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November 25, 2009

Mr. Joseph F. Tulimieri  
Executive Director  
Cambridge Redevelopment Authority  
One Cambridge Center  
Cambridge, MA 02142

Subject: Kendall Square Urban Renewal Area  
2009 Traffic Count Program and Trip Generation Analyses

Dear Joe:

Fay, Spofford & Thorndike (FST) is pleased to submit this summary annual update of the Kendall Square Urban Renewal Area (the "Area") traffic count program to reflect May 2009 traffic conditions in the Area in compliance with its Section 61 Finding requirements. Also included in this letter is an updated evaluation of the Area's existing trip generation characteristics compared to earlier projections FST made in connection with Plan Amendment # 7 in our letter dated January 28, 2005. Year 2009 tenant/employee travel surveys and parking garage data compiled during the month of May by Boston Properties, LLP have also been analyzed and summarized. The 2009 count program represents the fifteenth year of the annual count update program.

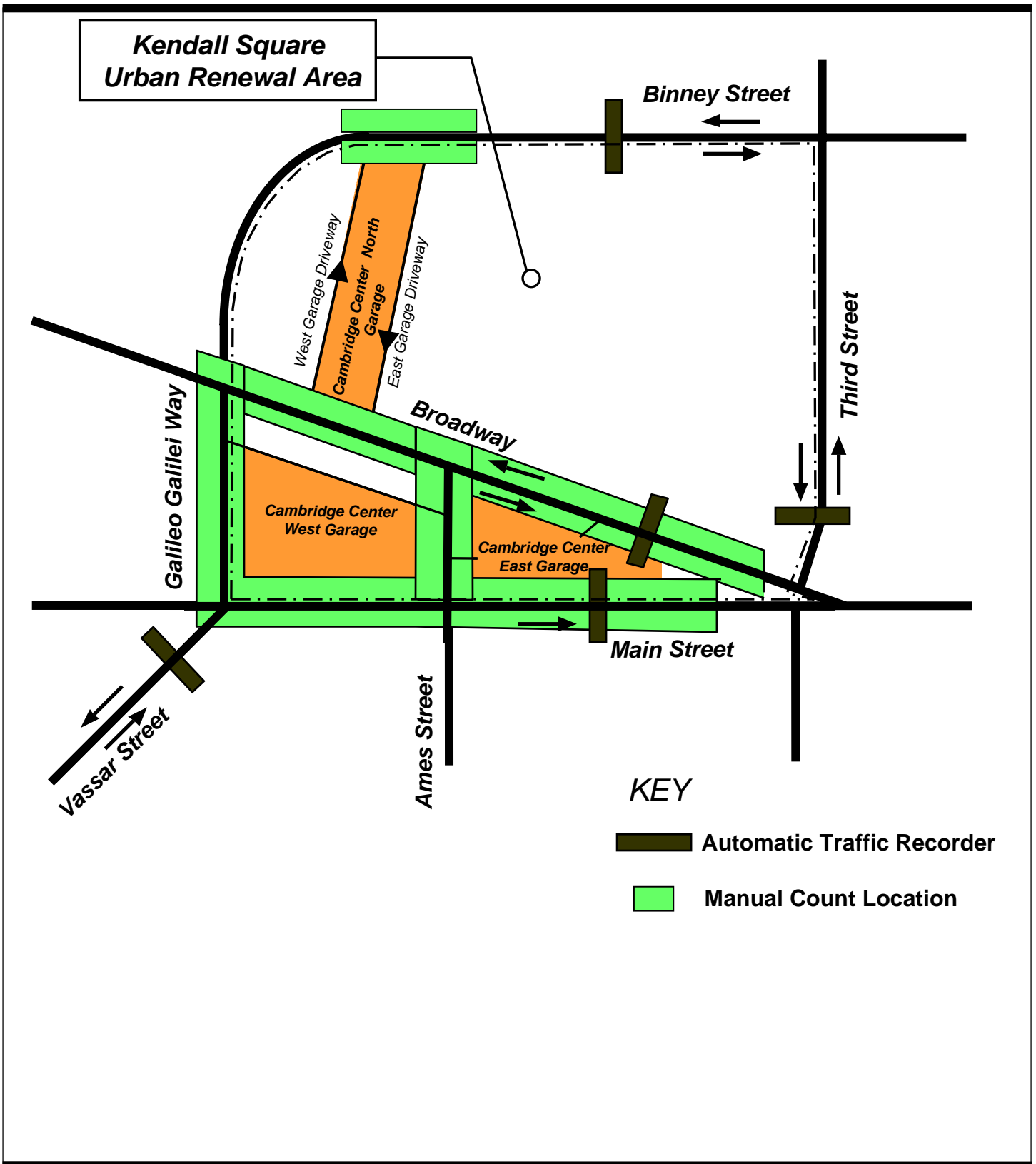
#### *Task I - Traffic Count Program*

Figure 1 illustrates the program of ATR and the manual vehicle count locations conducted within the Area. Copies of the ATR and manual count field sheets are provided in the attached Technical Appendix. The latest automatic traffic recorder count program was conducted during the second week in May 2009. Counts were conducted at the following locations with durations indicated:

- Main Street, east of Ames Street (May 11 - 15).
- Broadway, east of the Mid-Block Connector (May 11 - 15).
- Binney Street, west of Fifth Street (May. 11 - 15).
- Third Street, north of Broadway (May 11 - 15).
- Vassar Street, southwest of Main Street and the Western Connector (May 11 - 15).

Additionally, on Tuesday, May 12, 2009, manual vehicle counts were conducted to determine drop-off/pick-up activity and ins/outs from the Cambridge Center East and North garages between 7 AM - 9 AM, 11 AM - 1 PM, and 4 PM - 6 PM in the following seven block face areas:

- Main Street, between Ames Street and Wadsworth Street.
- Main Street, between Ames Street and Vassar Street.
- Broadway, between Ames Street and Third Street.
- Broadway, between Ames Street and Binney Street.
- Mid-Block Connector, between Main Street and Broadway
- Galileo Gallilei Way between Main Street and Broadway.
- Binney Street between Fulkerson and Sixth Streets.



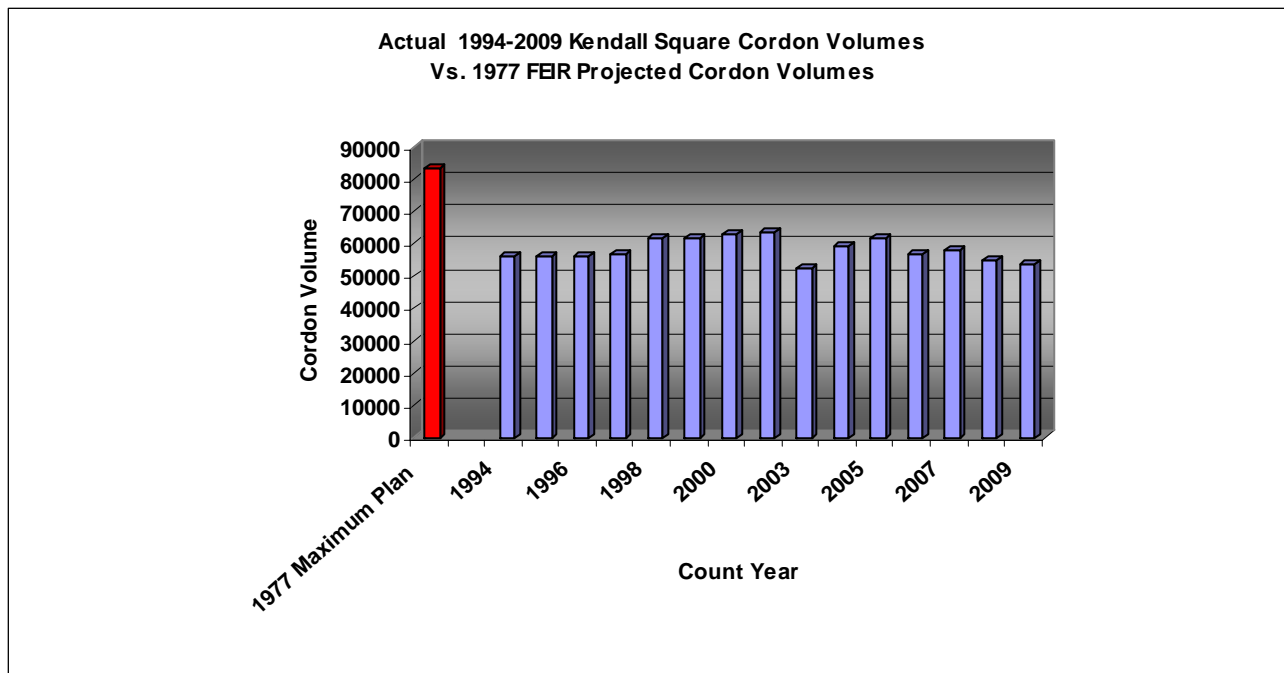
Schematic Diagram:  
Not to Scale

*Kendall Square Urban Renewal Area*

**2009 Traffic Count Locations**

Cambridge Redevelopment Authority

Table 1 compares the Average Annual Weekday Traffic volumes (AAWDT) projected in the 1977 FEIR to the Area’s AAWDT volumes counted by FST during 1989-2009. Comparisons of the 1994-2009 AAWDT volumes by location are illustrated on Figure 2. Between 1994 and 2009, the Area’s AAWDT volumes have varied between 52,500 and 63,750 vehicles per day. The chart below summarizes overall AAWDT cordon volumes for the 5 roads where traffic volumes are measured. Overall, AAWDT volumes measured in 2009 are 2% lower than those measured during 2008, and **4% lower than those measured in 1994**, even though the Area has added more than 1 million square feet of gross floor area since 1994. While actual Area trip generation has grown relatively proportional to the levels measured in 1994, the background traffic in the Area apparently has declined following completion of the Central Artery/Tunnel project. Fewer motorists may currently be diverting into the Area than during the late-1990’s to early 2000’s while the Artery was still under construction. During the 2009 count program, job losses in the local economy may also be reducing travel in the Area, as it is nationally.



\* Vassar Street was under construction during the 2003 count program and open to one-way traffic only.

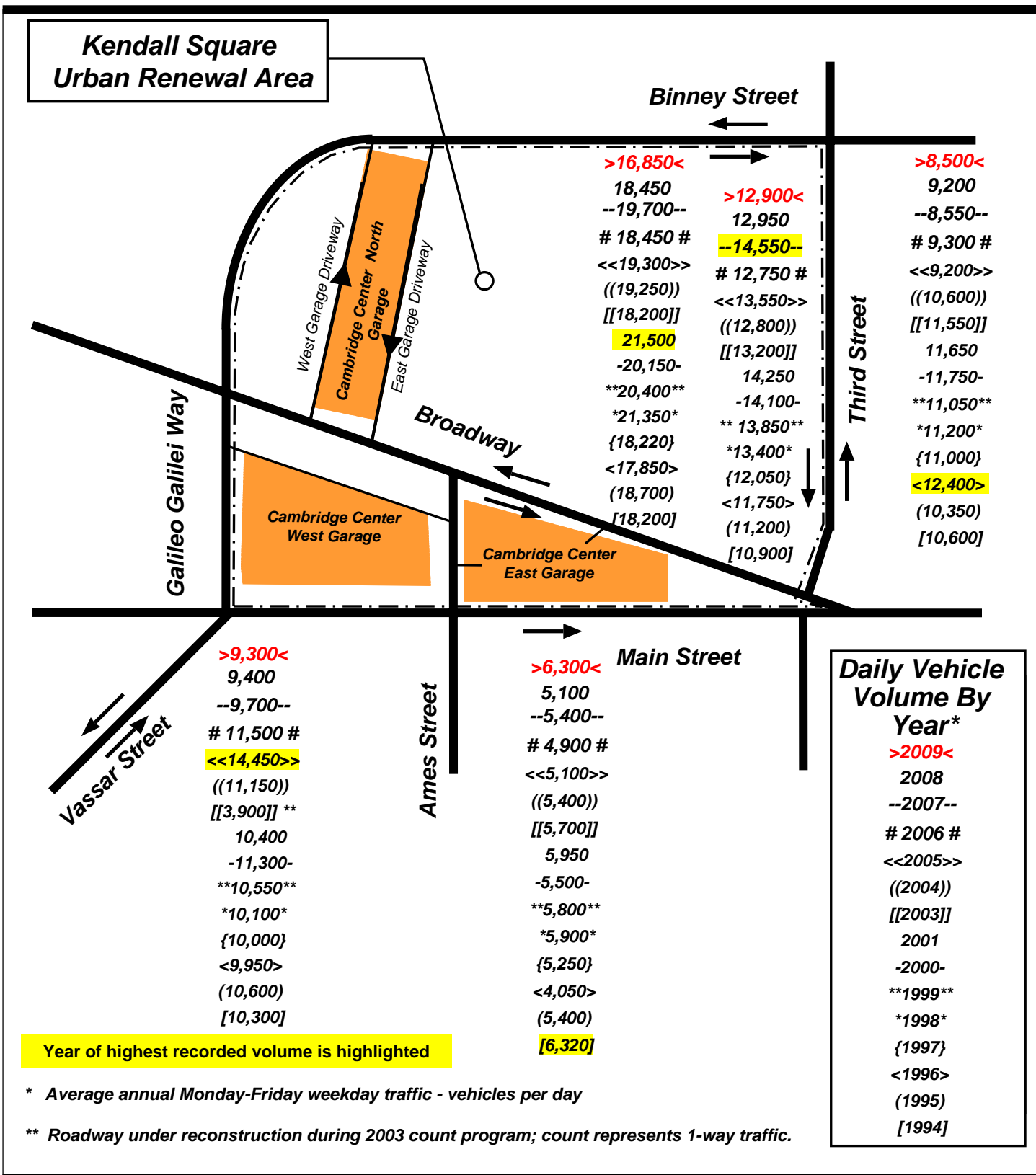
Two types of field data were collected manually -- entering and exiting vehicles to/from the Cambridge Center East, West, and North Garages, and curbside drop-off/pick-up activities on Area streets and in designated zones at the local land uses. A summary of this data, by type and location, is contained in Table 2, which compares year 2009 to year 2008 manual count data compilations.

Between the 2009 and 2008 manual count programs, as it has since 2006, the total occupied development square footage in the Area has remained constant. The Cambridge Center West parking garage in the block bounded by Main Street to the south, Ames Street to the east, Broadway to the north, and Galileo Galilei Way to the west is partially open, the same as it was during 2007.

Table 1  
**Kendall Square Urban Renewal Project Area**  
 Comparison of Projected FEIR Full Build-out Average Weekday Traffic Volumes  
 To Actual 1989 - 2009 Average Weekday Traffic Volumes <sup>1</sup>

ROADWAY	1977 FEIR Max Plan (vpd) <sup>2</sup>	1989 Volume (vpd)	1994 Volume (vpd)	1995 Volume (vpd) <sup>3</sup>	1996 Volume (vpd) <sup>4</sup>	1997 Volume (vpd) <sup>4</sup>	1998 Volume (vpd) <sup>4</sup>	1999 Volume (vpd) <sup>4</sup>	2000 Volume (vpd) <sup>4</sup>	2001 Volume (vpd) <sup>4</sup>	2003 Volume (vpd) <sup>4</sup>	2004 Volume (vpd) <sup>4</sup>	2005 Volume (vpd) <sup>4</sup>	2006 Volume (vpd) <sup>4</sup>	2007 Volume (vpd) <sup>4</sup>	2008 Volume (vpd) <sup>4</sup>	2009 Volume (vpd) <sup>4</sup>
<b>Main Street</b> <sup>5</sup> Near MBTA Station	7,900	4,250	6,300	5,400	4,050	5,250	5,900	5,800	5,500	5,950	5,700	5,400	5,100	4,900	5,400	5,100	5,150
<b>Broadway</b> west of Mid-Block Connector	36,700	17,700	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M
<b>Broadway</b> east of Mid-Block Connector	32,900	N/M	18,200	18,700	17,850	18,200	21,350	20,400	20,150	21,500	18,200	19,250	19,300	18,450	19,700	18,450	16,850
<b>Binney Street</b> west of Third Street	11,500	8,800	10,900	11,200	11,750	12,050	13,400	13,850	14,100	14,250	13,200	12,800	13,550	12,750	14,550	12,950	12,900
<b>Third Street</b> north of Broadway	16,300	N/M	10,600	10,350	12,400	11,000	11,200	11,050	11,750	11,650	11,550	10,600	9,200	9,300	8,550	9,200	8,500
<b>Vassar Street</b> west of Main Street	14,700	N/M	10,300	10,600	9,950	10,000	10,100	10,550	11,300	10,400	3,900	11,150	14,450	11,500	9,700	9,400	9,300
<b>TOTAL</b> <sup>6</sup>	<b>83,300</b>	<b>N/A</b>	<b>56,300</b>	<b>56,250</b>	<b>56,000</b>	<b>56,500</b>	<b>61,950</b>	<b>61,650</b>	<b>62,800</b>	<b>63,750</b>	<b>52,550</b>	<b>59,200</b>	<b>61,600</b>	<b>56,900</b>	<b>57,900</b>	<b>55,100</b>	<b>52,700</b>

- 1 FEIR volume projections illustrated on FEIR Figures II.5.10 & II.5.11. Total volumes exclude Broadway west of Mid-block Connector. Measured volumes are on an average annual basis to nearest 50 vehicles per day.
  - 2 vpd = vehicles per day.
  - 3 March 11-18, 1996 measured volumes calibrated (increased by 2%) to reflect 1995 average annual conditions.
  - 4 Measured 1996-2009 volumes assumed to reflect average annual conditions.
  - 5 Eastbound AAWDT only for Main Street.
  - 6 Vassar Street was limited to one-way operation and under reconstruction during the 2003 survey only.
  - 7 Broadway west of Mid-block connector not included.
- N/M = Not Measured.  
 N/A = Not Applicable



Schematic Diagram:  
Not to Scale

Kendall Square Urban Renewal Area

**Average Annual Weekday Traffic Volumes 1994-2009**

Table 2  
**Kendall Square Urban Renewal Project Area**  
 Peak Hour Vehicle Count Summaries -- 2009 vs. 2008

LOCATION	AM PEAK HOUR						MIDDAY PEAK HOUR						PM PEAK HOUR					
	May 2008			May 2009			May 2008			May 2009			May 2008			May 2009		
	IN	OUT	D/P*	IN	OUT	D/P*	IN	OUT	D/P*	IN	OUT	D/P*	IN	OUT	D/P*	IN	OUT	D/P*
Cambridge Center North Garage	307	6	--	309	4	--	39	42	--	24	37	--	8	267	--	7	264	--
Cambridge Center East Garage	189	13	--	209	15	--	66	33	--	50	51	--	23	191	--	17	209	--
Cambridge Center West Garage	182	6	--	188	2	--	42	25	--	40	19	--	12	172	--	11	183	--
Main Street; Near MBTA Station	--	--	160	--	--	168	--	--	140	--	--	154	--	--	166	--	--	186
Broadway; east of Mid-Block Connector	87	11	76	96	39	50	33	14	82	69	42	38	8	85	96	55	127	74
Broadway; west of Mid-Block Connector	--	--	48	--	--	30	--	--	72	--	--	18	--	--	44	--	--	38
Mid-Block Connector; south of Broadway	14	14	32	4	5	4	8	6	26	4	2	4	0	4	18	0	8	0
Binney Street; vicinity of North Garage Driveways	--	--	0	--	--	0	--	--	2	--	--	0	--	--	8	--	--	4
Vassar Street/ Main Street/ Western Connector Area	45	9	2	39	16	4	--	--	8	21	25	4	21	63	6	8	92	2
<b>RAW SUBTOTALS</b>	824	59	318	845	81	256	188	120	330	208	176	218	72	782	338	98	883	304
<b>HOURLY TOTALS</b>	1201			1182			638			602			1192			1285		
<b>Drop-off/ Pick-up %</b>	26%			22%			52%			36%			28%			24%		
<b>% Difference (2009 vs 2008)</b>	-2%			-2%			-6%			-6%			8%			8%		

1 D/P = Drop-off/Pick-up vehicle trips in or out counted on Tuesday May 12, 2009 and Wednesday, May 21, 2008.  
 2 Based on peak hour garage activity counted on Wednesday, May 21, 2008 for the Cambridge Center East, West, and North garages, and on Tuesday, May 19, 2009 for the Cambridge Center East, West, and North garages.  
 3 Includes vehicles activity on both sides of the Mid-Block Connector except the West Garage.

During the same period between 2009 and 2008, measured overall trip generation during the combined AM, mid-day, and PM peak hours increased approximately 1%, inclusive of drop-off/pick-up activity. Area trip generation decreased approximately 2% during the AM peak hour, declined approximately 6% during the mid-day peak hour, and increased by 8% during the PM peak hour. During the 2008 count program, the Area's drop-off/pick-up activity represented approximately 26% of its actual AM, 52% of its actual mid-day, and 28% of its actual PM peak hour traffic generation. The year 2009 count program took place during a period when drop-off/pick-up activity represented 25% of all trip making, within the range of drop-off/pick-up activity observed during prior years, but 24% lower than that measured in 2008 (33%). Overall rates of AM, mid-day, and PM peak hour trip generation from Area developments are generally comparable to trip generation rates found during prior count programs.

During the combined AM, mid-day, and PM peak hours, year 2009 Cambridge Center East, North, and West garage activity increased by approximately 12% compared to the year 2008. However, because year 2009 drop-off/pick-up activity decreased overall by approximately 21% compared to the year 2008, there was a net increase in overall trip-making of 1%. As in years past, drop-off/pick-up activity continues to represent the most significant variable in the Area's trip generation totals. Binney Street remains the only roadway that has exceeded its projection of average weekday volumes at full build-out provided in the 1977 EIR. ***Overall, actual year 2009 average weekday volumes measured on the Area roadway cordon are approximately 37% below those projected at full build-out of the Area in the 1977 EIR., while the Area remains at 17% below full build-out.***

As it has in prior years, the 2009 AM peak hour within the Area varies by location but typically occurs during the one-hour period between 8 AM and 9 AM. The Area's 2009 PM peak hour also varies by location but typically occurs from 5 PM to 6 PM. Count data indicates that the mid-day peak hour is typically from 12:00 Noon to 1 PM.

Table 3 provides a breakdown of the existing year 2009 land use quantities and types within the Area, and compares these development quantities to the maximum Area development permitted under the most recent Plan Amendment No. 7. As of May 2009, buildings in the Area contained approximately 2,569,200 square feet of gross floor area (sf GFA). This represents approximately 86% of the Area's maximum approved build-out potential of 3,002,100 gross square feet with Area Plan Amendment No. 7, the same as it was during 2006 through 2008.

FST's January 28, 2005 letter to you contained estimates of AM peak hour, PM peak hour, and daily trip generation projected for the Area at maximum build-out with Area Plan Amendment No. 7. In that letter, trip generation rates (i.e., trips per 1,000 sf GFA of development) were developed for each of the development land use types using the ITE Trip Generation manual. FST adjusted these rates to reflect the Area's localized proximity to transit, walk-in activity, employer shuttles, carpool promotion, etc. The adjusted trip generation rates, verified by thirteen years of counts performed between 1994-2007, were used as the basis for trip generation estimates associated with the maximum build-out condition under MEPA-approved Area Plan Amendment No. 7. Table 4 provides a summary of adjusted trip generation rates for Area land uses from FST's January 28, 2005 letter.

Table 3

Kendall Square Urban Renewal Project Area  
 Existing 2009 and Future Development Quantities  
 By Land Use Category<sup>1</sup>

<b>LAND USE TYPE</b>	<b>2009 EXISTING<sup>2</sup></b>	<b>PROJECTED MAXIMUM AREA DEVELOPMENT WITH PLAN AMENDMENT NO. 7</b>
<b>Biotech Manufacturing</b>	189,500	214,550
<b>General and Technical Office</b>	1,769,700	1,977,550
<b>Retail</b>	90,000	90,000
<i>Multi-family Residential</i>	0	200,000 <sup>3</sup>
<b>Business Hotel</b>	190,000	190,000
<b>Hotel</b>	<u>330,000</u>	<u>330,000</u>
<b>TOTAL</b>	<b>2,569,200</b>	<b>3,002,100</b>

- 1 Quantities indicate square feet (sf) of Gross Floor Area (GFA) from Plan Amendment # 7.
- 2 Existing quantities remain the same as during the 2006-2008 count programs.
- 3 While approved Plan Amendment # 7 increased the multi-family residential land use category by 75,000 square feet, Cambridge City Council did not approve this increase, so the prior multi-family residential maximum under approved Plan Amendment # 6 has been retained.



Table 4

Kendall Square Urban Renewal Project Area  
Adjusted Trip Generation Rates<sup>1</sup>

LAND USE TYPE	AM PEAK HOUR	PM PEAK HOUR	DAILY
<b>Biotech Manufacturing</b>	0.48	0.49	2.48
<b>General and Technical Office</b>	0.62	0.55	4.41
<b>Hotel</b>	0.46	0.48	5.71
<b>Business Hotel</b>	0.35	0.38	4.39
<b>Retail</b>	0.26	1.71	13.79
<b>Multi-family Residential<sup>2</sup></b>	0.26	0.27	2.84

- 1 Trips per 1,000 sf GFA based on trip generation adjustments made in FST's January 28, 2005 letter concerning Plan Amendment No. 7.
- 2 Rate per unit, assuming 1,000 gsf/unit.

Table 5 applies adjusted trip generation rates from FST's January 28, 2005 letter on the traffic impacts of Plan Amendment No. 7. Table 5 contains an estimate of the number of trips projected for land uses in the Area assuming existing 2008 development quantities from Table 3 above. From Table 5, combined AM and PM peak hour trips to/from the Area constitute approximately 23.5% of the Area's 2009 projected total daily trip ends (i.e., 1,431 AM peak hour + 1,451 PM peak hour trips represent 23.5% of the 12,238 daily trips).

Table 6 provides a summary comparison of projected 2009 Area AM and PM peak hour trip generation (from rates contained in the FST's January 28, 2005 letter and summarized in Table 5) to 2009 rates calculated from measured 2009 Area ground counts (from Table 2). Table 6 also contains a comparison of 2009 daily Area trip ends based upon measured AM and PM peak hour volumes to 2009 daily trip end volumes based on the adjusted trip generation rates contained in the Plan Amendment No. 7 analysis and reiterated in Table 5.

Table 5

Kendall Square Urban Renewal Area  
Adjusted ITE Rate Trip Generation Computations for May 2009<sup>1</sup>

LAND USE TYPE	<u>Gross Floor Area</u> (000's SF)	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>		<u>Daily</u>	
		RATE	TRIPS	RATE	TRIPS	RATE	TRIPS
<b>Biotech Manufacturing</b>	189.5	0.48	91	0.49	93	2.48	470
<b>General and Technical Office</b>	1769.7	0.62	1,097	0.55	973	4.41	7,804
<b>Business Hotel</b>	190	0.35	67	0.38	72	4.40	836
<b>Hotel</b>	330	0.46	152	0.48	158	5.71	1,884
<b>Retail</b>	90	0.26	23	1.71	154	13.79	1,241
<b>Multi-family Residential</b>	0	0.26	0	0.27	0	2.84	0
<b>TOTAL</b>	<b>2,569.2</b>		<b>1,430</b>		<b>1,450</b>		<b>12,238</b>

1 Trips per 1,000 gsf GFA adjusted to reflect assumed high use of transit and other non-single occupant vehicles per FST's January 28, 2005 letter concerning Plan Amendment No. 7.

Table 6

Kendall Square Urban Renewal Area  
Actual vs. Projected 2009 Trip Generation

	<b>AM PEAK HOUR<sup>1</sup></b>	<b>PM PEAK HOUR<sup>1</sup></b>	<b>DAILY TRIP ENDS</b>
<b>2009 PROJECTED FORECAST<sup>2</sup></b>	1,430	1,450	12,238
<b>2009 ACTUAL EXISTING<sup>3</sup></b>	1,182	1,285	10,483 <sup>3</sup>
<b>NET DIFFERENCE (%)</b>	- 17%	-11%	- 14%

1 AM and PM peak hour trips represent both entering and exiting vehicle trip ends.

2 Predicted trip totals are based on adjusted trip generation rates developed for FST's January 28, 2005 letter regarding Area Plan Amendment No. 7 and the 2009 Area development quantities reported in Table 3 of this correspondence.

3 Refer to Table 2 for existing May 2009 AM and PM peak hour trip counts. Daily trip ends were **estimated** from the actual AM and PM peak hour trip generation totals and their expected relationship to daily trip generation based upon the relationship of AM and PM peak hours to daily generation reported in Table 5 (adjusted ITE rates).

From Table 6 on the previous page, the year 2009 actual trip generation for Area uses in the AM peak hour is 17% lower than the level calculated by applying the Amendment No. 7 trip generation projection methodology (1,182 counted trips versus 1,430 calculated trips). Similarly, actual PM peak hour trip generation is 11% lower than the projected volume from the Amendment No. 7 trip generation projection methodology (1,285 counted trips versus 1,450 calculated trips). Area development continues to generate traffic at rates generally lower than projected. Daily trip ends to and from Area land uses during the year 2009 were 14% lower than using the 2005 Plan Amendment No. 7 analysis methodology.

### *Task II - Review of Tenant/Employee Travel Surveys*

Two types of tenant/employee travel surveys were reviewed: 1) a survey by Boston Properties of their tenants; and 2) Boston Properties surveys of tenant garage use in the North, West, and East Cambridge Center garages.

Boston Properties LLC conducted 2009 surveys of its Cambridge Center tenants to provide an indication of employee travel mode choices and use within the Area. This information is supplemental to the actual count data. Refer to the Technical Appendix for a copy of the overall survey results.

The tenant survey was completed by a total of 33 firms and businesses representing 2,567 employees or approximately 53% of the Area's approximately 4,800 total employees. Overall tenant survey results are generally consistent with prior year surveys. Respondents to the 2009 tenant survey indicated that their employees arrive to Kendall Square as follows:

- 24 % drive alone;
- 41 % use MBTA services;
- 32 % cite other modes, primarily walking, shuttles, or biking; and
- 3 % carpool with 2 or more people.

Approximately 76% of respondents indicated they use alternative modes of transportation to and from work rather than drive alone, a reduction of 10% compared to 2008. The proportion of employee respondents who indicated they drive alone increased 17% in 2008 to 24% in 2009, probably due to the reduction in gas prices. Also, the proportion of respondents who report using MBTA services declined by 15% compared to those who responded to the 2008 survey. The Broad Institute at MIT, the largest of the employer respondents with 750 employees, indicates that 50% of its employees use the MBTA, down 2% from 2008 survey responses. Approximately 97% of responding Area businesses start their business operations between 7:00-9:00 AM and 88% conclude business operations between 4:00-6:00 PM. Of the respondents, 91% offer flextime hours. Of employers surveyed, at least 15% offer incentives for free or subsidized parking (i.e., driving) incentives, while 52% offer MBTA (i.e., transit) pass use incentives. Approximately 29% of the employers offering transit incentives also offer driving incentives. Overall, survey responses are compatible with earlier FST projections. Survey responses continue to indicate a very strong reliance on alternative travel modes compared to typical suburban areas where 90% or more employees drive alone to work sites.

The *ITE Trip Generation* report (8<sup>th</sup> Edition, 2008) indicates that the vehicle trips per employee for the General Office category are 0.48 during the AM peak hour and 0.46 during the PM peak hour. The May 2009 update data indicates that 0.25 - 0.27 vehicle trips per employee are actually generated during the AM and PM peak hours. ***Therefore, during 2009, actual employee-based vehicle trip generation rates were 41%-44% lower than unadjusted ITE employee-based AM and PM peak hour rates estimated for the Area.***

### *Task III - Review of Area Parking Garage Data*

We assume the May 2009 traffic counts at the garages generally reflect average annual conditions. Detailed hour-by-hour garage occupancy data was compared to garage data collected for a similar period during May 2008.

The number of trips destined for the Area that park outside the Area, and subsequently would not have been accounted for in the data collection program is likely to be small. Similarly, the amount of vehicles that may have parked in the Area, and were not destined for the Area is also likely to be small. Copies of comparative weeklong garage surveys are contained in the attached Technical Appendix.

Boston Properties LLC provided a weeklong usage survey of the Cambridge Center North, Cambridge Center West, and Cambridge Center East parking garages for the period from May 11-15, 2009. These records indicate that a maximum of 2,271 tenant employees who leased monthly parking in the East, West, and North Cambridge Center garages and transient parkers were parked in the garages simultaneously. This is approximately 2% more vehicles than found during the May 2008 survey period that found 2,221 parked vehicles, at maximum occupancy. Excluding transient parkers, if the number of employees is assumed to be relatively constant throughout the year, during peak demand times, the Area averaged approximately 0.47 occupied parking spaces per employee during 2009 – 2% higher than the 0.46 occupied parking spaces per employee found during the 2008 survey.

Table 7 summarizes and compares average trip activity data during the AM and PM peak hours when one-day garage surveys were conducted on May 12, 2009 and May 21, 2008. The AM peak hour at the East and North garages continues to occur from 8 to 9 AM, while the West Garage peaked from 9 to 10 AM. The PM peak hour continues to occur between 5 to 6 PM for all three garages. Findings of the garage peak hours for entering and exiting movements are consistent with findings for the Area's street peaks (from the ATR data) and the Area's drop-off/pick-up activity that was counted manually.

Table 8 contains an estimated comparison of peak parking accumulation, as well as a comparison to the total spaces available in the Cambridge Center North garage during the week average for May 2009 and May 2008. While new development square footage did not change from 2008 to 2009, measured AM and PM peak hour garage activity increased approximately 11% between the three Area garages. Activity at the North garage was stable, while year 2009 parking demands at the two other garages were higher than in 2008. Other than the reduction in gas prices, there is no particular reason to explain this increase, it may have resulted from greater activities than were occurring in 2008. The 3% variation for the same level of development is still well within the range of changes within the Area during prior years.

Table 7

Kendall Square Urban Renewal Project Area  
 Cambridge Center East and North Garages  
 Summary Comparison of 2009-2008 Garage Vehicle Trip Activity<sup>1</sup>

LOCATION	May 19, 2009 <sup>2</sup>		May 21, 2008 <sup>3</sup>		PERCENT CHANGE BETWEEN MAY 2009 AND MAY 2008	
	AM	PM	AM	PM	AM	PM
Cambridge Center North Garage	324	311	313	275	4%	13%
Cambridge Center East Garage	214	261	202	214	6%	22%
Cambridge Center West Garage	175	166	188	184	-7%	-10%
<b>COMBINED TOTAL</b>	<b>713</b>	<b>738</b>	<b>703</b>	<b>673</b>	<b>1%</b>	<b>10%</b>

- 1 Volumes represent total vehicular movements entering and exiting each garage.
- 2 Volumes represent a typical one-day sample on Tuesday, May 19, 2009.
- 3 Volumes represent a typical one-day sample on Wednesday, May 21, 2008.

Table 8

Kendall Square Urban Renewal Project Area  
 Cambridge Center East, North, and West Parking Garages  
 Summary and Comparison of Peak Parking Occupancy - 2007 to 2008

LOCATION	CAPACITY Number of Spaces <sup>3</sup>	PEAK PARKING OCCUPANCY 5/19-5/23/08 <sup>1</sup>		PEAK PARKING OCCUPANCY 5/11-5/15/09 <sup>2</sup>	
		Number Occupied	% of Capacity	Number Occupied	% of Capacity
Cambridge Center North Garage	1170	896	77%	954	82%
Cambridge Center West Garage	734	620	84%	680	93%
Cambridge Center East Garage	844	559	66%	670	79%
<b>COMBINED TOTAL</b>	<b>2,748</b>	<b>2,075</b>	<b>76%</b>	<b>2,304</b>	<b>84%</b>

- 1 Average peak garage occupancy data for the Cambridge Center East, West, and North Garages for the week of May 19-23, 2008.
- 2 Average peak garage occupancy data for the Cambridge Center East, West, and North Garages for the week of May 18-22, 2009.
- 3 Numbers are the reported year 2009 and 2008 Area parking capacities.

This count program accurately accounts for the vast majority of vehicle trips related to the Area. This finding is due to the proximity of the East, West, and North Garages to the Area’s land uses, and the modest price differential to surface lots external to the Area.

Overall, peak garage occupancy during 2009 was nearly equivalent to that found in 2008. Only the West Garage is operating above its practical capacity (i.e., more than 90% of its actual capacity) during the mid-day peak demand period. Occupancy of both the Cambridge Center North and West garages was up compared to 2007, while the Cambridge Center East garage occupancy went down, basically producing a stable parking demand situation. While the Area is well served by public transportation, the West Garage provides enough additional parking to ensure that Area parking demands are accommodated within the Area. The May 19-23, 2008 week was slightly busier than the May 14-18, 2007 week from a parking perspective.

*Conclusion*

‘Background’ cordon traffic volumes measured during May 2008 were found to be slightly lower than those measured back in 1994, even though more than a million square feet of new development has been occupied in the Area. Because garage volumes generally have continued to grow as the Area land uses have come on line, background traffic must be declining, perhaps in part due to substantial completion of the Central Artery/Tunnel Project that may have diverted some traffic

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November 25, 2009

from Cambridge and the Kendall Square area back to the I-90 and Memorial Drive mainlines. Recent increases in fuel prices may also be contributing to reductions in background traffic through the Area, as it is regionally. Peak parking demands at the Area's garages, as expected since the no new buildings have been developed, have been stable during the past two years. Measured overall trip generation generated by the Area's land uses declined by 10% compared to 2007. The Area continues to generate vehicle trips at rates far lower than those contained in the *ITE Trip Generation* report.

Actual Area vehicle trip generation rates -- including garage trips plus drop-off/pick-up trips -- continue to be similar to, but lower than, those contained in FST's January 28, 2005 Amendment No. 7 letter to you. ***We therefore conclude there is no 'significant variation' to report regarding the traffic generation and its impacts within the Area.***

Please do not hesitate to contact me should you have questions on the study update or require additional information.

Very truly yours,

FAY, SPOFFORD & THORNDIKE

By



Gary L. Hebert, P.E., PTOE  
Vice President

GLH:gh

LG-038B:000E57

Attmts: Technical Appendix

cc: Mr. M. Cantalupa, Boston Properties  
Mr. M. O'Hearn, Boston Properties  
Mr. D. McGarrah, Foley, Hoag & Eliot  
City of Cambridge Traffic and Parking Department