



CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board *BMK*
From: Brooke McKenna, Transportation Commissioner
Date: June 5, 2024
Subject: Request for Minor Amendment 12, PB#179

The Cambridge Traffic, Parking, + Transportation Department (TP+T) has met with and reviewed the request dated May 9, 2024, from DivcoWest, for a Minor Amendment #12 to Planning Board Special Permit #179.

If approved by the Planning Board, the Minor Amendment #12 will reduce the minimum parking ratio requirement from 0.5 spaces per unit to 0.3 spaces per unit for Cambridge Crossing's Parcel I and Parcel R:

- Parcel I, located at 151 North Street, includes a 468-unit residential building with 234 parking spaces, known as Park 151, and,
- Parcel R, located at 151 Morgan Avenue, is an approximately 120-unit residential building with ground floor retail space that is not yet under construction.

TP+T supports the requested Minor Amendment #12 for the following reasons:

- The parking spaces at Parcel I were over-built. The parking spaces were constructed at a 0.5 spaces per unit parking ratio, but based on information provided by DivcoWest, the current leased parking demand is 0.31 to 0.33 spaces per unit. This means that at any given time there are approximately 80 empty parking spaces at the 151 Park garage. The building is 95% occupied.
- DivcoWest expects a similar 0.33 parking ratio demand at the 120-unit Parcel R building for an expected parking demand of about 40 parking spaces. The Parcel R building is not yet under construction.
- Instead of building new parking spaces at Parcel R (151 Morgan Ave), DivcoWest is seeking permission to use the unused spaces at the Park 151 garage (Parcel I) to serve Parcel R's residential parking demand.
- Parcel I and Parcel R are approximately 5–10-minute walk between each other. The connection is accessible.
- Parking spaces at Park 151 would be restricted to only residents living at Park 151 or living at Parcel R. DivcoWest will manage the spaces, which will be secure and monitored.
- Consistent with the City's transportation policy, it is better to use existing underutilized parking spaces before building new parking spaces. Minor Amendment #12 would be consistent with that policy because DivcoWest will be using existing underutilized parking spaces instead of building new parking spaces.

- Overall, TP+T expects no significant transportation impacts from permitting this Minor Amendment.
- It is expected that with this parking plan, the Park 151 garage will still likely have an over-supply or “buffer” of approximately 40 parking spaces as shown below in Table 1.

Table 1 Proposed Parking Plan for Parcel I (Park 151) and Parcel R.

Facility	Units	Parking Space Supply	Parking Space Demand	Notes
Parcel I Park 151	468	234	154	2024 maximum leased spaces are 0.33 spaces/unit (154 leased spaces)
Parcel R	120	0	40	120 estimated units with a 0.33 spaces/unit demand (40 spaces).
TOTAL	588	234	194	224 spaces at Park 151 to serve residents at Park 151 and Parcel R. A total estimated parking demand of 194 spaces leaves about 40 additional spaces as a buffer.

- The design for Parcel R was reviewed by the Planning Board in May 2022, but will need to be adjusted to not include underground parking spaces at Parcel R. DivcoWest has committed to return to the Planning Board for approval of a revised design for Parcel R.
- In conclusion, TP+T supports the request for Minor Amendment #12 and looks forward to working with DivcoWest on an updated site plan for Parcel R.