



CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board

From: Brooke McKenna, Transportation Commissioner

Date: March 19, 2025

Subject: KSURP Infill Development Concept Plan Amendment #3 (PB#315)

The Cambridge Traffic, Parking, and Transportation Department (TP+T) has been working with the Boston Properties Limited Partnership on their Kendall Square Urban Renewal Plan (KSURP) Infill Development Concept Plan since 2016. Boston Properties received a Planning Board Special Permit for a new master plan in 2017 and Amendment #1 in 2018. They received Amendment #2 in 2022. They are now seeking a third Amendment for the Project. A short project history is provided below.

Project Background

- 2016. The Project originally completed a Traffic Impact Study (TIS).
- 2017. The Project received a Planning Board Special Permit #315 for approximately 1,066,500 net new square feet.
- 2018. The Project received an Amendment (Amendment #1) for changes to the Project, including the relocation of Building B from 250 Binney Street to 325 Main Street and approval to not construct a new 650-space parking garage at 250 Binney Street. The gross square feet of the project did not change. Overall, the Project included approximately 1,066,500 square feet, 494 residential units.
- 2021. The Project received an Amendment (Amendment #2) which included 800,000 square feet of net-new commercial development (in addition to the previously approved 1,066,500 square feet of development). A key aspect for this Amendment was the inclusion of an Eversource electrical substation on the MXD site. The Amendment also included public open space to be located above the underground electrical substation, consolidation of two residential buildings into a single residential building, and demolition and replacement of the Blue Parking Garage with parking garages below the 250 and 290 Binney Street buildings.

Current Proposed Amendment #3

Boston Properties is currently seeking changes to the Project as Amendment #3, which is requesting two development alternatives for Phase 4 of the master plan as shown below:

A.) **Phase 4 Baseline.** Proceed with the approved redevelopment of 250 Binney Street (“Commercial Building D” as described in Amendment #2

or,

B.) **Phase 4 Alternative (GFA).** Allocate a portion of the Gross Square Floor Area (GFA) from the approved 250 Binney Street building (“Commercial Building D”) toward demolishing and rebuilding the existing 105 Broadway building (“Commercial Building E”). A new building at 105 Broadway would also include up to 7,490 GFA from 300 Binney Street and other unused GFA in the district.

Table 1. Proposed Development Plan Alternative Options

BUILDING	OPTION A PHASE 4 BASELINE	OPTION B PHASE 4 ALTERNATIVE (GFA)
250 BINNEY ST. “COMMERCIAL BUILDING D”	435,398 GFA	286,091 GFA
105 BROADWAY “COMMERCIAL BUILDING E”	145,603 GFA (Existing building to remain)	302,400 GFA
TOTAL GFA	581,001 GFA	588,491 GFA

Option B (Phase 4 Alternative GFA) provides Boston Properties flexibility because the current occupant of the 250 Binney Street building could remain there as far as 2034. Therefore, Option B (Phase 4 Alternative GFA) would permit Boston Properties the option to construct a new building at 105 Broadway rather than wait until 2034 to construct the approved baseline building at 250 Binney Street.

Proposed Parking Space Changes

The Tables below show the KSURP parking plan approved in Amendment #2 and the Proposed changes for Amendment #3. Overall, the locations of some parking spaces will shift from the 250 and 290 Binney Street garages to a new garage under a new 105 Broadway building.

Table 2. KSURP Amendment #2 Approved Parking Plan

Parking Facility	2021 Parking Plan	
250 and 290 Binney Street ("Commercial Buildings C and D")	1,584	
145 Broadway ("Commercial Building A")	457	
Green Garage	824	
Yellow Garage	885	
Total Future KSURP Parking Supply	3,750	

Table 3. KSURP Amendment #3 Proposed Parking Plan

Parking Facility	2021 Parking Plan	
290 Binney ("Commercial Building C")	529	
250 Binney ("Commercial Building D")	598	→ 1,584
105 Broadway ("Commercial Building E")	457	
145 Broadway ("Commercial Building A")	457	
Green Garage	824	
Yellow Garage	885	
Total Future KSURP Parking Supply	3,750	

General Comments

Overall TP+T finds no issues with Boston Properties having the flexibility to shift Gross Square Feet from the 250 Binney Street Building ("Commercial Building D") to a new reconstructed building at 105 Broadway ("Commercial Building E").

Upon TP+T's request, a TIS update technical memo, dated November 7, 2024, was provided by VHB. The memo found that because Amendment #3 does not increase the GFA for the Project, it will not create any additional vehicle trips. TP+T reviewed and approved the memo.

TP+T also considered various changes to the directionality of East Service Road, including access to a new below-grade parking garage at 105 Broadway. We determined that there should be no changes from what was already approved in Amendment #2 for East Service Road, which includes being a two-way road between Binney Street and the 250 and 290 Binney Street parking garages, and a one-way southbound only road to Broadway. This circulation plan prevents any new turning movement conflicts at Broadway and the East Service Road and prevents vehicles from traveling the wrong way on East Service Road northbound from Broadway. The

Application for Amendment #3, Volume II Graphics, depicts the Site Circulation Plan that TP+T supports.

Comments & Recommendations

Overall, TP+T is supportive of Amendment #3 and offers the Planning Board the following comments and recommendations:

1. Separate commercial parking permits may be required for each building if the project is moving 500 commercial spaces that had been permitted at the Blue Garage to different parcels. This may require Commercial Parking Control Committee approval or administrative approval. No action is needed by the Planning Board and TP+T will address this issue as needed.
2. TP+T will need a detailed plan on how parking for each parking garage will be controlled pursuant to the maximum number of commercial parking spaces and the maximum parking ratios permitted in the Planning Board Special Permit for the KSURP MXD Infill development project. The plan should be approved by TP+T prior to the issue of the Building Permit for any new parking garages and verified upon issuance of an Occupancy Permit for any parking garage.
3. If a new building is constructed at 105 Broadway (“Commercial Building E”), TP+T supports the cross-section plan for the Kittie Knox Bike Path shown on Figure 3.5B in the MXD IDCP Volume II Graphics Part B. The cross-section plan shows the 105 Broadway building, 3-foot-wide buffer, and 10-foot-wide Kitty Knox Bike path. This will require Boston Properties to widen the existing path from about 8 feet to 10 feet. TP+T also recommends the Kitty Knox Bike path be at least 10 feet wide the full length of the MXD district boundary, including adjacent to the future 250 Binney Street (“Commercial Building D”) when constructed. Impacts to any trees should be avoided along the 6th Street connector.
4. For a potential new building at 105 Broadway (“Commercial Building E”), the conceptual bicycle parking plan for short-term and long-term bicycle parking appears acceptable. Final detailed bike parking plans should be provided to TP+T for review as part of a design review and Building Permit review for that building.
5. TP+T will review a detailed site plan for a potential new 105 Broadway building, when advancement of that building is pursued by Boston Properties. Site plans will need to include detailed plans for pedestrian, bicycle, and vehicle access, and loading and delivery management plans.
6. As stated in the Application for Amendment #3, The Phase 4 Alternative will maintain the TDM measures enacted with the Concept Plan Amendment #2’s approval in 2021.
7. To be consistent with city policy, a parking garage at 105 Broadway should install electric vehicle (EV) charging (Level 2 or DC fast charging) to serve 25% of the total number of parking spaces, make the remaining 75% of the spaces EV ready (wiring installed to support installation of additional EVSE in the future), and ensure sufficient capacity in the electrical panel and transformer(s) to support future installation of chargers serving all parking spaces.