




CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director 
Date: January 20, 2022
Subject: 585 Third Street Project (PB#383)

The Cambridge Traffic, Parking, and Transportation Department (TP+T) submitted our initial comments to the Planning Board members on the 585 Third Street Project on October 15, 2021. The major outstanding issue was finalizing a transportation mitigation program to address the new trips that will be generated by the 535,000 square foot project. As the Planning Board members recall, BMR-Third LLC (the Applicant) completed and TP+T certified their Transportation Impact Study (TIS) on August 4, 2021. Since then, we have continued working with BMR-Third LLC on their Project and below is our proposed transportation mitigation program based on the new project generated trips including, 1,200 daily vehicle trips, 988 transit trips, 811 pedestrian trips, 82 bicycle trips, and 48 Planning Board Special Permit transportation exceedances reported in the TIS.

Mitigation	Phasing
<p>Automobile Parking. TP+T supports the proposed Parking plan to utilize up to 406 parking spaces located in at the existing Canal District Kendal parking garages, which has a total of 2,181 parking spaces; 1,409 spaces located at the 350 Kendall garage and 738 spaces located at the 650 E Kendall garage. There are also 34 surface parking spaces on private roads within Canal District Kendall.</p> <p>The parking will meet the zoning parking requirements which include a 0 minimum and a maximum 0.8/space per 1,000 sf</p>	<p>Maximum of 0.8 parking spaces per 1,000 square feet of lab and office space within the 585 Third Street building.</p> <p>BMR-Third LLC shall monitor parking utilization of the garages, monitor long-term trends and provide annual parking and monitoring data to the City as required in their PTDM Plan.</p>
<p>Electric Vehicle Supply Equipment. To align with recent requests from the City Council for electrical vehicle charging in development projects, the Project will install EVSE in a number equal to 25% of spaces allocated to the 585 Third Street Project via 51 dual-head Level 2 chargers (serving up to 102 vehicles). In recognition of the fact that all of the parking exists already, and no parking is being built,</p>	<p>25% of spaces allocated to 585 Third Street building (serving up to 102 vehicles) will have EVSE installed upon occupancy of the 585 Third Street building. The remaining 75% of the spaces (up to 304</p>

Mitigation	Phasing
chargers for the remaining 75% of spaces (up to 304 spaces) will be installed as demand warrants.	spaces) will be installed as demand warrants.
Complete 100% design and construction plans for Third Street between the intersection with the north side of Potter Street and center of the intersection with Munroe Street/Linskey Way, based on the conceptual design being developed by the Cambridge Redevelopment Authority and City. Design and construction plans to be coordinated with similar plans required for the MIT Volpe Exchange Parcel project, to ensure continuity of design.	100% design needs to be completed in a timely fashion to not delay the completion of the reconstruction work.
<p>Reconstruct Third Street (Segment 2) between Potter Street to Munroe Street/Linskey Way. (Segments 1 and 3 of Third Street will be reconstructed by the MIT Volpe Exchange Parcel project). The scope of work shall be as follows:</p> <ul style="list-style-type: none"> a) Reconstruct sidewalks and curbs to accommodate new sidewalks and bicycle facilities. b) Full depth reconstruction of the roadway. c) No major utility relocations or reconstruction, except for adjusting castings and other reasonable utility work as necessary to support the street design and reconstruction. d) Signage and pavement markings. e) Note: A potential future traffic signal at Third Street/Potter Street is required in the Special Permit for the Volpe project and is not part of this Segment 2 scope of work but should be coordinated with this work. <p>The Project’s contribution to the Reconstruction of Third Street will help mitigate the Project’s transportation impacts, including improving safety conditions for bicyclists and pedestrians traveling to and from the site on Third Street.</p>	<p>Reconstruction of Segment 2 shall be completed prior to the issuance of a Certificate of Occupancy of the 585 Third Street project subject to adjustments to the timeline as approved by the City as necessary to coordinate the work with other segments of the Third Street (Segments 1 and 3) (it being understood that the City will not delay the issuance of the Certificate of Occupancy for 585 Third Street because of work required to be completed by other developers on Segments 1 and 3 or work undertaken by the City) . Work may require interim roadway conditions. Furthermore, the City will work with BMR-Third LLC and other area developers to determine how to reconstruct the corridor most efficiently.</p>
<p>BMR-Third LLC shall be responsible for maintaining or ensuring the maintenance of their privately owned roadways, sidewalks, parks/pathways and bike facilities. For the public ROW, and locations where the publicly accessible sidewalks and bike facilities are located on BMR-Third LLC’s property, BMR-Third LLC is expected to maintain (plow and sweep) both the sidewalk and bike facilities within Segment 2 on the east side of Third Street, regardless of whether they are in City ROW or their property, along with other sidewalks and bike facilities mutually agreed upon by BMR-Third LLC and City departments. The exact details of the maintenance and repair responsibilities shall be determined with TP+T and DPW prior to the issuance of a Building Permit.</p>	Ongoing

Mitigation	Phasing
<p>Contribute \$1.7 million toward transit improvements in the Kendall Square area. Funding could be used toward transit improvements such as additional EZRide service capacity, free EZRide service, electric buses, a new CT4 bus service or Silver Line Extension bus service, transit priority signals, and/or other capital or operational improvements or studies for the Kendall Square area transit network.</p> <p>This will help mitigate the new transit trips created by the project and mitigate the automobile trips by supporting transit which is a more sustainable form of transportation.</p>	<p>Funding shall be provided to the City or an entity designated by the City prior to issuance of the building permit</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 the Property Owner will work with the City to resolve those conditions.</p>	<p>Prior to the issuance of a Certificate of Occupancy of the 585 Third Street building. and ongoing. Plan may be later amended by TP&T in collaboration with BMR-Third LLC if necessary, to address traffic impact or safety issues.</p>

In addition to the recommendations above, BMR-Third LLC is also working with the City’s PTDM Planning Officer to amend the Parking and Transportation Demand Management Plan (PTDM Plan F-2) for the two existing parking facilities in Canal District Kendall, which will include requirements specific to the 585 Third Project including implementing a new Bluebikes station on the Project site and parking fees among other TDM measures.

Site Plan, Loading and Delivery Plan

TP+T believes that the site plan and dedicated loading area located on the Atheneum Street (which is a private street) is an appropriate design for this size building. There will be 6 bays (two trash bays, one bay for the theater use and three bays for the approximately 500,00 sf office/lab space). As stated in TP+T’s previous memo for this Project, we recommend that as feasible, deliveries should be made during off-peak hours and be consolidated to reduce the number of deliveries.

A drop-off/pick up area will be provided on the private Kendall Street, in front of the 500 Kendall Street building. BMR-Third LLC has also indicated that the address for the theatre will be on Kendall Street and not on Third Street which will help encourage vehicle drop-off/pick up activity to occur on Kendall Street and not on Third Street. The on-street private one-hour parking spaces for Kendall Square visitors is also planned to remain. Although that section of Kendall Street is two-way, cars tend to park facing eastbound even though they are on the westbound side of the street. Although it is a little counter-intuitive, it seems to be reasonable and works okay because of the specific location of the parking space on the street.

Bicycle Parking

As stated in TP+T's October 15, 2021 Planning Board memo, we believe the bicycle parking plan for the 585 Third Street project (36 long-term and 66 short-term bicycle spaces) appears acceptable. Although it is not required, TP+T had suggested that the Applicant consider bike shelters to cover and provide some weather protection for the short-term bicycle parking spaces. The Applicant's response to comments indicate they do not want to add structured bike shelters because it would create visual and physical barriers in contrast to their goals of creating an open, fluid, indoor/outdoor area that lure visitors from all direction. TP+T appreciates the Applicant's consideration of this idea and are satisfied with whatever the Planning Board decides and/or what is determined through the continuing design review process. TP+T is pleased that the Project will provide a bicycle repair station next to the short-term bike racks along the north side of the site.

Lastly, TP+T wants to thank the Applicant for working with us on this project and we look forward to continuing to work with them on it as the Project moves forward.