

PERMIT MODIFICATIONS FOR SHARED PARKING

**195 Binney Street (PB#118)
303 Third Street (PB#189- Amendment 9)
249 Third Street (PB#301)**

SUPPLEMENTAL INFORMATION

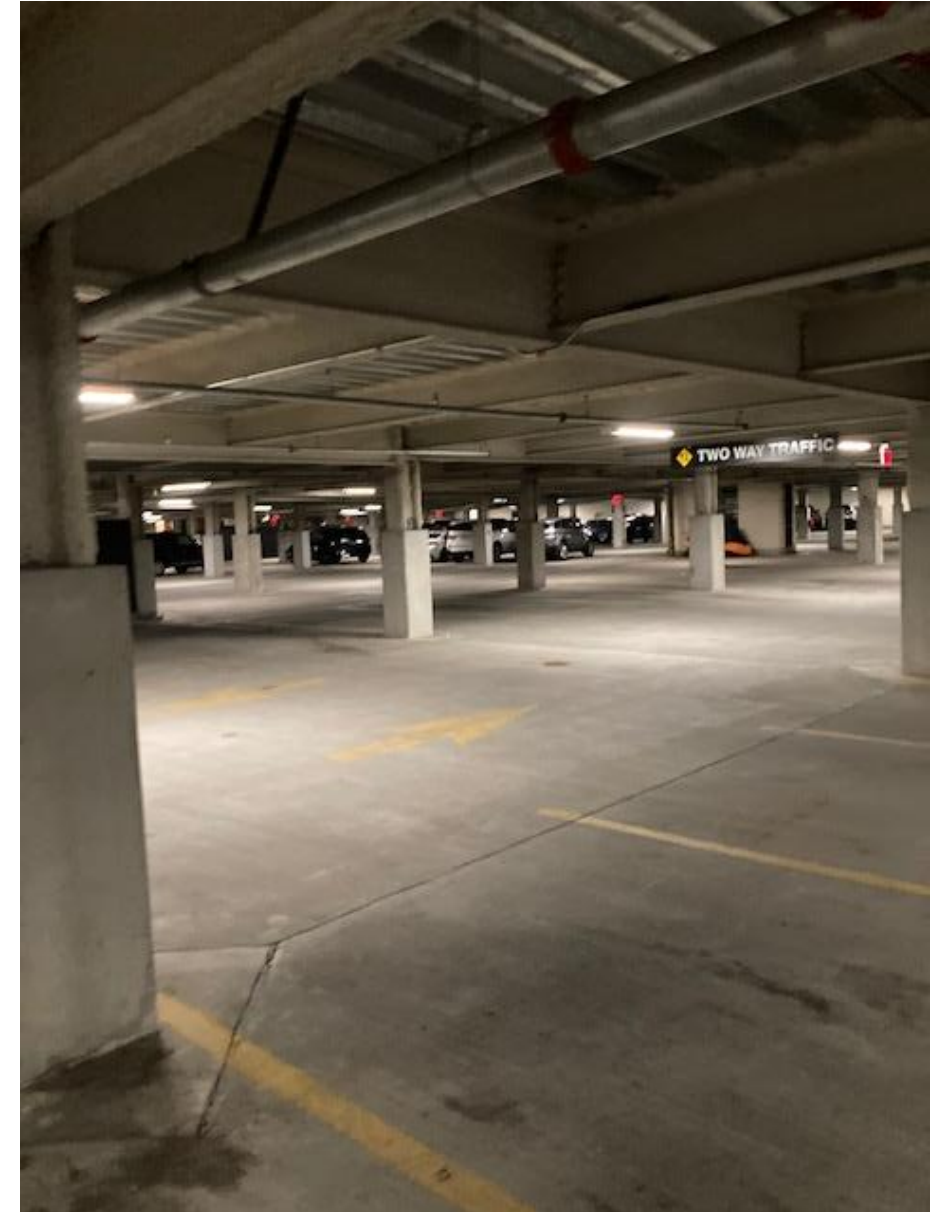
Cambridge Planning Board – October 24, 2023

Garage – P2 Level – September 19, 2023

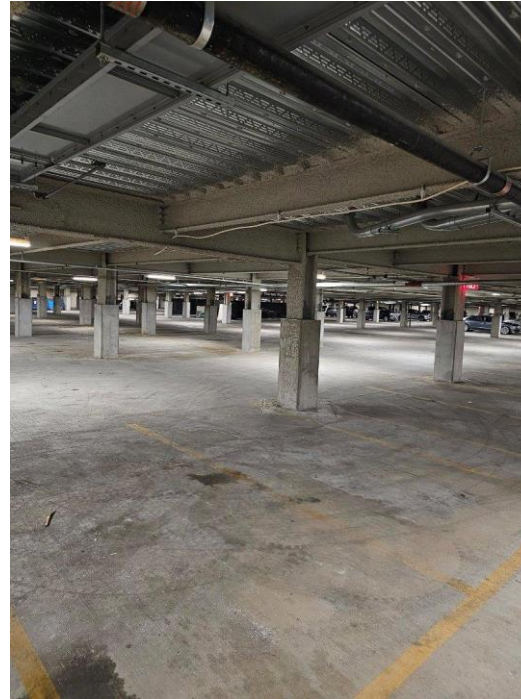
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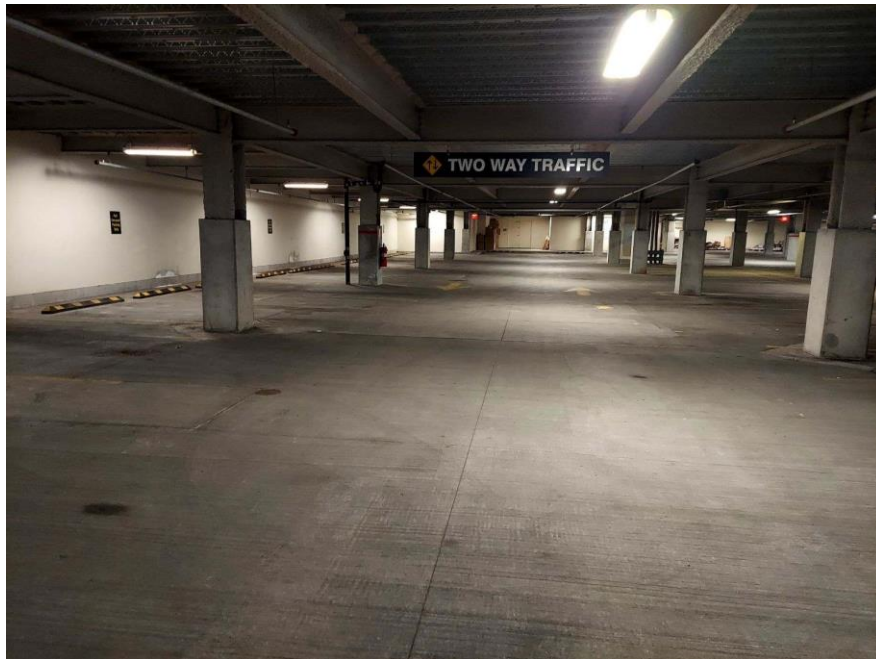
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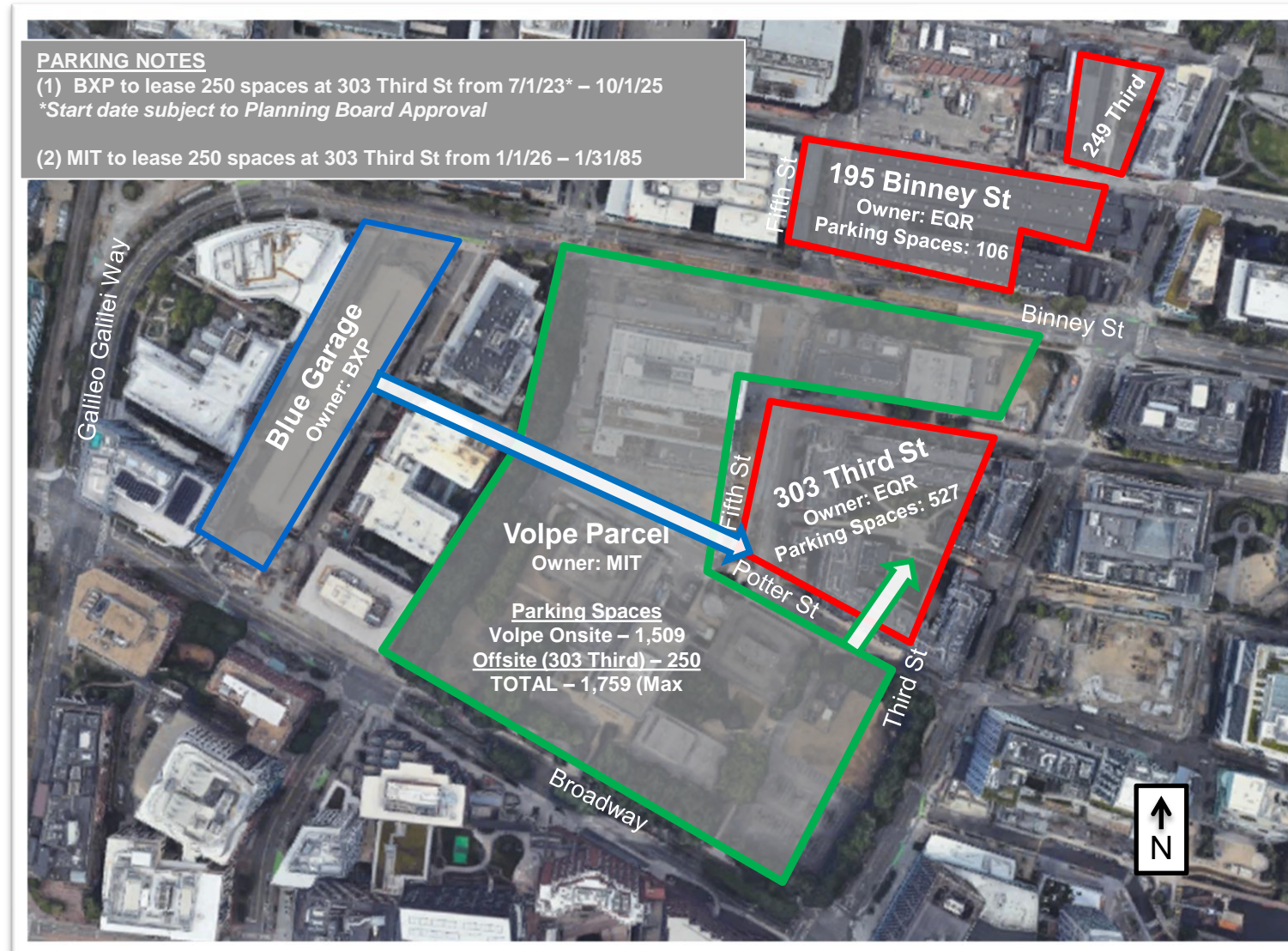
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7 AM



Proposed Parking Allocation Map



Summary of Requested Modifications

303 Third Street (PB#189)

- Reduce required parking ratio from .7 to .4 to allow BXP on an interim basis and MIT on a permanent basis to utilize up to 250 currently vacant spaces within the 303 Third Street garage.

195 Binney Street (PB#118)

- Reduce the required off-street parking ratio from 0.7 spaces per dwelling unit to 0.4 spaces per dwelling unit.

249 Third Street (PB#301)

- Reduce the required off-street parking ratio from 0.7 spaces per dwelling unit to 0.35 spaces per dwelling unit.

Last Planning Board Hearing - 8/29

Requests for Additional Information

- Flow of vehicles and pedestrians through garage
- Existing and proposed security measures
- Access gate operation
- Future parking technology
- Impacts on traffic/local roadway network

Third Square Apartments
 Parking Garage (P1)
 236 Total Spaces

MUNROE STREET

GARAGE (P1)
 RAMP











GARAGE
 ENTRANCE/EXIT

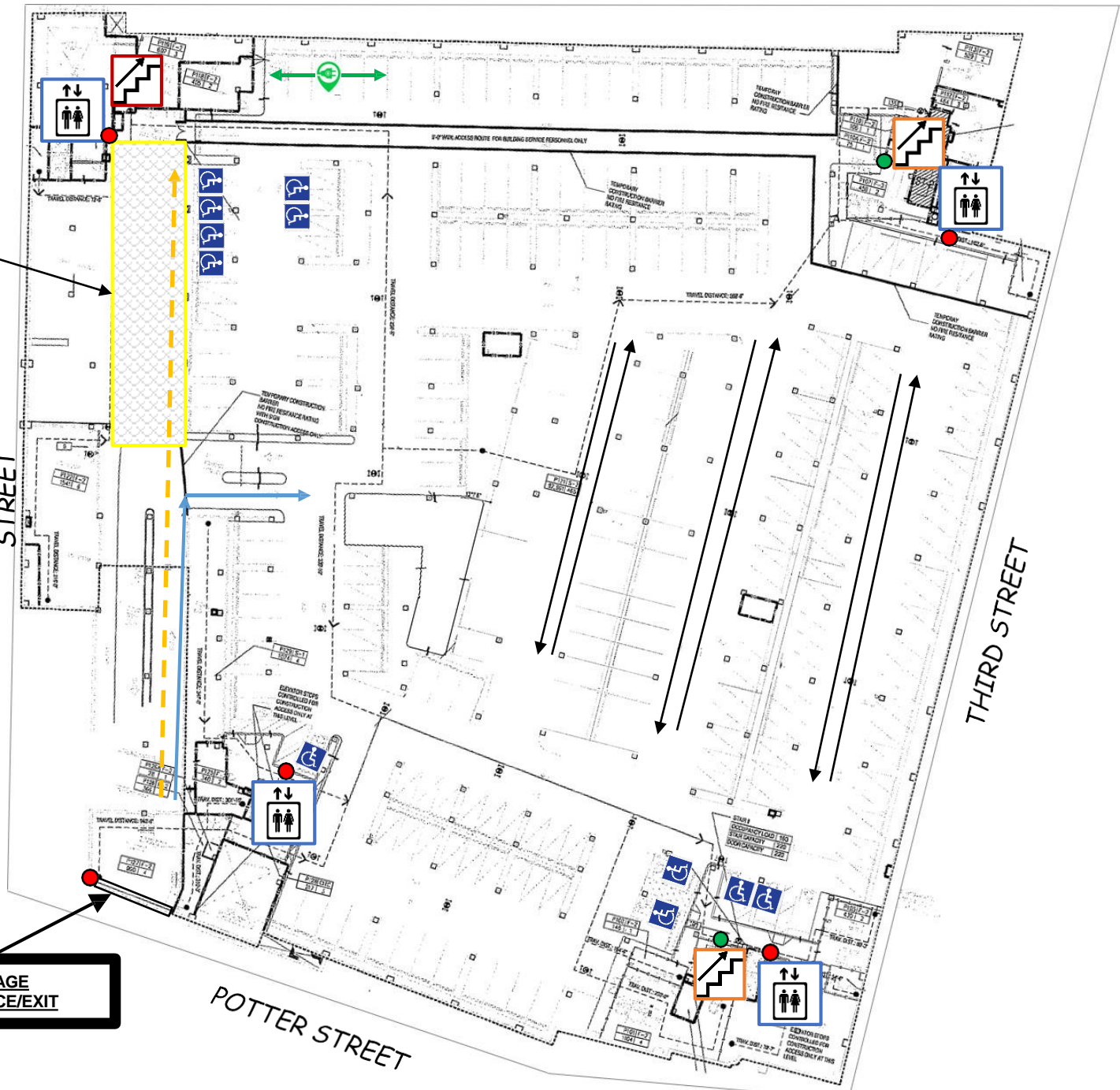
FIFTH STREET

POTTER STREET

THIRD STREET

Key

-  P1-P2 Ramp
-  Vehicular Traffic Flow to P2 (EQR Residents & BxP/MIT)
-  EQR Resident Parking
-  Fob Reader (Unarmed for Exit Only)
-  Fob Entry (Secured)
-  Handicap Parking (11 total)
-  Elevator
-  Stairwell - Exit to Vestibule
-  Stairwell - Direct Exit to Street
-  EV Chargers (7 total)



Third Square Apartments

Parking Garage (P2)

287 Total Spaces

MUNROE STREET



Key

- P1-P2 Ramp
- MIT Parking (250 Vehicles)
- EQR Resident Parking (37 Vehicles)
- Vehicular Traffic Flow
- Fob Reader (Unnamed for Exit Only)
- Fob Entry (Secured)
- Handicap Parking (4 total)
- Elevator
- Stairwell - Exit to Vestibule
- Stairwell - Direct Exit to Street

(1) EQR and MIT to finalize exact location of resident spaces on P2 prior to taking possession of the spaces

Security Measures – Existing Features

- **Concierge** – Onsite 24/7 to manage all guest access to the building, monitor security systems (including garage cameras).
- **Cameras** – 36 cameras that monitor the garage entry/exit points, common areas, and courtyard. The system provides a real time feed to the concierge desk and to a DVR/Cloud system that records all camera feeds.
- **Garage Fob System** – Access into garage is fob controlled. Access to/from garage monitored in database.
- **Garage Stairwells** – All elevator vestibules are fob-controlled, preventing unauthorized access.

Enhanced Security Measures – Proposed Features

- **Limitation on Fobs** – only 250 total fobs will be issued to each of BXP/MIT. Each fob will be assigned to one authorized user.
- **Secure Stairwells** – Prior to commencement of the BXP lease, fob readers and additional doors will be added in stairwells as needed. Access for BXP and MIT will be restricted to the garage and lobby levels only.
- **Parking Stickers** – All garage parkers (residents and BXP/MIT) will be provided color coded stickers to allow EQR to identify any unauthorized vehicles.
- **Elevator Fobs** – Prior to commencement of the BXP lease, EQR will add fob readers to all 8 elevators in building. Access for BXP and MIT will be restricted to garage and lobby levels only.
- **Additional Security Cameras** – Prior to commencement of BXP lease, EQR will install additional cameras on both garage levels to enhance existing coverage.
- **Wayfinding** – EQR will add additional signage to garage to assist with wayfinding.

Access Gate Operation

- Vehicular access to garage via Potter Street.
- Entry/exit doors are “fast close” commercial doors, with interior gate beyond entry.
- Once a resident presents their fob to the reader, the garage doors take approximately 1.5 seconds to open/close.
- Doors remain open for approximately 12 seconds and then interior gate closes following entry of a car.
- System allows for efficient entry/exit while limiting ability of unauthorized parkers to “tailgate” and follow residents into building.
- During Alexandria use of garage 2014-2017, no instances of queueing or backups at entry.

Emerging Parking Technologies

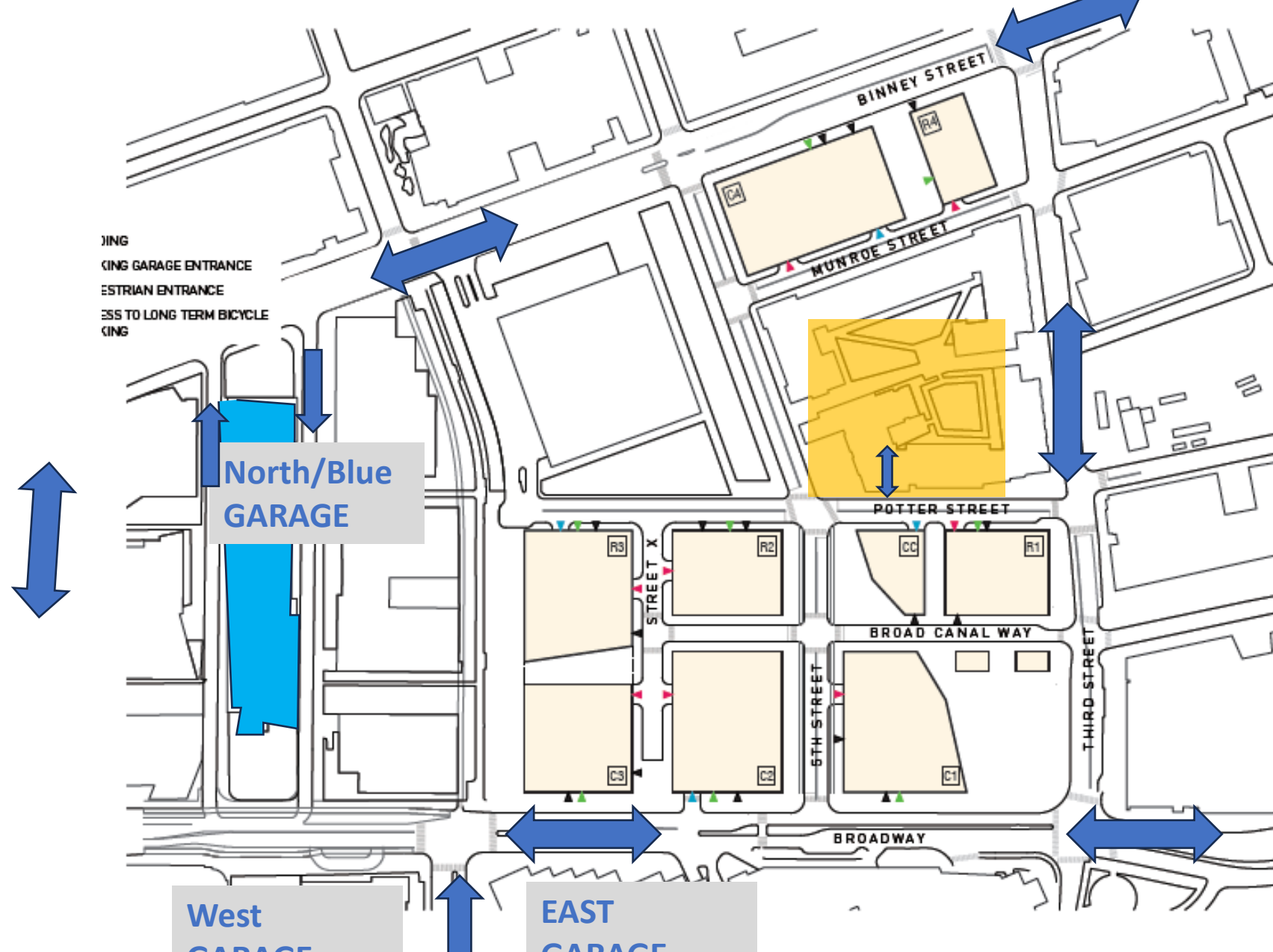
Depending on pace of technological advancement, some or all of the following may be implemented during MIT's long-term lease:

- **License plate readers** – Technologies that read the license plate of each car entering the garage and cross references them to a database of approved tenants. If the license plate does not match, or the parking manager has removed access, the vehicle is not allowed to enter into the garage.
- **Retina / Facial Scanning** – These are becoming more prevalent across a number of applications, and may eventually replace the “fob” systems currently used to control building/parking access.
- **Automated Parking Management Systems** – In commercial garages, technologies are emerging that help prospective parkers find a suitable parking space faster. This reduces circulation/traffic in the garage and makes more efficient use of existing spaces.

TP&T: No Significant Traffic Impact and Pattern Changes from Proposal

1. Temporary relocation of 250 spaces from Boston Properties Blue Garage to 303 Third Garage (2023-2025).
2. Instead of constructing 250 spaces at MIT Volpe, use 250 unused spaces at 303 Third Garage (2026 and on).

1. Temporarily relocate 250 spaces from Boston Properties Blue Garage to 303 Third Street Garage (2023 to 2025)



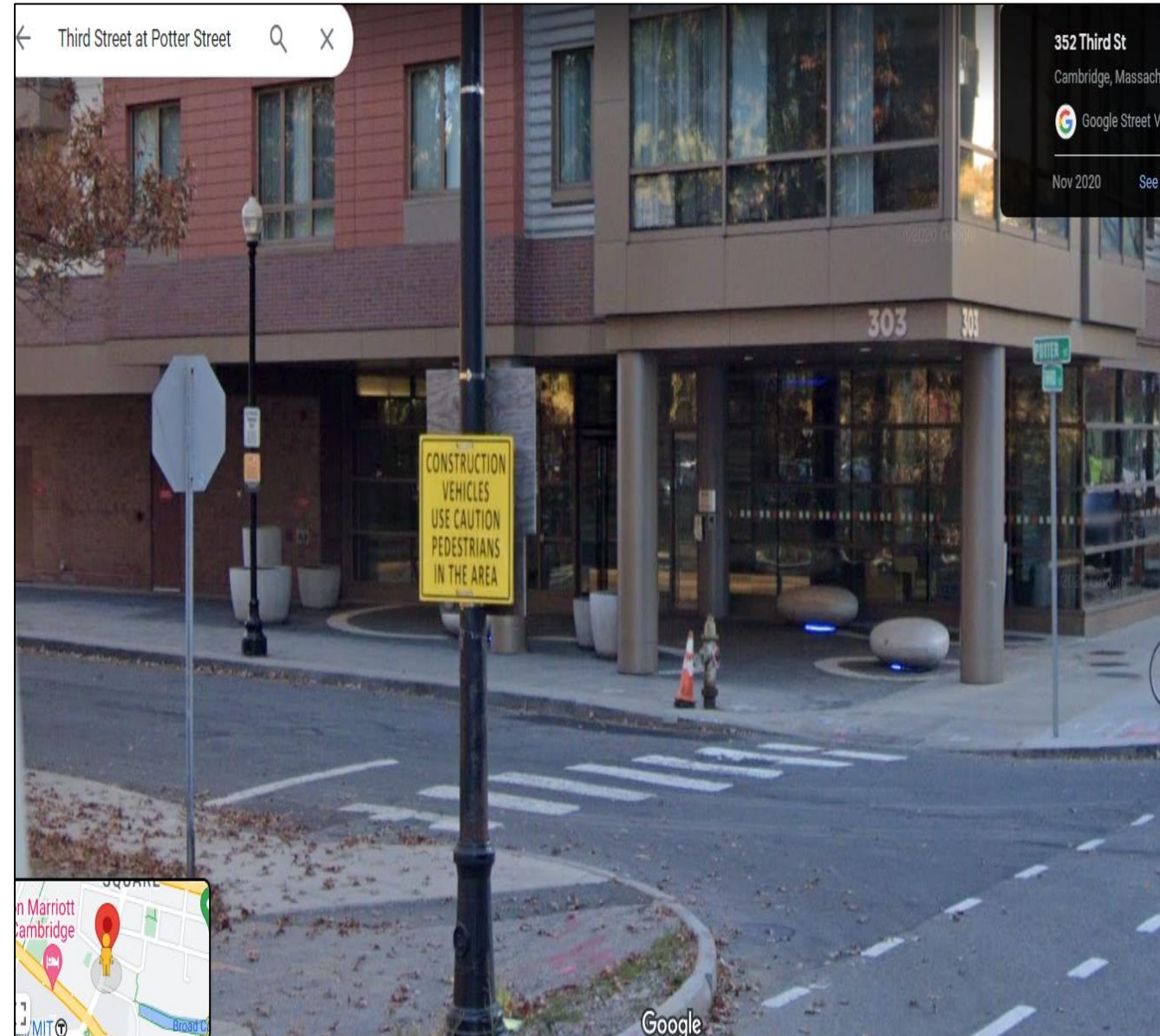
- The same primary area roadways serving North/Blue, West, and East Garages, will serve 303 Third St. Garage.
- Blue Garage temporary relocated spaces are in the East and West Garage accessed by streets including Third Street.
- No significant traffic impacts when **Alexandria** office/R&D employees parked at 303 Third St. garage from **2014 to 2017**.
- 303 Third St. Garage was approved and built to serve all its spaces (527 spaces)
- Small businesses in Kendall Square area will benefit with more spaces at East and West garage available for “transient” parking.

vhb ELKUS | MANFREDI ARCHITECTS
Figure D
Proposed Site Plan

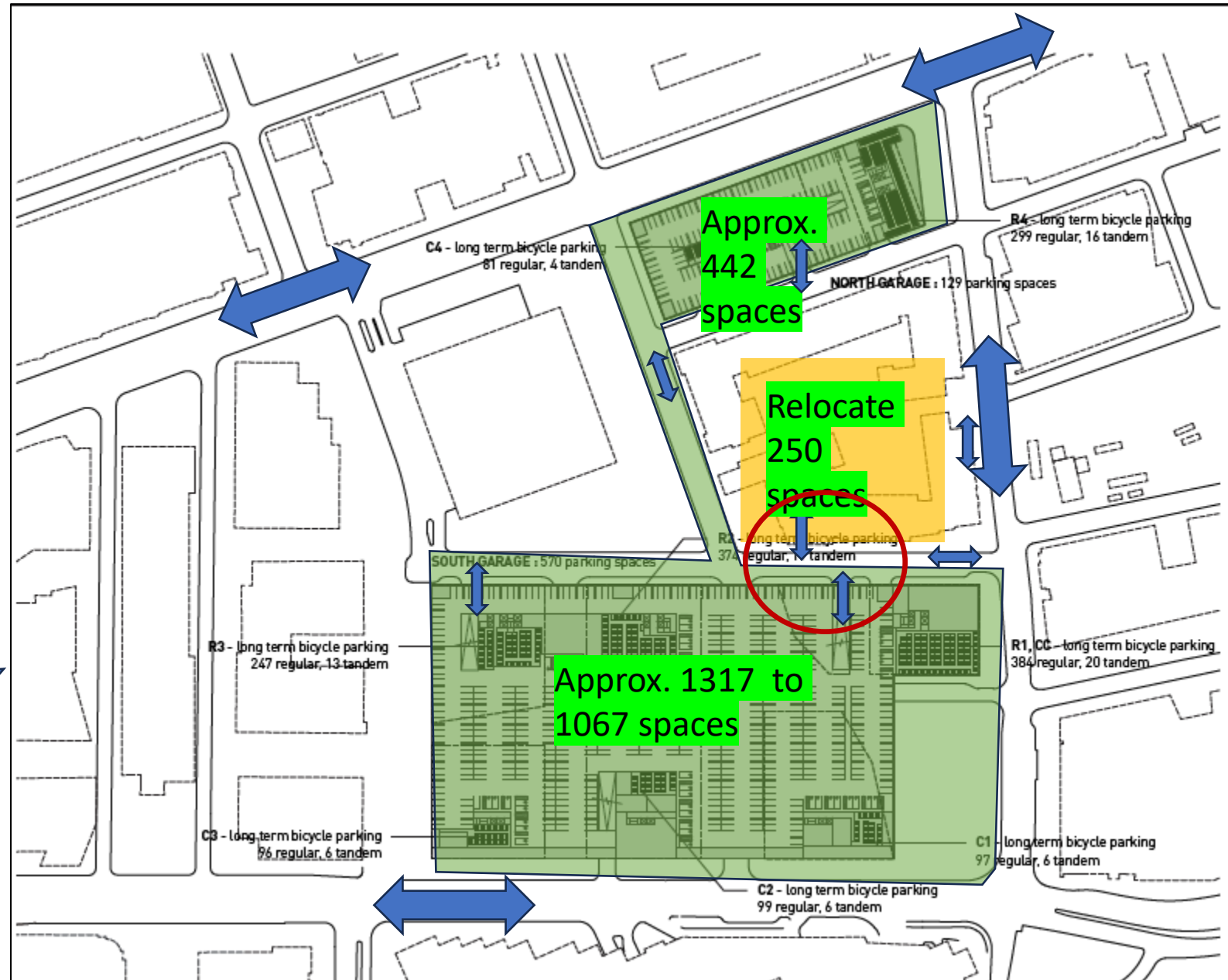
MIT Volpe Exchange Parcel
Cambridge, MA

Traffic Monitoring

- TP+T, in coordination with Police and DPW will continue to monitor construction and general traffic conditions at Third St./Potter St. intersection and Kendall Square area.
- TP+T will post additional signs if necessary.
- New Parkers at 303 Third Street will be receive educational materials to remind them to watch for children/pedestrians at the intersection.
- Access 303 Third St. Garage will be from multiple street (e.g., Fifth Street and Munroe Street), which will limit trips at Third St./Potter St. intersection.



2. Instead of constructing 250 spaces at MIT Volpe Exchange Project, 250 unused spaces at 303 Third St. garage will be used (2026 and on).



- 1,759 total spaces approved for MIT Volpe Project.
- Relocating 250 spaces to 303 Third Garage will reduce construction to approximately 1,509 spaces.
- It will reduce construction time.
- No significant changes to vehicle trips or traffic patterns from relocating 250 spaces.

Traffic Volume Impacts

- Detailed traffic volumes were evaluated and modeled in MIT Volpe Exchange Parcel Transportation Impact Study (TIS).
- No vehicle trip changes are expected on Potter Street because vehicles will use Potter Street to access Volpe south Garage with or without 250 space at the 303 Third St. garage.
- 250 parkers will not all arrive and depart at the same times.

Transportation Impact Study

Volpe Exchange Parcel

Cambridge, Massachusetts

PREPARED FOR
 Massachusetts Institute of Technology (MIT)

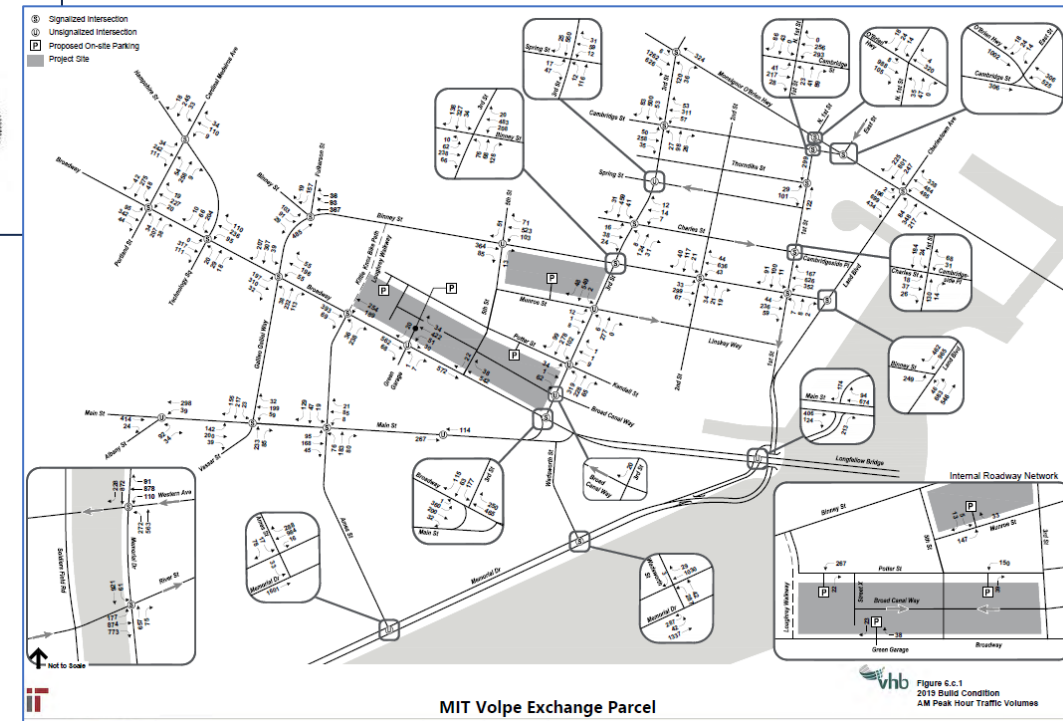
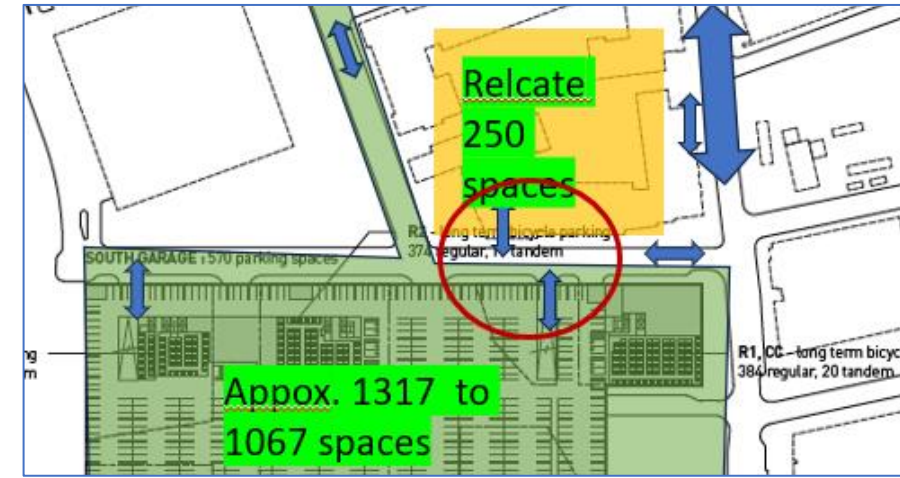
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October 22, 2020

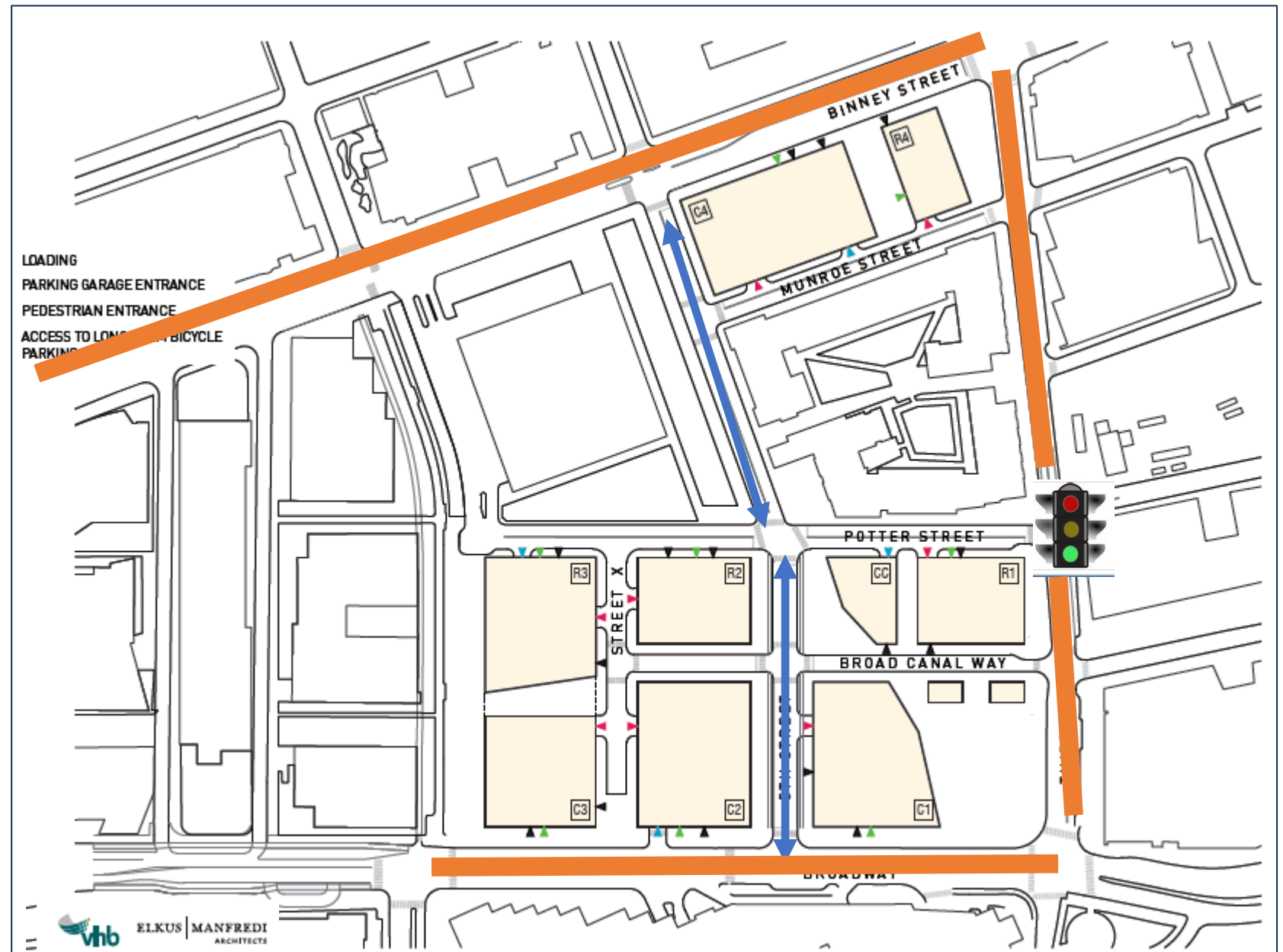
UNDER THE DIRECTION OF

 Selma Mendonça-Predzik, P.E., LEED AP
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Area Traffic Mitigation

- Future New traffic signal Third St./Potter St.
- New Fifth Street connection between Binney and Broadway.
- Reconstruct Third Street, Binney Street, and Broadway.
- Protected bicycle facilities.
- Extensive TDM measures.
- PTDM Plan and Annual reporting to the City.
- Transit funding contributions.




 ELKUS | MANFREDI ARCHITECTS

Figure D
Proposed Site Plan

MIT Volpe Exchange Parcel
Cambridge, MA