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MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director
Date: March 18, 2017
Re: MIT Kendall Square NoMa Building 1 and One Broadway Design Review and Minor Amendments (PB#302)

The Cambridge Traffic, Parking and Transportation Department (TP&T) reviewed the Design Review and Minor Amendment Submission dated February 3, 2017, for the MIT "NoMa" North of Main Street project (Planning Board #302). The NoMa project, also known as Building 1, is located at an existing 114 space surface parking lot and will be an approximately 384,050 GSF apartment building (290-300 dwelling units) with ground floor retail, and two levels of above grade parking containing 150 parking spaces.

TP&T, in coordination with the Community Development Department (CDD) has been working with MIT on their development projects as they have been advancing since the Planning Board Special Permit approval on May 2017, 2016. MIT submitted their Design Review materials, including Minor Amendments for the NoMa Building 1 and One Broadway project dated January 3, 2017. Some key differences from the approved Special Permit include the following:

- Changes to Building 1 parking access and egress from Main Street to Third Street.
- Changes to Building 1 loading access and egress from Main Street to Broad Canal Way.
- Updated trip generation for the 12,500 GSF grocery store to the existing One Broadway building.
- Reduction of 15,000 GSF office space from Building 1 and addition of 10,400 GSF office space to One Broadway building, located above the grocery store.
- Reduction in Building 1 parking spaces from 179 to 150 parking spaces (from 0.6 to 0.5 parking spaces per unit).

TP&T offers the Planning Board the following comments on the Design Review and Minor Amendments:

A. General

The MIT NoMa Building 1 and One Broadway project is a very positive and exciting component of the MIT Kendall Square Redevelopment project. It will replace an existing surface parking lot with 290-300 new housing units with ground floor retail and create new open space and pedestrian and bicycle connections between Main Street and Broad Canal Way. The retail will include a bicycle repair station that will add to the vitality and activities at the evolving and thriving area around the Broad Canal and Charles River. TP&T has been working with MIT on various details of the project, including access and circulation, loading,

automobile and bicycle parking. Overall TP&T supports the Design Review materials and project changes with some proposed conditions for consideration by the Planning Board for any approvals granted.

B. Trip Generation Changes

Because the trip generation analysis in the project's Traffic Impact Study (TIS) did not analyze a grocery store as part of the development assumptions, VHB, Inc., on behalf of MIT submitted the attached memo dated January 20, 2017 to update the TIS. TP&T reviewed the memo and finds that it is adequate. According to the memo, the changes in the program (additional 12,500 GSF grocery store and a reduction of 4,600 GSF office) result in an additional 376 daily vehicle trips, 11 morning peak hour vehicle trips and 33 evening peak hour vehicle trips. The memo also notes that the analysis was conservative because it assumed 31 percent auto mode share for the grocery store whereas a 2013 survey by VHB, Inc., of the Central Square Star Market found that only 12 percent of grocery store patrons used vehicles to visit that store.

TP&T recommends MIT implement the following TDM measures to reduce the vehicle traffic impacts from the grocery store, retail and office uses at One Broadway. They are consistent with the PTDM measures in the MIT SoMa Buildings 3, 4, 5, and 6. They are discrete steps toward encouraging the use of public transit, walking and bicycling, over single occupancy vehicles (SOVs).

For grocery store, and new leases for retail or office tenants for their employees:

MIT will include language in new leases requiring tenants to allow employees to set-side pre-tax funds as allowable under the Commuter Choice provisions of the Federal Code.

In coordination with the City, MIT has developed three Subsidy Options, presented below in Table 1. All new tenants will be required as part of their lease, to choose one of the three Subsidy Options and implement it with their employees.

As the Project and innovative approaches develop, MIT and tenants will be allowed to develop additional subsidy options to either replace or supplement the Subsidy Options described, with the approval of TP&T.

All employee-related TDM programs will be available to all benefited employees of commercial tenants regardless of land use. As noted, several TDM programs and alternative mode accommodations will also be utilized by patrons of the retail tenants.

Table 1 Subsidy Options

Subsidy Option 1 *	Subsidy Option 2	Subsidy Option 3
<p>For employees who pay market rate for parking by the day, with no monthly pass option.</p> <p>Offer the following benefits:</p> <ul style="list-style-type: none"> • 60% transit subsidy up to the federal fringe benefit limit 	<p>For employees who pay between 50 and 100% market rate for parking by the month.</p> <p>Offer a choice of one of the following benefits:</p> <ul style="list-style-type: none"> • 100% transit subsidy up to the federal fringe benefit limit, OR • 50% monthly vanpool subsidy, OR • \$84.50 monthly payment subject to change with bus/subway link pass fare increases (not available to employees who receive parking subsidy), OR • Gold Level Hubway membership 	<p>For employees who park for free or pay 50% or less of market rate.</p> <p>Offer a Gold Level Hubway Membership AND a choice of one of the following benefits:</p> <ul style="list-style-type: none"> • 100% transit subsidy up to the federal fringe benefit limit, OR • 50% monthly vanpool subsidy, up to the federal fringe benefit (could be paid by state program), OR • 84.50 monthly payment subject to change with the bus/subway link pass fare increases (not available to employees who receive parking subsidy) or transit/vanpool subsidy)

* Subsidy Option 1 will be offered to tenants when MIT arrives at an acceptable contract structure for its landlord tenant relationships that allows tenants to charge employees directly for market rate parking by the day. All three subsidy options will be available to commercial tenants upon move-in.

Subsidy Option 1:

Tenants who require employees to pay market rate for parking by the day, with no monthly pass options, must also offer all benefited employees a 60% transit subsidy up to the federal fringe benefit level.

Subsidy Option 2:

Tenants who require employees to pay 50-100% market rate for parking by the month, must offer all benefited employees one of the following benefits at the employee's choice:

- a) 100% transit subsidy up to the federal fringe benefit level; OR**
- b) 50% monthly vanpool subsidy which could be paid by a state program; OR**
- c) a \$84.50/month payment, subject to change with bus/subway link pass fare increases (not available to employees who receive parking at less than 100% market rate), OR**
- d) a Gold Level Hubway membership.**

Subsidy Option 3:

Tenants that require employees to pay less than 50% of market rate for parking or provide employees free parking, must offer all benefited employees one of the following benefit packages at the employee's choice:

- a) Gold Level Hubway membership AND 100% transit subsidy, OR**
- b) Gold Level Hubway membership AND 50% vanpool subsidy, up to the federal fringe benefit level (vanpool could be paid by a state program), OR**

- c) Gold Level Hubway membership AND a \$84.50/month payment, subject to change with bus/subway link pass fare increases.**

With all three subsidy options, employees will be able to set aside pre-tax funds for transit pass purchase.

For grocery store/retail patrons:

- a. Mount a real-time transportation information screen in one permanent and central location to show arrival times and availability for nearby buses, trains, shuttles, Hubway bikes, and carshare vehicles, etc.**
- b. MIT will charge patrons similar parking fees as charged by other retailers in the Kendall Square area of Cambridge. MIT will develop a retail parking rate structure that will provide discounted validated parking for customers. Patrons submitting non-validated parking tickets will be charged the market rate with no discount.**
- c. The validated ancillary and general retail parking rate shall not be lower than the minimum rate charged by the Cambridge Galleria, currently \$1.99 for 1 hour or less, or \$20 for all-day parking. Rate to be reviewed annually on January 1.**
- d. Preferential but not discounted HOV parking will be offered to patrons.**
- e. For the grocery store, provide customers with a home delivery service option.**

C. Parking

MIT is seeking a minor amendment to reduce the parking at Building 1 from 179 to 150 residential parking spaces. TP&T supports the reduction because the residential parking ratio (0.5 space per unit) is consistent with zoning. Studies have shown that residential parking demand for multi-family housing facilities near transit average 0.5 space per unit. The current Special Permit for Building 1 requires the project to implement Transportation Demand Management (TDM) measures to residents to encourage the use of sustainable travel modes, such as walking, bicycle and transit, and that requirement will not change.

TP&T recommends that the Building 1 resident's visitors be permitted to use the resident parking spaces if the 150 spaces are not fully occupied by resident's vehicles. The intent is for Building 1 to meet all its residential parking needs on-site, including resident's visitor's vehicles. The One Broadway garage will be a second option for resident's visitors during nights and weekends.

MIT is seeking a minor amendment to reduce the number of parking spaces for One Broadway. For example, the One Broadway garage will be reduced 23 parking spaces, from 316 spaces to 293 spaces to accommodate new ramps connecting the One Broadway garage with the Building 1 garage. According to MIT's TIS, the One Broadway garage and surface parking lot had a peak parking occupancy of 289 spaces at 1 PM on April 15, 2015. Based on this data, parking at the One Broadway garage will be constrained at peak hours (i.e. 1 PM) but the data also showed that the garage will have some capacity in the evenings and weekends to accommodate grocery store patrons, should parking be made available to these users. The One Broadway building will have a parking ratio of 0.9 parking spaces per 1,000 square feet, which is consistent with the parking ratio recommended for office use in the 2013 Kendall Square Central Square (K2C2) Planning study. **TP&T believes that implementing the TDM measures above in Section B will help reduce the existing and future employee parking demands at One Broadway and free up more parking spaces during the weekday peak hour, should spaces be needed for grocery store patrons at those hours.**

D. Loading and Site Vehicle Access

Loading for Building 1 has changed from access from Main Street to access from Broad Canal Way (which is a private way). Resident move-in/move-out will occur in the loading dock off Broad Canal Way. Loading for Building 1 retail uses and grocery store loading will also occur and be managed in the loading dock off Broad Canal Way.

Vehicle access for residents of Building 1 changed from accessing the Building 1 parking garage from Main Street to accessing the Building 1 parking garage from Third Street. Residents will drive through the One Broadway garage and use ramps to connect to the Building 1 parking garage. A secure gate system will control resident's access to the 150 residential spaces.

Because all parking access (Building 1 residents, office and retail users, and grocery store patrons) will now occur off Third Street, according to VHB's memo, the Third Street driveway will have approximately 74 new vehicle trips in the morning peak hour and 122 new vehicle trips in the evening peak hour. TP&T believes that removing the curb cut from Main Street is positive and we support the change because it reduces the potential for vehicle/bicycle/pedestrian conflicts on Main Street, an important travel corridor. However, the change requires that all the Building 1 residents, office and retail user, and grocery store employees and patrons must access parking from Third Street which has significant issues today, specifically related to uses at the One Broadway building, including double parking, loading, and vehicle/bicycle/pedestrian conflicts. The changes to the building, including significant additions to the retail space, will exacerbate the problem significantly, in engendering high numbers of short-term pick-up/drop-offs. Experience has shown that drivers will stop/park in the bicycle lane when it is easy to do so. In addition, the loading dock off Third Street requires trucks to back-in off Third Street which is not an ideal condition and creates additional traffic friction. The site does not have enough space to change this condition.

Because of the project changes, TP&T has asked MIT to design and reconstruct the bike lane on Third Street and Main Street into a raised cycle track and create a protected intersection treatment at the northeast corner of Main Street and Third Street. A raised cycle track on Third Street and Main Street will reduce conflicts between vehicles (i.e. delivery vehicles, taxis, TNC vehicles, etc.) with bicyclists by physically preventing vehicles from parking in the bicycle lane. This is a particular concern because Page 69 in MIT's Design Review Submission shows proposed Drop-Off Zones on Third Street and Main Street to accommodate pick-up/drop-off, TNC services and "light" loading activities. However, the City knows that these vehicles stop in bike lanes if space is available, a situation that creates serious safety issues.

TP&T is pleased to report that MIT has committed to design and construct a raised cycle track on Third Street, a raised cycle track on a portion of Main Street (from the Red cross building westward toward Third Street) and separated street-level bicycle lane (i.e., vertical delineators to separate bicyclists and parking vehicles) on a portion of Main Street (primarily adjacent to the grocery store to Third Street). Approaching Third Street on Main Street, MIT has agreed to build a raised cycle track immediately adjacent to the Main Street intersection, in the area where the bicycle lane would not be separated by parked vehicles. MIT has also indicated that as part of the design they will consider a protected intersection treatment at the northeast corner of Main Street at Third Street. MIT will design and construct the improvements as mutually agreed upon between the City and MIT, with final approved of the design resting with the City. MIT will maintain the cycle track/protected bicycle facility (i.e. snow plow, debris removal, and replacement of markings and delineators as needed, etc.) TP&T greatly appreciates MIT's commitment to make these safety improvements and recommends that the **Planning Board include them as a condition of the Minor Amendment. The improvements should be completed prior to the issuance of the**

Occupancy Permit for the Building 1/One Broadway project. However, the improvements should not prevent the issuance of Occupancy Permits if the City and MIT mutually agree that the work is delayed or not complete due to reasonable unforeseen circumstances.