



CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board

From: Joseph E. Barr, Director

Date: December 10, 2021

Subject: KSURP Infill Development Concept Plan Amendment 2 (PB#315)

Boston Properties is seeking an Amendment #2 to the Kendall Square Urban Renewal Plan (KSURP) Infill Development Concept Plan Special Permit (PB #315) to include various changes, such as:

- Addition of 800,000 square feet of net-new commercial development
- Consolidation of two proposed residential buildings into a new single building
- Demolition of the existing 1,170 space Blue Parking Garage
- Construction of new below-grade parking at 250 and 290 Binney Street with approximately 1,584 spaces.
- Accommodation of an Eversource electrical substation on the MXD site
- Addition of new open space on top of the proposed substation

The Traffic, Parking, and Transportation Department (TP+T) submitted our initial comments to the Planning Board dated September 24, 2021, on the proposed Amendment. Since then, we have continued working with Boston Properties and below is our proposed transportation mitigation program for Amendment #2.

Mitigation	Phasing
<p>Automobile Parking. TP+T supports the proposed Parking plan for the demolition of the Blue Garage and construction of up to 1,584 parking spaces below 250 and 290 Binney Street. The parking will meet the zoning parking requirements which include 0 minimum and a maximum 0.9/space per 1,000 sf for Office/R&D uses, minimum 0.4 and maximum 0.75 spaces per unit for residential, and 0 minimum and maximum 0.5 spaces/1,000 sf for retail uses.</p> <p>The total maximum parking supply for KSURP, including managed parking spaces, will be 3,750 spaces.</p>	<p>The Parking garages shall be constructed with the 250 and 290 Binney Street buildings and should be completed prior to the issuance of the building’s occupancy permits.</p> <p>Boston Properties shall monitor real-time parking utilization of the garages, monitor long-term trends and provide annual parking and monitoring data to the City.</p>

Mitigation	Phasing
<p>Electric Vehicle Supply Equipment. To align with recent requests from the City Council for electrical vehicle charging in development projects, BP will install EVSE in 25% of spaces, or one dual-head Level 2 charger for every two vehicles served, or approximately 198 dual-head Level 2 chargers serving approximately 396 vehicles at 250 & 290 Binney Street. The remaining 75% of spaces will be EV-ready (wiring installed to, in the future, support installation of an additional one dual-head Level 2 chargers for every 2 vehicles served, approximately 594 chargers at 250 & 290 Binney Street. In addition, the project will ensure sufficient capacity in electrical panel and transformer to support future installation of chargers serving all 1,584 spaces.</p>	<p>25% of spaces to have EVSE upon occupancy of the 250 & 290 garages as the come on-line, plus remaining 75% of the spaces will be EV-ready.</p>
<p>Bicycle Parking. The applicant/property owner will provide a combination of bicycle valet, traditional self-park bike rack, and Bluebikes stations to meet the long-term and short-term bicycle parking requirements for the Amendment #2. The plans propose 709 total bike spaces, including 630 long-term and 79 short-term spaces. The following parameters will be met, with any modifications as approved by the City:</p> <ul style="list-style-type: none"> • The valet will be staffed 24/7 • The valet will be equipped to offer electric charging for at least 10% of total spaces • The valet will be free for residents and commercial tenants • Boston Properties will voluntarily submit an initial operations plan for the campus valet prior to the start of temporary and permanent valet operations within Commercial Buildings C and D, respectively • As noted in the Community Development Department’s memo, Boston Properties will also develop and submit a Monitoring & Reporting program for the bike valet program • Applicant/property owner/valet operator will utilize flexible configurations of non-conforming bicycle parking to maintain/improve capacity and service levels on an ongoing basis; if the City becomes aware of user concerns about the use of non-conforming bicycle parking, Boston Properties and the valet operator will meet with City staff to work to resolve these concerns 	<p>Temporary campus valet premises (400 spaces) to be open no later than issuance of an occupancy permit for the first building utilizing 800,000 SF of Utility Project GFA</p> <p>Permanent campus valet premises (610 spaces) to be opened no later than issuance of an occupancy permit for the second building utilizing 800,000 SF of Utility Project GFA, at which time the temporary campus valet premises (400 spaces) may be closed.</p>
<p>100% Design and Reconstruction of Binney Street between Fifth and Sixth Street. Boston Properties shall contribute \$3,500,000 to fund the design and reconstruction of Binney Street between Fifth and Sixth Street.</p>	<p>The funds will be made available by Boston Properties to a party jointly designated by the City and the Cambridge Redevelopment Authority following the issuance of any commercial building permit utilizing 800,000 sf of the Eversource Utility Project GFA within 90 days of its request.</p>

Mitigation	Phasing
<p>Kendall Square Transit Enhancement Program (KSTEP). Through the MEPA agreement with the Massachusetts Secretary of Energy and Environmental Affairs, Boston Properties and the Cambridge Redevelopment Authority will be jointly contributing \$1,100,000 toward the Kendall Square Transit Enhancement Program (KSTEP) as mitigation for the additional 800,000 sf of development and associated 2,240 new daily transit trips.</p>	<p>Upon issuance of the building permit for the second lab/office building.</p>
<p>Loading Dock and Traffic Management Plan. The Permittee shall provide a loading dock and traffic management plan for City approval. The Property Owner shall monitor operations and if the operations cause issues on public users and infrastructure (e.g., vehicles blocking other users or parking illegally) then BP will work with the City to resolve it.</p>	<p>Prior to the issuance of a Certificate of Occupancy of the residential building and ongoing. Plan may be later amended with TP&T approval.</p>

TP&T further recommends that two Special Permit #315 conditions be modified to adjust delivery timelines in light of both the impacts of the COVID-19 pandemic and the logistics of siting an electrical substation within the MXD district:

- The current Special Permit #315 condition (page 4 in TP&T’s January 11, 2017 Planning Board memo and page 3 in TP&T’s November 27, 2018 Planning Board memo) related to Boston Properties constructing improvements to the MBTA Kendall Northbound Headhouse and station prior to the issuance of the Occupancy Permit for Commercial building B (325 Main Street) be amended to provide that the final Headhouse improvements be completed no later than the issuance of an Occupancy Permit for the first Commercial building utilizing Utility Project GFA. An Occupancy Permit for such first Commercial building utilizing Utility Project GFA may nonetheless be issued prior to completion of the Headhouse improvements if, in TP&T’s determination, the Headhouse work has either been substantially completed or has been delayed due to circumstances outside the control of the developer. Any such modification shall not require further approval or review by the Planning Board.
- The current Special Permit #315 condition (page 1 in TP&T’s January 11, 2017 Planning Board memo) related to Boston Properties completing the 100% design and reconstruction of Binney Street and Galileo Galilei Way between Sixth Street and Broadway be amended to allow for coordination with expected Eversource construction work and to provide that the reconstruction work be completed prior to the issuance of the Occupancy Permit for the second Commercial building utilizing Utility Project GFA in accordance with the targeted phasing plan attached. An Occupancy Permit for such second Commercial building utilizing Utility Project GFA may nonetheless be issued prior to completion of the reconstruction work if, in TP&T’s

Notwithstanding the comments above, existing Special Permit #315 transportation conditions will continue to be required and new buildings will be subject to those conditions.

Finally, TP+T wants to 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.