




**CITY OF CAMBRIDGE**  
**Traffic, Parking and Transportation**  
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## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director   
**Date:** March 21, 2018  
**Re:** Abbot Building - 1-7 & 9-11 JFK Street, 18-20 Brattle Street (PB #334)

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The Cambridge Traffic, Parking, and Transportation Department (TP&T) met with Regency Centers regarding their Planning Board Special Permit Application for the Abbot Building project located at 1-7 & 9-11 JFK Street and 18-20 Brattle Street.

Regency Centers proposes to renovate existing buildings at 1-7 JFK Street and 18-20 Brattle Street, replace the existing two-story retail building at 9-11 JFK Street with a new four-story building, construct an upper story addition to 18-20 Brattle Street, and add a roof terrace on the new building at 9-11 JFK Street and a portion of 18-20 Brattle Street.

The Abbot Building project proposes no new automobile parking spaces by making a payment in lieu of parking, 14 long-term bicycle parking spaces and a contribution to the City's bicycle fund for the 29 zoning required short-term bicycle parking space. The project did not trigger the zoning requirement for a Transportation Impact Study (TIS).

TP&T offers the Planning Board the following comments on the Abbot Building project.

### **1. Automobile Parking and Loading**

Because this project is located in the heart of Harvard Square directly across the street from the MBTA Harvard Square Station and near multiple bus stops and bus routes, TP&T supports the developer's plan to construct no new parking for this project. In lieu of new automobile parking spaces the Project will be required to make a payment to the Harvard Square Improvement Fund.

TP&T also supports the developer's plan to construct no off-street loading for this project because new curb cuts for off-street loading would create a new conflict point between trucks, pedestrians and bicyclists, and negatively impact the pedestrian conditions for this site. Loading and delivery service operations will need to rely on on-street loading zones, like many other buildings in Harvard Square, including the existing loading zones on JFK Street and Brattle Street. The Project has been designed for loading activities to occur on JFK Street (not Brattle Street) which is appropriate because there is an existing loading zone directly abutting the site on JFK Street, while the loading zone on Brattle Street is

located on the opposite side of the street. TP&T is open to considering modifications to the JFK Street loading zone, such as its precise location and length, based on the needs of this project (while balancing the other curb uses along that block).

Once TP&T has more information about who the building tenants are going to be, we will be able to make decisions about how to best manage the curb space. We recently made curb-use changes on JFK Street in response to the needs of the recently-opened CVS and will continue to adjust curb regulations as best we can to serve all needs.

TP&T also discussed with Regency Centers the potential for a future restaurant to want valet parking, as well as the need to encourage desirable behavior from UPS/FedEx type deliveries and discouraging deliveries taking place from locations that are not safe or legal. We will continue to work with the property owner/manager on these issues as the project moves through planning, construction, and ongoing operations.

## **2. Bicycle Parking**

The Project will provide a minimum of 14 long-term bicycle parking spaces with elevator access from the lobby off Church Street or from the trash/loading area off JFK Street. The layout for the long-term bicycle parking space will meet the city's zoning requirements.

Because the project cannot provide short-term bicycle parking spaces on its property due to zero lot line setbacks, the project will make a public contribution for bicycle parking in lieu of private property bicycle parking for the 29 zoning required short-term bicycle parking spaces.

## **3. Construction Impacts**

Lastly, like all development projects, prior to the issuance of a Building Permit this project will be required to submit and obtain approval of a Construction Management Plan from the Department of Public Works (DPW) and TP&T. During our discussions with Regency Centers we also made them aware of the expected MBTA bus tunnel project which will have impacts on Brattle Street since the MBTA buses will need to occupy space on Brattle Street when the bus tunnel is under construction late 2018 and early 2019. Regency Centers stated that they have already begun thinking about construction management and are well aware of the challenges they will have. For TP&T, safety and minimizing the length of disruptions to the transportation network will be our top priorities.