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# MIT Kendall Square Initiative NoMa Project

*Planned Unit Development*

*Special Permit Application (Development Proposal)*

July 27, 2015

Submitted by:

**Massachusetts Institute of Technology (MIT)**

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**OWNER/ PROJECT PROPONENT**

Massachusetts Institute of Technology (MIT)

**LEGAL COUNSEL**

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Gallucio & Watson, LLP

**PROJECT MANAGEMENT**

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Redgate

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**LANDSCAPE ARCHITECTS**

Landworks Studio

**RETAIL AND PLACEMAKING**

Graffito SP

**CIVIL ENGINEERING**

VHB

**TRANSPORTATION ENGINEERING**

VHB

**PARKING CONSULTANT**

Desman Associates

**M/E/P ENGINEERING**

Vanderweil

**STRUCTURAL ENGINEERING**

McNamara Salvia, Inc.

**GEO TECHNICAL / GEO ENVIRONMENTAL**

McPhail Associates, LLC

**ENVIRONMENTAL PERMITTING CONSULTANT**

Epsilon Associates

**ACOUSTICAL ENGINEERING**

Cavanaugh Tocci

**SUSTAINABILITY CONSULTANT**

Atelier Ten

**DISTRICT ENERGY CONSULTANT**

JB&B

**WIND CONSULTANT**

RWDI Consulting Engineers

**SURVEYOR**

Feldman

**PRECONSTRUCTION SERVICES**

JMA

**COMMUNICATIONS**

Solomon McCown & Company

## **SUBMITTED MATERIALS**

MIT is requesting a Planned Unit Development Special Permit pursuant to Article 12 of the Zoning Ordinance. Special Permit Application Forms including Cover Sheet, Dimensional Form (as modified for this project), Ownership Certificate and Fee Schedule are included in this Planned Unit Development Special Permit Application immediately following this page.

This Application includes the submission requirements specified in Section 12.34.3

A separate NoMa Project Graphics Materials package has been submitted under separate cover to accompany this Application. The graphics package includes Existing Conditions and Site Context Maps and Photographs as well as Proposed Site Plans, Floor Plans, Landscape Plans, Elevations and Perspectives.

Certifications of Receipt of Plans are included in the Appendix of this Application.



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## SPECIAL PERMIT APPLICATION • COVER SHEET

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

Location of Premises: One Broadway

Zoning District: Office 3A, PUD-3, PUD-5 and Flood Plain Overlay District

Applicant Name: MIT One Broadway Fee Owner LLC

Applicant Address: 238 Main Street, Cambridge, MA 02142

Contact Information: 617-258-5634 mowu@mit.edu

Telephone #                      Email Address                      Fax #

List all requested special permit(s) (with reference to zoning section numbers) below. *Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.*

Planned Unit Development Special Permit (Article 12.000 and Section 13.82)  
Project Review Special Permit (Section 19.20)

List all submitted materials (include document titles and volume numbers where applicable) below.

Planned Unit Development Special Permit Application  
MIT Kendall Square Initiative – NoMa (North of Main) Project  
Project Review Special Permit Application  
MIT Kendall Square Initiative – NoMa (North of Main) Project  
MIT Kendall Square Initiative – NoMa (North of Main) Graphics Package

Signature of Applicant: 

For the Planning Board, this application has been received by the Community Development Department (CDD) on the date specified below:

Date \_\_\_\_\_ Signature of CDD Staff \_\_\_\_\_

**OWNERSHIP CERTIFICATE**

**Project Address:** One Broadway

**Application Date:** July 27, 2015

This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: MIT One Broadway Fee Owner LLC  
at the following address: One Broadway  
to apply for a special permit for: A mixed-use residential project with retail and limited office  
on premises located at: One Broadway  
for which the record title stands in the name of: MIT One Broadway Fee Owner LLC  
whose address is: 238 Main Street, Cambridge, MA 02142

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex Book: 51973 Page: 539

*OR* Registry District of the Land Court,  
Certificate No.:

Book: Page:

*EKA*

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

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Middlesex

The above named Seth Alexander personally appeared before me,

on the month, day and year 7/23/15 and made oath that the above statement is true.

Notary:

*Christine A. Martignetti*

My Commission expires:



**FEE SCHEDULE**

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**Project Address:**

**Application Date:**

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The Applicant must provide the full fee (by check or money order) with the Special Permit Application. Depending on the nature of the proposed project and the types of Special Permit being sought, the required fee is the larger of the following amounts:

- If the proposed project includes the creation of new or substantially rehabilitated floor area, or a change of use subject to Section 19.20, the fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area.
- If a Flood Plain Special Permit is being sought as part of the Application, the fee is one thousand dollars (\$1,000.00), unless the amount determined above is greater.
- In any case, the minimum fee is one hundred fifty dollars (\$150.00).

**Fee Calculation**

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New or Substantially Rehabilitated Gross Floor Area (SF): × \$0.10 =

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Flood Plain Special Permit Enter \$1,000.00 if applicable:

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Other Special Permit Enter \$150.00 if no other fee is applicable:

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**TOTAL SPECIAL PERMIT FEE** **Enter Larger of the Above Amounts:**

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**SECTION I: Introduction**

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## **SECTION I: Introduction**

MIT's Kendall Square Initiative North of Main ("NoMa") Project (the "NoMa Project") will transform the One Broadway parking lot owned by MIT's affiliate ("MIT") into a new, fully urban, residential mixed-use project in the heart of Kendall Square that will include:

- Approximately 290-300 residential units, including over 50 (18%) affordable units, proximate to public transit
- Improved streetscape along Main Street, Broad Canal Way, Third Street and Broadway
- Opening a currently closed off vacant site to provide a pedestrian connection from Main Street to the Charles River and East Cambridge
- Ground floor retail space to activate the NoMa site and the pedestrian way along Broad Canal Way, and add to the activation of Kendall Square
- Protected short term and long term bicycle parking and carsharing spaces
- A LEED Gold designed building

The NoMa Project is proposed as a mixed-use development, predominantly residential, with retail and parking and includes one new building ("Building 1") with two components. A 250' tall residential building will occupy the existing surface parking area that fronts Main Street and Broad Canal Way and abuts the Luke Building (currently owned and occupied by the American Red Cross). In addition, new construction will provide a one story retail building along the northerly face of the existing One Broadway parking garage, fronting on Broad Canal Way with retail at grade.

The NoMa site consists of approximately 1.24 acres in Kendall Square. It is bounded by Main Street, Broad Canal Way and Third Street. The western edge of the residential site abuts One Broadway, an existing office building, and a small portion of the site extends to Third Street. The northern portion of the site runs along Broad Canal Way. Building 1's eastern edge runs along an existing open green space to the northeast and the Luke Building to the southeast. The site's southern edge is directly across from MIT's campus and Sloan School of Management, along Main Street.

As envisioned by the Kendall Square Initiative planning process, the NoMa Project features enhanced streetscapes and important new pedestrian connections through and around the site. It will contribute significant ground floor retail. The current state of the site is a void in the urban fabric which the Project will fill and enrich to the benefit of the entire East Cambridge community.

**SECTION II: Existing Conditions**

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## **SECTION II: EXISTING CONDITIONS**

The proposed NoMa Development area is referred to as “NoMa Development Parcel A.” Concurrent with this filing, MIT is providing a separate SoMa (South of Main Street) Development Plan comprised of two Development Parcels referred to as “SoMa Development Parcel B” (including Building Parcel 2) and “SoMa Development Parcel C” (including Building Parcels 3-6). The parcel organization is shown on Figure A-1 in the accompanying *MIT Kendall Square Initiative NoMa Project Graphics Material*, dated July 27, 2015 and described below:

The NoMa Development Parcel A is located in Kendall Square and is bounded by Main Street to the south, Broad Canal Way to the north and Third Street to the west. The Parcel’s eastern edge fronts along an existing open green space to the northeast and the Luke Building at 135-145 Main Street (occupied by American Red Cross) to the southeast. The Parcel’s southern edge is directly across from MIT’s campus, including the MIT Sloan School of Management, along Main Street. The project site is currently used as a 114-space surface parking lot and external service functions, such as a location for dumpster and mechanical units associated with the operation of the existing building at One Broadway.

The Development Parcel also includes One Broadway, a 16-story, 307,000 sf office building. Built in the late 1960’s, the building includes:

- A lower basement floor containing mechanical and various storage spaces
- Retail along Broadway on the ground floor with an office lobby at the southwest corner of the block
- A 16 story building on the west side of the Parcel, along Third Street, containing office space, notably the Cambridge Innovation Center (CIC)
- Ground floor parking, accessed through Third Street, extending up the western podium portion of the building, allowing for four above grade levels of parking

The architectural style of One Broadway can be described as Brutalism, a style often used in civic buildings from the 1950s to the 1970s. These buildings are typically concrete. The southern part of the ground floor of One Broadway is lined with retail with the main office lobby occupying the south west corner.

In 2001 office extensions created an additional office floor above the garage of One Broadway. In 2008, façade renovations created more transparency for the building at floors one through five, achieving a friendlier streetscape.

**SECTION III: Statement of Development Concept/Project Description**

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## SECTION III: Statement of Development Concept/Project Overview

### A. Project Description

#### a. Buildings

#### b. Building

The Applicant is proposing a new, approximately 416,000 sf mixed-use building with two components, which will include predominately residential space along with ground floor retail, parking and potentially office space.

The first component will be an approximately 250' tall residential building with an above grade parking podium that will occupy the existing surface parking area that fronts Main Street, Broad Canal Way and is adjacent to the Luke Building. The second component will be a new one to three story building along Broad Canal Way to Third Street with ground floor retail and up to two upper levels of office space.

The residential component will be located on the larger part of the site which is currently occupied by surface parking. The proposal includes an active retail base with approximately 9,000 gsf of retail. This retail occurs along the newly established pedestrian path where MASSDOT has proposed a new cross walk that connects the MIT campus and Charles River with East Cambridge. The proposed residential lobby is situated along Main Street, between retail spaces on the ground floor. Above the ground floor retail, the podium will contain three floors of above grade parking at approximately 87,000 gsf. Entry to the parking will be located along the middle of the block on Main Street. The parking in the podium will be mechanically ventilated and enclosed in a building envelope consistent with the quality of envelope of the building above.

The podium of the project lines up approximately with the height of the Luke Building. The roof of the podium allows for outdoor terraces that will serve as residential amenity spaces. The building accommodates approximately 290 residential units in approximately 285,000 gsf. It will include a mix of unit sizes and market rate, affordable and innovation housing.

The retail components seeks to activate the edge that is currently lined with building utilities with a base of approximately 7,000 sf of retail. The retail along the northern edge of this liner building is

anticipated to be restaurant spaces that could spill out onto the wide sidewalk that provides convenient pedestrian access to Broad Canal.

**c. *Vehicular and Bicycle Parking and Loading***

On-site parking will be provided above grade within the building podium that is accessed on Main Street. On-site parking will accommodate 179 vehicles and is designed primarily for the residential occupants with some office and retail parking. Employees and residents will be charged market rates for parking.

Loading and delivery is accessed from Main Street as well. Two interior loading bays are included in the current design.

**d. *Open Space***

The design of the public realm is a collective attempt in both architecture and landscape architecture to create seamless interior and exterior open space. The open space consists of two public streetscapes and a pedestrian corridor. Collectively, these areas will serve to activate the building and integrate the site with the surrounding neighborhood. The sidewalks are part of the larger pedestrian network, facilitating direct and comfortable circulation. The pedestrian way along the eastern edge of the building will be lined with active retail spaces to provide connectivity to and from MIT and East Cambridge.

The Broadway streetscape will respond to the redevelopment and rehabilitation of the Longfellow Bridge. Pedestrian crossings and bicycle lanes will be emphasized for ease and safety. Pedestrian and bicycle amenities will be extended throughout Building 1, accented by safe lighting that is cognizant of the surrounding building use and “night sky” objectives.

An intricate system of paving, seating, bicycle parking, lighting and planting strengthens the pedestrian streetscape, and flexible sidewalk seating produces a vibrant public realm. Multiple and unique opportunities to gather allow many users to congregate for dining, seating, and public interaction along Broad Canal Way. Wood benches and decks make direct reference to the boardwalk at the canal while steel grates, bicycle racks and lighting reference the appealing urban qualities of the surrounding area. An integrated bio-retention system parallels the street, referencing the historic Broad Canal and larger watershed, while using state-of-the-art mechanics for treatment prior to recharge.

The pedestrian way, located between the new architecture, the existing Luke Building, and green space adjacent to the Broad Canal, provides an active north-south connection to Broad Canal, with its very popular kayak rental, and beyond. The insertion of urban furnishings, including precast benches and paving, and its own bio-retention system, enhances the retail, circulation, gathering and urban ecology experience.

Best Management Practices will be implemented for the control of runoff and improved water quality. Details along the street, integrated into sidewalks and all of the roof designs will assure that water is collected, reused, treated and detained as best suited.

The public realm is designed to offer a diversity of destinations and program opportunities for a broad range of anticipated users: residents, neighbors, workers, visitors and students. It will serve as a gathering space for the community and include programming.

Ample and distributed exterior locations for short term bike storage integrate this project into the greater bike infrastructure of Cambridge. Significantly expanded long-term bike storage in the garages complement the approximately 43 short-term bike spaces distributed across the open space.

Consistent with the Commitment Letter, MIT will establish an advisory committee that will meet annually to ensure that the community is involved in the programming of activities for the open space and the retail. This committee will include representatives from the Community Development Department, adjacent neighborhoods and MIT.

**e. *Ground Floor Activation and Retail Uses***

Section 13.810.1 of the PUD-5 zoning requires that development plans shall enhance the public pedestrian usage of the sidewalks and create a sense of neighborhood continuity by providing an interesting, lively and active presence at street level. To ensure this, the zoning further calls for active uses at 75% of the first floors (to a depth of 20 feet from the principal front wall plane of the building) abutting Main Street, Broadway and Broad Canal Way.

The NoMa Project includes 16,000 gsf of ground floor space available for retail and other active uses while the companion SoMa development plan includes an additional 99,000 square feet. MIT has engaged the services of a retail consultant who has expertise in Kendall Square and Cambridge and in placing local and independent retailers. MIT is committed to ensuring the presence of small

and local retailers in Kendall Square and has a track record of implementing strategies to enable these retailers to thrive in Kendall Square and Central Square. MIT has committed that 50% of the retailers will be local and independent so we will use similar techniques in the PUD-5 district to meet this commitment.

Included in the experience is proven and public placemaking with creative and flexible spaces provided for all. MIT has worked with this retail consultant to develop an initial retail vision for the ground floor spaces in the PUD-5 area. Although this submission is primarily focused on NoMa, the retail strategy is best understood through discussions of the PUD-5 District in its entirety.

The retail strategy for the PUD-5 District consists of four zones that complement existing uses in proximate buildings in order to establish a seamlessly integrated pattern of robust retail and active uses. The design of the ground floor spaces and the open space will work together to encourage spill out of ground floor building activity into the landscape, providing flexible zones along the building faces. Multiple doors and windows at the ground floor will emphasize the connection to the public realm and create a feeling of transparency between inside and outside. Temporary events or activities can spill out from the buildings into the open space. The overarching objective is to blur the distinction between inside and outside by maximizing clear glass and operable glazing and taking advantage of opportunities to occupy both the ground floor and immediate exterior space as part of a diverse range of active uses.

**Broad Canal Zone:** As shown on Figure A-12, the infill building at the south side of Broad Canal Way presents an opportunity to complement the successful uses along the north side and create a two-sided retail corridor. The existing uses on the north side are primarily neighborhood restaurants and an upscale wine/beverage store. Complementary uses on the south side could add additional neighborhood restaurants as well as a market with prepared foods.

The NoMa Project is located at a critical juncture in the Charles River pedestrian and recreation system. The Broad Canal accommodates put-in for kayaks while runners and bicyclists travel in multiple directions throughout Kendall Square, creating opportunities for more active retail such as a bike shop, a yoga studio or an outdoor supply store.

The new pathway connecting Main Street to Broad Canal Way is an ideal location for a retailer or other family-friendly activities that complement the active lifestyle of Kendall Square's residents, workers and visitors. The planned 20' pedestrian corridor will enhance the experience both during the day and at night with a safe, convenient, and active pathway to and from the Canal.

The NoMa Project retail and active uses will be complemented by a robust activation strategy south of Main Street with three additional retail zones proposed as part of the SoMa Project:

**“Main Street” Retail Zone:** Retail on the south side of Main Street is currently interrupted by a loading dock at Building Parcel 6 and the parking lot at Building Parcel 2. The retail environment for the existing retailers that are present is suboptimal due to the fact that the first floors of the Hammett and Suffolk Engraving Buildings are situated approximately 3 feet above grade. The proposed SoMa Project provides the opportunity to program retail and active uses from Ames Street to the Sloan School on the South side of Main Street. The retail at the ground floors of the existing buildings along Main Street will be repositioned as part of the strategy. The ground floors will be dropped to the street level so as to make the retail more accessible and interactive with the public realm, while preserving the historic ensemble and bringing new life to these buildings. Retail on both sides of Main Street will create a critical mass along this corridor and also provide a new context for the retail at the existing One Broadway building situated in the NoMa Development Parcel.

The strategy for retailers along the Main Street zone is to meet the needs of various communities through the types of neighborhood retail that supports students, faculty, residents and workers. In Kendall Square, this will include the practical and accessible retailers the community has called for such as a pharmacy, a grocer, grab and go food service, and soft goods retailers including the MIT Press Bookstore and sit-down restaurants. Care will be taken to tenant key corners to facilitate interaction with the streetscape, sidewalk, pedestrians and landscaping at those edges.

**“Gathering” Zone:** The area around the MBTA station where Main Street and Carleton Street connect is the crossroads of Kendall Square – the nexus where business, academic, community and visitors connect. The width of the plaza area is approximately 89 feet and is anchored by an architecturally enhanced MBTA station and the new MIT Museum in Building 5. It is also a prime connector between the MIT campus, the new public open space, links to the river, and Main Street. As with the Main Street side, the ground floor of E38 on the west side will be dropped to grade to foster accessibility and permeability and to bring new life and activity into the historic structure.

Ground floor active uses that occur here will foster interaction between all users of the adjacent spaces, be complementary to the MIT Museum and be conducive to activities that spill out onto the open space during the majority of the year in order to foster life beyond the

work day. This is the prime location to create an extended hours environment in Kendall Square throughout the week and weekends.

**Neighborhood and Campus Services Zone:** The ground floors of Buildings 2, 3 and 4 have been designed to provide active ground floor uses on their south side as they open onto the open space. By activating both sides of the new buildings, we are creating a porous and unique environment that allows students, faculty, workers and neighborhood residents to enjoy the retail from both the hustle and bustle of Main Street as well as the relaxing open space on the south side of the buildings. Ground floor active uses could incorporate and integrate with activities in the open space allowing residents, students, visitors and workers to experience the practical retail and MIT-focused uses along with the restaurants and extended-hours retail.

Kendall Square is home to some of the most groundbreaking technological advancements in the world. Incorporating that spirit into ground floor spaces – whether the MIT Museum, maker space or similar programming – will recognize and celebrate the creative genius that is Kendall Square.

The ground floors will be subdivided into small spaces except where a larger format use such as a grocer, pharmacy or entertainment space is contemplated. Although zoning includes incentive for retail spaces under 5,000 square feet, MIT envisions that most of the retailers will be significantly smaller than that, fostering more doors on the street, and increased and varied offerings.

## **B. Project Commitments and Community Benefits**

The NoMa Project proposal incorporates a number of benefits including the addition of 290-300 market-rate and affordable housing and activation of Broad Canal Way. In addition, MIT has agreed to a number of other benefits related to the zoning and Commitment Letter for the PUD-5 District. Due to the interrelationship of the SoMa and NoMa Development Proposals, particularly as it relates to the public realm, the public benefits are best understood when described together.

### **i. Housing Creation**

#### **a. Market Rate Housing**

The NoMa Project will add approximately 240 units of market rate housing to Kendall Square. This housing contributes to the regional goal of additional housing units and will add to the support of the Kendall Square retail environment.

**b. Affordable Housing**

The NoMa Project will also add over 50 affordable housing units to the affordable housing program in Cambridge. This represents 18% of the project units which is significantly higher than the 11.5% - 15% included in typical multifamily residential projects in Cambridge.

**c. Innovation Housing**

Consistent with the Commitment Letter, approximately 8% of the GFA of the residential component will be devoted to units measuring 300 – 550 square feet in size. These units will be designed to include features that enhance affordability and communication among residents.

**ii. Transportation Improvements**

a. Public Transportation Improvements: MIT is in discussions with the MBTA to create a new MBTA headhouse that would reflect the uniqueness of Kendall Square and Cambridge. The new headhouse will be subject to the MBTA's approval.

b. Pedestrian Improvements: The porous design of the NoMa and SoMa Projects allows the community to access the open space and the newly activated retail from a number of different directions, and provides a clear path from Third Street to the river. The new development will create a clear path starting at Parcel A in the NoMa Project between Building 1 and the Red Cross, crossing Main Street on the proposed new crosswalk and entering Parcel B that will activate Wadsworth Street and continue the new path all the way to the river. We are making sure pathways to the river, through the open space, are enhanced for pedestrians and bikers visiting, working and living in Kendall Square and the surrounding neighborhoods.

c. Bicycle Accommodations: Walking and bicycling will be encouraged through an enhanced connection between NoMa Development Parcel A and the Red Cross building on Main Street that will provide a connection to existing bicycle lanes on Broadway/Main Street and Third Street, and over the Longfellow Bridge. In addition, we will be adding both short-term and long-term bicycle storage in the residential building and additional bicycle parking throughout Kendall Square.

**iii. Open Space Network**

MIT committed to providing a minimum of 15% of the land as accessible and welcoming open space for all in the community to enjoy so MIT will transform more than two acres of existing parking lots into accessible open space. To ensure the public has ample access to the open space, MIT has created a porous plan that draws the public into the open space at a number of access points and provides a clear path to the river. There will be activities that bring everyone in and it is envisioned as a nexus for business, MIT and the community to meet, socialize, converse and relax.

**iv. Neighborhood Retail/Amenities**

MIT will bring a new vitality to Kendall Square with practical ground floor retail—such as an urban grocer and a pharmacy; connected gathering and open spaces; and year-round programmable activities that draw people in. MIT is working with a retail consultant and is carefully curating the retail to meet the community’s needs, including child and family-friendly retail and spaces and practical retail for residents that exists beyond the traditional workday. The MIT Museum will be a strong draw that will anchor activity in the area and create an extended hours environment.

**v. Labor and Workforce Development**

- d. Union Labor: It is anticipated that the SoMa Project combined with the NoMa Project will generate approximately 1,300 construction jobs and 2,500 permanent new jobs. MIT will use or cause its contractors to use union labor for all building trades.
- e. Apprentice Program: Career development and education are engrained in both Kendall Square and MIT’s fabric. MIT will contribute up to \$20,000 annually for a period of 10 years, commencing upon the Building Trade Council’s creation of an apprentice Pathways Program for Cambridge residents. This will create approximately 15 new apprentice opportunities for Cambridge residents.
- f. Workforce Development: MIT has been and will continue to include in new leases of commercial space in the PUD-5 District a covenant requiring that tenants notify the City of Cambridge Office of Workforce Development of all new job opportunities as they become available.

**vi. Cherry Street Lot**

MIT has committed land situated at 35 Cherry Street (Assessor’s Lot #75-118) to the City of Cambridge or a third party designated by the City - for uses that directly benefit the Area IV community. The assessed value of the lot is \$517,700.

**vii. Grand Junction Bicycle and Pedestrian Facilities**

MIT, jointly with the City, completed a study of all parcels it owns adjacent to the portion of the Grand Junction railroad branch between Main Street and Memorial Drive in order to consider the feasibility of granting the City of Cambridge easements for the construction of off-road bicycle and pedestrian facilities adjacent to the railroad line. MIT is also contributing \$500,000 to the Cambridge Redevelopment Authority to construct a section of the path from Main Street to Broadway.

**viii. Innovation Space**

The PUD-5 zoning requires that 5% of the proposed office space in the PUD be devoted to innovation uses number. As configured today, the PUD-5 District contains in excess of the requirement in the existing building at One Broadway, which contains the Cambridge Innovation Center (“CIC”). The space within CIC complies with the requirements and limitations of Section 13.89.3. The Lease Agreement between the Owner of One Broadway and CIC requires that CIC maintain space that complies with the requirements of Section 13.89.3 so as to ensure that the Owner of One Broadway has the ability to ensure the existence of the Innovation Office Space for many years to come.

In addition to the innovation space included in PUD-5, MIT will provide an area equal to 5% of the gross floor area approved in the Development Plan for office use for innovation space for tenants not greater than 5,000 sf within 1.25 miles of PUD-5. MIT takes great pride in being a world leader in innovation and has helped create Kendall Square and the surrounding area into an Innovation and Academic District. Even though it has not yet begun to construct new buildings, MIT has already begun to expand the innovation area by working with Lab|Central to establish space for start-up tenants requiring laboratory facilities. Lab|Central is expected to expand in early 2016 when space becomes available and will occupy nearly 70,000 square feet. MIT has also historically used One Broadway to house Cambridge Innovation Center (CIC) and expects that relationship to continue and grow where possible.

**ix. Community Contributions:**

- a. Community Benefit Organization: MIT shall make a contribution to the City of Cambridge in an amount equal to \$4 multiplied by the number of square feet of new gross floor area of commercial uses. This contribution will be used to establish a fund that provides financial support to non-profit charitable community benefit organizations serving the residents of the City of Cambridge. The applicable GFA for the Kendall Square Initiative SoMa and NoMa projects

combined is 888,000 GFA, resulting in a total contribution of \$3,552,000. MIT has paid \$1 million of this contribution.

- b. Community Fund Contribution: MIT shall make a contribution to the City of Cambridge in an amount equal to \$10 multiplied by the number of square feet of new gross floor area of commercial uses to a Community Fund established by the City Manager. The applicable GFA for the Kendall Square Initiative SoMa and NoMa projects combined is 888,000 GFA, resulting in a total contribution of \$8,800,000. MIT has paid \$2.5 million of this contribution. It is wholly at the City's discretion as to how the funding will be used, but it could be allocated to things like open space, transit services, and workforce development, which were discussed in the City's Kendall Square Central Square (K2C2) Planning Study.

**x. Real estate Taxes:**

When stabilized, it is anticipated that the buildings in the development plan will contribute approximately \$10 million annually in real estate taxes to the City of Cambridge.

**C. Development Schedule and Phasing**

While MIT intends to move forward immediately following receipt of permits, the exact timing will be determined based on market conditions. Open space and public realm improvements immediately adjacent to buildings will be constructed in conjunction with the construction of the buildings.

Section 13.89.2 of the Ordinance requires that construction of 240,000 of new Gross Floor Area of residential uses has commenced prior to the issuance of a building permit allowing construction of more than 600,000 sf of commercial uses in the aggregate in PUD-5 District.

**D. Future Ownership**

MIT intends to develop the Building 1 and hold ownership interest for the long term while leasing significant portions of the developed space to residential and retail occupants.

**E. Financing Plan**

To date, MIT has funded all predevelopment costs for the NoMa and SoMa Projects. Predevelopment costs include the entitlement process, master planning, architectural, engineering, marketing and administrative expenditures.

MIT plans to develop the Project in phases according to market conditions, and may fund project construction through a combination of equity, debt, construction financing, infrastructure financing, and joint venture capital. MIT intends to fund the construction costs on a phase-by-phase basis.

MIT may place permanent financing on each completed phase of the Project.

The total budget amount for the predevelopment and construction periods for the NoMa and SoMa projects is approximately \$1.2 billion.

**SECTION IV: Consistency with Special Permit Zoning Criteria**

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## **SECTION IV: Consistency with Specific Special Permit Zoning Criteria**

### **A. Consistency with Specific Special Permit Zoning Criteria (13.80 PUD-5 District)**

The Proposed Development Plan complies with the requirements and limitations of Section 13.80 of the Ordinance. Conformity with such requirements and limitations are discussed in turn below and are reviewed in sequential order.

#### **13.81 Project Purpose**

The plan proposed in NoMa is wholly consistent with the purpose of the PUD-5 district as described in Section 13.81 of the Ordinance:

“The PUD-5 District is intended to provide for Kendall Square’s continued prominence as a world-renowned center of innovation and a vibrant neighborhood through the creation of a mixed-use district of high quality general and technical office and laboratory uses with significant retail activity proximate to the MBTA station. The PUD-5 District helps organize placement of commercial and institutional buildings and establishes an additional mixed-use development containing a significant residential component to support the burgeoning residential corridor along Third Street and the strong links to existing neighborhoods and the riverfront. The PUD-5 District allows for continued support of the academic mission at MIT and encourages connective links, physical and otherwise, between the Institute and adjacent neighborhoods.

The PUD-5 District responds to the Kendall Square planning process and is intended to be a smart-growth, transit-oriented district and therefore allows for replacing surface parking lots with larger scale development in Kendall Square and the major public transit services located there. The PUD-5 District encourages low parking ratios, shared parking strategies, the use of public transportation and improved pedestrian and bicycle environments. The PUD-5 District furthers the City’s goals for sustainable development through buildings and sites that are planned, designed and constructed in a sustainable way so as to minimize adverse environmental impacts as they are initially constructed and as they are occupied and operated over the course of their useful lives.

The PUD-5 District promotes the creation of a strong retail corridor along Main Street and the enhancement of Broad Canal Way. Combined, this new public crossroads will have broad appeal as a desirable destination during and beyond the traditional workday by providing a critical mass of diverse restaurants, shops, entertainment and programming.

The ground floor space will engage pedestrians and provide a variety of indoor and outdoor gathering spaces, including retail that can address the needs and reflect the creativity of the local community.”

### **13.82. Uses Allowed in the PUD-5 District**

The uses of the Development Parcel are allowed in the PUD-5 District. As indicated above, the Project will contain multi-family residential, general office, restaurant and retail uses, consistent with the uses set forth in Sections 4.31, 4.33, 4.34 and 4.35 of the Ordinance. In addition, the Existing Building, which is also contained within the Development Parcel contains office, research laboratory and technical office, retail and restaurant uses, all of which are consistent with Sections 4.33, 4.34 and 4.35 of the Ordinance.

### **13.83. Floor Area Ratio; Gross Floor Area.**

The new building, once constructed, will not cause the FAR in PUD-5 to exceed 3.9. Under current conditions, the FAR for the entirety of the PUD-5 District equals 2.21 with the current GFA of 2,540,839. The land area of the PUD-5 District is 1,149,765 square feet.

As set forth more particularly on the attached Dimensional Form, the Proposed Building will contain a total of 403,000 square feet of new GFA. Per Section 13.83.2(a) of the zoning ordinance, an exemption of 50% (or 8,000 GFA) is taken for the 16,000 GFA of retail uses included in the buildings above that are of a qualifying average size (generally below 5,000 sf or 10,000 sf if a grocery, market or pharmacy) as described in the ordinance. The exact retail uses and locations are not finalized. Therefore, this exemption represents an allowance consistent with the commitment that 50% of the retailers will be local and independent. The resulting proposed GFA for the NoMa Project equals 395,000.

The new improvements planned for the parcels contained in SoMa Project, which is the subject of a separate PUD Special Permit Application currently being considered by the Planning Board (the “SoMa PUD Filing”), measure approximately 1,376,000 square feet of GFA, with an exemption of

50% of its 99,000 GFA of retail Per Section 13.83.2(c) of the zoning ordinance, and an exemption of 166,267 GFA of institutional dormitory use constructed in Building 4 that exceeds the amount of GFA devoted to such uses in the PUD as of January 1, 2013. The resulting proposed GFA for the SoMa Project equals 1,160,233.

The build-out of the Development Plan will include the removal of a number of existing buildings within the PUD-5, which include 322-326 Main Street (Cambridge Trust Bank) situated at the corner of Dock Street and Main Street, three buildings on the east side of Carleton Street across from the MIT Medical Building and the MIT Eastgate graduate student housing. These buildings total 242,414 GFA to be removed.

With the removal of the above buildings when taken together with the other exclusions from GFA contained in the Ordinance and Section 13.83 results in a total GFA in the PUD-5 district of 3,853,658 and an FAR of 3.35.

### **13.83.3 Gross Floor Area Limitations.**

#### **13.83.3(b) Plan Requirements**

This filing constitutes a Development Plan for the Development Parcel A in the Third Street Transition Subdistrict for the PUD-5. A companion filing for a development plan for two development parcels in the Main Street and Transitional Height Sub-District (SoMa) enumerates new uses in that District.

The Dimensional Table provided in Section VII of this document presents the PUD-5 status of metrics such as FAR and open space that are calculated across the PUD and to place the Development Proposal in context with existing and potential future development.

#### **13.83.3(c) Commercial Limitation**

As set forth above, the new Building will contain up to 15,000 square feet of Office, Laboratory and Retail Uses. When taken together with the proposed new commercial and retail uses identified in the SoMa PUD Filing, the total new GFA for such uses will equal approximately 945,000 square feet and will not exceed the 980,000 square foot maximum contained in Section 13.83.3(b) of the Ordinance. 45,134 of such existing uses will be removed as part of the SoMa Project, resulting in 900,366 net new Office, Lab and Retail Uses.

### **13.84 Parcel and Lot Requirements**

As noted above, each of the Development Parcel contains a lot area in excess of 25,000 square feet.

### **13. 85           Setbacks**

As indicated on the attached Dimensional Form and the graphics contained in Figure A-25, the Residential Building will observe the Limited Boundary Setback. As indicated on the Survey attached hereto as Figure C-6 it is worth noting that the Existing Building observes the required setbacks set forth in 13.85.1, as the portions of the Existing Building exceeding eighty-five (85) feet in height (which is limited to the existing office tower situated at the corner of Third Street and Broadway) is set back a minimum of twenty-six and six-tenths (26.6) feet from the northerly Street Line of Broadway and a minimum of twenty-five and nine-tenths (29.9) feet from the easterly Street Line of Third Street.

### **13. 86           Height**

As indicated on the attached elevations and the Dimensional Form, the Building will not exceed 250 feet.

### **13. 87           Open Space**

#### **13.87.1           *Minimum Open Space***

As depicted on the enclosed the Dimensional Form, the PUD-5 will have Publicly Beneficial Open Space that totals approximately thirty-eight percent (38%) of the total land area of the PUD-5, upon completion of the Project, which is far in excess of the requirements of Section 13.87 of the Ordinance.

#### **13.87.2           *Conceptual Open Space Plan***

As this Application, when taken together with the SoMa PUD Filing, constitutes a filing for all of the Development Parcels in the Main Street and Transitional Height Sub-Districts, and includes a robust Open Space Plan for all of said area, there is no need for a separate Conceptual Open Space Plan

### **13.88 Parking and Loading Requirements**

The Development Proposal includes 179 parking spaces in an above grade structure. The Development proposal meets the requirement for residential parking (.5 - .75/unit) at the low end. There is no minimum parking requirement for the Office and Retail uses proposed in the Development Plan. The parking allocated to proposed uses in the development plan will not exceed the maximum parking allowed in this section of the Ordinance. The proponent submitted a Traffic Impact Study for this project on June 22, 2015 and City of Cambridge Traffic, Parking and Transportation Department (TPT) certified the study on July 21, 2015. Due to the size of the study it is not included as an Appendix to this document but is available upon request of the proponent or the TPT.

Loading for Building will be contained within the Building footprint. Long term and short term bicycle parking, and its quantity, design and location, is provided per Article 6 and other relevant City guidelines.

### **13.89 Special Requirements, Conditions and Standards Applicable to Certain Development Authorized by the Planning Board in the PUD-5 District**

#### **13.89.1 Rooftop Mechanical Equipment Noise Mitigation.**

The buildings and the rooftop mechanical equipment used in connection with the use and operation of the Buildings will be sized, installed and operated utilizing best available and feasible practices, and the noise or vibration emanating from the equipment situated on the rooftops of Building 1 will comply with the standards set forth in the City of Cambridge Noise Ordinance as well as the provisions of Section 13.89 of the Ordinance, as applicable.

#### **13.89.2 Required Housing.**

The Development Plan exceeds the 240,000 square foot requirement contained in Section 13.89.2. Eighteen percent (18%) of the units contained in the Residential Building constitute Affordable Units, as defined by Section 11.201 of the Zoning Ordinance. In addition, consistent with Paragraph I of the Commitment Letter dated April 8, 2013, executed by MIT, 8% of the residential GFA of the Residential Building will be comprised of Innovation Housing, which is defined as Housing Units having a square footage of between three hundred (300) and five hundred fifty (550) square feet of GFA. The commencement of construction of the Main Street Residences will satisfy the requirements of Section 13.89.2.

The new GFA contained in the Office/Retail Building as well as the first floor retail space planned for the Residential Building will comply with the requirements of Section 11.203.1 with regard to the payment of the Housing Contribution, which will be paid in accordance with the provisions of said Section. Based on the proposed square footages identified above for the Office/Retail Building and the retail component of the Residential Building, such Incentive Zoning Payments generated by the Development Plan will total approximately \$4,593,740.

### **13.89.3 Innovation Space.**

The Development Plan complies with the requirements of Section 13.89.3.1 because the land within the PUD-5 District contains Innovation Office Space in excess of what is required by the Ordinance. More specifically, the Development Plan calls for the creation approximately 15,000 gfa, of new Office Use and the Innovation Office Space requirement. Together with the SoMa Project a total of 618,000 sf of which 5% of that number (30,900 gfa) must be dedicated to Innovation Office Space in the PUD-5 District. As configured today, the PUD-5 District contains in excess of the requirement in the existing building at One Broadway, which contains the Cambridge Innovation Center (“CIC”). The space within CIC complies with the requirements and limitations of Section 13.89.3. The Lease Agreement between the Owner of One Broadway and CIC requires that CIC maintain space that complies with the requirements of Section 13.89.3 so as to ensure that the Owner of One Broadway has the ability to ensure the existence of the Innovation Office Space for many years to come.

### **13.89.4 Sustainability.**

New buildings in the SoMa Project will comply with the provisions of Section 22.20 of the Ordinance. The proposed project employs a comprehensive approach to achieve sustainability that involves international best practices in establishing a new benchmark in urban sustainable development, community, and innovative solutions to local and regional environmental design issues.

MIT is committed to adopting the next generation of sustainable building benchmarking. Building 1 is committed to achieving a LEED Gold rating, under the latest, and more stringent LEED version 4 system. Detailed analysis and description of the ways the proposed project is meeting the goals related to Energy and Emissions, Urban Site and Landscaping, Healthy Living and Working, Transportation and Sustainability awareness has been submitted as part of the Article 19 Special Permit Application for this project.

MIT is exploring providing green roofs at this project. Functional Green Roofs, high-albedo “white roofs” or a functionally equivalent roof system will be employed. MIT will comply with the monitoring requirements in specified in 13.89.4(g) of the ordinance.

*13.810 Other Provisions.*

**13.810.1 Active Uses and Pedestrian Activity.**

As indicated by the first floor plans for each of the Commercial Buildings attached to this Development Proposal as Figure A-12, the first floors of each of the Commercial Buildings will contain the required Activation Uses along Main Street. As further indicated by the first floor plans, each of these Activation Uses will have at least one direct entrance from the sidewalk or plaza immediately abutting the Activation Use.

**13.810.2 Contribution to Community Fund**

In compliance with the provisions of 13.810.2, the Applicant paid the \$2,500,000.00 payment to the City in July 2013, within ninety (90) days of the adoption by the City Council of Section 13.80. The Applicant will comply with the provisions for future payments under Section 13.810.2.

**B. Consistency with General Special Permit Criteria (Article 12.000 Planned Unit Development**

12.35.3 – Approval of the Development Proposal shall be granted only upon determination by the Planning Board that the Development Proposal:

- (1) Conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth for the specific PUD district in which the project is located. The Project conforms to the General Development Controls set forth in Section 12.50 and the provisions of Section 13.80 of the Ordinance.

a. 12.51 – Applicability and Conformance with Existing Policy Plans.

The Project is consistent with the policy objectives set forth in the Kendall Square Central Square Planning Study issued by the City of Cambridge Community Development Department in 2013 (the “K2 Study”). As indicated by the K2 Study, the Development Plan creates a transit-oriented mixed use environment that further bolsters the growing innovation economy in Kendall Square while creating open space amenities and retail and restaurants, thereby further creating a new, lively environment in Kendall Square.

b. 12.52 - Minimum Development Parcel size.

As indicated by the plans attached hereto as Figures A1-A2, the overall area in this Development Parcel A Special Permit Application will contain 116,272 square feet which exceeds the minimum parcel size of 25,000 set forth in Section 13.8.

c. 12.53 - Standards for Construction of Roadways.

The Project does not include construction of any new roadways.

d. 12.54 – Standards for Construction of Utilities and Public Works.

The proposed buildings and the other improvements identified in the Development Plan that include the installation of utilities, lighting, sewers, and other public works will be constructed in accordance with the requirements of applicable City Departments. Additional information on utilities and infrastructure for each of the Development Parcels can be found in Section \_\_\_ of this Development Proposal.

e. 12.55 – Landscaping

As indicated by the landscaping plans attached hereto in Figures A-6 to A-10, in compliance with the provisions of Section 13.87 of the Ordinance, all portions of the PUD-5 District not devoted to the location of the proposed buildings, other vertical improvements and driveways shall be suitably landscaped. The Development Plan will include .75 acres of open space and together with the SoMa project, the Kendall Square Initiative will create a series of large inviting open spaces that will occupy approximately thirty-eight percent (38%) of the land area situated within the PUD-5 District. The creation of this open space and the significant landscaping contained therein will be a substantial positive change from the series of at-grade parking lots that they will replace and, as discussed above, will provide the community with an inviting and dynamic gathering place in the center of Kendall Square.

f. 12.56 – Environmental Performance Standards

The Project and the uses will conform to all applicable federal, state and local laws and regulations regarding the environment including laws and regulations applicable to air quality and water quality. As indicated below, all new commercial and residential buildings have been designed to meet the LEED Gold Standard. In addition, the Office/Retail Building will comply with the noise limitations and requirements contained in Section 13.89.1.

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

The Project is located in the PUD-5 District. Development Controls applicable to the PUD-5 District are set forth in Section 13.80. The proposed changes to the Project conform to the specific Development controls set forth in Section 13.80 as shown on the Dimensional Form submitted with this application. The Applicant's ongoing encouragement of pedestrian, bicycle and public transportation will contribute to the planning goals of emphasizing alternative modes of transportation in the area. The buildings will be designed to create active edges along Broad Canal Way, Main Street and Broadway, as well as open space amenities. The Proposed Project has received the enthusiastic support from the East Cambridge Planning Team ("ECPT").

- (3) Provides benefits to the City which outweigh its adverse effects; in making this determination, the Planning Board shall consider the following:

The proposed changes to the property implicated by the NoMa Project provide benefits to the City which substantially outweigh its adverse effects as detailed in the paragraphs below.

- a. Quality of site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public;

The Project will include substantial residential component as well as retail and limited office uses along Broad Canal Way, Main Street and Broadway on a parcel historically used for a commercial parking lot.

- b. Traffic flow and safety;

The proponent has prepared and the City of Cambridge has certified a very detailed Transportation Impact Study that addresses issues of traffic flow and safety.

- c. Adequacy of utilities and other public works;

City utilities are generally adequate to support the proposed development. Specific infrastructure improvements and services associated with the proposed project are described in Section V of this development plan.

d. Impact on existing public facilities within the City;

It is not anticipated that the proposed project will have a significant impact on City services. The proposed buildings contained in the NoMa Project will be constructed from newer materials and will meet the life/safety codes in effect at the time of building construction, including sprinkler systems and other life/safety enhancements as appropriate.

e. Potential fiscal impact.

The Project is expected to have a significant positive fiscal impact. The Project will change the existing condition of the site from at-grade parking lots to a mixed use building with first floor retail space and office space in the Office/Retail Building along Broad Canal Way and multifamily residential uses in the Residential Building on the north side of Main Street and Broadway at the base of the Third Street corridor. These improvements will create new, productive uses along Main Street, Broadway, Third Street and Broad Canal Way and will substantially increase the value of the Property, thereby substantially increasing the taxable value of the Property to the City. It is expected that the construction of these new improvements, when taken together with the improvements that are the subject of the SoMa PUD Filing, will create approximately 1,300 construction jobs and 2,500 new, permanent jobs in the City of Cambridge. Additionally, the new buildings and the uses therein will attract new workers and residents to Cambridge who will shop in the City and take advantage of the nearby cultural opportunities. The development of a significant number of new residential units will contain a limited number of two and three bedroom units and, therefore, will not have a significant impact on the City's school system.

**C. Compliance with General Special Permit Criteria (Section 10.43)**

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 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 the requirements of this Ordinance cannot or will not be met

The Project identified in this Application and for which the Special Permit is sought will meet all the requirements of the Ordinance.

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

The proponent has prepared and the City of Cambridge has certified a very detailed Transportation Impact Study that addresses issues of traffic generation and patterns. Generally the trip generation and patterns associated with the project are consistent with those assumed as part of the planning and rezoning for the Kendall Square area.

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

The Development Plan will not adversely affect the continued operation or future development of adjacent uses. The land uses within the immediate vicinity of the Development Parcel are institutional, commercial or multi-family residential uses, all of which are consistent with the proposed uses of the Development Parcel. To the east of the Project area are office buildings: one owned by The American National Red Cross and one owned by RREEF American REIT II Corp. PPP. To the north, on the opposite side of Broad Canal Way, are hotel and multi-family residential buildings with first floor restaurant and retail uses. To the west and across Third Street is land that is owned by the United States Department of Transportation, which is the site of Volpe, The National Transportation Systems Center (the "Volpe Center"). The site of the Volpe Center is currently the subject of a zoning amendment petition that, if adopted, would permit the substantial reuse of the approximately 14-acre parcel for mixed use development not unlike that which is proposed for the Development Parcel. To the south, across Main Street and Broadway, are Cambridge Center, a mixed use retail, office and laboratory development owned by affiliates of Boston Properties, and MIT's East Campus that comprises the balance of the land situated within the PUD-5 District. The Project will provide for a substantial increase in the multi-family housing stock in Kendall Square and the greater East Cambridge Community, by providing approximately 290 units of housing, 50 units of which will be Affordable Units (as defined in the Ordinance) (i.e., 18% of the total residential units contained within the Building). The construction of these housing units will not only provide additional affordable housing options in the City, but will further activate the open space and retail amenities in the vicinity of the Development Parcel.

The Project will also include the creation of retail space that along Broad Canal Way and Main Street that will create active edges along the southerly side of Broad Canal Way and the northerly side of Main Street, which will further activate the area and provide a connection from the burgeoning retail corridor on Third Street with the existing and planned retail along both sides of Main Street as well as provide pedestrian connections between Third Street, Broad Canal Way, the MIT Campus and Memorial Drive and the Charles River. Construction of the project will be a dramatic improvement over the existing condition of a portion of the Development Parcel, which is an at-grade parking lot and, consistent with the goals of the PUD-5 Zoning contained in Article 13.80 of the Code, will help to create a vibrant neighborhood through the creation of a mixed-use district of multi-family residential and high quality general and technical office and laboratory uses with significant retail activity proximate to the existing MBTA transit facilities.

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

The Project will not create and nuisance or hazard to the detriment of the health, safety and/or welfare of the occupants of the proposed uses within the Project or the City. In fact, the Project, when taken together with the projects proposed in the SoMa PUD Filing, will result in approximately 1,300 construction jobs, 2,500 new permanent jobs and approximately 290 residential housing units. The additional residents, employees, workers and visitors to the Project will further activate the retail and commercial uses in both the Project as well as the retail on the north and south sides of Main Street and the burgeoning retail corridor on Third Street. The open space located throughout the Project will provide connections to other open spaces abutting or adjacent to the Project. The retail, restaurants and other publicly accessible spaces located on the first floors of the new buildings will be an amenity to the users of the Project and members of the community and will further activate the open space.

- (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 the Ordinance, and

The Project will not impair the integrity of the district of any adjoining district, or otherwise derogate from the intent of the Ordinance. The Project is located within a Office 3A, PUD-3 Overlay District and the PUD-5 Overlay District.<sup>1</sup> The Development Parcel has long been improved, in part, by a mixed use office and research laboratory, and retail building with an above-grade structured parking garage

and first floor retail and restaurant uses known commonly as One Broadway (the “Existing Building”). The Project is being planned for a portion of the Development Parcel that currently contains an at-grade commercial parking lot.

This Development Parcel is located entirely within the PUD-5 Overlay District (the “**PUD District**”), which is “intended to provide for Kendall Square’s continued prominence as a world-renowned center of innovation and a vibrant neighborhood through the creation of a mixed-use district of high quality general and technical office and laboratory uses with significant retail activity proximate to the MBTA station. The PUD-5 District helps organize placement of commercial and institutional buildings and establishes an additional mixed-use development containing a significant residential component to support the burgeoning residential corridor along Third Street and the strong links to existing neighborhoods and the riverfront”. The Development Plan contains significant housing as well as a first-floor retail component, all of which is in line with the intent and purpose of the PUD-5 Zoning.

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

With regard to the consistency of the Project with the Urban Design Objectives contained in Section 19.30, please see the Article 19 Special Permit Application materials filed with the Planning Board simultaneously herewith.

**SECTION V: Utilities**

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## **SECTION V: UTILITIES**

### **Introduction**

This section describes the existing infrastructure systems within and surrounding the Project Site, and discusses Project capacity needs and potential impacts on utilities. The following utilities are evaluated: sanitary sewer, water, stormwater management, natural gas, electricity, and telecommunications. Figure C-4 shows the existing utilities that serve the Project Site, and the Figure C-5 shows the schematic design for proposed infrastructure.

The Project will connect to existing city and utility company systems in the adjacent public streets. Based on initial investigations and consultations with the appropriate agencies and utility companies, all existing infrastructure systems are adequately sized to accept the incremental increase in demand associated with the development and operation of the Project. As design progresses, all required engineering analyses will be conducted and the final design will adhere to all applicable protocols and design standards ensuring that the proposed building is properly supported by and properly uses city infrastructure. Detailed design of the Project's utility systems will proceed in conjunction with the design of the building and interior mechanical systems.

The systems discussed herein include those owned or managed by the Cambridge Public Works Department (CPWD), Cambridge Water Department (CWD), private utility companies, and on-site infrastructure systems.

The relocation of the street edge and utilization of the portion of Main Street along the site frontage will be completed by the Massachusetts Department of Transportation (MassDOT) as part to the Longfellow Bridge Project.

### **Sanitary Sewer**

The Project will connect to sewer infrastructure in Main Street at the site frontage for the Building 1 Residential Component, and if required, in Third Street for the Building 1 Retail Component.

The City provides separate sanitary and stormwater sewer collection systems in the Project area. For the current design, sanitary flows from the Building 1 Residential Tower will be discharged through a

proposed 10-inch service into an existing 16-inch sewer main in Main Street. The Retail Component will be discharged through a proposed 10-inch service into an existing 10-inch sewer main in Third Street. Both services exit the buildings below the foundation slabs.

To comply with the Cambridge Sewer design standards, the sanitary sewer system for the Residential Component will include an onsite retention tank to hold up to 8 hours of peak flow, thus protecting the existing sanitary sewer infrastructure in the area.

The Project's wastewater generation rate was estimated using design sewage flow rates obtained from 310 CMR 15.000 - The State Environmental Code, Title 5: Standard Requirements for the Siting, Construction, Inspection, Upgrade and Expansion of On-Site Sewage Treatment and Disposal Systems and for the Transport and Disposal of Septage. The following flow criteria will be used for the Residential Component and the Retail Component to project the anticipated gallons per day (GPD) of sanitary sewer usage:

- 75 GPD per 1,000 SF for office;
- 50 GPD per 1,000 SF for retail;
- 110 GPD per bedroom for residents; and
- 35 GPD per seat for restaurants.

The total average daily flow generated by the Residential Component is estimated to be 46,685 GPD, and the Retail Component is estimated to be 10,150 GPD; totaling an estimated Project total of approximately 56,835 GPD.

## **Water Supply**

The Project will make connections for fire protection and domestic use to available water infrastructure in Main Street at the site frontage for Building 1 – Residential Component, and if required, in Third Street for the Building 1 – Broad Canal Way Retail Component. It is anticipated at this time that the water demand for the Broad Canal Way – Retail Component can be attained from the existing One Broadway building supply.

The Residential Component is estimated to require 51,355 GPD, and the Retail Component is estimated to require 11,165 GPD; totaling an estimated Project total of approximately 62,519 GPD of water demand.

A redundant domestic water supply will be provided for this Project. It is anticipated that the Residential Component will require two 6-inch domestic water services, and one 8-inch fire protection service from the 12-inch or 24-inch water main in Main Street. All services will enter the proposed building to the east side below the foundation slab, with bends provided at the building face to allow for water meter access.

The Applicant will work with the CPWD and CWD on the development of the project design and submit plans for formal approval prior to the issuance of the Building Permit for the Project.

### **Stormwater Management**

The Project Site currently contains relatively little pervious areas, as it is predominated by building roof area and existing surface parking. The existing One Broadway building is drained via a closed pipe drainage system discharging to the existing City of Cambridge stormwater system in Third Street, while the existing surface lot is drained via a closed pipe drainage system discharging directly into the Broad Canal.

An existing 54-inch diameter storm drain exists to the north of the Site, adjacent to Broad Canal Way. This pipeline was constructed in the 1980's during the filling of the Broad Canal. The pipe was laid flat and discharges directly into the current Broad Canal to the East. The condition of the existing pipeline is unknown as it currently flows approximately 85% surcharged due to a regular tailwater elevation in the Broad Canal. The limits of the 54-inch storm drain within the Project Site will be relocated as part to this project. The relocation will not affect the capacity of the existing drainage system.

Since the Project Site is already mostly impervious, the Project will not produce significant changes in either the pattern of, or rate of, stormwater runoff. Stormwater management controls will be established in compliance with the CPWD standards. The Project will not result in the introduction of any peak flows, pollutants, or sediments that would potentially impact the receiving waters of the local municipal stormwater drainage system.

The use of detention and infiltration as part of the Project's stormwater management system will reduce site peak flows, replenish groundwater and provide quality treatment for building roof runoff. The onsite detention/infiltration system design complies with the City of Cambridge's Low Impact Development Guidelines. Final connections to this system will be reviewed and approved by the Cambridge Public Works Department prior to construction.

The entire Site is previously altered and mostly developed. The Project will result in a net increase in pervious surfaces (0.027 acres); which is inclusive of a portion of the Site being dedicated to new public open space containing paved walkways, public seating, and a landscaped swale area. The Project will provide stormwater Best Management Practices (BMPs) in conformance with DEP's Stormwater Management Standards.

The Project is reviewing the alternative of stormwater re-use for the purposes of irrigation and/or cooling towers make-up water. Re-use of stormwater is beneficial as it will contribute to the reduction of peak storm flows, and the reduction of potable water use from the City's water system. The feasibility of this alternative will be vetted out during design development.

The final design will incorporate facilities to reduce phosphorus on site by 65% compared to the existing conditions, in compliance with CPWD standards.

The Project's construction documents will include measures and specifications regarding erosion and sediment controls and barriers (e.g. silt fence, silt sacks). Construction dewatering discharges will be appropriately controlled and discharged in accordance with National Pollutant Discharge Elimination System (NPDES) and state and local dewatering standards.

#### **Other Utilities**

The Project will also require electrical, natural gas, and telecommunications services all of which are immediately available within the Main Street right-of-way and Third Street right-of-way. The project team will work with the respective private utility authorities on sizing and configuration of services. The design of these utilities will be included on the CPWD and CWD submission drawings to ensure that the work is coordinated as part of the public review process.

**SECTION VI: Market Analysis**

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## SECTION VI: Multifamily Market Analysis

### a. Overview

The residential portion of the Project located in the PUD-5 district is located North of Main (NoMa) on Site 1. The market for multi-family rental housing is responsive to a demographic demand for easily accessible public transit, adjacencies to retail and entertainment, sustainable environments, innovation, and proximity to the urban core. A vibrant neighborhood with a diverse population is also driving demand for this Kendall Square locale.

Demand for rental housing in the greater Boston and Cambridge market has been strong in the last few years in response to continued population growth bolstered by low unemployment. First class multi-family rental products in well placed locations such as Kendall Square have achieved quick and sustainable occupancies, with strong demand coming from millennials and baby boomers that desire to live in urban neighborhoods.

The NoMa housing Project will deliver 290-300 units, of which 18%, or 53-54 units, will be affordable (< 80% of median income). The pricing of the market rate units will be determined in accordance with the market conditions at the time of delivery.

### b. Existing Market Conditions

The current rental housing demand in the Cambridge and Boston area remains strong, with growth in the metro area expected to continue in the near future. Supply has not kept pace in certain desirable areas such as Kendall Square, in part due to the high cost of constructing high-rise multi-family housing in the urban core.

### c. Feasibility

The planned residential building on Site 1 is positioned to respond to a growing population in East Cambridge and a strong demand to be located near amenities and easy access to business, retail, MIT, and the greater Boston network. Recently completed nearby projects, including Watermark East, Watermark West, and Third Square are all experiencing little or no vacancy. The market forecast for the foreseeable future remains bright especially given the fundamentals of the Kendall Square area.

**SECTION VII: Quantitative Data**

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**DIMENSIONAL FORM**

**Project Address:**

**Application Date:**

	<b>Existing</b>	<b>Allowed or Required (max/min)</b>	<b>Proposed</b>	<b>Permitted</b>
Lot Area (sq ft)				
Lot Width (ft)				
Total Gross Floor Area (sq ft)				
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Floor Area Ratio				
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Dwelling Units				
Base Units				
Inclusionary Bonus Units				
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Building Height(s) (ft)				
Front Yard Setback (ft)				
Side Yard Setback (ft)				
Side Yard Setback (ft)				
Rear Yard Setback (ft)				
Open Space (% of Lot Area)				
Private Open Space				
Permeable Open Space				
Other Open Space (Specify)				
Off-Street Parking Spaces				
Long-Term Bicycle Parking				
Short-Term Bicycle Parking				
Loading Bays				

*Use space below and/or attached pages for additional notes:*

MIT Kendall Square Initiative (PUD-5) Development Proposals – SoMa Project and NoMa Project – Dimensional Summary

**PUD-5 Aggregate**

**Land Uses and Development**

	Required	Existing	Proposed Removal	Proposed Project	PUD - 5
<b>Land Area</b>	As exists	1,149,765	N/A	1,149,765	1,149,765
<b>Total Non-Exempt GFA</b>	<b>4,484,084 max</b>	<b>2,540,839</b>	<b>242,414</b>	<b>1,555,233</b>	<b>3,853,658</b>
Residential	Min. 240,000 net new	282,816	0	285,000	567,816
Commercial	Max. 980,000 net new	407,176	45,134	945,500	1,307,542
Office (not incl. Innov.)	N/A	349,012	16,970	618,000	950,042
Lab (not incl. Innov.)	N/A	0	0	270,000	270,000
Non-Exempt Innovation	See Note 1	30,000	0	0	30,000
Non-Exempt Retail	N/A	28,164	28,164	57,500	57,500
Academic (all types)	N/A	1,625,677	33,547	74,000	1,666,130
Non-Exempt Dormitory	N/A	225,170	163,733	163,733	225,170
Structured Parking	N/A	0	0	87,000	87,000
<b>Total Non-Exempt FAR</b>	Max. 3.9	2.21	.21	1.35	3.35
<b>Total Exempt GFA</b>	<b>N/A</b>	<b>30,000</b>	<b>0</b>	<b>223,767</b>	<b>253,767</b>
Ground-Floor Retail	N/A	0	0	57,500	57,500
Public Transportation	N/A	0	0	0	0
Residential/Dormitory	(net new S. of Main)	0	0	166,267	166,267
Innovation	See Note 1	30,000	0	0	30,000
<b>Total Dwelling Units</b>	No max. or min.	262	0	290-300	552-562
Market Rate Units		262	0	237-246	499-508
Affordable Units	[Total D.U. * 18% new]	0	0	53-54	53-54
<b>Dormitory Beds/Units</b>	No max. or min.	347	201	450	596
<b>Open Space</b>					
Publicly Beneficial	3.96 acres (15%)	8.24 acres (31.2%)	0	1.89 acres	10.13 acres (38.35%)

MIT Kendall Square Initiative (PUD-5) Development Proposals – SoMa Project and NoMa Project – Dimensional Summary

**PUD-5 Aggregate**

**Vehicular Parking**

	<b>Required</b>	<b>Existing</b>	<b>Removed</b>	<b>Proposed Project</b>	<b>PUD - 5</b>
<b>Total New Parking</b>	<b>981-1,056</b>	<b>N/A</b>	<b>N/A</b>	<b>988</b>	<b>988</b>
Res. @ 0.5-0.75/unit	150-225 spaces	N/A	N/A	157	157
Office @ 0.9/KSF max.	558	N/A	N/A	558	558
Lab @ 0.8/KSF max.	216	N/A	N/A	216	216
Retail @ 0.5/KSF max.	57	N/A	N/A	57	57
Academic (per zoning)	See Note 2	N/A	N/A	0	0
Dormitory (per zoning)	See Note 2	N/A	N/A	0	0
<b>Replacement Parking</b>	<b>Per PB approval</b>	<b>1,420</b>	<b>599</b>	<b>685</b>	<b>1,506</b>
Residential (note sites)		0	0	0	
Commercial (One Broadway Garage and Surface; SoMa Lots)		546	230 (114 at One Broadway surface and 116 at SoMa surface)	116	432
Academic (SoMa Lots)		874	369	369	874
Dormitory		0	0	0	0
Other (academic replacement)		0	0	200	200
<b>Net Parking</b>	<b>Per PB approval</b>	<b>1,420</b>	<b>599</b>	<b>1,673</b>	<b>2,494</b>

***PUD – 5 Aggregate***

***New Bicycle Parking***

	<b>Required</b>	<b>Proposed</b>
<b>Total Long-Term</b>	<b>827</b>	<b>827</b>
Res. @ 1.00-1.05/unit	314	314
Office @ 0.3/KSF min.	188	188
Lab @ 0.22/KSF min.	60	60
Retail @ 0.1/KSF min.	19	19
Academic @ 0.2/KSF	10	10
Dormitory @ 0.5/bed	236	236
<b>Total Short-Term</b>	<b>197</b>	<b>197</b>
Res. @ 0.1/unit min.	30	30
Office @ 0.06/KSF min.	40	40
Lab @ 0.06/KSF min.	17	17
Retail @ 0.6/KSF min.	75	75
Academic @ 0.4/KSF	10	10
Dormitory @ 0.05/bed	25	25

**PUD-5 – South of Main Street**

**Land Uses and Development**

	Required	Existing	Removed	Proposed Project	SoMa PUD Total
<b>Land Area</b>	1,033,493	1,033,493	N/A	1,033,493	1,033,493
<b>Total Non-Exempt GFA</b>		<b>2,273,770</b>	<b>242,414</b>	<b>1,160,233</b>	<b>3,191,589</b>
Residential		282,816	0	0	282,816
Commercial		140,107	45,134	922,500	1,017,473
Office (not incl. Innov.)	N/A	111,943	16,970	603,000	697,973
Lab (not incl. Innov.)	N/A	0	0	270,000	270,000
Non-Exempt Innovation	[=Off/lab*50%*5%]	0	0	0	0
Non-Exempt Retail	N/A	28,164	28,164	49,500	49,500
Academic (all types)	N/A	1,625,677	33,547	74,000	1,666,130
Non-Exempt Dormitory	N/A	225,170	163,733	163,733	225,170
<b>Total Non-Exempt FAR</b>		2.20	.23	1.12	3.09
<b>Total Exempt GFA</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>215,767</b>	<b>215,767</b>
Ground-Floor Retail	N/A	0	0	49,500	49,500
Public Transportation	N/A	0	0	0	0
Residential/Dormitory	(net new S. of Main)	0	0	166,267	166,267
Innovation	See Note 1	0	0	0	0
<b>Total Dwelling Units</b>		262	0	0	262
Market Rate Units	No max. or min.	262	0	0	262
Affordable Units	18% of new d.u.	0	0	0	0
<b>Dormitory Beds/Units</b>	No max. or min.	347	201	450	596
<b>Open Space</b>					
Publicly Beneficial	15% in PUD-5 total	7.82 acres (29.6%)	0	1.58	9.4 acres (35.6%)

***PUD-5 – South of Main Street***

***Vehicular Parking***

	<b>Required</b>	<b>Existing</b>	<b>Removed</b>	<b>Proposed Project</b>	<b>SoMa PUD - 5 total</b>
<b>Total New Parking</b>	<b>809</b>	<b>N/A</b>	<b>N/A</b>	<b>809</b>	<b>809</b>
Res. @ 0.5-0.75/unit	0	N/A	N/A	0	0
Office @ 0.9/KSF max.	544	N/A	N/A	544	544
Lab @ 0.8/KSF max.	216	N/A	N/A	216	216
Retail @ 0.5/KSF max.	49	N/A	N/A	49	49
Academic (per zoning)	See Note 2	N/A	N/A	0	0
Dormitory (per zoning)	See Note 2	N/A	N/A	0	0
<b>Replacement Parking</b>	<b>Per PB approval</b>	<b>990</b>	<b>485</b>	<b>685</b>	<b>1,190</b>
Residential (note sites)			0	0	0
Commercial (SoMa Lots)		116	116	116	116
Academic (SoMa Lots)		874	369	369	874
Dormitory		0	0	0	0
Other (academic replacement)		0	0	200	200
<b>Net Parking</b>	<b>Per PB approval</b>	<b>990</b>	<b>485</b>	<b>1,494</b>	<b>1,999</b>

***PUD-5 – South of Main Street***

***Bicycle parking –***

	<b>Required</b>	<b>Proposed</b>
<b>Total Long-Term</b>	<b>504</b>	<b>504</b>
Res. @ 1.00-1.05/unit	0	0
Office @ 0.3/KSF min.	182	182
Lab @ 0.22/KSF min.	60	60
Retail @ 0.1/KSF min.	16	16
Academic @ 0.2/KSF	10	10
Dormitory @ 0.5/bed	236	236
<b>Total Short-Term</b>	<b>154</b>	<b>154</b>
Res. @ 0.1/unit min.	0	0
Office @ 0.06/KSF min.	38	38
Lab @ 0.06/KSF min.	17	17
Retail @ 0.6/KSF min.	64	64
Academic @ 0.4/KSF	10	10
Dormitory @ 0.05/bed	25	25

MIT Kendall Square Initiative (PUD-5) Development Proposals – SoMa Project and NoMa Project – Dimensional Summary

**PUD-5 – North of Main Street**  
**Land Uses and Development**

	Required	Existing	Removed	Proposed	NoMa PUD Total
<b>Land Area</b>	116,272	116,272	N/A	116,272	116,272
<b>Total Non-Exempt GFA</b>		<b>267,069</b>	<b>0</b>	<b>395,000</b>	<b>662,069</b>
Residential		0	0	285,000	285,000
Commercial		267,069	0	23,000	290,069
Office (not incl. Innov.)	N/A	237,069	0	15,000	252,069
Lab (not incl. Innov.)	N/A	0	0	0	
Non-Exempt Innovation	See Note 1	30,000	0	0	30,000
Non-Exempt Retail	N/A	*Existing included in Office sf above	0	8,000	8,000
Academic (all types)	N/A	0	0	0	0
Non-Exempt Dormitory	N/A	0	0	0	0
<b>Other, Above Grade Pkg</b>				87,000	87,000
<b>Total Non-Exempt FAR</b>		2.3	0	3.4	5.69
<b>Total Exempt GFA</b>	<b>N/A</b>	<b>30,000</b>	<b>0</b>	<b>8,000</b>	<b>38,000</b>
Ground-Floor Retail	N/A	0	0	8,000	8,000
Public Transportation	N/A	0	0	0	0
Residential/Dormitory	(net new S. of Main)	0	0	0	0
Innovation	See Note 1	30,000	0	0	30,000
<b>Total Dwelling Units</b>	No max. or min.	0	0	290-300	290-300
Market Rate Units	No max. or min.	0	0	237-246	237-246
Affordable Units	53-54	0	0	53-54	53-54
<b>Open Space</b>					
Publicly Beneficial	15% in PUD-5 total	.42 acre		.31 acre	.73 acre

**PUD-5 – North of Main Street**

**Parking**

	<b>Required</b>	<b>Existing</b>	<b>Proposed</b>
<b>Total New Parking</b>	<b>172- 247</b>	<b>0</b>	<b>179</b>
Res. @ 0.5-0.75/unit	150 – 225 spaces	0	157
Office @ 0.9/KSF max.	14	0	14
Retail @ 0.5/KSF max.	8	0	8
<b>Replacement Parking</b>	<b>Per PB approval</b>	<b>430</b>	<b>316</b>
Residential (note sites)	0	0	0
Commercial (note sites)	One Broadway	430	316
<b>Net Parking</b>	<b>Per PB approval</b>	<b>430</b>	<b>495</b>

**Bicycle Parking – NoMa PUD**

	<b>Required</b>	<b>Proposed</b>
<b>Total Long-Term</b>	<b>323</b>	<b>323</b>
Res. @ 1.00-1.05/unit	314	314
Office @ 0.3/KSF min.	6	6
Retail @ 0.1/KSF min.	3	3
<b>Total Short-Term</b>	<b>43</b>	<b>43</b>
Res. @ 0.1/unit min.	30	30
Office @ 0.06/KSF min.	2	2
Retail @ 0.6/KSF min.	11	11

**Building by Building Proposed GFA – SoMa Project**

Building	Proposed GFA in SF – at full build-out (including exempt)						Exemptions		Proposed at full build-out		
	Total	Office/Lab	Retail	Res.	Academic	Dormitory	Retail	Other	Parking	L-T Bike	S-T Bike
B-2	316,000	298,000	18,000	0	0	0	9,000	0	278	93	31
C-3	297,000	270,000	27,000	0	0	0	13,500		230	64	34
C-4	367,000	0	28,000	0	9,000	330,000	14,000	166,000	14	242	44
C-5	390,000	305,000	20,000	0	65,000	0	10,000	0	284	103	40
C-6	6,000	0	6,000	0	0	0	3,000	0	3	2	5
<b>TOTAL</b>	<b>1,376,000</b>	<b>873,000</b>	<b>99,000</b>	<b>0</b>	<b>74,000</b>	<b>330,000</b>	<b>49,500</b>	<b>166,000</b>	<b>809</b>	<b>504</b>	<b>154</b>

**Building by Building Proposed GFA – NoMa Project**

Building	Proposed GFA in SF – at full build-out							Proposed at full build-out		
	Total	Office/Lab	Retail	Res.	Academic	Parking	Exempt Retail	Parking	L-T Bike	S-T Bike
A-1	403,000	15,000	16,000	285,000	0	87,000	8,000	179	323	43
<b>TOTAL</b>	<b>403,000</b>	<b>15,000</b>	<b>16,000</b>	<b>285,000</b>	<b>0</b>	<b>87,000</b>	<b>8,000</b>	<b>179</b>	<b>323</b>	<b>43</b>

**Notes:**

**Note 1: Requirement for Innovation is 5% of the New Gross Floor Area approved in the final development plan for Office uses. Total office proposed for PUD-5 before exemption is 618,000 SF. The PUD-5 requirement for innovation is 30,900 SF.**

**Note 2: Parking for Existing and Proposed Academic and Dormitory uses is included in MIT’s pooled parking supply. Therefore, there is no specific requirement for the uses proposed in the Project.**

**SECTION VIII: Attachments**

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**Attachment A -  
NoMa Project Graphics Materials  
(Under Separate Cover)**

**Attachment B -  
Legal Descriptions**

## Kendall Square Initiative – Legal Description of Development Parcels

### Development Parcel A

A certain parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts, bounded and described as follows:

Beginning at a point being the intersection of the northerly sideline of Main Street and the northeasterly sideline of Broadway;

Thence running N 60° 31' 05" W by the sideline of Broadway, a distance of 274.06 feet to a point of curvature on the sideline of Third Street;

Thence, along a curve to the right with a radius of 15.00 feet and an arc length of 23.60 feet to a point of tangency;

Thence turning and running N 29° 37' 15" E, a distance of 235.59 feet to a point on the sideline of a private way known as Broad Canal Way, the previous two courses by the sideline of Third Street;

Thence turning and running S 72° 30' 35" E by the sideline of a private way known as Broad Canal Way, a distance of 365.41 feet to a point;

Thence turning and running S 15° 50' 14" W, a distance of 46.32 feet to a point, the previous two courses by land now or formerly of RREEF American Reit II Corp., PPP;

Thence turning and running S 05° 35' 50" W in part by land of RREEF American Reit II Corp., PPP and in part by land now or formerly of The American National Red Cross, a distance of 224.70 feet to a point on the sideline of Main Street;

Thence turning and running N 84° 31' 09" W by the sideline of Main Street, a distance of 187.03 feet to the point of beginning.

Containing an area of 116,272 square feet, more or less, shown as Development Parcel A on a plan entitled "Development Parcel Plan, Massachusetts Institute of Technology, Kendall Square Project, Cambridge, Mass." dated July 20, 2015, prepared by Feldman Land Surveyors.

### Development Parcel B

A certain parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts, bounded and described as follows:

Beginning at a point being the intersection of the southerly sideline of Main Street and the easterly sideline of Wadsworth Street;

Thence running S 76° 52' 17" E, a distance of 150.82 feet to a point of curvature;

Thence along a curve to the left with a radius of 1000.00 feet, an arc length of 133.10 feet to a point of tangency;

Thence turning and running S 84° 29'51" E, a distance of 86.31 feet to a point, the previous three courses by the sideline of Main Street;

Thence turning and running S 13° 47'51" W, a distance of 141.17 feet to a point;

Thence turning and running N 84° 29'51" W, a distance of 94.28 feet to a point;

Thence turning and running S 65° 25'23" W, a distance of 192.25 feet to a point;

Thence turning and running N 84° 29'51" W, a distance of 87.49 feet to a point on the sideline of Wadsworth Street, the previous four courses over land now or formerly of Massachusetts Institute of Technology;

Thence turning and running N 05° 30'09" E by the sideline of Wadsworth Street, a distance of 264.91 feet to the point of beginning.

Containing an area of 69,711 square feet, more or less, shown as Development Parcel B on a plan entitled "Development Parcel Plan, Massachusetts Institute of Technology, Kendall Square Project, Cambridge, Mass." dated July 20, 2015, prepared by Feldman Land Surveyors.

### **Development Parcel C**

A certain parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts, bounded and described as follows:

Beginning at a point being the intersection of the southerly sideline of Main Street and the westerly sideline of Wadsworth Street;

Thence turning and running S 05° 30'09" W by the sideline of Wadsworth Street, a distance of 279.34 feet to a point;

Thence turning and running N 84° 29'51" W over land of Massachusetts Institute of Technology, a distance of 215.91 feet to a point on the sideline of a private way known as Hayward Street;

Thence turning and running S 05° 30'09" W, a distance of 176.49 feet to a point;

Thence along a curve to the left with a radius of 15.00 feet, an arc length of 31.43 feet, a chord bearing of S 54° 31'06" E and a chord length of 25.99 feet to a point on the sideline of Amherst Street, the previous two courses by the sideline of a private way known as Hayward Street;

Thence turning and running S 65° 27'39" W by the sideline of Amherst Street, a distance of 390.15 feet to a point on the sideline of a private way known as Carleton Street;

Thence along a curve to the left with a radius of 25.00 feet, an arc length of 26.16 feet, a chord bearing of N 35° 28'54" E and a chord length of 24.98 feet to a point of tangency;

Thence turning and running N 05° 30'09" E by the sideline of a private way known as Carleton Street, a distance of 456.76 feet to a point;

Thence turning and running N 84° 29'51" W, a distance of 251.00 feet to a point;

Thence turning and running N 05° 30'09" E, a distance of 62.00 feet to a point;

Thence turning and running N 84° 29'51" W, a distance of 69.24 feet to a point;

Thence turning and running N 05° 11'21" E, a distance of 71.66 feet to a point;

Thence turning and running S 85° 07'36" W, a distance of 63.72 feet to a point;

Thence turning and running N 04° 52'24" W, a distance of 77.07 feet to a point on the sideline of Main Street, the previous six courses over land now or formerly of Massachusetts Institute of Technology;

Thence turning and running S 84° 29'51" E by the sideline of Main Street, a distance of 77.21 feet to a point;

Thence turning and running S 05° 11'21" W, a distance of 135.00 feet to a point;

Thence turning and running S 84° 29'51" E, a distance of 69.25 feet to a point on the sideline of a private way known as Dock Street;

Thence turning and running S 05° 30'09" W, a distance of 62.00 feet to a point on the sideline of a private way known as Deacon Street;

Thence turning and running S 84° 29'51" E by the sideline of a private way known as Deacon Street, a distance of 250.00 feet to a point on the sideline of a private way known as Carleton Street, the previous four courses by land now or formerly of Firehouse Inn, LLC;

Thence turning and running N 05° 30'09" E by the sideline of a private way known as Carleton Street, a distance of 30.00 feet to a point on the sideline of a private way known as Deacon Street;

Thence turning and running N 84° 29'51" W by the sideline of a private way known as Deacon Street, a distance of 220.00 feet to a point on the sideline of a private way known as Dock Street;

Thence turning and running N 05° 30'09" E by the sideline of a private way known as Dock Street, a distance of 167.00 feet to a point on the sideline of Main Street;

Thence turning and running S 84° 29'51" E by the sideline of Main Street, a distance of 202.00 feet to a point;

Thence turning and running S 05° 30'09" W by land now or formerly of Massachusetts Bay Transit Authority, a distance of 86.00 feet to a point on the centerline of 12 foot wide private way;

Thence turning and running S 84° 29'51" E by the centerline of a 12 foot wide private way, a distance of 28.00 feet to a point on the sideline of a private way known as Carleton Street;

Thence turning and running N 05° 30'09" E the sideline of a private way known as Carleton Street, a distance of 6.00 feet to a point on the southerly terminus of the remaining portion of Carleton Street;

Thence turning and running S 84° 29'51" E by the southerly terminus of the remaining portion of Carleton Street, a distance of 40.00 feet to a point on the sideline of the remaining portion of Carleton Street;

Thence turning and running N 05° 30'09" E by the sideline of the remaining portion of Carleton Street, a distance of 74.50 feet to a point on the sideline of Main Street;

Thence turning and running S 84° 29'51" E, a distance of 159.35 feet to a point of curvature;

Thence along a curve to the right with a radius of 500.00 feet, an arc length of 41.89 feet to a point of reverse curvature;

Thence along a reverse curve to the left with a radius of 500.00 feet, an arc length of 11.58 feet, a chord bearing of S 80° 21'38" E and a chord length of 11.58 feet to a point of non tangency;

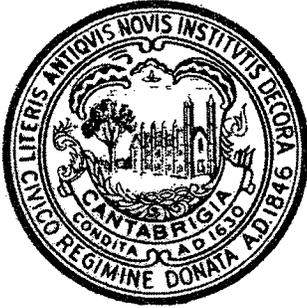
Thence turning and running S 83° 11'31" E, a distance of 40.01 feet to a point;

Thence turning and running S 84° 29'51" E, a distance of 158.80 feet to a point;

Thence along a curve turning to the right with a radius of 500.00 feet, an arc length of 57.23 feet, a chord bearing of S 81° 13'06" E and a chord length of 57.20 feet to the point of beginning, the previous six courses by the sideline of Main Street;

Containing a total area of 272,224 square feet, more or less, and an area of 224,097 square feet excluding the private ways, more or less, shown as Development Parcel C on a plan entitled "Development Parcel Plan, Massachusetts Institute of Technology, Kendall Square Project, Cambridge, Mass." dated July 20, 2015, prepared by Feldman Land Surveyors.

**Attachment C -  
Certifications of Receipt of Plans**



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE TRAFFIC, PARKING & TRANSPORTATION

City Department/Office:

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Project Address:

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Applicant Name:

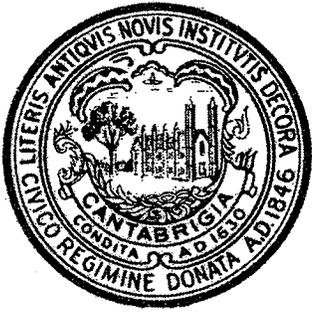
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For the purpose of fulfilling the requirements of Section 19.20 and/or 6.35.1 and/or 5.28.2 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative, (b) small format application plans at 11" x 17" or the equivalent and (c) Certified Traffic Study. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

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Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE DEPARTMENT OF PUBLIC WORKS

City Department/Office:

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Project Address:

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Applicant Name:

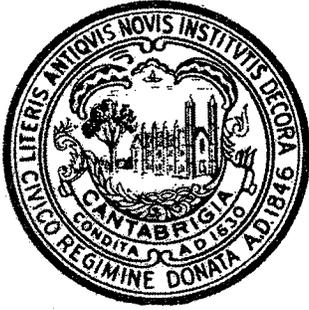
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For the purpose of fulfilling the requirements of Section 19.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative and (b) small format application plans at 11" x 17" or the equivalent. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

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Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE TREE ARBORIST

City Department/Office:

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Project Address:

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Applicant Name:

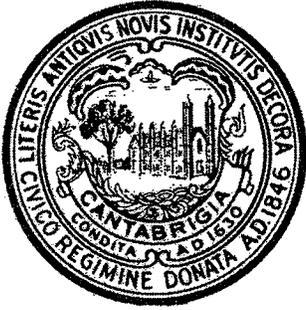
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For the purpose of fulfilling the requirements of Section 4.26, 19.20 or 11.10 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a MultiFamily, Project Review or Townhouse Special Permit for the above referenced development project: a Tree Study which shall include (a) Tree Survey, (b) Tree Protection Plan and if applicable, (c) Mitigation Plan, twenty one days before the Special Permit application to Community Development.

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Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE WATER DEPARTMENT

City Department/Office:

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Project Address:

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Applicant Name:

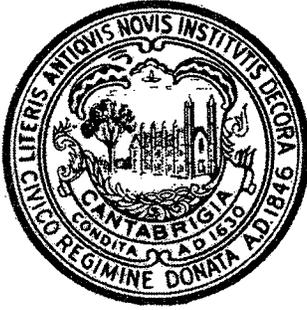
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For the purpose of fulfilling the requirements of Section 19.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative and (b) small format application plans at 11" x 17" or the equivalent. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

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Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE LEED SPECIALIST

City Department/Office:

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Project Address:

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Applicant Name:

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For the purpose of fulfilling the requirements of Section 22.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Special Permit for the above referenced development project: (a) an application narrative, (b) small format application plans at 11" x 17" or the equivalent and (c) completed LEED Project Checklist for the appropriate LEED building standard, accompanying narrative and affidavit. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

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Signature of City Department/Office Representative

Date