

A photograph of a city street intersection. In the foreground, a person in a yellow vest and hard hat is standing on a crosswalk. A dog is walking alongside them. A white car is stopped at the intersection. In the background, there is a modern, multi-story building with large windows and some trees. A street lamp is visible on the right side.

# 5. TRANSPORTATION



# 5.0 INTRODUCTION

This section describes the existing and proposed transportation conditions surrounding the Project Site and presents an overview of the Transportation Analyses conducted to assess potential traffic impacts associated with the Project. The original Transportation Impact Study (TIS) was submitted to the City of Cambridge Traffic, Parking, and Transportation (TP&T) Department on June 23, 2016 and certified as complete and reliable on July 14, 2016. In January 2017, an update to the transportation analysis was submitted that reflected changes in the proposed development program, which were documented by TP&T in a memo to the Planning Board dated January 11, 2017, in support of the Planning Board and the CRA Board's approval of the Special Permit for the Project. The Notice of Decision (PB #315) approving the Original Concept plan was approved by the Planning Board and the CRA Board on January 17, 2017, and recorded with the City Clerk's Office on March 20, 2017.

On September 18, 2018, an update to the TIS ("TIS Update #1) was submitted to the City's TP&T Department providing an updated trip generation analysis and comparison, as well as an updated parking analysis, to reflect the development program documented in the Concept Plan Amendment #1. The TIS Update #1 memorandum focused on the updated trip generation and parking analysis changes due to an increase in the residential program and the shifting of approved commercial GFA associated with Commercial Building B from 250 Binney Street, to 325 Main Street. The overall development GFA did not change compared to the Original Concept Plan. TP&T documented the changes with final recommendations for the Concept Plan Amendment #1 in a memo to the Planning Board on November 27, 2018. Concept Plan Amendment #1 was approved by the Planning Board and the CRA Board on December 4, 2018.

On June 25, 2021 a second update to the Certified TIS(TIS Update #2) was submitted to the City's TP&T Department providing an updated trip generation analysis and comparison, as well as an updated parking analysis, to reflect the development program documented in Section 1.4 of the Concept Plan Amendment #2. The Planning Board Special Permit Criteria was also re-evaluated based on the current development program.

Refer to Appendix B for a copy of the TIS Update #1 memo from July 16th, 2018, and the most recent TIS Update Memo #2.

## CHAPTER UPDATES

The following section summarizes minor refinements to this Chapter since the Approved Concept Plan.

- **The Kendall Square Transit Enhancement Program (KSTEP):** This Chapter provides an update on the KSTEP, including an overview of the first two pilot projects that have received KSTEP funding.
- **Bicycle Parking:** The Project aims to deliver the majority of bicycle parking via implementation of a commercial bike valet calibrated to service demand from the Residential Building, Commercial Building C, and Commercial Building D.
- **Vehicle Parking:** The approximately 1,170 existing above-grade parking spaces associated with the existing Blue Garage will be relocated below-grade into two, connected parking garages situated beneath Commercial Building C and Commercial Building D that will be accessible from the East Service Drive. Concept Plan Amendment #2 proposes up to an additional 414 vehicle parking spaces to be accommodated within the two garages to support the additional commercial GFA as well as the Residential South Building. This results in a net total addition of 1,042 spaces since the Original Concept Plan was approved, and total future parking supply of 3,750 spaces.
- **Transportation Demand Management (TDM):** This Chapter provides an update on TDM and mitigation measures that have been completed since the Concept Plan Amendment #1 was approved in 2019, and TMD measures that will be completed prior to the issuance of a certificate of occupancy for Commercial Building B.

# 5.1 CERTIFIED TIS OVERVIEW

As required by Section 14.32.2.1(5) of the zoning ordinance, a TIS was prepared for the Project in conformance with Section IV, “Guidelines for Presenting Information to the Planning Board” of the City of Cambridge “Transportation Impact Study Guidelines,” Sixth Revision dated November 28, 2011. The TIS responds to the Scoping Letter dated May 19, 2016 issued by the TP&T Department in response to a Request for Scoping dated April 19, 2016. The TIS document consists of 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 Project as defined under the guidelines.

The TIS includes inventories of physical and operational conditions in the study area including roadways, intersections, crosswalks, sidewalks, on-street and off-street parking, transit facilities, and land uses. Transportation data is presented, including automatic traffic recorder counts, intersection turning movement counts, pedestrian and bicycle counts, vehicle crash data, and transit service data. Traffic volumes were evaluated for a 2016 Theoretical Existing Condition, a 2016 Build Condition, and a 2021 Build Scenario Loading that include future background growth and other developments, as well as Project trips, and off-site roadway improvements. The required TIS Summary Sheets and Planning Board Criteria Performance Summary are included in Appendix B. The TIS analysis identified impacts that the Project will have on the transportation network and is used by the City to identify possible mitigation to offset these impacts. Applicant, the CRA and the City are continuing the process of developing and discussing the mitigation program associated with this Project. The TIS identified policies and programs that could potentially be implemented as Project mitigation.

The TIS Update #2 report was submitted to the City’s TP&T Department on June 25, 2021 providing an updated trip generation analysis and comparison, as well as an updated parking analysis to reflect the current development program as documented in Section 1.4. The Planning Board Special Permit Criteria was also re-evaluated based on the current development program. Refer to Appendix B of the Concept Plan Amendment for a copy of the full TIS Update #2 report.

## 5.2 KENDALL SQUARE TRANSIT ENHANCEMENT PROGRAM (KSTEP) TDM PLAN

The CRA and Applicant remain focused, as they have been throughout the development of Kendall Center, on preserving and enhancing the favorable transportation mode split in Kendall Square that has played such an important role in the successful redevelopment of the KSURP area. It is acknowledged and well-documented that approximately 70 percent of all trip making in Kendall Square utilizes transit, walking, biking, shuttle and carpool. This remarkable factor is at the core of the opportunity for the Project. The importance of preserving and enhancing this condition cannot be overstated and is central to the CRA's plans for expansion of the KSURP.

The KSTEP grew out of the MEPA review process for the amendment of the KSURP, and is an important mitigation component of the 2015 Single Environmental Impact Report (EIR), which preceded the approval of the KSURP Amendment 10, MXD Zoning and Original Concept Plan documents. In that EIR, KSTEP was a way to prepare for transit ridership created by new development, by funding projects that improve transit capacity.

Since the Original Concept Plan was approved, a Memorandum of Understanding (MOU) was executed on May 9, 2017 between the CRA, MassDOT and the MBTA, together with Applicant and the City, as a mechanism to identify and implement appropriate transit improvements consistent with the KSTEP. The MOU established the Working Group, (formalized in 2019 through the execution of the KSTEP governance documents) and includes the CRA, Applicant, the MBTA, MassDOT and other stakeholders as may be designated to develop recommendations for funding allocation toward transit capital improvements, expanded service, or other programs (collectively referred to as projects). As provided in the MOU, the funding for the KSTEP Fund was provided through an initial payment in the sum of six million dollars (\$6,000,000). The MOU established general language regarding disbursement of the funds at the direction of the CRA Board, with approval by the Cambridge City Manager. Funding decisions will be guided by the initiatives recommended by the Kendall Square Mobility Task Force and Transport Kendall report.

There are currently two pilot projects underway that have received KSTEP funding which include:

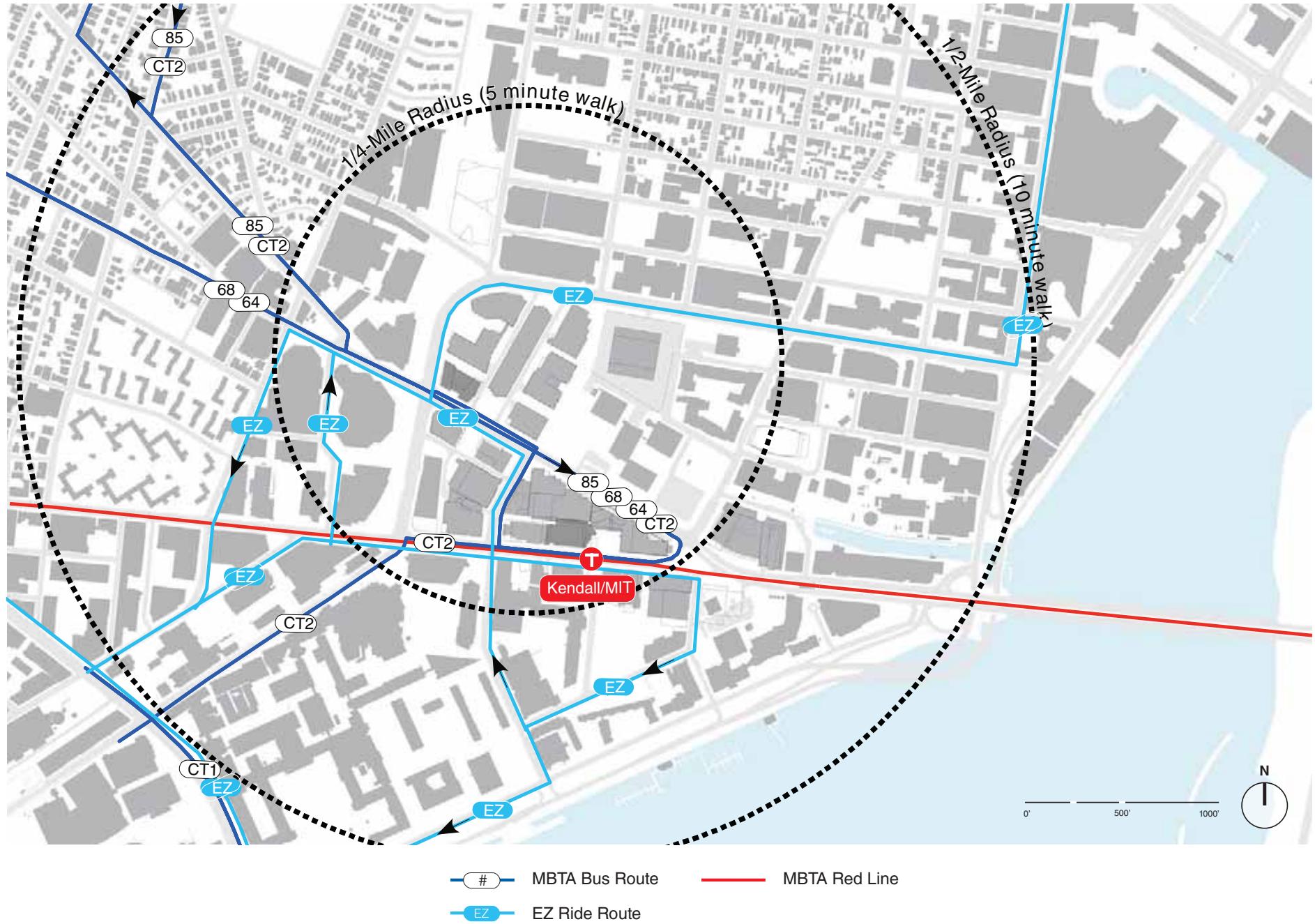
- 500 Main Street Bus Shelter: KSTEP funds are being used to construct a new bus shelter at 500 Main Street in Kendall Square. It is anticipated that construction of the bus shelter will be completed by Q3 of 2021.
- KSURP Bus Service Improvement Planning: KSTEP funds are being used to conduct a study that is analyzing and developing design concepts for bus priority measures along Broadway and Main Street in Kendall Square, considering streetscape infrastructure, lane markings, and/or traffic signal optimization such as transit traffic signal priority systems at intersections. This study is underway and is anticipated to be completed by Q3 of 2021.

Moving forward the CRA and the Working Group will continue to consider a variety of transit mitigation projects and program options which could receive KSTEP funding, including:

- MBTA Red Line Kendall Station Improvements: Immediate operating and capital improvements to the existing transit infrastructure at Kendall Station, including station capacity and egress, Kendall Square transit information, communications and way-finding, Red Line ticketing, climate change adaptation/resiliency, bus and bicycle connectivity, and overall station functionality and appearance.
- Kendall Station / Kendall Square Connection Enhancements: Capital support for improving existing or new ground transportation via non-MBTA shuttles and/or MBTA buses or Bus Rapid Transit (BRT) aimed at facilitating access to and from Kendall Square.
- MBTA Red Line Service Modernization and Improvements: Signal, track and other technology improvements designed to increase capacity and reliability especially at peak-of-the-peak including enhancing headways (time between service) and other improvements that will positively impact the quality of transit service and the customer experience.
- Long-Range Feasibility Investigations Planning for and potential capital investment toward new public transit services.

EXISTING PUBLIC TRANSPORTATION

FIGURE 5.1



## 5.3 ACCESS AND CIRCULATION

As currently planned, the re-siting of a proposed Eversource electrical substation will require demolition of the existing above-grade Blue Garage at the center of the North Parcel to house the new facility below grade. The East and West Service drives running parallel to the existing Blue Garage will continue to provide vehicle access and egress off Broadway and Binney Street. The West Service Drive currently provides access to the parking garage and loading dock for Commercial Building A. The approximately 1,170 existing above-grade parking spaces associated with the Blue Garage will be relocated below-grade into two, connected parking garages situated beneath Commercial Building C and Commercial Building D that will be accessible

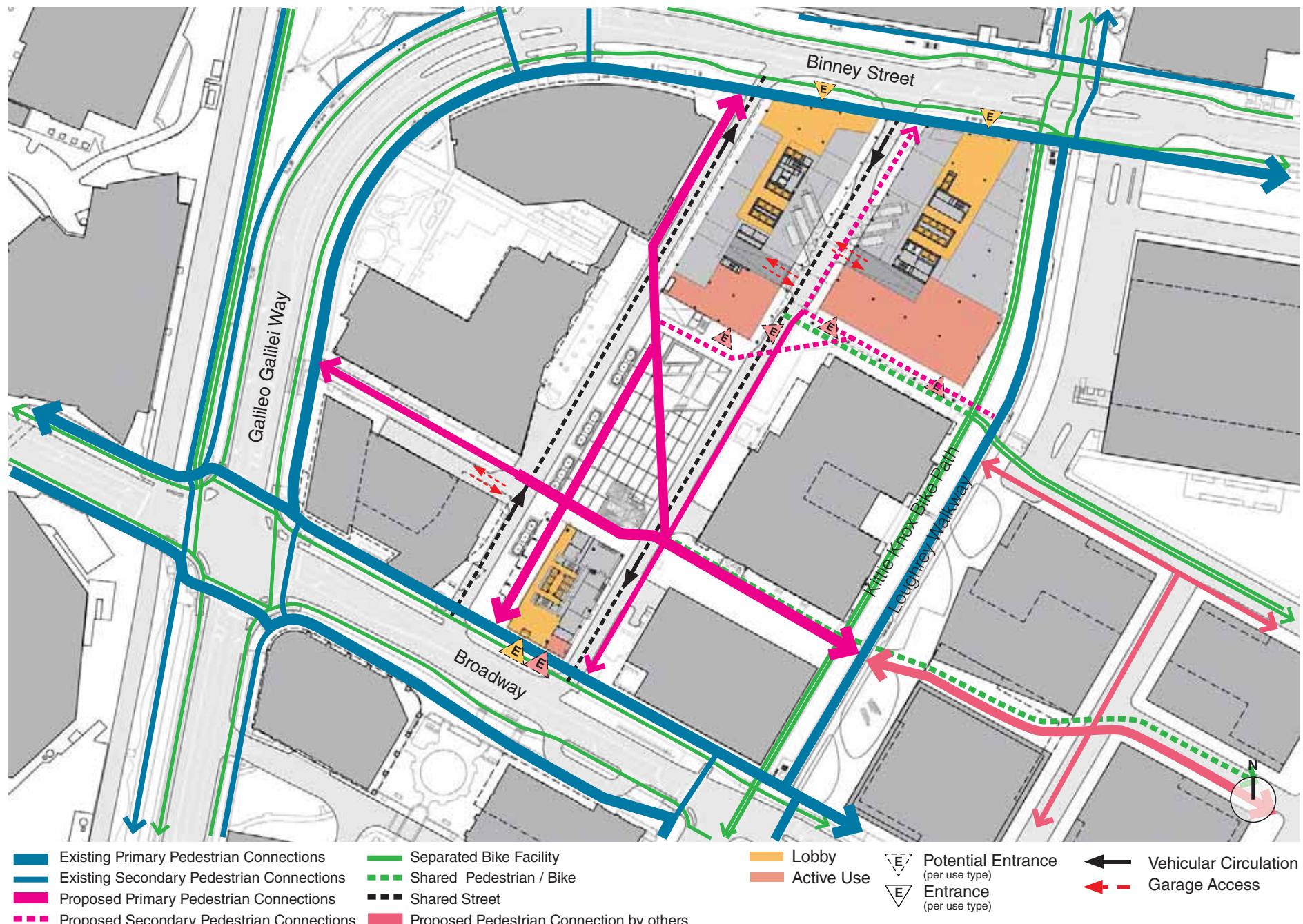
from the East Service Drive. The Project also proposes up to an additional 414 vehicle parking spaces to be accommodated within the two garages to support the additional commercial GFA as well as the Residential South Building. As currently planned, the East Service Drive will provide access to loading and service for the Residential South Building, and both Commercial Buildings C and D. Pedestrian access to the Residential Building South will be provided via a main entry along Broadway. Similarly, pedestrian access to Commercial Building C and Commercial Building D will be provided along Binney Street. Refer to Figure 5.2 for a vehicular, bicycle and pedestrian access and circulation plan.

TABLE 5-1 PROPOSED BICYCLE PARKING

PROPOSED BICYCLE PARKING SUMMARY			
PROJECT COMPONENT	STATUS	LONG-TERM SPACES PROPOSED	SHORT-TERM SPACES PROPOSED
COMMERCIAL BUILDING A	COMPLETE	134 <sup>1</sup>	34 <sup>1</sup>
COMMERCIAL BUILDING B	UNDER CONSTRUCTION	108 <sup>1</sup>	47 <sup>1</sup>
RESIDENTIAL BUILDING SOUTH	PLANNED	20 <sup>2</sup>	12 <sup>2</sup>
COMMERCIAL BUILDING C	PLANNED	420-610 <sup>2</sup>	12 <sup>2</sup>
COMMERCIAL BUILDING D	PLANNED		12 <sup>2</sup>
<b>TOTAL</b>		<b>682-872<sup>2</sup></b>	<b>117<sup>2</sup></b>

1. Reflects as-built bicycle parking for Commercial Building A, and approved bicycle parking for Commercial Building B, which is currently under construction.

2. The Applicant intends to satisfy bicycle parking demand from the Residential Building South, Commercial Building C and Commercial Building D via a commercial bicycle valet. In accordance with Article 6.108.1 the Applicant therefore intends to seek a modification of bicycle parking requirements via special permit. To complement the services of the envisioned bicycle valet, the Applicant also seeks to deliver approximately 20 traditional long-term bicycle parking spaces within the Residential Building South and 12 short-term bicycle parking spaces for Residential Building South, Commercial Building C, and Commercial Building D. The range of valet spaces illustrated (400-600) conveys the changing maximum capacities of the valet from its temporary premises within Commercial Building C to its permanent location within Commercial Building D. The Applicant also anticipates that the proposed bicycle valet will be able to offer short-term bicycle parking, subject to capacity utilization trends. The implications of applying the minimum bicycle parking requirements established by the City of Cambridge Bicycle Parking Guide to the Project are shown in Table 10 of the TIS Update Memo #2, Appendix B."



### **5.3.1 BICYCLE ACCOMMODATIONS**

As part of Concept Plan Amendment #2 the Applicant is proposing to implement a commercial bicycle valet to service the majority of anticipated demand for bicycle parking from the Residential Building, as well as Commercial Buildings C and D. Acknowledging the unique approach to bicycle parking being proposed as part of this plan, in accordance with Article 6.108.1 the Applicant therefore intends to seek a modification of bicycle parking requirements via special permit. The implications of applying this tailored bicycle parking approach are shown in Table 5-2. Consistent with Section 14.52.6.2 the Applicant will submit a Bicycle Parking Plan to accompany submission of Concept Plan Amendment #2.

Figure 5.3 depicts the MXD bike parking plans locations, and Figure 5.4 depicts bike parking locations for Residential Building South and Commercial Buildings C and D.

In light of the proposed phasing plan for Commercial Building C and Commercial Building D, the proposed bicycle valet will be temporarily located within ground floorspace in Commercial Building C fronting the proposed Center Plaza public open space prior to the completion of Commercial Building D. While quantity estimates remain subject to change, this space is projected to possess the capacity to park up to approximately 400 bikes. Under Zoning, as documented in the TIS Memo #2 in Appendix B, Residential South and Commercial Building C would be required to provide 592 long-term spaces, and 75 short-term spaces in aggregate in the absence of a special permit modification. This valet facility would be envisaged to support both the Residential Building and Commercial Building C prior to the construction of Commercial Building D. Upon completion of Commercial Building D, the Applicant anticipates relocating the bicycle valet to expanded permanent facilities within the ground floor of Commercial Building D. Intended to serve the Residential Building, Commercial Building C and Commercial Building D, these permanent operations would front the 6th Street Connector, which includes a dedicated bicycle path constructed as part of Commercial Building A.. While quantity estimates remain subject to change, it is projected that these new premises will support parking of up to 610 bikes at a time. Under Zoning, as documented in the TIS Memo #2 in Appendix B, Residential South, Commercial Building C and Commercial Building D would be required to provide 688 long-term spaces, and 101 short-term spaces in aggregate in the absence of a special permit modification. It is expected that this permanent valet facility will have the ability to service both long and short-term demand, subject to capacity utilization trends. Moreover, the Applicant envisions that some active use space in Commercial Building D could be flexible in configuration, and designed with a mutually-supporting bicycle valet and bicycle shop use in mind. Space formerly dedicated to bicycle valet operations in Commercial Building C would then be dedicated to another active use or possibly retail as appropriate.

To complement the services of the envisioned bicycle valet, the Applicant also anticipates targeted production of “traditional” short and long-term bicycle parking facilities. Short-term facilities integrated into the new proposed urban plan for the North Parcel (including areas adjacent to Residential Building South and Commercial Buildings C and D) represent a key opportunity for realizing this vision. Moreover, the Applicant also intends to deliver long-term bicycle parking within the proposed Residential Building. While the operations of the proposed bicycle valet are liable to cover the vast majority of bicycle parking needs, residents are the most likely constituency to desire alternative arrangements and the Applicant is therefore seeking to deliver approximately 20 traditional long-term bicycle parking spaces within the Residential Building.

In support of Residential Building South, and Commercial Buildings C and D, approximately 36 new short-term spaces will be accommodated throughout the North Parcel focusing on the areas near retail and lobby entrances on Binney Street and Broadway. Different options for the locations of the short-term bicycle parking will be discussed with the City. All installed bicycle racks outside of bicycle valet facilities (short- and long-term) will be compliant with required standards. To accommodate the envisioned campus bicycle parking plan, however, the Applicant is proposing modification of long-term bicycle parking quantity and siting requirements, short-term bicycle parking quantity and siting requirements, and bicycle rack design, layout, and primary access standards. The Applicant submits that by enabling a campus bicycle valet facility to serve the proposed North Parcel development program contemplated in Concept Plan Amendment #2, these modifications will ultimately allow for a superior level of service for cyclists, and comparable bicycle parking availability to what is typically required despite otherwise-binding site constraints.

MXD DISTRICT BIKE PARKING LOCATION PLAN

FIGURE 5.3



Existing Short Term Bike Parking

Proposed Short Term Bike Parking

Proposed Short Term Bike Parking by others

Existing Long Term Bike Parking

Proposed Long Term Bike Parking

Within Parking Structure

Bluebikes Existing Locations

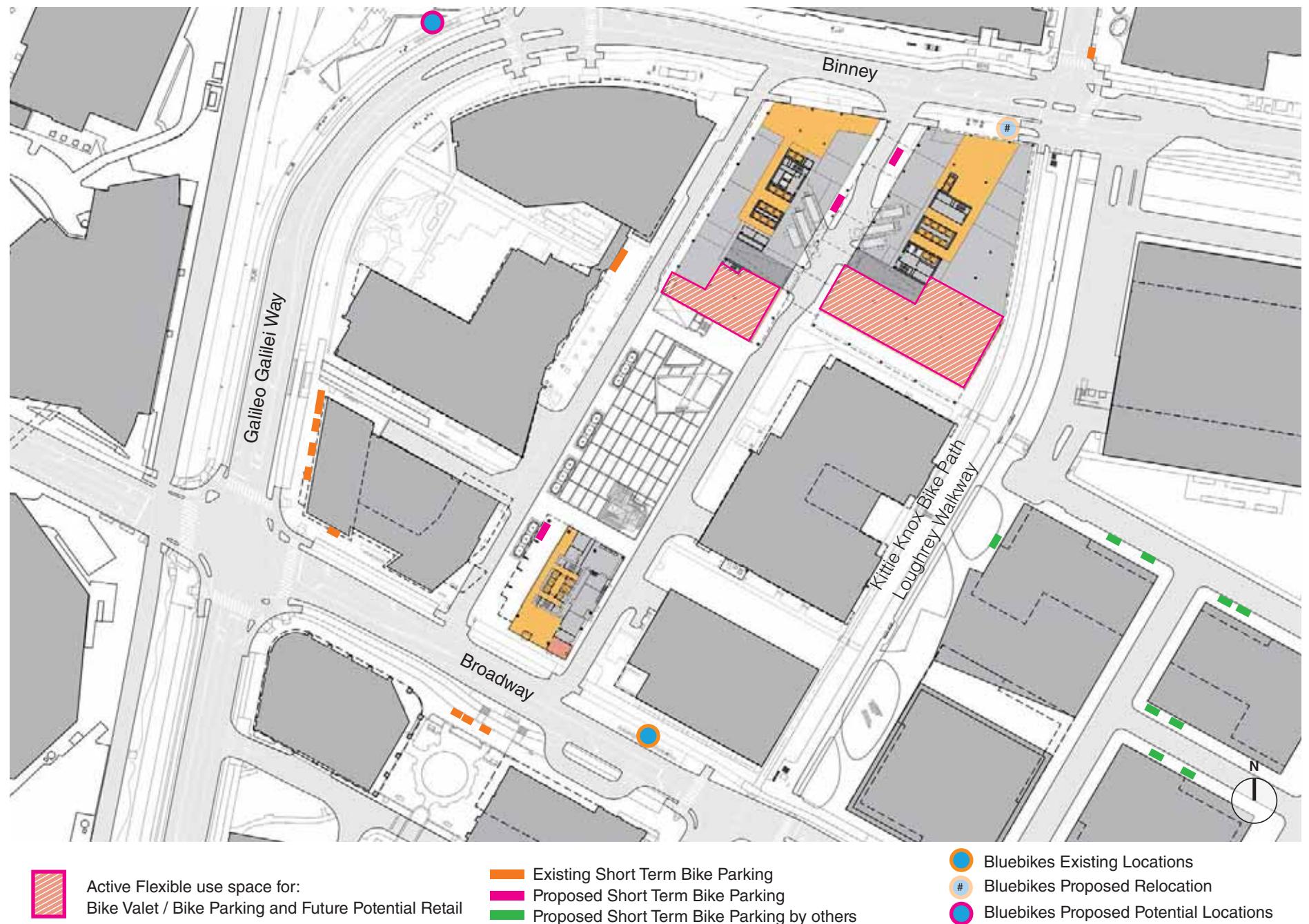
Bluebikes Proposed Potential Locations

# Bluebikes for Relocation

# Bluebikes Proposed Relocation

PROPOSED BIKE PARKING LOCATIONS

FIGURE 5.4



## 5.4 TRAFFIC DEMAND MANAGEMENT PLAN

The proposed TDM measures aim to reduce drive-alone trips, or single occupancy vehicles (SOVs), by encouraging employees, residents and visitors to use alternative modes of transportation. Overall, the goal of the proposed TDM Plan is to reduce the use SOVs by encouraging carpooling and van pooling, bicycle commuting and walking, and increased use of the Kendall Square public transportation system by employees and residents.

**The following TDM measures were completed concurrent with the issuance of the Certificate of Occupancy for Commercial Building A:**

- Provided the initial \$6 million payment for the KSTEP Fund.
- 100% Design Plans for reconstruction of Binney Street and Galileo Galilei Way between the Sixth Street and Broadway, including improvements at the intersection of Galileo Galilei Way/Broadway and respective approaches of Galileo Galilei Way;.
- 100% Design Plans for reconstruction of Broadway between Ames Street and Galileo Galilei Way.
- Improved the Sixth Street Connector Pathway by providing separated pedestrian and bicycle facilities while maintaining the mature trees along the existing pathway.
- Installed wayfinding and real-time transit screens in the Commercial Building A lobby and the Marriott plaza.
- Joined the Charles River Transportation Management Association (TMA); and
- Finance the purchase and installation of two (2) 19 dock Bluebikes Stations.

**The following TDM measures will be completed prior to the issuance of a certificate of occupancy for Commercial Building B:**

- The Applicant should construct no more than \$400,000 in improvements to the MBTA Red Line Outbound Station on the north side of Main Street.
- Fund one large (i.e., 23-dock) Bluebikes system to further support the public bicycle sharing system in Kendall Square and mitigate the impacts of additional development at 325 Main Street.

- Implement a real-time parking availability system within the Applicant's commercial parking facilities, in coordination and as approved by TP&T, the CDD and the CRA.
- Implement a parking management practice or plan that permits parkers to pay by the day, instead of monthly, to encourage commuters not to drive every day, and shall offer this or a comparable program to tenants of the MXD.
- Provide real-time transit screens in the in Commercial Building B lobby.

**TDM measures specific to the residential component, are identified below:**

- Make available a minimum of 10 car-sharing parking spaces for a vehicle-sharing company. As demand dictates additional car-sharing vehicles will be added over time. Provide additional designated car-sharing parking spaces within and/or nearby by KSURP parking garages, if deemed feasible. (These are designated and priority spaces for car-sharing users arriving for short-periods of time which is different than car-sharing spaces that "live" in the parking garages.
- Provide electric vehicle (EV) charging stations (1 EV space per 100 auto parking spaces) and preferential parking to alternative fuel vehicles, as dictated by the market.
- Offer each adult member of each household (up to 2) upon move-in a Charlie Card valued at the cost of a 50 percent bus/subway pass (subject to fare increases) for three consecutive months. This benefit will end after 3 months for the household and begins anew upon unit turnover.
- Offer each adult member of each household (up to 2) upon move-in a 1- year Gold-Level Bluebikes membership. This benefit will end after one year for the household and begins anew upon unit turnover.
- Provide air pumps and other bike tools in the bicycle storage room.
- Join the Charles River Transportation Management Association (TMA)
- Provide free EZRide Shuttle sticker for each adult member of each household each year.
- Charge parking (market rate) separately from the residential rent, in order to remind tenants how much they pay for parking. The Permittee shall provide the summary of on-site parking fees to the TP&T.
- Either install a real-time multi-modal transportation display screen to help

people decide which mode to choose for each trip (transit, carsharing vehicle, Bluebikes bike share, etc.), or establish a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and visitors. The center will feature information on:

- Available pedestrian and bicycle facilities in the vicinity of the site
  - MBTA maps, schedules, and fares
  - Area shuttle map and schedule, if one exists
  - “Getting Around in Cambridge” map and other CitySmart materials (available at the Cambridge Community Development office)
  - Location of bicycle parking
  - Bluebikes regional bikeshare system
  - Carsharing
  - Ride-matching
  - Other pertinent transportation information
- Designate a Transportation Coordinator (TC) for each residential building or the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
    - Posting information in a prominent location in the building and on the Project’s website, social media, and property newsletters.
    - Responding to individual requests for information in person and via phone and email.
    - Performing annual transportation surveys.
  - Require the TC to compile and distribute up-to-date information explaining all transportation options to all new residents as part of their New Resident Packet. The packets will contain information on both the range of options available to any building manager programs to support the use of these options and will include:
    - Available pedestrian and bicycle facilities in the vicinity of the site
    - MBTA maps, schedules, and fares
    - Area shuttle map and schedule, if one exists
    - “Getting Around in Cambridge” map and other CitySmart materials

- Location of bicycle parking
  - Bluebikes regional bikeshare system
  - Carsharing
  - Ride-matching
  - Other pertinent transportation information
- Require that the TC will be on-site during a minimum of two (2) hours per week and will be available during other times to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.

#### **5.4.1 PROPOSED TRAFFIC MONITORING**

The CRA has been conducting an annual traffic study and analysis of Kendall Square for the past 20 years, in compliance with the 1994 Section 61 findings. In 2020, the CRA published an updated transportation report of the monitoring program to reflect the evolution of Cambridge’s transportation priorities in the complex multi-modal urban environment of Kendall Square. The improved study reported on vehicular traffic counts, as well as more holistically reporting on multi-modal data, including counts for bicycles including bikeshare, transit and bus services, crash data, as well as travel behavior. The report included transportation and development data for the KSURP area, as well as for the broader Kendall Square neighborhood.

Specific changes to the report include:

- Updated scope to include the broader Kendall Square neighborhood
- Analysis of PTDM data to assess transportation travel behavior and mode share
- Data on ridership and service for both subway and bus services in Kendall Square
- Boarding information from the EZRide shuttle
- KSURP parking garage data collection and analysis
- Bicycle counts at cordon locations and analysis of bikeshare data
- Crash data analysis
- Curbside use analysis for Main Street and Broadway

## 5.5 PARKING

As constructed, Commercial Building A can accommodate 457 total spaces through efficient self parking and the provision of managed/valet parking spaces. As approved by the Concept plan Amendment #1 the Green Garage will accommodate 824 total spaces, and the Yellow Garage will accommodate 885 total spaces. The approximately 1,170 existing above-grade parking spaces associated with the Blue Garage will be relocated below-grade into two, connected parking garages situated beneath Commercial Building C and Commercial Building D that will accommodate up to a total of 1,584 spaces. Concept Plan Amendment #2 proposes a net addition of up to 414 spaces to be accommodated within the two garages to support the additional commercial GFA as well as the Residential Building South. This results in a net total addition of 1,042 spaces since the Original Concept Plan was approved, which at that time included 2,708 existing parking spaces. Figure 5.5 and Table 5-2 summarizes the existing and future parking supply in the area.

A shared vehicle parking analysis was conducted for the TIS to understand the Project's ability to share new parking spaces and possibly reduce the overall number of spaces built. In addition, the analysis was expanded to include the entire KSURP development to understand the shared parking ability this area has. As indicated above, the KSURP currently supplies 3,336 parking spaces in four garages, and with the construction of the Project, 414 vehicle spaces will be added to the KSURP area. This brings the number of total parking spaces to approximately 3,750 spaces. This new total supply is below the original maximum approved 4,300 vehicle parking spaces under the 1977 FEIR.

The shared parking analysis was conducted using three different methodologies as requested by TP&T. The first methodology shows the required number of spaces by zoning. The second methodology calculated parking demand by employee density. And the third methodology uses actual garage utilization information and usage for the KSURP garages and from nearby PTDM transportation monitoring reports to create a shared parking analysis demonstrating the peak shared parking demand for the Project. Detailed descriptions and tables for these analyses are presented in the TIS Update #2, Appendix B. The updated shared parking analysis shows that the future parking supply may yield a small peak shortage of 115 spaces, however with the implementation of the outlined TDM strategies, it is anticipated that parking supply will sufficiently serve the parking demand of the Project. The analysis also indicated that the overall parking demand within the KSURP area will be able to provide enough parking for the area residents, tenants and visitors with the proposed TDM measures and close monitoring of each garage.

TABLE 5-2 FUTURE PARKING SUPPLY IN THE KSURP AREA

Project Component/Garage	2016 Existing Parking	2018 Proposed Parking	Proposed New Parking for Since Amendment#1	Future Parking
135 Broadway Residences/Blue Garage	1,170	1,170 <sup>2</sup>	(-1,170)	0
Yellow Garage	734	885	0	885
Green Garage	804	824	0	824
145 Broadway Office Building	0	457	0	457
325 Main Street Commercial Building	0	0	0	0
Commercial Buildings C and D	0	0	+1,584	1,584
<b>Total</b>	<b>2,708<sup>1</sup></b>	<b>3,336</b>	<b>+414</b>	<b>3,750</b>

1 In 2016 when the Original Concept Plan was approved the KSURP supplied 2,708 existing parking spaces in three garages.

2 The Concept Plan Amendment #1 contemplated a loss of approximately 215 spaces in the Blue Garage to accommodate the construction of the Residential North and Residential South buildings. With the demolition and relocation of the Blue Garage below-grade to accommodate the Eversource electrical substation, Concept Plan Amendment #2 will preserve and relocate all 1,170 existing spaces below-grade.

## **5.5.1 LONG-TERM PARKING MONITORING PROGRAM**

All parking facilities are monitored daily to ensure monthly cardholders are parking in the appropriate garages and transient parkers are dispersed efficiently among the three garages. Tenants of the area are provided a limited number of parking passes, as outlined in each individual lease, and are charged the full monthly cardholder price. Other employees or visitors without monthly passes are subject to the daily rates, up to \$40.00 per day.

New tenants of the Project will negotiate the number of parking permits (without exceeding the zoning maximum of 0.90 spaces per 1,000 KSF) and the specified amount will be within the individual lease. All new monthly parking passes will be charged the full monthly rate. This will encourage more employees to take alternative modes of transportation and reduce the number of monthly parkers parking in the area on a regular basis.

Residential parkers will be provided the opportunity to buy a monthly parking pass at full price. This will encourage a low auto-ownership rate and could further reduce the demand for parking in the area.

A portion of the existing parking demand is from transient users. It is assumed that these users are comprised of employees who do not buy a monthly pass, visitors to area businesses and retail customers. These specific users would therefore be classified as infrequent users of the garage.

### **PRICING STRATEGY**

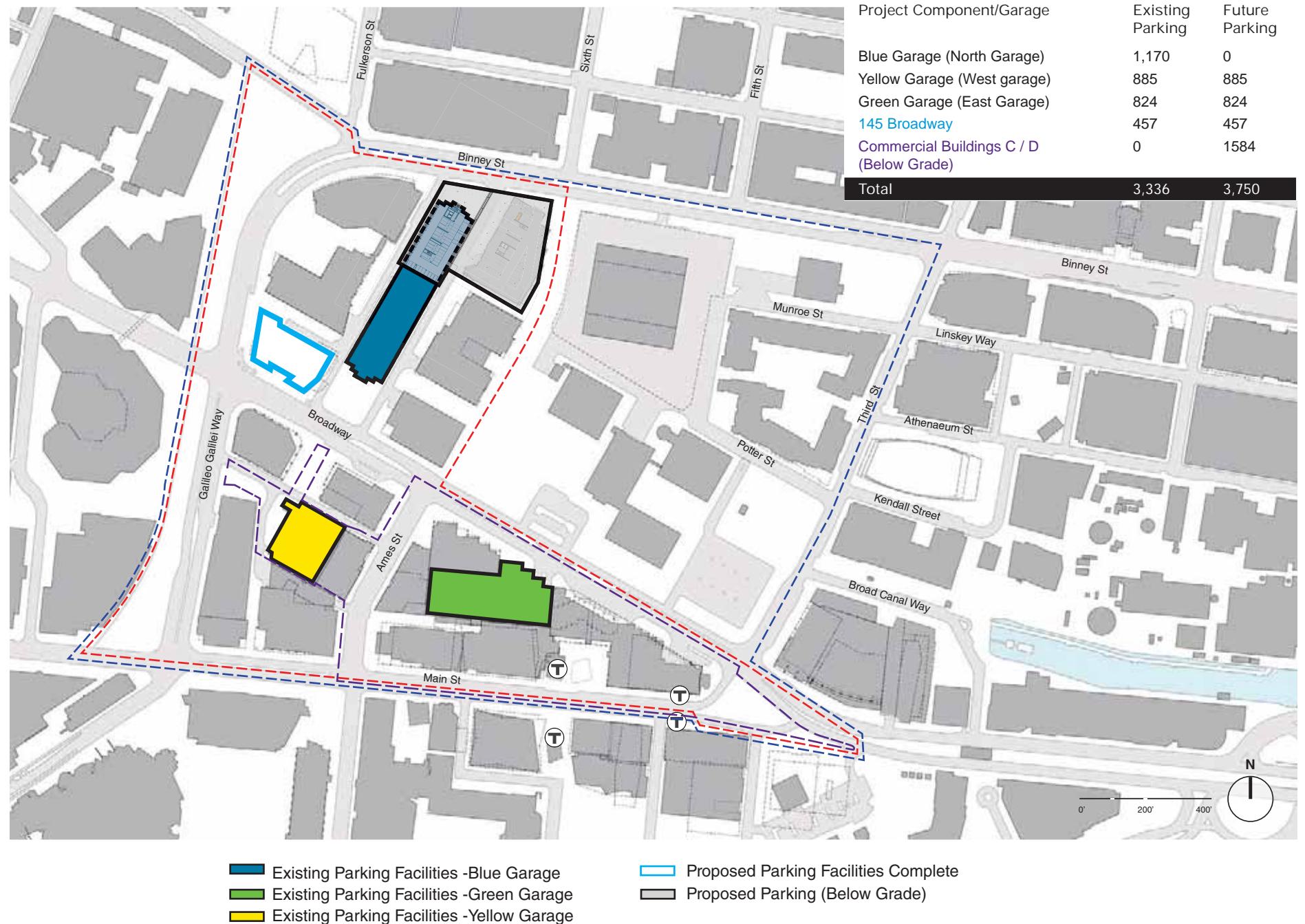
Currently the Kendall Center garages have a time-sensitive pricing strategy that discourages driving and parking in the area. A monthly cardholder pays up to \$400.00 per month for a space within the Kendall Center garages and a transient parker pays up to \$42.00 per day. It should be noted that the three garages have some of the highest parking rates in the immediate area with other garages having all-day parking for \$23.00 to \$30.00. Based on a recent survey (last week) we found that a couple of the garages in the area are charging \$45.00/day.

Due to the increasing parking demand within the area, the Applicant and other stakeholders are in discussions about implementing new pricing strategies to further discourage vehicle trips to the area. While pre-existing contractual parking obligations likely to be hosted in the new proposed parking facilities beneath Commercial Buildings C and D must be honored, it is understood that new forward contracts for parking are required to be indexed to daily usage.

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## OFF-STREET PARKING

FIGURE 5.5



## 5.6 SERVICE AND LOADING

PROPOSED SERVICE AND LOADING PLAN: RESIDENTIAL BUILDING SOUTH / COMMERCIAL BUILDING C / COMMERCIAL BUILDING D

FIGURE 5.6



▼ Project Parking Entrance  
▼ Existing Parking Entrance  
▲ Project Loading Dock  
■ Existing Loading Dock

▼ Project Parking Entrance  
▼ Existing Parking Entrance  
▲ Project Loading Dock  
■ Existing Loading Dock

Delivery and loading will be conducted within the project site, accessed from existing service drives between Broadway and Binney Street.

# 5.7 PROPOSED PEDESTRIAN ACCESS, SAFETY, AND STREETSCAPE IMPROVEMENTS

As discussed previously, the KSURP area provides excellent pedestrian accommodations, including sidewalks on all study area roadways and crosswalks at all study area intersections. The City is ahead of many other communities in utilizing pedestrian countdown timers with Leading Pedestrian Interval (LPI) programming and many of the signalized intersections within the District have pedestrian countdown timers with such technology.

Both the CRA and Applicant are committed to creating a cohesive integrated network of open spaces and connecting pathways while improving pedestrian safety, access and circulation within the KSURP area. The CRA and Applicant will work in conjunction with the City to identify areas of improvement.

The following measures have been completed since the Concept Plan Amendment #1 was approved in 2019:

- Improve the Sixth Street Connector by increasing driver awareness of the pedestrian crossing with advanced warning signs. In addition, this connection should be studied in connection with the Sixth Street Connector Pathway improvements, possibly improving upon or enhancing the existing HAWK system or other pedestrian crossing systems. The Project proposes to redesign the Sixth Street Connector Pathway to provide separated pedestrian and bicycle facilities while maintaining the mature trees along the existing pathway. Implement LPI programming at study area intersection.
- 100% Design Plans for reconstruction of Binney Street and Galileo Galilei Way between Sixth Street and Broadway, including improvements at the intersection of Galileo Galilei Way/Broadway and respective approaches.
- 100% Design Plans for reconstruction of Broadway between Ames Street and Galileo Galilei Way.
- Reconfiguration of sidewalk and addition of cycle track on Ames Street

The following measures will be completed prior to the issuance of a certificate of occupancy for Commercial Building B:

- Enhance the Main Street streetscape in front of the proposed Commercial Building B.
- Provide a new pedestrian connection between Kendall Plaza and the Kendall Roof Garden.
- Creation of public lobby between 325 and 355 Main Street
- Addition of porous, ground floor retail fronting Kendall Plaza and Main Street capable of facilitating multiple through block connections

The Applicant and the CRA will continue to consider the following general measures to be implemented in association with future phases of the Project:

- Provide additional pedestrian countdown timers at study area intersections.
- Implement LPI programming at study area intersections.
- Review all pedestrian crossings within the KSURP boundaries to assess their potential for sidewalks “bulb-outs”, raised crossings, pedestrian refuge islands, Rectangular Rapid Flashing Beacons (RRFB’s), re-aligned non-apex ramps and/or other treatments to enhance the comfort and visibility of crosswalks.
- Enhance the Broadway streetscape from Ames Street to Galileo Galilei Way.
- Improve pedestrian safety by enhancing lighting along sidewalks and pathways for safer pedestrian accommodations.
- Enhance open spaces with multiple outdoor connections to buildings within the KSURP area.

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