



75 State Street
16th Floor
Boston, MA 02109-1466
t 617 227 7940
f 617 227 0781
www.hembar.com

Johanna W. Schneider
Direct Dial (617) 557-9723
jschneider@hembar.com

October 5, 2023

Trustees [By email - sjoseph@cambridgema.gov](mailto:sjoseph@cambridgema.gov)

Counselors at Law

Michael J. Puzo
Edward Notis-McConarty
Stephen W. Kidder
Arthur B. Page
Joan Garrity Flynn
Nancy B. Gardiner
Kurt F. Somerville
Teresa A. Belmonte
Brian C. Broderick
Nancy E. Dempze
Joseph L. Bierwirth, Jr.
Dennis R. Delaney
Mark B. Elefante
Johanna W. Schneider
John J. Siciliano
Sarah M. Waelchli
M. Bradford Bedingfield
Charles R. Platt
Ryan P. McManus
Kevin M. Ellis

Michael E. Porter
John M. Stephan
Eleanor A. Evans
Jennifer Grace Miller
Kevin S. Freytag
Donna A. Mizrahi
Paul M. Cathcart, Jr.

Robert T. Leahy
Steven L. Mangold
Meaghan E. Borys
Keirsa K. Johnson
Leni B. Nulsen*
Cody A. Zane
Clinton R. Prospere
Shannon M. Nelson
Dylan S. O'Sullivan

Lawrence T. Perera
Frederic J. Marx
R. Robert Woodburn
Thomas L. Guidi
Diane C. Tillotson
Charles Fayerweather

*Not Admitted in MA

City of Cambridge Planning Board
c/o Community Development Department
344 Broadway, Third Floor
Cambridge, MA 02139

**Re: PB-301; PB-189; PB-118 – Amendments for Shared
Parking – Supplemental Information**

Dear Madam Chair and Members of the Board:

As you know, my client Equity Residential (EQR) is currently seeking from this Board approval of modifications to the above-referenced special permits to allow 250 empty spaces within the existing 303 Third Garage to be used by BXP on an interim basis and by MIT's Volpe Exchange Project on a permanent basis. We appreciated the Board's thoughtful feedback at your August 29th hearing and have supplemented our submission materials (a copy of a supplemental presentation is provided herewith) in anticipation of our next appearance before you on October 24th. This letter is intended to serve as a guide through those supplemental materials, with a focus on key questions and issues raised by the Board in August.

Flow of vehicles and pedestrians through the garage. Included in our supplemental presentation (see slides 6 and 7) are plans illustrating the interior layout of both levels of the garage, including vehicular entry and egress points; pedestrian elevators and stairwells; and fob entry points. We have also highlighted the portion of the P2 level of the garage where MIT's long-term leased spaces are expected to be located, as well as the portion of that level that ultimately will be reserved for resident use.

Security Measures. Slides 8 and 9 of our supplemental presentation detail the existing and proposed enhanced security measures to ensure that BXP/MIT parkers are not able to access the residential areas of the 285/303

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Third building. In response to concerns raised by the Board, EQR has committed to implementing several new security features prior to the commencement of the BXP lease, including adding fob readers and additional doors in the garage stairwell and in all 8 elevators in the building. *These new fob readers will ensure that BXP and MIT parkers will have access **only** to the garage and lobby level of the building.* EQR will also add additional security cameras, which will enhance existing coverage (currently comprised of 36 cameras), which are already monitored by the building's 24/7 concierge staff. Please see slides 8 and 9 for additional information on this topic, including the limitation on fob issuance and use of color-coded parking stickers to allow the identification of any unauthorized vehicles.

Garage Door Access/Queuing. In response to the Board's questions regarding the garage access door, EQR did a "deep dive" into the operation of the access gate. We have ascertained that the entry/exit doors on the garage are so-called "fast close" commercial doors, with an interior gate beyond the entry. EQR personnel visited the site with a stopwatch in order to ascertain the amount of time it takes for a car to enter the garage. *This timing exercise showed that once a resident presents their fob to the reader, the garage door takes approximately 1.5 seconds to open/close. The door remains open for approximately 12 seconds and the interior gate closes shortly after the vehicle has passed through.* We also confirmed with longtime property management staff at the building that during the 2014-2017 period when Alexandria temporarily used 200 spaces within the garage, there were no instances of queuing or backups at the entry.

Capacity. We have provided in our supplemental presentation images showing the typical parking occupancy on the P2 level of the garage. These images were taken at multiple times of the day and evening on a Tuesday in September and illustrate how much excess capacity there is in this garage. As we showed in our August 29th presentation to the Board, *even with 250 parking spaces leased to BXP/MIT, there will still be 84 excess parking spaces within the 303 Third Garage.*

Interim Condition Shared Parking. EQR seriously considered requests from members of the public that during BXP's short-term lease term we create a reserved parking area for residents on the P1 level of the garage. In EQR's experience operating garages all over the country, when parking spaces are shared between residential use (where parkers are likely to move their cars during the day, but garage them at night) and office use, such as the BXP uses that will be served by the garage (where parkers utilize spaces

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during daytime hours, but vacate in the evening), it is significantly more efficient to allow both sets of parkers the freedom to park in empty spaces throughout the garage. EQR implemented this shared/unreserved parking approach during the three-year period when Alexandria leased 250 spaces in the garage without incident. Moreover, with 84 vacant spaces available even after BXP's 250 leased spaces are occupied, we do not believe that there is any risk that building residents will be unable to find parking in the garage.

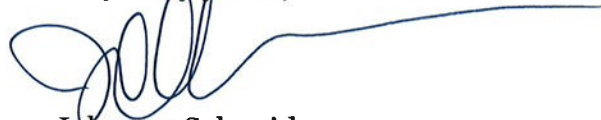
Impacts on Traffic Circulation. We have worked closely with Adam Shulman at TP&T to identify any potential impacts of the proposed parking arrangement on the surrounding roadway network. At the Board's October 24th hearing, Adam will present a series of slides (Slides 13-18 in our supplemental presentation package) that will provide further detail on this topic, but TP&T's ultimate conclusion (see Slide 13) is that there will be no significant impacts on traffic or traffic patterns. As shown on Slide 14, BXP parkers will use the same primary area roadways to access the 303 Third garage as they currently do to access the East, West, 145 Broadway and One Kendall Garages. As shown on Slides 16-17, if 250 excess parking spaces were constructed at the Volpe South Garage in lieu of using the 303 Third garage, users of those spaces would still use Potter Street to access parking. Particularly in light of the numerous transportation mitigation measures associated with the Volpe Project that will be coming online in the near term, we believe that the proposed parking arrangement will not negatively impact area roadways.

Conclusion. EQR operates over 75,000 apartment units across the United States. Managing successful multifamily apartment buildings that provide a superior tenant experience is the company's core business and primary focus. While the proposed shared parking arrangement is a beneficial means of putting 250+ vacant parking spaces to productive use, EQR's overarching priority is the safety, convenience and satisfaction of its residents. As such, EQR is committed to ensuring that, if allowed, the shared parking arrangement will be implemented in way that does not negatively impact its current, or future, residents.

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We look forward to discussing these topics with the Board in more detail on October 24th. Thank you for your time and attention to this proposal, which we continue to believe benefits all of EQR, MIT and BXP while promoting the City's progressive parking goals.

Very truly yours,



Johanna Schneider

PERMIT MODIFICATIONS FOR SHARED PARKING

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

SUPPLEMENTAL INFORMATION

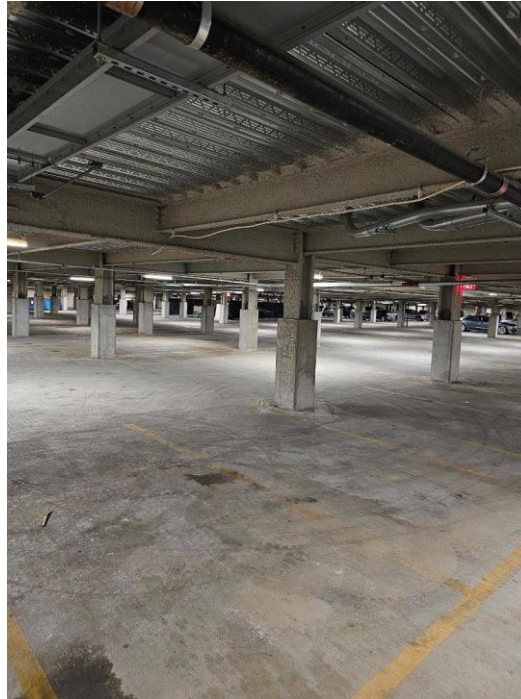
Cambridge Planning Board – October 24, 2023

Garage – P2 Level – September 19, 2023

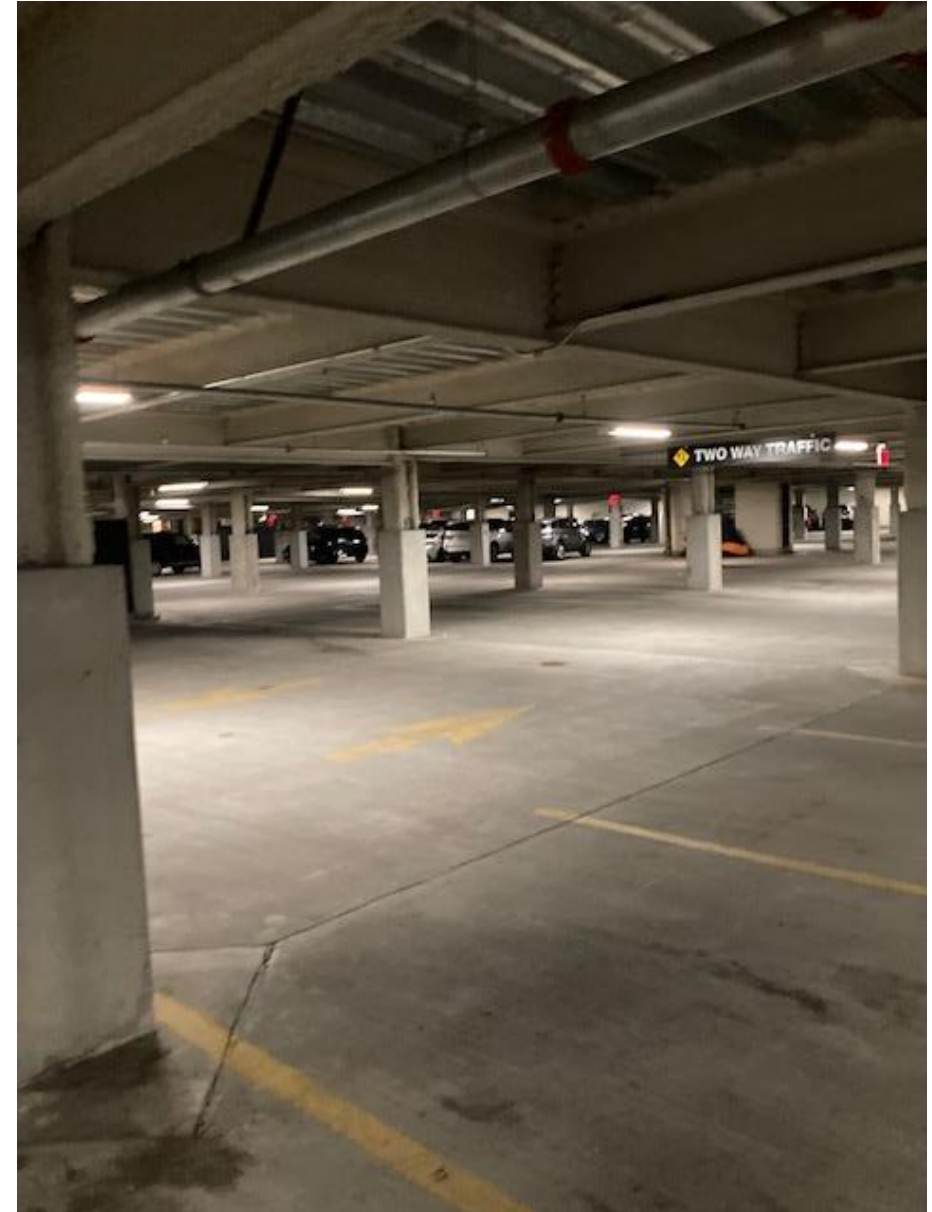
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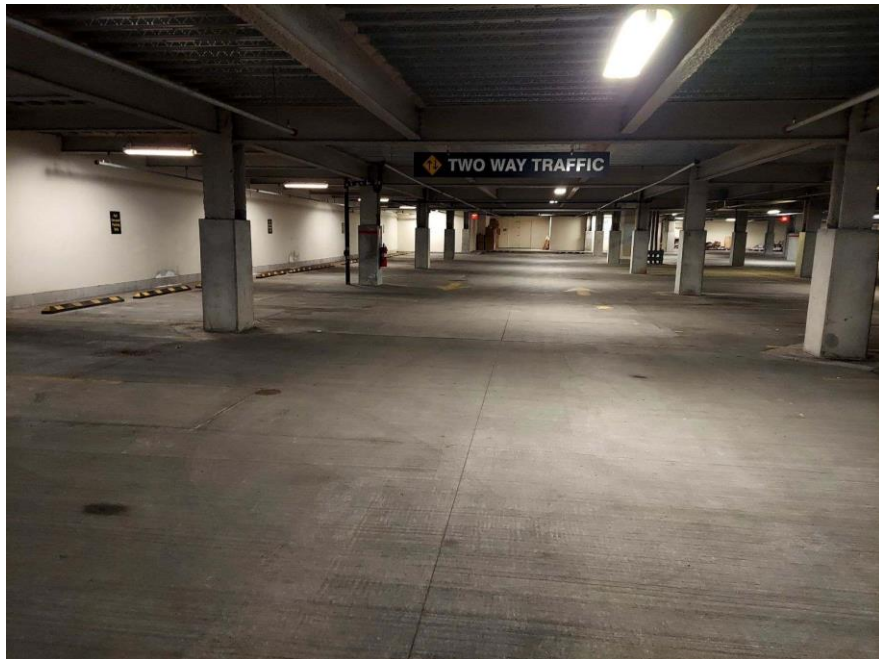
10 AM



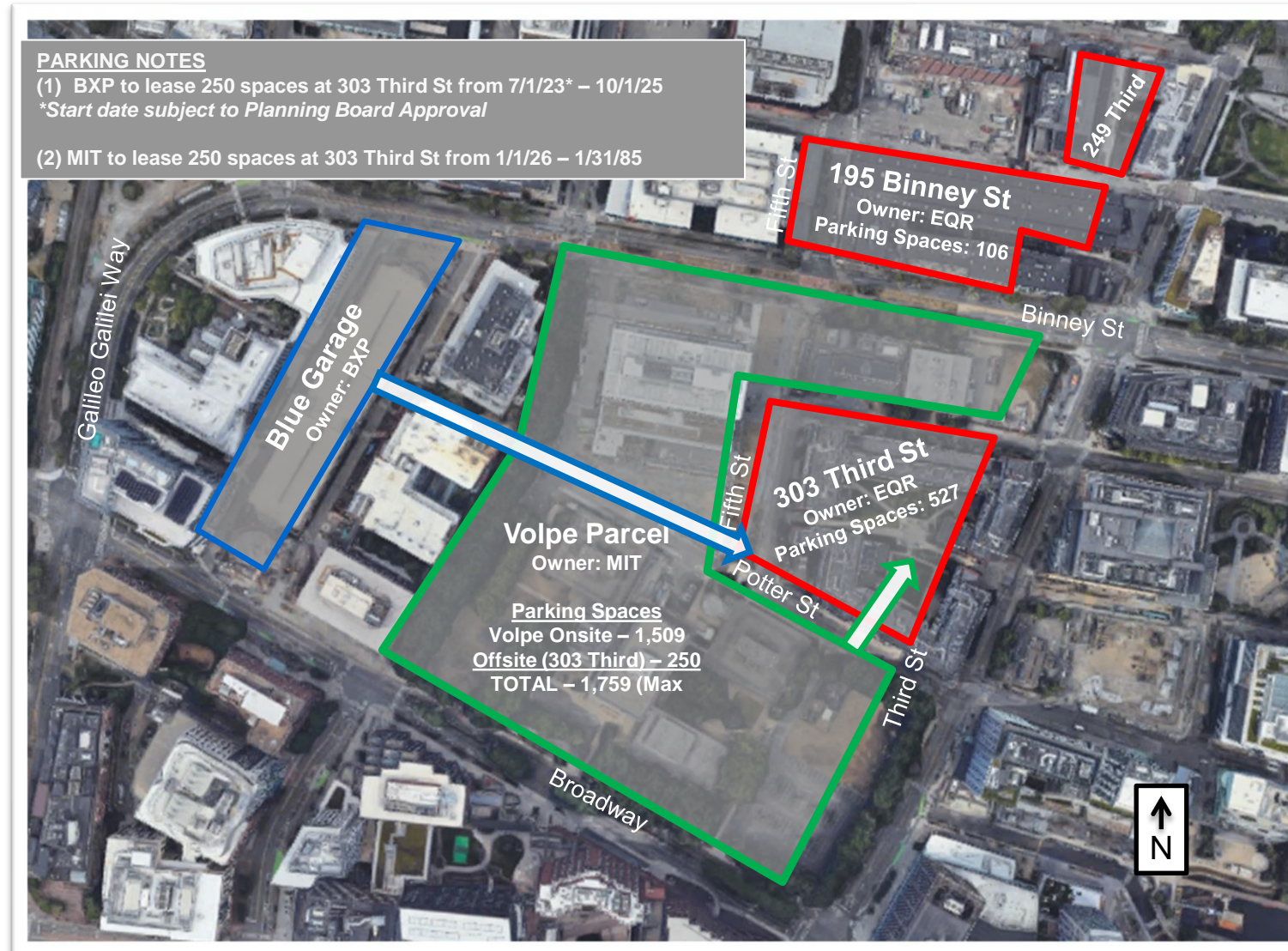
9 PM



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

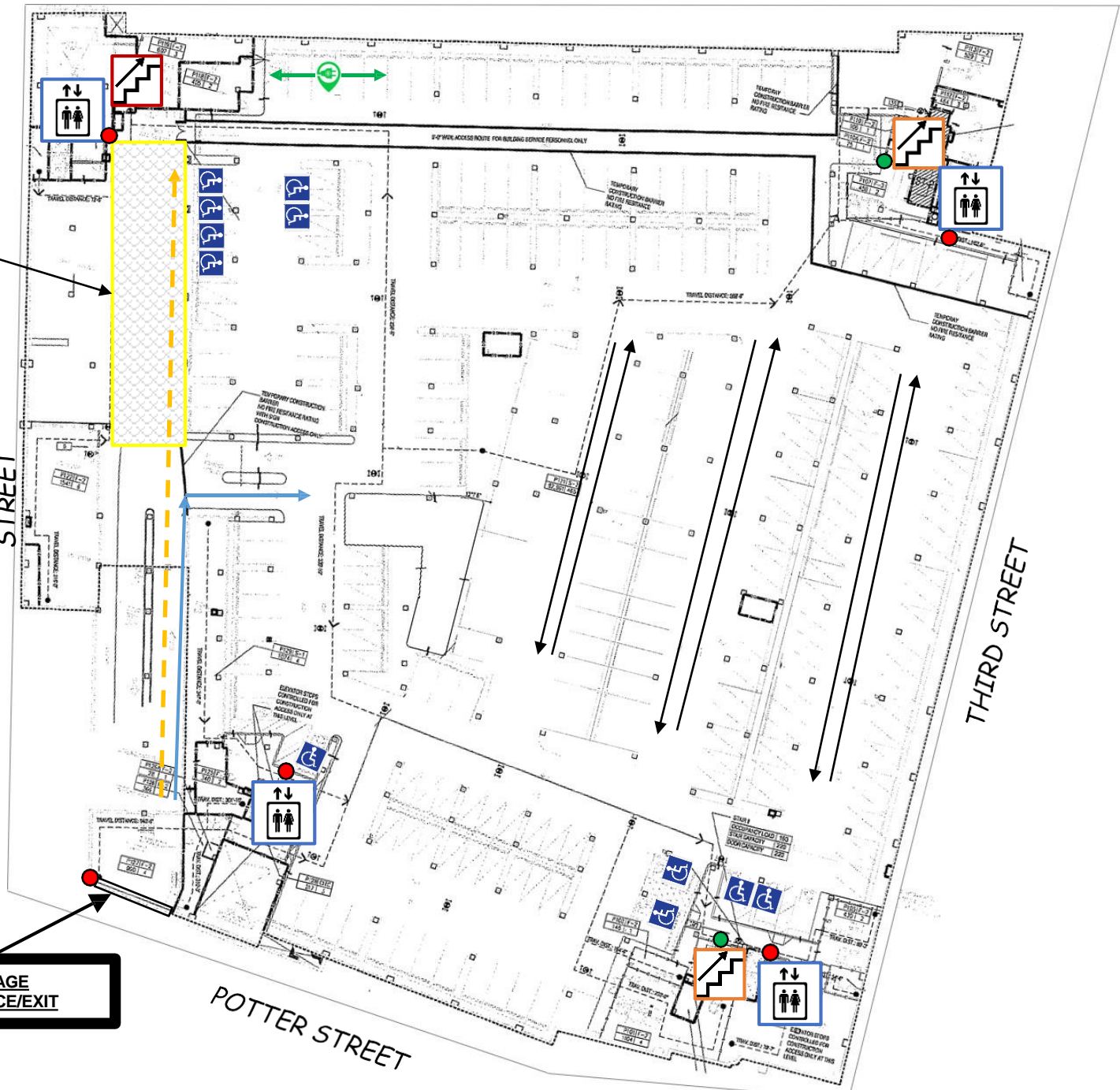
FIFTH STREET

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 (Unamed 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:

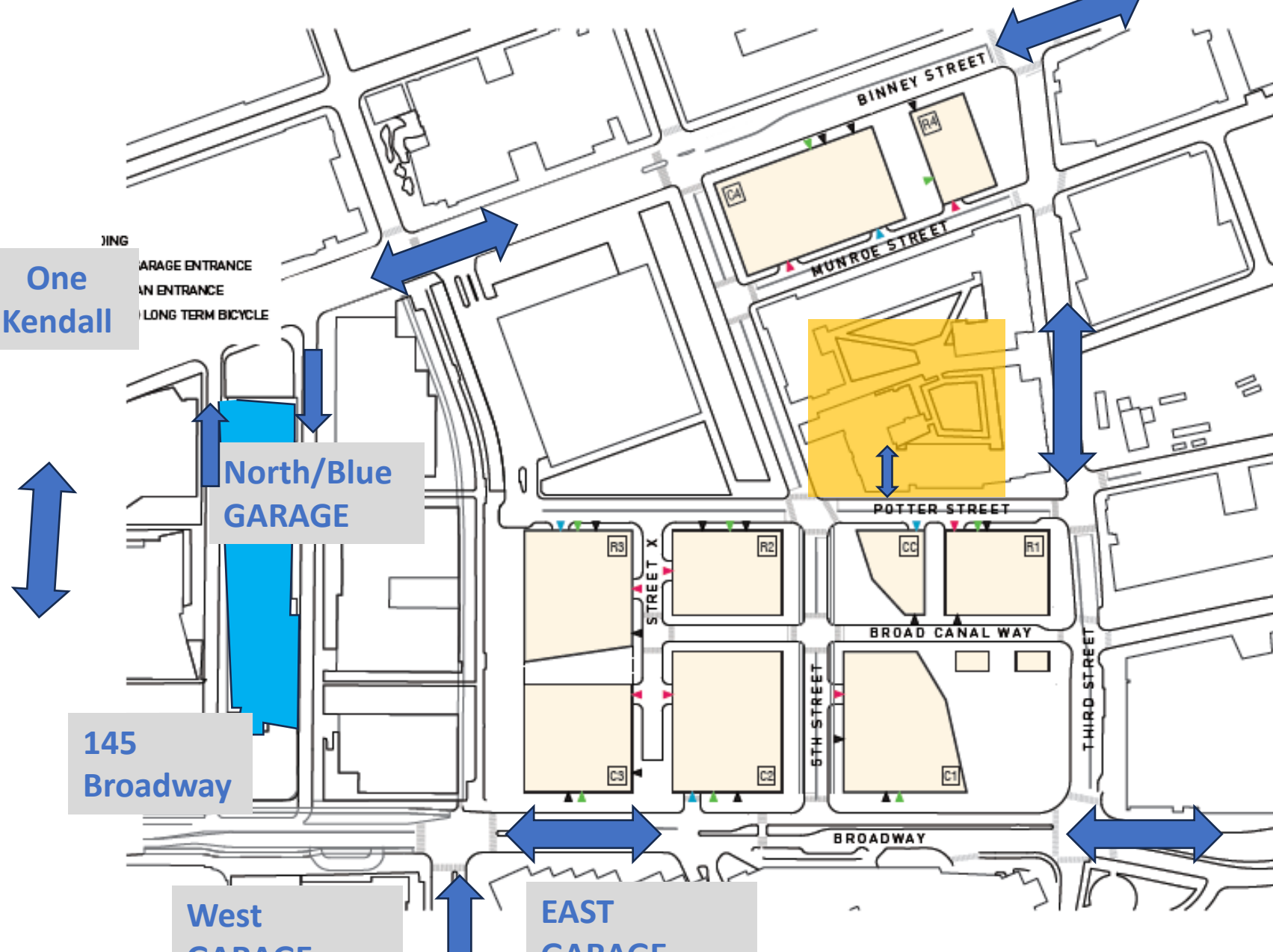
- **License plate readers** – Technologies that read the license plate of each car entering the garage and cross references them to a database of approved tenants. If the license plate does not match, or the parking manager has removed access, the vehicle is not allowed to enter into the garage.
- **Retina / 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.

Presentation by
Adam Shulman, TP&T

No Significant Traffic Impact and Pattern Changes from:

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 (2025 and on).

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

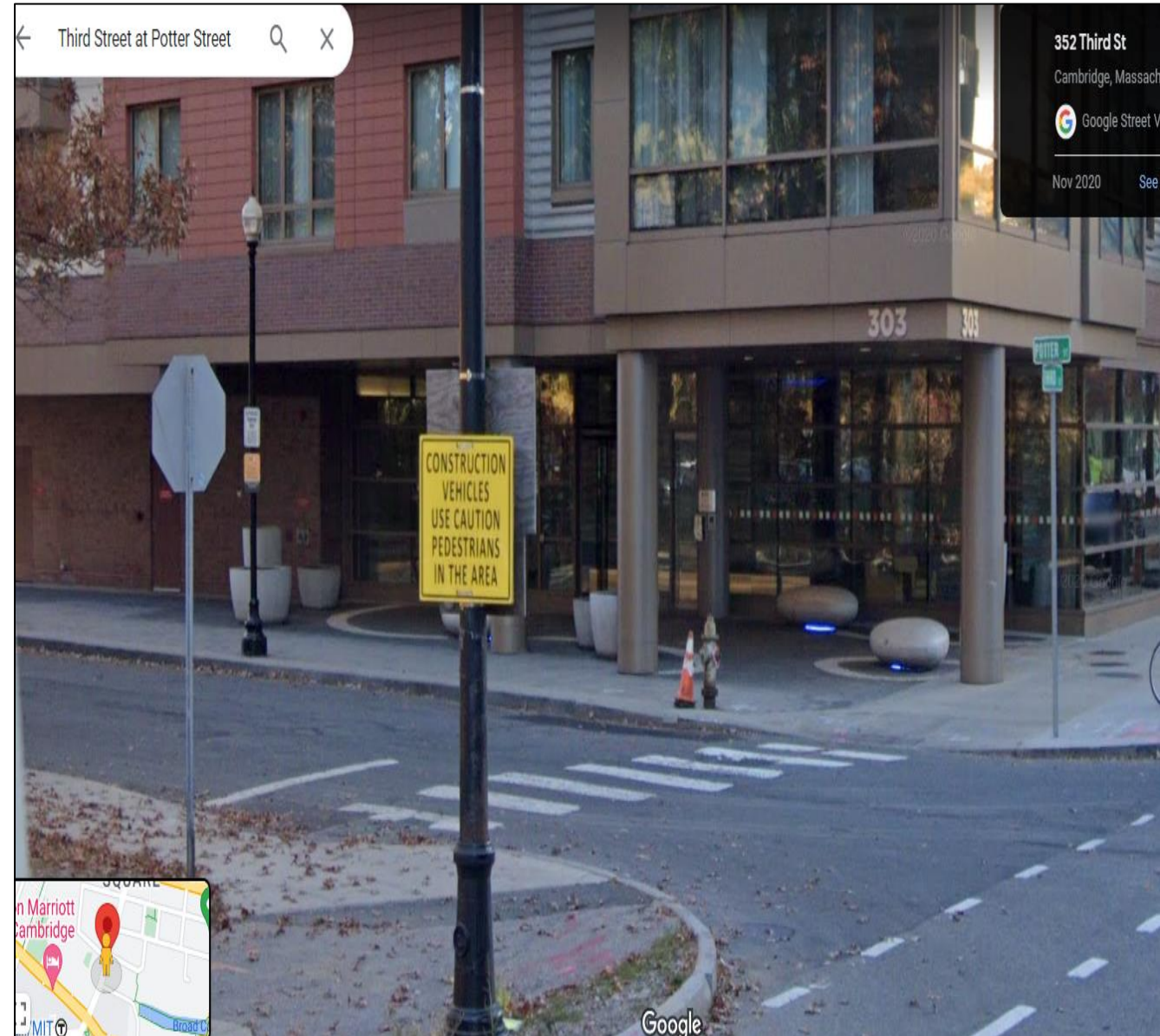


- The same primary area roadways will serve 303 Third St. Garage.
- Blue Garage spaces temporarily relocated to East, West, 145 Broadway, and One Kendall Garages.
- No significant impacts when **Alexandria** office/R&D employees parked at 303 Third St. Garage from **2014 to 2017**.
- No new spaces at 303 Third St. Garage, (Approved and built to serve 527 spaces).
- Small businesses in Kendall Square will benefit with more spaces available for “transient” parking at East, West, and One Kendall Garages.

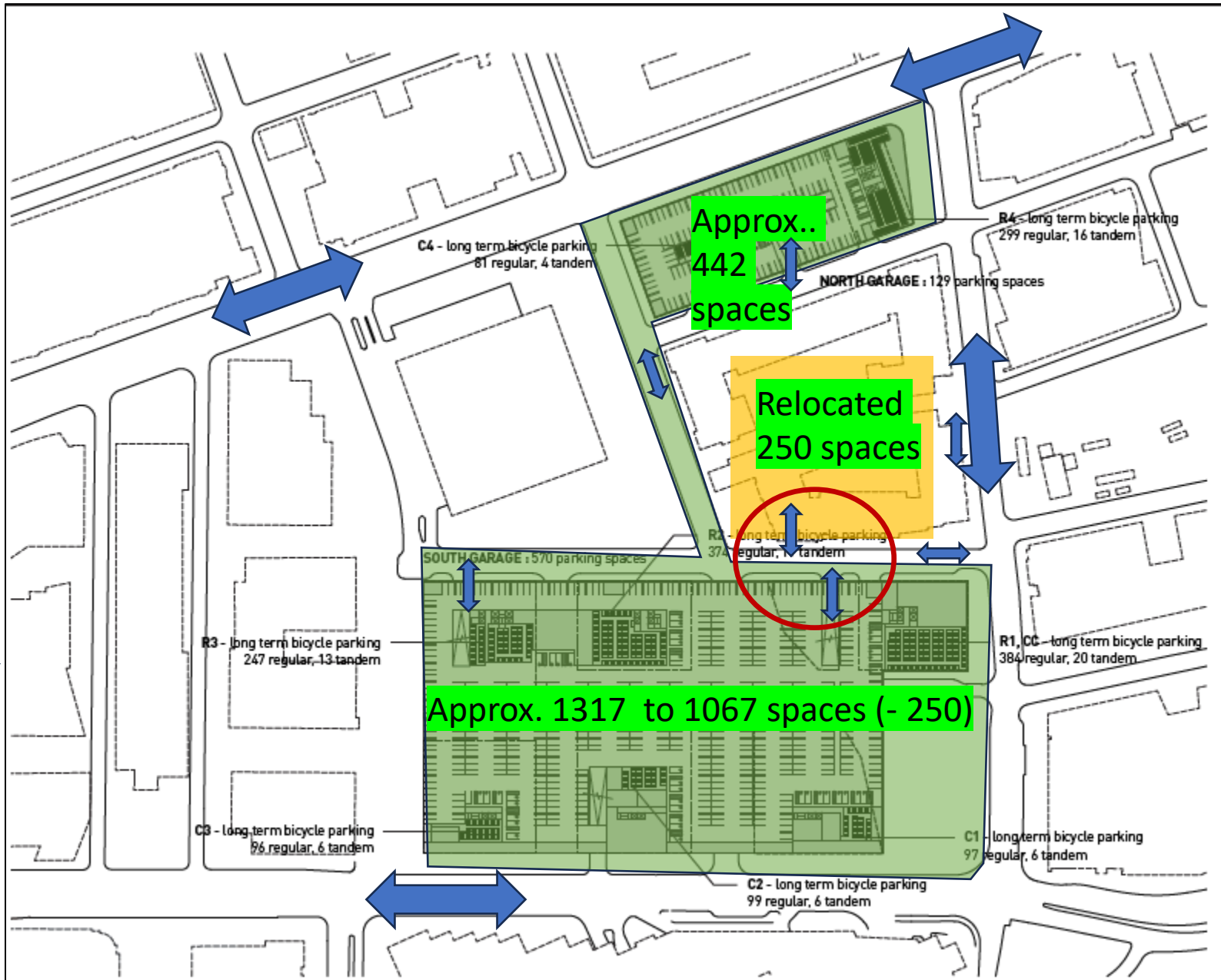
0' 75' 150' 300'

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 receive educational materials to remind them to watch for children/pedestrians at the intersection.
- Access to 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 (2025 and on).



- 1,759 total spaces approved for MIT Volpe Project.
- Relocating 250 spaces to 303 Third Garage will reduce construction from 1,759 to approximately 1,509 total spaces.
- 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 the 2020 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)

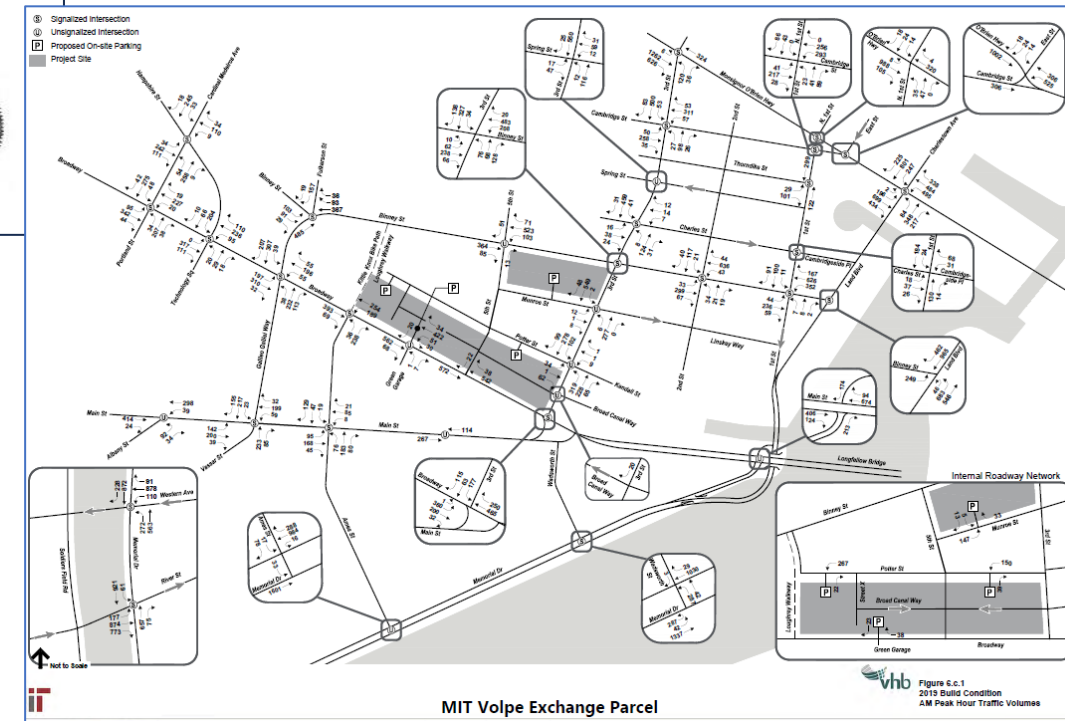
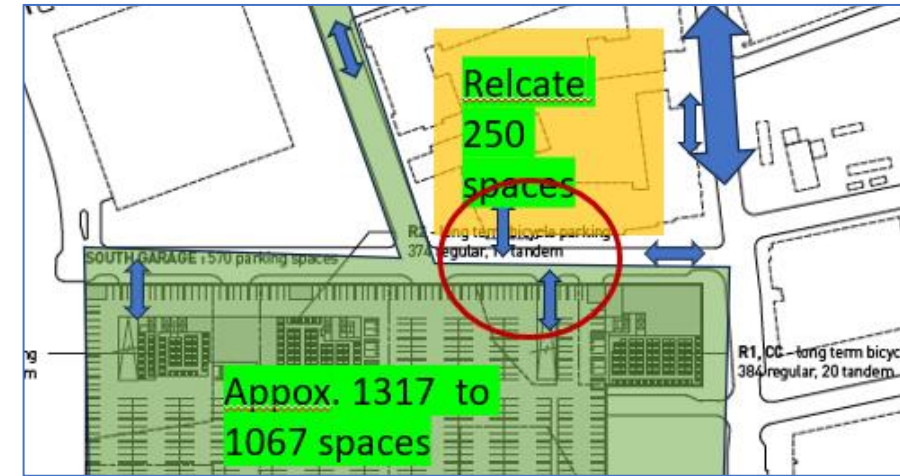
PREPARED BY

99 High Street
10th Floor
Boston, MA 02110
617.728.7777

October 22, 2020

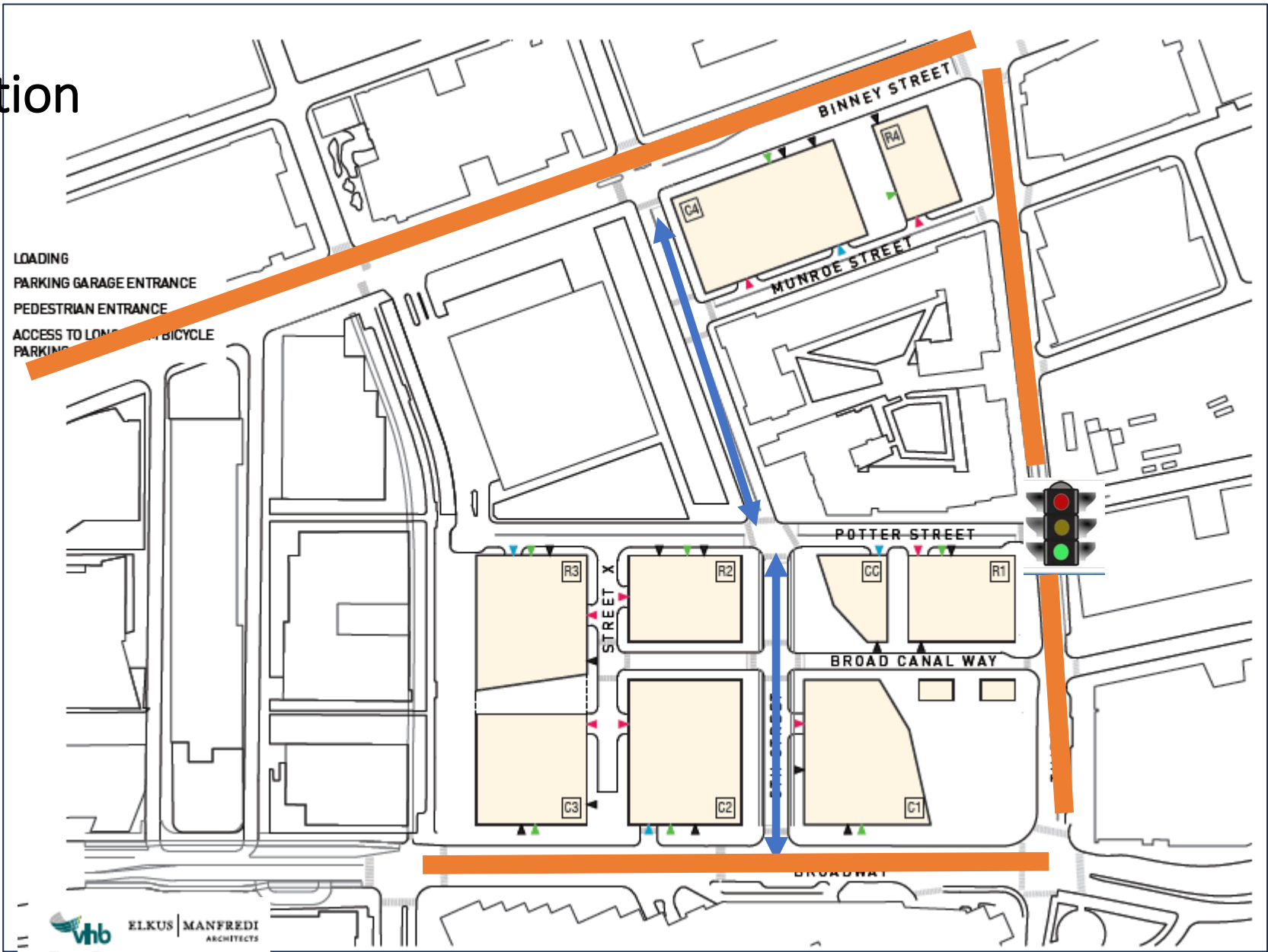
UNDER THE DIRECTION OF

Selma Mendonça-Predzik, P.E., LEED AP
Massachusetts Registration No. 49905



Area Transportation Mitigation

- Future traffic signal at Third St./Potter St. intersection.
- New Fifth Street connection between Binney and Broadway.
- Reconstruct Third Street, Binney Street, and Broadway.
- Protected bicycle facilities.
- Extensive Transportation Demand Management (TDM) measures.
- PTDM Plan and Annual reporting to the City.



vhb ELKUS | MANFREDI ARCHITECTS

Figure D Proposed Site Plan

MIT Volpe Exchange Parcel
Cambridge, MA