



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
344 Broadway
Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Susan E. Clippinger, Director
Brad Gerratt, Deputy Director

Phone: (617) 349-4700
Fax: (617) 349-4747

MEMORANDUM

To: Cambridge Planning Board
From: Susan Clippinger, Director *As for SC.*
Date: August 19, 2014
Re: NorthPoint Application for Amendments to PUD Development Plan and Project Review Special Permits

The Cambridge Traffic, Parking and Transportation Department (TP&T) reviewed NorthPoint's Application for Amendments to PUD Development Plan and Project Review Special Permits, dated June 24, 2014, for Planning Board Special Permit #179. We have the following comments:

1. Reduction in parking from 4,980 spaces to 3,807 spaces.

We had recommended that HYM evaluate if 4,980 parking spaces permitted for the NorthPoint project are needed given changes in travel patterns since the project was approved in 2003. Since 2003, automobile ownership in the City has been decreasing and non-automobile use, such as transit and bicycling, has been increasing. Constructing too many parking spaces causes an increase in auto use and ownership, traffic congestion, air pollution, environmental impacts, and could increase housing costs.

TP&T worked with NorthPoint, and based on updated parking ratios and a shared parking scenario, we support a parking reduction from a maximum of 4,980 spaces to a maximum of 3,807 spaces (not including 300 MBTA park and ride spaces) for the NorthPoint PUD (a reduction of 1,173 spaces).

2. Updated parking ratios.

When NorthPoint was originally permitted in 2003, the parking ratios reflected higher rates than are recommended by TP&T today reflecting increased use of transit, walking and bicycle instead of automobile use. The parking ratios in the NorthPoint PUD Application are consistent with the recommendations from the K2C2 planning study. We support the following parking ratios:

- Office: Maximum 0.9 spaces/1,000 sf.
- Lab/R&D: Maximum 0.8 spaces/1,000 sf
- Residential: Minimum 0.5 spaces/unit and maximum 1 space/unit, but not to exceed 0.75 spaces/unit upon completion of the development.
- Hotel: Maximum 1 per 2 sleeping rooms.

These new parking ratios reduced the parking supply by approximately 855 spaces.

3. Shared Parking.

We support shared parking between uses that have peak parking demands at different times of day, such as office/lab uses and residential uses. The shared parking reduces the parking supply by approximately 318 spaces.

4. Retail Parking

We are aware that NorthPoint is requesting a change in zoning for retail parking and will wait to hear what decisions are made.

5. MBTA Park and Ride Lot

In the future, the City would like the MBTA park-and-ride lot to be eliminated or substantially reduced in size. NorthPoint will no longer be the end of the Green Line, the lot is not well managed and creates additional traffic in the area. We are concerned that the parking will be used for purposes other than park-and-ride parking. We continue to urge NorthPoint to work with the MBTA to find alternate solutions that will result in the phasing out of that MBTA lot when the Green Line Extension is completed. Possible interim solutions include offering the MBTA revenue instead of the parking spaces, or to charge parking rates in the lot equal to rates charged in NorthPoint.

- Any reduction of spaces in the MBTA lot cannot be reallocated to serve other NorthPoint parking.

6. PTDM

The NorthPoint PTDM plan must be amended if retail parking is created.