



Kendall Square **Transit Enhancement Fund**

Cambridge Transit Committee Presentation | October 2015





ABOUT THE CRA

The CRA was founded in 1956 under MGL chapter 121B. Redevelopment authorities are provided with broad powers to plan and implement activities needed to redevelop underutilized, deteriorated or blighted open areas, to encourage new development, and to promote sound growth. During the past 60 years the CRA has created or worked on projects across the city including Riverview, Tech Square, Wellington-Harrington Urban Renewal, Walden Square Urban Renewal, Alewife Feasibility Study, and most notably still administers the Kendall Square Urban Renewal Plan today among other priorities.

Our Mission

The Cambridge Redevelopment Authority is committed to implementing imaginative, creative initiatives to achieve social equity and a balanced economic ecosystem. We work in the public trust to bring a human dimension to development improving the quality of life for residents, businesses, employees, and visitors. Our goal is to balance economic vibrancy, housing, and open space to create sustainable communities through new and revitalized development. We are an independent, agile public authority bringing a unique set of redevelopment tools to work in close partnership with the City of Cambridge and other organizations.

KSURP HISTORY: CAMBRIDGE CENTER

CRA Agreement with Boston Properties

- 1979 for Parcel 3 & 4
- 1982 for Parcel 2

Terms of Transaction

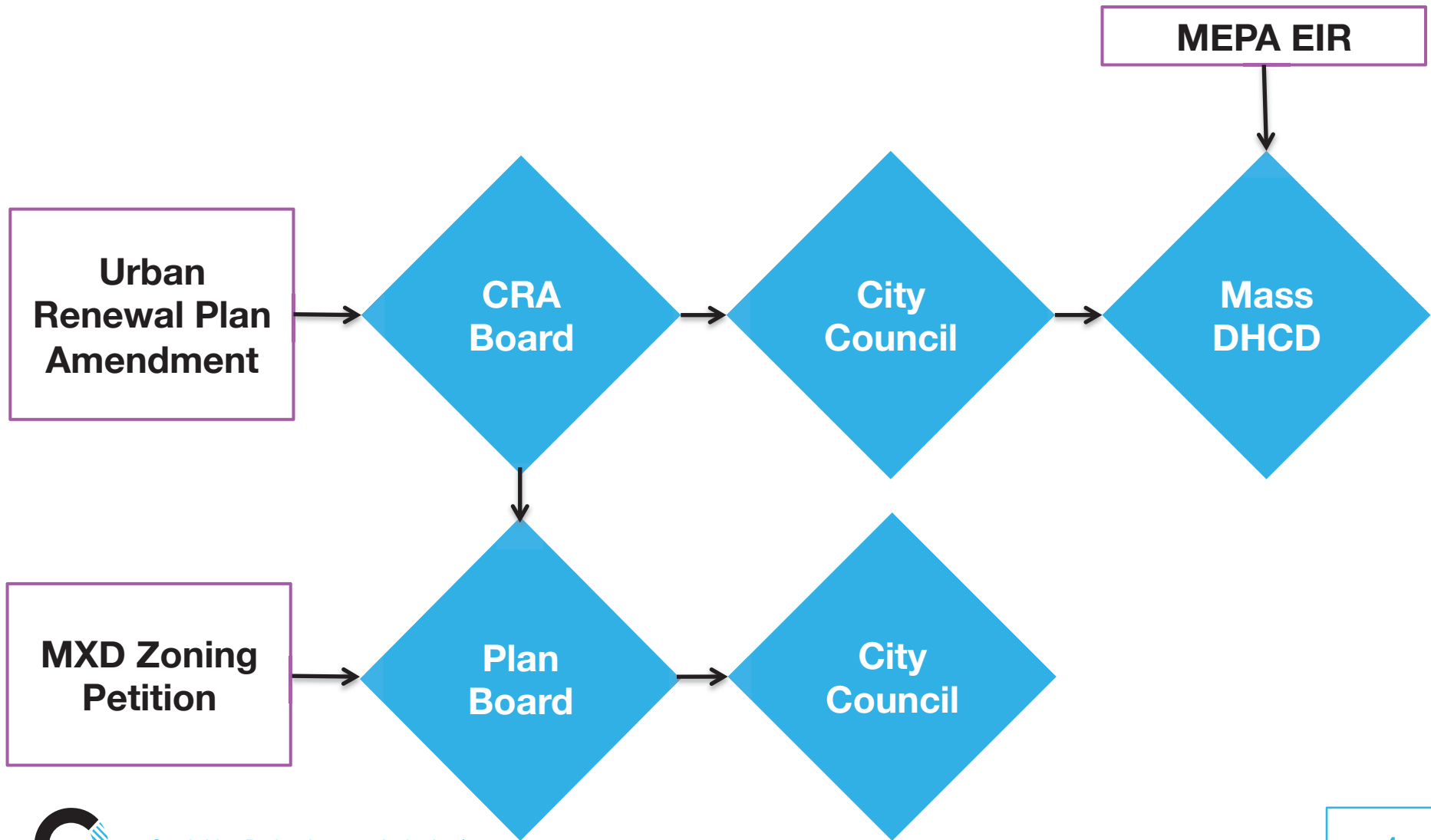
- Development Rights
- Infrastructure Obligations
- Financial Consideration

Example: Building Kendall Station (1985)

- President Carter's Urban Initiatives Project
- CRA-BP-MBTA public private partnership



KSURP AMENDMENT: STEPS



KSURP: MEPA – Environmental Impact Report

- Project Description
- Transportation
- Air Quality
- Sustainability, GHG Emission Assessment, and Climate Change Adaptation
- Stormwater Management
- Water and Wastewater
- Hazardous Materials
- Construction





KSURP PLAN & MXD ZONING



Land Use	Current Allowance	Amendment	Future
Commercial	3,102,100 sq ft	600,000 sq ft	3,702,100 sq ft
Housing	200,000 sq ft	400,000 sq ft	600,000 sq ft
Total	3,302,100 sq ft	1,000,000 sq ft	4,302,100 sq ft





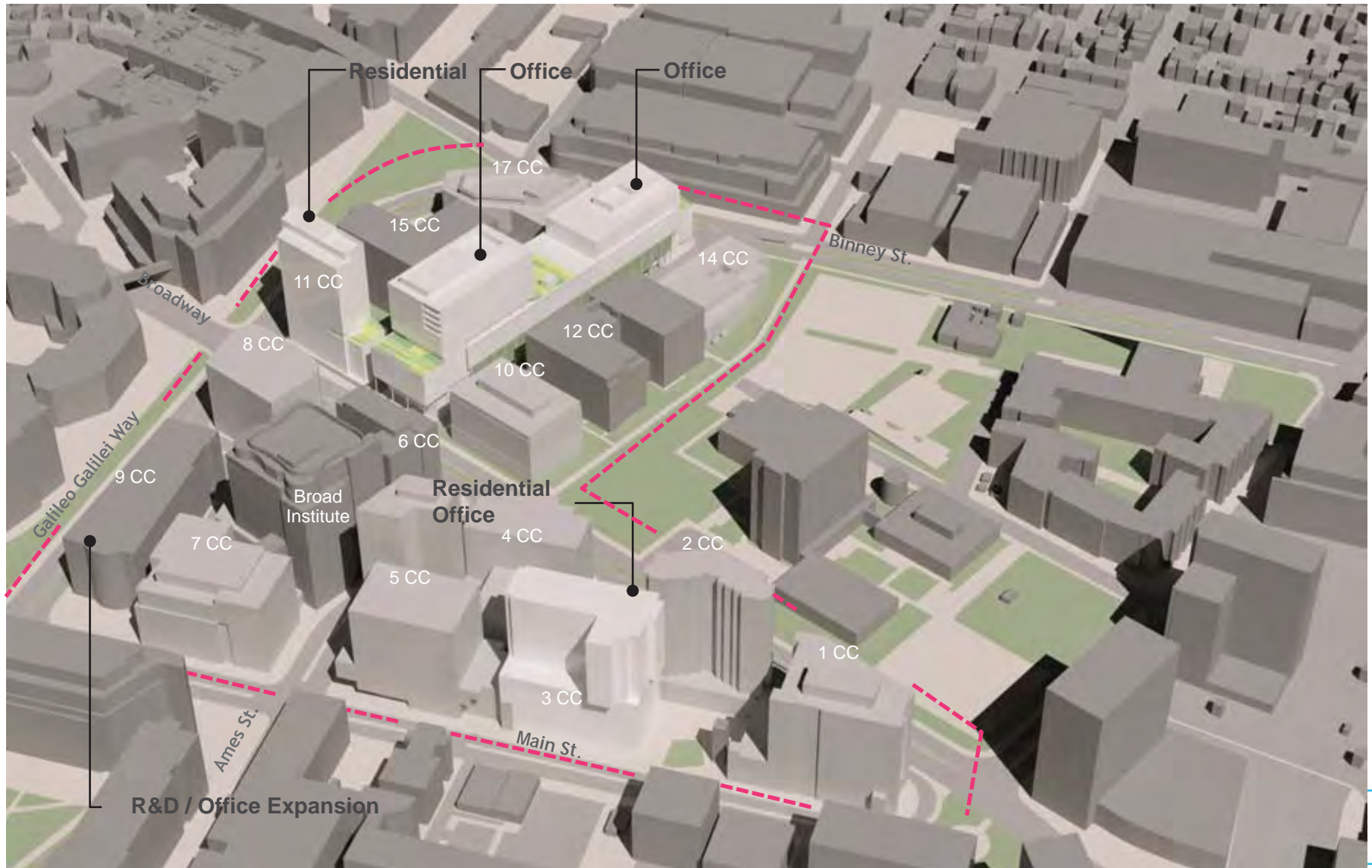
OPPORTUNITY SITES



- LEGEND**
- - KSURP Boundary
 - - MXD Boundary
 - Proposed Building Projects



INFILL DEVELOPMENT CONCEPT PLAN





TRADITIONAL *MEPA* MITIGATION: AN AUTO-CENTERED APPROACH

At the national and state level, “mitigation” has in the past focused on cars or very basic surface transportation improvements:

- Re-time traffic signals
- Re-build a highway interchange
- Re-build a roadway
- Install a roundabout
- In certain town centers and more urban areas, re-build a sidewalk and/or bike lane, add better streetscape amenities

At the City level, Cambridge has been much more progressive:

- Most of the streets in Kendall Square have been reconstructed recently, we already have bike lanes and cycle tracks and streetscape amenities with more coming.
- Aggressive TDM measures have been highly successful: within the KSURP, mode share is 34% drive, 37% transit, 6% walk, 9% bike.
- BP’s tenants are paying premium for transit access, transit is their top priority. Along with MIT, transit is a major driver of real estate value in Kendall, enabling close co-location of innovation.





KEY TRANSPORTATION PRIORITIES BY STAKEHOLDER GROUP

Riders

- Reliability
- Frequency/
Convenience
- Cleanliness
- Safety/Security
- Comfort
- Intuitiveness/East of
Use

MBTA

- Operations and
maintenance dollars
- Capital matching dollars
for planned work
- Social equity
- Accessibility
- Revenue generation
- Overall customer
experience





KEY TRANSPORTATION PRIORITIES BY STAKEHOLDER GROUP

Developers

- Tangible impact to transit that serves the development investment
- Increase in attractiveness, access and value of development
- Overall customer experience for tenants

City of Cambridge

- Reducing SOV trips
- Increasing bike, ped, walk and transit
- Foster more efficient land use
- Climate Change/GHG
- Create a more engaging public realm, more livable neighborhood





CRA'S BEST PRACTICES RESEARCH ON VALUE CAPTURE / TRANSIT INVESTMENT

Portland, OR

- Transportation System Development Charge

San Francisco

- Transportation Impact Fee

Broward County, FL

- Concurrency Fee

Seattle, WA

- Voluntary Transportation Mitigation Payment

Miami

- Parking Surcharge Ordinance

CTPS/Boston MPO

- Core Capacity Constraints Study

Sources: Innovation in Public Transport Finance: Property Value Capture by Shishir Mathur, May, 2014 (Chapter 8: Transit Impact Fees). TRB / TCRP Report 31 / 1998: Funding Strategies for Public Transportation. San Francisco Planning Department: New Planning Code – Transit Impact Development Fee Update 2013. And many more...





KEY TRANSPORTATION PRIORITIES BY STAKEHOLDER GROUP

Cambridge Transit Strategic Plan Goals

- Serve all trips
- Funding
- Efficiency and Reliability
- Expand
- Usability/Accessibility/Safety
- Outreach and Participation
- Climate Change





CRA PILOT PROGRAM

Kendall Square Transit Enhancement Program

- Unique new program element of the updated Kendall Square Urban Renewal Plan
- CRA pilot investment program that will advance the redevelopment objectives of the Urban Renewal District





MOU IN THE EIR

Parties

Primary

- CRA
- MassDOT/MBTA

Concurring Parties

- City of Cambridge
- Boston Properties

Contents

- Why this is important
- Establishment of a fund and scheme for initial payment
- Priority project list for consideration
- Leaves flexibility for evolution and expansion





MOU IN THE EIR

Potential Projects

- Kendall Station improvements
- Red Line modernization that increases capacity and reliability
- Bus improvements – only buses touching Kendall
- Grand Junction transit service

How funds could be distributed

- Advisory Committee
- Differentiate between capital and operating
- Metrics of success to be developed in future
- Leverage multiple layers of funding
- Details to be developed at a later date





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