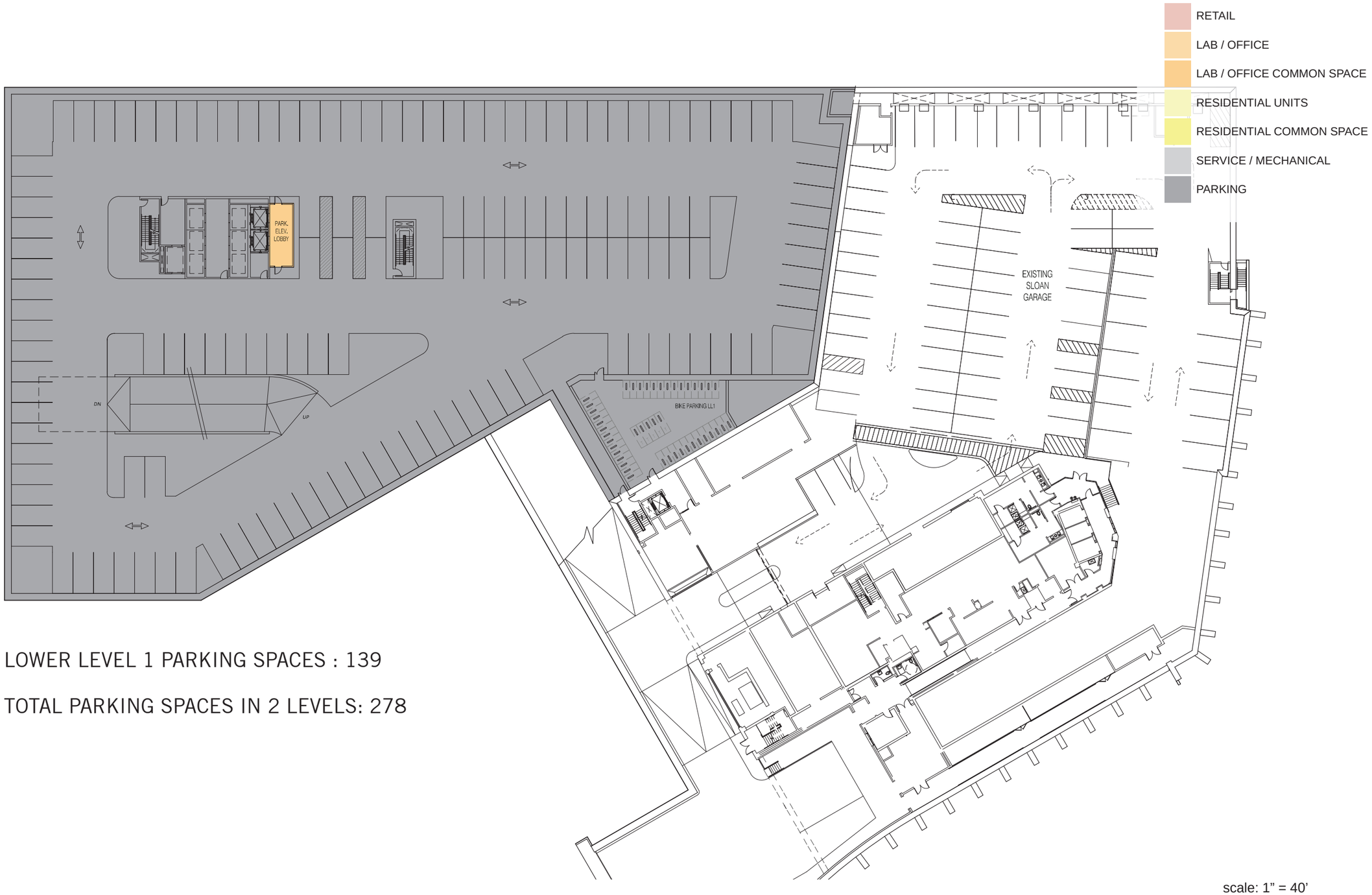


Source:Elkus Manfredi Architects

MIT Kendall Square

Figure F.4

Building 1 Car Parking Master Plan
Level 4



LOWER LEVEL 1 PARKING SPACES : 139

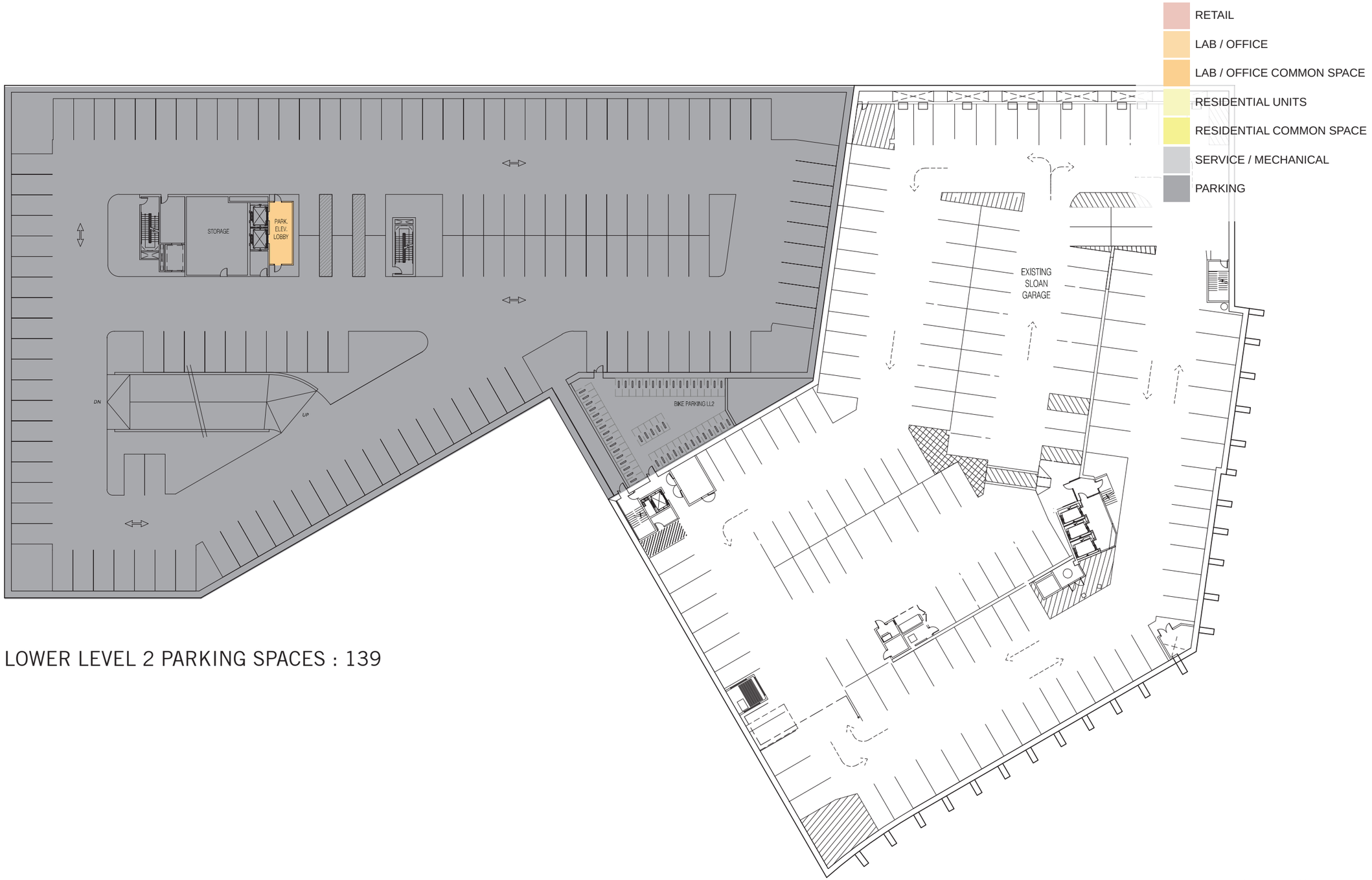
TOTAL PARKING SPACES IN 2 LEVELS: 278

Source:Elkus Manfredi Architects

MIT Kendall Square

Figure F.5

Buidling 2 Car Paraking
LL1 Plan



LOWER LEVEL 2 PARKING SPACES : 139

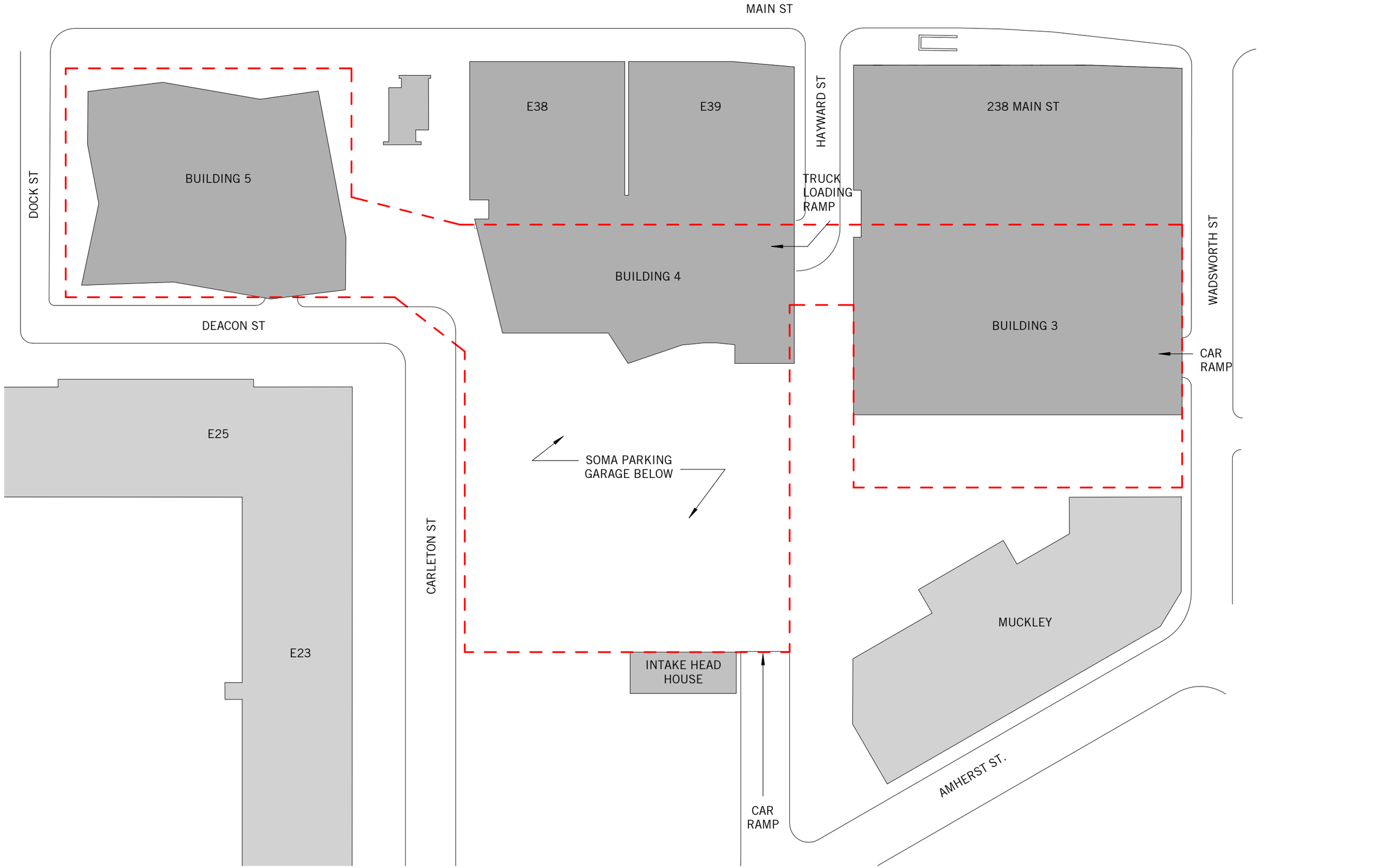
scale: 1” = 40’

0’ 20’ 40’ 80’

Source:Elkus Manfredi Architects

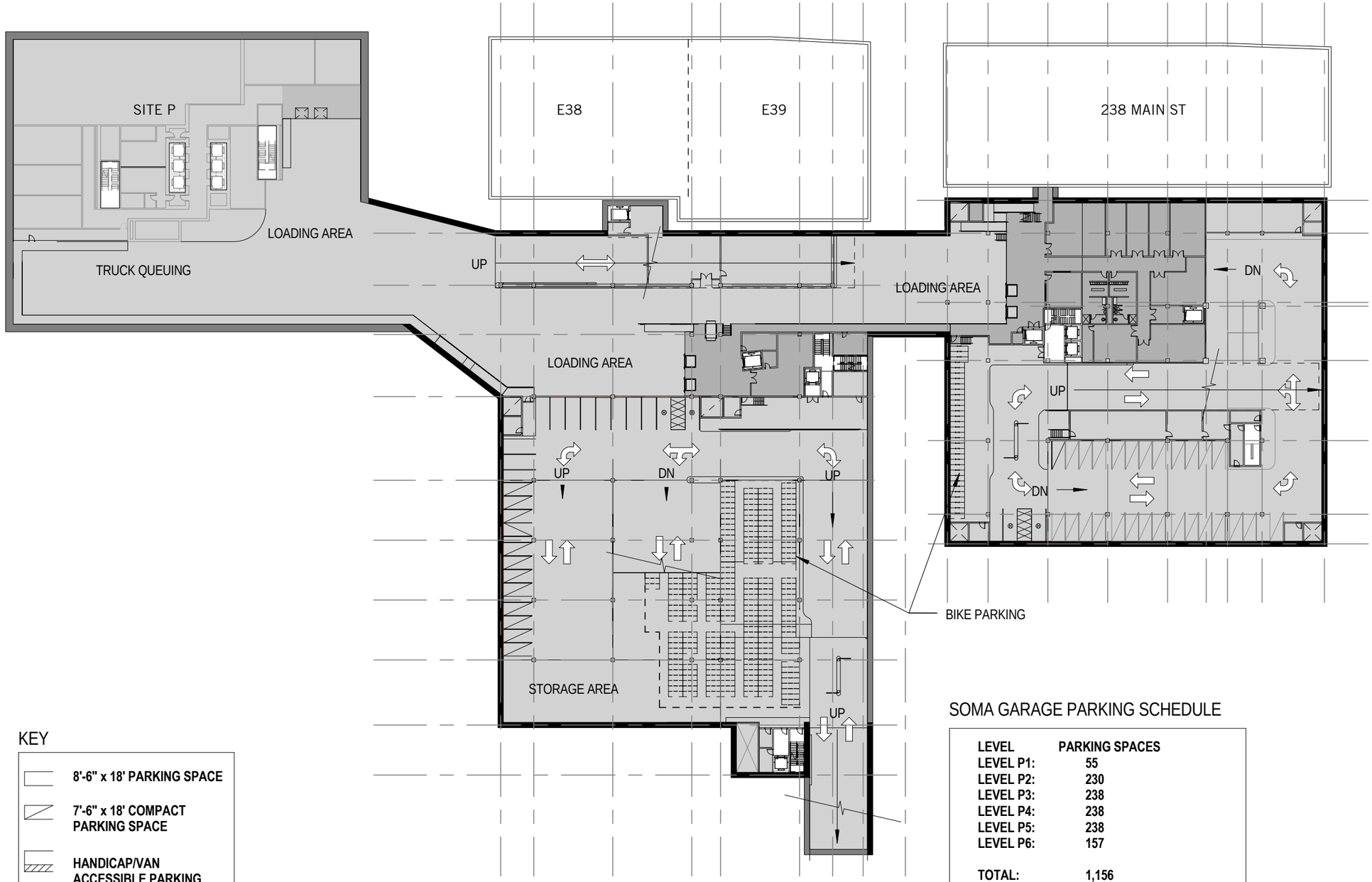
Figure F.6

Building 2 Car Parking
LL2 Plan



Source:Perkins + Will

Figure F.7
SoMa Garage Car Parking Master Plan



KEY

- 8'-6" x 18' PARKING SPACE
- 7'-6" x 18' COMPACT PARKING SPACE
- HANDICAP/VAN ACCESSIBLE PARKING

SOMA GARAGE PARKING SCHEDULE

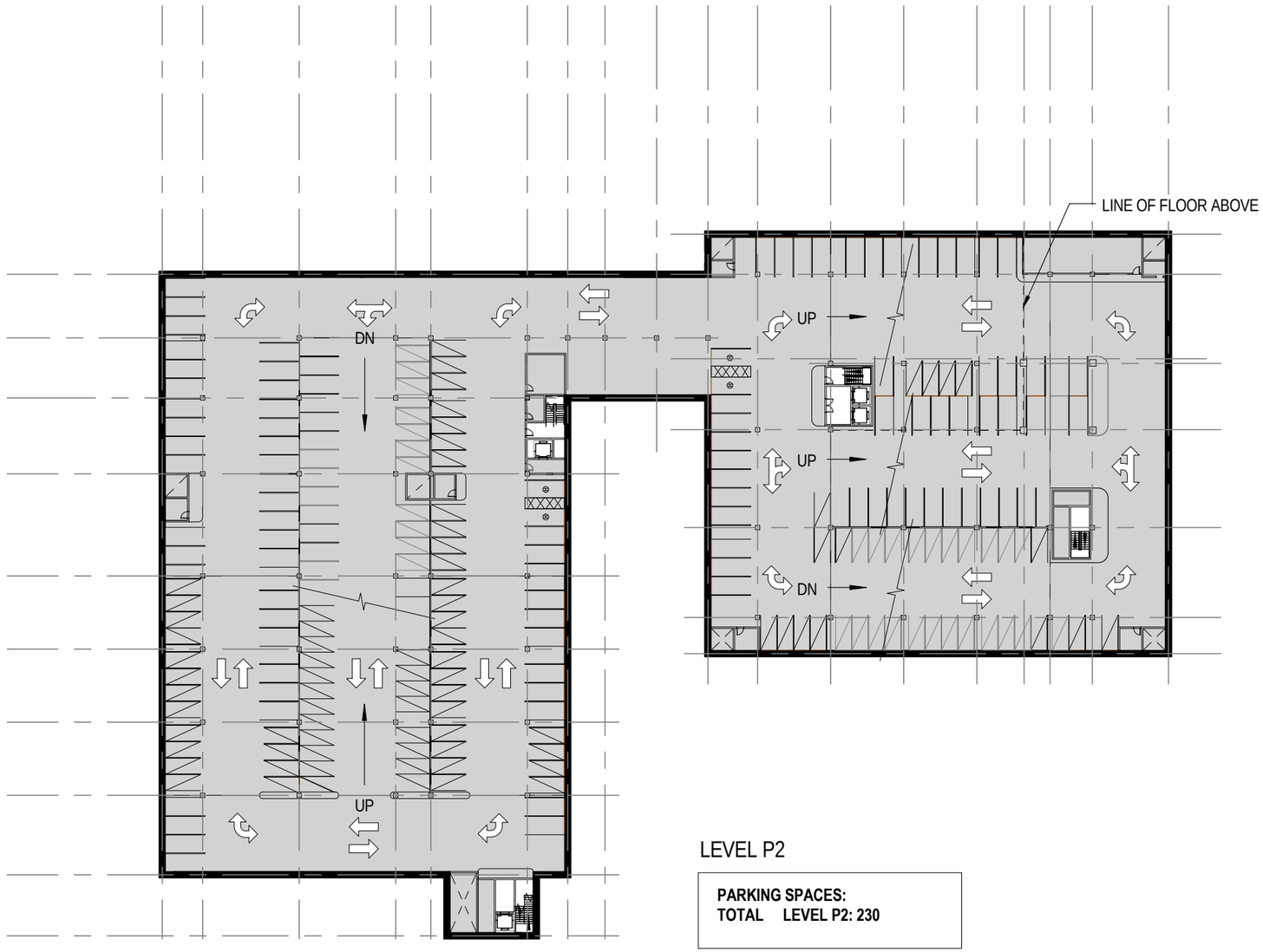
LEVEL	PARKING SPACES
LEVEL P1:	55
LEVEL P2:	230
LEVEL P3:	238
LEVEL P4:	238
LEVEL P5:	238
LEVEL P6:	157
TOTAL:	1,156

BIKE PARKING SPACES: 411

Source:Perkins + Will

Figure F.8

SoMa Garage Car Parking Master Plan
Level P1



LEVEL P2

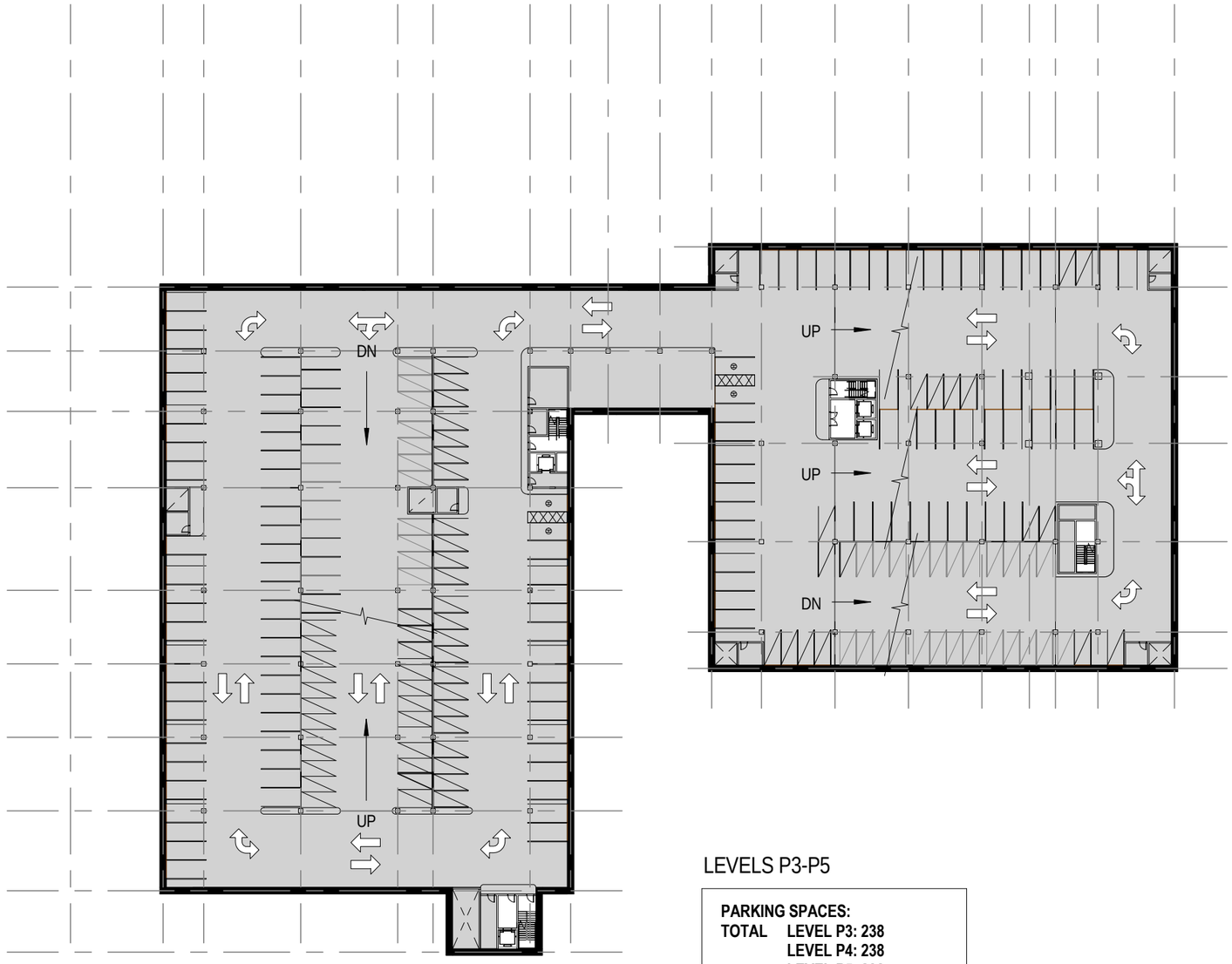
PARKING SPACES:
TOTAL LEVEL P2: 230

Source:Perkins + Will

MIT Kendall Square

Figure F.9

SoMa Garage Car Parking Master Plan
Level P2



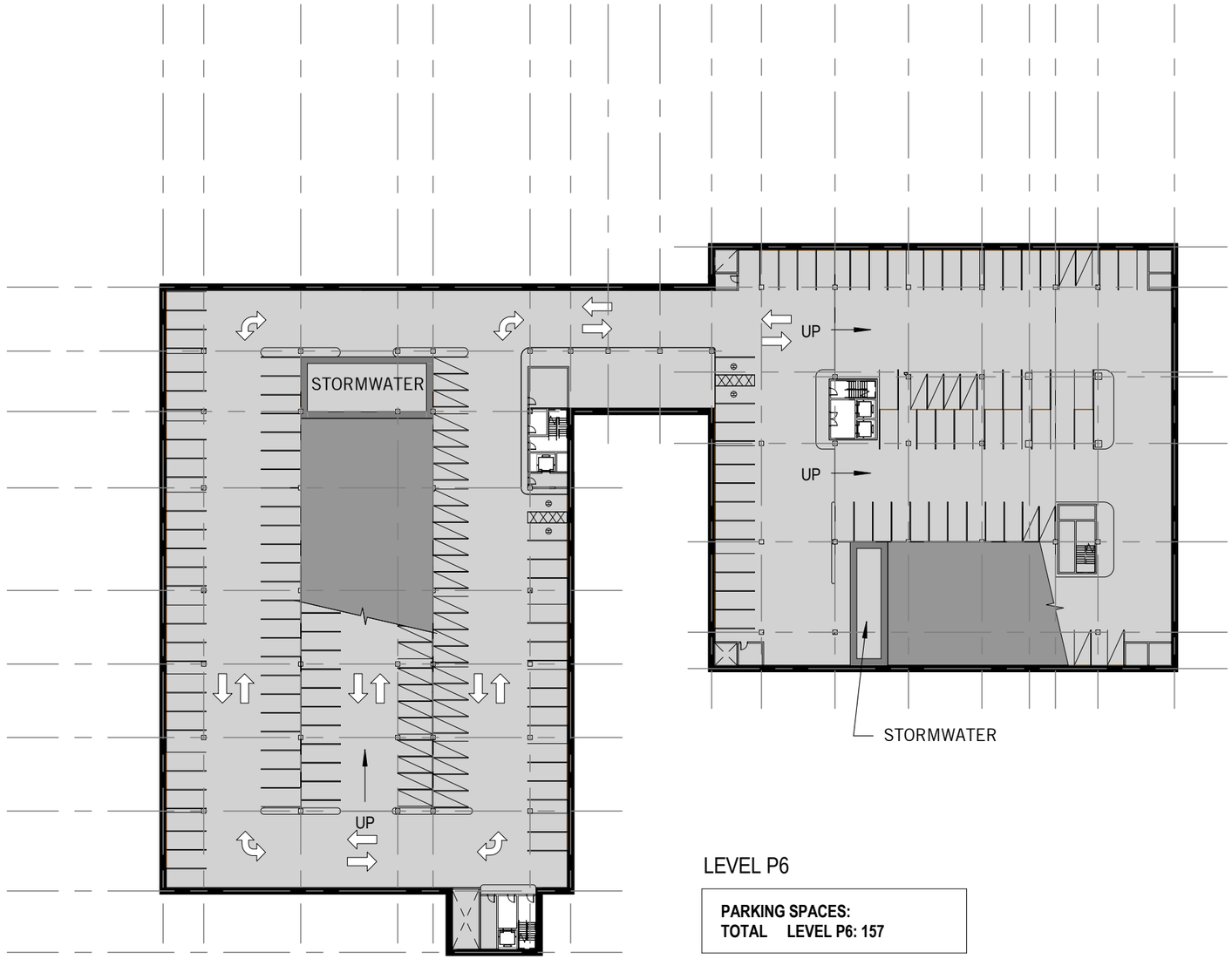
LEVELS P3-P5

PARKING SPACES:
TOTAL LEVEL P3: 238
LEVEL P4: 238
LEVEL P5: 238

Source:Perkins + Will

Figure F.10

SoMa Garage Car Parking Master Plan
Level P3-5



LEVEL P6

PARKING SPACES:
TOTAL LEVEL P6: 157

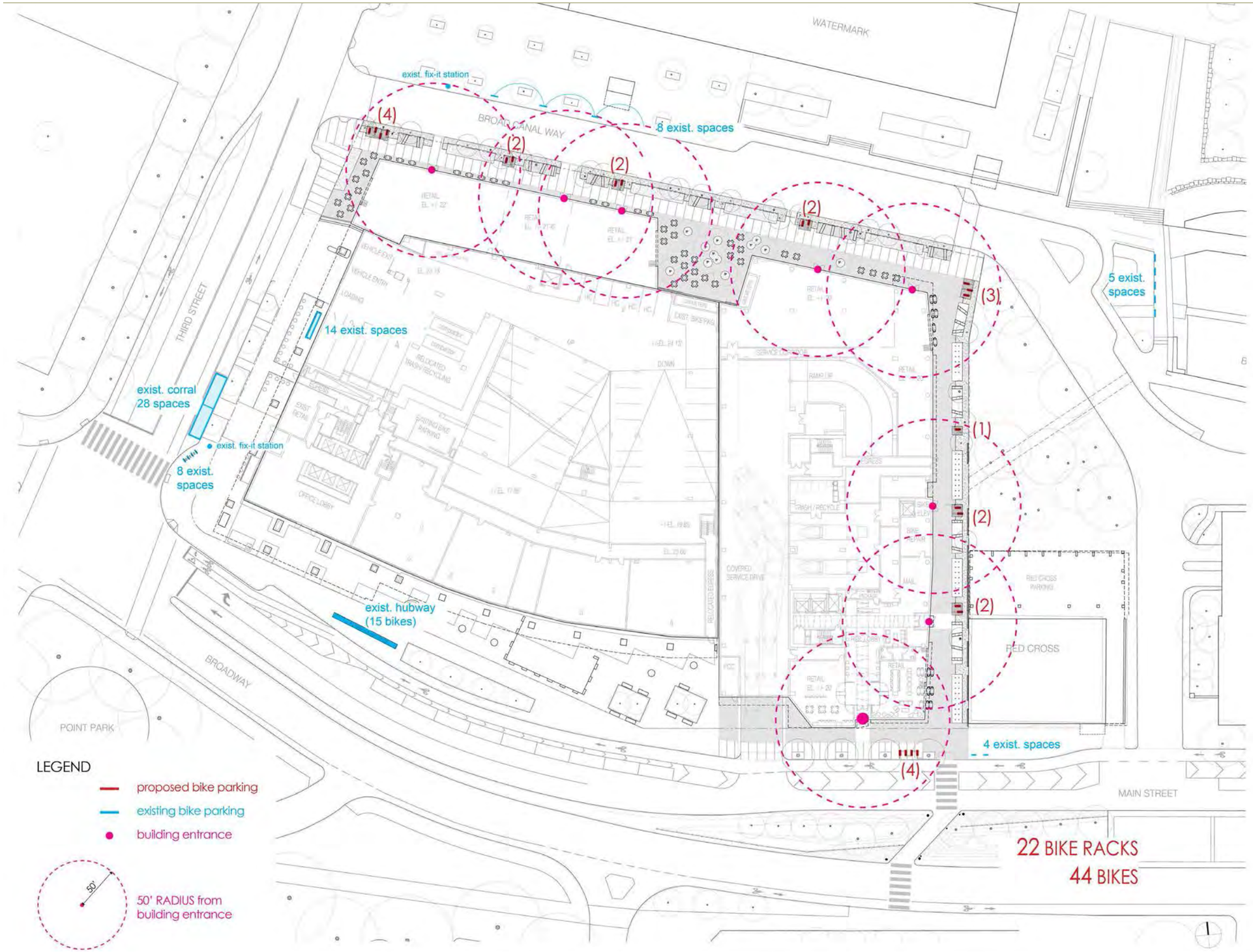
Source:Perkins + Will

MIT Kendall Square

Figure F.11

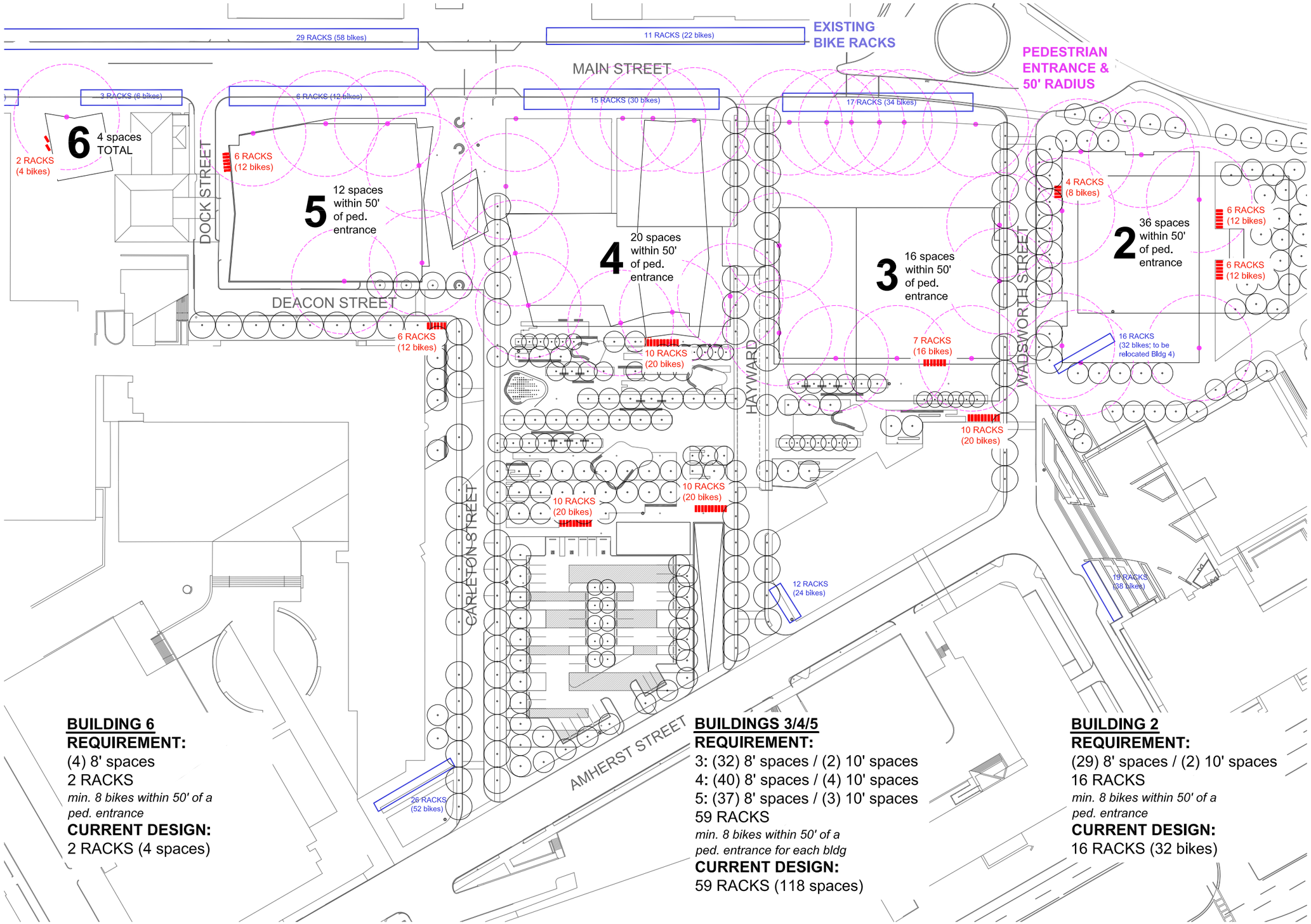
SoMa Garage Car Parking Master Plan
Level P6

Figure F.12
Site R Surface Parking



Source: Hargreaves Associates

Figure G.1
Bulding 1 Short Term Bike Storage



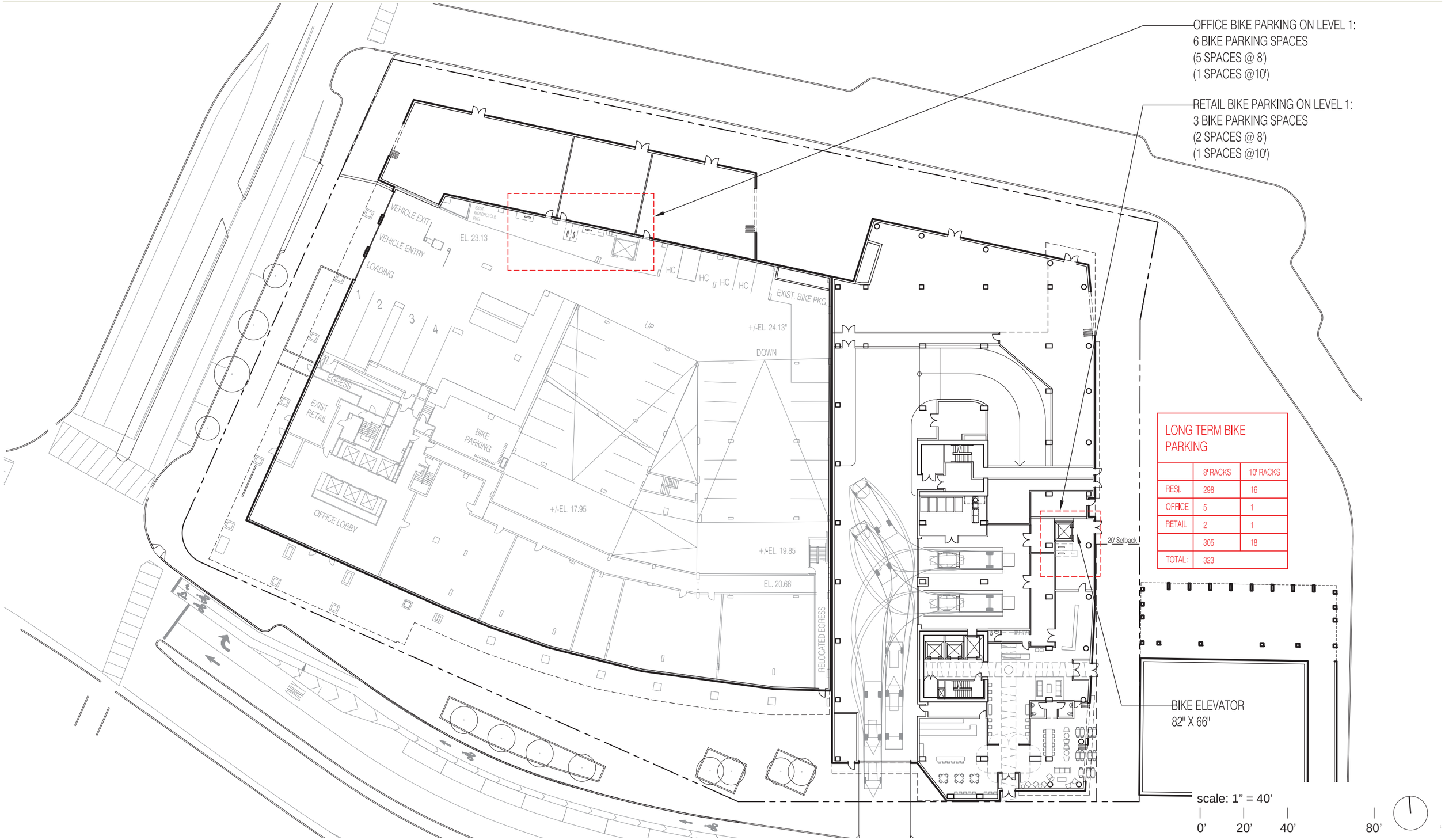
BUILDING 6
REQUIREMENT:
(4) 8' spaces
2 RACKS
min. 8 bikes within 50' of a ped. entrance
CURRENT DESIGN:
2 RACKS (4 spaces)

BUILDINGS 3/4/5
REQUIREMENT:
3: (32) 8' spaces / (2) 10' spaces
4: (40) 8' spaces / (4) 10' spaces
5: (37) 8' spaces / (3) 10' spaces
59 RACKS
min. 8 bikes within 50' of a ped. entrance for each bldg
CURRENT DESIGN:
59 RACKS (118 spaces)

BUILDING 2
REQUIREMENT:
(29) 8' spaces / (2) 10' spaces
16 RACKS
min. 8 bikes within 50' of a ped. entrance
CURRENT DESIGN:
16 RACKS (32 bikes)

Source: Hargreaves Associates

Figure G.2
Buildings 2, 3, 4, 5, & 6 Short Term Bike Storage



LONG TERM BIKE PARKING

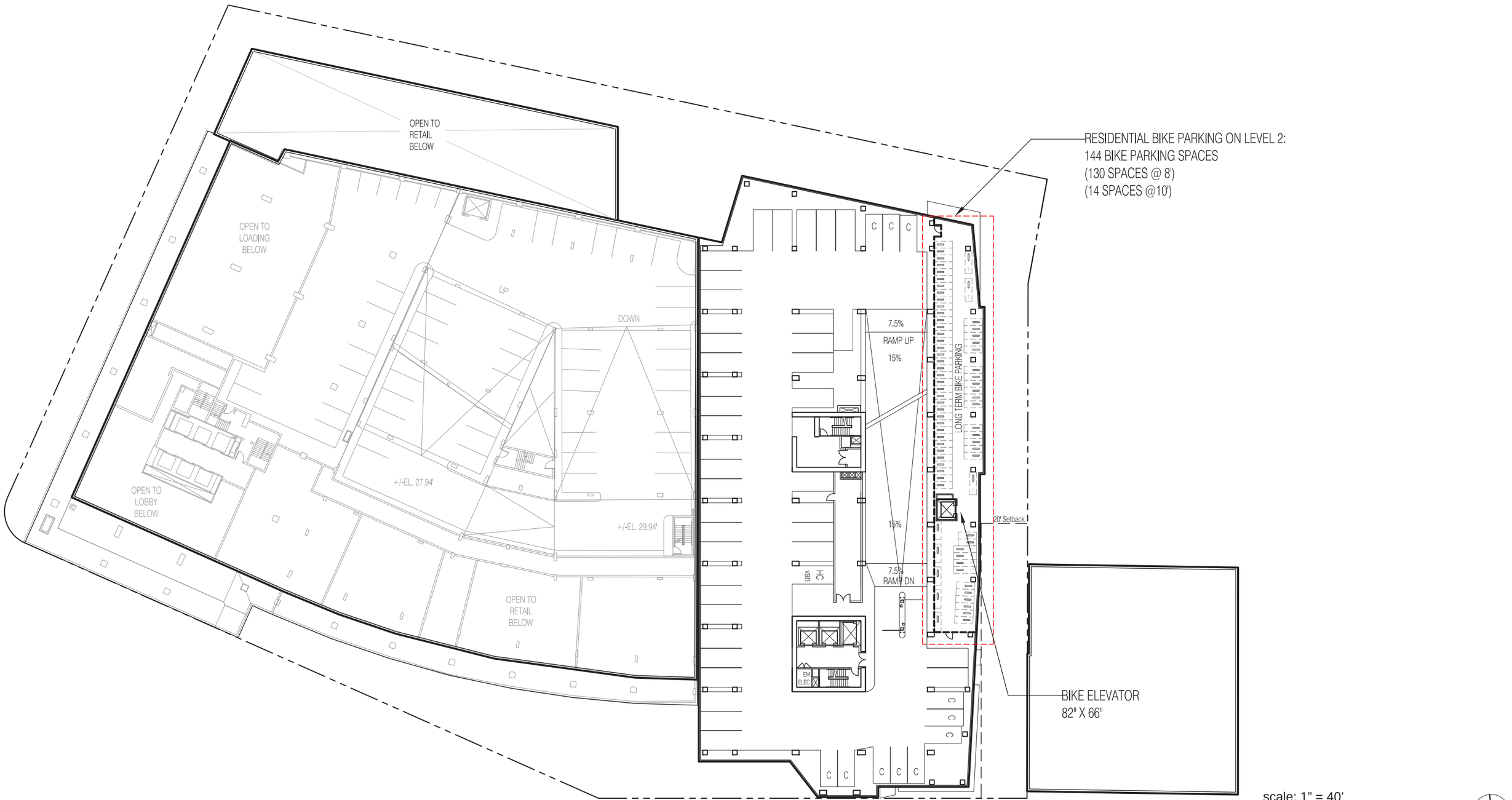
	8' RACKS	10' RACKS
RESI.	298	16
OFFICE	5	1
RETAIL	2	1
	305	18
TOTAL:	323	

Source:Elkus Manfredi Architects

MIT Kendall Square

Figure G.3

Building 1 Long Term Bike Parking
Master Plan - Level 1

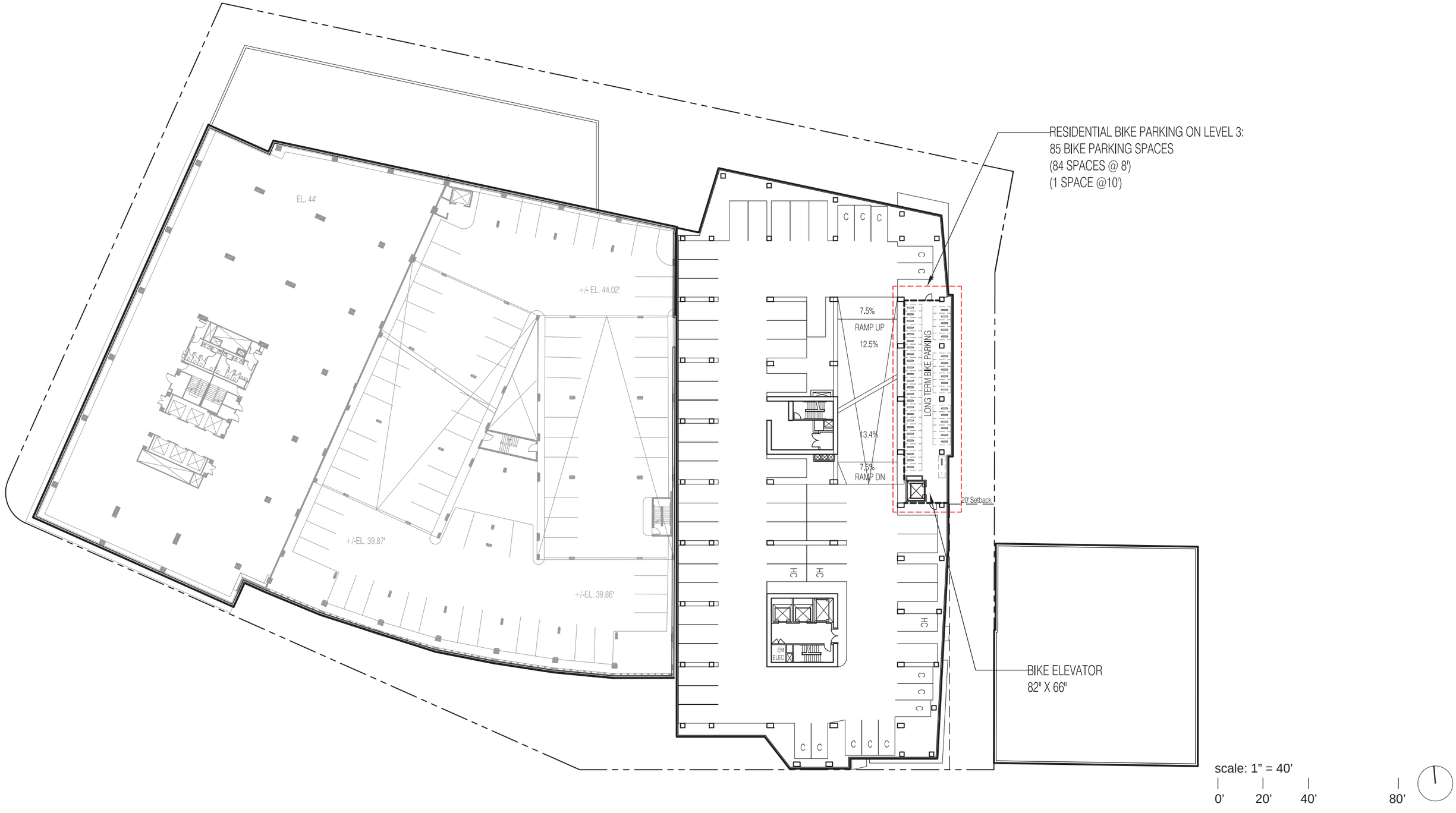


Source:Elkus Manfredi Architects

MIT Kendall Square

Figure G.4

Building 1 Long Term Bike Parking
Master Plan - Level 2

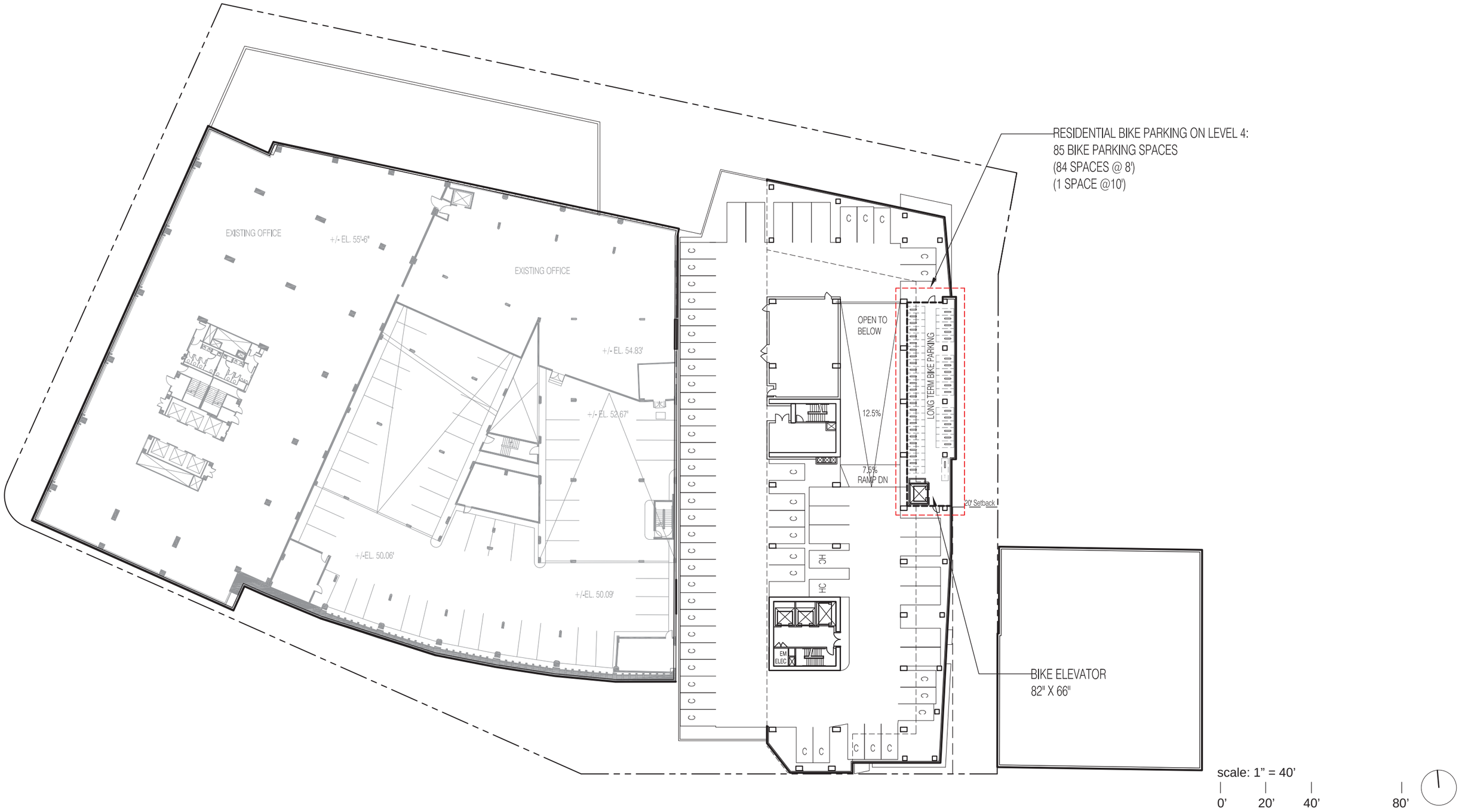


Source:Elkus Manfredi Architects

Figure G.5

Building 1 Long Term Bike Parking
Master Plan - Level 3

MIT Kendall Square

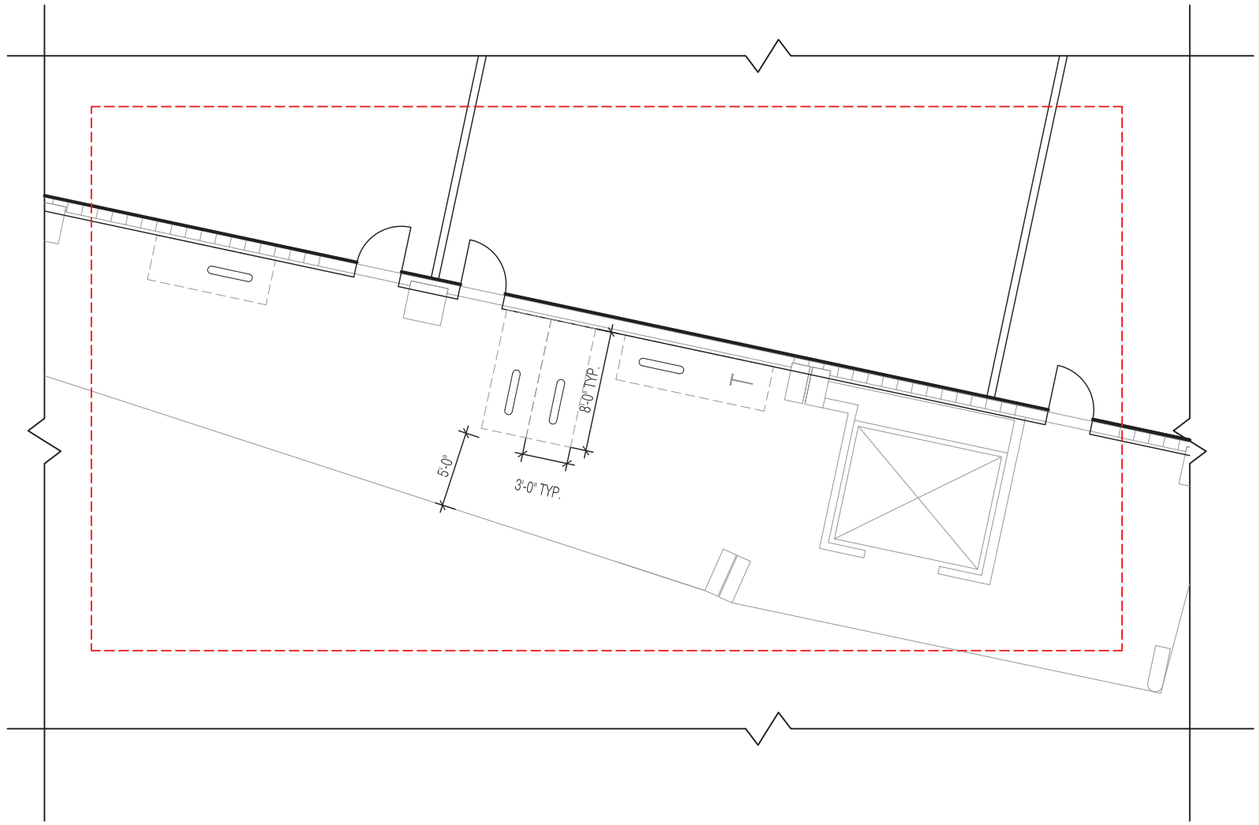


Source:Elkus Manfredi Architects

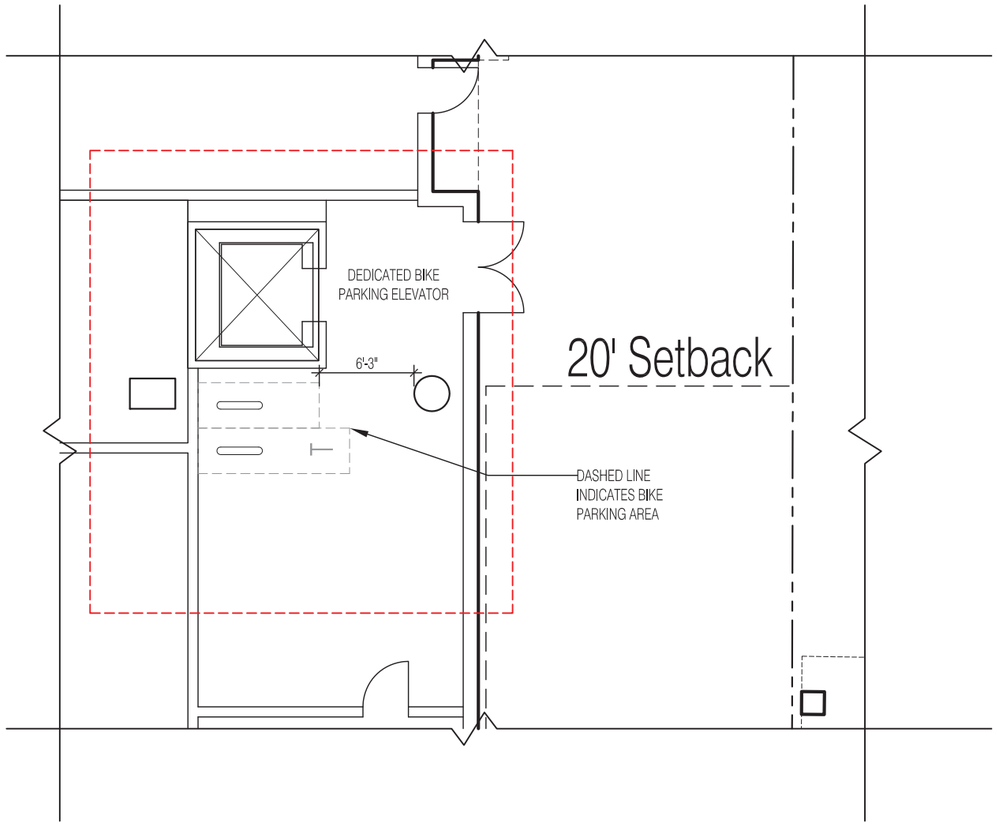
MIT Kendall Square

Figure G.6

Building 1 Long Term Bike Parking
Master Plan - Level 4



1 LONG TERM OFFICE BIKE PARKING DETAIL PLAN - LEVEL 1
1"=10'-0"

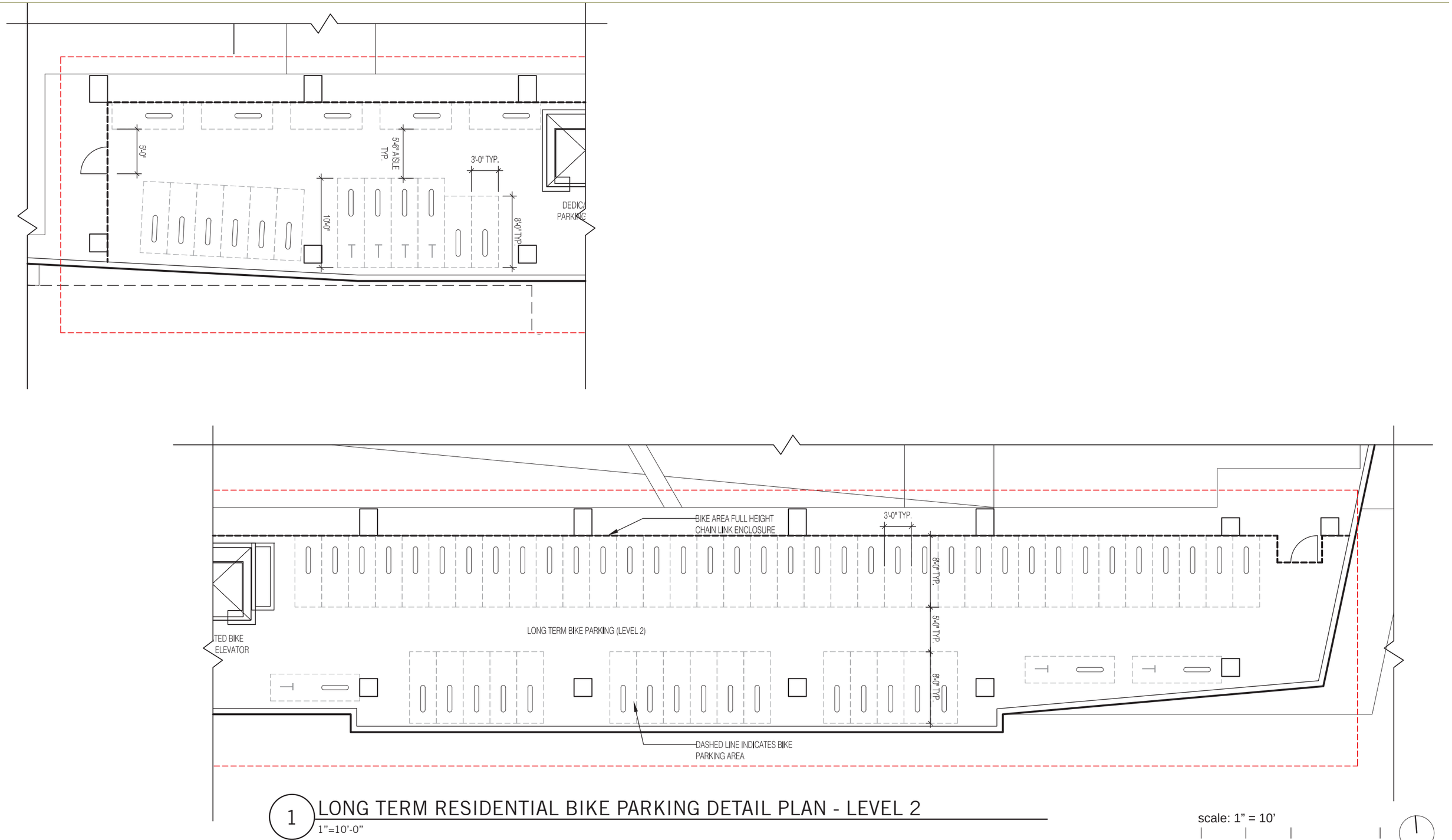


2 LONG TERM RETAIL BIKE PARKING DETAIL PLAN - LEVEL 1
1"=10'-0"

scale: 1" = 10'
0' 5' 10' 20'

Source:Elkus Manfredi Architects

Figure G.7
Building 1 Long Term Bike Parking Detail Plan



1 LONG TERM RESIDENTIAL BIKE PARKING DETAIL PLAN - LEVEL 2

1"=10'-0"

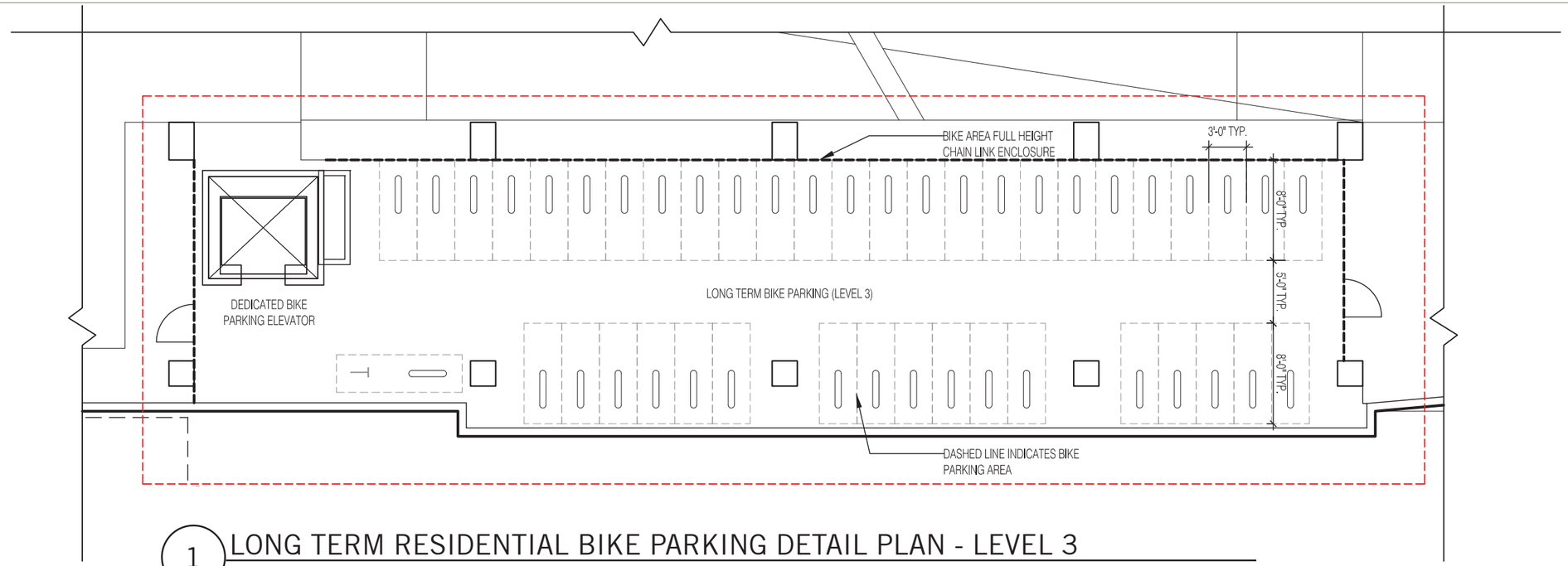
scale: 1" = 10'

0' 5' 10' 20'

Source:Elkus Manfredi Architects

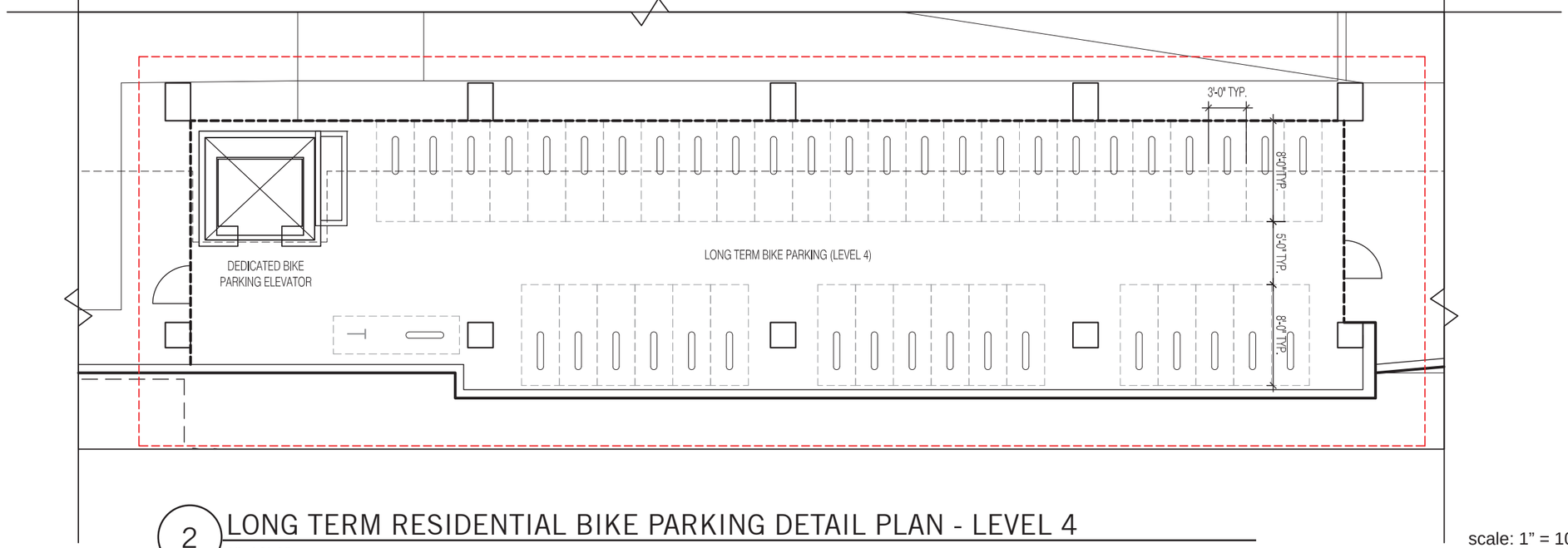
Figure G.8

Building 1 Long Term Bike Parking Detail Plan



1 LONG TERM RESIDENTIAL BIKE PARKING DETAIL PLAN - LEVEL 3

1"=10'-0"



2 LONG TERM RESIDENTIAL BIKE PARKING DETAIL PLAN - LEVEL 4

1"=10'-0"

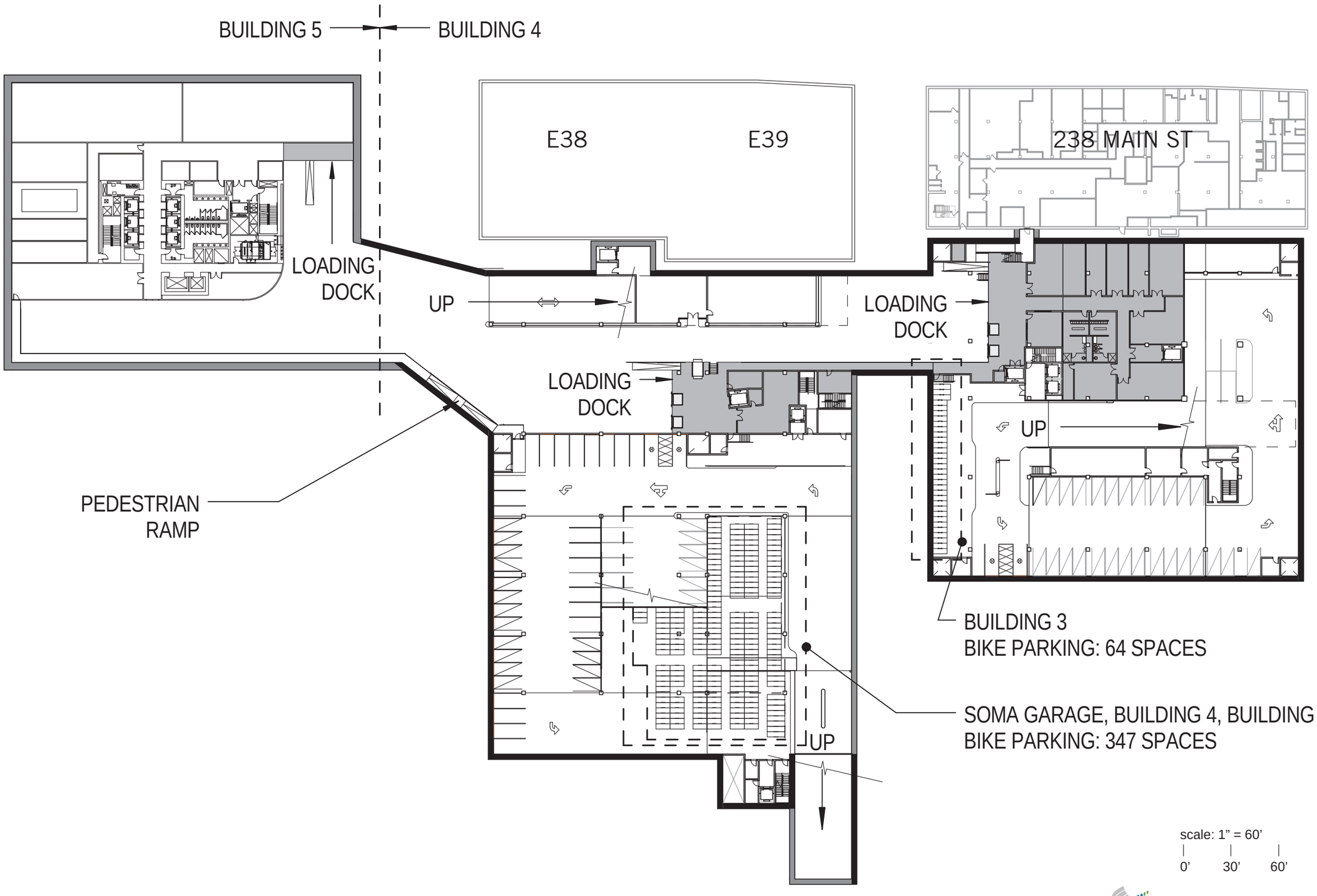
scale: 1" = 10'

0' 5' 10' 20'

Source:Elkus Manfredi Architects

Figure G.9

Building 1 Long Term Bike Parking Detail Plan



scale: 1” = 60’

0’ 30’ 60’ 120’

Source:Perkins + Will

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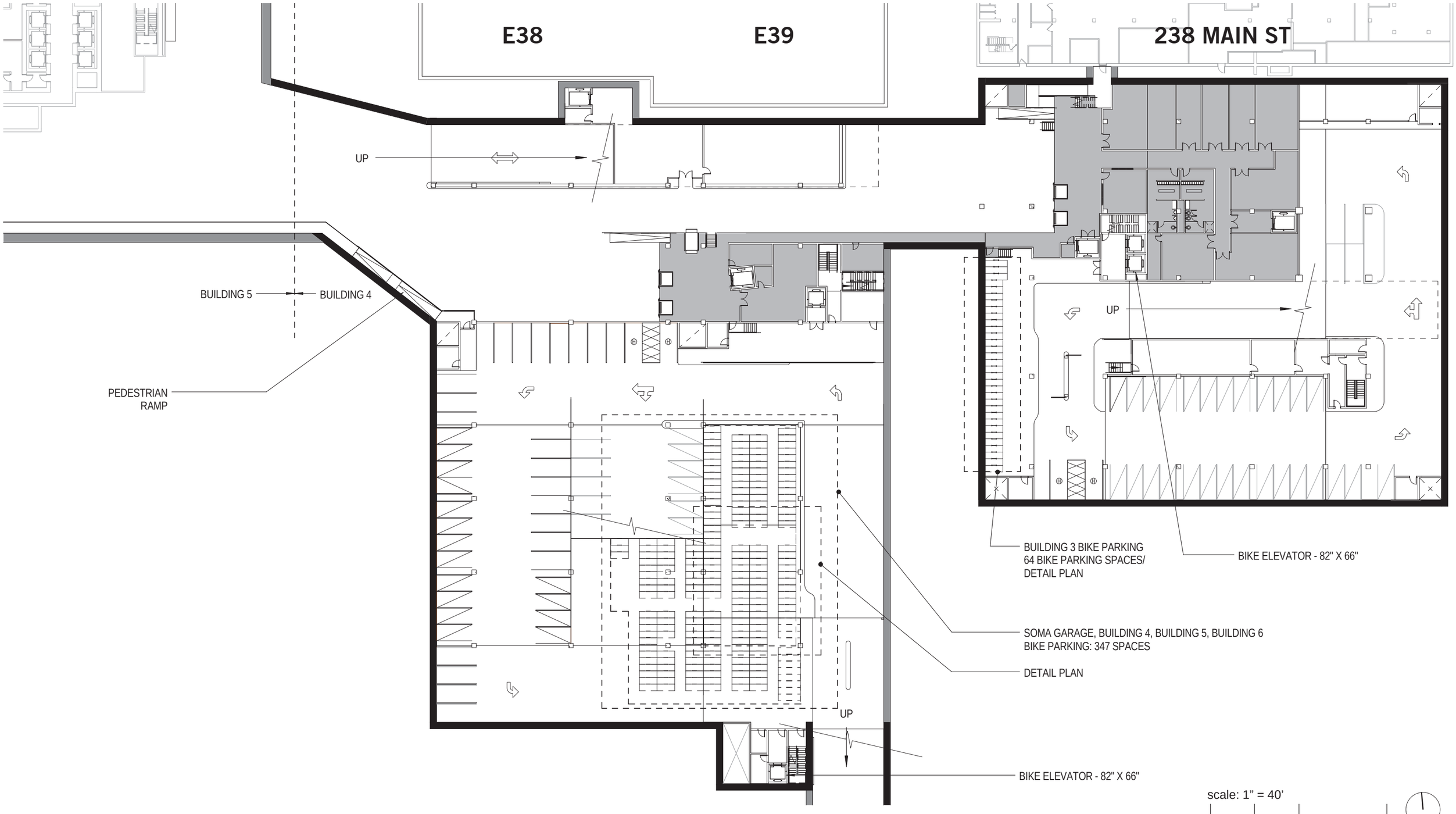
Figure G.10

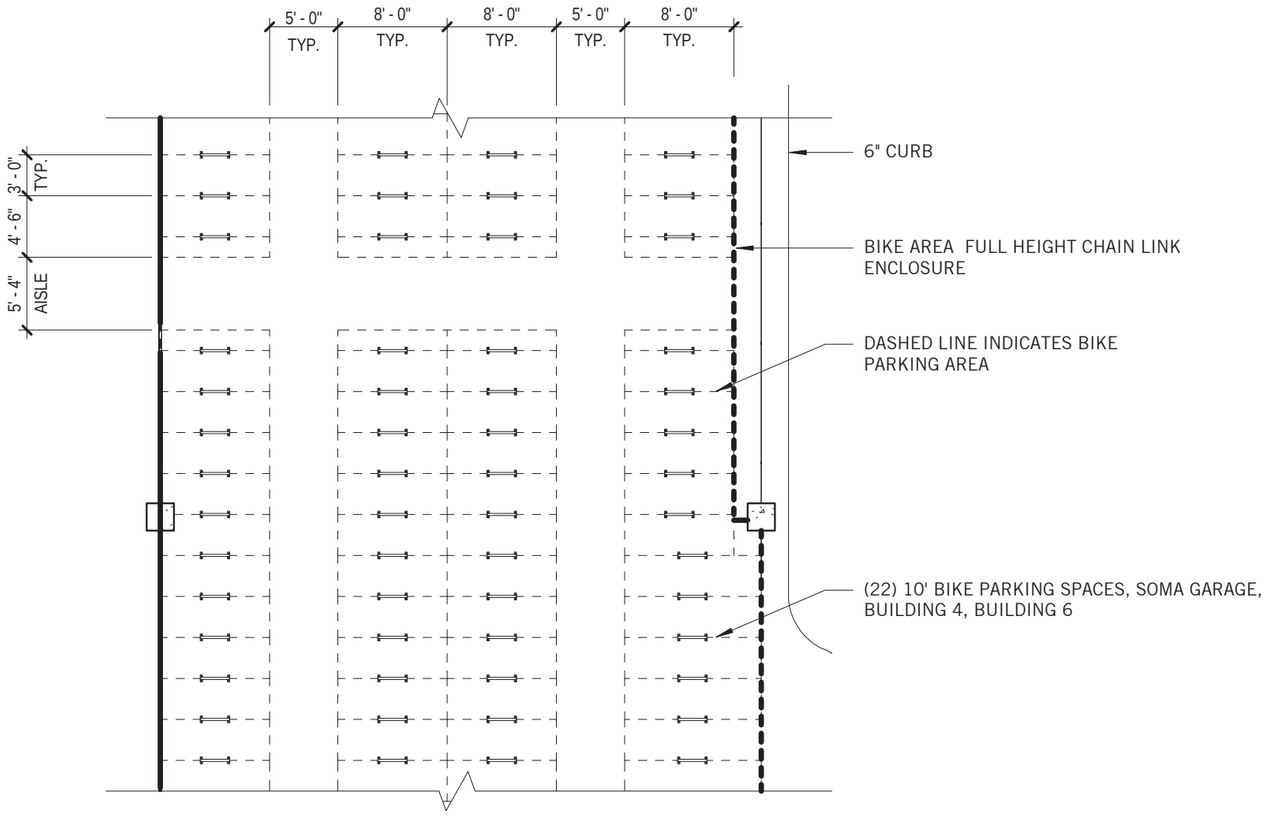
SoMa Garage Long Term Bike Parking
Master Plan - Level P1



Source:Perkins + Will

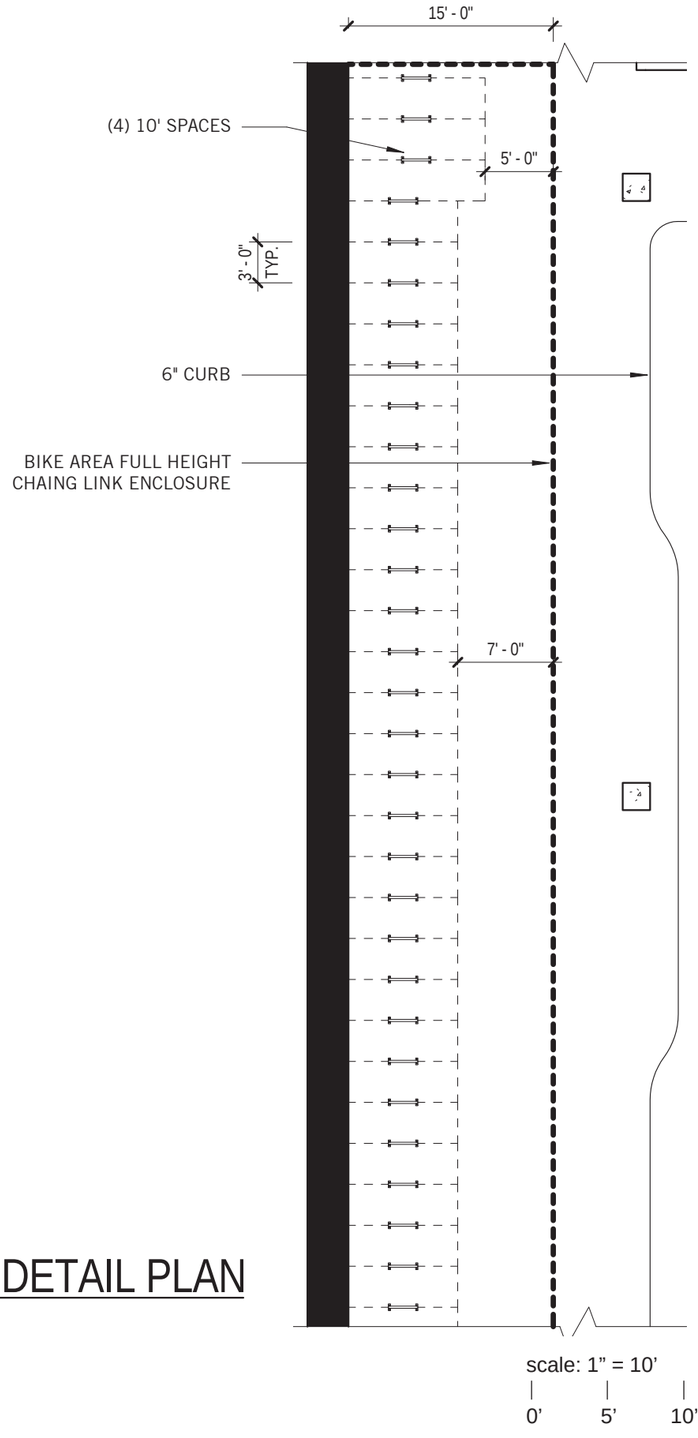
Figure G.11

SoMa Garage Long Term Bike Parking
Master Plan - Leve P1



1 SOMA GARAGE, BUILDING 4, BUILDING 5, BUILDING 6 BIKE PARKING DETAIL PLAN

1" = 10'-0"



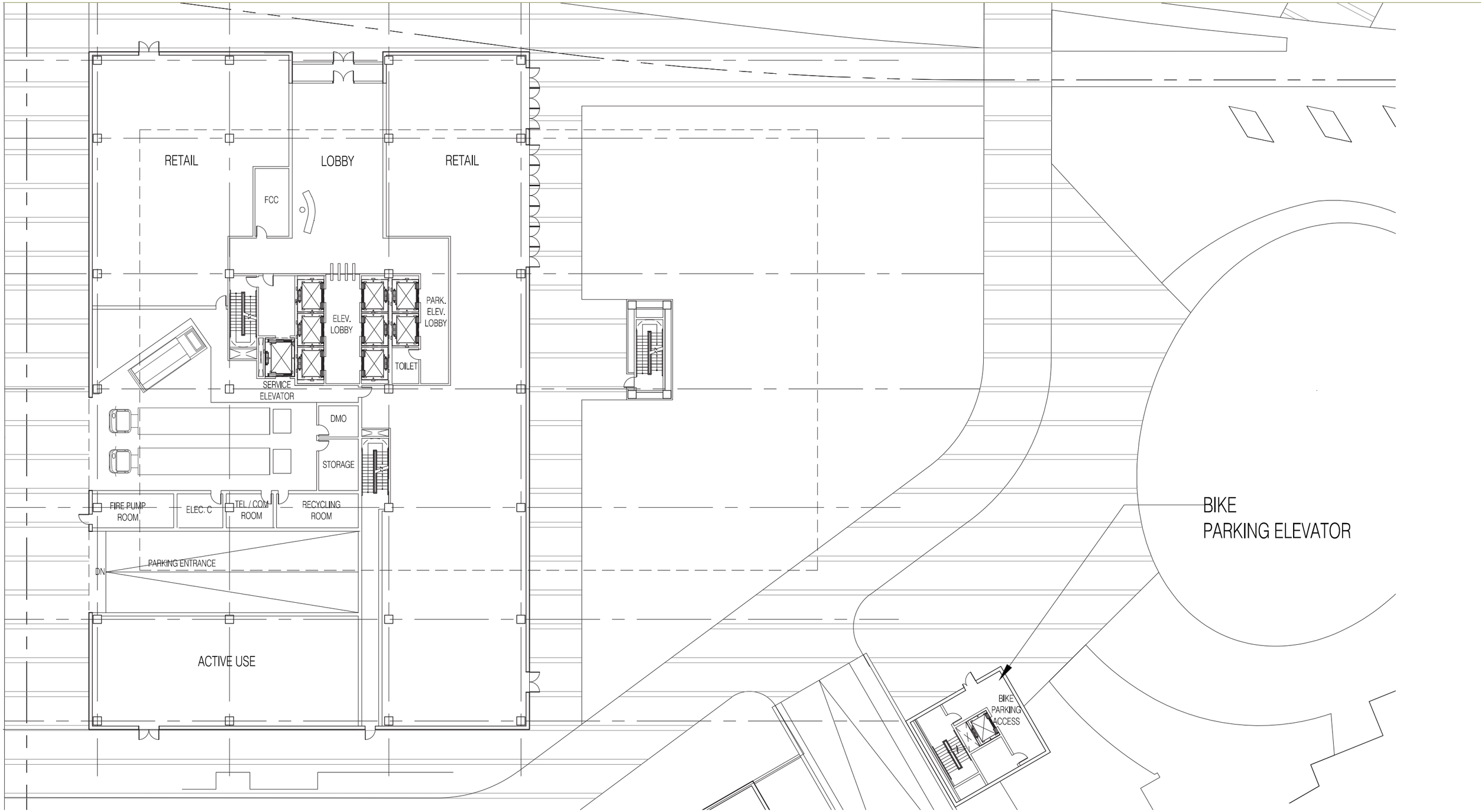
2 BUILDING 3 BIKE PARKING DETAIL PLAN

1" = 10'-0"

Source:Perkins + Will

Figure G.12

SoMa Garage Long Term Bike Parking Detail Plans



Source:Elkus Manfredi Architects

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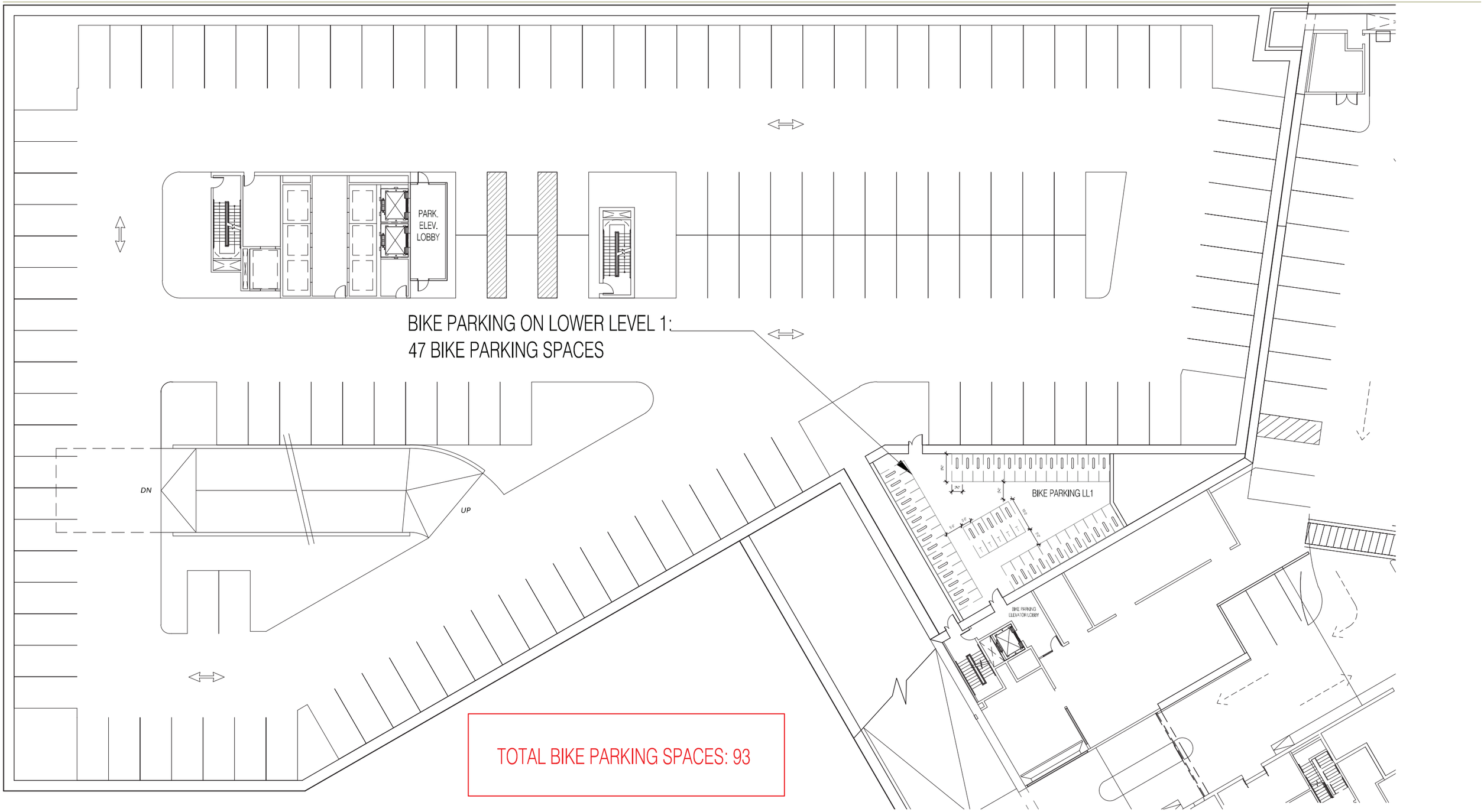
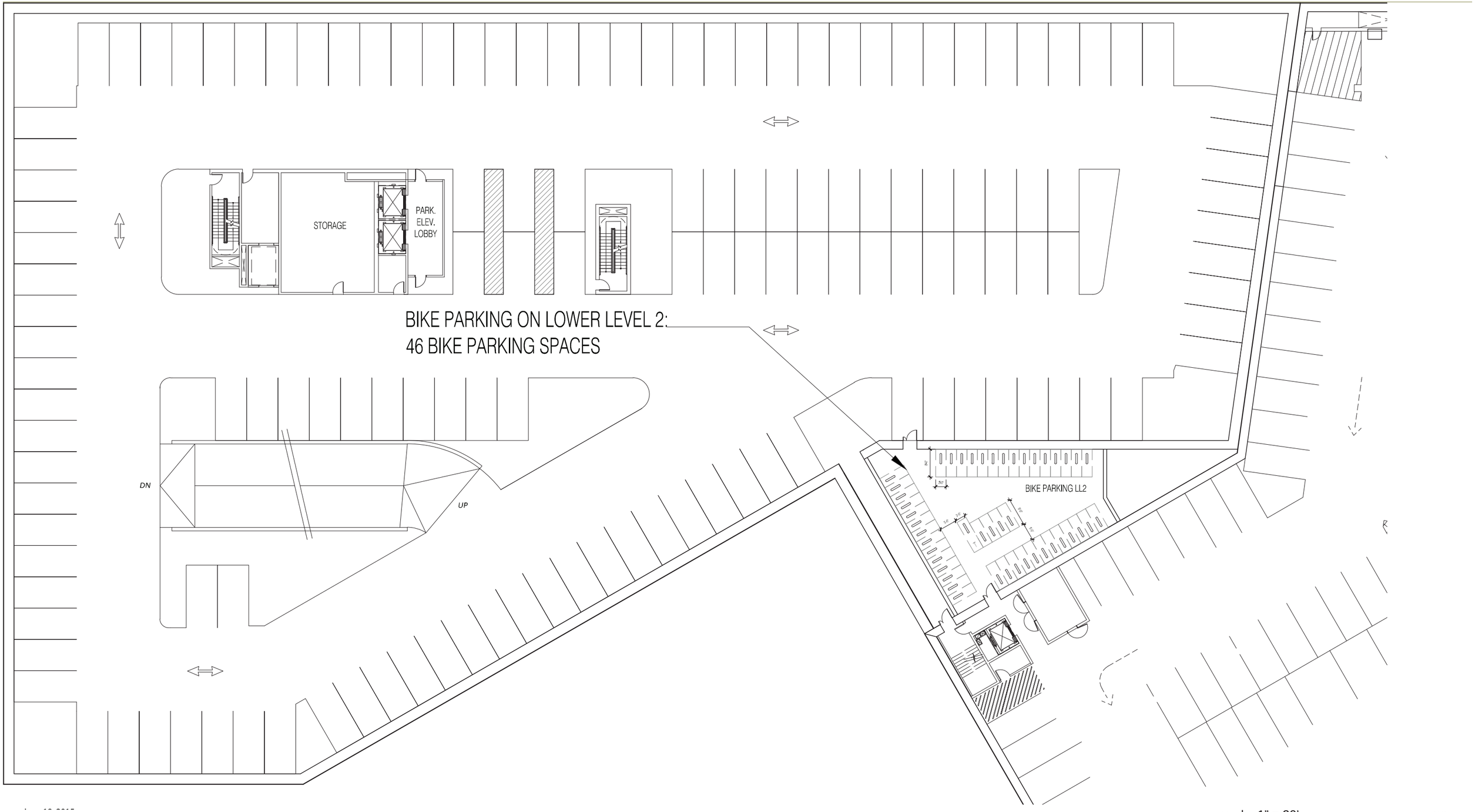
Figure G.13

Building 2 Long Term Bike Parking Access
Level 1



Source:Elkus Manfredi Architects

Figure G.14
Building 2 Long Term Bike Parking LL 1



scale: 1” = 20’

0’ 10’ 20’ 40’

Source:Elkus Manfredi Architects

Figure G.15
Building 2 Long Term Bike Parking LL 2