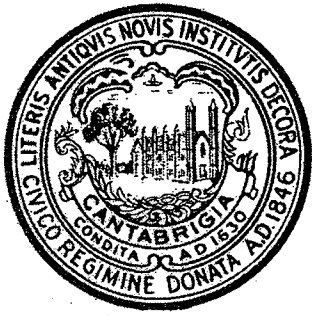




CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2013 OCT 2 PM 8 58
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	283
Address:	300 Massachusetts Avenue
Zoning:	Cambridgeport Revitalization Development District (CRDD)
Applicant:	Mass Ave 300 Block West LLC c/o Forest City Commercial Group, Inc. 38 Sidney Street, Cambridge, MA 02139
Owner:	Massachusetts Institute of Technology, Cambridge, MA, and Zevart M. Hollisian, Trustee of Garabed B. Hollisian Trust and L-Z Realty Trust, Watertown, MA
Application Date:	June 10, 2013
Date of Planning Board Public Hearing:	July 9, 2013
Date of Planning Board Decision:	September 3, 2013
Date of Filing Planning Board Decision:	October 2, 2013
Application:	Project Review Special Permit pursuant to Section 19.20 for a 227,500 square-foot building for office and laboratory uses with ground-floor retail.
Decision:	GRANTED, with conditions.

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

Authorized Representative of the Planning Board: Jeffrey C. Roberts. JCR 10/2/13

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

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application Volume 1 dated June 10, 2013, including: Letter of Introduction, Project Team, Application Form, Ownership Certificates, Fee Schedule, Dimensional Form, Project Description, Zoning Approvals Requested, Section 10.43 Special Permit General Criteria, Section 19.25 Large Project Review Special Permit Criteria, Urban Design Narrative, Sewer Service Infrastructure Narrative, Water Service Infrastructure Narrative, Noise Mitigation Narrative, Leadership Energy and Environmental Design (LEED) Narrative, Tree Study, Traffic Impact Study, Conclusion.
2. Special Permit Application Volume 2 dated June 10, 2013, including: Neighborhood Plan, University Park Plan; Urban Design Strategy; Illustrative Site Landscape Plan; Transit Stops, Access Points & Services; Massachusetts Ave Elevations and Sections; Perspective Drawings; Street Views; Floor Plans; Building Elevations; Infrastructure Services; Shadow Studies.
3. Transportation Impact Study dated June 11, 2013, prepared by Vanasse Hangen Brustlin, Inc. on behalf of the Applicant.
4. Additional submission dated August 2, 2013, including: Retail Marketing Plan; revised building design illustrations.
5. Letter from James J. Rafferty, P.C. (with attachments) representing the Applicant, dated August 30, 2013, regarding development plan requirements.
6. Revised building design illustrations dated September 3, 2013.

Other Documents

7. Design Review Report from Community Development Department staff, dated July 1, 2013.
8. Report of the Central Square Advisory Committee, dated July 5, 2013.
9. Memorandum from Susan Clippinger, Director of Traffic, Parking and Transportation, dated July 9, 2013.
10. Letter from Christopher H. Heep of Miyares and Harrington LLP, representing Anna Shine, dated July 9, 2013.
11. Letter from Charles Teague, sent July 15, 2013.
12. Memorandum from the Cambridge Pedestrian Committee, dated July 25, 2013.

13. Letter from Jesse Kanson-Benanav on behalf of A Better Cambridge, dated August 5, 2013.
14. Letter from Christopher H. Heep of Miyares and Harrington LLP, representing Anna Shine, dated August 6, 2013.
15. Design Review Report from Community Development Department staff, dated August 26, 2013.
16. Memorandum from Susan Clippinger, Director of Traffic, Parking and Transportation, dated September 3, 2013.

FINDINGS

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

1. Project Review Special Permit (19.20)

The Board finds that the project meets the criteria for issuance of a Project Review Special Permit, as set forth below, based on information provided in the Application Documents and by the Applicant at public hearings.

(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (2) the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.

(19.25.11) Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.

The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of

service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

The Applicant submitted a Transportation Impact Study (TIS) that was reviewed and certified complete by the Traffic, Parking and Transportation department (TPT) on June 11, 2013. According to the TIS, the project is expected to have 6 exceedences of Planning Board criteria out of 239 total data entries. One exceedence is for traffic on Green Street and the others are for pedestrian level of service at some intersections on Green Street. TPT has recommended mitigating measures, attached as a supplement to this Decision, which the Planning Board shall impose as conditions of this Special Permit. Therefore, upon consideration of the TIS, the traffic impact criteria, and the required mitigation, the Board finds that there shall be no substantially adverse impact on city traffic.

In addition to the criteria typically considered by the Planning Board in connection with a Project Review Special Permit, the TIS also includes analysis conducted in accordance with an "Agreement for Traffic Mitigation" established between the City of Cambridge and Forest City in 1988. This agreement established a 1,700 trip evening peak hour vehicle trip threshold for all development within the CRDD. As the 300 Massachusetts Avenue Project site is now included within the CRDD, TPT requested that the Mitigation Agreement analysis be updated to demonstrate that the current uses at University Park and the projected uses at 300 Massachusetts Avenue will not generate more than 1,700 evening peak hour vehicle trips. The TIS indicates that taken together, the existing University Park uses and the projected uses at 300 Massachusetts Avenue are expected to result in 1,148 total vehicle trips in the evening peak hour, far less than the 1,700 evening peak hour trip threshold.

(19.25.2) Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

The Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, as described below.

(19.31) New projects should be responsive to the existing or anticipated pattern of development.

The area in which the project is located is characterized by a mix of uses and building types. Some buildings are new, some are older buildings with potential historic value, and

others are transitional in nature. The proposed building will replace older, low-scale buildings of no historical significance with a modern office and research laboratory building with ground-floor retail facing Massachusetts Ave. Surrounding the building site are other office/lab buildings with ground floor retail along Massachusetts Ave, a supermarket and hotel, and two older residential buildings that are now used as dormitories (MIT's Random Hall on Massachusetts Ave and student housing for the New England School of English on Green Street). The proposed building is shaped and its exterior design articulated to be compatible with these adjacent buildings.

According to the requirements in Section 15.37 of the Zoning Ordinance, review of the building is informed by different sets of planning and design guidelines. Most recently, the Board is informed by its review and discussion of the recommendations from the Central Square Planning Study that was concluded in 2012, and the draft urban design guidelines that were created as a result of that study. The 2012 planning envisions this subdistrict, referred to as the Osborn Triangle, as a transitional area that will continue to convert from its prior industrial character into a mixed-use district characterized by commercial labs and offices, retail, housing and institutional uses. Buildings in the Osborn Triangle are expected to be of a somewhat taller and larger scale than development in the adjacent "Heart of Central Square," which includes office and retail buildings of more historic significance. The project site itself will serve as a link along Massachusetts Ave between the Osborn Triangle and the Heart of Central Square.

While the use and scale of the proposed building is consistent with current and expected development in the Osborn Triangle, the massing and materials are intended to respond to the character of surrounding historic buildings through the use of light yellow terra cotta panels (evoking the yellow brick of buildings such as the former NECCO factory, now converted to laboratory use) and a design that blends a punched-window style (evoking more historic commercial buildings) with a more modern glass curtain wall. The Applicant has made several improvements to the building design through the public hearing process, and the Board finds that the final approved design achieves a successful balance between modern design and sensitivity to the existing context. The articulation in height and massing and the variation in façade patterns also help to make the building appear less monolithic, and are consistent with the zoning requirement that for at least two-thirds of the Massachusetts Ave frontage, there must be a 65-foot prevailing cornice line and a step-back in bulk above that height. The final building design contributes to the pattern of varied-height buildings that exists along this section of Massachusetts Ave.

Section 15.37 also sets forth that the Planning Board shall consider guidelines applicable to both Central Square and to University Park in reviewing a project on this site, including the City's Central Square Action Plan (1987) and Central Square Development Guidelines (1989), with the Board to determine which guidelines are most applicable in case of any conflict. For this project, the Board finds that all applicable design guidelines are in general alignment with the draft urban design guidelines for Central Square presented in 2012, which most significantly informed the Planning Board's review. The Urban Design Narrative in the Application Documents provides a more detailed summary

of applicable design guidelines and describes how the project responds to them. With reference to the Urban Design Narrative and other Findings set forth herein, the Board finds that the project is responsive to all applicable design guidelines for the area.

(19.32) Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.

The design guidelines for Central Square emphasize the importance of active and transparent ground floors, which are reflected in the proposed design. The retail spaces on the ground floor of Massachusetts Ave are designed to achieve both transparency and flexibility to allow retailers to individualize their spaces and produce a dynamic streetscape. The open space strategy, which includes space for outdoor seating along Massachusetts Ave, a plaza that “turns the corner” onto Blanche Street, and a complementary plaza at the corner of Blanche Street and Green Street (opposite from the existing supermarket entrance), will create a much more welcoming environment for pedestrians. In order to further enhance pedestrian and bicycle amenities, the Board is supportive of the proposed “shared street” design for Blanche Street, which is included as a traffic mitigation condition subject to City approval of the final design.

All entrances to the building are from public sidewalks, including individual retail entrances along Massachusetts Ave and an indoor lobby for the office uses that connects from Massachusetts Ave to Green Street. Long-term bicycle parking will be provided within the building and short-term bicycle parking will be provided at all entrances, consistent with zoning requirements. There are no vehicular entrances to the building except for loading docks off of Blanche Street, which will be mitigated by implementing the “shared street” design described above, which will slow vehicular traffic and provide pedestrians and bicyclists with more space and flexibility in movement. Auto parking will be provided in the existing parking garage across Green Street from the project.

(19.33) The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.

Most of the building’s mechanical equipment, including air handling units, chillers, boilers, emergency and stand-by power generators, and elevator machine rooms, is located inside the enclosed two-story penthouse, which provides both visual and acoustical buffering from adjacent buildings. Cooling towers are located on the roof in an outdoor well that is integrated into the penthouse design, shielded behind a screen wall. Primary exhaust fans, which need access to free flow of air, are located on the upper roof in an architecturally organized manner. Any additional or supplemental equipment that needs to be provided to meet tenant requirements will be located near the center of the penthouse roof, effectively screened from view by the building geometry and height. The massing design and cladding materials of the penthouse and roof-top screen walls are carefully composed to integrate with the building massing while stepping back from the street walls to minimize the perception of the building height. Only exhaust stacks and chimneys, which must functionally extend higher, rise above the penthouse and screen

walls. Smaller exhaust fans and chimneys will be located close to the middle of the penthouse roof where they will generally be visually screened from view from the street and sidewalks below.

There is no mechanical equipment placed at grade external to the building. The building electrical vault, to which ready access is required by the electrical utility company, is located so as to minimize its impact on any public street, with the primary points of access located adjacent to a private alley. In a similar manner, the water entrance room is located behind the fire pump room, both of which are located on Blanche Street.

All building dumpsters will be located within the building. The primary compactor serving office and R&D uses is in the primary loading dock, which is located on Blanche Street. Dumpsters for the retail areas will be stored within the building, and brought to Blanche Street or to a service alley for pick-up. The primary building loading dock is fully enclosed and is located on Blanche Street, the most lightly travelled street abutting the project, and away from any residential uses. Retail loading is provided on Blanche Street for the retail zone on the west side of the building, and from a private alley system for the retail zone on the east side of the building.

As demonstrated by the shadow studies included in the Application Documents, shadows cast by 300 Massachusetts Avenue will generally fall onto Massachusetts Avenue, and in the cooler months onto buildings located across the street. The highest levels of the building are set back from the streetwall on all sides to mitigate and minimize shadow impacts as much as possible. No shadows will be cast by this building onto Jill Brown-Rhone Park.

The 300 Massachusetts Avenue site is relatively flat and does not require significant retaining walls. In order to maintain and enhance the existing access rights of other property owners on the block to the shared interior alley system, a low retaining wall will be installed at the rear service alley that enables the grade of this alley, which will be widened and improved as compared to its current condition, to meet the grade of the service court. As noted above in these Findings, the building scale, façade design and fenestration are sensitive to the adjacent dormitory uses. Outdoor lighting on the sidewalks and open spaces will be designed to provide adequate safety, night vision, and comfort, while minimizing light pollution.

No important trees are currently on the 300 Massachusetts Avenue site. The Project will include new street trees along Massachusetts Avenue and Green Street and new trees in the open space at the corner of Blanche and Green Streets. A Tree Study is included in the Application Documents and tree plantings will be reviewed with the City Arborist.

(19.34) Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.

Water efficient plumbing fixtures will reduce domestic water consumption by at least 30% below the LEED water-use baseline. Plant selection and an efficient irrigation system will reduce potable water used for irrigation by at least 50% from a mid-summer baseline.

The proposed stormwater management system has been designed to comply with the City of Cambridge standards and the MA DEP Stormwater Management Policy for a new construction project. The stormwater from the Project will be collected on the roof of the building and catch basins and landscape drains. The stormwater collected on the roof will be detained on the roof using a “blue roof” system. This system temporarily detains a portion of the stormwater on the roof of the building to reduce the peak rate of stormwater flow into the City’s stormwater system. In addition to the detention, the stormwater from the roof is directed to two underground infiltration systems to recharge the groundwater and to provide a 65% reduction in phosphorus. The infiltration system consists of pre-cast concrete chambers located under two exterior plaza areas.

The existing water service and sanitary waste capacities in the vicinity of 300 Massachusetts Avenue are adequate for the building’s requirements, as indicated in the Water and Sewer Service narratives provided in the Application Documents.

The building is designed to achieve LEED Gold certification, as indicated in the LEED Narrative and Scorecard in the Application Materials.

(19.35) New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.

As noted further above in these findings, the project is in a transitional use area and will replace existing low-scale buildings of no historic value with a modern office/lab building with ground floor retail. The project is an expansion of the University Park at MIT mixed use campus that was developed by Forest City over the past 25 years. As it has been developed to date, University Park contains a broad range of uses, including office and R&D uses serving companies of various sizes and providing a range of employment paths for Cambridge residents, along with a substantial component of market-rate and affordable housing, plus other uses including a hotel, supermarket, restaurants, retail stores and consumer services, and open space. The project will supplement the existing University Park development with additional office/lab use, ground floor retail, and open space amenities. This expansion was authorized by a zoning change adopted by the City Council in 2013.

(19.36) Expansion of the inventory of housing in the city is encouraged.

No new housing will be developed within the proposed project. However, University Park already includes 674 housing units, which is substantially more than the 400 units required by the CRDD zoning and the University Park Master Plan. This includes 168 affordable housing units that will be preserved pursuant to a commitment made by the

Applicant when the CRDD zoning change was approved in 2013. As set forth in the Letter of Commitment that accompanied the Zoning Petition approved by the City Council the Applicant has also committed to produce at least 25 new affordable housing units.

(19.37) Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.

The project will itself provide or enhance several kinds of open space, including a new pocket park at the corner of Green and Blanche Streets, a “shared street” design on Blanche Street that will improve its aesthetic character and enhance its amenity to pedestrians and bicyclists, a three-season outdoor seating area of roughly 1,000 square feet associated with the retail/restaurant space at Massachusetts Avenue and Blanche Street, and a five foot setback along the Massachusetts Ave retail frontage to enable outdoor seating of a more casual nature.

In addition, the entire University Park development will continue to provide approximately 106,000 square feet of publicly beneficial open space, exceeding the minimum zoning requirement of 100,000 square feet.

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

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

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

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

The project conforms to the requirements set forth in Article 15.000 of the Zoning Ordinance.

The Use Regulations in Section 15.20 are met. In accordance with Section 15.24, the ground floor facing Massachusetts Avenue will have predominantly retail uses, and a Retail Marketing Plan has been submitted in the Application Documents.

The Intensity of Development Requirements in Section 15.30 are met. The requirements of Section 15.32.5 were met with the submittal of a Final Development Plan that was approved by the Planning Board in March, 2003 and amended in July, 2003. The plan of University Park submitted on page 3 of this Special Permit Application and approved as part of this Special Permit, as well as the information contained in Section 14 of the

Transportation Impact Study submitted as part of this Special Permit Application, provide sufficient information to verify that the requirements of Section 15.32.5 continue to be met. With the issuance of this Special Permit, the Project Review requirements set forth in Section 15.36 will be met.

The Publicly Beneficial Open Space requirements in Section 15.40 continue to be met. This project proposes no reduction in the amount of existing publicly beneficial open space provided and will provide two new corner plazas. The Parking and Loading requirements in Section 15.50 will be met. The project will continue to be subject to requirements for Signs (15.60) and Sustainability (15.90), and will be conditioned upon Consistency with the Letter of Commitment by Forest City Commercial Group dated February 25, 2013.

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

As set forth further above in these Findings, the project will not cause a substantially adverse impact on city traffic. Auto parking will be provided in an existing garage and therefore the patterns of vehicular access and egress will not change. The addition of loading docks on Blanche Street, across from existing loading docks, will have minimal impact and will be mitigated by improvements to Blanche Street for pedestrians and bicyclists. Entrances to the new building will be provided in convenient locations that will not negatively impact pedestrian flow. Long-term bicycle parking will be provided in the new building and short-term bicycle parking will be located outside entrances.

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

Adjacent uses include two abutting institutional dormitories, the function of which will not be affected by the Project, along with adjacent office buildings, retail uses, a hotel and a supermarket. The project's use is harmonious with these surrounding uses and the building has been designed with sensitivity to its neighbors. Neighboring uses will also benefit from improvements to the site and its immediate environs.

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

No nuisance or hazard will be created. The project will conform to all applicable health and safety regulations and with all local nuisance regulations, including the Noise Ordinance. The structures currently on the site are generally in poor condition, and the project will make significant improvements to the immediate environs.

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

The project is fully consistent with the zoning regulations for this district, which were amended in 2013 specifically to enable a project of this type. As described further above in these Findings, the project is consistent with the plans and development guidelines applicable to this site.

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

The project is consistent with the Urban Design Objectives set forth in Section 19.30, as described above in these Findings.

DECISION

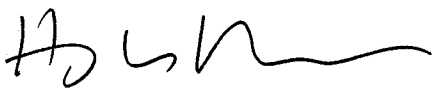
Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the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

1. All use, building construction, and site plan development shall be in substantial conformance with the Special Permit Application dated June 10, 2013, as supplemented by additional information contained in Application Documents dated August 2, 2013 and revised by building design illustrations dated September 3, 2013. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.
3. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
4. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance as they have been modified for this District by the requirements set forth in Section 15.90. Prior to issuance of any Building Permit or Certificate of Occupancy, the Permittee shall provide documentation as deemed sufficient by the Community Development Department to certify that these requirements are met.

5. The Permittee shall be required to undertake the Transportation Mitigation requirements set forth in Section 3 of the Traffic, Parking and Transportation Memorandum dated July 9, 2013, attached to this Decision. Requirement (a) shall be met prior to the issuance of any Building Permit, and the remaining requirements shall be met prior to the issuance of a final Certificate of Occupancy.
6. The Permittee shall continue to meet all applicable requirements of the Parking and Transportation Demand Management Ordinance, and shall also implement the requirements for Transportation Demand Management set forth in Section 4 of the attached Traffic, Parking and Transportation Memorandum dated July 9, 2013. The Parking and Transportation Demand Management Officer shall certify that the requirements will be met prior to the issuance of a final Certificate of Occupancy.
7. In accordance with Subsection 15.24.1 of the Zoning Ordinance, the Permittee shall periodically consult with the Economic Development Division of the Community Development Department and will update its Retail Marketing Plan as retail tenants are sought for the project. The Community Development Department shall certify that it has reviewed an up-to-date Retail Marketing Plan with the Permittee prior to issuance of a Certificate of Occupancy for any retail space authorized by this Special Permit.
8. The project shall be subject to the Inclusionary Zoning Provisions set forth in Section 11.200 of the Zoning Ordinance. Prior to issuance of any Certificate of Occupancy for the project, the Permittee shall make a Housing Contribution in accordance with Subsection 11.203.1.
9. In accordance with Section 15.100 of the Zoning Ordinance, the Community Development Department and other relevant City Departments shall certify that all portions of the Letter of Commitment dated February 25, 2013 by Forest City Commercial Group (attached to this Decision) are met prior to the issuance of any Building Permit or Certificate of Occupancy.

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

For the Planning Board,



Hugh Russell, Chair.

A copy of this decision #283 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on October 2, 2013, by Jeffrey C. Roberts, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

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

DATE:

City Clerk of Cambridge

Appendix I: Approved Dimensional Chart (300 Massachusetts Ave Site Only)

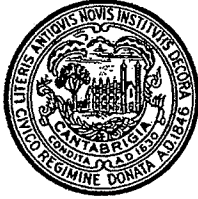
	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	50,634	No req.	50,634	No Change
Total GFA (sq ft)	63,240	246,716	227,500 ¹	227,500 ¹
Residential Base	0	N/A	0	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	63,240	246,716	227,500	
Inclusionary Bonus	N/A	N/A	N/A	
Total FAR	N/A ²	N/A ²	N/A ²	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A ²	N/A ²	N/A ²	
Non-Residential Base	N/A ²	N/A ²	N/A ²	
Inclusionary Bonus	N/A	N/A	N/A	
Total Dwelling Units	0	0	0	0
Lot Width (ft)	283	No req.	283	No Change
Height (ft)	13.1-34.6	95 max	94.25	Consistent with Application Documents and applicable zoning requirements
Front Setback – Mass Ave (ft)	2	No req.	3-8	
Front Setback – Blanche St (ft)	0	No req.	0	
Front Setback – Green St (ft)	0	No req.	5.75-27	
Side Setbacks (ft)	0	No req.	0-2.5	
Open Space (% of Lot Area)	0	N/A ³	10.5%	Consistent with Application Documents and applicable zoning requirements
Permeable Open Space (sq ft)	0	N/A ³	1,000	
Other Open Space (sq ft)	1,178	N/A ³	4,330	
Off-Street Parking Spaces	28	227 min ⁴	227 ⁴	Consistent with Application Documents and applicable zoning requirements
Long-Term Bicycle Spaces	0	49 min	49	
Short-Term Bicycle Spaces	0	24 min	24	
Loading Bays	2	2 min	3	

¹ Total GFA permitted includes maximum potential “tenant option” roof terrace on floor 6 of 4,700 square feet, with the final GFA allocation to be established through design review process.

² FAR controls are not applicable in the CRDD.

³ Open Space requirements in the CRDD are not site-specific. The Publicly Beneficial Open Space requirement in the District is met on other sites.

⁴ Parking will be provided by using existing University Park system capacity, with designated parking for this building located in the 55 Franklin Street Garage.



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

www.cambridgema.gov/traffic

Susan E. Clippinger, Director
Brad Gerratt, Deputy Director

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

MEMORANDUM

To: Cambridge Planning Board
From: Susan Clippinger, Director TP&T *as for Sue Clippinger*
Date: July 9, 2013
Re: 300 Massachusetts Avenue

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for the proposed 300 Massachusetts Avenue Project by Forest City Commercial Development Inc. We certified the TIS as complete and reliable on June 11, 2013.

The existing site contains approximately 63,240 square feet of restaurant, retail, auto service and MIT fleet maintenance space. The project proposes to replace the buildings with a new 227,500 square foot research and office building, including 15,000 square feet of ground floor retail space. The project requires a zoning minimum of 227 parking spaces which will be provided in the existing 55 Franklin Street parking garage located across the street. The project will also provide 28 short-term and 49 long-term bicycle parking spaces, which meets the zoning requirement.

The 300 Massachusetts Avenue Project will generate the following Trips:

- 1,454 daily vehicle trips, including 206 AM and 198 PM peak hour vehicle trips,
- 1,009 daily transit trips (142 AM/137 PM Peak Hour),
- 155 daily pedestrian trips (22 AM/21 PM Peak Hour),
- 283 daily bicycle trips (40 AM/38 PM Peak Hour).

1. **Planning Board Exceedences.** The Traffic Impact Study indicated the Project had 6 Planning Board Special Permit Transportation Criteria exceedences (the full summary is attached).

Criteria 3, Traffic on a Residential Streets, was exceedence on Green Street, between Brookline Street and Sidney Street during the evening PM peak hour.

Criteria 5, Pedestrian Level of Service, had 5 exceedences at the following intersections:

- Green Street at Landsdowne Street, North crosswalk, AM peak hour PLOS B to C.
- Green Street at Blanche Street, East crosswalk, AM peak hour PLOS A to B.
- Green Street at Sidney Street:
 - East crosswalk, AM peak hour, PLOS A to B.
 - North crosswalk, AM peak hour, PLOS C to D.
 - South crosswalk, PM peak hour, PLOS C to D.

2. **Project History and Context.** This building is part of the University Park project which was started in the 1980's and has been built-out incrementally since then. An "Agreement for Traffic Mitigation" dated January 11, 1988 between the Forest City and the City created a PM peak trip cap for the project to manage the traffic impacts anticipated at the time. Each phase of the build-out has been subject to review of the projects traffic impacts and parking needs. The later phases of the build-out were also subject to the PTDM ordinance. Throughout this time period the mode shares for the employees have improved (fewer single occupancy vehicle (SOV) and total trips than originally expected). University Park tenants include some very strong employer provided TDM programs. These past successes have created the opportunity for the new building to be built without the need to add additional parking and will still be below the 1988 trip cap.

The Proponent has provided an analysis which demonstrated that the project will not exceed the 1,700 PM peak hour trip. It is estimated that after completion of the 300 Massachusetts Avenue project, the University Park will generate approximately 1,148 vehicle trips in the evening peak hour.

3. **Transportation Mitigation.** To mitigate the project planning board exceedance and overall traffic impacts, we recommend the following:
- a. To mitigate the Project's Planning Board Special Permit exceedance on Green Street we recommend the Proponent contribute up to \$50,000 to the City for a study of bus operations in Central Square. Improvements to bus operations in Central Square, including on Green Street and Franklin Street, could mitigate the impacts the Project trips will have on Green Street. Funds should be provided to the City prior to their Building Permit.
 - b. Hubway stations reduce vehicle trips. We recommend the Proponent site and pay for a Hubway Station at a cost not to exceed \$100,000. The Proponent should be obligated to site the Hubway Station on their property within University Park, unless the Proponent and City determines a location on public land is viable and provides a better level of service. The station should be installed at least six months prior to their first Building Occupancy Permit unless the City determines that a later date is desirable.
 - c. We strongly support the reconstruction of Blanche Street into a shared-use street for vehicles, pedestrians and bicyclists. The design must be approved by the City prior to the Building Permit and be completed prior to the Project's first Occupancy Permit. This improvement, and the new retail uses on Mass. Avenue, will significantly improve the pedestrian conditions.
 - d. The Proponent should color the bicycle lane on Massachusetts Avenue across State Street per TP&T specifications. This intersection is across the street from the Project and had bicycle crashes reported in the Traffic Impact Study. Accidents have occurred from cars making a left turn from eastbound Massachusetts Avenue onto State Street. The improvement will make the bicycle lane more visible to drivers and may reduce vehicle/bicycle crashes. We recommend that this improvement be completed prior to their first Occupancy Permit or sooner.
 - e. The Proponent has one electric vehicle charging station in each garage (three total) but we recommend they increase the number of electric vehicle charging stations available at University Park. The Proponent should add two new level 2-charging stations at 55 Franklin Street, one new station at 80 Landsdowne, and one new station at 30 Pilgrim. In addition, the Proponent shall make up to a total of 27 spaces "EV-ready" meaning provide conduit and panels that can support a Level 2 charging station and wiring and conduit from the parking spaces to the panels, but is not required to install the charging stations prior to expression of demand by employees. If the Proponent prefers, the roll-out of "EV-ready" can be gradual, as long as each garage is "EV-ready" for 2 additional charge points (one station) at any given time to allow new demand to be met quickly. Signs in the garage and in prominent locations within employee communication that offer to install the charging stations if requested must be provided.

- f. Vehicles have been observed parking in the bicycle lane on Sidney Street especially adjacent to the Park. The Proponent should instruct their security officers to address illegal parking in bicycle lane on Sidney Street by telling drivers to move along.
4. **Transportation Demand Management (TDM).** 300 Mass. Avenue must not exceed the 44.5% SOV rate as documented in the TIS. In order to make sure they meet this mode share it might be necessary to provide less incentive for employees to park and more incentives for commuting by walking, bicycling, taking transit, and carpooling.

PTDM requirements found in the approved PTDM Plan for University Park Phase IV, including monitoring will apply to all non-retail employees who work at 300 Mass Avenue. In addition, the proponent will be required to ensure the implementation of the following measures:

- a. 300 Mass. Avenue must become a minimum Silver-level Corporate member of Hubway.
- b. Provide 100% transit pass subsidies up to the federal fringe benefit limit.
- c. Provide \$175 per quarter to employees who walk or bike to work.

Retail employees who are permitted to park in a University Park parking facility shall be offered benefits comparable to those required at other nearby retail establishments subject to the PTDM ordinance.

We also recommend but don't require implementing the following TDM measures to help meet the mode share:

- a. Charge employees directly for parking at 100% of market rate.
 - b. Run an ongoing competition between employees for the most trips traveled by non-SOV modes, with \$500 in prizes distributed each month.
5. **Bicycle Parking.** The project meets the zoning requirements. They will provide 28 short-term and 49 long-term bicycle parking spaces.

Cc: Adam Shulman, TP&T, Brian Murphy, Susanne Rasmussen, Cara Seiderman, Liza Paden, Roger Boothe, CDD, Peter Calkins, Forest City.