



75 State Street
16th Floor
Boston, MA 02109-1466
t 617 227 7940
f 617 227 0781
www.hembar.com

Johanna W. Schneider
Direct Dial (617) 557-9723
jschneider@hembar.com

June 30, 2023

Trustees

BY HAND AND EMAIL
(sjooseph@cambridgema.gov)

Counselors at Law

Michael J. Puzo
Edward Notis-McConarty
Stephen W. Kidder
Arthur B. Page
Joan Garrity Flynn
Nancy B. Gardiner
Kurt F. Somerville
Teresa A. Belmonte
Brian C. Broderick
Nancy E. Dempze
Joseph L. Bierwirth, Jr.
Dennis R. Delaney
Mark B. Elefante
Johanna W. Schneider
John J. Siciliano
Sarah M. Waelchli
M. Bradford Bedingfield
Charles R. Platt
Ryan P. McManus
Kevin M. Ellis

Swaathi Joseph
Community Development Department
Zoning and Development Division
344 Broadway, Third Floor
Cambridge, MA 02139

Re: *Application for Amendment to Special Permit PB#189*
– *303 Third Street*

Dear Swaathi:

On behalf of Equity Residential in connection with the above-referenced special permit amendment application, enclosed for filing are the following:

- Three original printed Special Permit Application forms with original signatures
- Ten hard copies of the Narrative Volume (there are no graphic volumes or appendices being submitted in support of this application)
- A check in the amount of \$150 payable to the City of Cambridge.

I am simultaneously transmitting a copy of all application materials, previously deemed complete by CDD, by email.

Michael E. Porter
John M. Stephan
Eleanor A. Evans
Jennifer Grace Miller
Donna A. Mizrahi
Paul M. Cathcart, Jr.

Robert T. Leahy
Steven L. Mangold
Meaghan E. Borys
Keirsa K. Johnson
Leni B. Nulsen*
Emma Wright
Cody A. Zane
Clinton R. Prospere
Shannon M. Nelson
Dylan S. O'Sullivan


Lawrence T. Perera
Frederic J. Marx
R. Robert Woodburn
Thomas L. Guidi
Diane C. Tillotson
Charles Fayerweather

*Not Admitted in MA



Swaathi Joseph
June 30, 2023
Page 2

Please let me know if you have any questions regarding these materials.
Thank you for your time and assistance in moving this matter forward.

Sincerely,

Johanna W. Schneider

Enclosures
cc: Dan Egan (*e/encl.*) (*via email*)

1566 City of Cambridge

REMITTANCE ADVICE

CK DATE: 06/29/23

CHECK NO.: 102259

INVOICE DATE	INVOICE NUMBER	DESCRIPTION	MATTER #	AMOUNT
06-29-23	303 Third Street	FF - Permit Application - Equity Residential	14312-006	150.00
TOTAL:				\$150.00

THIS CHECK IS VOID WITHOUT A MULTI-COLORED BACKGROUND AND AN ARTIFICIAL WATERMARK ON THE BACK - HOLD AT AN ANGLE TO VIEW

5-7017
2110

HEMENWAY & BARNES LLP
75 STATE STREET
BOSTON, MA 02109-1466

RBS Citizens, N.A.
Providence, RI

102259

PAY One Hundred Fifty and 00/100 Dollars

DATE	06/29/23
NET AMOUNT	\$150.00

TO
THE
ORDER
OF

City of Cambridge

John Chalby

SIGNATURE HAS A COLORED BACKGROUND • BORDER CONTAINS MICROPRINTING

⑈00102259⑈ ⑆211070175⑆ 1107825730⑈



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Parcel Address(s): 303 Third Street

Base Zoning District(s): PUD-KS/Residence C-2B and BUS A

Overlay Zoning District(s): n/a

Applicant Name: Equity Residential

Applicant Address: 3 Center Plaza, 3d Floor, Boston 02108

Contact Information: Johanna Schneider 617-557-9723

Name Telephone #

jschneider@hembar.com

Email Address

Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.

List all requested special permit(s) (with reference to zoning section numbers):

Zoning Section	Requested Special Permit
12.35 & 12.37	Major amendment of PUD Special Permit PB #189 Major Amendment to PB-189 to update the shared parking between PB-118, PB-189, & PB-303 to lease up to 250 spaces in the existing garage at 303 Third Street for commercial use.

Denote other City of Cambridge Board/Commission Review Needed:

- Board of Zoning Appeal (Variances) Conservation Commission Historical Commission

Denote applicable Committee Review and Public Outreach:

- Central Square Advisory Committee Harvard Square Advisory Committee Community Meeting(s)

D. G.
Signature of Applicant

5/9/23
Date

OWNERSHIP CERTIFICATE

Project Address: 303 Third Street

Date: 5/5/23

To be completed by the Property Owner:

I hereby authorize the following Applicant: Equity Residential
at the following address: 3 Center Plaza, 3d Floor, Boston, MA 02108
to apply for a special permit for: Amendment to PB #189
on premises located at: 303 Third Street
for which the record title stands in the name of: 303 Third SPE LLC
whose address is: c/o Equity Residential, Two North Riverside Plaza, Chicago, IL 60606

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex Book: 51481 Page: 149

OR Registry District of the Land Court,
Certificate No.: _____ Book: _____ Page: _____



Signature of Property Owner (If authorized Trustee, Officer or Agent, so identify)

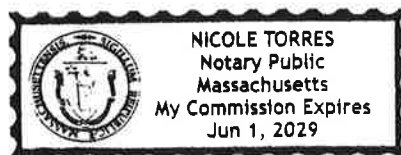
To be completed by Notary Public:

Commonwealth of Massachusetts, County of Suffolk

The above named Daniel Egan personally appeared before me,
on the month, day and year May 9, 2023 and made oath that the above statement is true.

Notary: Nicole Torres

My Commission expires: June 1, 2029



Dimensional Form

Special Permit #189

Address: 303 Third Street

	<u>Allowed/Required</u>	<u>Existing</u>	<u>Proposed</u>	<u>Granted 4/23/04</u>	<u>Granted 8/6/07</u>	<u>Granted 8/21/07</u>
Total FAR	3.9	.31	3.87	3.87	3.90	3.87
Residential	3.0		3.81	3.81	3.83	3.81
Non-Residential	0.39	.31	0.06	0.06-0.07	0.07	0.06
Inclusionary Bonus	.0		0.9	0.81	0.90	0.9
Total GFA in Sq. Ft.	559,197	47,000	554,598	554,598	579,813	554,598
Residential	430,152	0	546,298	546,298*	570,398	546,298
Non-Residential	55,920	47,000	8,300	8,300- 10,000**	9,415-10,000 max permitted	8,300
Inclusionary Bonus	129,045	0	116,146	116,146	133,824	116,146
Max Height	85	26	85	85	85	85
Range of Heights						
Lot Size	107,538	143,384	143,384	143,384	148,693	143,384
Lot area/du	300		354	354	420	354
Total Dwelling Units	664		527	527	460	527
Base Units					354	
Inclusionary Units					53	
Min. Lot Width	None	322	322	322	298	322
Min. Yard Setbacks						
Third Street	0	0	10'8"	Per Plans	Per Plans	10'8"
Potter Street	0	0	0	Per Plans	Per Plans	0
Munroe Street	0	0	1'6"	Per Plans	Per Plans	1'6"
Fifth Street	0	NA	NA	Per Plans	Per Plans	NA
Total % Open Space	20%	1%	49%	49% (minimum 20%)**	33%	49%
Useable	28,677	793	70,200	70,200	48,721	70,200
Other						
Off Street Parking						
Min #	527	31	338	527	460	527
Max #	791		527		531	
Handicapped	11	0	11	11	11	11
Bicycle Spaces	264	0	264	264	230	264
Loading Bays	0	0	4	4	4	4

May be reduced to accommodate additional retail **10,000 sf is a maximum permitted *May be reduced to no less than 20% to accommodate additional housing on easement parcel*

FEE SCHEDULE

Project Address: 303 Third Street

Date:

The Applicant must provide the full fee (by check made to City of Cambridge) with the Special Permit Application. The required fee is the larger of the following amounts:

- (a) The fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area noted in the Dimensional Form.
- (b) The fee is one thousand dollars (\$1,000.00) if Flood Plain Special Permit is sought as part of the Application and the amount determined above is less than \$1000.
- (c) The fee is one hundred fifty dollars (\$150.00) if the above amounts are less than \$150.

Fee Calculation

(a) Proposed Gross Floor Area (SF) in Dimensional Form: n/a	× \$0.10 =	
(b) Flood Plain Special Permit fee	:	1000.00
(c) Minimum Special Permit fee	:	150.00
SPECIAL PERMIT FEE	Enter Largest of (a), (b), and (c):	150.00

303 Third Street

Application for Amendment to PUD-KS Special Permit (PB #189)

I. Introduction

In April 2004, the Planning Board granted a series of special permits, including a PUD-KS Special Permit (PB #189, the "PUD Permit"), allowing the development of 285/303 Third Street, a 527-unit residential development with 527 below-grade parking spaces (the "Project"). As constructed, the Project has 482 residential units and 527 parking spaces. Over time, as it became clear that, due to the site's proximity to public transportation and the demographics of its residents, demand for resident parking was significantly below the built supply, the Planning Board approved a series of minor modifications to the original permit to allow flexibility with respect to parking for the Project.

A. *Minor Amendment #7*

In 2014, Equity Residential (together with its affiliates, "EQR") sought a minor amendment to the PUD Permit to allow Alexandria Real Estate Equities ("Alexandria") to use up to two hundred (200) unused parking spaces within the Project garage while Alexandria's Kendall Square project was under construction. In August 2014, the Planning Board approved Minor Amendment #7, authorizing: (1) a short-term reduction in the required number of residential parking spaces for the Project; and (2) use by Alexandria of 200 spaces in the Project as accessory to the office use at 50-60 Binney Street for a three-year period. A copy of the Planning Board's Minor Amendment #7 decision is attached hereto as **Exhibit A**. In its decision, the Planning Board noted that the proposed shared parking arrangement did "not alter the concept of the PUD" and observed that no physical changes nor changes to principal uses within the PUD were proposed.

B. *Minor Amendment #8*

At the conclusion of the three-year shared parking arrangement with Alexandria, EQR determined that there was still significant excess capacity within the Project's parking garage. This coincided with EQR's development of a new 84-unit apartment project at 249 Third Street, whose accessory parking is located in an abutting EQR-owned property located at 195 Binney Street. To: (1) account for the possibility that the parking arrangement between 249 Third Street and 195 Binney Street might at some point create the need to accommodate overflow in the 303 Third Street garage; and (2) more accurately reflect the actual demand and usage within that garage, EQR in 2015 sought a special permit and minor amendment of the PUD Permit to reduce the required parking from 1.0 to 0.7. This was approved by decision of the Planning Board dated October 6, 2015, and attached hereto as **Exhibit B**.

Throughout EQR's ownership of the Project, actual utilization in the 303 Third Street garage has averaged approximately 0.4 to 0.5 space per unit. As documented in the parking analysis

submitted herewith at **Exhibit C**, presently, there are more than 300 vacant parking spaces in the garage each day.

II. Proposed Parking Arrangements

The proposed parking arrangements are depicted on the graphics submitted herewith at **Exhibit D** and described more fully below.

A. *Volpe Exchange Project Long Term Arrangement*

EQR and Massachusetts Institute of Technology (MIT) have executed an option agreement pursuant to which, beginning no sooner than January 1, 2026, the parties would enter into a long-term lease pursuant to which MIT would lease up to 250 parking spaces in EQR's 303 Third Street garage, which abuts the MIT's Volpe Exchange Project (being the same project as defined in that certain PUD Special Permit PB #368, the "MIT Special Permit"). The proposed agreement (the "Volpe Parking Agreement") would allow the Volpe Exchange Project to use existing underutilized parking spaces in the adjacent 285/303 Third Street garage rather than building a corresponding amount of new parking spaces at the Volpe Exchange Project site,¹ and will permit EQR to put a significant number of unutilized parking spaces to productive use instead of MIT's Volpe Project constructing new parking spaces.² The Volpe Parking Agreement is contingent upon the parties obtaining necessary zoning relief for the proposed parking arrangement. MIT's use of the spaces in the 303 Third Street garage is already permitted under the terms of the MIT Special Permit.

B. *BXP Interim Parking Arrangement*

In 2021, Boston Properties (BXP) received approval of an amendment to its Infill Development Concept Plan special permit (PB #315), pursuant to which a new Eversource electrical substation will be constructed at 290 Binney Street, the location of BXP's so-called Blue Garage, a 1,136 space parking garage that served occupants and visitors to the MXD District. Per the approved development plan, demolition of the Blue Garage is currently underway and below grade parking will ultimately be constructed beneath new commercial buildings to be developed by BXP.

Because MIT will not be occupying spaces within the 303 Third Street garage until January 2026, at the earliest, for at least the next few years, the underutilized spaces will be available to serve other uses. BXP and EQR are in the process of negotiating an agreement

¹ The MIT Special Permit specifically provides that MIT "may enter into a lease, license or other occupancy agreement to use existing parking spaces in the below-grade parking garage situated below the residential condominium buildings at 285 and 303 Third Street" and if such arrangement is made, "the number of parking spaces provided [at the Volpe Exchange Project site] shall be reduced by a commensurate number of spaces without the need for further review or approval by the Planning Board."

² This arrangement was acknowledged and strongly supported by TP&T staff in a July 15, 2021 memorandum to the Board, attached as Appendix C to the MIT Special Permit.

pursuant to which BXP would lease up to 250 parking spaces within the 303 Third Street garage on an interim basis to serve occupants of the buildings previously served by the Blue Garage (105 Broadway, 115 Broadway, 125 Broadway, 250 Binney Street and 300 Binney Street), during the construction of the BXP project. Under such agreement, BXP would lease the 303 Third Street garage spaces until such time as MIT requires such spaces to serve the Volpe Exchange Project.³ EQR has submitted a draft Parking and Transportation Demand Management (PTDM) Plan in connection with the proposed shared parking arrangement; as of the date of this application, the plan is still under review.

BXP will petition the BZA for relief under Sections 6.22.2 and 14.52.3 of the Ordinance to allow up to 250 vehicles displaced by the demolition of the Blue Garage to temporarily park in the 303 Third Street garage.

III. Zoning Relief Sought

Specifically, EQR is requesting a Major Amendment to existing PUD Permit to:

- (a) Permanently reduce the required parking at 303 Third Street from 0.7 to 0.4 per dwelling unit;
- (b) Permanently allow vehicular parking from the Volpe Exchange Project within the 303 Third Street garage; and
- (c) During the construction of the MXD Substation Development Project, allow BXP on an interim basis to use up to 250 parking spaces for vehicles accessory to BXP's properties at 105 Broadway, 115 Broadway, 125 Broadway, 250 Binney Street and 300 Binney Street displaced by the demolition of the existing Blue Garage.

A Major Amendment is required pursuant to Section 12.37.3 owing to the proposed changes in the parking usage at the Project.

A. *Amendment to PUD Special Permit (Sections 12.35 and 12.37)*

Section 12.37.1 of the Ordinance provides that amendments to a Final Development Plan shall be considered major or minor. The Ordinance at Section 12.37.3 further provides that major amendments shall include, but not be limited to, large changes in floor space, mix of uses, density, lot coverage, height, setbacks, lot sizes, open space, changes in the location of buildings, open space or parking or changes in the circulation system. Major amendments must satisfy the approval criteria set forth in Section 12.35.3. Id.

³ It is contemplated that MIT will provide EQR with at least 180 days' notice of its intention to occupy the spaces and that EQR will provide BXP 60 days' notice of termination of the interim use of the spaces.

Because neither the interim parking arrangement with BXP nor the permanent parking for the Volpe Exchange Project are contemplated in the existing PUD Permit, a major amendment is necessary. The proposed parking arrangements meet the criteria of Section 12.35.3 as follows:

1. *Conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth for the specific PUD district in which the project is located;*

The proposed parking arrangements will have no impact on the Board's previous findings regarding the Project's compliance with the General Development Controls set forth in Section 12.50 and Section 13.10. Both the BXP and Volpe Exchange Project uses that are proposed to use parking spaces within the Project garage are consistent with allowed uses under the PUD-KS zoning regulations.

2. *Conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located;*

The proposed modifications have no impact on the Board's previous findings regarding the Project's compliance with the Eastern Cambridge Development Guidelines and the Eastern Cambridge Planning Study (ECPS). In fact, by eliminating the need to construct additional parking spaces at the Volpe Exchange Project, the Proposed Parking Changes will further the express goals of the ECPS, which include reducing reliance on automobiles and encouraging transit, walking and bicycling "by minimizing new parking." Moreover, allowing interim parking for BXP will facilitate the construction of the new electrical substation and support the stated objectives of the Kendall Square Urban Redevelopment Plan.

3. *Provides benefits to the city which outweigh its adverse effects; in making this determination the Planning Board shall consider the following:*
 - a. *Quality of site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public;*

None of the foregoing attributes are implicated by the proposal. EQR notes, however, that allowing excess spaces within its existing underutilized parking facility to be used by occupants of the Volpe Exchange Project is fully compatible with the wide variety of commercial, residential and institutional land uses in the vicinity of the Project. The general public will also benefit from the reduction in embodied carbon resulting from avoidance of construction of additional parking spaces to support the Volpe project. Permitting the interim use of spaces by BXP will facilitate the completion of the MXD Substation Development, which will provide much needed infrastructure upgrades to Kendall Square while resulting

in better urban design opportunities through the removal of the Blue Garage and its replacement with below grade parking beneath new residential and commercial buildings.

b. *Traffic flow and safety;*

The Project was approved with 527 parking spaces, at least half of which are unused at the present time. In connection with the original Project approvals, traffic and parking studies were submitted which indicated that the local roadway network could support this volume of vehicles and the Board so found in issuing the PUD-KS Special Permit. Whether the spaces are occupied by residents and visitors of the Project, displaced Blue Garage parkers, or the adjacent Volpe Exchange Project will have no impact on the Board's prior finding that the Project garage operating at its full capacity will not negatively affect traffic flow and safety.

c. *Adequacy of utilities and other public works;*

The proposal will have no impact on utilities or other public works.

d. *Impact on existing public facilities within the city; and*

The proposal will have no impact on existing public facilities within the City.

e. *Potential fiscal impact.*

There will be no fiscal impact from the proposal.

EXHIBIT A



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2014 SEP 22 PM 12 49

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Case Number:	189 Amendment #7 (Minor)
Address:	303 Third Street
Zoning:	Residence C-2B/PUD-KS
Applicant:	303 Third Street Primary Condominium
Owner:	303 Third Street Primary Condominium
Date of Original Special Permit:	February 3, 2004
Dates of Previous Amendments:	March 1, 2005 (Minor) June 21, 2005 (Minor) April 4, 2006 (Minor) August 21, 2007 (Minor) April 7, 2009 (Minor) July 8, 2014 (Minor)
Application Date:	June 18, 2014
Date of Planning Board Public Hearing:	August 5, 2014
Date of Planning Board Decision:	August 5, 2014
Date of Filing Planning Board Decision:	September 22, 2014
Application:	Minor Amendment to the PUD Special Permit to allow shared use of parking spaces with off-site office uses (Section 12.37.2); Special Permit to reduce residential parking requirement (Section 6.35.1).
Decision:	GRANTED with Conditions

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Jeffrey C. Roberts JCR 9/22/14.

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Application consisting of letter from James Rafferty, representative of the applicant, dated June 18, 2014, Cover Sheet, Summary of Application, Ownership Certificate and Supporting Statement.

Other Documents

2. Memorandum to the Planning Board from Susan E. Clippinger, Director of Traffic, Parking and Transportation, dated 7/8/14.
3. Memo to the Planning Board from CDD staff, dated 7/29/14 re: 303 Third Street Parking Amendment.

APPLICATION SUMMARY

The Applicant, in partnership with Alexandria Real Estate Equities, seeks to share up to two hundred (200) unused parking spaces in the existing below-grade parking garage with office uses in the nearby Alexandria Center development during the daytime. The reason is that the existing surface parking lot at 50-60 Binney Street will be redeveloped as authorized by PUD Special Permit #243, and the users of the existing surface parking spaces must be relocated during construction. New below-grade parking will be provided upon completion of the 50-60 Binney Street project. The Applicant is seeking authorization to share the two hundred (200) spaces for a period of time not to exceed thirty-six (36) months.

The Applicant seeks a determination that the request constitutes a Minor Amendment to the previously authorized PUD Final Development Plan. However, because the zoning for the district does not authorize a reduction in dedicated residential parking spaces below the ratio of one parking space per dwelling unit, the Applicant is also seeking a special permit for reduction of required parking pursuant to Section 6.35.1. It is for this reason that the proposal is being reviewed as a Special Permit Application according to the procedures set forth in Section 10.40 of the Zoning Ordinance.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. Determination of Minor Amendment

Minor amendments are changes which do not alter the concept of the PUD in terms of density, floor area ratio, land usage, height, provision of open space, or the physical relationship of elements of the development. Minor amendments shall include, but not be limited to, small changes in the location of buildings, open space, or parking; or realignment of minor streets. (Cambridge Zoning Ordinance, Section 12.37.2)

The Board finds that the proposal does not alter the concept of the PUD. In fact, no physical changes are proposed and no changes to the principal uses within the PUD are proposed. Only the accessory use of the parking spaces is proposed to be modified for a limited period of time, which the Board deems to be a minor change.

2. Reduction of Required Parking

Any minimum required amount of parking may be reduced only upon issuance of a special permit from the Board of Zoning Appeals [in this case, from the Planning Board pursuant to Section 10.45]. A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units. (Cambridge Zoning Ordinance, Section 6.35.1)

The Application Materials and supporting memorandum from the Traffic, Parking and Transportation Department indicate that the existing residential parking garage at 303 Third Street contains 527 parking spaces. While eleven of those spaces are dedicated to condominium units, 516 spaces serve the remaining 471 rental apartments. Of the 516 spaces, direct counts indicate that utilization during the daytime ranges from a minimum of about 166 parked cars to a maximum of about 271 parked cars. Utilization at night ranges from about 272 to 294 parked cars. Therefore, even at peak utilization, about 233 spaces remain empty at night and about 256 spaces remain empty in the daytime.

The office uses that are proposed to share the parking facility are allowed under the PUD-KS zoning regulations. Because those uses are also in Kendall Square, the change in parking location will not materially impact overall traffic patterns in the area. The Traffic, Parking

and Transportation Department expressed support for the proposal given that the demand for residential parking will continue to be met and that excess parking spaces will be shared in an efficient way that reduces the need to create new parking. Therefore, the Board finds that the allowance of up to two hundred (200) spaces to be shared with office users, for a period of time not to exceed thirty-six (36) months, will not materially impact the availability of parking for residential or other uses.

(Section 6.35.1 continued) In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:

- (1) The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.*

The proximity of the Kendall Square MBTA station is clearly a determining factor that results in the observed low demand for on-site residential parking.

- (2) The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied.*

As discussed above, additional parking facilities will not be necessary to meet the parking demands of the residential use.

- (3) Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied.*

The proposal will meet this standard, since sixty-seven percent (67%) of the required residential parking will be dedicated and only thirty-three percent (33%) will be shared. However, given the evidence provided by the Applicant and reviewed by the Traffic, Parking and Transportation Department, it is unlikely that sharing of individual spaces between daytime and nighttime uses will be necessary.

- (4) Age or other occupancy restrictions which are likely to result in a lower level of auto usage; and*

Such occupancy restrictions are not necessary to ensure that the residential parking demand will be met.

- (5) Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.*

The proposal will have no impact on existing landscaping or any other physical aspect of the PUD.

- (6) *The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.*

The PUD does provide Affordable Units pursuant to the Inclusionary Housing requirements. Whether or not this is a factor, the evidence provided by the Applicant strongly suggests that the observed demand for residential parking is sufficiently low to accommodate the proposed shared use.

3. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

- (a) *It appears that requirements of this Ordinance cannot or will not be met, or ...*

With the requested special permits, the requirements of the Ordinance will met.

- (b) *traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...*

As discussed further above, the proposal is not expected to materially impact traffic patterns in the area.

- (c) *the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or ...*

The proposal for temporary sharing of existing parking spaces will not adversely impact adjacent uses.

- (d) *nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or ...*

No impacts on health, safety or welfare are expected to result. All applicable codes and requirements will continue to be met.

(e) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance, and ...

The allowance of parking to be shared among different uses is consistent with the mixed-use character of the area and the City's overall planning goals.

(f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

The proposal will not have any impact on the physical urban design characteristics of the building or the surrounding area.

DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All conditions of previously granted Special Permits and Amendments for this Planned Unit Development shall continue to apply, except as explicitly modified in this Decision.
2. Up to two hundred (200) on-site parking spaces are authorized to be used as accessory to office uses meeting the applicable standards for location of off-site accessory parking.
3. Nothing in this Decision shall be construed to limit the continued use of parking spaces by residential users in whatever manner the Permittee deems appropriate. For instance, spaces that are available to office users during the daytime may be used by residents at night or at times when they are otherwise unoccupied.
4. No change to the total number of accessory parking spaces maintained within the facility shall be authorized by this Decision. No other change to the approved development on the site shall be authorized by this Decision.
5. The provisions of this Decision shall expire and terminate after thirty-six (36) months have elapsed from the date of filing this Special Permit Decision.

Voting in the affirmative to GRANT the Special Permits were Planning Board Members H Theodore Cohen, Steve Cohen, Hugh Russell, Tom Sieniewicz, Steven Winter, and Associate Members Catherine Preston Connolly and Ahmed Nur, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,

A handwritten signature in cursive script that reads "Hugh Russell" followed by a circled "WR" in the upper right corner.

Hugh Russell, Chair.

A copy of this decision #189, Amendment #7, shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on September 22, 2014, by Jeffrey C. Roberts, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty (20) days have elapsed since the filing of the decision. No appeal has been filed.

DATE:

City Clerk of Cambridge

EXHIBIT B



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case Number:	189, Amendment 8
Address:	303 Third Street
Zoning:	Business A, Residence C-2B / PUD-KS Overlay District
Applicant:	Equity Residential on behalf of Owner 1500 Massachusetts Ave, N.W. Washington, D.C. 20005
Owner:	303 Third Street SPE LLC <i>Aka 303 Third SPE LLC</i> c/o Equity Residential Two North Riverside Plaza, Suite 400, Chicago, IL 60606
Application Date:	July 1, 2015
Date of Planning Board Public Hearing:	August 18, 2015
Date of Planning Board Decision:	October 6, 2015
Date of Filing Planning Board Decision:	November 16, 2015
Application:	Minor Amendment of previously granted Planning Board PUD Special Permit PB #189; special permit for reduction of required parking (6.35.1).
Decision:	GRANTED, with Conditions.

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Jeffrey C. Roberts *JCR 11/16/15*
For further information concerning this decision, please contact Liza Paden at 617-349-1649 or lpaden@cambridgema.gov.

2015 NOV 16 PM 3:23
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Ref: BK: 4960S, Pg 271

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Amendment Application for 303 Third Street submitted on 7/1/2015, containing the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Narrative in support of 303 Third Street, Memorandum regarding Proposed Parking Reallocation dated 6/17/2015, Parking Allocation Plans prepared by Howard/Stein-Hudson Associates, Inc. and Certification by Traffic, Parking and Transportation Department.
2. Supplemental Information and Updated Proposal dated 9/22/15, containing a response memorandum dated 9/22/15.

City of Cambridge Documents

3. Memo to the Planning Board from Public Works Department staff, dated 8/5/15
4. Memo to the Planning Board from Traffic, Parking and Transportation Department staff, dated 8/13/15
5. Memorandum to the Planning Board from CDD staff, dated 8/13/15
6. Memorandum to the Planning Board from CDD staff, dated 9/30/15

Other Documents

7. Letter to the Planning Board from Barbara Broussard, East Cambridge Planning Team, dated 4/24/15

APPLICATION SUMMARY

On July 1, 2015 the Applicant submitted a proposal to construct a new building at 249 Third Street with housing and a corner ground floor retail uses. The application also sought modifications for parking requirement reduction and pooled parking among the proposed building and two existing residential buildings in the area at 303 Third Street and 195 Binney Street, which are governed by previously granted Planning Board special permits PB #189 and PB #118, respectively. The proposed project at 249 Third Street will contain no on-site parking as all resident parking is proposed to be located in the existing underused below-grade garage at 195 Binney Street, which is approximately 30 feet away. The applicant is further proposing to accommodate any excess parking demand from 195 Binney Street at the 285/303 Third Street garage, which is less than 300 feet from 195 Binney Street.

The Applicant submitted the application to amend the PUD Special Permit PB #189 for 303 Third Street on July 1, 2015. The base zoning is Business A. Another layer of zoning is the PUD-KS overlay district. The Applicant is seeking an amendment of PUD special permit under

the PUD-KS requirements for reduced parking, as well as a Minor Amendment to the PUD Final Development Plan approved in PUB #189. No new construction is proposed at 303 Third Street in this amendment application. The requested special permits are discussed in detail in the Findings below.

It should be noted that Amendment 7 to PB #189 authorized the temporary use of parking facilities at 303 Third Street for nearby commercial uses while construction is underway. The parking arrangement as currently proposed is not expected to take effect until the expiration of the time period in which Amendment 7 is in effect.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. General Criteria for Issuance of a Special Permit (Section 10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

(a) It appears that requirements of this Ordinance cannot or will not be met, or ...

Upon granting of the requested special permits, it appears that the requirements of the Ordinance will be met.

(b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...

The proposed reduction of required parking is not anticipated to cause particular congestion or hazard.

(c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or ...

The proposed change in parking will not adversely affect adjacent uses that exist or are anticipated in the future as permitted in the Zoning Ordinance.

(d) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or ...

The proposed change will not create nuisance or hazard, and all development activity will adhere to applicable health and safety regulations.

(e) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance, and ...

The proposed reduction in parking is encouraged by City plans for the area and the Zoning Ordinance.

(f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

No new use or building construction is proposed.

2. Special Permits Related to Parking (Article 6.000)

The proposed project seeks approval to reduce the required amount of on-site parking. Such relief is allowed by the Zoning Ordinance in Section 6.35.1 and Section 10.45 of the Zoning Ordinance which allows the Planning Board to grant special permits otherwise within the purview of the Board of Zoning Appeal for projects that are also subject to Planning Board review.

The broader intent of the relief sought is to permit a pooled parking arrangement among three residential sites in close proximity along Third Street. Therefore, the Findings made by the Board in relation to these special permits are also made with consideration of, and reference to, the special permits being sought for parking at 195 Binney Street (PB #118) and 249 Third Street (PB #301), which are filed as separate Special Permit Decisions.

6.35.1 Reduction of Required Parking. Any minimum required amount of parking may be reduced only upon issuance of a special permit from the Board of Zoning Appeals. A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units. ...

While the approved parking ratio for 303 Third Street is 1.09 as per PB #189, the Parking Analysis provided by the Applicant reveals that the current parking spaces leasing rate is only 0.68 spaces per unit. The site's proximity to public transportation and the demographics of its residents have reduced the demand for off-street parking. Hence the applicant is proposing a reduced parking ratio. The proposed reduction in parking is consistent with the

City's goals to discourage driving and encourage other modes of transportation, particularly in areas that are served by public transit. The Kendall Square ("K2") portion of the K2C2 Planning Study encouraged reducing the parking requirements for new housing in the area as well as shared parking arrangements and the use of existing underutilized parking facilities as an alternative to constructing new parking. The current proposal to accommodate excess parking for 195 Binney Street in the existing underutilized garage at 303 Third Street is consistent with these planning objectives and may further help to mitigate traffic concerns and promote greater use of alternative transportation in the future.

The proposed shared parking arrangement will achieve an overall residential parking ratio of about 0.7 space per dwelling unit, which is a ratio generally supported by the City for locations well served by rapid transit. The Applicant also provided a Parking Analysis as a part of the Special Permit Application, including data gathered through U.S. Census surveys, Cambridge Traffic, Parking and Transportation records, and direct monitoring of nearby parking facilities indicating that demand for residential parking in the area is significantly less than the requirement of one space per dwelling unit. As the existing and permitted residential development at 303 Third Street has underutilized off-street parking, the Board finds that there will be minimum impact on availability of parking for other residents and no other adverse impacts on the neighborhood. The Board also finds that the reduction in parking will be reasonable in light of the considerations set forth below.

... In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:

- (1) The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.*

The reduction in parking is reasonable given the proximity of the project to the Kendall Square and Lechmere MBTA stations.

- (2) The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied.*

Aside from on-street parking, there are no public parking facilities in the vicinity of the residential building; however, the Parking Analysis provided indicates there is ample off-street residential parking available to meet the demonstrated demand from residents.

- (3) Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied.*

No shared parking is proposed. All parking spaces are reserved for the residential use.

- (4) *Age or other occupancy restrictions which are likely to result in a lower level of auto usage; and*

The reduction in parking anticipates a less auto-dependent future for the area, and the low parking supply will help discourage auto usage among residents, given that many other transportation alternatives are available.

- (5) *Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.*

The reduction in parking is preferable because it promotes efficient use of the existing parking facility and prevents the need to build additional parking at 249 Third Street, which positively impacts the urban design of the area.

- (6) *The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.*

The Board acknowledges that the existing building contains affordable units pursuant to the Inclusionary Housing requirements.

3. Minor Amendment to PUD Special Permit (Section 12.37)

(12.37.1) Amendments to the Final Development Plan shall be considered major or minor. Minor amendments, as specified in Section 12.37.2 shall be authorized by written approval of the Planning Board.

(12.37.1) Minor amendments are changes which do not alter the concept of the PUD in terms of density, floor area ratio, land usage, height, provision of open space, or the physical relationship of elements of the development. Minor amendments shall include, but not be limited to, small changes in the location of buildings, open space, or parking; or realignment of minor streets.

The proposed changes do not alter the concept of the PUD as no physical changes or use changes are proposed. As the garage at 303 Third Street already exists and was built to accommodate even greater capacity than will result from this proposal, there will be no substantial changes in traffic patterns. The proposed modification has no major impact on the Board's previous findings regarding the compliance with the development controls set forth

for the PUD-KS District. Therefore, after consideration of the traffic impacts indicated in the TIS and mitigation measures proposed for the project, the Planning Board approves the proposed parking reduction as a minor modification of the PUD Special Permit PB #189 for 303 Third Street.

DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents submitted by the Applicant to the Planning Board on July 1, 2015, all supplemental documents and information submitted by the Applicant to the Planning Board dated September 22, 2015, and the additional Conditions of this Special Permit Decision. Appendix I summarizes the dimensional features of the project as approved.
2. Any excess parking demand from residential units at 195 Binney Street is approved to be accommodated at the 285/303 Third Street garage, provided that a ratio of 0.7 space per dwelling unit is maintained for residential units at 285/303 Third Street. See attached summary of approved pooled parking arrangements among residential uses at 249 Third Street, 195 Binney Street and 303 Third Street.
3. The Permittee shall be required to implement the following Transportation Demand Management (TDM) measures to encourage residents to use sustainable modes of transportation and shall be required to submit annual monitoring reports. Compliance with these requirements shall be certified by TPT prior to issuance of any Certificate of Occupancy for residential uses authorized by this Special Permit.
 - a. Become a member of a Transportation Management Association (TMA) serving the Kendall Square area.
 - b. Provide free EZRide Shuttle sticker to each adult member of each household each year.
 - c. Provide air pumps and other bicycle repair tools such as “fix-it” stations in the long-term bicycle parking areas prior to issuance of Certificate of Occupancy.
 - d. Encourage carpooling in coordination with MassRides, a local TMA, or other private ride-matching organizations.
 - e. Either install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip, or establish a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents, employees and visitors, to make available information on non-driving options. The center will feature information on:
 - Cambridge bicycle facility map
 - MBTA maps, schedules, fares, and real-time transit app information.

- Area shuttle map and schedule, if one exists.
 - "Getting Around in Cambridge" map (available from the Cambridge Community Development Department).
 - On-site bicycle parking
 - All CitySmart brochures.
 - Hubway regional bicycle share system
 - Carsharing services
 - Ride-matching services such as MassRides.
 - Other pertinent transportation information.
- f. Designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
- Posting information in a prominent location in the building, on the Project's website, social media outreach, and in property newsletters.
 - Responding to individual requests for information in person and via phone and email.
 - Performing annual transportation surveys.
- g. The TC shall implement a monitoring program to include: annual monitoring of residents mode of travel for all trips, counts of parking space utilization (cars and bicycles), auto ownership and parking location, plus biennial driveway counts for 285/303 Third Street and 195 Binney Street. All surveys and counts shall be designed and conducted in a manner approved by CDD. The program should be coordinated with monitoring of 195 Binney Street and 303 Third Street buildings and should include auto ownership and where residents park. Approval of the form of any survey instrument or monitoring method is required before issuance of first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the building has reached ninety percent (90%) or within one year of the date of the first Certificate of Occupancy, whichever is sooner. If the Certificate of Occupancy is issued between September 1st and February 29th, the monitoring should take place during the months of September or October and be reported to the City no later than November 30. If the Certificate of Occupancy is issued between March 1st and August 31st, monitoring should take place during the months of April or May and be reported to the City no later than June 30.
- h. The TC will compile and distribute up-to-date information explaining all transportation options to all new residents as part of their New Resident Packet. The packets will contain information on both the range of options available and any building manager programs to support the use of these options.
- i. The TC will be on-site during a minimum of 2 hours per week and will be available during other times to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.

- j. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA and will oversee any City of Cambridge monitoring and reporting requirements.
- k. The TC should actively manage and monitor the residents' auto ownership and parking location and use all reasonable measures to:
 - Encourage non-automobile ownership
 - Provide an appropriate and flexible market-rate parking fee program that best accommodates all residential vehicles (and guest vehicles) in the 195 Binney Street and 285/303 Third Street garages.
4. The Permittee shall work with City staff to optimize the design of any additional bicycle parking that is proposed so that it is as functional as possible.
5. The Permittee shall conduct periodic monitoring of bike storage capacity and demand to ensure there is adequate bike parking, which will be incorporated into the Transportation Demand Management (TDM) monitoring program.
6. The Permittee shall retain the current auto parking fee for 195 Binney Street residents who are presently parking at 249 Third Street parking lot, upon being relocated to the 195 Binney Street and/or 285/303 Third Street garage, until the end of their tenancy at 195 Binney Street. As part of the TDM monitoring program, the Permittee shall assess whether a significant number of residents are opting to park on-street rather than off-street.

Voting in the affirmative to approve the Development Proposal were Planning Board Members Louis Bacci, Jr., Catherine Preston Connolly, H Theodore Cohen, Steven Cohen, Hugh Russell, and Associate Members Thacher Tiffany and Ahmed Nur, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board.

For the Planning Board,



H Theodore Cohen, Chair.

A copy of this decision PB #189, Amendment 9 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on November 16, 2015, by Jeffrey C. Roberts, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty (20) days have elapsed since the filing of the decision. No appeal has been filed.

DATE: December 8, 2015

City Clerk of Cambridge

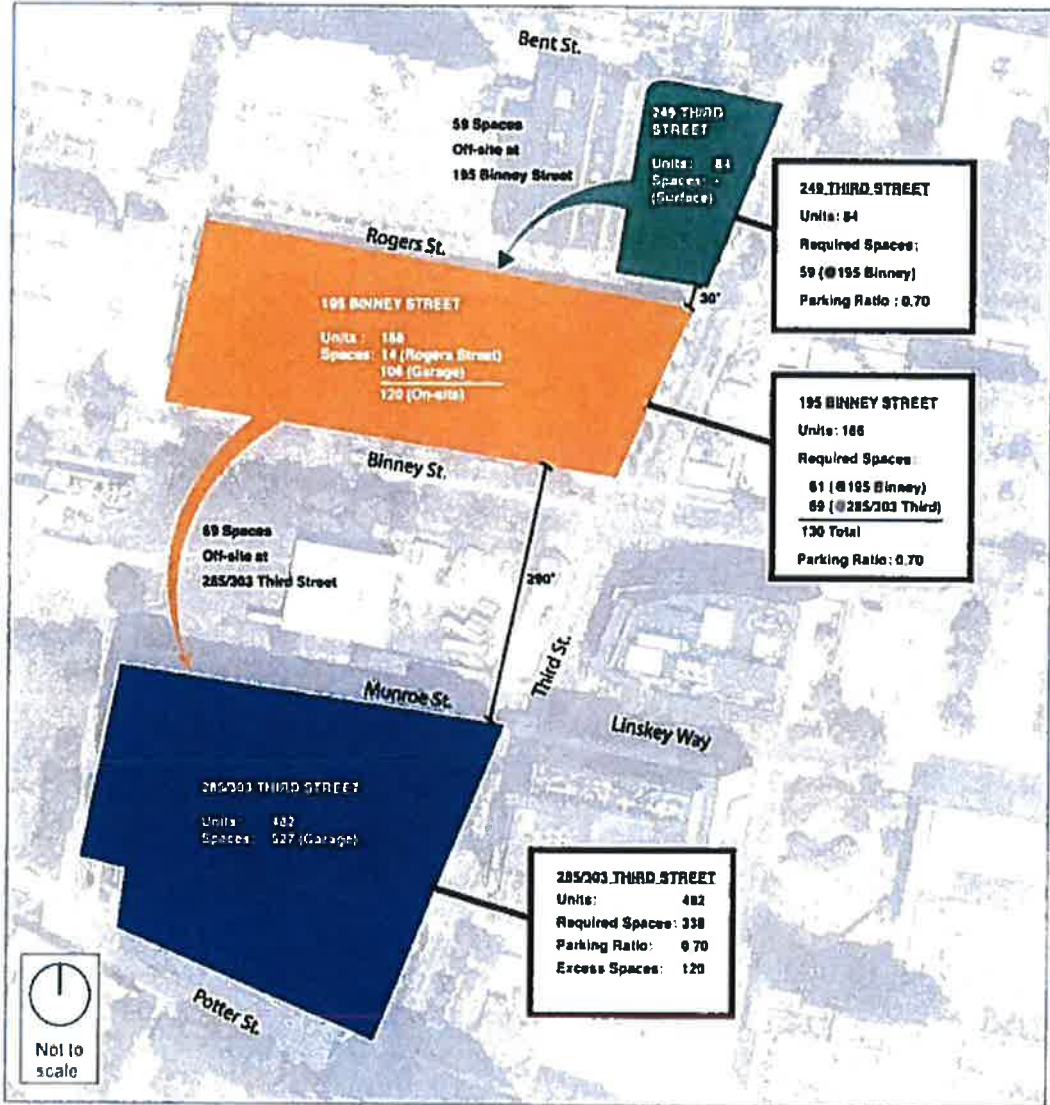
Deanna P. Kopy

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	143,384		No Change	
Lot Width (ft)	322		No Change	
Total GFA (sq ft)	554,598	559,197	No Change	
Residential Base				
Non-Residential Base				
Inclusionary Bonus				
Total FAR	3.87	3.9	No Change	
Residential Base				
Non-Residential Base				
Inclusionary Bonus				
Total Dwelling Units	527	664	No Change	
Base Units				
Inclusionary Bonus Units				
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Height (ft)	85	85	No Change	
Front Setbacks (ft)				
Side Setback (ft)				
Rear Setback (ft)				
Open Space (% of Lot Area)	49	20	No Change	
Private Open Space				
Permeable Open Space				
Off-Street Parking Spaces	527	527	527 ¹	527 ¹
Long-Term Bicycle Parking	264	264		
Short-Term Bicycle Parking				
Loading Bays				

¹ A minimum of 338 parking spaces, or a ratio of 0.7 space per dwelling unit, shall be required for residential uses at 285/303 Third Street. Additional parking spaces are authorized to serve residential uses at 195 Binney Street according to the conditions of this Special Permit.

Figure 2. Proposed Parking Allocation Plan



Howard/Stein-Hudson Associates, Inc.

Proposed Parking and Reassignment

The Project-generated and existing garage vehicle trips were relocated assuming a future parking ratio of 0.7 spaces per residential unit at 195 Binney Street and 285/303 Third Street. The existing vehicle trips to and from the Project site were redistributed to the 195 Binney Street parking garage and a portion of the 195 Binney Street trips were redistributed to the 285/303 Third Street garage driveway (see **Table 3.C.3** for future parking space assignment). The resulting a.m. and p.m. peak hour re-distributed traffic volume networks are shown in **Figure 3.D.1** through **Figure 3.D.4**.

Table 3.C.3 Proposed Parking Allocation Plan

Location	Units	Existing		Proposed	
		Spaces	Ratio (spaces/unit)	Required Spaces	Ratio (spaces/unit)
195 Binney Street	186				
195 Binney Street Garage		106		46	
249 Third Street Lot		74		-	
Rogers Street		14		14	
285/303 Third Street Garage		-	-	70	
<i>Subtotal</i>	<i>186</i>	<i>194</i>	<i>1.04</i>	<i>130</i>	<i>0.70</i>
285/303 Third Street	482				
285/303 Third Street Garage		527	1.12	338	0.70
<i>Subtotal</i>	<i>482</i>	<i>527</i>	<i>1.12</i>	<i>338</i>	<i>0.70</i>
249 Third Street Proposed Project	84				
195 Binney Street Garage				59	0.70
<i>Subtotal</i>	<i>84</i>			<i>59</i>	<i>0.70</i>
Total	752	721	0.97	527¹	0.70

¹ 527 spaces would be required at 0.70 spaces per unit, leaving 120 spaces unused in the 285/303 Third Street Garage.

Following the redevelopment of the 74-space surface lot at 249 Third Street, the combined parking supply at 249 Third Street, 285/303 Third Street, and 195 Binney Street would total 647 spaces (721 - 74 = 647). As shown in **Table 3.C.3**, 527 spaces would be allocated for the combined 752 units at the proposed parking ratio of 0.70 spaces per unit rather than the 1.0 ratio required in the IA-1 district. Therefore, the 285/303 Third Street garage will have an additional capacity of 120 spaces (647 - 527 = 120).

EXHIBIT C

	303 Third		195 Binney		249 Third St	
	Current	Proposed	Current	Proposed*	Current	Proposed
Onsite Parking Spaces [A]	527	527	120	106	0	0
Onsite Units [B]	482	482	186	186	84	84
Onsite Required Parking Ratio [C]	0.70	0.40	0.65	0.40	0.70	0.35
Onsite Minimum Required Parking Spaces [B*C]	338	193	130	74	59	29
Required Onsite Spaces	338	193	120	74	0	0
Required Offsite Spaces	0	0	0	0	59	29
Offsite Parking Users	59	0	59	29		
Total Required Parking Spaces [D]	397	193	189	103		
Shortage/Surplus Spaces [A-D]	130	334	-69	3		
Current Parking Ratio	0.70		0.70		0.70	
Proposed Parking Ratio		0.40		0.40		0.35

Footnotes:

* Per feedback from TPT, 195 Binney St Parking Space count now only includes Garage Spaces. Street parking spaces privately owned by EQR on Rogers St are no longer included in parking space count.

EXHIBIT D

303 Third St – Parking Allocation Map



Kendall Square – Proposed Shared Parking Agreement

Parker Origin	Licensee	Parker Destination	Licensor	Lease Start*	Lease Termination	Lease Duration (Yrs)	Extension Options	# of Parking Spaces Leased	Type of Parking	Notes
Blue Garage (135 Broadway)	BXP	303 Third St	EQR	7/1/2023	10/1/2025 ⁴	2.4	Yes ¹	250	Monthly	BXP will relocate cars from the Blue Garage to 303 Third St during the construction of 135 Broadway.
Volpe Parcel (Address TBD)	MIT	303 Third St	EQR	1/1/2026 ³	12/31/2085	60.0	Yes ²	250	Monthly	Permanent parking for Volpe users to be provided at 303 Third St.

* Subject to Planning Board approval

¹ BXP has the right to extend the lease during construction of the Replacement Garage.

² MIT lease is for 60 years and includes extension options for an additional 39 years.

³ MIT lease will commence sometime between 2026-2033 at the discretion of MIT (subject to development progress / phasing)

⁴ EQR possesses a termination right (90 day notice). EQR will terminate the BXP lease once MIT provides notice of their lease commencement.

Kendall Square – Proposed Shared Parking Agreement

Parking Facility and Users	Total Parking Spaces	Units	Leased Parking Spaces ³	Proposed			
				Required Spaces	Leased Spaces	Spaces/Unit	"Excess" Spaces
195 Binney St	106 ⁵						
195 Binney St		186	72	74 (Min)		0.40	
249 Third St		84	23	29 (Min)		0.35	
Subtotal	106	270		103		0.38	3¹
303 Third St	527						
303 Third St		482	250	193 (Min)		0.4	
BXP Blue Garage (135 Broadway) ⁴		N/A		N / A	250	N/A	
MIT (Volpe Parcel) *		TBD		250 (Max)	250	**	
Subtotal	527	482		443			84²

* Volpe shared parking agreement with EQR is for a maximum of 250 parking spaces in the 285 / 303 Third St garage.

** To be used by Volpe resident, or non-residents, subject to the Volpe Planning Board Special Permit

¹ Excess spaces can be used by 195 Binney or 249 Third Street building

² 84 Excess spaces at 303 Third can be used by 285/303 Third Street, 195 Binney, or 249 Third St

³ Spaces currently leased to EQR residents, as of August 2022

⁴ Temporary parking lease for 250 spaces between EQR and BXP during construction of parking facilities at 135 Broadway

⁵ These are the garage spaces only at 195 Binney, and do not include EQR's private street parking spaces on Rogers St