

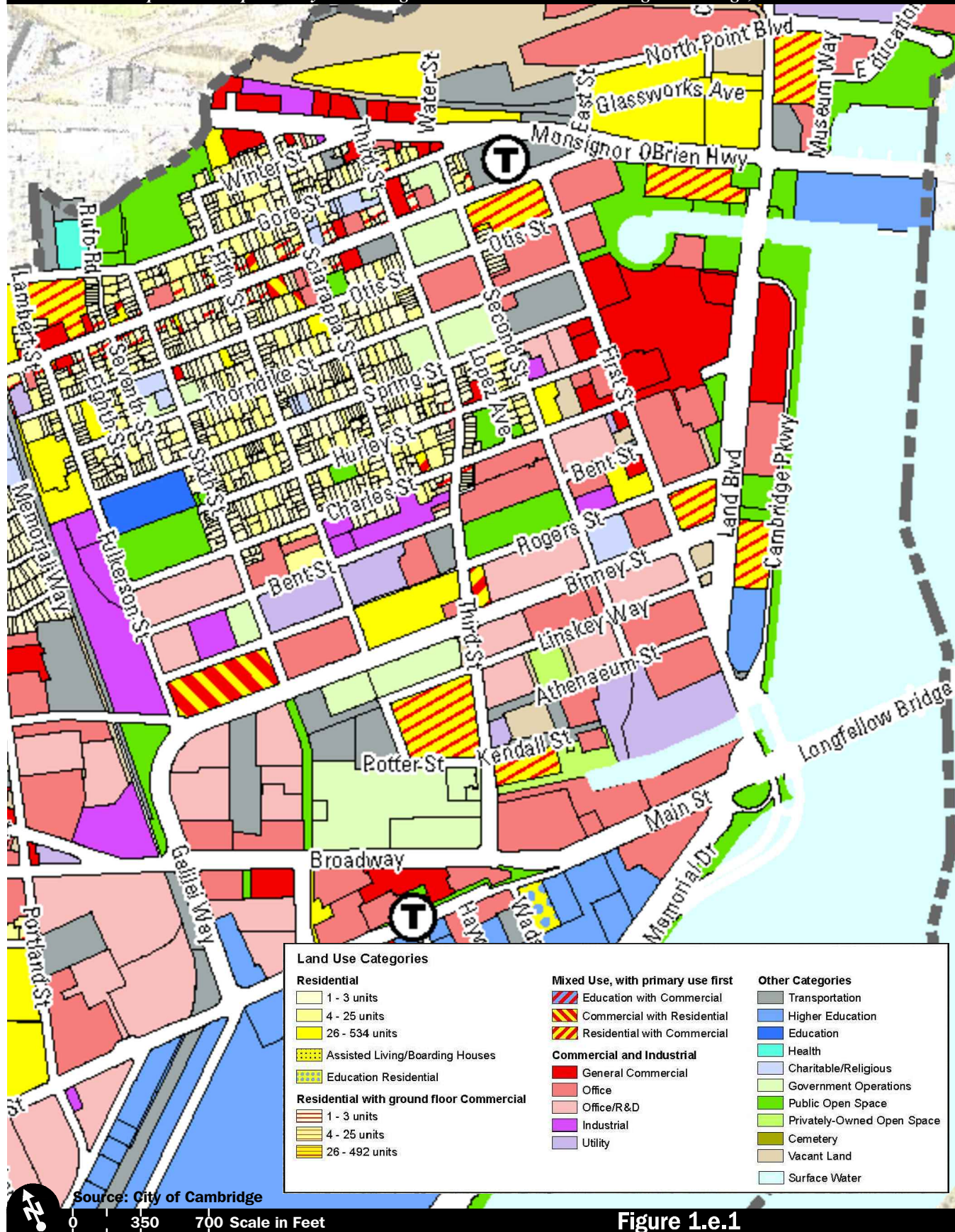


Figure 1.e.1

Land Use Map

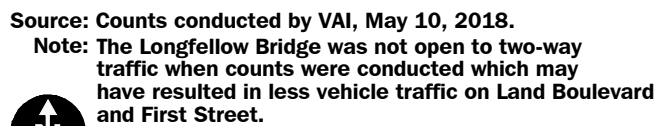
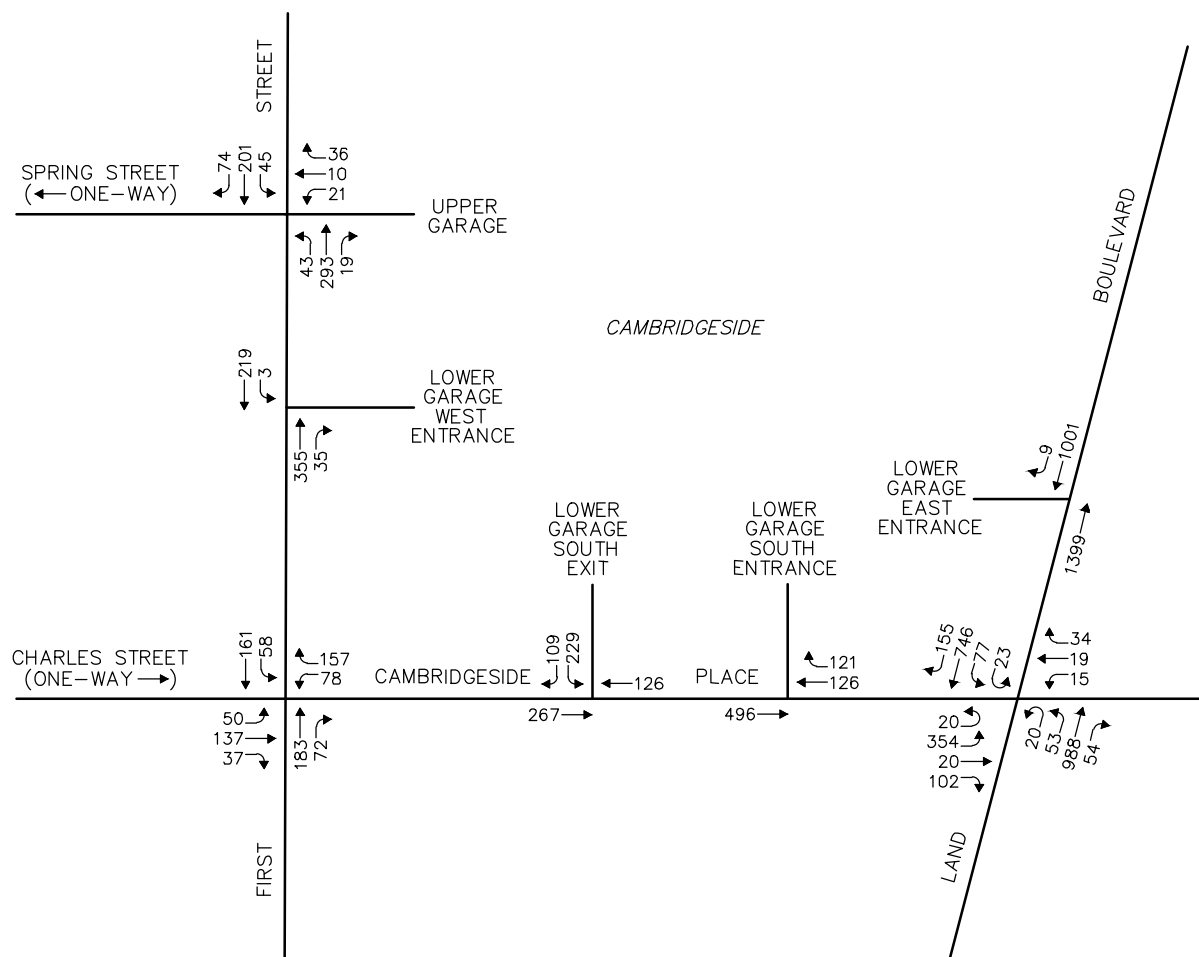


Figure 2.c.1

2018 Existing Weekday Morning Peak Hour Traffic Volumes



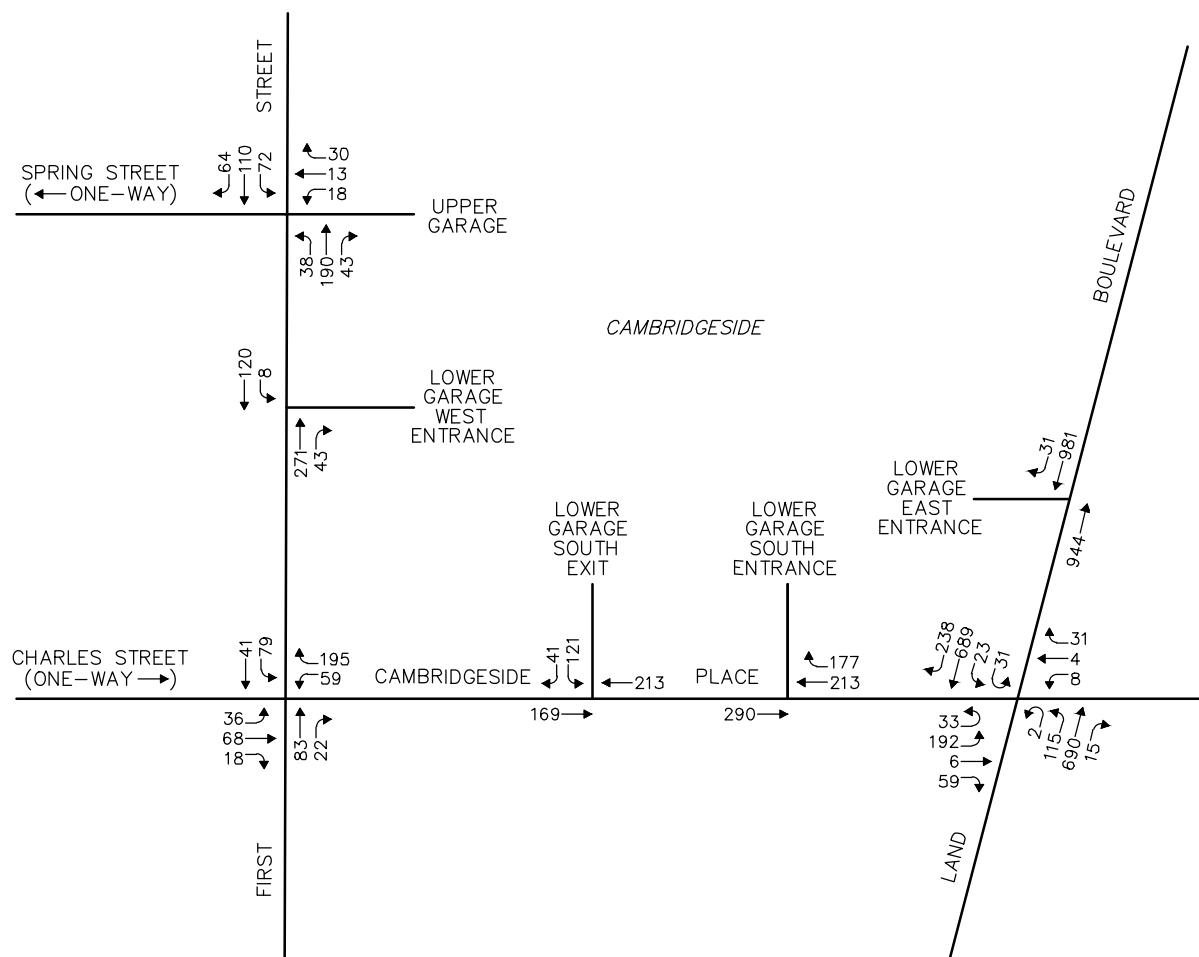
Source: Counts conducted by VAI, May 10, 2018.

Note: The Longfellow Bridge was not open to two-way traffic when counts were conducted which may have resulted in less vehicle traffic on Land Boulevard and First Street.



Figure 2.c.2

2018 Existing
Weekday Evening
Peak Hour Traffic Volumes



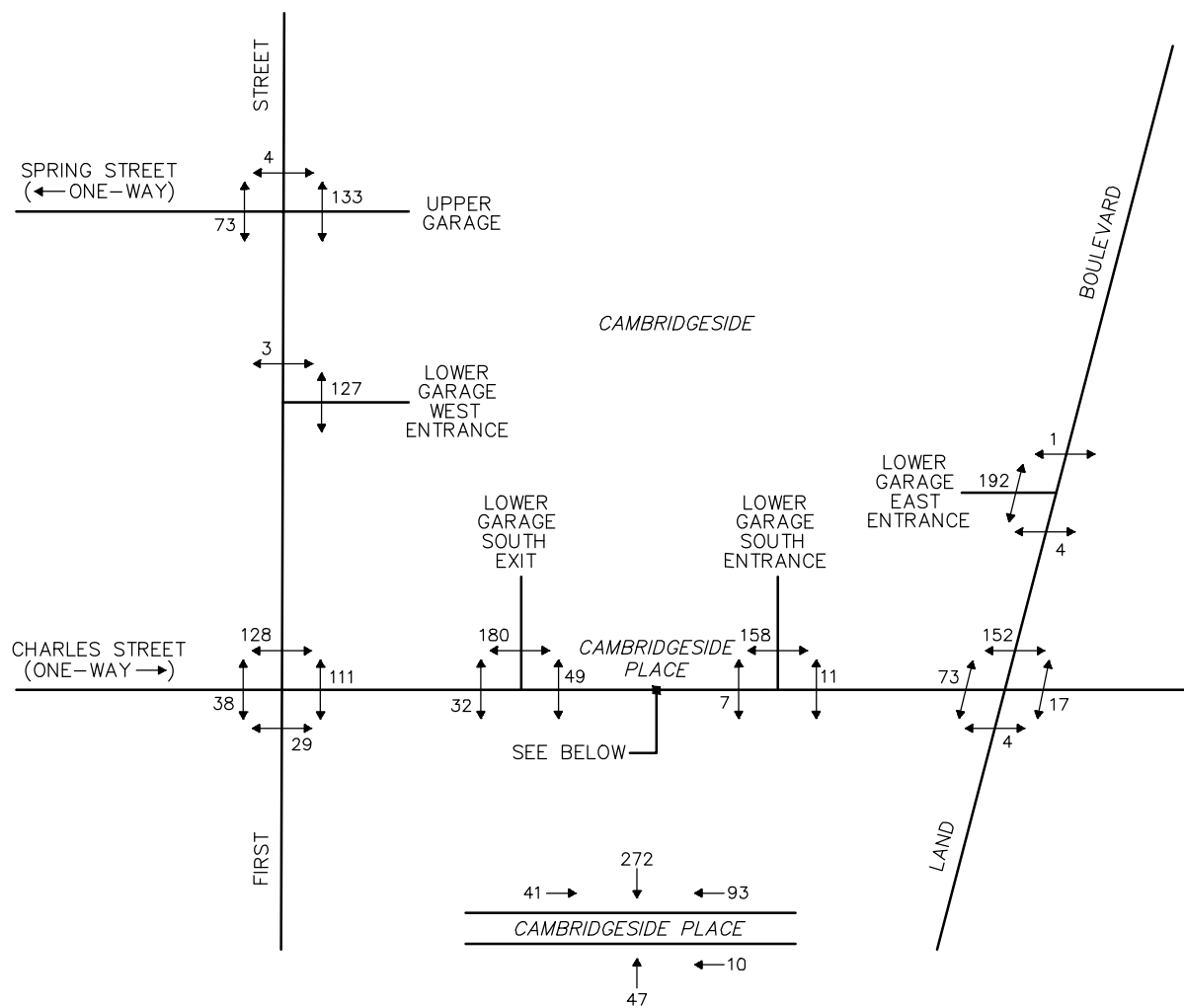
Source: Counts conducted by VAI, May 10, 2018.

Note: The Longfellow Bridge was not open to two-way traffic when counts were conducted which may have resulted in less vehicle traffic on Land Boulevard and First Street.



Figure 2.c.3

2018 Existing
Saturday Midday
Peak Hour Traffic Volumes



Source: Counts conducted by VAI, May 10, 2018.

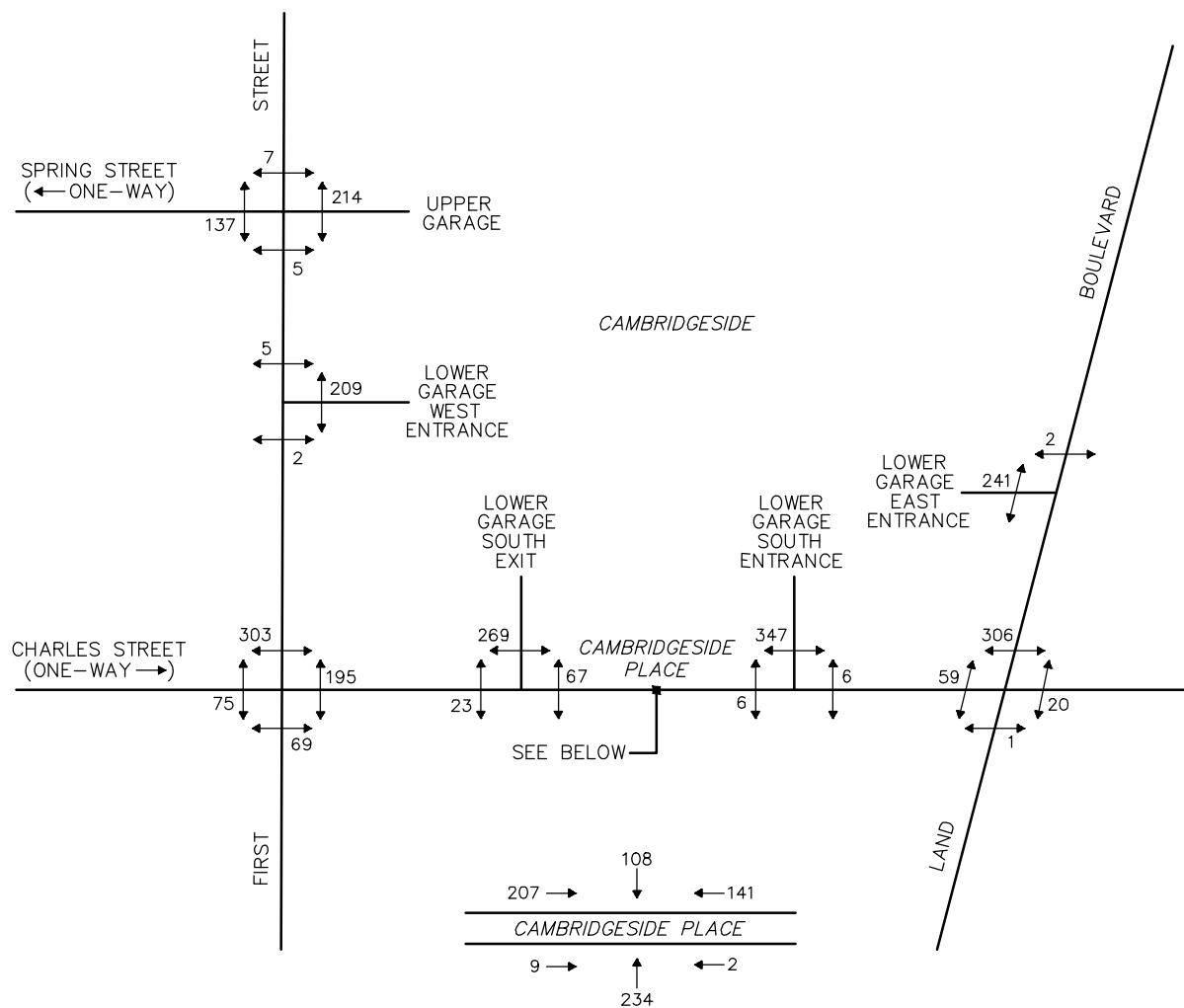
Not To Scale



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Figure 2.c.4

**2018 Existing
Weekday Morning
Peak Hour Pedestrian Volumes**



Source: Counts conducted by VAI, May 10, 2018.

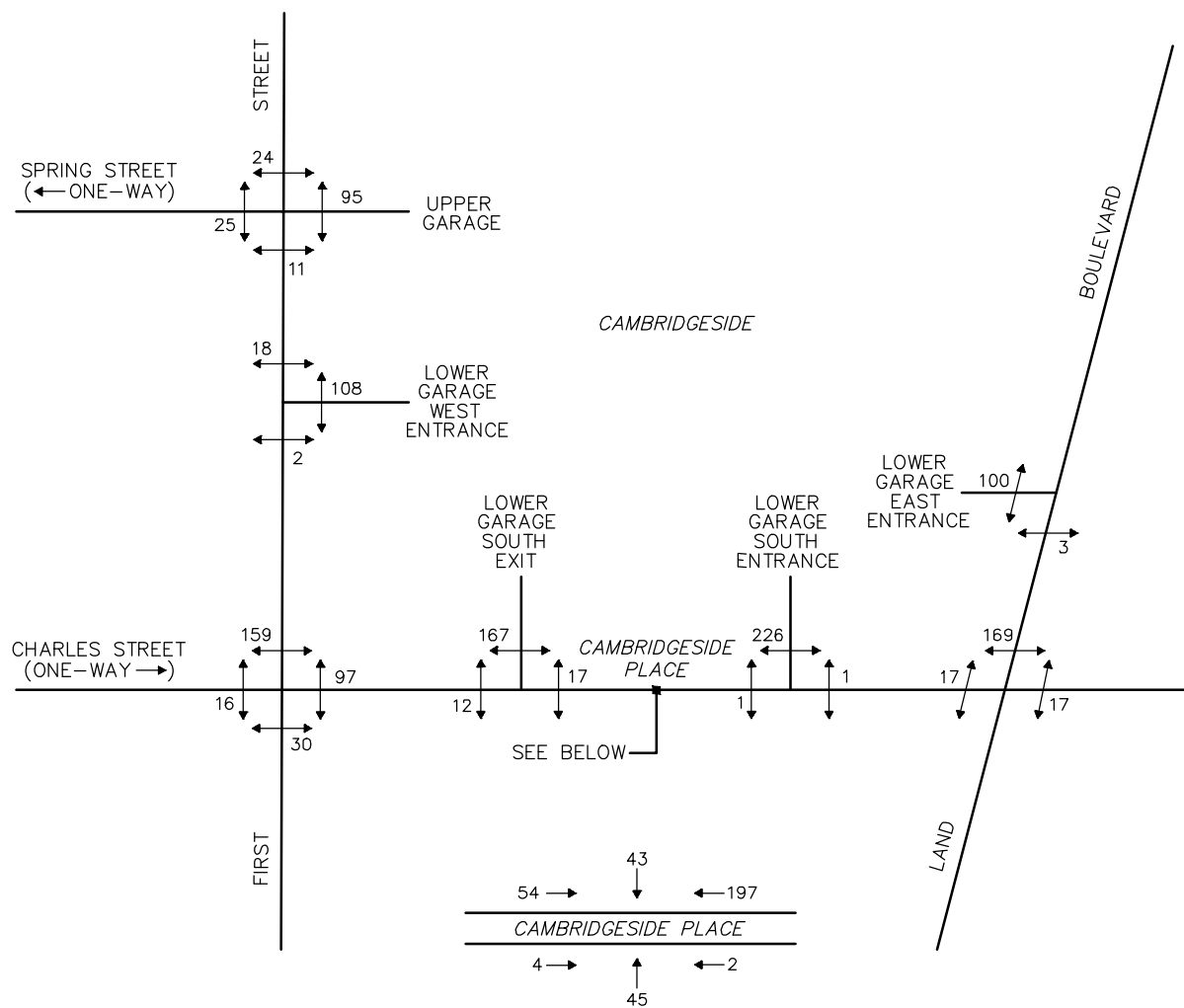
Not To Scale



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Figure 2.c.5

**2018 Existing
Weekday Evening
Peak Hour Pedestrian Volumes**



Source: Counts conducted by VAI, May 12, 2018.

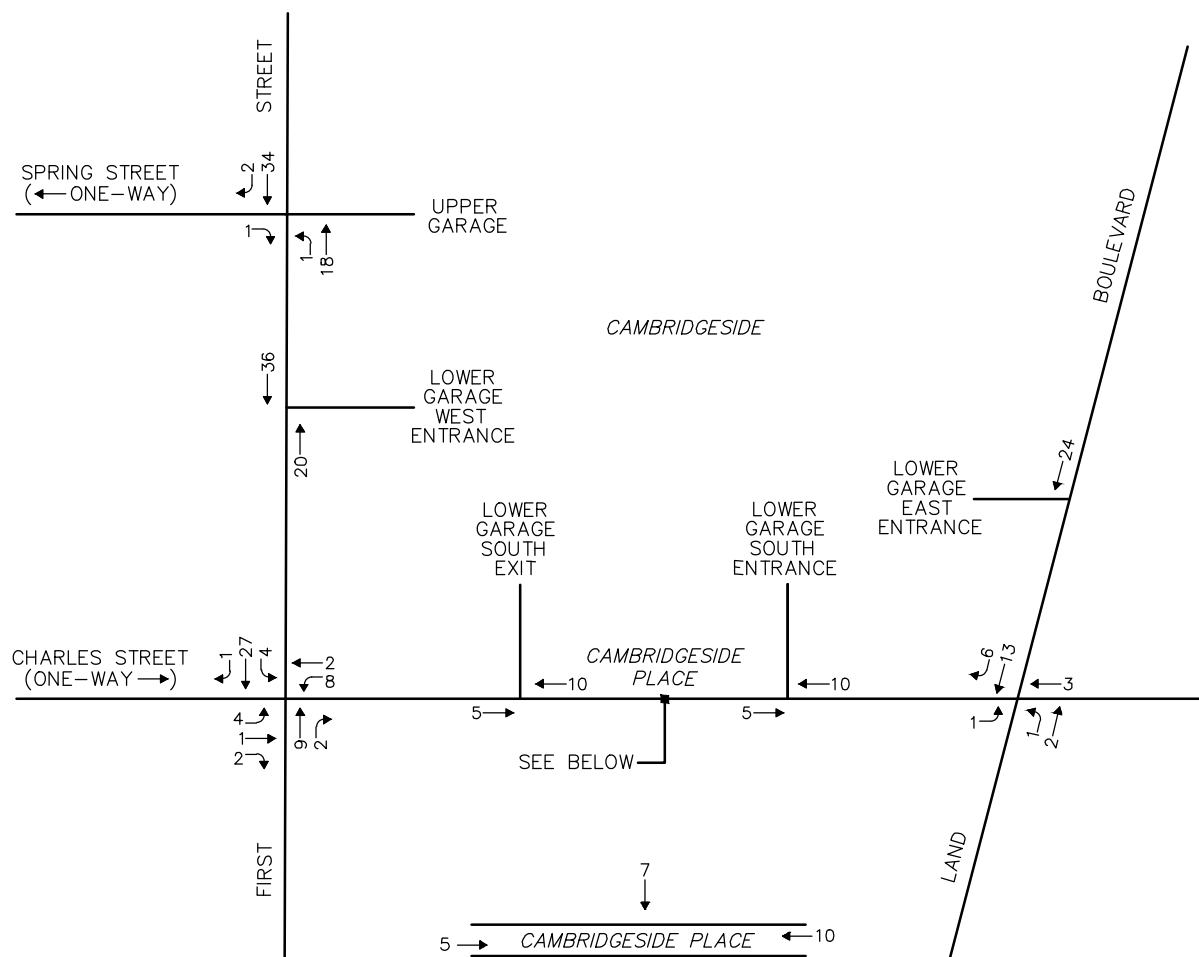
Not To Scale



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Figure 2.c.6

**2018 Existing
Saturday Midday
Peak Hour Pedestrian Volumes**



Source: Counts conducted by VAI, May 10, 2018.

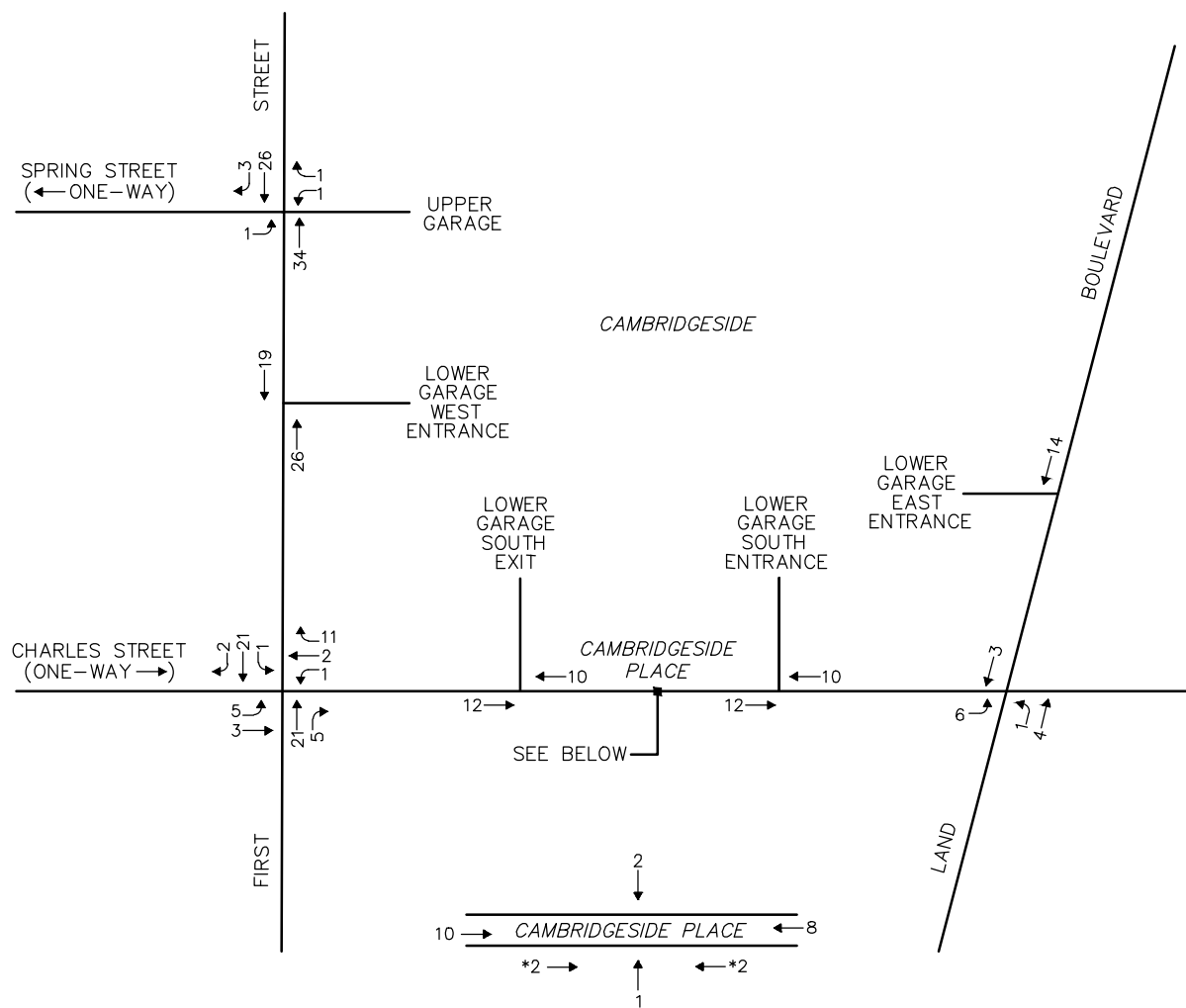
Not To Scale



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Figure 2.c.7

**2018 Existing
Weekday Morning
Peak Hour Bicycle Volumes**



Source: Counts conducted by VAI, May 12, 2018.

* Represents bicycles on the sidewalk.

Not To Scale



Figure 2.c.8

2018 Existing
Weekday Evening
Peak Hour Bicycle Volumes



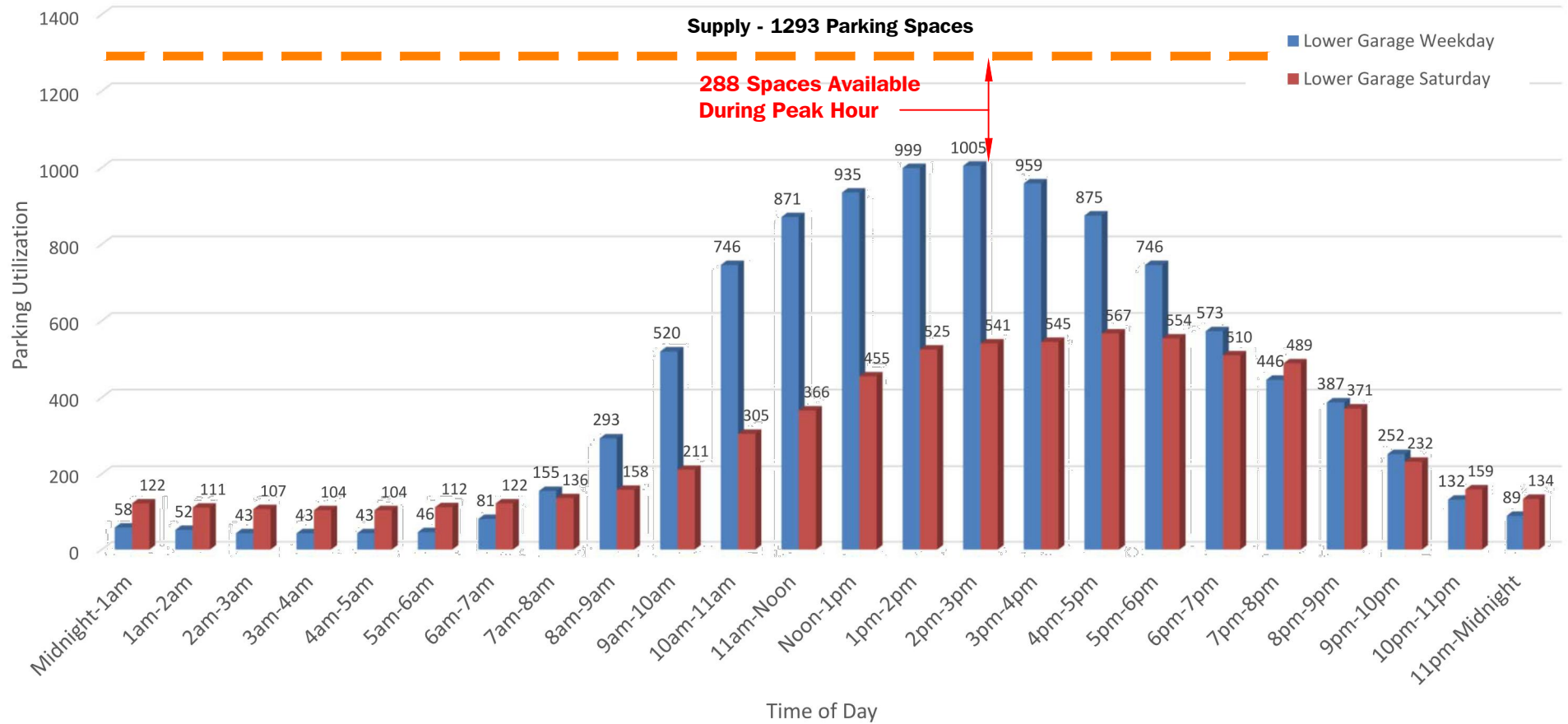


Figure 2.f.1

Parking Utilization Chart
Lower Garage

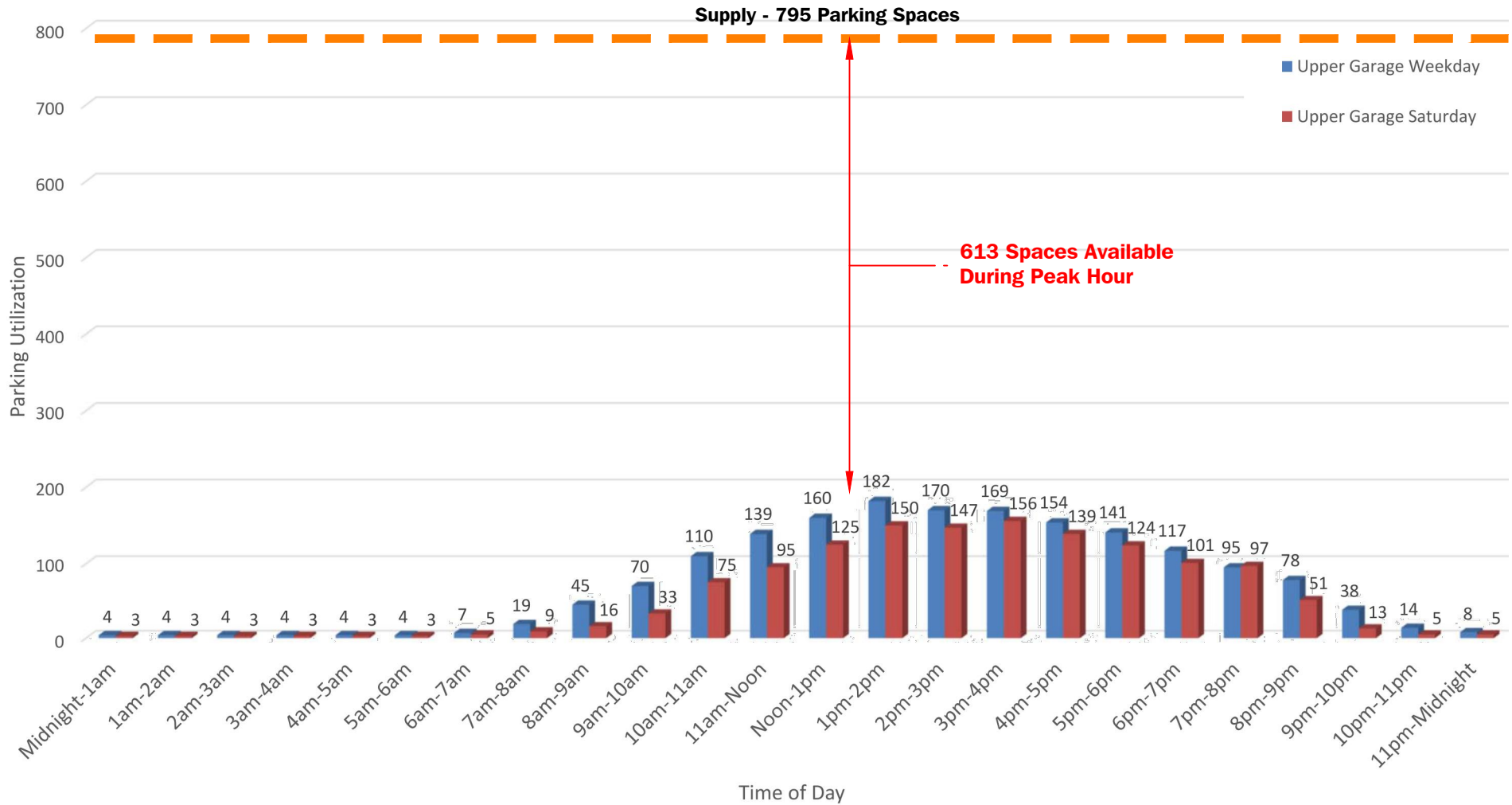


Figure 2.f.2

Parking Utilization Chart
Upper Garage

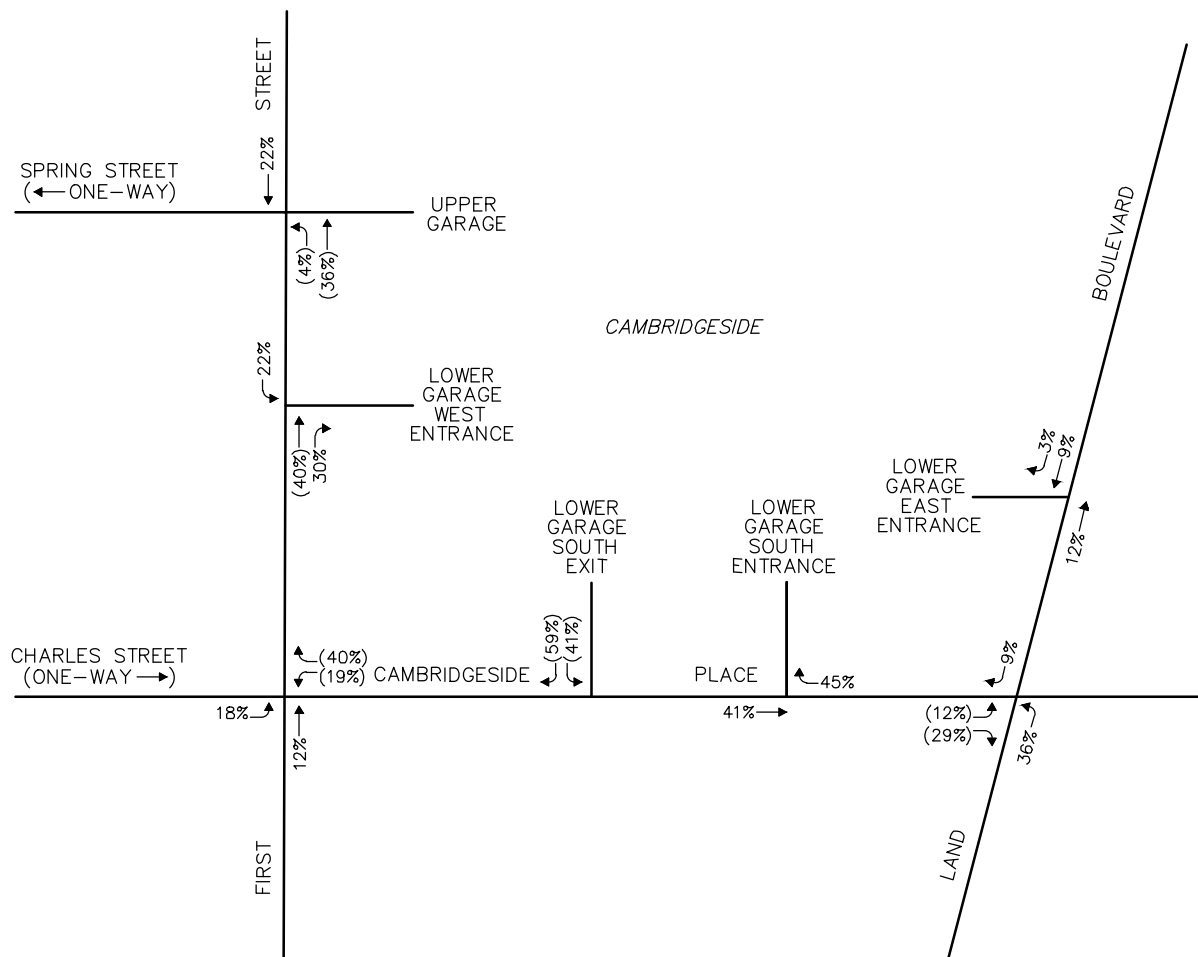


Figure 2.g.1

East Cambridge Area
Comparable Office Sites

Legend:

XX Entering Trips
(XX) Exiting Trips



Not To Scale



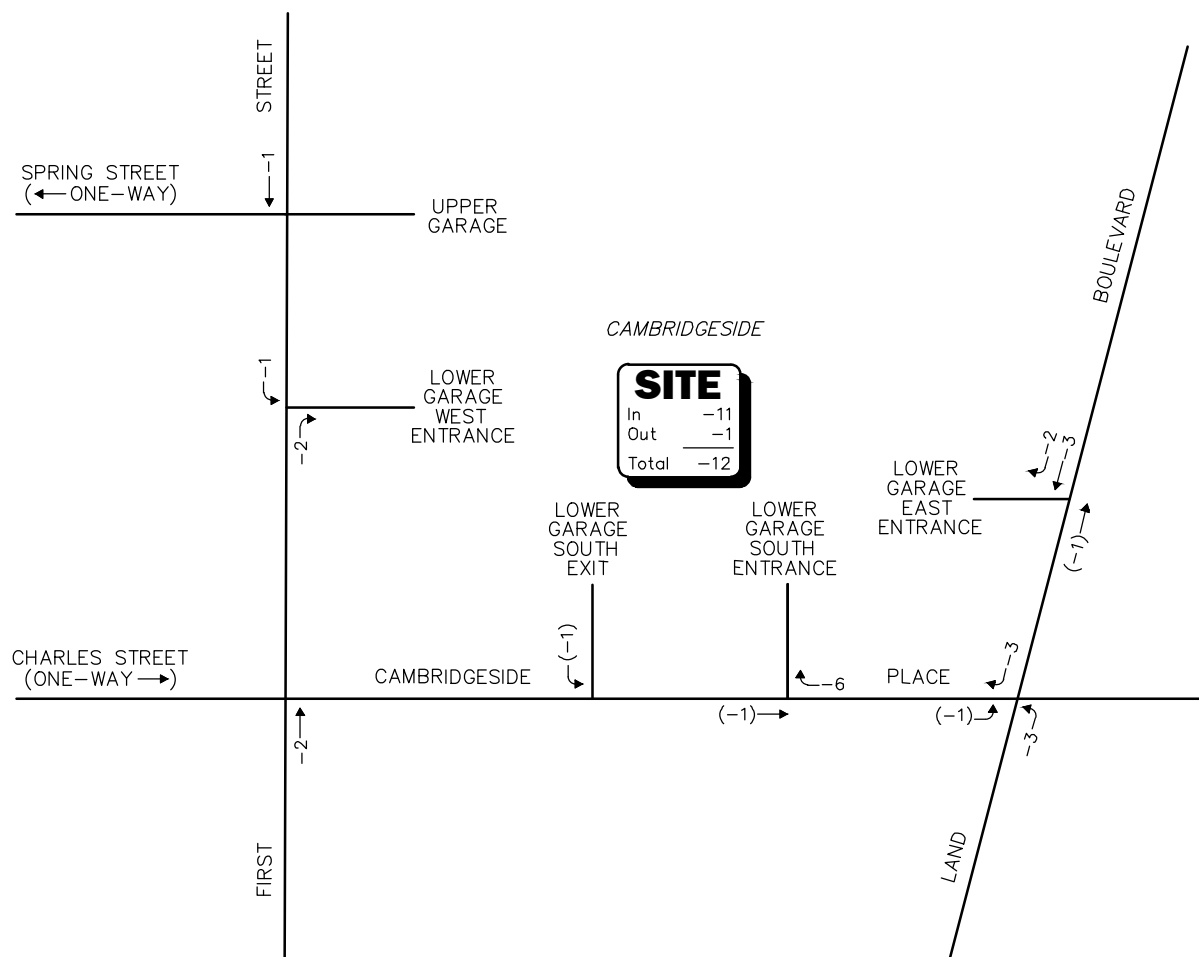
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 Transportation Engineers & Planners

Figure 3.a.1

Office Trip Distribution Map

Legend:

XX Entering Trips
(XX) Exiting Trips



Not To Scale



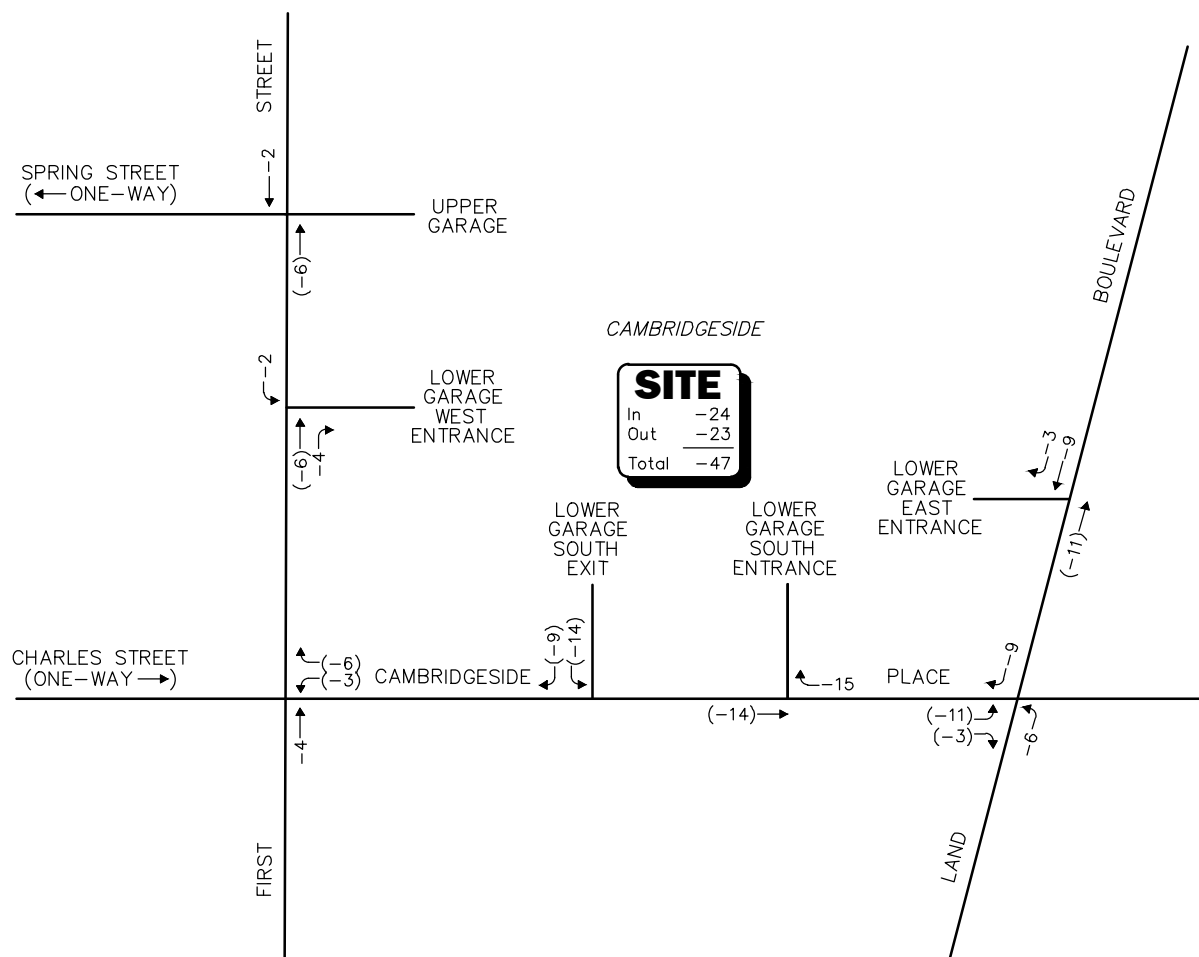
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Figure 3.a.2

**Third Floor Retail
 Weekday Morning
 Peak Hour Traffic Volumes**

Legend:

XX Entering Trips
(XX) Exiting Trips



Not To Scale



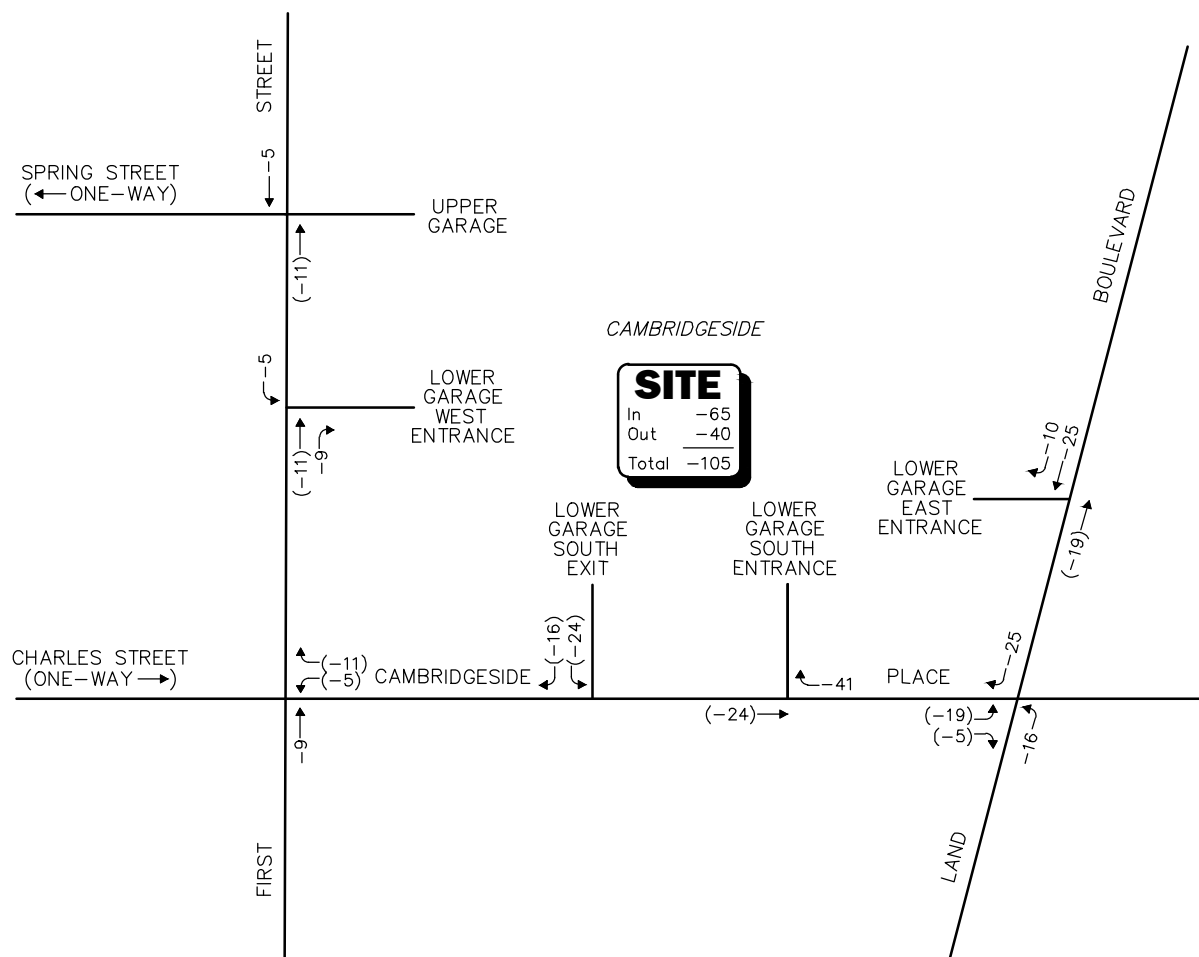
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Figure 3.a.3

**Third Floor Retail
 Weekday Evening
 Peak Hour Traffic Volumes**

Legend:

XX Entering Trips
(XX) Exiting Trips



Not To Scale



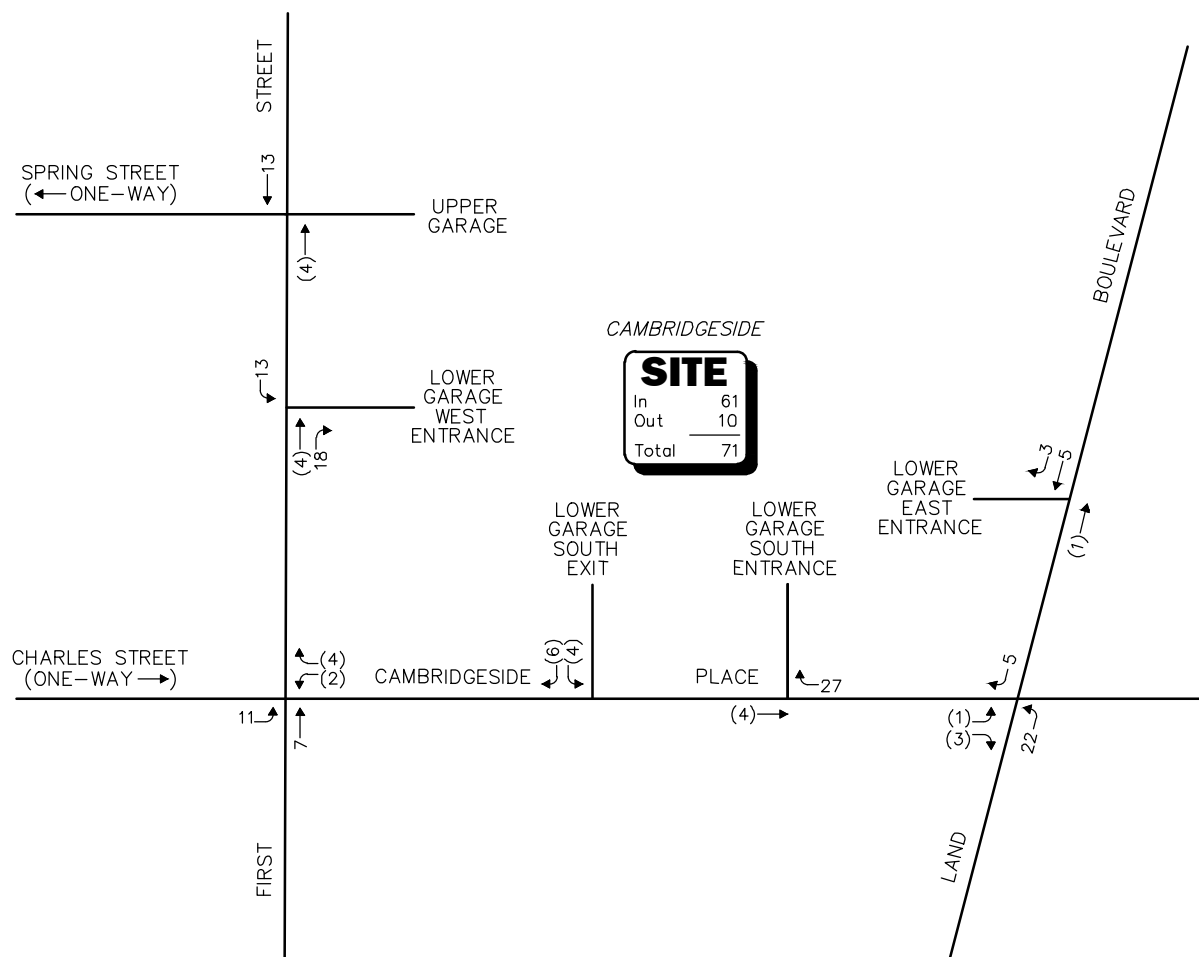
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Figure 3.a.4

**Third Floor Retail
 Saturday Middy
 Peak Hour Traffic Volumes**

Legend:

XX Entering Trips
(XX) Exiting Trips



Not To Scale



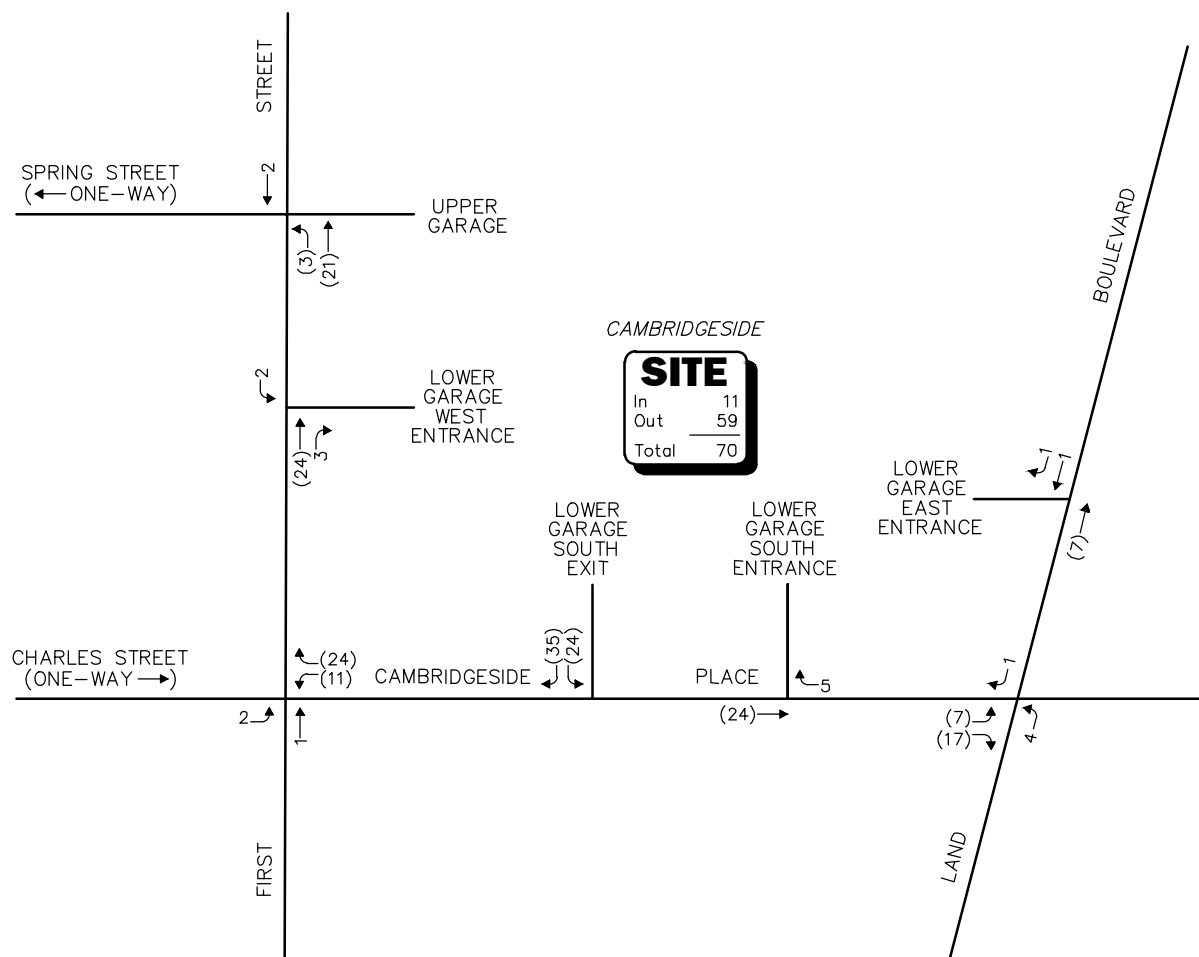
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Figure 3.a.5

**Proposed Office
 Weekday Morning
 Peak Hour Traffic Volumes**

Legend:

XX Entering Trips
(XX) Exiting Trips



Not To Scale



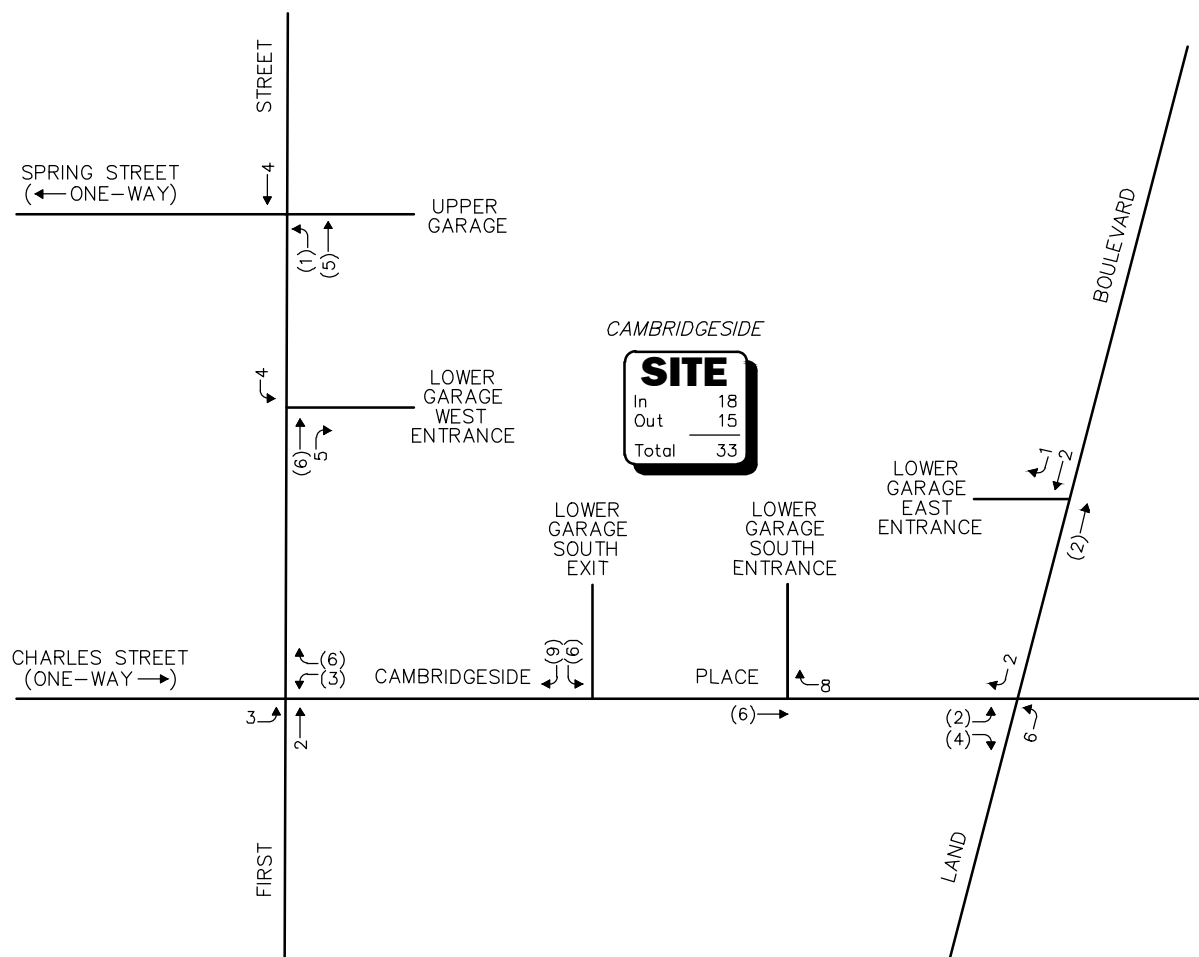
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Figure 3.a.6

**Proposed Office
 Weekday Evening
 Peak Hour Traffic Volumes**

Legend:

XX **Entering Trips**
(XX) **Exiting Trips**



Not To Scale



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Figure 3.a.7

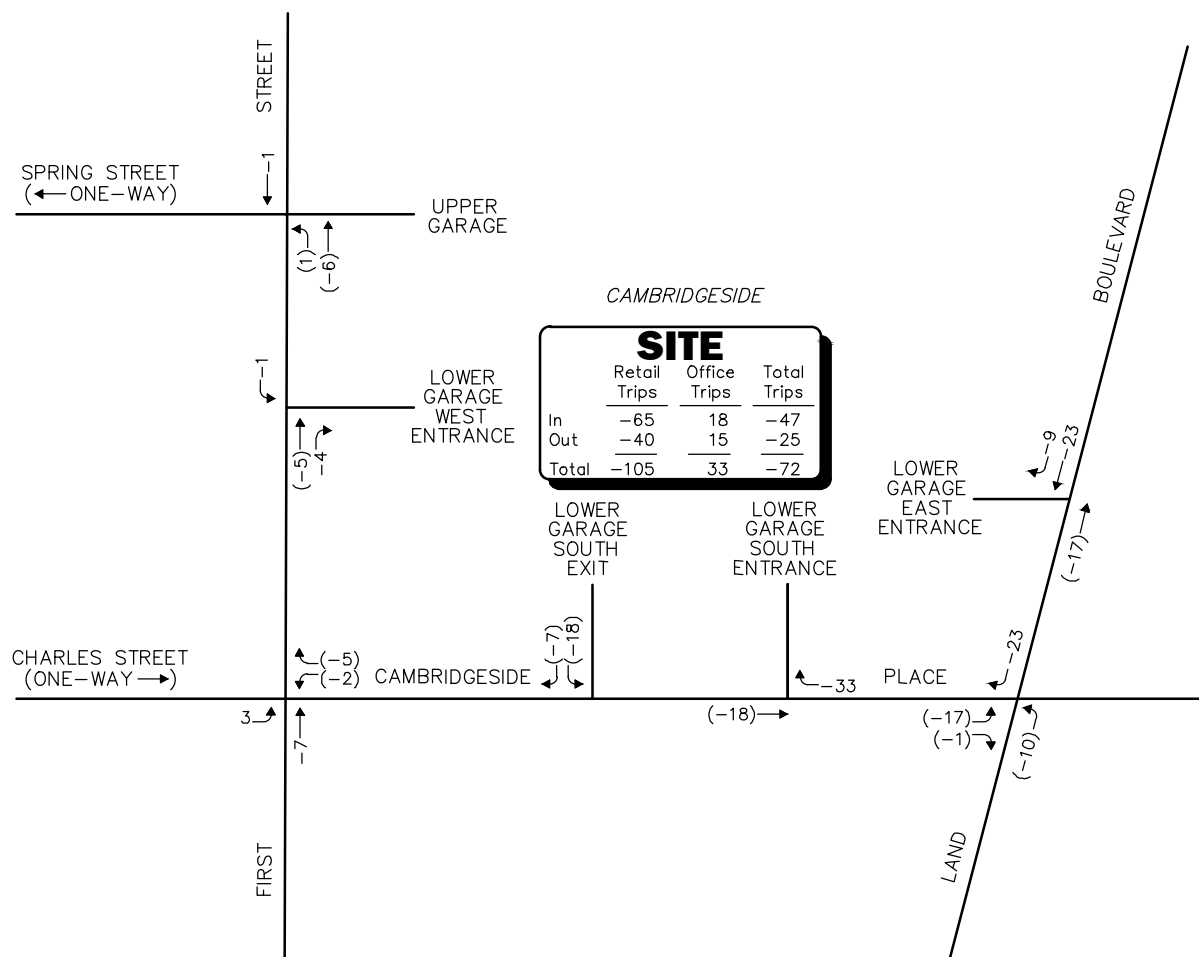
**Proposed Office
 Saturday Midday
 Peak Hour Traffic Volumes**





Legend:

XX Entering Trips
(XX) Exiting Trips



Not To Scale



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Figure 3.a.10

**Net New Third Floor Site Generated
 Saturday MIDDAY
 Peak Hour Traffic Volumes**

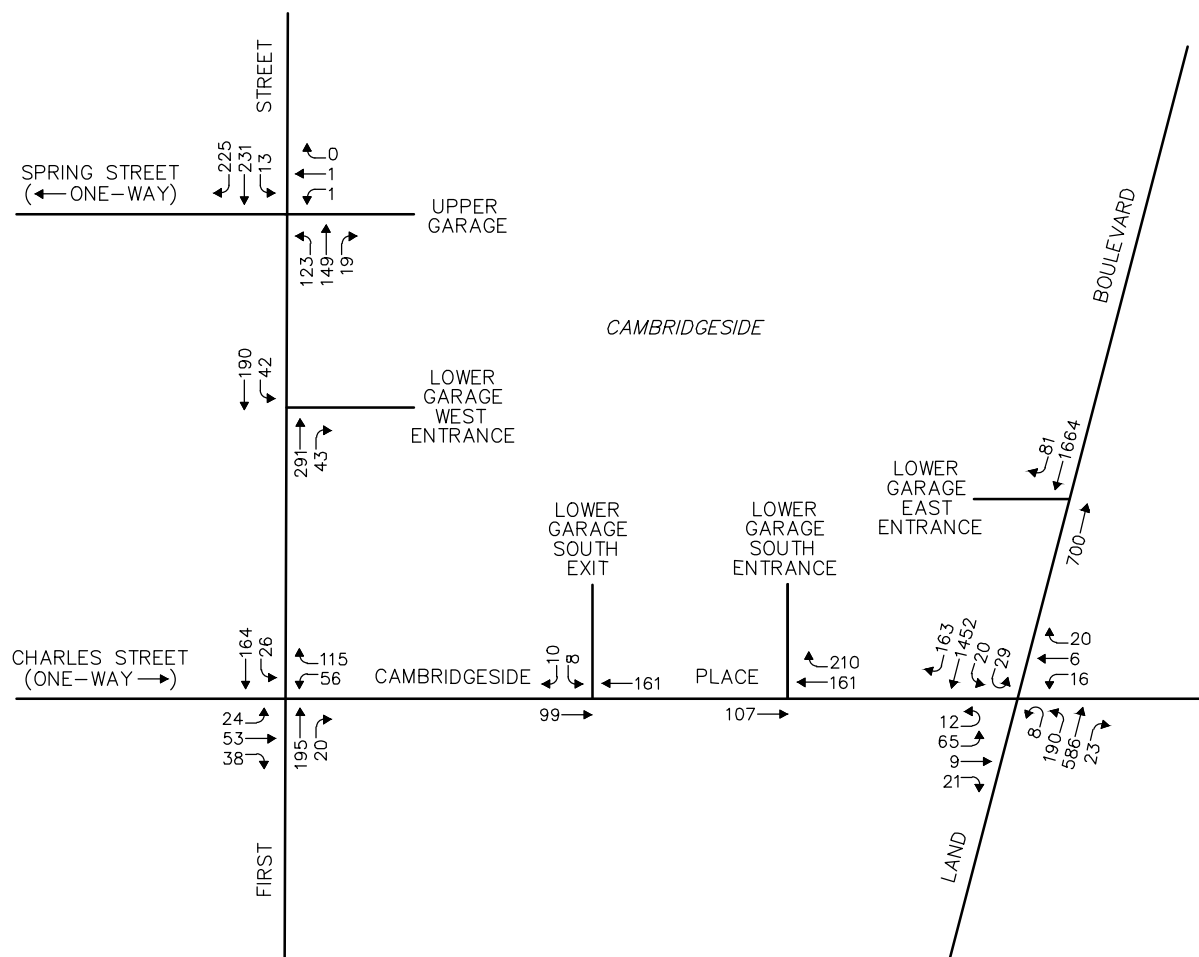


Figure 5.b.1

2018 Build
Weekday Morning
Peak Hour Traffic Volumes

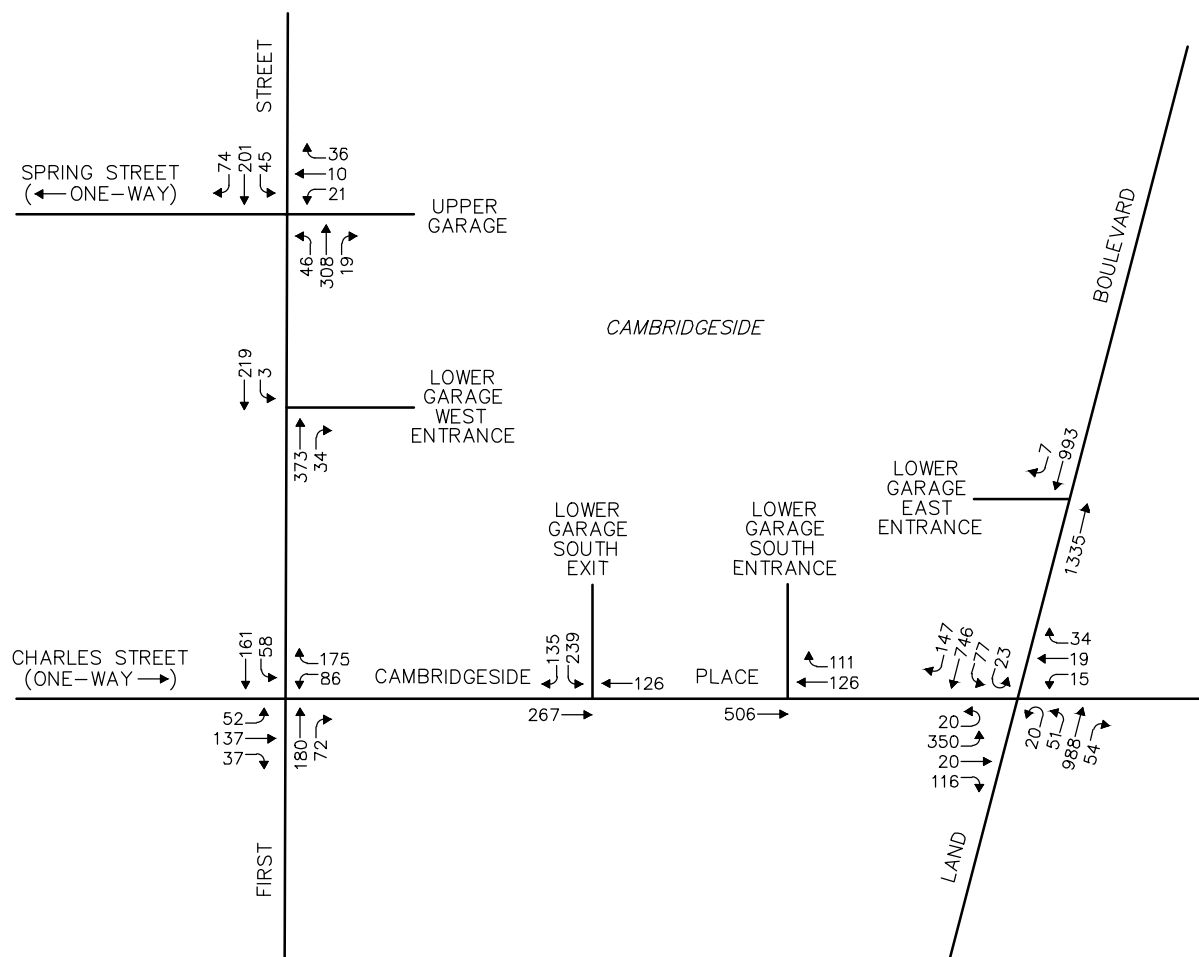


Figure 5.b.2

2018 Build
Weekday Evening
Peak Hour Traffic Volumes

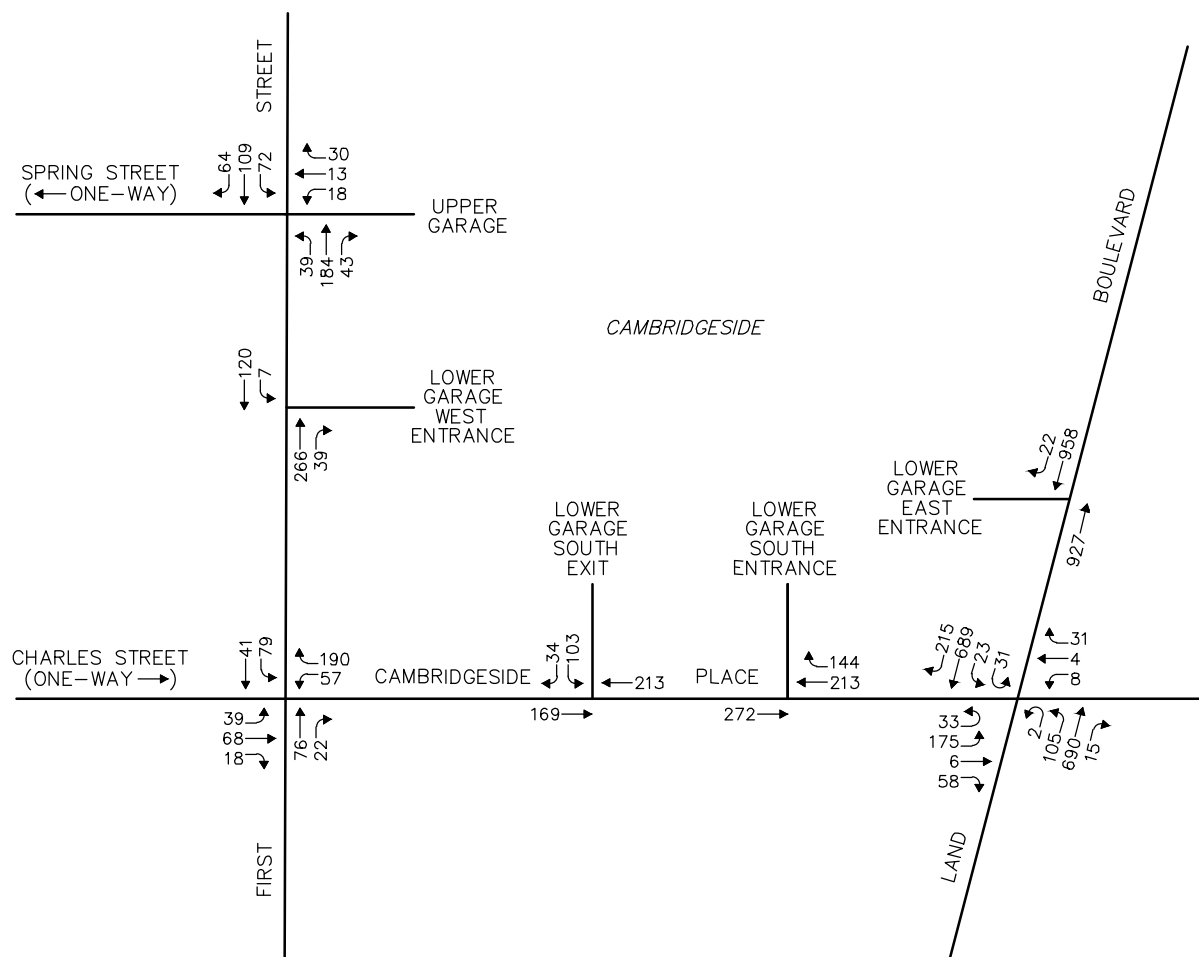


Figure 5.b.3

2018 Build
Saturday Midday
Peak Hour Traffic Volumes

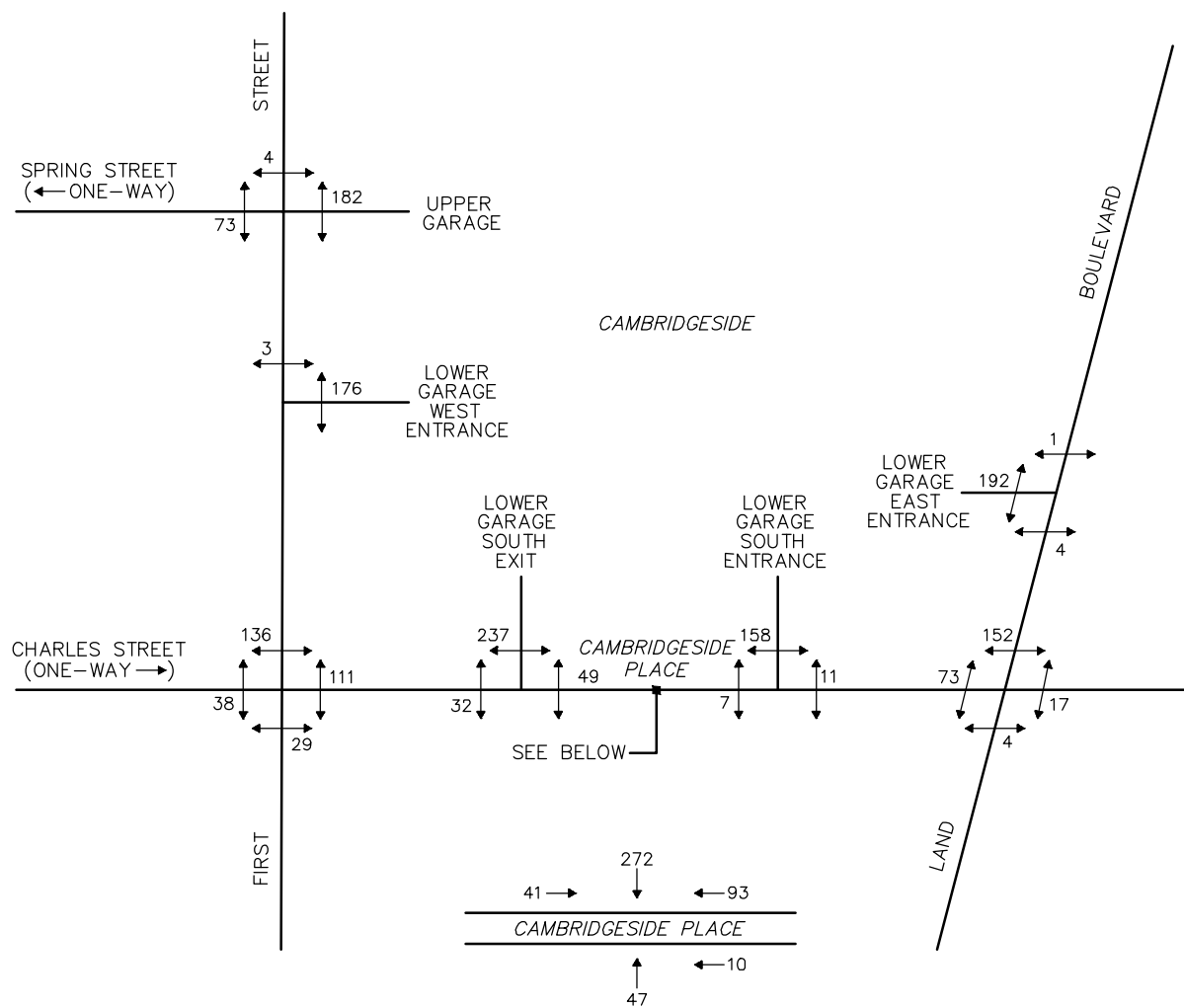


Figure 5.b.4

2018 Build
Weekday Morning
Peak Hour Pedestrian Volumes

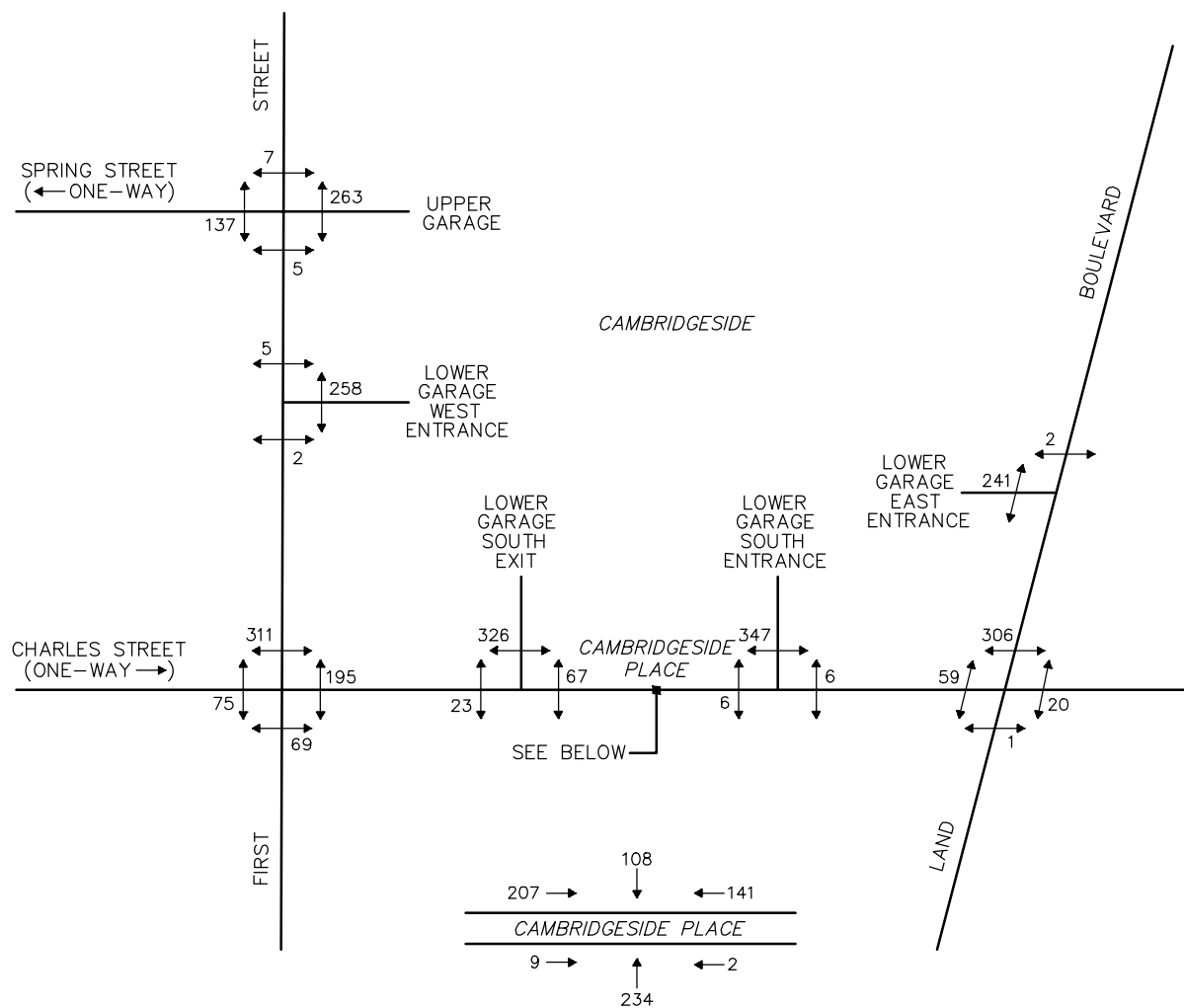


Figure 5.b.5

2018 Build
Weekday Evening
Peak Hour Pedestrian Volumes

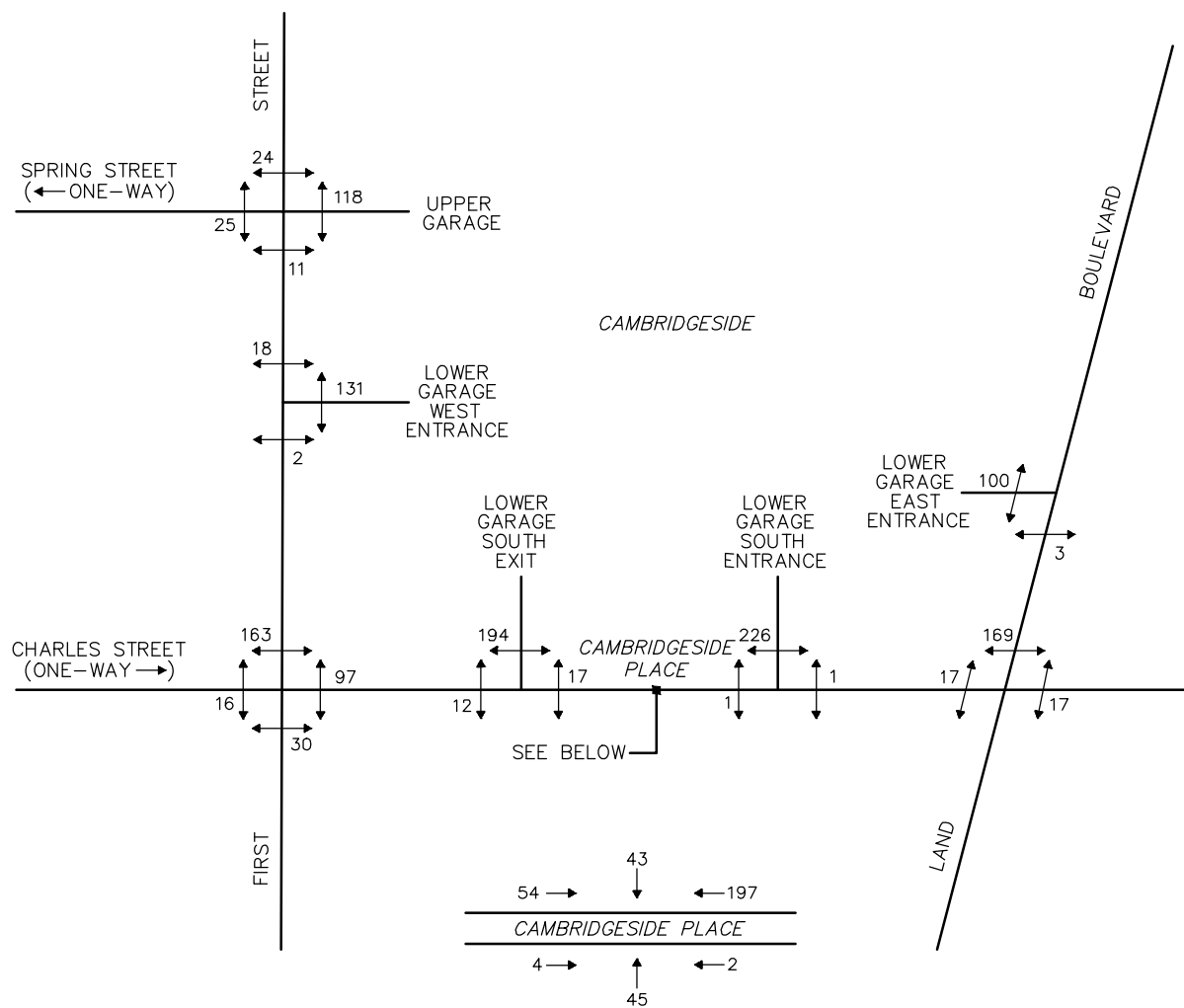


Figure 5.b.6

**2018 Build
 Saturday Middy
 Peak Hour Pedestrian Volumes**

Legend:

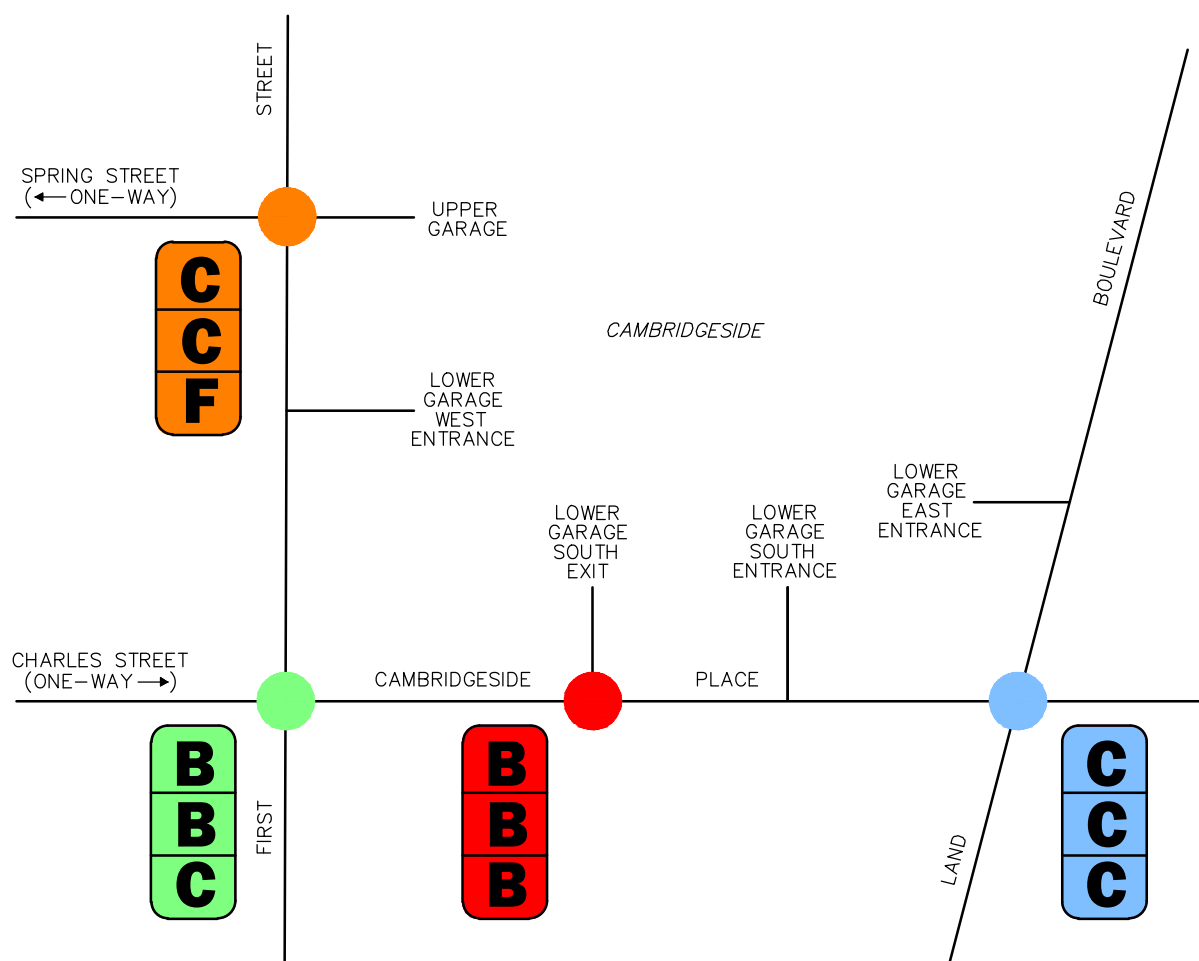
Level-of-Service



2018 Existing

2018 Build

2023 Future



Not To Scale



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Figure 6.a.1

**Vehicle LOS Map
Weekday Morning Peak Hour**

Legend:

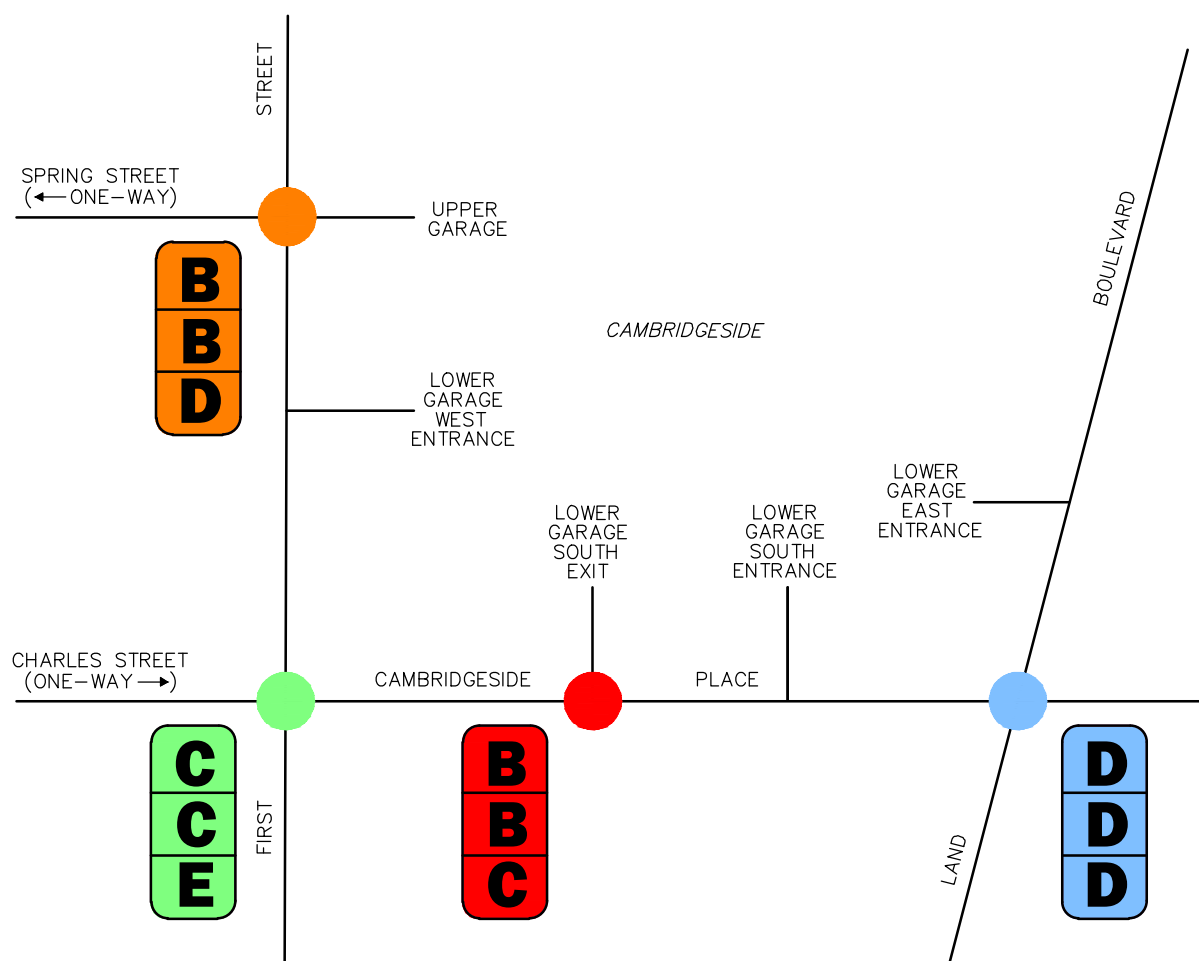
Level-of-Service



2018 Existing

2018 Build

2023 Future



Not To Scale



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Figure 6.a.2

**Vehicle LOS Map
Weekday Evening Peak Hour**

Legend:

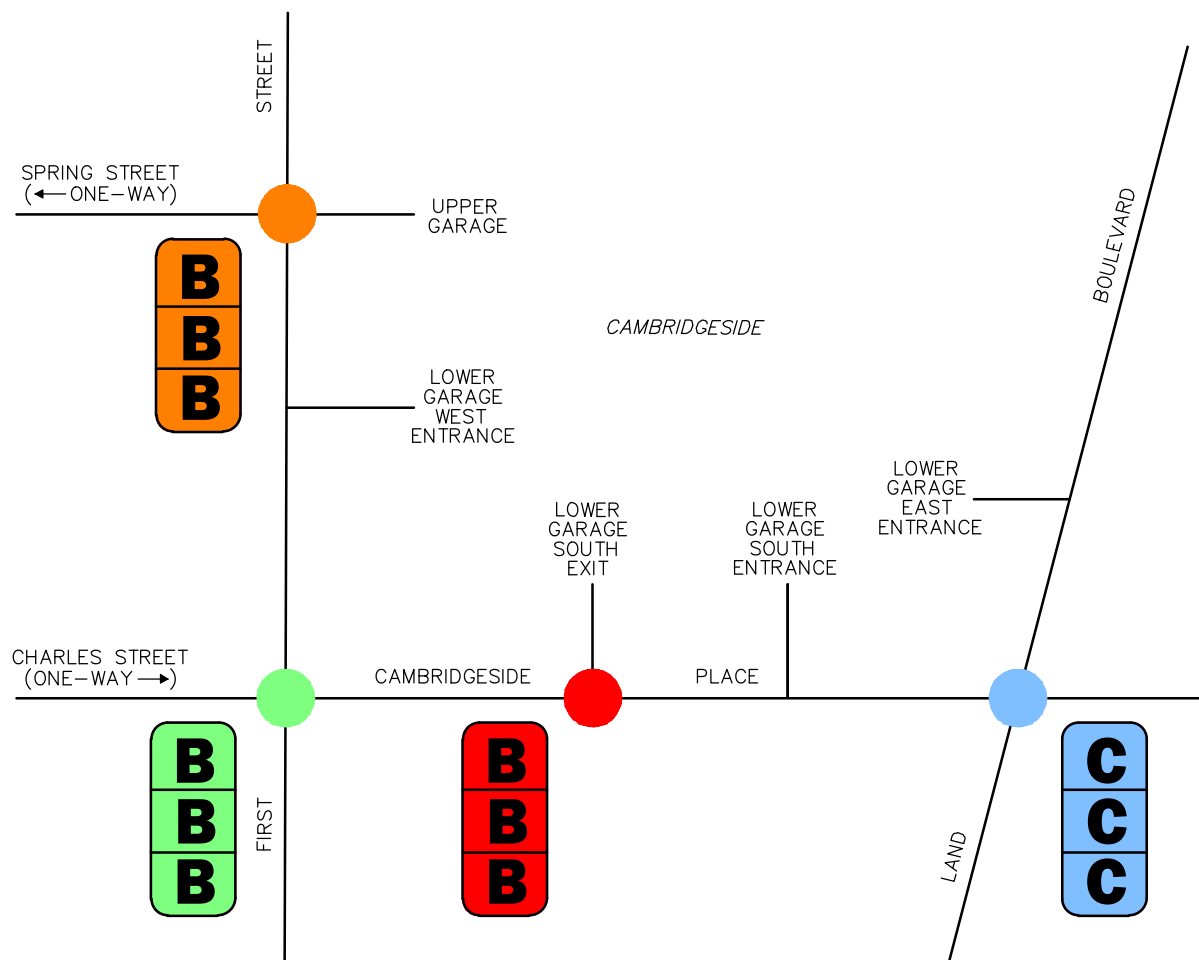
Level-of-Service



2018 Existing

2018 Build

2023 Future



Not To Scale



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Figure 6.a.3

Vehicle LOS Map
Saturday Midday Peak Hour

Legend:

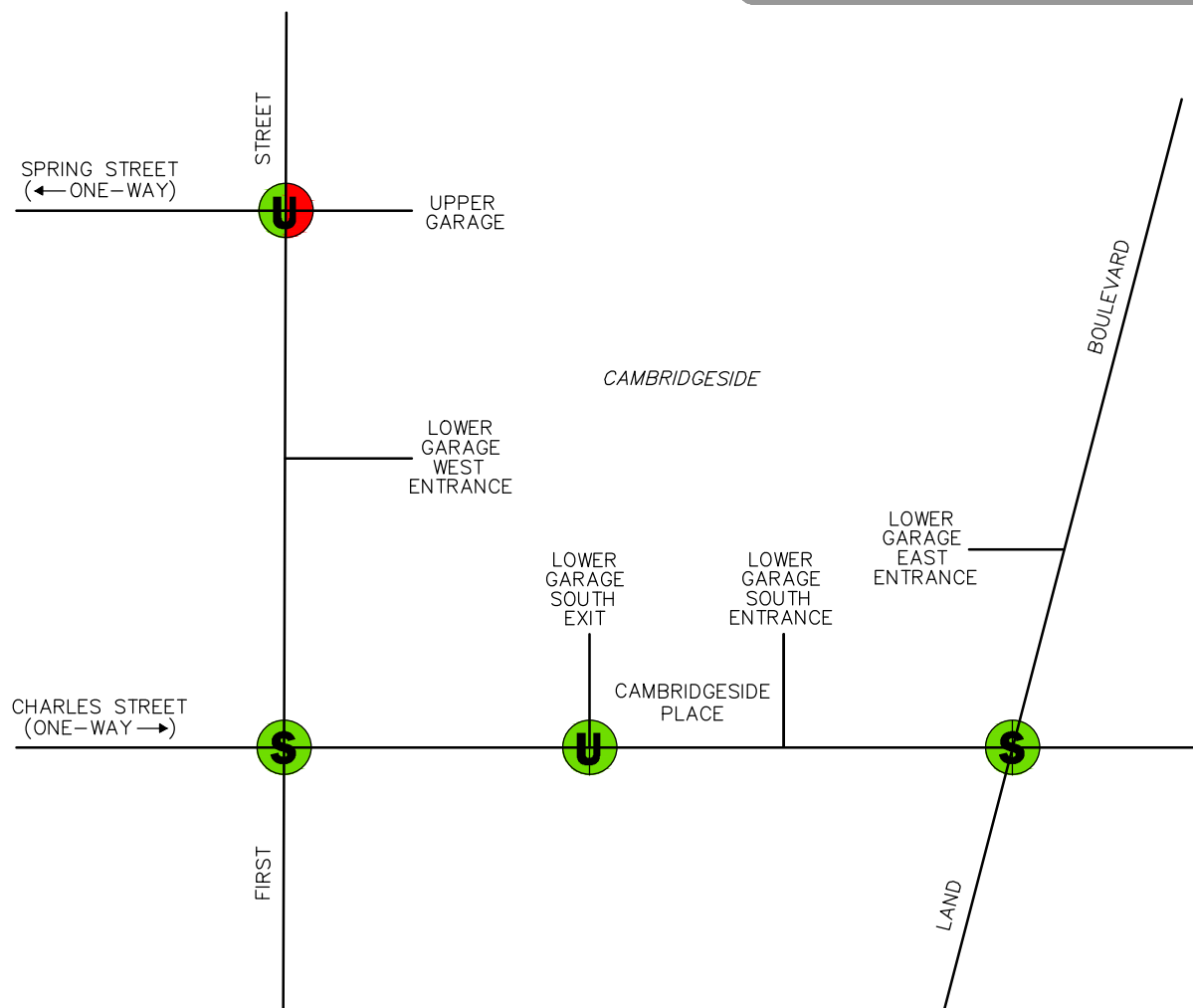
Added Delay from Existing Condition

Build  Future < 10 Seconds

Build  Future 11 - 19 Seconds

Build  Future > 20 Seconds

S = Signalized **U** = Signalized



Not To Scale



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Figure 6.b.1

**Vehicle Delay Change Map
Weekday Morning Peak Hour**

Legend:

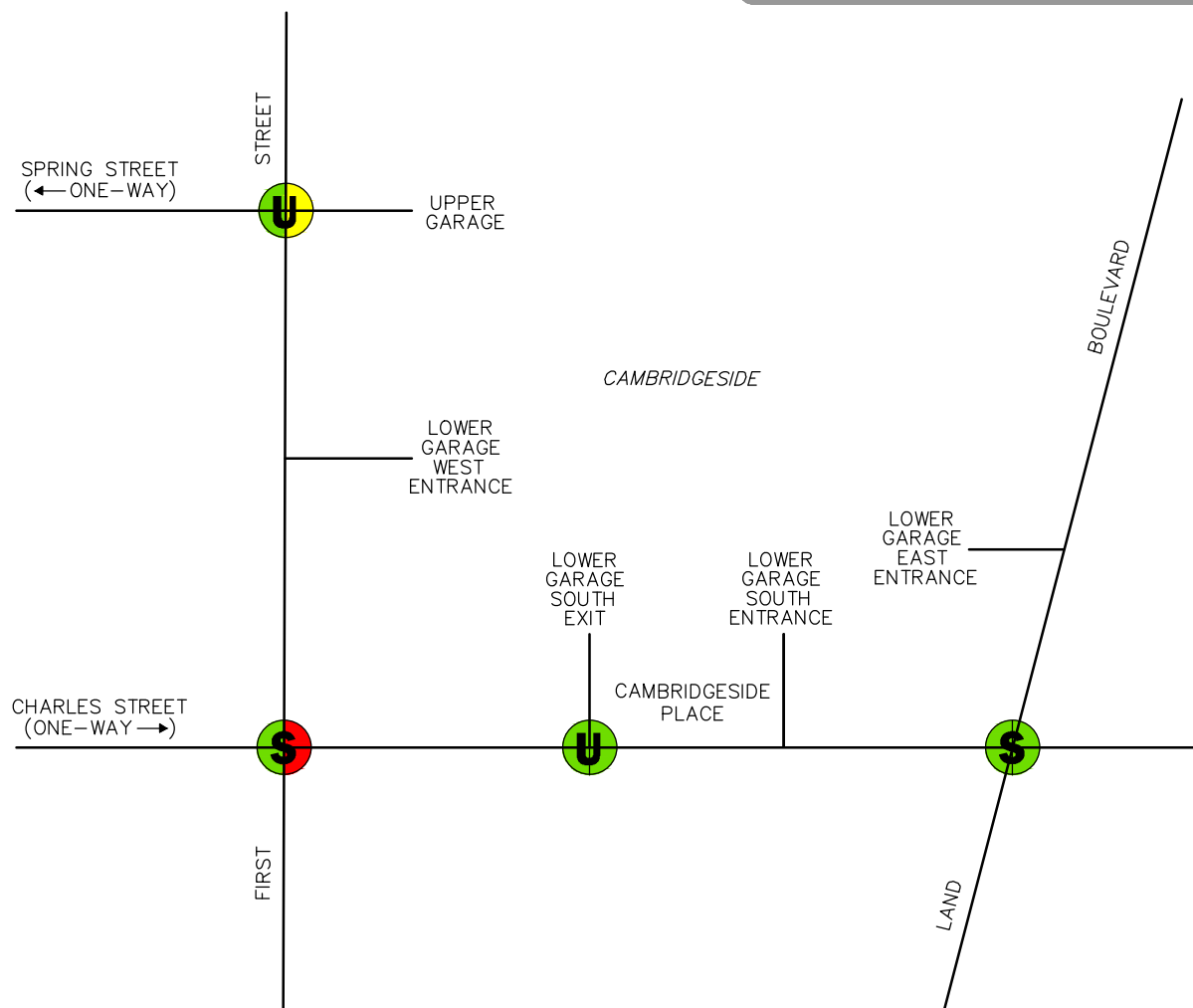
Added Delay from Existing Condition

Build  Future < 10 Seconds

Build  Future 11 - 19 Seconds

Build  Future > 20 Seconds

S = Signalized **U** = Signalized



Not To Scale



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Figure 6.b.2

Vehicle Delay Change Map
Weekday Evening Peak Hour

Legend:

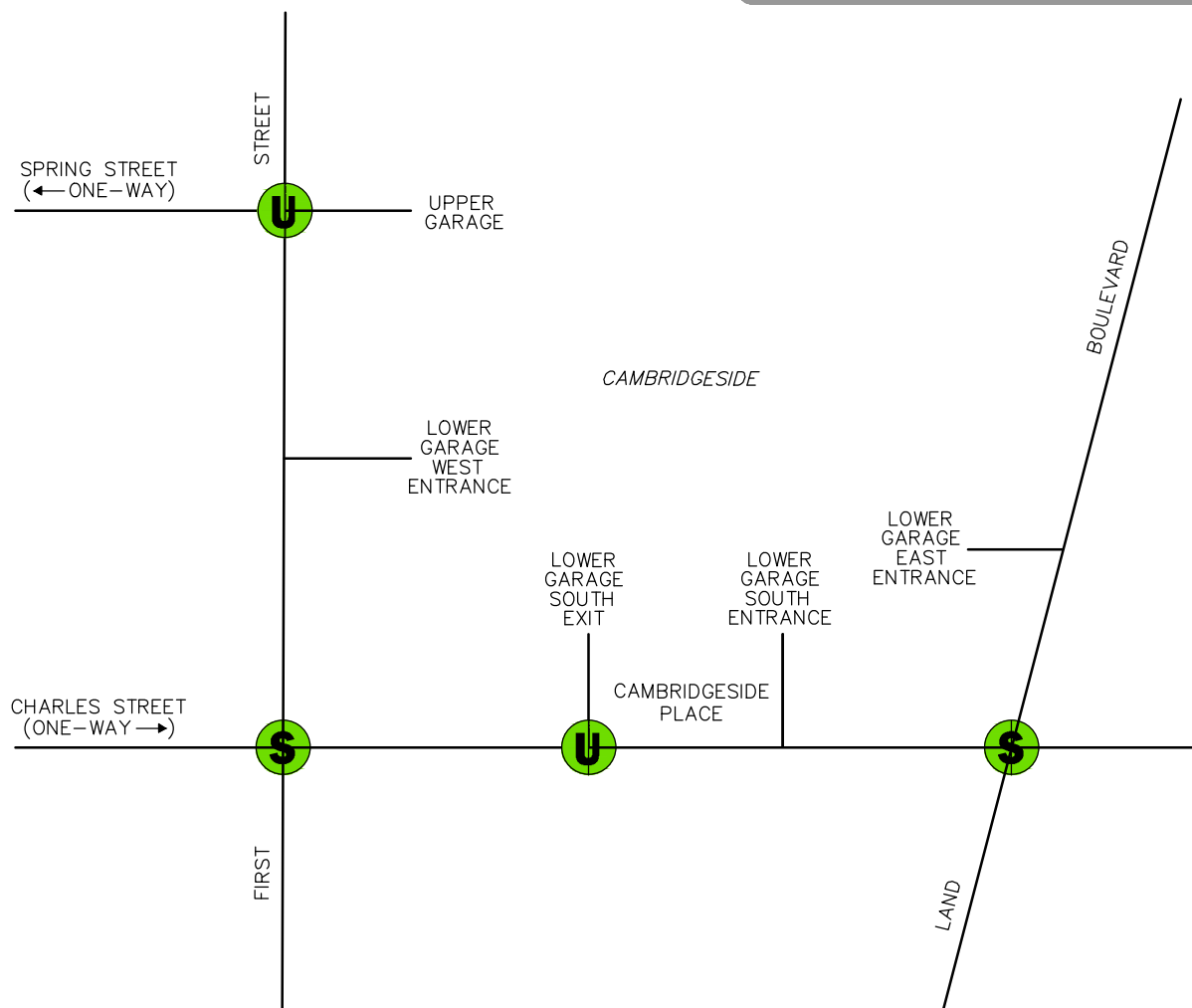
Added Delay from Existing Condition

Build  Future < 10 Seconds

Build  Future 11 - 19 Seconds

Build  Future > 20 Seconds

S = Signalized **U** = Signalized



Not To Scale



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Figure 6.b.3

Vehicle Delay Change Map
Saturday Midday Peak Hour

Legend:

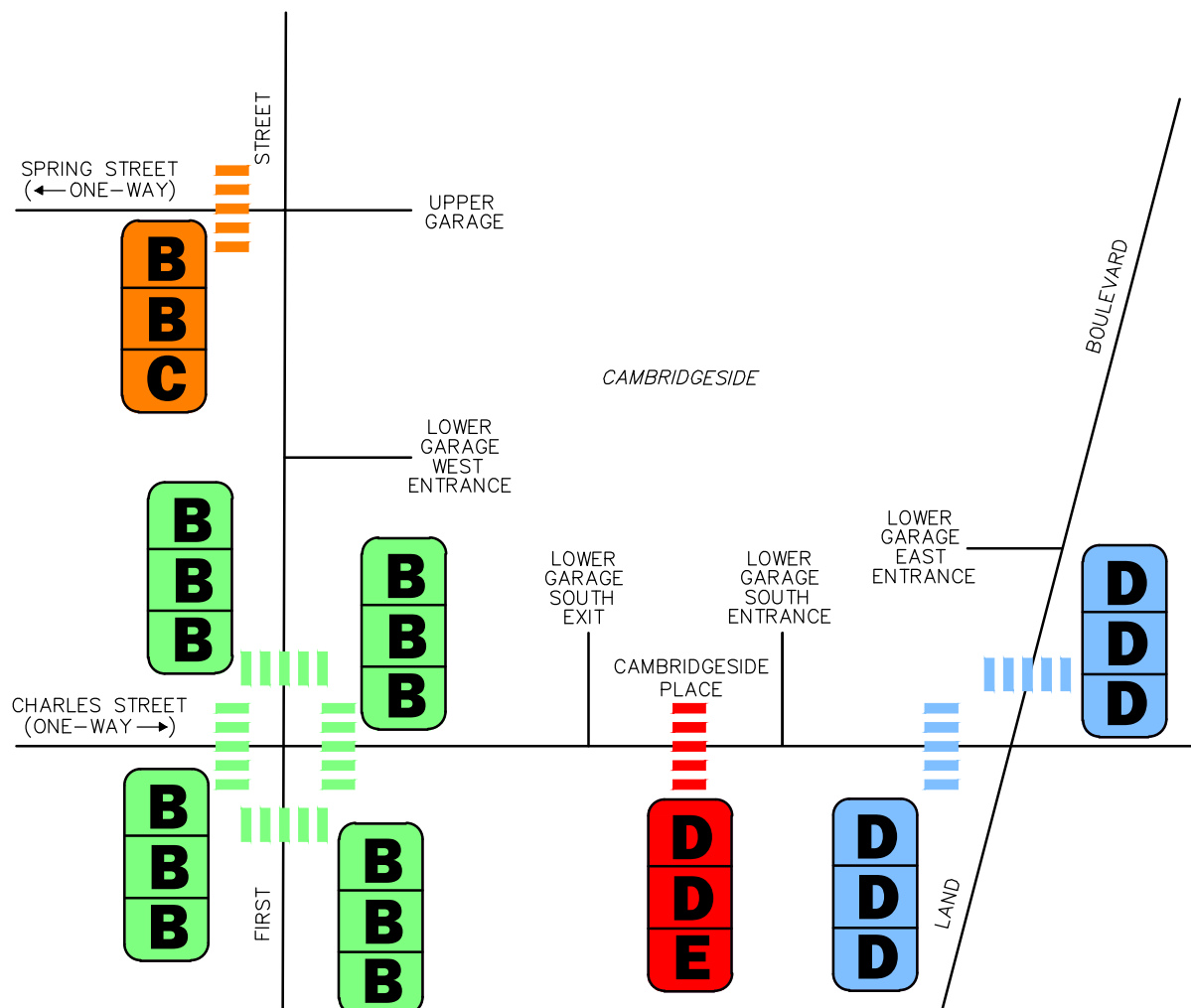
Level-of-Service



2018 Existing

2018 Build

2023 Future



Not To Scale



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Figure 6.c.1

Pedestrian LOS Map
Weekday Morning Peak Hour

Legend:

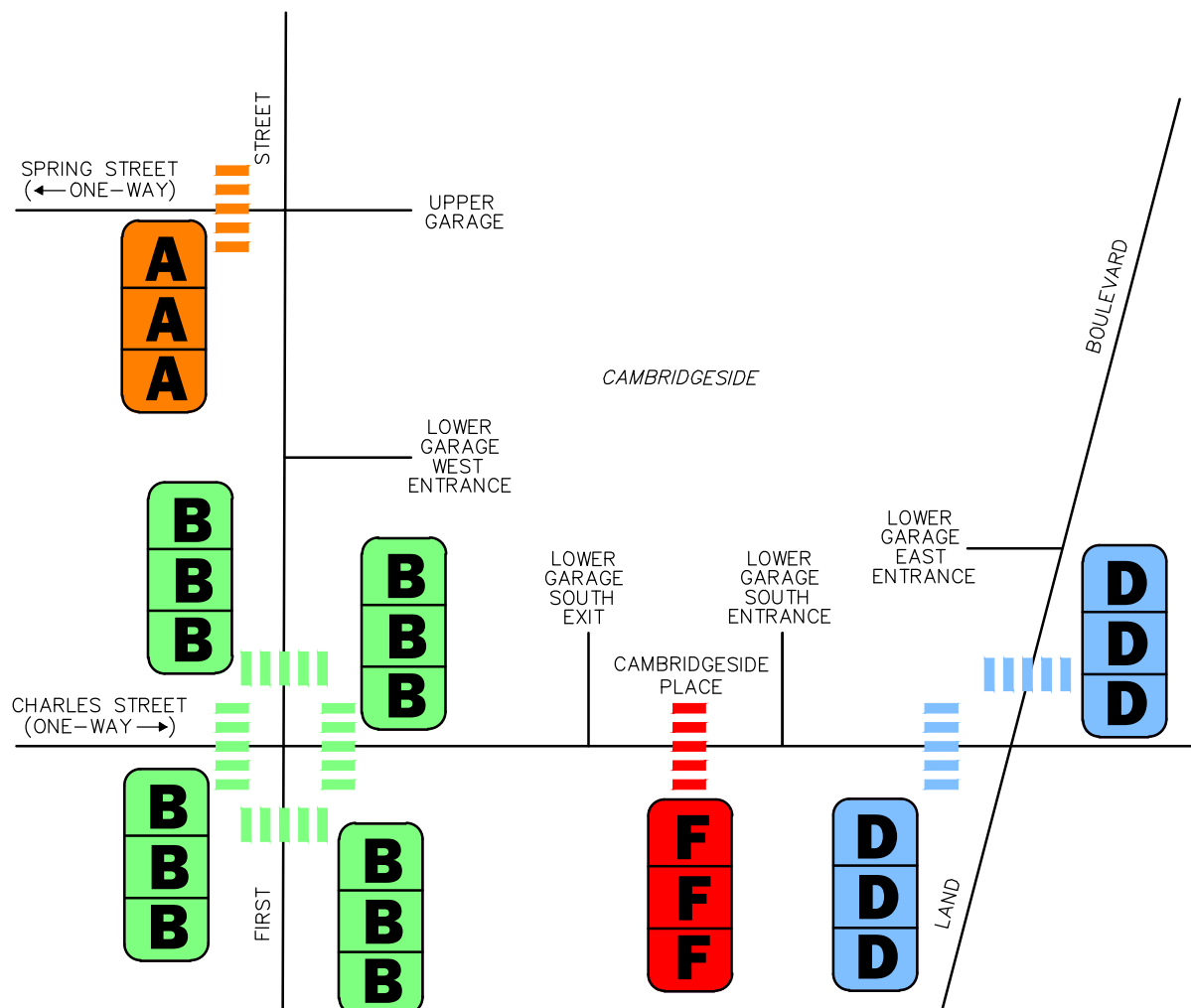
Level-of-Service



2018 Existing

2018 Build

2023 Future



Not To Scale



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Figure 6.c.2

Pedestrian LOS Map
Weekday Evening Peak Hour

Legend:

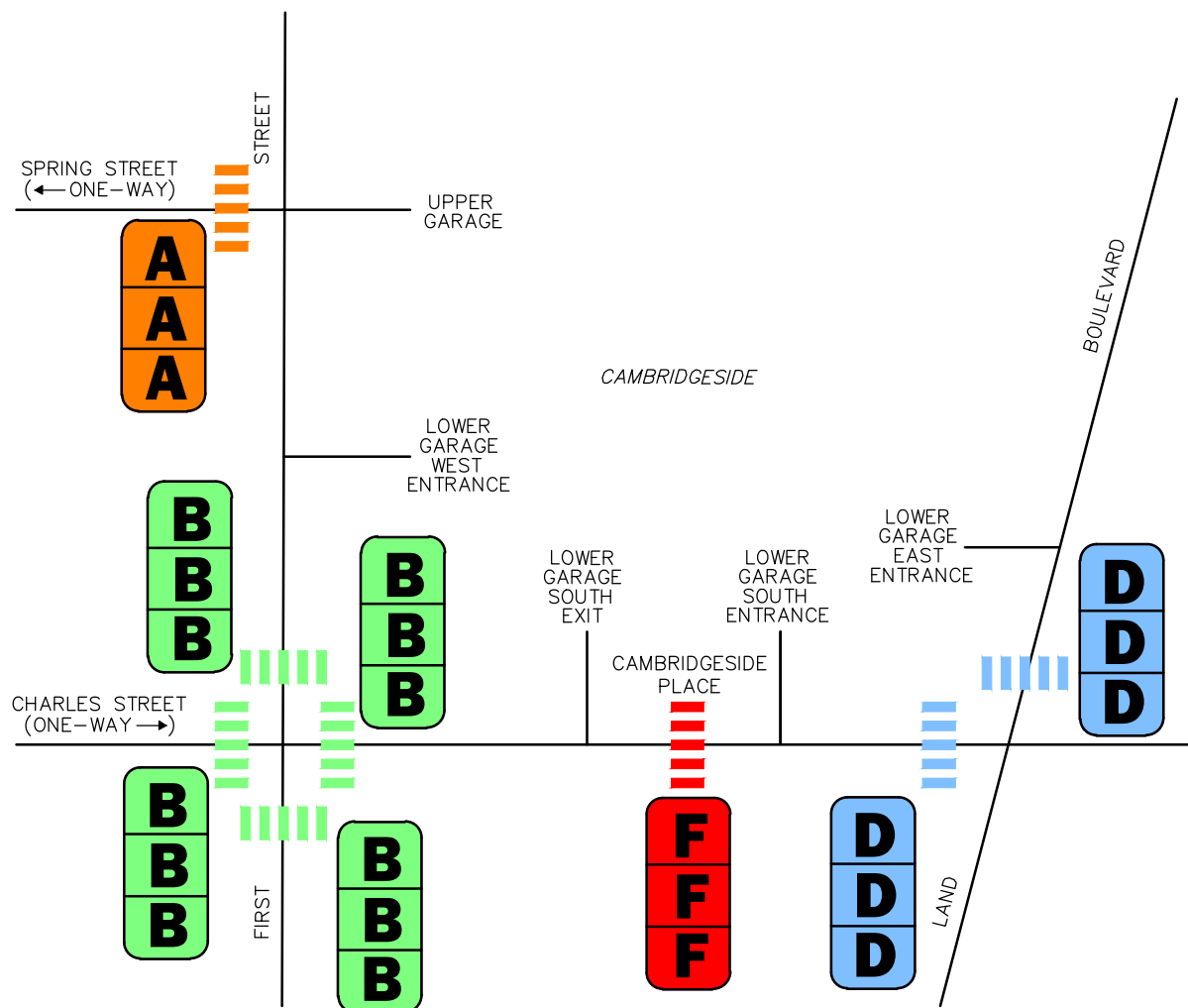
Level-of-Service



2018 Existing

2018 Build

2023 Future



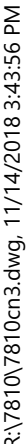
Not To Scale



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Figure 6.c.3

Pedestrian LOS Map
Saturday Midday Peak Hour



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