


**CITY OF CAMBRIDGE**  
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## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director   
**Date:** December 15, 2016  
**Re:** Kendall Square Urban Renewal Plan (KSURP), MXD Infill Development Concept Plan (PB#315)

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The Traffic, Parking & Transportation Department (TP&T) has been working with Boston Properties Limited Partnership on the proposed Special Permit Application for the Kendall Square Urban Renewal Plan (KSURP) Mixed Use Development District (MXD) Infill Development Concept Plan.

TP&T submitted a memo dated September 14, 2016, to the Planning Board with our initial comments on the proposed project. Since then, we had several productive meetings with Boston Properties discussing the project's site plan, trip generation, transportation impacts, and a transportation mitigation program, which we are currently working to finalize.

The goals of the transportation mitigation program are to reduce overall vehicle trips by shifting trips to sustainable modes, promote and support transit use while taking into account existing congestion on the transit network, improve safety at intersections for all modes, manage parking supply and auto demand (TDM), monitor trips, and manage loading and deliveries. An overview of the transportation mitigation program being discussed with the applicant is provided below. TP&T expects to have a final proposed mitigation package for the Planning Board before the Planning Board Special Permit decision for this project is made.

### **Recommended Transportation Mitigation Overview:**

**Roadway Design and Reconstruction.** The Project will be expected to design and reconstruct segments of Binney Street and Galileo Galilei Way, and Broadway. The details of the scope and phasing schedule of this work is being discussed with the applicant, but we expect it will include streetscape and intersection improvements, traffic signal equipment and timing, protected bicycle facilities, safety improvements at major cross streets, and potential bus priority treatments.

**Kendall Square Transit Enhancement Program.** As part of the Massachusetts Environmental Policy Act review, the project will contribute an initial payment of \$6 million for a "Kendall Square Transit Enhancement Program" (KSTEP), to preserve, enhance and expand transit access and mobility in the Kendall Square area. It is envisioned that funding will be used for immediate, intermediate and long range

transit enhancements that provide direct benefits to the Kendall Square area. The KSTEP funds will be governed by the multiple parties in the MOU, including the City, which has signed the MOU. The MOU is currently awaiting signatures from MassDOT and the MBTA.

**MBTA Red Line Station on North Side of Main Street.** In addition to the KSTEP funds, TP&T recommends that the applicant construct functional improvements to the main entrance to the MBTA Red Line Outbound Station on the north side of Main Street. Improvements may include, safety and accessibility improvements, head house and platform flooring, walls and ceiling conditions, drainage, real-time transit screens on the outside (sidewalk side), climate resiliency, wayfinding, aesthetics improvements, etc. The scope of this work and amount of funds continues to be discussed with the applicant.

**Sixth Street Connector Pathway Improvement.** The Project has committed to improve the Sixth Street Connector Pathway by providing separated pedestrian and bicycle facilities while maintaining the mature trees along the existing pathway. The pathway shall align with the future cycle track on Ames Street. As currently maintained today, the applicant will be responsible for maintenance of the Sixth Street Connector for bicyclist and pedestrian travel (i.e. debris, snow and ice removal).

**Hubway Stations.** The applicant should pay for the purchase and installation of either A.) Two (2) 19 dock Hubway stations or B.) One (1) 27 dock Hubway station and expand the existing Binney Street station to a 27 dock station. The City and Boston Properties shall identify mutually acceptable location(s) for the Hubway station(s). The applicant should also fund ongoing annual operations and maintenance fees for the Hubway Station(s).

**Grand Junction Coordination.** The Applicant should continue to cooperate and coordinate with the City and CRA on the Grand Junction pathway connections at intersections.

**Loading and Management Plans.** As typically required for most large projects, the applicant should provide a loading dock and traffic management plan for City approval for all new buildings.

**Parking and Transportation Demand Management (PTDM) Plan.** The proposed KSURP Infill Development PTDM Plan is currently being reviewed by the City. A PTDM plan was triggered because of new non-residential parking spaces being created. The PTDM plan sets a single-occupancy vehicle mode split goal of 29% for the project's office components and requires the project to implement TDM measures that will reduce the number of cars traveling to the KSURP area. PTDM measures include items such as: Employee Transportation Coordinator, Membership in the Charles River TMA, Ride Matching/Car Pool/Vanpool programs, Emergency Ride Home program, Car-sharing program, EZ Ride Shuttle Service, Transit subsidy program, Flexible Work Schedules, Monitoring and Reporting.

**Residential Transportation Demand Management Measures (TDM).** To reduce the transportation impacts from the project's residential component, the project should implement a residential TDM program. TP&T expects the TDM measures will be similar to the 88 Ames Street residential project, including: Transit pass subsidies, Hubway membership, Access to EZ Ride Shuttle, Transportation Coordinator, and Promotion of non-automobile modes of transportation.

**Transportation Monitoring.** In order to be assured that as the project unfolds its meeting the traffic generation targets that are the basis for approval of the Concept Plan, the Projects should be required to monitor the project's traffic generation and mode splits as buildings are built and occupied. TP&T is working with the applicant on a transportation monitoring program, which we expect to be similar to the

MIT Kendall Square Special Permit monitoring threshold mitigation requirements. The monitoring program will be coordinated with the PTDM annual transportation monitoring reports for non-residential uses. The Special Permit monitoring program will also include trip generation thresholds for the project's vehicle and transit generated trips.

**Parking**

As stated in our September 14, 2016 memo to the Planning Board, TP&T believes that the proposed 809 net new parking spaces for approximately 1 million square feet of development may be reasonable, however TP&T continues to work with the applicant on the final number and allocation of spaces. The applicant has also indicated that the number of net new spaces may be slightly reduced, which we think is positive because limiting parking reduces vehicle trips.

As stated in TP&T's February 13, 2016 memo, and worth noting again, the overall total proposed parking spaces will be less than the 4,300 parking spaces originally approved in 1977 for the Kendall Square Urban Renewal Area, as well as the 3,545 parking spaces approved under Amendment No. 3 in 1993 by the Massachusetts Environmental Policy Act (MEPA).

Finally, TP&T wants to thank Boston Properties and the Cambridge Redevelopment Authority for working with us on this exciting project and we look forward to continuing to work with them as the project moves forward.