

Application # 00001

Application Date: 09/15/25 12:57 PM

APPLICATION FOR A COMMERCIAL PARKING FACILITY PERMIT

Owner / Applicant Information 2400 Mass Ave, LLC Email: rowetim@gmail.com Phone: +1 (617) 633-2078
9 South St, Chestnut Hill, MA, 02467

Facility Operator information 2400 Mass Ave, LLC Email: rowetim@gmail.com Phone: +1 (617) 633-2078
9 South St, Chestnut Hill, MA, 02467

Proposed address of facility 2400 Mass Ave, Cambridge Alternative address _____

Parcel Map / Lot Number: 191-112

Number of Vehicle Parking Spaces			Number of Bicycle Spaces				
Type of parking spaces:	Existing:	Proposed:	Existing:	Proposed:	Type:	Existing:	Proposed:
Commercial / Public	0	43	Customers	0	Short Term	0	10
Patients	0	0	Clients	0	Long Term	0	0
Students	0	0	Employees	48			
Residents	0	0	Guests	0	Car Sharing	Unknown	#

Type of construction: Modified Facility Estimated Start Construction: _____

Type of facility: Lot Estimated Opening: _____

If a parking fee is charged, collection method: At Entrance, Monthly

License Commission / Licenses Required? Open Air Lot License

Does the location have any existing Special Permit? No

Has a plan been approved by the PTDM Planning Officer for regulation and control of air pollution from motor vehicles? Yes

Narrative Relative to 2400 Mass Ave Parking Application

We, the owners of 2400 Mass Ave, are pleased to submit the following narrative relative to our Commercial Parking application for the property.

Background

The lot in question is an existing 45-space commercial parking lot intended to serve the retail establishments in the retail buildings on the same parcel. The total number of spaces will be 43, as 2 spaces worth of bike parking are required under the TDM rules for a lot of this size (see below).

There is a plan to eventually redevelop the entire parcel, and there is an approved Special Permit to construct a new building as well as underground parking. In preparation for this plan, the retail tenants have vacated the building. The lot is currently being used in a limited capacity as shared parking by local businesses under contract.

The timing of redevelopment is unclear, however. In the present economic climate, with high tariffs and interest rates, the project has not been able to be financed. It could remain in this state indefinitely. As a result, this parking lot is a wasted resource for the community.

Nearby businesses and individuals have expressed interest in using the lot on an on-demand basis (e.g. hourly and daily parking for visitors and customers). Presently, we are only able to rent the lot to commercial clients and by written contract, as part of a “shared parking” agreement. We would like a more flexible arrangement.

The lot falls within the new Flexible Parking Corridor. For this reason, we are seeking a commercial permit that would allow us to offer both on-demand and subscription-based (daily and monthly) parking.

We will make clear in our communications that the lot is pending redevelopment, that the timing of this redevelopment is uncertain, and that it may be closed at some point in the future.

Transportation Demand Management Plan

The Cambridge Transportation Planning Division has approved our TDM plan. This plan includes installing bike parking in an agreed location on the lot. The bike parking occupies two parking spots, and has bollards shielding it from the entrance. The TDM and bike parking plans are attached.

Application questionnaire



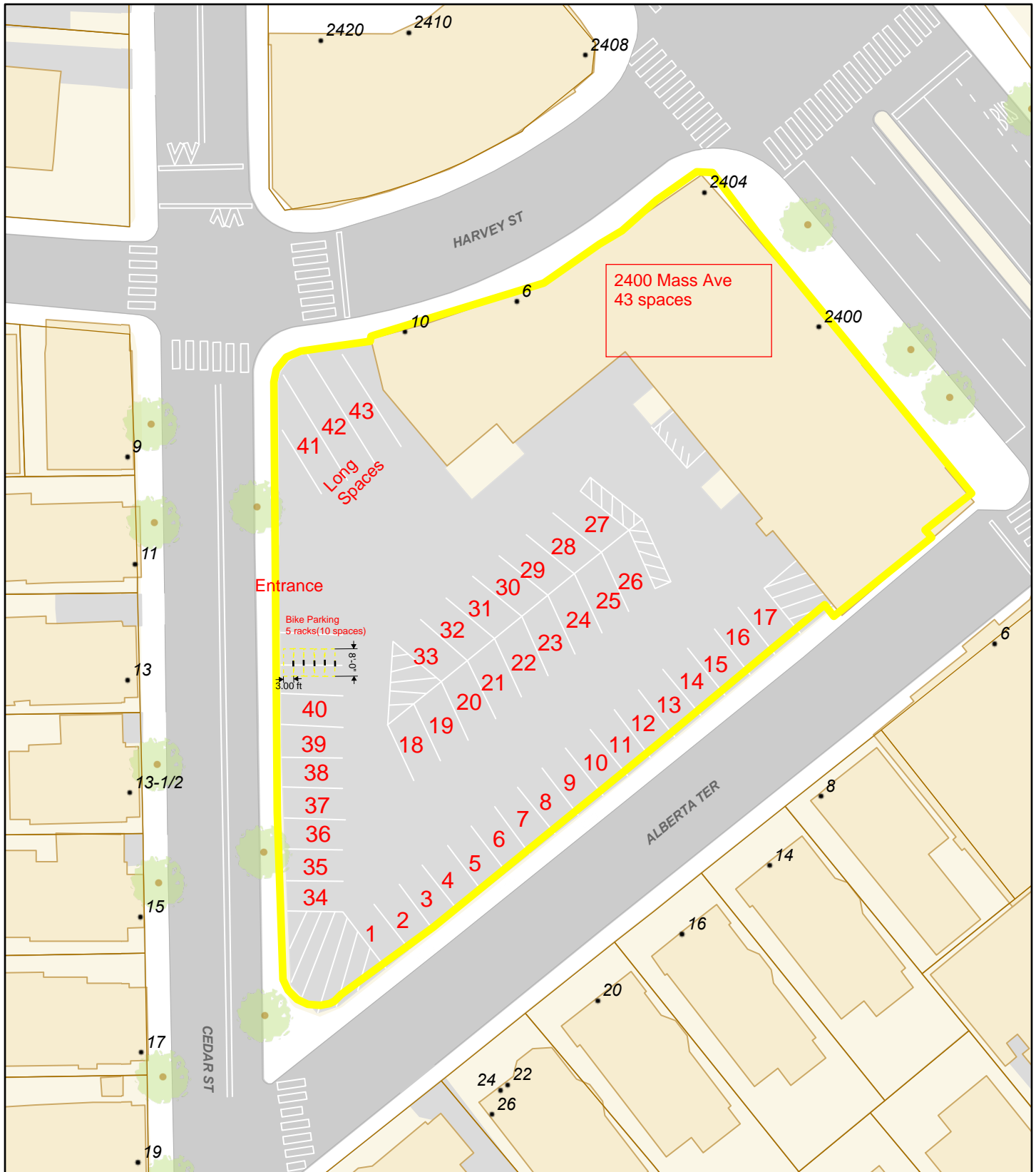
City of Cambridge, MA

1 inch = 40 Feet



www.cai-tech.com

January 21, 2026



Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

Question 1. Detailed information on how the existing and proposed parking spaces will be controlled for each category of use.

Our only category of use is “commercial/public spaces”. We have installed a gateless License Plate Reader (LPR) system at the entrance for access control, and have a contract with the local towing company. We also have a contract with RunParking for payment processing. Users will scan a QR code with their phones to pay for parking, which will register their license plate in our system.

Additionally, we have 3 extended-length spaces on the north side of the lot. These are “commercial/public” as well. We plan to offer these to residents who wish to park RVs, boats and other long vehicles.

We do not currently have plans to alter the layout or space markings of the lot

Question 2. A detailed description of the need for the proposed Commercial Parking Spaces and the type of development and patrons which the spaces and associated facility, if any, will serve.

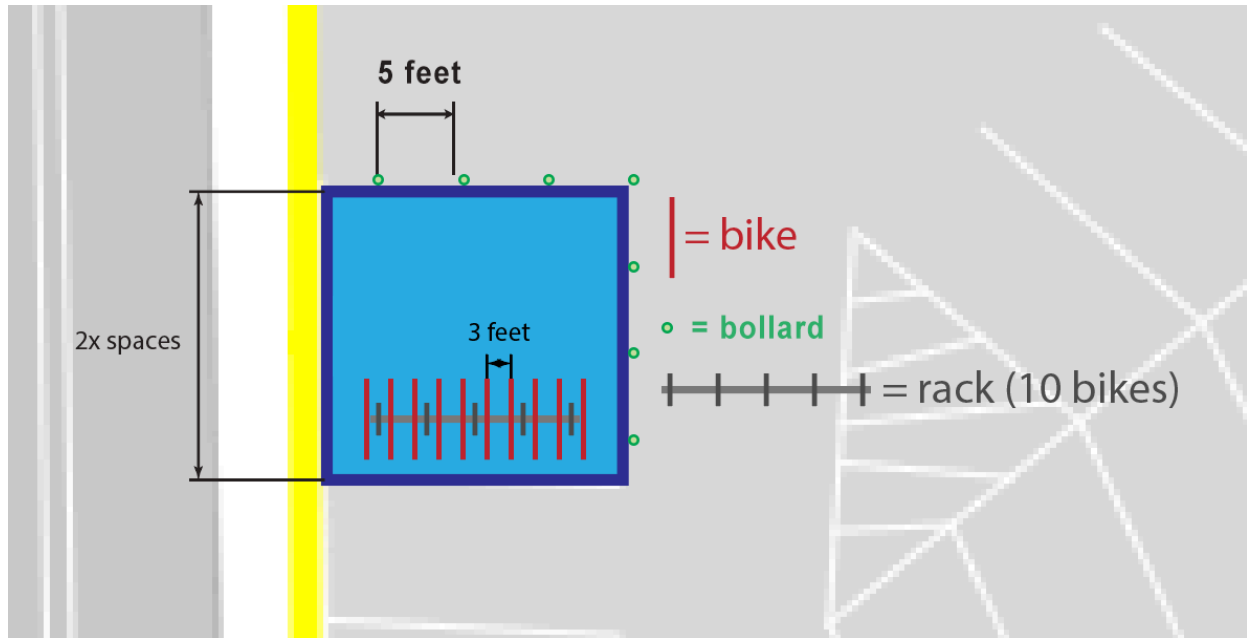
There are many restaurants and retail establishments in the area, including Joe Sent Me, Qingdao Garden, Umami Omakase, etc. Several of these establishments have expressed interest in additional parking for their patrons. Residents in the neighborhood surrounding the lot have indicated that they would strongly appreciate additional off-street parking for occasional use.

Question 3. A site plan and floor plans of the proposed parking facility, showing the facility location, any bicycle parking required by the Zoning Ordinance, the space layout, and the entry and exit points.

Below is an image of the parking lot showing the entrance, bicycle parking, and extended spaces on the north side:



Additionally, a close-up view of the bike parking area showing its layout:



Question 4. A detailed statement of any public policy considerations which support the application.

When the flexible parking zoning concept was proposed by former Cambridge City Councillor Toner, in an article in Cambridge Day, he referenced our specific lot as an example of the type of spaces that he would like made available for the use by the public.

We believe this article makes the case for the need:

<https://www.cambridgeday.com/2024/12/23/parking-reuse-approved-by-cambridge-council-could-free-up-3400-spaces-some-immediately/>

Commercial Parking TDM Plan

This form is only for facilities with 20 or more total parking spaces that are eligible for conversion to commercial parking under Flexible Parking Corridors regulations. To submit this form for review or request help completing it, email Ryan McKinnon, PTDM Officer, at rmckinnon@cambridgema.gov.

Facility Information

Name and address of parking facility: 2400 Mass Ave Lot
2400 Massachusetts Avenue, Cambridge, MA 02140

Location of parking facility according to Assessing Department: Block No. 191 Lot No.(s) 112

Name and address of property owner: 2400 Mass Ave LLC 9 South Street, Chestnut Hill, MA 02467

Telephone: 617-297-8849 E-mail address: dws@northcambridgepartners.com

Was this parking facility existing as of 12/23/2024? Yes No

If approved, do you expect to operate this facility as a commercial parking facility for less than 4 years? Yes No

Proposed # of parking spaces in the facility

Assume no spaces are used to satisfy TDM requirements

45 Commercial (available to the public for a fee)
 + 0 Other
 = 45 Total

Type of facility

Surface lot
 Garage

The TDM measures listed on this form have been selected to enable quick approval of Commercial TDM Plans for facilities along Flexible Parking Corridors. A summary of the pre-selected TDM measures is available in Table 1. Details for each TDM measure are provided on the following pages.

Table 1. Summary of pre-selected TDM Measures by facility size.

# commercial spaces	Section 1 (select all)	and Section 2 (choose one)
19 or fewer	<ul style="list-style-type: none"> Charge market rate parking fees 	N/A
20-60	<ul style="list-style-type: none"> Charge market rate parking fees 	<ul style="list-style-type: none"> Provide space for Bluebikes station OR Install bike parking OR Bike parking/Bluebikes contribution
61-100	<ul style="list-style-type: none"> Charge market rate parking fees Bike parking/Bluebikes contribution 	<ul style="list-style-type: none"> Provide space for Bluebikes station OR Install bike parking OR Additional bike parking/Bluebikes contribution
101+	<ul style="list-style-type: none"> Charge market rate parking fees Provide space for Bluebikes station Bike parking/Bluebikes contribution 	N/A

TDM Measures

The property owner commits to implementing the following TDM measures, subject to approval by Cambridge DOT.

Instructions: In each section below, select TDM measures according to the number of proposed commercial parking spaces for your facility.

Section 1: Check all that apply, based on your facility size and/or plans to operate temporarily

All facilities

Charge market rate parking fees

Facility will charge at least market rate for parking. To determine market rate, survey all parking available to the public within a ½-mile radius of the site to determine the median price for parking.

All facilities that expect to operate on a temporary basis (less than four years):

Communications

Provide information about the expected length of time the facility will operate:

- With abutter notifications for any permit or license needed for the facility,
- In any advertisement before opening, within 6 months of opening, and within 6 months of closing, and
- At the entrance to the facility.

Facilities with at least 61 commercial parking spaces

Bike parking/Bluebikes contribution

Contribute \$500 per commercial parking space over 60 to the City's bike parking fund or Bluebikes fund.

(_____ - 60) x \$500 = _____

of proposed commercial parking spaces

Subtotal contribution A

- Cambridge DOT will determine how much of the contribution to allocate to each fund at approval.
- The contribution is due within 120 days of commercial parking permit issue, unless the City agrees to a different schedule.

Facilities with at least 101 commercial parking spaces

Provide space for a Bluebikes station

If selected, attach a parking layout plan.

Offer 5 parking spaces or other on-site space to be used to site a Bluebikes station with up to 24 docks.

This measure is subject to approval by Cambridge DOT and requires a license agreement with Bluebikes if approved.

- Cambridge DOT will determine the number (up to 5) and location of parking spaces, if any, that are suitable for a Bluebikes station. If approved, the facility owner must physically block vehicle access to the spaces to be used for the Bluebikes station until the station is installed.
- Other (non-parking) space on the site may be acceptable for a Bluebikes station in place of parking spaces. If you would like to suggest an on-site, non-parking area, please identify it on your attached parking layout plan.
- If DOT declines to site a Bluebikes station at the facility, the facility must choose a replacement TDM measure in consultation with DOT and resubmit this form.

Facilities with 61-100 commercial parking spaces (choose one)

- Provide space for Bluebikes station** *If selected, attach a parking layout plan.*
 Offer X parking spaces ($X = 0.05 \times$ proposed number of commercial parking spaces, round down, maximum 5) or other on-site space to be used to site a Bluebikes station with up to 24 docks. This measure is subject to approval by Cambridge DOT and requires a license agreement with Bluebikes if approved.
 - Cambridge DOT will determine the number (up to X) and location of parking spaces, if any, that are suitable for a Bluebikes station. If approved, the facility owner must physically block vehicle access to the spaces to be used for the Bluebikes station until the station is installed.
 - Other (non-parking) space on the site may be acceptable for a Bluebikes station in place of parking spaces. If you would like to suggest an on-site, non-parking area, please identify it on your attached parking layout plan.
 - If DOT declines to site a Bluebikes station at the facility, the facility must choose a replacement TDM measure from this section (or in consultation with DOT) and resubmit this form.

- Install bike parking** *If selected, attach a parking layout plan.*
 Purchase and install up to 10 bicycle racks (20 bicycle parking spaces) that meet the requirements of the [City of Cambridge Bicycle Parking Guide](#), taking up no more than 3 parking spaces. The bike parking must be made available to the public. Publicly accessible bike parking that is used to meet zoning requirements can be counted toward up to 80% of the bike parking required by this measure.
 - Cambridge DOT must approve the layout of the bike parking and the location, which must be near a primary pedestrian access point.
 - Racks must be installed within 120 days of commercial parking permit issue. Any vehicle parking spaces to be used for installation will be blocked off until installation occurs.
 - If DOT determines that there is not a suitable location for bike parking on the site, the facility must choose a replacement TDM measure from this section (or in consultation with DOT) and resubmit this form.

- Additional bike parking/Bluebikes contribution**
 Contribute \$200 per commercial parking space to the City’s bike parking fund or Bluebikes fund.
 _____ x \$200 = _____
 # of proposed commercial parking spaces Subtotal contribution B
 - Cambridge DOT will determine how much of the contribution to allocate to each fund at approval.
 - The contribution is due within 120 days of commercial parking permit issue, unless the City agrees to a different schedule.

Section 3: Voluntary TDM measures

If the facility will voluntarily offer any additional TDM measures, please describe them here:

Certification and Signature

I hereby certify that all information supplied on this form is true, accurate, and complete.

	1/7/26	Daniel Sibor, Manager
Owner signature	Date	Print name & title

This section for City of Cambridge use only. Do not write below this line.

Final proposed # of parking spaces: Commercial: 43 Other: Total:

All commercial parking is subject to approval by the Commercial Parking Control Commission.

- This TDM Plan is
- Approved.
 - Approved with conditions. *(List below or attach.)*
 - Denied. Please resubmit with the following changes: *(List below or attach.)*

See attached bike parking plan.

Ryan McKinnon

Digitally signed by Ryan McKinnon
DN: cn=Ryan McKinnon, o=Cambridge
Department of Transportation, ou,
email=rmckinnon@cambridgema.gov, c=US
Date: 2026.01.16 11:39:35 -05'00'

Signed	_____	Date	_____
	PTDM Planning Officer		