



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

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Community Development

To: Planning Board

From: CDD Staff

Date: December 9, 2015

Re: **PB #231A Amendment – First Street Assemblage PUD**

Update

Tuesday's public hearing will be devoted to the Final Development Plan application for a Planned Unit Development (PUD) on various sites along First Street, within the PUD-4B District. The proposal received conditional approval from the Planning Board in September in accordance with PUD approval procedures.

The proposal was first heard by the Board in March, and then again in September after some changes were made to the way the application is structured. The current application proposes to amend an existing PUD special permit, which currently encompasses three sites along First Street, by expanding it to encompass a total of six building sites (two of which are already built), an underground parking structure and a publicly accessible through-block open space.

Final Development Plan Review

While the Development Proposal stage is meant to consider the consistency of the proposal as a whole with the plans and guidelines for the area, the Final Development Plan review stage is meant to consider the particular elements of the proposal against those plans and guidelines, to determine if the Final Development Plan is responsive to the comments incorporated by the Planning Board into the Preliminary Determination, and to consider conditions that could be applied to the project if the special permit is granted.

To guide the Board, this package contains the following information:

- Summary of special permit criteria
- Overview of typical PUD special permit conditions
- Comments on Final Development Plan (focusing on responses to Preliminary Determination)
- Preliminary Determination on present application, with selected elements of prior staff reports (Attachment)
- Previously approved conditions to Special Permit PB #231A (Attachment)
- Copy of applicable zoning sections and guidelines (Attachment)

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Also included is a letter from the Traffic, Parking and Transportation Department (TPTD) providing commentary on transportation elements of the proposal and potential mitigation measures.

Requested Action	Summarized Findings (see appendix for zoning text excerpts)
Approval of a PUD Final Development Plan (Section 12.35.3)	<p>The PUD Final Development Plan:</p> <ul style="list-style-type: none"> • Conforms with general PUD development controls and district development controls. • Conforms with adopted policy plans or development guidelines for that portion of the city (<i>see attached Eastern Cambridge Design Guidelines summary</i>). • Provides benefits to the city which outweigh its adverse effects, considering: <ul style="list-style-type: none"> ○ quality of site design ○ traffic flow and safety ○ adequacy of utilities and other public works ○ impact on existing public facilities ○ potential fiscal impact • Contains revisions to the Development Proposal in response to the Preliminary Determination.
Project Review Special Permit (Section 19.20)	<ul style="list-style-type: none"> • The project will have no substantial adverse impact on city traffic within the study area, upon review of the traffic impact indicators analyzed in the Transportation Impact Study and mitigation efforts proposed. • The project is consistent with the urban design objectives of the City as set forth in Section 19.30 (<i>see attached for details</i>).
Reduction in Required Parking (Section 6.35.1)	<p>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 will provide positive environmental or other benefits to the users of the lot and the neighborhood, including assisting in provision of affordable housing units. (<i>See attached for details.</i>)</p>
Modification of Bicycle Parking Requirements (Section 6.108)	<p>The Bicycle Parking Plan proposes a quantity, design and arrangement of bicycle parking that will serve bicycle users in a way that is sufficiently comparable, given the circumstances of the specific project, to the bicycle parking that would meet zoning requirements. The design or layout is durable and convenient for the users whom it is intended to serve.</p>

Special Permit Conditions for a PUD Final Development Plan

Granting a PUD special permit, like any special permit, involves making a series of findings based on the criteria in the zoning. However, the conditions of a PUD special permit tend to be more complex because a PUD may involve phased development on a number of sites over a longer period of time. According to the zoning, the Permittee must agree in writing to the conditions in a PUD special permit when it is granted.

Typical conditions for a multi-phased PUD special permit cover the following range of topics:

- **Overall Development.** Approves the development concept as a whole, including the extents of the development parcel, aggregate Gross Floor Area (GFA), mix of uses, and amount of open space.
- **Component Development.** Approves the arrangement of individual building sites (including open space and parking) within the development parcel, with the authorized uses, GFA, height, setbacks and open space on each.
- **Site Plan.** Authorizes basic site design parameters as set forth in the Final Development Plan such as circulation, access and egress for pedestrians, bicycles and vehicles, as well as loading and access for other service functions, for each site and the development as a whole.
- **Ongoing Detailed Design Review.** Because development is permitted as a multi-site phased master plan, the Board may establish a process for ongoing review of the detailed design for each site. Final designs could be subject to future Planning Board approval (as a matter of general business) or staff review and certification, depending on the Board's level of comfort with the advancement of the designs in the Final Development Plan. Different procedures could be applied to different component sites, and additional review could be required if future design changes are proposed. The conditions might also identify particular aspects of the designs that require ongoing review, including (but not limited to) façade materials, screening of mechanical systems, sustainable design elements and landscaping.
- **Parking.** Total authorized minimum and maximum accessory parking for the development, including any off-site parking. May include more detailed conditions on how the parking may be used, such as the assignment of spaces to different uses, including off-site uses (if allowed).
- **Transportation Management/Mitigation.** Measures that are required to mitigate the transportation impacts of the project, including public improvements to improve transportation systems in the area as well as programmatic requirements incorporated into the project itself, would be specified and could be targeted to particular phases of the development. Large projects may also require monitoring and reporting of transportation impacts over the course of the project.
- **Infrastructure.** The special permit may specify necessary public infrastructure improvements and connect them to particular phases of the project. (In this case, the Department of Public Works has outlined the requirements in a memo provided to the Planning Board, which would apply at the building permit stage of each phase of development.)

- **Other Mitigation or Public Improvements.** There may be conditions related to other topics such as noise and wind mitigation, retail and open space programming, or other issues depending on the requirements in the PUD zoning, the particular characteristics of the project and issues that were raised during the public hearing.
- **Phasing.** One of the most unique and important elements of a PUD special permit is that it approves the overall phasing of the development. The intent is not to specify the exact timing of each stage of development, though a total timeframe for project completion is usually set, which could be “renewed” by the Planning Board in the event that the pace of development slows due to unforeseen circumstances). The intent is to specify an overall framework by which residential and commercial development, mitigation measures and public improvements will be tied together into a predictable development sequence. Phasing could be established based on the completion of development sites or based on other “milestones” such as the amount of total development or development of particular uses. Alternative phasing options could be approved in the conditions, and future changes to the phasing could be authorized as Minor Amendments (see below).
- **Amendments.** The zoning allows for PUD Final Development Plans to be modified over time by approval of Major or Minor Amendments. This is crucial because it is typical for long-term PUD developments to be amended many times over the course of development. Minor Amendments may be approved by a written determination of the Planning Board (without requiring a new special permit), while Major Amendments require a new special permit process with two public hearings and a special permit decision. The conditions of a PUD special permit may specify a range of modifications that could be approved as Minor Amendments.

Since this proposal is structured as a Major Amendment to the existing Special Permit PB #231A (which has already recorded one Minor Amendment and one Major Amendment), the conditions of that special permit and prior amendments are attached for reference. If the current application is approved, then the conditions of the new Major Amendment could modify, supplement or supersede the previous conditions. Since the characteristics of the development are being substantially altered, it may make sense to replace the prior conditions with a “clean” set of conditions; however, there are prior conditions that could be carried over into the new plan.

Comments on Final Development Plan

As established in the Board’s Preliminary Determination, the plan conforms to the zoning requirements in the PUD-4B district and, in concept, responds positively to the planning goals for the area (established in the Eastern Cambridge Planning Study or ECaPS) by including a mix of uses with a substantial amount of new housing, creating an urban streetwall height along First Street that scales down toward the neighborhood, and providing continuous ground floor retail along First Street.

Staff comments on the Final Development Plan focus on the particulars of the design and how they respond to the Preliminary Determination as well as the criteria for the other special permits that are being sought as part of the application. The Preliminary Determination and accompanying staff comments are attached, but those issues fall generally into the following topics:

- **Site Design Issues:** Ease of pedestrian circulation, width and quality of sidewalks and walkways, landscaping, and impacts of surface parking.
- **Building Design Issues:** Visual balance, articulation, choice of façade materials and colors, geometry of windows, and screening treatment of rooftop mechanicals. Also, the extent to which designs will be finalized at the Final Development Plan stage and what the process will be for ongoing review of detailed building and site designs.
- **Parking and Transportation Issues** (primarily discussed in TPTD memos): Overall number of parking spaces proposed and breakdown by use, management of shared parking facilities, transportation demand management (TDM) and other mitigation measures, convenience of off-site bicycle parking for office users.
- **Retail Issues:** Expected mix of retail uses, inclusion of uses that have been identified as desirable to serve the surrounding area, viability of “two-front” retail spaces (also noted as a Building Design issue).

Staff comments on these topics are provided below, along with additional comments on sustainability and phasing, which are elements of the Final Development Plan review that were not fully covered at the Development Proposal stage.

Site Design

The basic concept for the site remains strong, with its key defining attribute being the street wall on First Street and its open space configured to create an attractive, mid-block addition to the pattern of open space areas in East Cambridge. In response to the Planning Board’s comments, several site layout changes have been made since the September hearing. The Applicant has reduced the number of surface parking spaces at the eastern end of the Parcel B parking lot by two spaces. While this has expanded the open space at the interior of the block, the landscape screening originally proposed at the driveway entrance appears reduced (see Figure 9), and it is unclear if accessible parking spaces have been removed. While the three remaining spaces at the end of the parking area will be paved with attractive cobblestones, it is unclear how useable these spaces will be, and concerns have been raised by TPTD about their functionality (see attached memo). Every effort should continue to be made to

design the parking areas as attractive spaces by maximizing opportunities for landscaping and the potential to be adapted to more pedestrian-and-bicycle-friendly uses over time.

A change to the Parcel D parking area is also proposed in response to the Board's comments. One parking space has been removed and additional landscape screening at the entrance to the lot is provided. This helps to mitigate the visual impacts of surface parking; however, staff remains concerned about the overall extent of surface parking across the PUD, and the resulting gaps in the streetwall.

In response to concerns about the 8-foot wide sidewalk in front of Parcel A on First Street, the retail corner of this building has been cut out. Like the Parcel B building, this has opened up the street corner of Charles Street and First Street. While acknowledging the particular constraints of accommodating the proposed office/retail program on this site, opportunities to provide additional sidewalk width or otherwise enhance pedestrian comfort should continue to be examined as the designs of individual buildings and sites are advanced.

Building Designs

The Planning Board's conditional approval of the Development Proposal was subject to the following condition regarding the design of each building:

The Final Development Plan should continue to revisit the design approaches to the Parcel C, Parcel B and Parcel A buildings with a particular focus on visual balance, articulation, choice of facade materials and colors, geometry of windows, and screening treatment of rooftop mechanicals.

Board members also made specific comments about the design of each building at the September hearing.

Parcel A

The Parcel A office building has undergone the most transformation since the September hearing. Planning Board members expressed various concerns associated with the character of the building, the use of materials and colors, and the additional square footage compared to earlier versions of the proposal. Like the previous design, the additional square footage is to be accommodated on the fifth floor; however, the architect has employed a new design strategy by attempting to create much more lightness on the fifth floor and the appearance of a glassy, transparent penthouse volume. While the idea of creating a well-defined glassy top is supported, the renderings do not successfully demonstrate this concept as the masonry and curtain wall façades seem to bleed together despite the cornice line. Perhaps the penthouse should be set back to create a clearer break between the middle and top facade elements. Similarly, the colors are relatively subdued, which is a response to a desire to create a formal office environment, but conceivably there could be greater differentiation between the brick and the glass curtain wall to further reduce the appearance of scale. The cornice in tapering form seems to further elongate the building in some renderings.

Changes to the side and rear elevations, by grouping the windows and using color, have helped to create more of a vertical emphasis instead of the horizontal banding, which was a little uncomfortable in the previous iteration. Refinement of the rooftop mechanicals location and setback also works well.

Parcel B

The Board was generally supportive of this building, but made some specific comments about design details and materials, including the use of dark gray metal panel and trim, the height of the metal cornice, and the contrast between some materials. In response, the renderings now show a much lighter color palette, with a pale gray used for the metal-clad recessed volume and window trim. As the height of the cornice has not changed, the recessed volume remains a prominent feature of both the First and Charles Street facades. While it is understood that the architectural aim is to create an overlapping collection of volumes, to ensure that this element does not feel too heavy, further study of height and setback should be considered, as well as alternative material treatments.

The contrast between the fiber-cement cladding and the wood infill panels of the Charles Street elevation has been reduced. The proposed wood trim panel appears to be a whitewashed, gray wood panel, which complements the white siding. Some of the other changes suggested by Board members have not been taken up, but should be further studied by the applicant. In particular, the suggestion that the corners of the residential wing be all white would create a crisper edge, particularly when viewed obliquely from Charles Street.

Parcel C

Overall, the Planning Board and staff have been supportive of the Parcel C residential building throughout the various iterations of the project. However, at the last hearing there were some concerns that the building's surfaces were relatively flat, and that the color, use of materials and articulation, including the proportions of façade elements, required further consideration. The new design now shows lighter gray metal panel on the top and a more pleasing red brick. The brick panel has been brought up to the sill lines on the fourth floor and then topped with a cornice, which creates balanced proportions and more visual interest. The addition of the cornice also brings the design closer to the original design concept, which was well received.

Parcel D

The concept for the retail building has remained unchanged since the September hearing, as the Planning Board did not identify any specific design concerns. Continuing review of the detailing and materiality of this building, including its structural elements, will be most important in achieving a high quality design outcome. In addition, staff remains concerned about how both sides of the retail will remain activated and transparent once tenants move-in, and how such a design is successful from a retailer's perspective.

The narrative submitted as part of the Final Development Plan puts forward the possibility of this building accommodating an additional 2,500 square feet should a single retail operator occupy the building. The applicant requests that such a modification, including a potential reduction in surface

parking spaces, be specified as a potential future Minor Amendment to the Final Development Plan. As a Minor Amendment, the Planning Board would still need to review and approve the change but would not have to issue a new special permit. Given that it would be a relatively modest change in the overall size of the project, this could be a reasonable approach given that it would provide an incentive to improve some of the problematic aspects of the site design.

Parking and Transportation

The attached TPTD memo discusses parking and transportation issues in detail. The previous CDD and TPTD comments, along with the Board's own comments, raised shared concerns about the amount of surface parking devoted to retail, the proposed location of bicycle parking for the Parcel A office building within the Parcel B/C underground garage, and the availability of bicycle sharing (Hubway) as an alternative transportation option.

The Final Development Plan reduces surface parking to a ratio of about 1.73 spaces per 1,000 square feet of ground floor retail, which is lower than the initial proposal but still substantially higher than the zoning minimum of about 0.89 space per 1,000 square feet (or 1 space per 1,125 square feet). The urban design and other impacts of the surface parking are noted above and in the TPTD memo. If the Final Development Plan is approved in its present form, the Board might consider being explicit that surface parking spaces would not be required in excess of zoning, in order to allow those spaces to be converted to open space or other uses over time. Staff would also recommend specifying that surface parking be authorized only for use by retail customers, to prevent any future property owner from renting excess surface parking spaces to other users such as employees or residents.

The Final Development Plan acknowledges that office users are expected to use the long-term bicycle parking in the underground garage that is across the street. It is unclear that this will provide equal convenience to an as-of-right design, which would require the spaces to be provided within the office building or in a structure within a 200-foot walking distance of the entrance. The concern is that office workers might not use that parking if it is inconvenient and would find other places to store bicycles, possibly taking up public spaces meant for visitors or retail patrons. Staff previously suggested that the Applicant either explore providing some long-term bicycle parking within the Parcel A building or identify other mitigating measures to ensure that the garage bicycle parking would be convenient to Parcel A workers and visitors. In addition, the Final Development Plan does not include a Hubway station as previously suggested by staff.

The TPTD memo suggests possibilities for how these issues (along with others) might be mitigated in order to better meet the applicable special permit criteria.

Retail Uses

Along with comments about the design of two-front retail spaces and the amount and arrangement of surface parking (discussed above), the prior CDD and Planning Board commentary sought more information about the anticipated mix of retail uses along First Street. The Final Development Plan does not specify a mix (except for noting that the retail on Parcel A will be dedicated to relocating an existing pet store), but suggests that the location may be viable for some of the desired retail types identified in

the City's intercept survey for the area, including restaurants, grocery stores, coffee shops, bakeries, fresh produce, specialty retail, apparel, personal services, and specialty food/wine & cheese shops.

Because it is difficult to be more specific about identified retail uses at this stage of review, the Board could consider incorporating a provision (as it has for other projects) requiring continuing review of a retail marketing plan, which would provide information about the range of retailers that the spaces are being marketed to, before the owner begins selecting tenants and negotiating leases.

Sustainability

Due to the project size and the applicability of the Section 19.20 Project Review requirements, the development is subject to the Green Building Requirements (Section 22.20), which set a minimum design standard of LEED Silver. Staff has reviewed the PUD submission for certification, but acknowledges that some aspects of the LEED standards will require staff review of detailed submissions for individual building sites. This certification should be included as part of the continuing review process prior to issuance of building permits.

In addition, the initial review has raised the following staff comments that are relevant to the Planning Board's review at this Final Development Plan phase:

- Staff recommends that the project be designed to achieve the Heat Island Effect, Non-Roof Credit (SSc7.1), which is currently indicated as a possible point.
- The project currently demonstrates a 20 percent improvement (7 points) in the proposed building performance rating compared to the ASHRAE 2007 standards. While not yet adopted, the Net Zero Action Plan recommends buildings to meet increased energy performance standards. As such, staff recommends that the project obtain at least a 22 percent improvement (8 points) compared to the ASHRAE 2007 standards.
- Staff recommends pursuing the Enhanced Commissioning Credit (EAc3), which is also a recommended requirement of the Net Zero Action Plan.

Phasing

The proposed project phasing is included in the Development Proposal submission, but there is not updated version in the Final Development Plan. It anticipates completion of sites A and D (the commercial sites) by 2016, and completion of sites B and C (housing, open space and below-grade parking) by 2018. Those timeframes may need to be adjusted in the final approval.

The phasing in this case is constrained by existing site conditions, particularly the need to accommodate existing retail tenants. Ordinarily, the City would have an interest in proceeding with residential and open space development first, as those are most critical to achieving the district goals. Given the practical considerations, the Board may need to consider other conditions to ensure that the later phases of development proceed in a timely way once the commercial parcels are built. In addition, the phasing raises some questions because parking and bicycle parking for the Parcel A building is planned to be accommodated in the Parcel B underground garage. To satisfy those requirements during construction, interim measures may need to be authorized in the special permit.

Summary of Continuing Issues

The following list summarizes the issues noted in the discussion above, and supplements comments made in the TPTD memo. These issues could be discussed further by the Board and the applicant while considering the Final Development Plan, or the Board could consider incorporating these as conditions of a PUD special permit that could be subject to continuing consideration either by the Board or by staff.

- Further review and approval of site design elements, particularly the surface parking areas, as well as other landscape details including lighting, materials and plant selection, screening and fencing.
- Further consideration of design options for the Parcel A and B buildings.
- Further review of the Parcel D building, with possible authorization of a future enlargement of the retail space by Minor Amendment subsequent to Planning Board review and approval. Reduction and screening of surface parking should be a primary consideration for approval.
- Further review of storefront façades, to ensure that a “two-front” retail design approach will not detract from the desired retail character along First Street.
- Final review of all external building materials, including materials mock-ups on the site.
- Further review of sustainability requirements as part of the component site designs, with particular attention to heat island mitigation, energy performance and commissioning.
- Articulation of future objectives and requirements/allowances for surface parking, bicycle parking and bicycle sharing (in coordination with TPTD recommendations).
- Continuing review of a retail marketing plan before specific tenants are identified for the ground floor spaces.
- Better clarity on horizontal sequencing of construction and interim conditions, including provisions for interim parking and bicycle parking.



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2015 OCT 28 AM 8 50

NOTICE OF PRELIMINARY DETERMINATION FOR PLANNED UNIT DEVELOPMENT (PUD) PROPOSAL

Case Number:	231A, Amendment 3 (Major)
Location of Premises:	85 First Street; 107-119 First Street; 121-139 First Street; 159 First Street; 65 Bent Street; 29 Charles; 14-26 Hurley Street
Zoning:	Business A / PUD 4B; Industry A-1 / PUD 4B
Applicant:	First Street - US, LLC 111 First Street, Cambridge, MA
Owner:	Bent Associates Limited Partnership; The Eldor First Street Realty Trust; First Street – US LLC; Linear Retail Cambridge #2 LLC; Linear Retail Cambridge # 3 LLC; Donald Prescott & William Prescott; Hurley Corporation; B & D Realty Trust.
Application Date:	July 24, 2015
Date of Planning Board Public Hearing:	September 29, 2015
Date of Preliminary Determination:	September 29, 2015
Summary of Proposal:	Major Amendment to PUD Final Development Plan (Section 12.30), to enlarge the Development Parcel and increase the number of building sites from three to six. Amended Development Proposal includes a total of 243,125 square feet of residential Gross Floor Area and 191,641 square feet of commercial Gross Floor Area. One residential building at 159 First Street and one commercial building at 65 Bent Street have been completed per the original Final Development Plan. Application also seeks amended Project Review Special Permit (19.20), Reduction in Required Parking (6.35.1) and Modification of Bicycle Parking Requirements (6.108.1).
Determination:	APPROVED, with conditions and requests for modification.

Copies of this Preliminary Determination and plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Jeffrey C. Roberts

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

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit application dated July 24, 2015 containing narrative volume that includes: Introduction, Cover Sheet, PUD Development Proposal, Article 19 Project Review Special Permit, Dimensional Forms, Ownership Certificates, Tree Study, Preliminary Stormwater Drainage, Water and Sewer Impact Statement, Noise Emissions Evaluation, LEED Narrative and Checklist, Transportation Impact Study; and graphics volume that includes: Site Plans, Amended Development Parcel, GFA Diagram, Neighborhood Maps, PUD Solar Study, Architecture, Open Space Design, Building Designs, Bicycle Parking Plan and Garage Plan, PUD Solar Study, Existing Site Survey.

Other Documents

2. Memo to the Planning Board from Joseph Barr, Director of Traffic, Parking and Transportation, dated September 22, 2015.
3. Memo to the Planning Board from Community Development Department staff dated September 23, 2015, with attached memos from the Community Development Department and Traffic, Parking and Transportation Department dated March 18, 2015 and attached Planning Board Preliminary Determination on case PB #297 made on March 24, 2015.

APPLICATION SUMMARY

This Application is a revised version of a Development Proposal that was heard and granted preliminary approval by the Planning Board on March 24, 2015. The previous Development Proposal sought a new PUD special permit (case PB #297) for development on four building sites, one of which is partly within the Development Parcel of a PUD previously approved by Special Permit PB #231A. The previous PB #297 application included a proposed amendment to PB #231A to reduce that PUD from three building sites to two, which have already been constructed (159 First Street and 65 Bent Street), resulting in two non-overlapping PUD Development Parcels.

The current Application proposes amending the PUD Final Development Plan authorized in PB #231A to include all six development sites that were part of the Development Proposal heard in March. The building sites, scale of development and arrangement of uses are substantially the same as in the previous Development Proposal. However, the current Application if approved by the Planning Board would result in a single PUD Final Development Plan governing development on all six sites.

The proposed site plan includes two buildings that have already been built pursuant to the existing PB #231A Final Development Plan: a 115-unit residential building with ground-floor retail space at 159 First Street, and a 108,600 square-foot commercial office/laboratory building

at 65 Bent Street (also known as 150 Second Street). The proposal also includes four proposed new buildings: a five-story office building with retail on the ground floor fronting First Street (“Parcel A” in the Application Plans), a six-story residential building with 118 dwelling units and retail on the ground floor fronting First Street (“Parcel B”), a four-story residential building with 18 units fronting Hurley Street (“Parcel C”) and a single-story retail building fronting First Street (“Parcel D”). The site plan also includes a below-grade parking deck with 142 parking spaces and 160 long-term bicycle parking spaces below Parcels B and C, with access and egress via Charles Street, as well as 62 surface parking spaces across all three blocks to serve retail uses. Between the proposed buildings on Parcels B and C, above the proposed parking deck, will be about 23,000 square feet of publicly accessible open space that will provide a mid-block pedestrian passage between Charles and Hurley Streets. The development would be phased, with construction of Parcels A and D expected complete in late 2016 and Parcels B and C expected complete in late 2018.

FINDINGS

Based on a review of submitted Application materials and testimony given at the public hearing, the Board makes the following findings with reference to the criteria for preliminary approval of a Planned Unit Development Proposal as set forth in Article 12.000 of the Zoning Ordinance. In making these Findings the Board restates and affirms the Findings made in March, 2015 when granting a preliminary determination on case PB #297.

- (1) The Development Proposal conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth in the specific PUD district in which the project is located.*

The Board finds that the Development Proposal is consistent with the General Development Controls set forth in Section 12.50 and the development controls of the PUD-4B zoning district contained in Section 13.50 of the Zoning Ordinance, provided that an Amendment to Special Permit PB #231A is also granted. More specific dimensional data will be included in the Final Development Plan.

- (2) The Development Proposal conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located.*

The relevant guidelines for the PUD district are contained in the Eastern Cambridge Design Guidelines and the Eastern Cambridge Planning Study (ECaPS), dated October 2001. Broadly, the proposed site development plan and mixed-use program reflect the overarching aims of those documents. The notion of creating a strong urban presence with continuity of built form and retail activity on First Street is highly desirable in East Cambridge and is consistent with the ECaPS and associated Design Guidelines. The Planning Board in its conditions is seeking more detailed illustrations of various aspects of the proposal in order to better understand what is being proposed, the extent of surface parking and arrangement of

buildings adjoining parking areas, and how proposed buildings will interface with the public realm and proposed open space.

(3) *The Development Proposal provides benefits to the city that outweigh its adverse effects.*

The Board finds that, on the whole, the proposed PUD will benefit the City by transforming the character of First Street from low-scale, often vacant buildings and marginal uses to a corridor with a strong urban form, providing a mix of residential, office and retail uses that will bring vitality to the neighborhood.

In making this determination the Planning Board shall consider the following:

(a) *The quality of the 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*

The buildings are to contain a mix of office, retail and residential uses, and are distributed across the site in a manner that responds to the neighborhood context and provides a suitable transition in scale. While the Planning Board was pleased with the strong street frontage and retail presence on First Street, the proposed surface parking distributed across the three blocks, particularly on both sides of Hurley Street, was considered a poor urban design outcome. Provision of surface parking that is visible from public streets and pathways is not consistent with the Eastern Cambridge Design Guidelines or Citywide Urban Design Objectives. The Planning Board is therefore requesting further information regarding surface parking, particularly where it creates dead space along Hurley Street and how it relates to the retail frontage and open space on Parcels B and C.

The centrally located open space and mid-block connection between Charles and Hurley Streets provides a significant amenity for future residents, as well as benefiting the neighborhood. The creation of mid-block connections in the relatively dense urban blocks of East Cambridge is consistent with the Design Guidelines. The Planning Board finds that the proposed building interfaces, consisting of common areas, are an appropriate response to the future open space. The proposed building setbacks generally support the street-level design aims of the Design Guidelines, however the Planning Board finds that further study is needed to consider additional sidewalk setbacks to comfortably accommodate the anticipated levels of pedestrian activity.

(b) *Traffic flow and safety*

The Development Proposal that was heard by the Planning Board in March, 2015 included a Traffic Impact Study (TIS) in accordance with the Project Review Special Permit requirements (Section 19.20 of the Zoning Ordinance). The Development

Proposal and TIS were reviewed by the Traffic, Parking and Transportation Department (TPTD), which provided comments in a memorandum to the Board dated March 18, 2015 indicating that no traffic criteria are exceeded and suggesting measures to further reduce traffic and transportation impacts. The Planning Board shall make findings with regard to the Traffic Impact Criteria in issuing a Project Review Special Permit for the Final Development Plan.

A memo from TPTD dated September 22, 2015 indicates that the revised development proposal is not likely to change the results of the TIS. However, additional information has been requested by TPTD that is incorporated into the requests made in this Preliminary Determination and will be reviewed by the Board when reviewing the Final Development Plan.

(c) Adequacy of utilities and other public works

The Planning Board received a memorandum from the Department of Public Works dated March 17, 2015, indicating that the project is expected to meet all applicable requirements, pending detailed pre-construction review of proposed development at the Building Permit stage. The revised Application does not contain any changes that are expected to impact the Board's determination.

(d) Impact on existing public facilities within the city

The Development Proposal is not expected to result in any impact on public facilities.

(e) Potential fiscal impacts

The Development Proposal is not expected to result in negative fiscal impacts on the City.

DETERMINATION

Section 12.35.2 of the Zoning Ordinance requires that the Planning Board make a preliminary determination on a Development Proposal prior to holding a hearing to consider granting a special permit for a PUD Final Development Plan. The Planning Board may make a preliminary approval, potentially with conditions and subject to additional review and final approval of a special permit at a subsequent public hearing, or deny the application.

It is the Planning Board's Determination to **APPROVE** the Development Proposal, subject to the following conditions and requests to be addressed in the preparation of a Final Development Plan. The Board reiterates and affirms the requests made in approving the prior preliminary determination on case PB #297 in March, 2015.

1. The Final Development Plan must address and respond to the points made in the Community Development Department (CDD) and Traffic, Parking and Transportation Department (TPTD) staff memoranda, dated September 23, 2015 and September 22, 2015 (respectively) and both referring to prior memoranda dated March 18, 2015 and attached to this Preliminary Determination. Without limiting the foregoing, the Board's particular requests, listed below, reflect and reinforce many of the points expressed in those memoranda.
2. The Final Development Plan must continue to include detailed site planning information and design drawings, including details on sidewalk width, setback dimensions and landscaping of setbacks, open spaces and parking lots. The Board will give particular consideration to whether the sidewalk widths and setbacks are appropriate for a street with the proposed amount of retail activity.
3. The Final Development Plan should continue to address the issues raised regarding surface parking, particularly where it impacts the streetscape character along Hurley Street as well as how the surface parking on Parcel B impacts the retail frontage and open space on either side. Consideration should be given to what the projected parking needs are for the anticipated retail types, whether the amount of surface parking can be reduced initially or over a phased period, and whether parking can be provided through alternative arrangements such as on-street metered parking or valet parking.
4. The Final Development Plan should continue to revisit the design approaches to the Parcel C, Parcel B and Parcel A buildings with a particular focus on visual balance, articulation, choice of façade materials and colors, geometry of windows, and screening treatment of rooftop mechanicals. The Final Development Plan should also discuss, in consultation with CDD staff, the level of architectural design detail that is appropriate at the PUD approval stage and the process for reviewing any future refinements or changes to the buildings' architectural design that may occur in the future.
5. The Final Development Plan must include a discussion of the types of retail anticipated in the ground floor spaces. Consideration should be given to retail types that will serve residents and workers in nearby neighborhoods as well as more "destination" types of retail and

services that may draw from a wider area. Further information should be provided to explain how the double-sided retail proposed for the Parcel B and Parcel D buildings will work.

Voting in the affirmative to approve the Development Proposal were Planning Board Members Louis Bacci, Jr., Catherine Preston Connolly, H Theodore Cohen, Steven Cohen, Mary Flynn, Hugh Russell, and Associate Member Thacher Tiffany, 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 Preliminary Determination PB #231A, Amendment 3 shall be filed with the Office of the City Clerk.

Staff Comments

Site planning and landscape design

As described in the application materials, the PUD incorporates an assemblage of parcels located between First, Second, Bent and Hurley Streets. The overall site planning approach seeks to consolidate a strong urban presence on First Street with linear buildings ranging from one to six stories in height. The proposed mix of uses is also appropriate, particularly the emphasis on retail on First Street, and relates well to the existing context. The proposed approach successfully provides continuity of built form, active retail and transparency on a street that currently lacks such urbane characteristics and is therefore a positive urban design outcome.

While the strong street frontage and retail presence on First Street are beneficial, the proposal seems to taper out behind this wall with an emphasis on surface parking distributed across the three blocks. This results in the street wall only being reinforced sporadically on Bent and Hurley Streets, and the parking interrupts the ground plane and first floor active edge. Such an extent of publicly visible on-grade parking is not consistent with the Eastern Cambridge Design Guidelines or Citywide Urban Design Objectives.

The substantial centrally located open space, which also provides a mid-block connection between Charles and Hurley Streets, is highly desirable in this location. The need for mid-block connections in the relatively dense urban blocks of East Cambridge is called out in the design guidelines. The Parcel C building appears to have an appropriate interface with the open space; however, it seems to be floating in the middle of the landscaped area, rather than connected to a consistent street edge. Its location also creates somewhat of a pinch-point between the on-grade parking and the mid-block connection.

The PUD proposal attempts to ameliorate some of these negative impacts by proposing building entries and storefront windows for the Parcel B building that face the parking area and open space, and providing a direct public connection through the Parcel B building that has potential to become an interesting pedestrian cut-through. However, this approach may have the side effect of drawing pedestrian activity away from First Street. It is also unfortunate that the relationship between the retail on Parcel B and the open space is interrupted by parking and loading functions. There is great potential to activate the open space with outdoor restaurant seating, outdoor sales or other synergistic functions, but the placement of parking directly adjacent to the retail spaces discourages this type of activity.

The landscaped setback on Charles Street requires further refinement in terms of its purpose and character. The intent of the design guidelines is for smaller setbacks (5 to 10 feet) for stoops, porches, and front gardens, rather than ornamental landscaping. Furthermore, sidewalks are fairly narrow within the neighborhood, thus further detailed study is needed to consider additional building setbacks where additional public realm is to be accommodated.

Building height, scale and massing

The proposed massing strategy of providing higher, yet contextually appropriate buildings on First Street is consistent with the Eastern Cambridge Design Guidelines and the ECaPS goals. This generally creates a strong street wall and sense of enclosure, except in the case of the proposed one-story building on Parcel D, which seems somewhat underwhelming. While this does create variation in height, such low

heights are generally not encouraged from an urban design perspective in dense urban areas as they result in a lack of street definition.

While all proposed buildings are clearly an improvement on the existing context with their active frontage and significant transparency on First Street, there are some areas that require further consideration as the project develops. The Parcel C residential building appears to be the most resolved and has a higher level of refinement and articulation compared to the proposed buildings on Parcels A and B. The latter two buildings are relatively long and should be given the same level of articulation to vary the scale and break down the overall bulk as suggested in the design guidelines. The Parcel B office building may also benefit more from a clearly expressed base, middle and top approach as per the guidelines as the continuity of the massing and relatively flat architectural expression is repetitive. No plans or images of the Parcel D building have been provided.

Street wall and edge treatments

The proposal appears to achieve a high degree of transparency, primarily focused on the First Street frontage. This provides a strong element of consistency with the design guidelines and will undoubtedly result in the successful redevelopment and transformation of First Street. The side streets are the appropriate location for servicing and loading; however, given the size of the PUD area it may be preferable to locate these internally. The large presence of the NSTAR facility on Charles Street should be reviewed and consideration given to whether or not a better location, internal to the site might be available. There also appears to be several areas of blank frontage allocated for servicing, which should be located internally if possible.

Bicycle amenities

Overall, the approach to the bicycle parking is positive with good quality graphics provided. The provision of short-term covered bicycle parking is especially positive. Although the long-term bicycle parking works well for the residential buildings, it is not conveniently located for the office uses on Parcel A. Options for locating long-term bicycle parking within the office building should be considered. Alternatively, if the Planning Board grants a special permits allowing the long-term bicycle parking as shown, it would be beneficial to consider covered bicycle parking on Parcel A as well, since some office workers will likely use those racks out of convenience, even if they are parking all day. Additional comments on bicycle parking and amenities are discussed in the attached TPT memo.

Further Study and Modification

While the proposal demonstrates broad conceptual consistency with the planning goals and guidelines for the area, there are a few specific areas where we would suggest the Board require further study and improvement in preparing a Final Development Plan. The following suggestions are made in addition to those suggested in the text above and in the TPT memo.

Surface parking

This memo and the attached TPT memo both comment on the proposed surface parking for retail uses. We would recommend that the Board and Applicant take into account the following considerations:

- *Parking Ratios:* The proposed ratio of approximately 1.9 spaces per 1,000 square feet of retail is higher than what is typical for recent retail developments in mixed-use projects. Retail types such as the proposed pet store on Parcel A may justify a higher amount of parking, but that site proposes a ratio of about 1.0 space per 1,000 square feet, meaning that the retail on sites B and D will have even higher ratios closer to those provided in single-use retail centers. As noted in the TPT memo, the Cambridgeside Galleria, with a parking ratio less than 3 spaces per 1,000 square feet, has many unused spaces. What types of retail are anticipated that would require such high ratios?
- *Parking Design:* Particularly on Parcel B, the proposed surface parking interrupts what could be a strong synergy between retail/restaurant uses and publicly accessibly open space. If some surface parking is to be provided, the Applicant should explore how it can be designed and arranged to prioritize pedestrian access and flexible uses such as seating, outdoor markets or food trucks that would benefit retailers and the general public alike. This would involve detailed consideration of additional plantings, furniture and paving treatments.
- *Screening:* Particularly on Parcels B and D, as an alternative to the design options discussed above, consider wrapping buildings around corners to screen on-grade parking areas with built form and active uses. This would result in some on-grade parking being retained within the middle of each block.
- *Alternative Parking Options:* As noted in the TPT memo, First Street is an area with existing structured parking facilities such as the municipal garage, Cambridgeside Galleria garage and One Canal Park garage that are underutilized much of the time. While such parking may not be suitable for all retail types, some types such as restaurants may find valet parking arrangements equal or preferable to surface parking lots. In addition, the proposal does not discuss the availability and potential expansion of on-street metered parking, which could be accomplished through discussions with TPT.

Retail uses

Relative to the discussion above, the Final Development Plan should include more discussion of what retail types are anticipated in the proposed development on Parcels B and D. The Applicant is encouraged to review the desired retail types in the Kendall Square Survey (2011) and East Cambridge Survey (2013) conducted by CDD's Economic Development Division. Businesses that both neighborhoods would like to see include: grocery stores, restaurants, coffee shops, specialty retailers (hardware, bookstore, sporting goods), and entertainment/live music venues. A mix of both destination businesses and neighborhood services is desired.

Design details

The following aspects of the proposal will require more detail in the Final Development Plan:

- More detailed site and landscape plans showing sidewalk widths, proposed street tree plantings, plantings, paving materials and lighting. Consider additional building setbacks where additional public realm is to be accommodated.
- Further details regarding how private and public open space will be delineated within the PUD and the character of the transition between the two.

- Additional perspective views from the eye of the pedestrian walking through the open space demonstrating how successful the mid-block connection will be and how parking areas will be softened and screened.
- Perspective views of all on-grade parking areas.
- Conceptual design of Parcel D building.
- Complete plans and elevations of all buildings showing materials, colors and finishes. Alternatively, building designs may be presented at a conceptual level in the Final Development Plan, in which case staff would recommend that the Planning Board condition any PUD approval on requiring review and approval of each building design by the Planning Board prior to issuance of a building permit for that building.

Clarification of Development Plan Details

There are some minor inconsistencies among the development figures in different parts of the Application Materials. The Final Development Plan should include a consolidated chart summarizing the dimensional characteristics of the PUD as a whole (including GFA by use type, height, open space and parking) and a breakdown by site. This consolidated summary would be provided in place of a standard Dimensional Form.

Comments on Major Amendment Proposal

The proposed Major Amendment to PUD Special Permit PB#231A is necessary to enable the new PUD that is proposed. Essentially, the third (yet unbuilt) phase of project PB#231A would be replaced by the proposed development on Parcels B and C of the new PUD. In preparing a Final Development Plan, the Applicant should submit documentation verifying that the amended development parcel for PB#231A, with the development already completed, will continue to meet all applicable requirements of the zoning district.

If the Planning Board finds that the proposed development on Parcels B and C better meet the objectives of the area than the previously approved proposal, it is reasonable to grant the Major Amendment along with the granting of a new PUD special permit. In the previously approved PUD, the Planning Board had authorized the construction of eight townhouse units on that site, which is currently used as a commercial parking lot. The original proposal had been to convert that parking lot to open space, but the Planning Board suggested townhouses as a way to establish a continuous urban street edge and to provide larger residential units with entrances on the street.

In the current development proposal, the intent of the residential development on Parcel C is to replicate some of the benefits provided by the previously approved townhouse development on the mid-block portion of the side street. However, as previously noted, the placement of the housing adjacent to open space and surface parking does not support as continuous of a street edge as the originally approved townhouse development.

Requested Action	Summarized Findings (see appendix for zoning text excerpts)
Preliminary Approval of a PUD Development Proposal (Section 12.35.3)	<p>The PUD Development Proposal:</p> <ul style="list-style-type: none"> • Conforms with general PUD development controls and district development controls • Conforms with adopted policy plans or development guidelines for that portion of the city • Provides benefits to the city which outweigh its adverse effects, considering: <ul style="list-style-type: none"> ○ quality of site design ○ traffic flow and safety ○ adequacy of utilities and other public works ○ impact on existing public facilities ○ potential fiscal impact

Comments on Current Proposal

Since the initial hearing, staff has met with the Applicant on several occasions. As there were many questions raised by the Planning Board about the architectural character of various buildings, these meetings have primarily focused on design. Discussions continue to be ongoing around other topics such as alternative retail parking solutions and anticipated retail types, which should be addressed in the Final Development Plan.

Site planning and landscape design

Overall, the design parti remains the same; a strong mix of uses, and centrally located open space, as well as continuity of built form, active retail and transparency on First Street. In response to the Planning Board’s comments, the applicant has reduced the number of surface parking spaces, enhanced the landscape screening and continued to refine the design and details of the open space. These changes are an improvement on the first application. The reduction in parking spaces has enabled more substantive landscape screening to be provided in front of each of the parking lots. This landscaping helps to soften the view of these extensive paved areas, which was a concern raised by the Planning Board. The applicant is also considering removing three spaces that were proposed below the Parcel B building and replacing these with amenity spaces, which would enhance the pedestrian environment and creates a more meaningful connection between Building B and the open space. Every effort should continue to be made to design the parking areas as attractive spaces, with high levels of landscaping and the potential for multiple uses over time.

While the additional landscape screening is beneficial from a streetscape perspective, overall there is still a sense of too much surface parking filling in the spaces behind or to the side of each building. In this regard, a further change that should be considered is extending the Parcel D building further down Hurley Street. The amount of surface parking for such a small retail building seems unnecessary, and this

suggested change would create a stronger street presence with approximately 30 – 40 feet of new frontage.

Sidewalks widths still require further consideration. It is proposed to maintain an 8-foot sidewalk in front of Parcel A on First Street. This seems a little narrow for a commercial area, and given that Parcels B and D provide 11-foot wide sidewalks, it is logical to maintain this width for all three blocks.

Building design

Parcel A

In amending the PUD, additional square footage has been accommodated at Parcel A resulting in a consistent five-story building height for the office building. The original building stepped down from five to four stories, which did provide some variation in form. Also, in response to the Board's comments, further work has been done to achieve better visual balance in materials, colors and fenestration. A palette of masonry and metal in various gray tones has been selected to represent the more formal character of an office building, and a strong urban presence. Greater definition of the building entrance, through a "faux" multi-height lobby is also very successful as demonstrated in the Figure 62 images. The architect is still refining various elements of the design, including further articulation of the first floor facades, and review of the metal panel seaming patterns. Staff also note the utility and transformer room on the corner of the parking lot and Bent Street, which should be further reviewed with regard to improved façade treatments.

Parcel B

The Planning Board's comments about this building were primarily concerned with the disparate architectural languages of the two intersecting volumes on First Street. The revised proposal has created greater consistency between the intersecting volumes. On Charles Street, the building now reads as three volumes, with the interconnecting charcoal gray volume recessed behind the prominent brick façade and the more domestic wood-clad façade. The corner of Charles and First Streets has been further demarcated with a double-story base, and an additional bay on the end brick wing has reduced the sense of visual discomfort. Balconies on First Street and more robust detailing, result in a strong commercial presence for the retail elements, and a more layered and interesting façade.

Parcel C

The Planning Board and staff were very positive about this modest residential building, and the intent of the new application is that it remain unchanged. While there does appear to be some minor changes to the architectural details and the submitted renderings are very dark, the overall form, massing and architectural character is consistent with the original submission. Staff suggest continuing review of design details as the project evolves.

Parcel D

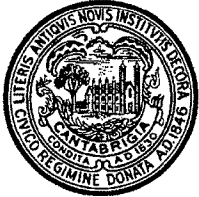
A design has now been developed for Parcel D. The retail building will present as a sleek glassy box, which celebrates the street corner with a lantern-style double-height space and green wall. The detailing of this building, including its structural elements, will be most important in achieving a high quality design outcome.

While the high degree of transparency on both front and back is commended, further information should be provided to demonstrate how both sides of the retail will remain activated and transparent once tenants move-in. It is also noted that the storage room and transformer shown at the rear of the parking lot should be better integrated with the design of the building, particularly if the building was extended up Bent Street.

Bicycle amenities

Some modifications have been made to the bicycle parking in the site plan, but outstanding issues remain that will require further discussion. The prior CDD and TPT memos note the issue that long-term bicycle parking for Parcel A is proposed to be provided off-site in the Parcel B underground garage, which could be inconvenient for cyclists working in the Parcel A building. It was suggested that the Applicant either explore providing some long-term bicycle parking within the Parcel A building or identify other mitigating measures to ensure that the garage bicycle parking would be convenient to Parcel A workers and visitors.

Questions were also previously raised about the location and design of short-term bicycle parking, which seems to be evolving in the site design and should be shown in detail in the Final Development Plan. A related issue was the placement of a Hubway station, which should be addressed in the Final Development Plan.



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Traffic, Parking and Transportation
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Joseph Barr, Director
Brad Gerratt, Deputy Director

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

MEMORANDUM

To: Cambridge Planning Board
From: Joseph Barr, Director *JB*
Date: March 18, 2015
Re: First Street PUD & Project Review Special Permit (PB# 297)

The First Street PUD and Project Review Special Permit Application, by First Street – US, LLC, relates to a proposed 208,848 Gross Floor Area (GFA) Project consisting of 136 housing units (130,488 GFA), 46,010 GFA office building, and 32,350 GFA ground floor retail. The Project proposes 204 parking spaces including an underground garage with 142 spaces and three surface parking lots totaling 62 spaces. It also proposes 160 long-term bicycle spaces and 35 short-term bicycle parking spaces.

A Traffic Impact Study (TIS) for the Project was completed and certified by the Cambridge Traffic, Parking, and Transportation Department (TP&T) on November 14, 2014. The TIS indicated that the Project had no Planning Board Special Permit exceedances. It will generate the following trips:

796 daily automobile trips, including 64 AM and 83 PM peak hour vehicle trips;
670 daily transit trips (53 AM/69 PM peak hour transit trips);
510 daily pedestrian trips (30 AM/47 PM peak hour pedestrian trips); and,
128 daily bicycle trips (9 AM/13 PM peak hour bicycle trips).

The TIS summary sheets are attached.

TP&T reviewed the First Street PUD and Project Review Special Permit Application. TP&T commends the Project for demonstrating a design concept that is in many ways consistent with City goals for mixed-use development, including residential, office, retail and open space. We offer the following comments to the Planning Board for consideration.

- The Project proposes 204 parking spaces at 0.75 spaces/residential unit, 0.9 spaces/1,000 square feet of office use, and 1.9 spaces/1,000 sf of retail use. The retail parking ratio is higher than other recently permitted development in the areas such as Kendall Square, North Point and Binney Street, which have ranged from no retail parking at all to about one space per 1,000 sf and have utilized on-street parking and shared parking to serve retail needs. In 2013 the CambridgeSide Galleria had a peak parking utilization of approximately 0.9 spaces/1,000 sf. still considerably lower than the ratio proposed by the Project. The Planning Board may want to consider asking the Applicant for more information on how much retail parking is vital, considering the Project is located near transit and near existing commercial parking garages.

First Street PUD and Project Review Special Permit

- TP&T believes that the 10 space parking lot at Parcel A to serve Petco is reasonable (9,800 sf @ 1 space/sf = 10 spaces). Given that the lower ratio is acceptable for Petco, the Planning Board may want to ask why Parcel B and D need a higher ratio.
- The First Street PUD and Project Review Special Permit Application proposes to develop an underground parking garage and surface parking lots. TP&T has asked the Applicant about the potential opportunity of utilize existing underutilized commercial parking spaces in the area instead creating new spaces (an expressed goal of this department). For example, the Cambridgeside Galleria garage has over 1,000 unused parking spaces during the day (there are 2,538 total spaces in the Galleria garage), and it's Parking Facility Permit allows for the leasing of spaces under certain conditions, with prior approval from TP&T. TP&T recognizes that it could be difficult to obtain project financing when parking is owned by another entity, and on-site parking is an amenity to residents, however, there could be benefits from utilizing existing parking such as, reducing the cost of development, lowering housing costs, and discouraging automobile dependency by accommodating parking needs nearby instead of on-site. The Planning Board may want the Applicant to discuss whether leasing nearby parking would be a more constructive and lower impact means of providing the required parking.
- The Planning Board may consider asking for more detailed information on how the proposed 142-space underground garage will be managed. For example, empty residential parking spaces during the day may be tempting for office workers to use, which would add additional vehicle trips and exceed the 0.9 spaces/1,000 sf f office parking ratio. The proposed shared parking operations plan between resident and office should also be explained in greater detail.
- The project proposes to provide long-term bicycle parking spaces for the office use in the proposed underground parking garage and seeks a special permit because it exceeds the 200 foot zoning distance. The Planning Board may consider asking the Applicant whether the Project can provide long-term (secure, weather protected) bicycle parking within or closer to the office building for office employees. Locating bicycle parking spaces within the office building would be more aligned with the City's policy to actively promote alternative modes of transportation by making that bicycle parking more convenient and easier to use.
- The Project's Traffic Impact Study committed to implementing Transportation Demand Management (TDM) measures, including the following:
 1. Providing MBTA Charlie card equivalent to the value of a monthly pass (currently \$75) to each adult member of a new household after the household has established residency;
 2. Post public transportation schedules and information on pedestrian and bicycle facilities in a centralized location for residents;
 3. Become a member of the Charles River Transportation Management Association (TMA) and provide access to EZ Ride shuttle for Project residents and employees;
 4. Analyze the possibility of a Zipcar location sited within the Project parking spaces;
 5. Provide an MBTA pass subsidy to employees (up to the federal maximum of \$130 per month);
 6. Provide information about the transportation options that are available to employees at orientations and on the company website;
 7. Provide showers and lockers that are accessible to employees;
 8. Encourage employers to work with the Cambridge Office of Workforce Development; and,
 9. Encourage resident to obtain free Bike Charlie card, allowing residents the ability to use the bike cages at area MBTA stations and other areas free of charge.

First Street PUD and Project Review Special Permit

The Applicant should be aware that the MBTA no longer uses separate bike Charlie cards, but rather allows customers to activate their regular Charlie card for bike access to MBTA bike parking.

TP&T appreciates and supports the Applicants commitment to TDM, but given the critical importance of reducing the vehicle trips in this part of Cambridge, we would recommend considering the following additions or changes:

- a. Instead of providing an MBTA Charlie Card to each member of a new household, offer a 50% subsidy for the cost of a bus/subway link pass (currently \$75, but subject to fare increases) for three consecutive months to each adult member of a household (up to 2 per household) upon move-in. The subsidy ends after 3 months for the household and begins anew upon unit turnover;
- b. Offer a one-year Gold Level Hubway membership to each adult member of each household (up to 2 per household) upon move-in. The one-year membership ends after one-year but begins anew upon unit turnover;
- c. Instead of (or in addition to) posting paper MBTA schedules, provide a transit screen in a central location for residents, that displays real-time transit and Hubway information;
- d. Provide a 50% T-pass subsidy to full-time retail employees;
- e. Donate a standard size Hubway station with a 3-year maintenance agreement and consider options for placing a Hubway station on-site.
- f. Provide at least two carshare parking spaces on-site, if desired by a local car-share company. Carshare vehicles will be available for use by the general public as well as the residents.

Lastly, because the Project will have its largest impact on the First Street at Charles Street intersection (29 new AM peak hour trips and 39 new PM peak hour trips) we anticipate recommending that the Applicant update the traffic signal controller, cabinet, and install an audible pedestrian signal at this intersection.

Cc: Adam Shulman, TPT; Iram Farooq, Jeff Roberts, Liza Paden, Susanne Rasmussen, Stuart Dash, Cara Seiderman, Stephanie Groll, CDD; Paul M. Ognibene, Urban Spaces; Jim Rafferty, Adams & Rafferty.



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MEMORANDUM

To: Cambridge Planning Board
From: Joseph Barr, Director *JB*
Date: September 22, 2015
Re: First Street PUD & Project Review Special Permit (previous PB# 297, currently amendment to PUD Special Permit 231A)

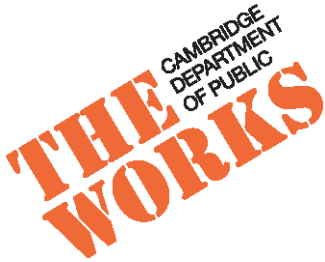
The Cambridge Traffic, Parking and Transportation (TP&T) Department offers the following comments on the First Street PUD and Project Review Special Permit Application dated July 24, 2015.

Project History

- In October 2014, Vanasse & Associates Inc. on behalf of 121 First Street, LLC submitted a Transportation Impact Study (TIS) for the First Street Redevelopment Project.
- On November 14, 2014, the TP&T Department certified the (TIS) as complete.
- On March 5, 2015, First Street – US, LLC submitted an application for a PUD and Project Review Special Permit (PB#297).
- On March 18, 2015, the TP&T Department submitted the attached memo to the Planning Board with our comments on the Project.
- On March 24, 2015, the Planning Board issued a Preliminary Determination for the Project.
- On July 24, 2015 the applicant submitted a new application seeking to amend a previously approved PUD #231A instead of seeking a new PUD and Project Review Special Permit (PB#297).
- On September 14, 2015, Vanasse & Associates Inc. submitted a memo to the TP&T Department that evaluated the change in the Project office space from 42,800 square feet to 46,900 square feet. The change was estimated to increase the project generated trips by 18 additional daily vehicle trips, 2 additional morning and 2 additional evening peak hour vehicle trips. The Project also reduced the number of parking spaces from 31 to 26 parking spaces in the surface parking Lot B. The parking for the full project changed from 207 to 202 proposed parking spaces.

TP&T Comments

- The two additional peak hour project vehicle trips is not expected to change the results in the TIS, however, at a minimum the applicant should provide updated TIS summary sheets for trip generation.
- The applicant should provide a full response to questions in the Preliminary Determination and TP&T's March 18, 2015 memo.
- TP&T will work with the applicant on the Project and provide comments and recommendations to the Planning Board when the final Development Plan is submitted.



City of Cambridge
Department of Public Works

Owen O'Riordan, Commissioner

147 Hampshire Street
Cambridge, MA 02139
theworks@cambridgema.gov

Voice: 617 349 4800

TDD: 617 499 9924

March 17, 2015

TO: Planning Board

FROM: Katherine F. Watkins, PE
City Engineer

RE: First Street PUD and Special Permit Application

We are in receipt of the Special Permit and PUD Application materials for the First Street Development project, dated January 29, 2015. We have reviewed the materials and have presented below some comments related to the interests of the Department of Public Works.

Generally, the DPW, based on the provided documentation, does not anticipate the project having any issue meeting all of the requirements of the DPW with the understanding that the project will be subject to a thorough and complete engineering review at the time of the Building Permit Application.

A "Preliminary Stormwater Drainage, Water and Sewer Impact Statement" was prepared by Stantec Consulting, Ltd. and was included with the Application package. The document indicated that the Applicant was familiar with the requirements of the DPW and acknowledged that further coordination with the Department be required.

As the project is further developed, DPW will work with the applicant to ensure the following requirements are met:

Public Infrastructure:

1. Requirements for temporary and permanent alterations to the Public Right of Way will be considered as part of the Building Permit review process, when a full understanding of the scope of the utility and surface work is presented.
2. Given the extent of the public infrastructure being reconstructed and the proximity of the buildings to the edge of the right-of-way a detailed traffic management plan for construction activities will be required, with particular attention paid to accommodating pedestrians and cyclists during construction.
3. Eversource, the electric service provider for the project area has known supply issues in this neighborhood. The Applicant is encouraged to reach out them to coordinate supply for the project as soon as possible.

Stormwater Management:

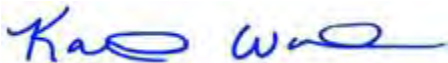
1. Under the City Land Disturbance Regulations, the Applicant will need to obtain a Stormwater Control Permit from the Department of Public Works. The permit requirements cover the design standards and long term operation and maintenance of a stormwater management system for the project site, as well as the construction phase erosion and sedimentation control plans. The permit requirements also include the standard to mitigate the stormwater runoff from the site from the proposed 25-year storm to a rate below the pre-redevelopment 2-year stormevent. The Applicant acknowledged the need to apply for this permit in the Application.

Sewer System:

1. Applicant may also be required to remove I/I from the system sufficient to offset new proposed sewer flows at a ratio of 4:1.

Please feel free to contact me with any questions or concerns related to the comments provided above.

Sincerely,

A handwritten signature in blue ink, appearing to read "Katherine Watkins".

Katherine F. Watkins, P.E.
City Engineer

PB #231A Conditions – August 3, 2010

Based on a review of the application documents, comments made at the public hearing, and based on the above findings, the Planning Board grants the requested Special Permits for a PUD-4B Final Development Plan (Section 13.50 and 12.36) and for a Reduction in Required Parking (Section 6.35.1), subject to the following conditions and limitations:

1. All use, building construction, and site plan development shall be in substantial conformance with the Final Development Plan documents dated June 24, 2010 and referenced above. The approved dimensional limitations are summarized in Appendices I and II.
2. The project shall be subject to continuing design review by the Planning Board and the Community Development Department (CDD). Before the issuance of the Building Permit for each building in the Development, the CDD shall certify to the Superintendent of Buildings the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Permit, including the design review provisions of Condition #7 below.
3. All retail uses permitted in Section 13.52.4 shall be allowed in the authorized retail space at 159 First Street. Any Technical Office use, Section 4.34 f, shall be permitted in the authorized space at 65 Bent Street. Any residential use listed in Section 4.31 a-g shall be permitted in all other authorized gross floor area. A parking lot as a principal use as set forth in Section 4.32 b, shall be permitted on an interim basis subject to the limitations and conditions set forth in Condition #4 below.
4. The authorized accessory parking for the entire PUD shall be as set forth in the Final Development Plan application documents and summarized in Appendix I.

The following further conditions, limitations and requirements shall apply:

- a. No accessory parking shall be required for the authorized retail space at 159 First Street.
- b. The minimum PUD accessory parking requirement for the research and development building (72 spaces), located at 65 Bent Street, shall serve only uses at 65 Bent Street. However, at evening or weekend times when demand for commercial laboratory parking is low, a portion of these 72 spaces may be used as accessory parking to serve other commercial uses permitted by this Special Permit within the Development Parcel.
- c. Remaining spaces authorized at 65 Bent Street (22 spaces) shall serve the residential units authorized at 159 First Street.
- d. Parking at the 159 First Street parcel shall serve the residential units on that site exclusively. As the parking authorized on the site (60 conforming accessory spaces, plus 5 extra tandem spaces), in combination with the parking allocation required in Paragraph c above, does not meet the minimum parking required for the authorized residential units (a total of 86 spaces, thus a deficit of 4 spaces), at the reduced parking ratio of 0.75

parking spaces per unit granted by the Board, the Permittee shall be obligated to do the following in order to meet the minimum requirements of this permit and to provide long term assurance that residential parking will be sufficient over the term of the Special Permit.

- (1) Prior to the issuance of a Building Permit for authorized development at 159 First Street, the Permittee shall demonstrate to the satisfaction of the Community Development Department that the 24-hour parking required for the units proposed at 159 First Street is provided at the rate of 0.75 spaces per dwelling unit. Such spaces shall be provided at 159 First Street; at the 65 Bent Street site; and for the remaining four (4) required accessory parking spaces, in any legally established parking garage or parking facility located in the PUD 4 districts (4, 4A, 4B) where such parking is secured to the satisfaction of the CDD through long term lease or purchase of the right to use such spaces. The requirement may also be met through an appropriate reduction in the number of residential units constructed.
- (2) To ensure that adequate accessory parking is being provided to meet the demand for such spaces by the future residential tenants at 159 First Street, over the life of the project, the Permittee shall be obligated to do the following:
 - (a) The Permittee shall be obligated to provide a parking space for any tenant who requests such a space, in any manner authorized in Paragraph (1) above, and at the same cost and in the same manner applied to all other tenants, up to one space per residential unit. No more than a total of one parking space per dwelling unit for the entire development shall be provided. Any request for such parking space that results in a parking ratio in excess of the 0.75 parking space ratio permitted for the building at 159 First Street shall be reported to the CDD and Traffic, Parking and Transportation Department (TP&T) within thirty days.
 - (b) To ensure that demand for accessory parking for the residential units is as has been represented in the application and assumed by the Board in granting a reduction of the required residential accessory parking to be provided, the Permittee shall be obligated to undertake periodic surveys of tenant auto use, in a manner acceptable to the CDD, to determine the extent of car ownership, auto use and parking behavior.

Beginning at the point when fifty (50) percent of the residential units in the building are occupied, and at least once per year thereafter, the Permittee shall survey residents of the building to determine the number of cars owned or leased by residents and where the residents customarily store such vehicle(s) overnight. If survey results suggest that the auto ownership ratio is at or above 0.75 cars per dwelling unit, the CDD may require surveys to be conducted at a rate of more than one per year. All survey results shall be made available to the CDD.

Should it be demonstrated in any survey that the number of cars owned or leased by tenants exceeds the 0.75 ratio approved in this Permit, the Permittee shall so

advise the CDD and indicate how the Permittee anticipates accommodating the increased car ownership. If such exceedence occurs in two consecutive surveys, the Permittee shall be obligated to enter into a long term agreement as permitted in Paragraph (1) to supply such additional accessory parking as the survey instruments indicate is necessary to make available one off-street parking space for each dwelling unit whose residents own or lease an automobile at a cost and in a manner as spaces are provided to all other tenants. The Permittee shall provide to the CDD for review the lease agreement that implements this requirement.

- (c) The required surveys shall be conducted annually and shall be done for five years after the issuance of the Final Certificate of Occupancy for the residential portion of the building. If the results have consistently shown car ownership at or below the level of the accessory parking provided, for five (5) consecutive years, the Permittee may request the CDD to authorize a modification or elimination of the survey requirement.

- e. The site at 29 Charles Street may be used as a principal use (commercial) parking lot, to the extent legally allowed by the City of Cambridge, for three (3) years after the issuance of the first Certificate of Occupancy for the commercial building at 65 Bent Street, subject to the following conditions and limitations.
 - (1) After that initial three years the site shall be developed to the housing authorized in the Special Permit, converted to a landscaped green area, or may remain vacant, with all commercial or accessory parking operations terminated.
 - (2) However, the Planning Board may thereafter allow, by a vote of five members of the Board voting in the affirmative, an extension of the principal (commercial) parking use after the initial three years, for additional intervals up to two (2) years each, where the applicant can demonstrate that market conditions are not immediately favorable for the construction of the authorized housing on the site but that the authorized housing construction can be anticipated within a reasonable timeframe.

The Planning Board shall not be required to grant such extensions if in the Board's view the parking use is diminishing the incentive to construct the housing in a favorable housing construction environment. In any case, such extensions shall not continue beyond ten (10) years after the granting of the first Certificate of Occupancy for the commercial building at 65 Bent Street. If, at that time, housing construction has not commenced on the 29 Charles Street site, it shall be landscaped and maintained in a neat and orderly condition.

- f. Should the authorized development at 159 First Street not commence construction within one year of the issuance of the Final Certificate of Occupancy for the commercial building at 65 Bent Street, then the 159 First Street lot shall be landscaped and maintained in a neat and orderly condition.

5. All authorized development shall conform to the requirements of the City of Cambridge “Noise Control Ordinance”, Chapter 8.16 of the City Municipal Code.

Before issuance of the first Building Permit for the commercial building at 65 Bent Street, the Permittee shall submit an affidavit from a professional acoustical engineer certifying that the mechanical equipment and systems specified in the permit drawings will meet the performance standards for such equipment represented in the application documents (not to exceed 48 dbA for nighttime and 54 dbA during the day), or better, in order to reduce the cumulative noise effects of an increase in the amount of mechanical equipment in the vicinity of the residential East Cambridge neighborhood.

The Permittee shall maintain all equipment so that it performs as certified and shall replace such equipment if it can no longer be maintained at that level.

6. The Permittee shall submit a Construction Mitigation Plan consistent with the provisions of Article 18.000 of the Zoning Ordinance for approval by the Inspectional Services Department, the Traffic, Parking and Transportation Department, and the Department of Public Works in the normal course of their review of plans for the issuance of a Building Permit for the 65 Bent Street development. Such Plan shall be made a condition of this Special Permit.

Construction deliveries to each of the sites shall be made from First Street and the Permittee shall instruct vendors as to how access and egress from these sites is to be accomplished using First Street. Construction activity shall only occur between the hours of 7:00 A.M. and 6:00 P.M. on weekdays, as per City of Cambridge requirements. Construction outside of those hours shall be permitted only as authorized by applicable city ordinances.

The Permittee shall instruct vendors that permanent loading activities at 65 Bent Street shall employ the same access routes as construction traffic and shall be operated only between the hours of 7:00 A.M. and 6:00 P.M. weekdays. Access routes for loading activities may be modified in consultation with the Community Development Department and the Traffic, Parking and Transportation Department.

7. The Planning Board shall review each building at the design development stage to be assured that the objectives of the PUD district and this permit are being met in the design details of each building. As part of that review the Permittee shall provide multiple detailed views of the buildings, particularly at ground level, to illustrate the design details being proposed. The landscape plan for each site shall be submitted at the time of this review. Further refinements to the mechanical equipment being proposed should also be submitted. The recommendations of the Cambridge Bicycle Committee shall be incorporated into the project as the building and site designs are further developed.
8. The Permittee shall implement the following transportation improvement and mitigation measures (which were set forth in the letter from Sue Clippinger to the Cambridge Planning Board dated March 18, 2008, in case #231), to designs approved by the Traffic, Parking and Transportation Department:

- a. Reconstruct the intersection of First Street and Charles Street with a curb extension to prevent vehicles from entering the wrong-way into Charles Street street. This should be completed prior to the first Certificate of Occupancy issued for any development within the PUD.
 - b. Replace the asphalt sidewalk adjacent to the proposed residential building on Rogers Street with, at a minimum, a concrete sidewalk prior to the Final Certificate of Occupancy for that building.
 - c. Reconstruct the wheelchair ramps at the corner of First Street and Bent Street prior to the Final Certificate of Occupancy for 65 Bent Street.
 - d. Reconstruct or repair, as needed, the sidewalks and wheelchair ramps around the proposed 65 Bent Street building prior to the Final Certificate of Occupancy for that building.
 - e. Provide a single one-month Charlie Card (or another one-month MBTA transit pass of an equivalent value) to each adult member of a new household upon that household first establishing residency at 159 First Street.
 - f. Post relevant public transportation schedules in centralized locations as well as information on available pedestrian and bicycle facilities in the vicinity of the residential projects.
9. The Parking and Transportation Demand Management Final Decision shall be made a condition of this Permit.
10. The project is required to make an Incentive Zoning payment as set forth in Section 11.203.1. The total payment is calculated thus: 108,600 square feet of office use **plus** 3,800 square feet of retail use **equals** 112,400 square feet of commercial development subject to the provision. 112,400 square feet of eligible development **minus** the 2,500 square foot exemption **equals** 109,900 square feet. The total payment required shall be 109,900 square feet **multiplied by** the per-square-foot contribution rate that is specified in Section 11.203.1 at the time of payment. Because the total payment relates to two building projects, the research and development building at 65 Bent Street and the residential with street level retail building at 159 First Street, the total payment has been allocated between the two projects as follows: 96.62% (108,600 sf/ 112,400 sf) to 65 Bent Street and 3.38% (3,800 sf / 112,400 sf) to 159 First Street. The City will require the allocated portion of the payment for each building project prior to the issuance of a Certificate of Occupancy for each separate building. Since the 29 Charles Street project is entirely residential and does not include any commercial space, that project is not required to make an Incentive Zoning payment.
11. The permitted development shall be subject to the Green Building Requirements set forth in Section 22.20 of the Zoning Ordinance. The Permittee shall submit documentation as required in Subsection 22.24 (1) to the Community Development Department (CDD) at least

30 days prior to any application for a Building Permit. The CDD shall certify that this zoning requirement has been satisfactorily met before any application for a Building Permit is submitted. Subsequently, and prior to the issuance of any Building Permit or Certificate of Occupancy for buildings authorized under this PUD Special Permit, the Permittee shall follow the applicable procedures set forth in Subsection 22.24 (2).

PB #231A, Amendment #1 (Minor) Conditions – June 5, 2012

Based on a review of the Application Documents, other materials presented to the Planning Board, and the above Findings, the Planning Board hereby determines that the proposed modifications constitute Minor Amendments to PUD Special Permit #231 and hereby GRANTS the requested Minor Amendments, subject to the following conditions and limitations:

1. Except as specifically modified below in this Decision, all use, building construction, and site plan development shall be in substantial conformance with the Final Development Plan approved in Planning Board PUD Special Permit #231A. Furthermore, except as specifically modified below in this Decision, all development shall remain subject to the Conditions set forth in Planning Board PUD Special Permit #231A.
2. The revised Dimensional Charts in Appendices I and II summarize the approved dimensional characteristics of the Planned Unit Development and of each site within the Planned Unit Development, as modified by these Minor Amendments.
3. The design of the building at 159 First Street shall be in substantial conformance with the plans, drawings and supporting documentation presented to the Planning Board and dated April 19, 2012. The continuing design shall be subject to ongoing consultation with the Community Development Department (CDD) to review design elements that will require more attention to detail, such as façade materials, vehicular and pedestrian entries and exits, and exact configuration of residential bays. Prior to issuance of a Building Permit for authorized development at 159 First Street, CDD shall certify that the construction drawings are in conformance with the PUD Special Permit and with this Minor Amendment.
4. The design, layout, access and egress for the parking garage as well as the provided bicycle parking spaces shall be subject to ongoing review by the Traffic, Parking and Transportation Department (TPT) and CDD. Prior to issuance of a Building Permit for authorized development at 159 First Street, CDD shall certify that the construction drawings are in conformance with the PUD Special Permit, this Minor Amendment, and any other applicable regulations and standards.
5. The following modifications shall apply to Condition #4 of PUD Special Permit #231A, which relates to approved parking. Other than the modifications set forth below, all requirements and stipulations set forth in Condition #4 shall continue to apply.
 - a. The 159 First Street site shall contain 64 parking spaces, which shall be accessory to residential uses on that site only. Notwithstanding the Conditions set forth in Special Permit #231A, there shall be no requirement to lease four (4) off-site parking spaces for

residential uses. The residential uses at 159 First Street shall remain subject to a minimum off-street parking ratio of 0.75 spaces per unit, with 64 spaces located on-site and 22 spaces located at the 65 Bent Street (now also referred to as 150 Second Street) site for a total of 86 spaces.

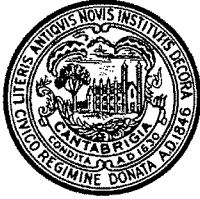
- b. As set forth in Special Permit #231A, the 65 Bent Street site (now also referred to as 150 Second Street) shall continue to contain a total of 94 parking spaces, 22 of which shall be accessory only to residential uses at 159 First Street, and the remaining 72 of which shall be accessory to permitted commercial uses at 65 Bent Street or elsewhere in the PUD.
6. The Board specifically approves the inclusion of the roof deck indicated in the plans dated April 19, 2012, provided that such open space shall meet the definition of Open Space as required in the PUD-4B District and shall also be included in the Gross Floor Area calculation for the permitted building.
7. As set forth in PUD Special Permit #231A, the permitted development at 159 First Street shall be subject to the Green Building Requirements set forth in Section 22.20 of the Zoning Ordinance. The Permittee shall submit documentation as required in Subsection 22.24 (1) to the Community Development Department (CDD) at least 30 days prior to any application for a Building Permit. The CDD shall certify that this zoning requirement has been satisfactorily met before any application for a Building Permit is submitted. Subsequently, and prior to the issuance of any other Building Permit or Certificate of Occupancy, the Permittee shall follow the applicable procedures set forth in Subsection 22.24 (2).

PB #231A, Amendment #2 (Major) Conditions – October 1, 2013

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. The provisions set forth in this Decision shall apply to each Applicant and any successors in interest.

The Conditions set forth in Special Permit #231A, and all prior amendments, shall continue to apply except as they are modified by the Conditions set forth below:

1. The number of authorized accessory parking spaces for commercial uses at 65 Bent Street (also called 150 Second Street) shall be increased to ninety-four (94) spaces, and the number of authorized accessory parking spaces for residential uses at 159 First Street shall be decreased to sixty-four (64) spaces, subject to the additional requirements set forth below.
2. The Conditions set forth in the Memorandum from Susan Clippinger, Director of Traffic, Parking and Transportation, dated September 17, 2013, attached to this Decision, shall apply to the respective owners of the approved buildings at 159 First Street and 65 Bent Street / 150 Second Street as indicated in the Memorandum. Failure by the owner of 159 First Street to meet the Conditions applicable to 159 First Street shall not violate or affect the validity of these special permits, including the Certificate of Occupancy, for 65 Bent Street / 150 Second Street, and vice versa. The Traffic, Parking and Transportation Department shall certify that the applicable Conditions have been met at the times indicated in the Memorandum.



CITY OF CAMBRIDGE
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Brad Gerratt, Deputy Director

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MEMORANDUM

To: Cambridge Planning Board
From: Susan E. Clippinger, Director 
Date: September 17, 2013
Re: 159 First Street; 65 Bent Street (a.k.a. 150 Second Street); 29 Charles Street

According to the plan most recently approved by the Planning Board, there are 166 parking spaces approved for the PUD, distributed as follows:

- 64 spaces located 159 First Street, which are all accessory to the 115 residential units located on that site.
- 94 spaces located at 65 Bent Street (a.k.a. 150 Second Street), 72 of which are accessory to the commercial R&D building on that site, and 22 of which are accessory to the residence at 159 First Street.
- 8 spaces at 29 Charles Street to serve the 8 future housing units proposed on that site; however, the existing commercial parking lot on that site is allowed to remain temporarily, according to the conditions in the special permit.

The Permittee is also required by the conditions of the special permit to provide a parking space (from available parking garages in the area) to any residential tenant in the 159 First Street building who requests a space, at the same cost as other accessory parking provided on the site, up to one space per dwelling unit.

Requested Change

The Proponent requests to have all the parking at 150 Second Street be accessory to the commercial R&D use on that site, and not to use any of the parking on 150 Second Street to serve residents at 159 First Street, which is now under different ownership. This would require the following changes to the approved plan:

1. An increase in accessory parking for commercial R&D uses from 72 to 94 spaces (0.66 to 0.87 spaces/1,000 sf).
2. A reduction in accessory parking for residential uses on 159 First Street from 86 to 64 spaces (0.75 to 0.56 spaces/unit).

If the Planning Board chooses to support this proposal, we would recommend the following conditions:

1. The 159 First Street owner shall be required to secure fifteen (15) parking spaces to serve 159 First Street residents within an existing off-site legally established parking facility within PUD Districts 4, 4A, and 4B, through an arrangement that is approved by the Traffic Parking and Transportation and Community Development Departments. Such spaces shall be made available to residents of 159 First Street on terms of no less than one year. The price to 159 First Street residents for the use of a space shall not be more than the price for on-site spaces.
2. The fifteen (15) parking spaces must be secured prior to the issuance of a Certificate of Occupancy for the 159 First Street (Residential) project; however, those spaces must be identified and the arrangement approved by the Cambridge Traffic, Parking and Transportation and Community Development Departments before the tenants at 150 Second Street can use more than 72 of the on-site parking spaces.
3. These fifteen (15) spaces will be required in perpetuity, although they may be relocated with the approval of the Traffic, Parking and Transportation Department and the Community Development Department. The requirement to provide these fifteen (15) spaces may only be reduced or eliminated upon the granting of a Minor Amendment by the Planning Board upon demonstrating that the fifteen (15) spaces are not being used, and no more than sixty-four (64) on-site parking spaces are needed for the 159 First Street residential project. The earliest that the 159 First Street owner may apply for a Minor Amendment to reduce the required 15 spaces is three (3) years after initial occupancy of the residential units. To evaluate the parking needs, information such as the following would be used:
 - Percent occupancy of 159 First Street;
 - surveys of resident of the building to determine the number of cars owned or leased by residents and where the residents customarily store such vehicles(s) overnight
 - parking utilization studies of both the 159 First Street garage and the fifteen (15) parking spaces.
4. 150 Second Street shall continue to be subject to the final decision of the Parking and Transportation Demand Management Plan, dated April 28, 2008.
5. The 159 First Street owner will continue to be obligated to provide off-site parking to any tenant who requests a parking space at the same cost as an on-site space, up to one space per unit, and to undertake periodic surveys of tenant auto use to determine the extent of car ownership, auto use and parking behavior as required in Special Permit #231A.
6. The 159 First Street owner will continue to be subject to residential Transportation Demand Management Measures required in Special Permit #231A.
7. All other Special Permit requirements, other than those specifically modified in this amendment, shall continue to be in effect.