



**CITY OF CAMBRIDGE**  
**Traffic, Parking and Transportation**  
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## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director  
**Date:** December 12, 2018  
**Re:** CambridgeSide Third Floor Re-Tenancing.  
Major Amendment #6 to PUD Special Permit (PB#66) and Project Review Special Permit.

The Traffic, Parking, and Transportation Department (TP&T) has been working with the Cambridgeside Galleria Trust, McKinnon Company, and Vanasse & Associates Inc. (VAI) on a proposed re-tenancing of the third-floor space in the core mall building (approximately 140,000 SF) at CambridgeSide from retail to office use.

TP&T certified the project's Transportation Impact Study (TIS) as complete and reliable on December 7, 2018. According to the TIS, the change from retail to office use on the third floor will generate the following trips:

108\* daily vehicle trips including, 59\* AM and 23\* PM peak hour vehicle trips,  
558 daily transit trips (60 AM / 60 PM Peak hour transit trips),  
76 daily pedestrian trips (8 AM / 8 PM Peak hour transit trips), and,  
88 daily bicycle trips (9 AM / 9 PM Peak hour bicycle trips).

\* Indicates net new vehicle trips after accounting for re-tenancing from retail to office space. The full trip generation analysis is provided in the TIS.

The TIS evaluated 100 Planning Board Special Permit Transportation Special permit criteria items for the study area intersections and roadways adjacent to the site. There were 4 criteria exceedances including, morning and evening peak hour Pedestrian Level of Service F at the mid-block crossing on Cambridgeside Place, and the lack of bicycle facilities on Cambridgeside Place and Land Boulevard. Attached are the TIS summary sheets. The full TIS is available online at the Community Development Department (CDD)'s Planning Board Special Permit website in Current and Recent Special Permits under PB#66.

TP&T offers the Cambridge Planning Board members our following initial comments on this project:

- The largest transportation impact from changing retail-use space to office-use space will occur during the morning peak hour. This is because retail at CambridgeSide does not open until 10 AM,

whereas an office will open earlier creating new trips during the morning peak hour (i.e., 8-9 AM). However, the morning peak hour project vehicle trips will be minimized because CambridgeSide is located in a transit-oriented area that includes the MBTA Green Line Lechmere station, MBTA bus stops (#69, 87, 80, and #88), Charles River Transportation Management Association's (CRTMA) EZ-Ride shuttle bus to/from North Station and Kendall Square, and Bluebike bikesharing stations.

- Based on survey data from other nearby office buildings, approximately 44% of the office employees are expected to commute by vehicle. The remaining employee commuting trips will be by transit (36%), walking (5%), bicycling (6%), and other means (9%), such as working at home.
- The Project proposes a maximum parking rate of 0.9 parking spaces per 1,000 SF for the office use which results in 126 parking spaces for the 140,000 SF office space. The parking ratio is consistent with the City's 2013 Kendall Square Planning Study. Furthermore, because CambridgeSide has approximately 900 unused parking spaces out of 2,490 total spaces, they can more than accommodate the parking demand for the office use. It should also be noted that the existing retail parking demand will decrease due to the decrease in retail square footage at CambridgeSide. Overall, the change in parking demand for the re-tenanting from retail to office use is about 21 parking spaces, but again, there are over 900 unused spaces because parking was originally over-built.
- Going forward, TP&T will continue working with the Applicant on various items that should be finalized prior to the Cambridge Planning Board's Decision for the proposed Major Amendment No. 6 to PUD Special Permit (PB #66) and Project Review Special Permit, including the following items:
  - Information regarding the exact access location to/from the long-term bicycle parking for office employees and the bicycle parking meet City standards;
  - Finalizing a transportation mitigation and a Transportation Demand Management (TDM) program for the third-floor re-tenanting to ensure that the project does not generate more vehicle trips than estimated in the TIS; and,
  - Ensuring that the re-tenanting from retail use to office use at the CambridgeSide Galleria will be compliant with the CambridgeSide Galleria Commercial Parking Facility Permit, particularly as related to the opening-time and the number of parking spaces authorized in the Parking Facility prior to 10 AM.

Finally, TP&T looks forward to continuing to work with the CambridgeSide Galleria Trust, McKinnon Company, and Vanasse & Associates Inc. (VAI) to ensure the success of this project.