



AUGUST 2020



# CambridgeSide 2.0 Special Permit Application

Application Summary Package

Submitted to:  
City of Cambridge

Submitted by:  
**NEW ENGLAND  
DEVELOPMENT**

New England Development  
75 Park Plaza, Boston, MA 02116

Prepared by:



New England Development  
75 Park Plaza  
Boston, MA 02116

August \_\_, 2020

**VIA HAND DELIVERY**

Chair Catherine Preston Connolly  
and Members of the Cambridge Planning Board  
344 Broadway  
Cambridge, MA 02139

**Re:** CambridgeSide 2.0 Project

Dear Chair Connolly:

We are pleased to submit the enclosed special permit application and related materials for the proposed redevelopment of the CambridgeSide site in Cambridge, Massachusetts (the "Site") into a premier mixed-use development including a combination of residential, retail, office, laboratory and restaurant uses. At this time, we are seeking approval of PUD-8 and Article 19 Project Review Special Permits for the overall redevelopment project (as described herein) and design review approval for the initial buildings (i.e., 20 CambridgeSide and 60 First Street) and landscape and hardscape improvements associated with those buildings. We are also requesting a Minor Amendment to the existing PUD-4 Special Permit for CambridgeSide (PB #66) to acknowledge the development to occur under the new PUD-8 Special Permit.

The enclosed application is presented in four volumes, structured as follows:

- **Volume I** contains various supporting written materials for issuance of the requested special permits, including special permit forms, a general site history and Project description, a summary of the requested special permits and detailed responses to applicable special permit approval criteria.
- **Volume II** contains the PUD-8 Development Proposal for the Project, including all plans, studies and reports required by Section 13.102.3 of the PUD-8 zoning. Certain technical studies and reports are summarized in Volume II and provided in their entirety in the Volume II Appendix.
- **Volume III** contains design review materials for the redeveloped 20 CambridgeSide and 60 First Street buildings (currently known as Macy's and Sears, respectively) and landscape and hardscape improvements associated with those initial buildings, which package is being submitted for final design review and approval by the Planning Board at this stage. We are seeking approval of conceptual future plans for the 80 & 90 and 110 First Street buildings (currently known as the Upper Garage and Best Buy, respectively); we will return to the Planning Board for final design review of these buildings closer to their proposed construction in accordance with any applicable terms of the PUD-8 Special Permit.
- **Volume IV** contains more specific materials for issuance of a Minor Amendment to PUD-4 Special Permit (PB #66), including special permit forms, a general permitting history, a brief Project description and a summary of the requested minor amendment.

These materials have been reviewed by the Community Development Department. Certain technical reports included in the Volume II Appendix have also been reviewed by the appropriate City departments prior to filing.

**In order to facilitate your review of the enclosed application, we have included an Application Summary document that provides a comprehensive overview of the information contained in each of the four Volumes that are briefly described above.**

**Site History and Project Summary**

The Site was originally developed in the late-1980s pursuant to a PUD-4 Special Permit (PB #66) granted by the Planning Board, which allowed for construction of the CambridgeSide site, and, later, the nearby Hotel Marlowe and Lotus office buildings. Today, CambridgeSide is an approximately 1.1 million square foot retail

shopping destination featuring over 80 stores and restaurants. From its inception thirty years ago, CambridgeSide has provided numerous employment opportunities for Cambridge residents, actively participated in local charitable and community causes and helped to facilitate public access to open spaces at and around the Site.

CambridgeSide has also always tried to stay ahead of its time, continually looking forward and evolving to maintain its place as a community gathering place and an economic engine for both the East Cambridge neighborhood and the City of Cambridge. In recent years, retail has been evolving and challenged as e-commerce changes the way that consumers shop, with the impact greatest on so called "big box" stores and a decline on retail foot traffic. Recognizing this changing nature of the retail industry, CambridgeSide must continue to evolve and to plan for the next thirty years, as it has for the last thirty years. Accordingly, CambridgeSide needs to change the mix of uses that are currently present on Site to bring back the vitality and energy that existed when CambridgeSide first opened.

In light of all of these factors, New England Development (on behalf of the property owners, the "Applicant"), has created a new vision for the future of CambridgeSide, one that adapts to become a place where people can shop, work, live and enjoy the arts. The Applicant proposes to achieve that vision by maintaining the core retail presence within CambridgeSide and by re-using and re-purposing the empty anchor spaces and the above-ground parking garage to add a total of 575,000 net new square feet (the "Project"). Over the last two years, the property owners have been working diligently with the City of Cambridge to create and refine a development proposal that respects the original vision and the City's ongoing planning goals for the East Cambridge neighborhood. In December of 2019, following a robust public process, the City Council, in accordance with the Planning Board's positive recommendation, voted to approve a rezoning of the Site into a new Planned Unit Development 8 (PUD-8) District.

The Project has been designed to be consistent with the new zoning and will complement adjacent land uses by providing approximately 175,000 net new square feet devoted to residential uses and approximately 400,000 net new square feet devoted to commercial uses (e.g., office, retail, laboratory and restaurant uses) for the benefit of residents, employees and visitors of nearby residential and commercial properties.

Key benefits of the Project will include:

- Providing an **unprecedented amount of affordable housing, i.e., 65% of residential square footage** with both Inclusionary Housing and Middle Income Units.
- Meeting **LEED Gold Core and Shell**: providing **no access to fossil fuels within the living area of the residential component of any building**; and evaluating how to make the Project **Net Zero Ready** for the future.
- **Transforming First Street**, with new building entrances and retail on the street, as well as a **mid-block connection from First Street into CambridgeSide and new pocket parks**.
- **Providing a wider sidewalk** adjacent to new buildings on First Street, **improved plantings and furnishings**, and other pedestrian and bicycle amenities.
- **Supporting the local Arts Community** by providing **opportunities for artists to perform and/or display their work** at the Project and making a **\$500,000 contribution to the Cambridge Arts Initiative**.
- **Making significant monetary contributions to local organizations**, including phased contributions over the life of the Project in an amount of \$9,000,000 to the **East End House** and \$1,300,000 to the **East Cambridge Scholarship Fund**.
- **Revitalizing Lechmere Canal and Cambridgeside Place** by adding building enhancements and active uses and creating **improved connections for the neighborhood to the River**.
- **Providing community meeting space**, which will be able to accommodate up to 40 people at no charge to local residents, community groups and small businesses.
- **Investing approximately \$6,900,000 on transportation-related measures**, including a comprehensive study of the First Street corridor.
- **Improving the existing on-site open spaces, including Canal Park**, through the addition of plantings, trees and landscaping.

- **Maintaining the existing public atrium**, which provides a pedestrian connection from Charles Park to Canal Park.
- **Providing reduced-rate space for local retailers, local small businesses or non-profit organizations and a community daycare facility.**
- **Creating a significant number of temporary construction and permanent jobs.**
- **Completing the re-imagining of CambridgeSide** as a diverse, dynamic, mixed-use center, ensuring its viability for decades to come.

### **Special Permits and Minor Amendment Sought**

The Applicant respectfully requests that the following special permits and minor amendment be granted by the Planning Board to permit the redevelopment of the Site into the Project:

- **PUD-8 Special Permit**, pursuant to Section 13.102 of the City of Cambridge Zoning Ordinance (the "Ordinance"), allowing for redevelopment of the site into the Project (as detailed throughout the attached narrative).
- **Project Review Special Permit**, pursuant to Section 19.20 of the Ordinance, allowing for the new construction of approximately 175,000 square feet of residential use and 400,000 square feet of mixed commercial use (anticipated to include retail, laboratory, office and restaurant uses), along with the conversion of approximately 230,000 square feet of existing retail use to a mix of commercial uses (anticipated to include retail, laboratory, office and restaurant uses).
- **Minor Amendment to the existing PUD-4 Special Permit (PB #66)**, pursuant to Section 12.37.2 of the Ordinance, to document the relationship between the existing PUD-4 Special Permit and the new PUD-8 Special Permit in accordance with Section 13.102.9 of the Ordinance.

In order to submit a complete and informative set of materials, the Applicant has met with neighborhood groups and consulted with many City departments and officials, including the Community Development Department, the Traffic, Parking and Transportation Department, the Water Department, the Department of Public Works, the Fire and Police Departments and the City Arborist, in preparing the enclosed application.

For the reasons set forth in the enclosed application, the Project is consistent with the City's planning goals and complies with the applicable criteria for the relief requested. Accordingly, we respectfully request that the Planning Board schedule the enclosed application for the Board's earliest available meeting to begin review of the same.

Thank you for your consideration of this application. We look forward to presenting to the City of Cambridge Planning Board.

Very truly yours,

NEW ENGLAND DEVELOPMENT

John E. Twohig

Enclosures

## **CambridgeSide 2.0**

### **Application Summary**

This Application Summary provides an overview of the four volumes that comprise the special permit application that would allow for the redevelopment of CambridgeSide from an approximately 1,090,000 square foot retail center into an approximately 1,665,000 square foot mixed-use development including office, retail, restaurant, laboratory and residential uses (the “Project”), as detailed further within the enclosed application. At this time, we are seeking approval of PUD-8 and Article 19 Project Review Special Permits for the overall redevelopment project (as described in the enclosed application), design review approval for the initial buildings (i.e., 20 CambridgeSide and 60 First Street) and landscape and hardscape improvements associated with those buildings (including Canal Park, the Land Boulevard Bridge area and Thorndike Way), and a Minor Amendment to the existing PUD-4 Special Permit for CambridgeSide (PB #66) to acknowledge the development to occur under the new PUD-8 Special Permit.

The four volumes can be summarized as follows:

- **Volume I** contains various supporting written materials for issuance of the requested special permits, including special permit forms, a general site history and Project description, a summary of the requested special permits and detailed responses to applicable special permit approval criteria.
- **Volume II** contains the PUD-8 Development Proposal for the Project, including all plans, studies and reports required by Section 13.102.3 of the PUD-8 zoning. Certain technical studies and reports are summarized in Volume II and provided in their entirety in the Volume II Appendix.
- **Volume III** contains design review materials for the redeveloped 20 CambridgeSide and 60 First Street buildings (currently known as Macy’s and Sears, respectively) and landscape and hardscape improvements associated with those initial buildings, which package is being submitted for final design review and approval by the Planning Board at this stage. We are seeking approval of conceptual design for the 80 & 90 and 110 First Street buildings (currently known as the Upper Garage and Best Buy, respectively); we will return to the Planning Board for final design review of these buildings closer to their proposed construction in accordance with any applicable terms of the PUD-8 Special Permit.
- **Volume IV** contains more specific materials for issuance of a Minor Amendment to PUD-4 Special Permit (PB #66), including special permit forms, a general permitting history and brief Project description and a summary of the requested minor amendment.

The following pages provide a more complete “roadmap” of the information set forth in each volume.

## Volume I

Volume I provides required City of Cambridge special permit forms, an overview of the site and the proposed Project and a summary of actions the Applicant has taken to get to the point of filing, as well as details the Project's compliance with applicable special permit criteria. More specifically, the main components of Volume I can be summarized as follows:

- Filing cover letter
- City of Cambridge special permit forms (**Sections 1.1 – 1.4**)
- List of Project team members (**Section 1.5**)
- Completed Certifications of Receipt of Plans from the City of Cambridge Tree Arborist, the City of Cambridge Traffic, Parking & Transportation Department and the City of Cambridge LEED Specialist (**Section 1.6**)
- Site history (**Section 2.0**)
- Proposed Project summary, including:
  - The Project's compliance with the PUD-8 District zoning ordinance that was approved on December 16, 2019 (**Section 2.0**);
  - A summary of key Project benefits (**Section 2.0**);
  - An overview of the Development Plan, including details on site ownership and economic feasibility of, and proposed financing plan for, the Project (**Section 2.1**); and
  - A Community Engagement summary that describes the many forms of community outreach that the Applicant has engaged in with respect to the Project (**Section 2.2**)
- List of Requested Special Permits to allow for the Project (**Section 2.3**)
- Compliance with the following special permit criteria:
  - General Special Permit Criteria (**Section 3.1**);
  - General PUD Development Proposal Criteria (**Section 3.2**);
  - PUD-8 Special Permit Criteria (**Section 3.3**); and
  - Article 19 Project Review Special Permit Criteria (**Section 3.4**)

As demonstrated by the above-listed sections in Volume I and the supporting materials included within Volumes II-IV of the application, the Project satisfies the special permit criteria required for the Planning Board to grant each of the requested special permits.

**Volume II**

Volume II and the associated Appendices provide a complete description of the Project and present all of the PUD-8 Development Proposal materials required by the Ordinance. Chapter 1.0 of Volume II details the Project, including the various building components and the robust package of public benefits that is associated therewith. Chapter 2.0 of Volume II contains each of the PUD-8 submittal components, set forth in Section 13.102.3 of the Ordinance and enumerated below.

**Project Description (Section 1.1)**

Consistent with the recently adopted PUD-8 District zoning, the Project proposes to convert the existing CambridgeSide retail center into a dynamic mixed-use center, responding to current market demands and providing an attractive place where people can shop, work, live and enjoy the arts. The Project will: (i) maintain the active retail and office uses within the core mall, as well as the sky-lit atrium open space that is the heart of CambridgeSide; (ii) renovate the former Sears building to provide for a mix of retail and office/laboratory uses; (iii) replace the Upper Garage, Macy’s and Best Buy buildings to provide for a mix of retail, office/ laboratory and residential uses; and (iv) transform First Street into an active streetscape and animate Canal Park through the provision of open space improvements.

The Project will include conversion of the existing anchor stores and Upper Garage, as well as an addition of approximately 575,000 square feet of Net New GFA, expanding the existing 1,090,000 square foot retail shopping destination to a 1,665,000 million square foot mixed-use development. Approximately 175,000 square feet of that total Net New GFA will be devoted to residential uses, while approximately 400,000 square feet of Net New GFA will be devoted to commercial uses, currently anticipated to include a combination of office, laboratory, restaurant and retail use.



**Legend**

	PUD-8 DEVELOPMENT PARCEL
	BUILDING HEIGHT
	100 CAMBRIDGESIDE 455,000
	20 CAMBRIDGESIDE 365,000
	110 FIRST 335,000
	60 FIRST 210,000
	80 FIRST RETAIL+OFFICE 125,000
	90 FIRST RESIDENTIAL 175,000
<hr/>	
	TOTAL 1,665,000
	EXISTING TOTAL 1,090,000
	<hr/>
	NET NEW 575,000

The Project components are shown on the figure above and can be described as follows:

- **Core Mall Building:** The core Mall building is located on Cambridgeside Place, with an additional entrance from Canal Park, and consists of a three-story retail/office building that has ground and second floors dedicated to retail use, third floor space recently redesigned for office use, and the public atrium open space, which provides a pedestrian connection from Charles Park through to Canal Park. The Project will maintain this building and the above-described uses to continue to provide important retail and open space opportunities for the surrounding East Cambridge neighborhood.
- **Initial Buildings:** The Applicant proposes to redevelop the 20 CambridgeSide (formerly known as Macy's) and 60 First Street (formerly known as Sears) buildings first, starting as soon as early 2021 assuming all permits have been obtained.
- **Subsequent Buildings:** The Applicant proposes to redevelop the 80 & 90 First Street (formerly known as the Upper Garage) and 110 First Street (formerly known as Best Buy) buildings following the redevelopment of the initial buildings.

#### Summary of Project Benefits (Section 1.2)

Section 1.2 provides a comprehensive summary of the extraordinary package of mitigation measures and public benefits to be implemented in connection with the Project, with a total value of over \$90,000,000, which include the following:

- Providing an **unprecedented amount of affordable housing, i.e., 65% of residential square footage** with both Inclusionary Housing and Middle Income Units.
- Meeting **LEED Gold Core and Shell**: providing **no access to fossil fuels within the living area of the residential component of any building**; and evaluating how to make the Project **Net Zero Ready** for the future.
- **Transforming First Street**, with new building entrances and retail on the street, as well as a **mid-block connection from First Street into CambridgeSide and new pocket parks**.
- **Providing a wider sidewalk** adjacent to new buildings on First Street, **improved plantings and furnishings**, and other pedestrian and bicycle amenities.
- **Creating a dynamic Arts presence at the Project for local artists**, which will become a valued space and reason for the community to continue to meet at CambridgeSide.
- **Making significant monetary contributions to local organizations**, including phased contributions over the life of the Project in an amount of \$9,000,000 to the **East End House** and \$1,300,000 to the **East Cambridge Scholarship Fund**.
- **Revitalizing Lechmere Canal and Cambridgeside Place** by adding building enhancements and active uses and creating **improved connections for the neighborhood to the River**.
- **Providing community meeting space**, which will be able to accommodate up to 40 people at no charge to local residents, community groups and small businesses.



- **Investing approximately \$6,900,000 on transportation-related measures**, including a comprehensive study of the First Street corridor.
- **Improving the existing on-site open spaces, including Canal Park**, through the addition of plantings, trees and landscaping.
- **Maintaining the existing public atrium**, which provides a pedestrian connection from Charles Park to Canal Park.
- **Providing reduced-rate space for local retailers, local small businesses or non-profit organizations and a community daycare facility.**
- Creating a **significant number of temporary construction and permanent jobs.**
- **Completing the re-imagining of CambridgeSide** as a diverse, dynamic, mixed-use center with new and exciting places to meet and view the arts.

### Compliance with PUD-8 Special Permit Submittal Requirements (Chapter 2.0 and Appendices)

Chapter 2.0 of Volume II contains the text and supporting graphics that comprise each of the PUD-8 submittal components set forth in Section 13.102.3 of the Ordinance, which demonstrate the Project's compliance with the PUD-8 Special Permit requirements:

- Site Development Plan, Section 13.102.3(a) (**Section 2.1**)
- Site Massing Plan, Section 13.102.3(b) (**Section 2.2**)
- Parking and Loading Plan, Section 13.102.3(c) (**Section 2.3**)
- Connectivity Plan, Section 13.102.3(d) (**Section 2.4**)
- Open Space Plan, Section 13.102.3(e) (**Section 2.5**)
- Ground Floor and Activation Plan, Section 13.102.3(f) (**Section 2.6**)
- Housing Plan, Section 13.102.3(g) (**Section 2.7**)
- Phasing Plan, Section 13.102.3(h) (**Section 2.8**)
- Sustainability Plan, Section 13.102.3(i) (**Section 2.9**)
- Resiliency Plan, Section 13.102.3(i) (**Section 2.10**)
- Net Zero Plan, Section 13.102.3(j) (**Section 2.11**)
- Transportation Plan, Section 13.102.3(k) (**Section 2.12**)
- Environmental Comfort Plan, Section 13.102.3(l) (**Section 2.13**)
- Architectural Character Plan, Section 13.102.3(m) (**Section 2.14**)
- Comprehensive Signage Plan, Section 13.102.3(n) (**Section 2.15**)
- Utilities Plan, Section 13.102.3(o) (**Section 2.16**)

The Volume II Appendices, enumerated below, further detail the Project's compliance with the PUD-8 and general special permit requirements:

- Tree Study, which has been certified by the City of Cambridge Tree Arborist (**Appendix A**)
- Article 22 Green Building Report, which has been deemed complete by the Community Development Department (**Appendix B**)
- Wind Comfort Study (**Appendix C**)
- Acoustic Report (**Appendix D**)
- Shadow Study (**Appendix E**)
- Utilities Report (**Appendix F**)
- Traffic Impact Study (TIS), which has been certified by the City of Cambridge Traffic, Parking & Transportation Department (**Appendix G**)

As demonstrated by the comprehensive Volume II PUD-8 Development Proposal and associated Volume II Appendices, the Project satisfies all requirements for issuance of a PUD-8 Special Permit.

### Volume III

While Volumes I and II demonstrate the Project's compliance with special permit criteria and submission requirements, Volume III provides detail on the 20 CambridgeSide (currently known as Macy's) and 60 First Street (currently known as Sears) buildings and landscape/hardscape improvements associated with these initial buildings, which buildings and improvements the Applicant is seeking final design review approval of at this time. To be clear, the Applicant is seeking approval of conceptual design for the 80 & 90 and 110 First Street buildings (currently known as the Upper Garage and Best Buy, respectively) through the materials provided in Volumes I and II and will return to the Planning Board for final design review of these buildings closer to their proposed construction in accordance with any applicable terms of the PUD-8 Special Permit.

The design review materials submitted for each of the 20 CambridgeSide and 60 First Street buildings provided in Volume III can be summarized as follows:

- Development plan, including proposed building height and uses
- Existing conditions photographs
- Massing diagrams
- Building site sections
- Underground parking layout plans
- Bike parking plans
- Floor plans, including proposed uses
- Roof plan
- Retail and Active Use diagram
- Streetscape view
- Landscape material plan
- Landscape planting plan
- Architectural character plan
- Materials and details plan
- Elevations
- Proposed views from select vantage points

Volume III also provides plans depicting the proposed improvements at Canal Park, under the Land Boulevard Bridge and within Thorndike Way, for which the Applicant is seeking overall design review approval at this time. The Applicant intends to refine the specific design elements for such off-site open space improvements through ongoing coordination with the Open Space and Retail Advisory Committee that is to be established in connection with the Project, which will include representatives from the City's Community Development Department and the East Cambridge neighborhood. The attached plans include the Applicant's current thoughts regarding landscaping, lighting and overall layout and programming, which will be discussed



with the Committee prior to the construction of any such improvements. The implementation of the off-site improvements at Canal Park, under the Land Boulevard Bridge and Thorndike Way are scheduled to occur in connection with construction of the initial buildings.

### Volume IV

Given that the site is being redeveloped into the Project pursuant to the recently adopted PUD-8 District zoning ordinance, the Applicant requires a minor amendment to the existing PUD-4 Special Permit (PB #66) that governs the existing CambridgeSide mall. The existing PUD-4 Special Permit covers not only the land that is within the PUD-8 District, but also what is now the Hotel Marlowe and a portion of the Lotus Office Building (the “Remaining Land”).

Such a minor amendment is required to document the relationship between the existing PUD-4 Special Permit and the new PUD-8 Special Permit in accordance with Section 13.102.9 of the Ordinance. Accordingly, the minor amendment will acknowledge that:

- With respect to the PUD-8 Development Parcel, the rights granted pursuant to the PUD-8 Special Permit shall be in addition to any rights previously granted under PB #66 and the PUD-8 Special Permit shall govern with respect to such additional rights;
- PB #66 shall remain valid and in full force and effect for, and govern with respect to, the Remaining Land;
- The terms of PB #66 shall be applied to the Remaining Land without regard to any further rights granted to the PUD-8 Development Parcel pursuant to the PUD-8 Special Permit; and
- To determine that to the extent the provisions of PB #66, as they related to the PUD-8 Development Parcel, conflict or are inconsistent with the PUD-8 Special Permit, the provisions of the PUD-8 Special Permit shall govern.

Volume IV provides required City of Cambridge special permit forms for the PB #66 minor amendment (i.e., a cover sheet, ownership certificates, a fee schedule and a Project-wide dimensional form), an overview of the site’s permitting history and the proposed Project, and a summary table of inconsistent provisions between PB #66 and the PUD-8 Special Permit, which will be governed by the terms of the PUD-8 Special Permit with respect to the land within the PUD-8 Development Parcel (e.g., maximum building height, open space and parking).

### Conclusion

As demonstrated by the four enclosed volumes (summarized above) that comprise the Cambridge 2.0 special permit application, the Project meets the applicable zoning requirements and offers significant mitigation and other public benefits in connection with its development. Given the Project’s compliance with all applicable criteria and the overall benefits of the Project outweighing any unavoidable impacts of the same, the Applicant respectfully requests that the Planning Board grant the special permits requested in the enclosed application and any waivers required to allow for redevelopment of the site into the Project.



AUGUST 2020



# CambridgeSide 2.0 Special Permit Application

Volume I: Special Permit Materials

Submitted to:  
City of Cambridge

Submitted by:  
**NEW ENGLAND  
DEVELOPMENT**

New England Development  
75 Park Plaza, Boston, MA 02116

Prepared by:



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75 Park Plaza  
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August \_\_\_\_, 2020

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### **Special Permits and Minor Amendment Sought**

The Applicant respectfully requests that the following special permits and minor amendment be granted by the Planning Board to permit the redevelopment of the Site into the Project:

- **PUD-8 Special Permit**, pursuant to Section 13.102 of the City of Cambridge Zoning Ordinance (the "Ordinance"), allowing for redevelopment of the site into the Project (as detailed throughout the attached narrative).
- **Project Review Special Permit**, pursuant to Section 19.20 of the Ordinance, allowing for the new construction of approximately 175,000 square feet of residential use and 400,000 square feet of mixed commercial use (anticipated to include retail, laboratory, office and restaurant uses), along with the conversion of approximately 230,000 square feet of existing retail use to a mix of commercial uses (anticipated to include retail, laboratory, office and restaurant uses).
- **Minor Amendment to the existing PUD-4 Special Permit (PB #66)**, pursuant to Section 12.37.2 of the Ordinance, to document the relationship between the existing PUD-4 Special Permit and the new PUD-8 Special Permit in accordance with Section 13.102.9 of the Ordinance.

In order to submit a complete and informative set of materials, the Applicant has met with neighborhood groups and consulted with many City departments and officials, including the Community Development Department, the Traffic, Parking and Transportation Department, the Water Department, the Department of Public Works, the Fire and Police Departments and the City Arborist, in preparing the enclosed application.

For the reasons set forth in the enclosed application, the Project is consistent with the City's planning goals and complies with the applicable criteria for the relief requested. Accordingly, we respectfully request that the Planning Board schedule the enclosed application for the Board's earliest available meeting to begin review of the same.

Thank you for your consideration of this application. We look forward to presenting to the City of Cambridge Planning Board.

Very truly yours,

NEW ENGLAND DEVELOPMENT

John E. Twohig

Enclosures

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## Application Structure

This application is organized in four volumes, structured as follows:

**Volume I** contains various supporting written materials for issuance of the requested special permits, including special permit forms, a general site history and Project description, a summary of the requested special permits and detailed responses to applicable special permit approval criteria.

**Volume II** contains the PUD-8 Development Proposal for the Project, including all plans, studies and reports required by Section 13.102.3 of the PUD-8 zoning. Certain technical studies and reports are summarized in Volume II and provided in their entirety in the Volume II Appendix.

**Volume III** contains design review materials for the redeveloped 20 CambridgeSide and 60 First Street buildings (currently known as Macy's and Sears, respectively) and landscape and hardscape improvements associated with those initial buildings, which package is being submitted for final design review and approval by the Planning Board at this stage. The Applicant is seeking approval of conceptual design for the 80 & 90 and 110 First Street buildings (currently known as the Upper Garage and Best Buy, respectively); the Applicant will return to the Planning Board for final design review of these buildings closer to their proposed construction in accordance with any applicable terms of the PUD-8 Special Permit.


**Volume IV** contains more specific materials for issuance of a Minor Amendment to PUD-4 Special Permit (PB #66), including special permit forms, a general permitting history, a brief Project description and a summary of the requested minor amendment.

## List of Acronyms

Acronym	Meaning
ADA	Americans with Disabilities Act
ASCT	Adaptive Signal Control Technologies
BANCT	Best Available Noise Control Technology
BMP	Best Management Practice
CCPR	Climate Change Preparedness and Resilience Plan
CCVA	City of Cambridge Vulnerability Assessment
CDPW	Cambridge Department of Public Works
CWD	Cambridge Water Department
DCR	Massachusetts Department of Conservation and Recreation
ECAPS	East Cambridge Planning Study
EENF	Expanded Environmental Notification Form
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GFA	Gross Floor Area
HOV	High Occupancy Vehicle
I/I	Infiltration/Inflow
MA WPA	Massachusetts Wetlands Protection Act
MassDEP	Massachusetts Department of Environmental Protection
MWRA	Massachusetts Water Resource Authority
MassGIS	Massachusetts Geographical Information Systems
PUD	Planned Unit Development
SF	Square Feet
TMDL	Total Maximum Daily Load
TDM	Transportation Demand Management

# 1.0 Application Forms

## 1.1 Cover Sheet



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: 100 Cambridgeside Place, 60-68 and 106-108 First Street, Cambridge, MA 02141

Zoning District: Business A Zone/PUD-4 (PB #66)/PUD-8

Applicant Name: New England Development (on behalf of the property owners listed in Section 2.1 of Vol. I)

Applicant Address: 75 Park Plaza, Boston, MA 02116

Contact Information: (617) 243-7070      JTwohig@NEDevelopment.com      (617) 243-7385  
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.*

PUD-8 Special Permit Under Section 13.102  
 Project Review Special Permit under Section 19.20

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

Cover letter; Application Forms; Volume I (Special Permit Materials); Volume II (PUD-8 Development Proposal Materials); Volume II Appendices (Tree Study; Article 22 Green Building Report; Wind Comfort Study; Acoustic Report; Shadow Study; Utilities Report; Traffic Impact Study (TIS)); Volume III (20 CambridgeSide and 60 First Street Design Review Materials); Volume IV (PUD-4 Special Permit (PB #66) Minor Amendment Application)

**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

## 1.2 Ownership Certificates

### OWNERSHIP CERTIFICATE

**Project Address:** 60-68 First Street  
Cambridge, MA 02141

**Application Date:** \_\_\_\_\_

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

I hereby authorize the following Applicant: NW Cambridge Property Owner LLC

at the following address: c/o Northwood Investors LLC, 575 Fifth Avenue, New York, NY 10017

to apply for a special permit for: PUD-8 Special Permit, Project Review Special Permit  
and Minor Amendment to PUD-4 Special Permit (PB #66)

on premises located at: 60-68 First Street, Cambridge, MA 02141

for which the record title stands in the name of: NW Cambridge Property Owner LLC

whose address is: c/o Northwood Investors LLC, 575 Fifth Avenue, New York, NY 10017

by a deed duly recorded in the:

Registry of Deeds of County: \_\_\_\_\_ Book: \_\_\_\_\_ Page: \_\_\_\_\_

*OR* Registry District of the Land Court,  
Certificate No.: 265801 Book: 69811 Page: 410

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

To be completed by Notary Public:

Commonwealth of Massachusetts, County of \_\_\_\_\_

The above named \_\_\_\_\_ personally appeared before me,

on the month, day and year \_\_\_\_\_ and made oath that the above statement is true.

Notary: \_\_\_\_\_

My Commission expires: \_\_\_\_\_

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION



**OWNERSHIP CERTIFICATE**

**Project Address:** 100 Cambridgeside Place  
Cambridge, MA 02141      **Application Date:** \_\_\_\_\_

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

I hereby authorize the following Applicant: Cambridgeside Galleria Associates Trust  
 at the following address: c/o New England Development, 75 Park Plaza, Boston, MA 02116  
 to apply for a special permit for: PUD-8 Special Permit, Project Review Special Permit  
 and Minor Amendment to PUD-4 Special Permit (PB #66)  
 on premises located at: 100 Cambridgeside Place, Cambridge, MA 02141  
 for which the record title stands in the name of: Cambridgeside Galleria Associates Trust  
 whose address is: c/o New England Development, 75 Park Plaza, Boston, MA 02116

by a deed duly recorded in the:

Registry of Deeds of County:	_____	Book:	_____	Page:	_____
<b>OR</b> Registry District of the Land Court,					
Certificate No.:	<u>173226</u>	Book:	<u>16089</u>	Page:	<u>61</u>
	<u>179085</u>		<u>1025</u>		<u>135</u>
	<u>185332</u>		<u>1056</u>		<u>182</u>

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

To be completed by Notary Public:

Commonwealth of Massachusetts, County of \_\_\_\_\_

The above named \_\_\_\_\_ personally appeared before me,  
 on the month, day and year \_\_\_\_\_ and made oath that the above statement is true.

Notary: \_\_\_\_\_

My Commission expires: \_\_\_\_\_



**OWNERSHIP CERTIFICATE**

**Project Address:** 106-108 First Street  
Cambridge, MA 02141

**Application Date:**

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

I hereby authorize the following Applicant: CambridgeSide Partners LLC

at the following address: c/o New England Development, 75 Park Plaza, Boston, MA 02116

to apply for a special permit for: PUD-8 Special Permit, Project Review Special Permit and Minor Amendment to PUD-4 Special Permit (PB #66)

on premises located at: 106-108 First Street, Cambridge, MA 02141

for which the record title stands in the name of: CambridgeSide Partners LLC

whose address is: c/o New England Development, 75 Park Plaza, Boston, MA 02116

by a deed duly recorded in the:

Registry of Deeds of County: \_\_\_\_\_ Book: \_\_\_\_\_ Page: \_\_\_\_\_

*OR* Registry District of the Land Court,  
Certificate No.: 242163 Book: 51381 Page: 304

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

To be completed by Notary Public:

Commonwealth of Massachusetts, County of \_\_\_\_\_

The above named \_\_\_\_\_ personally appeared before me,

on the month, day and year \_\_\_\_\_ and made oath that the above statement is true.

Notary: \_\_\_\_\_

My Commission expires: \_\_\_\_\_

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION



## 1.3 Fee Schedule

### FEE SCHEDULE

100 Cambridgeside Place, 60-68 and  
**Project Address:** 106-108 First Street, Cambridge, MA 02141 **Application Date:**

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

New or Substantially Rehabilitated Gross Floor Area (SF):	575,000	× \$0.10 =	\$57,500.00
Flood Plain Special Permit	Enter \$1,000.00 if applicable:		
Other Special Permit	Enter \$150.00 if no other fee is applicable:		
<b>TOTAL SPECIAL PERMIT FEE</b>	<b>Enter Larger of the Above Amounts: \$57,500.00</b>		

## 1.4 Dimensional Form

### DIMENSIONAL FORM

Project Address:

Application Date:

	Existing	Allowed or Required (max/min)	Proposed	Permitted
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	Please see the Project specific dimensional form attached behind.			
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:*

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

CambridgeSide 2.0 Dimensional Form

	Sears		CambridgeSide		PUD-8		Allowed/ Required	Compliance
	PUD-8 Lot		PUD-8 Lot		Development Parcel			
	Existing	Proposed	Existing	Proposed	Existing	Proposed		
Lot Area (sq ft)	42,561	42,561	316,504	316,504	359,065	359,065		
Lot Area (acres)	0.98	0.98	7.27	7.27	8.24	8.24	7.5	yes
Lot Width (ft)	N/A	N/A	N/A	N/A	N/A	N/A		
<b>Gross Floor Area</b>								
Office/Laboratory (sq ft)	0	175,000	413,000	925,000	413,000	1,100,000		
Retail (sq ft)	124,000	35,000	553,000	355,000	677,000	390,000		
Residential (sq ft)	0	0	0	175,000	0	175,000		
Total Gross Floor Area (sq ft)	124,000	210,000	966,000	1,455,000	1,090,000	1,665,000	575,000 net new	yes
Total Dwelling Units	0	0	0	200	0	200		yes
Affordable/Middle Income Dwelling Units <sup>9</sup>	0	0	0	130	0	130		yes
Total Lot Area / Unit (sq ft)	-	-	-	-	-	-	0	yes
Building Heights <sup>1</sup> (ft)	55 - 60	85	55 - 110	55 - 155 <sup>4</sup>	55 - 110	55 - 155 <sup>4</sup>	85 - 155 <sup>5</sup>	yes
Front Yard Setback (ft)	-	-	-	-	-	-	0	yes
Side Yard Setback (ft)	-	-	-	-	-	-	0	yes
Rear Yard Setback (ft)	-	-	-	-	-	-	0	yes
<b>Open Space</b>								
Public Open Space <sup>2</sup> (sq ft)	Calculated across the Development Parcel				171,600	171,600		
Open Space, Publicly Beneficial <sup>3</sup> (sq ft)	Calculated across the Development Parcel				41,800	59,800		
Total Open Space (sq ft)	Calculated across the Development Parcel				213,400	231,400	71,813 (20%)	yes
Off-Street Parking Spaces <sup>6</sup>	Calculated across the Development Parcel				2,490	1,695		
Long-Term Bicycle Parking	Calculated across the Development Parcel <sup>7</sup>				46	450	450	yes
Short-Term Bicycle Parking	Calculated across the Development Parcel <sup>7</sup>				85 <sup>8</sup>	175	175	yes
Total Bicycle Parking	Calculated across the Development Parcel				146	625	625	yes
Loading Bays	Calculated across the Development Parcel				15	12 - 20 <sup>10</sup>	19	yes <sup>11</sup>

Notes:

- Existing building heights vary between approximately 55 and 68 feet. The existing cupolas are approximately 110 feet.
- Includes Charles Park and Canal Park.
- Existing Publicly Beneficial Open Space includes the Mall atrium and the public easement for CambridgeSide Place. Proposed Publicly Beneficial Open Space includes existing Publicly Beneficial Open Space plus the new Mall connector and new setbacks and new pocket parks on First Street.
- As shown on the Site Massing Plan attached as Exhibit SMP.1 in Volume II. The 60 First Street and 20 CambridgeSide buildings are proposed to be 85' and 155', respectively. The 80&90 and 110 First Street buildings are currently anticipated to be approximately 135'-145' and 155' respectively.
- As shown on the Building Height Map for the PUD-8 District attached as Schedule 2 in Volume I.
- It is currently anticipated that parking spaces at the Project will be reduced over time from 2,490 spaces to approximately 1,695 spaces at full buildout, which number may increase or decrease depending on final design and construction conditions. In all cases, the Project will provide adequate parking to serve the Project's uses and will not exceed the maximum parking requirements set forth in Section 13.106.4 of the Ordinance.
- Bicycle parking is currently provided across the Development Parcel. The Project proposes the same approach, providing on-street spaces, as well as publicly-accessible spaces in the underground parking garage and proposed long-term bicycle storage areas.
- Existing short-term bicycle parking includes 85 spaces. An additional 15 spaces are provided by the Blue Bikes service, however they are not included as short-term spaces.
- 65% of the required Dwelling Unit Net Floor Area at the Project will be affordable, with 30% devoted to Inclusionary Housing and 35% devoted to Middle Income Units (as defined in Section 13.104.1(d)(3)).
- Loading bays are currently provided across the Development Parcel. The Project proposes the same approach, providing an adequate number of loading bays to serve the interconnected mix of uses on the Development Parcel.
- Subject to obtaining an appropriate waiver from the Planning Board regarding loading requirements under Section 13.106.6 of the Ordinance.

## 1.5 Project Team

### **Applicant:**

New England Development  
75 Park Plaza  
Boston, MA 02116  
Contacts: John E. Twohig (617) 243-7070 and Sarah T. Lemke (617) 243-7847

### **Attorney:**

Goulston & Storrs  
400 Atlantic Avenue  
Boston, MA 02110  
Contact: Timothy W. Sullivan

### **Architect:**

Elkus Manfredi Architects  
25 Drydock Avenue  
Boston, MA 02210  
Contact: Brian Roessler, AIA, LEED AP

### **Civil Engineer:**

Tetra Tech  
31 State Street, 3rd Floor  
Boston, MA 02109  
Contact: Jason S. Hellendrung, ASLA, PLA

### **Development Consultant:**

The McKinnon Company  
1 Leighton Street, Unit 1905  
Cambridge, MA 02141  
Contact: Richard McKinnon

### **Geotechnical Engineer:**

Sanborn Head  
98 North Washington Street, Suite 101  
Boston, MA 02114  
Contact: Vernon R. Kokosa, PE

### **Mechanical/Electrical/Plumbing Engineers:**

BR+A  
10 Guest Street, 4th Floor  
Boston, MA 02135  
Contact: David Trumble

WSP USA  
88 Black Falcon Avenue, Suite 210  
Boston, MA 02210  
Contact: Thomas Burroughs, PE, LEED AP

### **Traffic Engineer:**

Vanasse & Associates, Inc.  
35 New England Business Center Drive, Suite 140  
Andover, MA 01810  
Contact: Scott W. Thornton, PE

### **Air/Noise:**

Tech Environmental  
303 Wyman Street, Suite 295  
Waltham, MA 02451  
Contact: Marc C. Wallace, QEP, INCE

### **Sustainability/LEED:**

The Green Engineer  
23 Bradford Street, 1st Floor  
Concord, MA 01742  
Contact: Chris Schaffner, PE, LEED Fellow, WELL AP

### **Wetland Scientists:**

AECOM  
9 Jonathan Bourne Drive  
Pocasset, MA 02559  
Contact: Kathryn Barnicle, PWS  
Durand & Anastas Environmental Strategies, Inc.  
250 Northern Avenue, Suite 400  
Boston, MA 02210  
Contact: Steve Mague

### **Landscape Architect:**

IBI Group  
21 Custom House Street, 3rd Floor  
Boston, MA 02110  
Contact: Carl Frushour, ASLA

### **Surveyor:**

BSC Group  
803 Summer Street  
Boston, MA 02127  
Contact: Sean Ewald, PLS

## 1.6 Certifications from City Departments

Completed Certifications of Receipt of Plans from the City of Cambridge Arborist, the City of Cambridge Traffic, Parking and Transportation Department and the City of Cambridge LEED Specialist are included in this Section 1.6. As is customary, the following Certifications of Receipt of Plans will be submitted to the Planning Board following submission of this application: City of Cambridge Department of Public Works; and City of Cambridge Water Department.

## Certification from City of Cambridge Arborist

**From:** Lefcourt, David <[dlefcourt@cambridgema.gov](mailto:dlefcourt@cambridgema.gov)>

**Sent:** Monday, July 20, 2020 12:52 PM

**To:** Falise, Kara <[kfalise@cambridgema.gov](mailto:kfalise@cambridgema.gov)>

**Cc:** Joseph, Swaathi <[sjoseph@cambridgema.gov](mailto:sjoseph@cambridgema.gov)>; Paden, Liza <[lpaden@cambridgema.gov](mailto:lpaden@cambridgema.gov)>;

Bentley, Abigail <[abentley@cambridgema.gov](mailto:abentley@cambridgema.gov)>; Putnam, Andrew <[aputnam@cambridgema.gov](mailto:aputnam@cambridgema.gov)>

**Subject:** RE: CambridgeSide Tree Study

Hi Kara,

This project satisfies the requirements of the tree ordinance. All existing trees are to be protected, and no removals are planned.

Thanks,

David Lefcourt  
City Arborist/Tree Warden  
MCA | BCMA | ISA Municipal Specialist | TRAQ  
City of Cambridge  
147 Hampshire Street  
Cambridge, MA 02139  
617-349-6433  
[www.cambridgema.gov/tree](http://www.cambridgema.gov/tree)

## Certification from City of Cambridge Traffic, Parking, + Transportation



# CITY OF CAMBRIDGE TRAFFIC, PARKING, + TRANSPORTATION

Joseph E. Barr, Director  
344 Broadway, Suite 102  
Cambridge, MA 02139

August 4, 2020

John Twohig  
CambridgeSide Galleria Associates Trust  
c/o New England Development  
75 Park Plaza  
Boston, MA 02109

Scott Thornton, P. E.  
Vanasse & Associates, Inc.  
35 New England Development Center Drive, Suite 140  
Andover, MA 0810-1066

RE: CambridgeSide 2.0 Transportation Impact Study (TIS) Scope

Dear John and Scott:

The Cambridge Traffic, Parking, and Transportation Department (TP+T) received the Transportation Impact Study (TIS) on June 3, 2020 for the proposed CambridgeSide 2.0 Redevelopment project by New England Development on behalf of CambridgeSide Galleria Associates Trust, Cambridge Partners LLC, and NW Cambridge Property Owner LLC. Based on staff review, some corrections and clarifications were needed for us to certify the TIS as accurate and complete and we sent you a letter dated June 24, 2020 with the corrections and clarifications we needed.

We received your updated TIS on July 22, 2020 and based on staff review your TIS is certified as accurate and complete.

Going forward, we look forward to continuing to work with you on this project. Ideally the following items should be completed prior to you submitting your Special Permit Application and certainly in advance of your hearing date. We believe that completing these steps prior to the Planning Board hearing would help make the Planning Board process more efficient and successful.

- The CambridgeSide Commercial Parking Facility Permit should be amended so the conditions in the Commercial Parking Facility Permit are aligned with the conditions in the Special Permit, including number of parking spaces with and without potential managed parking, associated Transportation Demand Management (TDM) measures, and any potential parking control or shared parking parameters.
- Because the CambridgeSide 2.0 parking facilities have zoning maximums, particularly for the Office and R&D uses, it will be very important for the Project to

Page 1 of 2

TRAFFIC, PARKING, + TRANSPORTATION | JOSEPH E. BARR, DIRECTOR  
344 Broadway, Suite 102, Cambridge, MA 02139  
617-349-4700 | cambridgema.gov/traffic

## Certification from City of Cambridge Traffic, Parking, + Transportation

have robust TDM measures so that the parking demands for those uses do not exceed the parking supply. This is generally accomplished by making sure that the employee mode shares align with the number of parking spaces. Therefore, if parking demands are higher than supply, additional TDM measures may be necessary to reduce the parking demands. Although the TIS estimated there will be sufficient parking spaces to accommodate the Project's demand, it had various assumptions, such as employee densities and mode shares in the calculations, so if those assumptions don't play out as expected the parking demands could vary from the analysis. It is in both our interests to have the parking supply and demand be in balance for both the project's success and limit any potential parking spillover.

- The TIS proposed various transportation mitigation measures for the project. As a starting point, it would be helpful if you could provide TP+T a working draft of your proposed mitigation measures and triggers. It will also be important to pair this with the most current information on your project's final parameters so that we are working off the same numbers (i.e., full-build out square feet by land uses, project phasing plan, mitigation triggers, and number of parking spaces with and without potential managed operations).

Thank you again for working with us and please contact Adam Shulman of my staff to discuss in more detail and set up a meeting on these next steps.

Very truly yours,

A handwritten signature in black ink, appearing to read 'J. Barr', written over a light blue circular stamp.

Joseph E. Barr, Director

cc: Adam Shulman, TP+T  
Patrick Baxter, TP+T



## 2.0 Site History and Proposed Project

The following paragraphs summarizes the site background, existing conditions and proposed plan for the future of CambridgeSide in order to help provide context regarding the long history of CambridgeSide and how that history has shaped the proposed redevelopment.

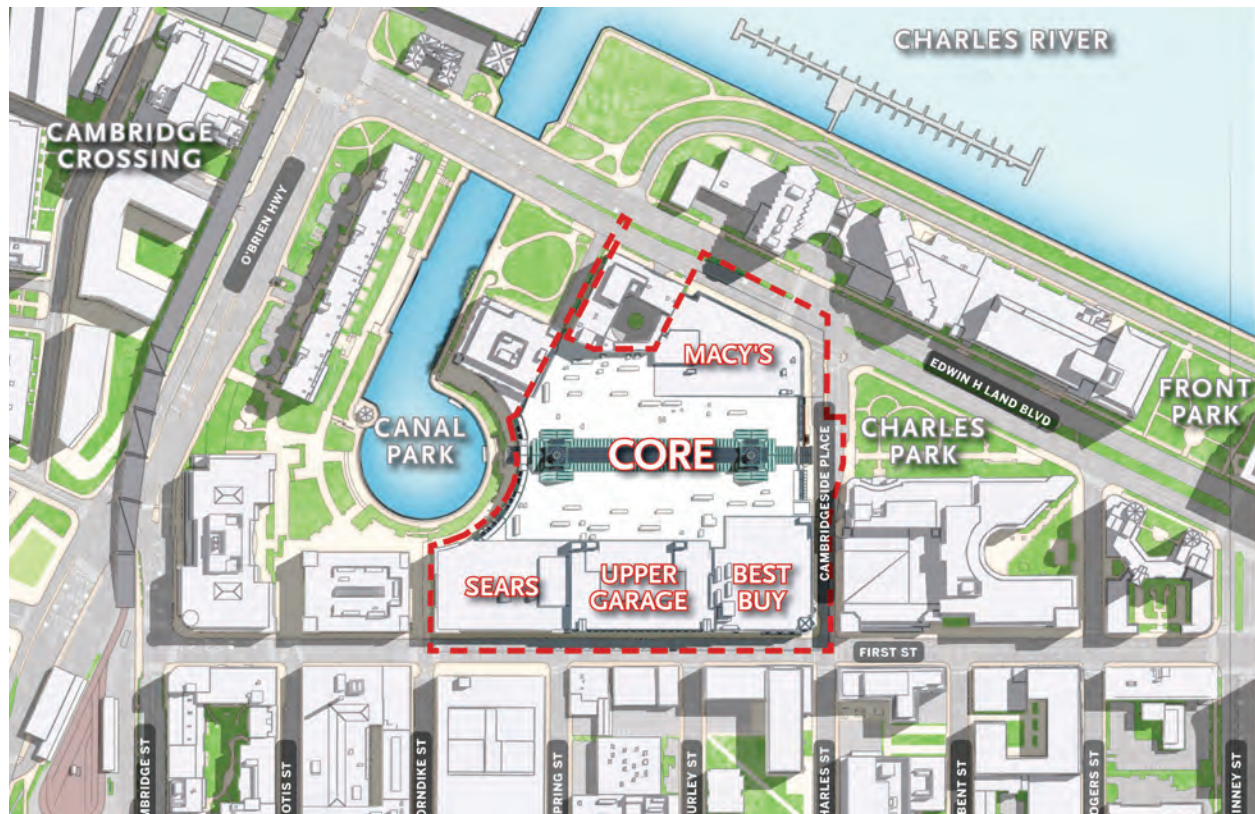
### CambridgeSide: the Past

Situated in the heart of the East Cambridge neighborhood and along the banks of an inlet (the Lechmere Canal) of the Charles River, CambridgeSide is a million square foot retail shopping destination featuring over 80 stores and restaurants. Attracting over 7,000,000 visitors per year, CambridgeSide is both an important community gathering place for the East Cambridge neighborhood and a major tourist attraction. The location – the Lechmere Triangle – was originally a mix of waterfront industrial uses that built up along the Charles River at the beginning of the 20th century. By the end of World War II, much of this industry was gone. Redevelopment of the property was first considered by the City of Cambridge in 1978 through the creation of a riverfront plan for the East Cambridge waterfront. A primary concern of the plan was how the vacant and deteriorating industrial properties along the River and Canal were impacting the East Cambridge residential neighborhood. The first two priority actions of the 1978 East Cambridge Riverfront Plan were (i) the creation of a new 16-acre open space system for the community and (ii) transformation of the Lechmere Canal into a new focal point of open space, retail and residences.

This vision ultimately took a major step toward fruition in 1990 when CambridgeSide Galleria Associates Trust transformed this industrial area into the original CambridgeSide Galleria Mall (now known as “CambridgeSide”). Office uses and what became the Hotel Marlowe were later added to this area. Along with others, the Applicant contributed to design and construction of Canal Park as the centerpiece of this open space system, after which the Park was donated to the City of Cambridge. The design of the Galleria was organized with a central sky-lit atrium that functions as an indoor public extension of this open space system, linking Canal Park to Charles Park. Charles Park was built on land proximate to CambridgeSide, a majority of which land was donated by the Applicant.



The CambridgeSide site historically, in the 1980's before construction, and in 2019



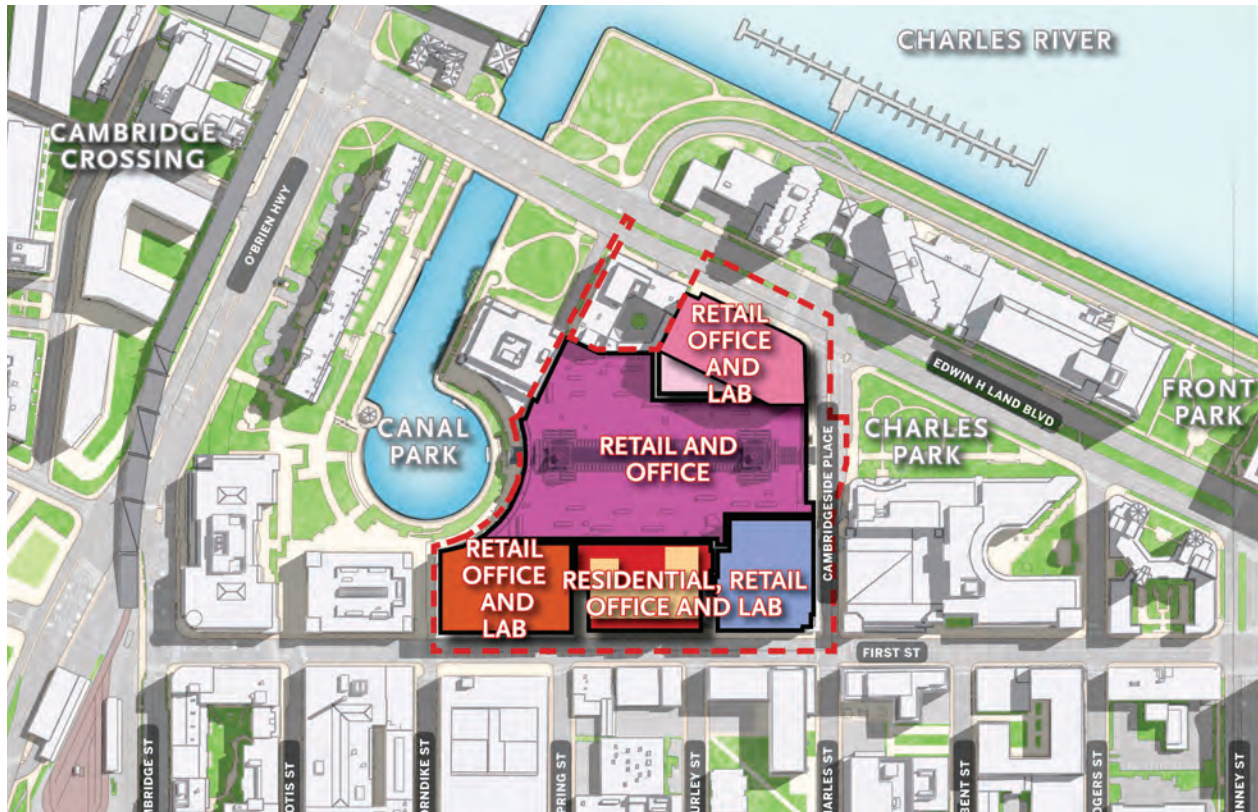
Existing Site Conditions

## CambridgeSide: the Present

From its inception, CambridgeSide has tried to stay ahead of its time, continually looking forward and ever evolving to maintain its place as both a community gathering place and an economic engine for both the neighborhood and the City. For example, in addition to always trying to keep the retail offerings fresh and relevant, the property owners made a multi-million-dollar investment in interior and exterior upgrades between 2017 and 2018. Recognizing the changing nature of retail and in the face of high vacancy rates and stagnant rents on the upper levels of CambridgeSide, the Applicant obtained approval from the City of Cambridge in 2019 to convert the third floor of the Mall from retail to office use. This change will allow CambridgeSide to offer the mix of uses that were envisioned when the property was originally constructed, bringing more people into the property and fostering the connections between complementary retail, restaurant and office uses.

While the interior and exterior upgrades and the third-floor conversion were an important first step, CambridgeSide must continue to evolve and to plan

for the next thirty years, as it has for the last thirty years. Retail is evolving as e-commerce changes the way that consumers shop, with the impact greatest on so called “big box” stores. This transformation is particularly evident at CambridgeSide. Since its opening, CambridgeSide has seen significant changes in its retail program. For example, of the three anchor department stores, (i) Lechmere Sales closed decades ago; (ii) Sears closed in December 2018; and (iii) Macy’s has reduced its footprint within the Mall and continues to announce store closures across the country. Given the current market conditions, “big box” retail is not an economically viable use to infill the large vacant space resulting from these closures. Further, with retail foot traffic on the decline, large blocks of retail fail to create the type of activity that is vital to maintaining CambridgeSide as a destination for the community and the region. CambridgeSide needs to change the mix of uses currently present on site to bring back the vitality and energy that existed when the Mall first opened.



Proposed Development Plan

## CambridgeSide: the Future

In light of all of these factors, the Applicant has created a new vision for CambridgeSide, one that continues the retail history of the original center and adapts to become a mixed use development where people can shop, work, live, meet and enjoy the arts. The Project proposes to achieve that vision by maintaining the core retail presence within the sky-lit Mall and by re-using and re-purposing the empty anchor spaces and the above-ground parking garage (the “Project”), while bringing active retail to the ground level along First Street and the canal. Over the last two years, the property owners met with their neighbors and the City of Cambridge to create and refine a development proposal that honors the original vision. In December of 2019, the City of Cambridge City Council, consistent with a positive recommendation from the City of Cambridge Planning Board, voted to approve a rezoning of the property into a new Planned Unit Development 8 (PUD-8) District, Section 13.100 of the City of Cambridge Zoning Ordinance (the “Ordinance”) that allows retail, office, laboratory and restaurant uses, as well as requiring a minimum of 30% of the

Net New Gross Floor Area (GFA) (as defined in Section 13.104.1 of the Ordinance) to be constructed as residential uses.

In accordance with the PUD-8 zoning and the vision for the property, the Project will maintain active retail and office uses within the Mall, as well as the public sky-lit atrium open space that is the heart of CambridgeSide. Along with the redevelopment of the former anchor stores and the above-ground garage, the Project will also include an addition of approximately 575,000 square feet of Net New GFA as permitted by the PUD-8 zoning ordinance, expanding the existing approximately 1.090 million square foot retail shopping destination to an approximately 1.665 million square foot mixed use development. Approximately 175,000 square feet of that total Net New GFA will be devoted to residential uses, while approximately 400,000 square feet of Net New GFA will be devoted to commercial uses, currently anticipated to include a combination of office, laboratory, restaurant and retail uses.



Existing view of First Street today and proposed view after redevelopment

Table 2-1 Program Table

Area	Existing SF (Approx)*	Proposed SF (Approx)
Core Mall Building	455,000	455,000
Commercial Buildings (Anchors)	362,000	900,000
Commercial Buildings (Garage)	273,000	135,000
Residential Building	0	175,000
<b>Total</b>	<b>1,090,000</b>	<b>1,665,000</b>
<b>575,000 SF Net New GFA allowed by PUD-8 Zoning</b>		

Other key features of the Project include the following:

- Recognizing the important role of residential within the future mixed-use Project and the housing shortage within the City, the property owners agreed to an unprecedented commitment of 65% affordable housing (i.e., 30% as Inclusionary Housing and 35% as Middle Income Units) within the Project.
- The PUD-8 incorporates stringent sustainability and resiliency standards: the Project will meet LEED Gold Core and Shell, is committed to providing no access to fossil fuels within the living area of the residential component of any building, and in alignment with the City’s goals, will evaluate how to make the Project Net Zero Ready for the future.
- The Project will transform First Street through the redevelopment of the existing inwardly focused

above-ground parking structure and loading dock creating an unlively façade addressing the East Cambridge neighborhood across First Street. The Project including replacing those structures with new building entrances and retail on the street, as well as a mid-block connection from First Street into CambridgeSide. Additionally, all new ground-up buildings fronting on First Street will provide a building setback that allows for a wider sidewalk, improved plantings and furnishings, and other pedestrian and bicycle amenities. Lechmere Canal and CambridgeSide Place will also be revitalized by additional building enhancements and active uses, creating improved connections for the neighborhood to the River.

- It is anticipated that the Project will involve the investment of approximately \$6,900,000 on transportation-related measures to improve mobility within the neighborhood, including a new study focused on the First Street corridor.
- The Project will provide improvements to the existing on-site open spaces, including Canal Park, through the addition of plantings, trees and landscaping.
- Since its construction, CambridgeSide has consistently been one of the highest taxpayers in the City. The Project will contribute an estimated addition of approximately \$3,000,000 in new property taxes paid to the City of Cambridge per year, for a new estimated total of approximately \$7,000,000 per year at full buildout.



- The Project will create over approximately 5,000 temporary construction jobs over the full build-out of the Project and over 3,000 permanent jobs, in addition to maintaining the more than 1,200 existing jobs in the core Mall component.

When finished, the Project will complete the re-imagining of CambridgeSide as a diverse, dynamic, mixed-use center, ensuring its viability for decades to come and. Project benefits are summarized in Section 4.0 below and discussed in more detail in Section 1.2 of Volume II.

## 2.1 Development Plan

In addition to existing site constraints and changing market demands, several factors influenced the Applicant’s development plan for the Project, including ownership and economic feasibility, which development factors are described in this section.

### Ownership

The following chart summarizes current ownership of the Project site. It is the Applicant’s intention to continue the long-term ownership position while leasing portions of the Property to various tenants and occupants.

Table 2-2 Project Ownership

Property/ Parcel	Current Address	Owner
“Mall Parcel” <sup>1</sup>	100 Cambridge-side Place	Cambridgeside Galleria Associates Trust (f/k/a Riverside Galleria Associates Trust)
“Best Buy Parcel”	106-108 First Street	CambridgeSide Partners LLC, a Delaware limited liability company
“Former Sears Parcel”	60-68 First Street	NW Cambridge property Owner LLC, a Delaware limited liability company

<sup>1</sup> This parcel includes the core Mall, Macy’s building and Upper Garage. The City of Cambridge owns a small portion of this parcel but has granted the property owner permanent and exclusive use rights as evidenced by the Grant of Easement from the City of Cambridge dated February 24, 1989, recorded in Book 19732, Page 554 and filed as Document No. 796209.

### Economic Feasibility

#### Market Demand/Conditions

The Project site benefits from its close proximity to the innovation occurring in Kendall Square and access to a variety of public transportation modes, including the red and green lines, MBTA and private shuttle

buses, and bicycle and pedestrian routes, connecting the property to the greater Cambridge and Boston communities. With low vacancy in Kendall Square, office and laboratory tenants are looking toward the Project site and Cambridge Crossing for new opportunities, while still providing easy access back to the innovation clusters in Kendall Square. The Project will include a host of important amenities like on-site open space and active retail and restaurant opportunities, making the Project site uniquely attractive.

An independent economic analysis was prepared at the direction of the City Council during the PUD-8 rezoning process. The study analyzed the Applicant’s pro forma, supporting documentation, construction cost estimates, and estimated returns for the anticipated mix of uses and associated rent levels (including the Project’s extraordinary affordable housing commitment, detailed below), and ultimately found that the Project will respond to market conditions with a fair return.

### Financing Plan

The property owners have funded the predevelopment costs for the Project to date, including design and other consultant costs, and will continue to fund such costs in the near term. In the longer term, the property owners may fund portions of the construction of the Project through a combination of equity, debt, and/or construction financing. The total budget amount for the predevelopment and construction periods is approximately \$1 billion.

## 2.2 Community Engagement

Since opening CambridgeSide in 1990, the Applicant has enjoyed a strong relationship with the City and, in particular, the East Cambridge neighborhood. CambridgeSide has historically provided employment and shopping opportunities and served as a community gathering place. Further, the Applicant has been an engaged community member, supporting local charitable organizations and even establishing, and continuing to financially support, the East Cambridge Scholarship Fund.

Over the last 30 years, the Applicant has maintained frequent communication with City departments and the East Cambridge community. Over the last two years, in particular, the Applicant has met numerous times with various City departments, neighborhood groups, abutters and the general public in connection with the review and approval of the new PUD-8 District. In addition to numerous informal meetings, the

Applicant was involved in approximately 20 to 30 formal meetings, including with the City Council, the City Council Ordinance Committee, the Planning Board, the Community Development Department, the East Cambridge Planning Team and abutter groups (e.g., Thomas Graves Landing, One First, and the Regatta).

Pursuant to Section 13.102.10 of the Ordinance, the Applicant had a Pre-Application Conference with the City Council on March 23, 2020 and with the Planning Board on June 16, 2020. The Applicant presented a package of graphic and written materials to the City Council and Planning Board in connection with these conferences in order to describe the conceptual development plan. In light of the COVID-19 pandemic, certain provisions of the open meeting law were suspended, allowing for the City Council Pre-Application Conference to be held virtually. The public was able to watch the City Council hearing and participate by dialing in.

As required by the Planning Board Rules, the Applicant also held a Pre-Application Community Meeting on April 16, 2020 from 5:30 p.m. to 7:30 p.m. Given Governor Baker's March 15, 2020 Order imposing strict limitations on the number of individuals allowed to gather in one place during the COVID-19 pandemic, the Pre-Application Community Meeting was conducted remotely via Zoom. Abutters were given advanced notice of the community meeting in compliance with the Community Development Department (CDD) Guidelines. The Applicant sent mailers to direct abutters and abutters to abutters within 300' and coordinated with the East Cambridge Planning Team (ECPT) and East Cambridge Business Association (ECBA) to ensure that these community groups also advertised the meeting to their email listservs. CDD also posted the meeting information on its website. Over 40 members of the public attended the community meeting during which the Applicant presented graphic and written materials regarding the proposed development plan and hosted an interactive question and answer session. Individuals were able to submit questions in advance or during the meeting via email or voicemail, or attend the meeting virtually – either by logging in through Zoom or dialing in – to ask questions “live”. The meeting ultimately ran beyond its advertised 7:30 p.m. end time. Approximately 15 questions or comments were submitted in total, and all participants who had a question were able to voice the same. Schedule 1 attached hereto summarizes the questions or comments raised by community members and how such comments or questions informed the Project proposal.

## 2.3 Requested Special Permits

The Applicant respectfully requests that the following special permits be granted to permit the redevelopment and expansion of CambridgeSide from the existing approximately 1.090 million square foot retail shopping destination to an approximately 1.665 million square foot mixed-use development, including residential, retail, office, laboratory and restaurant uses:

- **PUD-8 Special Permit** pursuant to Section 13.102 of the Ordinance by the Planning Board, allowing for redevelopment of the site into the Project (as detailed throughout this narrative) and granting, in its approval of a Final Development Plan, any waivers required for the Project.
- **Project Review Special Permit** pursuant to Section 19.20 of the Ordinance by the Planning Board, allowing for the new construction of approximately 175,000 square feet of residential use and 400,000 square feet of mixed commercial use (anticipated to include retail, laboratory, office and restaurant uses), along with the conversion of approximately 230,000 square feet of existing retail use to a mix of commercial uses (anticipated to include retail, laboratory, office and restaurant uses).
- **Minor Amendment to the existing PUD-4 Special Permit (PB #66)**, pursuant to Section 12.37.2 of the Ordinance, to document the relationship between the existing PUD-4 Special Permit and the new PUD-8 Special Permit in accordance with Section 13.102.9. Supporting materials for such Minor Amendment are provided in Volume IV.

Except as noted above, compliance with criteria necessary to grant the above requested special permits is provided in the remainder of this Volume I.

## 2.4 Conclusion

The proposed redevelopment of CambridgeSide fulfills the goals of decades of planning by the City of Cambridge and the property owners by creating an attractive mix of uses and re-examining the ways in which CambridgeSide serves as an attraction for residents, visitors and tourists alike. The Project brings with it significant public benefits ranging from the creation of much needed affordable and workforce housing, transportation and other infrastructure improvements, and public realm and open space upgrades, as well as financial commitments to support City of Cambridge and East Cambridge non-profit



organizations and community groups. Further, it will ensure the retention of jobs for the community, as well as the retail offerings CambridgeSide provides for the neighborhood, a key element of discussions with the City and neighborhood over the past two years.

## 3.0 Project Compliance with Criteria for Special Permit Approval

This Chapter 3 details the Project's compliance with the applicable Ordinance requirements and criteria for granting the requested special permits, which are as follows:

- General Special Permit Criteria (Section 10.43 of the Ordinance)
- General Planned Unit Development (PUD) Development Proposal Criteria (Section 12.35.3 of the Ordinance)
- PUD-8 Special Permit Criteria (Section 13.102.4 of the Ordinance)
- Article 19 Project Review Special Permit Criteria (Section 19.25)

This chapter is primarily organized in a “call and response” fashion, such that the zoning criteria from the Ordinance is presented in **bold**, with the Applicant's responses presented in *italics*.

### 3.1 Compliance with General Special Permit Criteria (Section 10.43)

Pursuant to Section 10.43 of the Ordinance, special permits will normally be granted where the specific provisions of the Ordinance are met, except where the Planning Board finds that the particular location or use for which relief is sought would be to the detriment of the general public because any of the following items (a) through (f) applies to the proposed project.

Granting the special permits requested herein would not be to the detriment of the public because none of the following is true with respect to the Project:

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

*i. As detailed in Sections 3.1 through 3.4 of this volume and the attached exhibits, studies and reports in Volumes II, III and IV, the Project complies will all applicable requirements of the Ordinance related to granting the requested PUD-8 Special Permit, Article 19 Project Review Special Permit and Minor Amendment to PUD-4 Special Permit (PB #66).*

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

*i. The Transportation Impact Study (TIS) prepared for the Project by Vanasse & Associates, Inc. (VAI) and attached hereto as Appendix G in Volume II includes an analysis of the existing and future vehicular traffic, pedestrian, and bicycle volumes in the area and assesses the Project's impacts on congestion. With adoption of recommended improvements, traffic impacts from the Project were determined to not result in additional congestion, hazard, or substantial change in neighborhood character of the streets surrounding the Project.*

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

*i. Development of the Project will not adversely affect the continued operation or development of adjacent uses as it will provide housing opportunities for nearby employees, as well as continuing to provide retail and restaurant amenities for neighborhood families and employees and expanding its offering of employment opportunities by creating up to approximately 3,000 new permanent jobs. Additionally, the Project has been designed to be consistent with the various policy plans and development guidelines applicable to the site, including those set forth in the Eastern Cambridge Planning Study dated October 2001, the guidance provided in the Eastern Cambridge Design Guidelines dated October 15, 2001, the East Cambridge Riverfront Plan dated May 1978, the East Cambridge Development Review Process and Guidelines dated June, 1985 and the Cambridge Riverfront Plan dated Spring 2011, which support the development of beneficial and complementary uses throughout the City.*

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



*i. The Project will provide enhanced pedestrian connectivity through the provision of wider sidewalks and improved public realm amenities, incorporate approximately \$6,900,000 in transportation-related improvements and be constructed in accordance with all applicable safety and building codes. The Project will also provide a mix of residential and commercial uses that complement adjacent uses and support the continued vitality of the East Cambridge neighborhood. Additionally, the Applicant will implement a detailed construction management plan that will include discussion with neighbors and keeping them informed on an ongoing basis in order to mitigate any construction effects on the neighborhood. Accordingly, the Project would not create nuisance or hazard to the detriment of the health, safety and/or welfare of occupants of the Project or citizens of the City.*

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

*i. The Project would not impair the integrity of the adjoining districts, but rather will complement the existing uses by providing a vibrant mixed-use center with an extraordinary amount of affordable housing, and diverse retail, office, laboratory and restaurant uses. Through the transportation, utility, housing, open space and urban design benefits of the Project identified in this narrative, the Project advances the following purposes of the Ordinance: to lessen congestion in the streets; conserve health; to secure safety from fire, flood, panic and other danger; to provide adequate light and air; to prevent overcrowding of land; to avoid undue concentration of population; to encourage housing for persons of all income levels; to facilitate the adequate provision of transportation, water supply, drainage, sewerage, schools, parks, open space and other public requirements; to conserve the value of land and buildings, including the conservation of natural resources and the prevention of blight and pollution of the environment; to encourage the most rational use of land throughout the city, including the encouragement of appropriate economic development, the protection of residential neighborhoods from incompatible activities and including the consideration of plans and policies, if any, adopted by the Cambridge Planning Board, and to preserve and increase the amenities of the City.*

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

*i. As detailed in Section 3.4 below, the Project is consistent with the Urban Design Objectives set forth in Section 19.30.*

Accordingly, as demonstrated by the above Section 3.1, the project complies with the general special permit criteria contained in Section 10.43 of the Ordinance.

## 3.2 Compliance with General PUD Development Proposal Criteria (Section 12.35.3)

Pursuant to Section 12.35.3 of the Ordinance, a Development Proposal shall only be approved by the Planning Board if the Board makes certain determinations. As detailed below, the Project's PUD-8 Development Proposal submitted herewith in Volume II complies with all such required findings.

**The Project's PUD-8 Development Proposal detailed below:**

**(a) 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:**

*i. The Project complies with the General Development Controls set forth in Section 12.50. Specifically, the Project (i) complies with existing policy plans (see below), (ii) has a Development Parcel that is at least 7.5 acres, and (iii) will comply with any criteria or laws applicable to roadwork, utility, landscaping and environmental or sustainability improvements. As detailed in Sections 3.3 and 3.4 below, and as shown on the exhibits contained in Volume II, the Project complies with all development controls applicable to the PUD-8 District, including any height and Net New GFA parameters, required housing standards (including 65% affordability restrictions) and consistency with PUD-8 Design Guidelines and Principles.*

**(b) Conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located:**

*i. In compliance with the PUD-8 Design Guidelines and Principles set forth in Section 13.107.5, the Project is generally consistent with the various*

*policy plans and development guidelines applicable to the site, including those set forth in the Eastern Cambridge Planning Study dated October 2001, the guidance provided in the Eastern Cambridge Design Guidelines dated October 15, 2001, the East Cambridge Riverfront Plan dated May 1978, the East Cambridge Development Review Process and Guidelines dated June, 1985 and the Cambridge Riverfront Plan dated Spring 2011.*

**(c) Provides benefits to the city which outweigh its adverse effects; in making this determination the Planning Board shall consider the following:**

**1. 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:**

*i. As detailed in the Article 19 urban design responses provided in Section 3.4 below, the Project proposes redevelopment of the site into a high-quality mixed-use center including residential, office, laboratory, retail and restaurant uses to continue serving the surrounding neighborhood. Additionally, the Project's proposed uses complement proximate office and retail uses by providing necessary housing – including an unprecedented 65% affordability requirement – as well as providing dynamic office, laboratory, retail and restaurant uses to fill a demand within the City of Cambridge and maintain an active retail presence for the East Cambridge neighborhood. Finally, as shown on the Groundfloor and Activation Plan in Section 2.6 of Volume II and the Open Space Plan and associated exhibits in Section 2.5 of Volume II, the Project will maintain and enhance existing open spaces, as well as create new open spaces (e.g., wider sidewalks with improved street furnishings and plantings, new pocket parks on First Street and a new pedestrian connection from First Street into the Mall food court) and increase the presence of ground-floor Active Uses to provide for a more engaging streetscape around the site.*

**2. Traffic flow and safety;**

*i. The TIS prepared by VAI and attached as Appendix G hereto analyzed the Project traffic impacts in several areas of transportation, including vehicular impacts on streets and intersections, pedestrian and bicycle facilities, transit systems, and parking. The TIS was prepared in accordance with the City's guidelines and was certified as "Complete and Reliable" by the Cambridge Traffic, Parking and Transportation (TPT) Department on August 4, 2020. While the TIS identified minimal increases to delay for vehicles and pedestrians at roadways and intersections adjacent to the Project, with adoption of recommended transportation improvements and Transportation Demand Management (TDM) measures, the Project is not anticipated to result in any substantial negative impacts to the streets surrounding the Project.*

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

*i. As detailed in the Utilities Report attached as Appendix F in Volume II, the Project can be accommodated by the existing public utilities and will make a significant I/I contribution, in consultation with the City, to offset any increased flows due to the Project. More specifically, the Project team is working with the CDPW on an I/I removal project that will remove approximately 400,000 gallons of stormwater runoff from the MWRA combined sewer. The Applicant will coordinate with the City to the extent improvements are needed to any public utilities in order to accommodate any building(s).*

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

*i. The Applicant will maintain private on-site property maintenance and trash collection services. While the Project will have some impacts on the City's School, Police and Fire Departments, the anticipated tax revenue generated by the Project will result in an extraordinary net benefit to the City even taking into consideration the estimated municipal costs generated by the Project. For example, the Project at full buildout is estimated to result in a de minimis number of new calls; specifically, the Project is*

*estimated to generate 31 new calls per year to the Police Department (compared with an annual City-wide call volume of approximately 67,000 calls) and 12 new calls per year to the Fire Department (compared with an annual City-wide call volume of approximately 30,000 calls). Note that these “new call” statistics are conservatively calculated because they do not account for the reduction in existing calls to the site anticipated to occur in connection with removal of existing retail space. Subject to further study, the Project’s residential component is anticipated to result in less than 50 additional students entering the Cambridge public school system.*

### 5. Potential fiscal impact.

- i. The Project will have a very positive fiscal impact on the City. For example, it will result in millions of dollars in increased tax revenue for the City at full buildout. The Project also requires implementation of a robust package of public benefits, exceeding \$90,000,000, which include scholarship contributions, transportation-related improvements and an unprecedented commitment to affordable housing at the site (i.e., 35% of residential sf devoted to Middle Income Units and 30% devoted to Inclusionary Housing). Such benefits are detailed in Section 1.2 of Volume II. Additionally, the Project will create more than approximately 5,000 temporary construction jobs over its full buildout and over 3,000 permanent jobs, in addition to maintaining the more than 1,200 existing jobs in the core Mall component.*

Accordingly, as shown by the above Section 3.2, the Project complies with the general PUD Development Proposal approval criteria contained in Section 12.34.3 of the Ordinance.

## 3.3 Compliance with PUD-8 Special Permit Criteria (Section 13.102.4)

Volume II contains the Project’s PUD-8 Development Proposal, which details the Project’s compliance with the PUD-8 Special Permit submittal requirements found in Section 13.102.3.

Section 13.102.4 of the Ordinance requires that the Planning Board consider certain objectives

with respect to approving any PUD-8 Final Development Plans.

In accordance with Section 13.102.4, this PUD-8 Development Proposal is consistent with each of the following objectives:

- (a) Providing a mix of commercial, including research and technology, and residential uses, with particular emphasis on ground-floor retail along First Street, to encourage activity throughout the day and evening.**
  - i. As shown on the Site Development Plan attached as Exhibit SDP.15 in Section 2.1 of Volume II, the Project proposes redevelopment of the Mall into a vibrant mixed-use center including retail, restaurant, office, laboratory and residential uses. In compliance with Section 13.107.1 of the Ordinance, the ground floor of buildings fronting on Cambridgeside Place, First Street and Canal Park will be occupied primarily by Active Uses (such as retail stores and restaurants) to create an activated pedestrian-oriented streetscape throughout the day and evening. The Project will also incorporate various open space enhancements along Canal Park and the site’s street perimeter to promote ongoing engagement with the site, such as a widened sidewalk, a new direct mall entry and new pocket parks all on First Street and lighting and planting improvements along the Canal.*
- (b) For residential uses, incorporating a diversity of dwelling unit sizes that are appealing and accessible to a variety of users, including families with children and households from a variety of socioeconomic backgrounds.**
  - i. The Housing Plan, as shown on Exhibit HP.1 in Section 2.7 of Volume II, illustrates the proposed residential component of the Project, which is anticipated to include approximately 200 dwelling units. Of the currently estimated 200 dwelling units, it is currently anticipated that 85 will be micro or studio units ranging in size from 400-550 square feet (sf), 63 will be 1-bedroom units ranging in size from 550-800 sf, 32 will be 2-bedroom units ranging in size from 800-1,100 sf, and 20 will be 3-bedroom Family-Sized Dwelling Units ranging in size from 1,100-1,200 sf. Of the approximately 200 units, approximately 130 units, or 65% of the dwelling unit floor area, will be subject to affordability restrictions as detailed in the Housing Plan in Section 2.7 in Volume II of this application.*

ii. *The proposed unit mix is intended to respond to the great demand for housing in Cambridge, with an emphasis on the dire need for affordable housing options and larger units to support families with children. In particular response to both of these City needs, all 20 Family-Sized Dwelling Units will be subject to affordability restrictions in compliance with Section 13.104.1(d)(4) of the Ordinance. While the Applicant will generally aim to provide a similar mix of affordable and market rate units in compliance with Article 11.200, the Applicant will consult with the City's Housing Department closer to construction of the housing component to identify appropriate allocation of such units in response to the City's needs – for example, the provision of a disproportionate number of larger bedroom Inclusionary and Middle Income Units may be pursued.*

**(c) Improving the network of connections that integrate the PUD-8 District with the surrounding urban fabric of the East Cambridge neighborhood and the activity surrounding the East Cambridge Riverfront, and maintaining existing ground level pedestrian connections between Charles Park and Lechmere Canal Park, including interior connections with active retail uses.**

i. *The Project site is uniquely located in that it is served by a vast existing system of streets and highways, pedestrian and bicycle pathways, and an extensive public transit system (as generally shown on the Connectivity Plans attached as Exhibits CP.1 through CP.5 in Section 2.4 of Volume II.) The Project will improve these existing systems by installing a number of streetscape improvements detailed throughout this application, such as wider sidewalks and improved plantings and furnishings. The Project will also include the expenditure of approximately \$6,900,000 on transportation-related improvements and TDM measures to improve the surrounding street network. Finally, the Project will maintain the existing pedestrian connection from Charles Park through the Mall to Canal Park and construct a new pedestrian connection through the renovated 60 First Street building, which connection will include active retail uses (as shown on Exhibit 60F.16 in Volume III). This new entry has been developed with ECPT's input. Our neighbors have long wanted a direct access point from First Street into the mall.*

**(d) Enhancing the existing network of high-quality streets, landscaping and open spaces, including significant space for public gathering and recreation, that serves the surrounding communities as well as the development on the site by encouraging and fostering a sense of community, civic engagement, social interaction, economic development, and environmental sustainability.**

i. *In addition to the various streetscape, landscape and open space enhancements described throughout this application, the Project will include a community meeting space that can accommodate up to 40 people, which can be used by local residents, community groups and small businesses for no charge. This community meeting space will also include displays regarding the history of the City of Cambridge, which will be created in connection with the City and community members. This space will serve the community in providing a new space for discussion of topics of interest among peers – such as civic engagement, social interaction, economic development, and environmental sustainability. Project staff will ensure that access, use and reservation policies are made available to the public in order to facilitate the neighborhood's use of this new space. The Project also proposes new programming along Canal Park that can result in a great lawn, as generally shown on Exhibit CP.6 in Section 2.4 of Volume II, which would allow for outdoor gathering space for the community.*

**(e) Integrating development with open space physically and functionally by means of building orientation, active frontages, location of building entrances, pedestrian linkages between major activity centers, enhanced landscaping and similar techniques.**

i. *The Project proposes a robust package of open space benefits, as more thoroughly detailed throughout this application and as shown on the Open Space Plan and associated exhibits in Section 2.5 of Volume II. Some key connectivity benefits include maintenance of the existing pedestrian atrium between Charles Park and Canal Park, as well as a new pedestrian gallery from First Street through to the Mall food court, and enhancement of furnishings and programming on Thorndike Way to foster connections to the Canal. As shown on the Connectivity Plans in Section 2.4 of Volume II, the Project provides various pedestrian entrances to the Project buildings to create a*

welcoming and accessible pedestrian experience. The Project proposes various landscaping and streetscape enhancements, detailed in the Project Description in Section 1.1 of Volume II and as shown on the Open Space Plan Exhibits in Section 2.5 of Volume II.

**(f) Providing a strong street edge and active ground floors that animate streets and open spaces, including through the presence of Active Uses (defined below) on the first-floor fronting on First Street and Cambridgeside Place.**

*i. As shown on the Ground Floor and Activation Plans attached as Exhibit AP.1 in Section 2.6 of Volume II, the Project has been designed to activate the streets around the site's perimeter by incorporating a variety of ground floor Active Uses. The incorporation of such Active Uses will also help to encourage regular engagement with improved open space facilities (such as First Street pocket parks, the great lawn at the Canal and various art installations).*

**(g) Enhancing the architectural richness and diversity and aesthetic qualities of the PUD-8 District to complement and strengthen the architectural character of the district as it has evolved historically.**

*i. As detailed in the Architectural Character Plan and associated Exhibits in Section 2.14 of Volume II, the Project has been designed to comply with the PUD-8 Design Guidelines and Principles set forth in Section 13.107.5 of the Ordinance, and, accordingly, is generally consistent with the various policy plans and development guidelines applicable to the site, including those set forth in the Eastern Cambridge Planning Study dated October 2001, the guidance provided in the Eastern Cambridge Design Guidelines dated October 15, 2001, the East Cambridge Riverfront Plan dated May 1978, the East Cambridge Development Review Process and Guidelines dated June, 1985 and the Cambridge Riverfront Plan dated Spring 2011.*

*ii. Building on these various urban design studies and guidelines, the Project will acknowledge its place in the historic fabric of East Cambridge through thoughtful use of authentic and contextual materials, details and scale. It will enhance the public realm with a design that embraces pedestrian-oriented uses, opening new doors to the streets that surround it, and inviting community engagement with the arts and events on its*

*streets, along the Canal and on to the Charles River. The Project buildings have been designed to incorporate setbacks, stepbacks and façade and material changes that will enhance the architectural richness and aesthetic qualities of the surrounding area.*

**(h) To the maximum extent practicable, promoting best practices for environmental sustainability in establishing design objectives for individual buildings and sites, in accordance with the City's ongoing planning efforts and current Massachusetts Department of Environmental Protection standards.**

*i. As demonstrated by the comprehensive Article 22 Green Building Report attached as Appendix B hereto, the Applicant is committed to adopting the next generation of sustainable development and mitigating any potential impacts of the Project on the environment. To that end, and as detailed in the attached Report, the Project will implement best practices for sustainable and resilient design, which are appropriate for each of the Project building sites, to the maximum extent practicable.*

**(i) Demonstrating a commitment to implementing a Transportation Demand Management and Mitigation Program consistent with the reduced parking mandated in this PUD zoning and the capacity limitations of the transportation network that serves the area, including roadways and public transportation systems. In approving a Final Development Plan, the Planning Board shall refer to Article 18.000 and Section 19.20 of this Zoning Ordinance, plans and guidelines applicable to the PUD-8 District, and consider other City transportation planning efforts for the surrounding area (including the Kendall Square Mobility Task Force and Cambridge Bicycle Plan, with a particular focus on initiatives to improve north-south connections along First Street), and may require measures to be linked to milestones, thresholds or performance standards connected to the scale and pace of development within the PUD.**

*i. The TIS prepared for the Project by VAI and attached hereto as Appendix G in Volume II includes an analysis of the existing and future vehicular traffic, pedestrian, and bicycle volumes in the area and assesses the Project's impacts on congestion. With adoption of recommended improvements and TDM measures detailed in the attached TIS, traffic impacts from the Project were*

determined to not result in additional congestion, hazard, or substantial change in neighborhood character of the streets surrounding the Project. The Applicant is committed to implementing the TDM measures identified in the attached TIS.

- ii. The Project includes the expenditure of approximately \$6,900,000 on transportation-related measures, as detailed in Section 1.2 of this volume. As part of such expenditure, the Applicant will continue to coordinate with the City's TPT Department to fund a study of proposed local transit improvements, which will include the First Street Corridor.
- (j) Activating surrounding streets by incorporating Active Uses on the portion of the ground floors of new and renovated buildings immediately fronting on First Street, Cambridgeside Place and Lechmere Canal Park (excluding those areas of such ground floors utilized for lobbies, limited mechanical areas and/or entrances to parking and/or loading areas).**
- i. As noted above, the Project will comply with the requirements of Section 13.107.1 regarding ground floor Active Uses in buildings immediately fronting on First Street, Cambridgeside Place and Canal Park, as generally shown on Ground Floor and Activation Plan attached as Exhibits AP.1 in Section 2.6 of Volume II.
- (k) Strengthening pedestrian access from First Street to retail establishments and the Riverfront.**
- i. The renovated 60 First Street building will include a new pedestrian connection from First Street into the Mall's food court and out to Canal Park. The Project will also involve the installation of several Active Uses along First Street, replacing an existing aboveground parking structure, which will strengthen pedestrian access to the Project and the Riverfront through the Mall. Finally, the new pocket parks will provide for additional pedestrian access to retail establishments along First Street as well as being inviting public spaces themselves.
- (l) Demonstrating a commitment to implement programming for proximate Public Open Space.**
- i. In compliance with the Letter of Commitment (as defined in Section 13.107.6 of the Ordinance), the Applicant will establish an Open Space and Retail Advisory Committee, which includes members of the public and representatives from CDD, to

help program the several Active Space and Public Open Space areas throughout the Project site.

Accordingly, as shown by the above Section 3.3. and the associated plans and Appendices in Volume II, the Project complies with the PUD-8 Special Permit approval criteria contained in Section 13.102.4 of the Ordinance.

### 3.4 Compliance with Article 19 Project Review Special Permit Criteria (Section 19.25)

Section 19.25 provides that the Planning Board must make certain findings in order to grant a Project Review Special Permit under Section 19.20, which findings ensure that new construction or changes of use in existing buildings are consistent with the City's urban design objectives and do not impose substantial adverse impacts on City traffic. As shown by the following analysis, the Project is consistent with the City's urban design objectives and does not impose substantial adverse impacts on City traffic.

**In granting a special permit under Article 19.20, the Planning Board shall make the following findings:**

- A. 19.25.1 – Traffic Impact Findings.** Where a Traffic Study is required as set forth in Section 19.24(3) above the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.

**In areas where the Planning Board determines that area-specific traffic guidelines have been established in the Ordinance, the Board recognizes written agreements between project proponents and the City dealing with transportation mitigation strategies.**

- i. The TIS prepared by VAI, attached hereto as Appendix G in Volume II, indicates that with implementation of the proposed mitigation, the Project will have no substantial adverse impact on city traffic, pedestrian, and bicycle flow in the study area. A comprehensive Transportation Demand Management ("TDM") plan coupled with new traffic signal equipment to improve the flow of traffic on regional roadways will significantly reduce the overall impact of the Project. A full

*review of the traffic impact indicators as described by Section 19.25.11 was conducted as part of the TIS.*

- ii. As set forth in the attached TIS, the Applicant is committed to implementing specific improvements to mitigate the Project's impacts and complying with the TDM program intended to reduce vehicle dependency at the site.*

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

The indicators are: (1) Project vehicle trip generation weekdays and weekends for a 24-hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

- i. As required by the City, the Project's impact has been measured against the five Project Review Special Permit Criteria indicators to determine the Project's impact. Based upon the Project Review Special Permit Criteria Analysis, a total of 369 measurements were reviewed. Of the 369 measurements reviewed, seven were exceeded as a result of the Project. A total of 10 are exceeded under existing conditions with or without the*

*Project. None of the four measurements related to traffic on residential streets were exceeded. Of the four measurements related to vehicular traffic on non-residential streets that were exceeded two locations were able to be mitigated to pre-Project conditions. The two remaining locations where exceedances exist are: (i) the Project driveway onto Cambridgeside Place; and (ii) First Street at Charles Street/Cambridgeside Place. Only Project-based traffic will experience the delays causing the exceedance at the Project driveway. As detailed in the attached TIS in Appendix G of Volume II, the Project will implement comprehensive mitigation measures such that it will not have a substantial adverse impact on traffic within the area.*

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

- i. The Project will conform with the following urban design objectives of the City as set forth in Section 19.30:*

**a. 19.31 – New projects should be responsive to the existing or anticipated pattern of development. Indicators include:**

- i. Heights and setbacks provide suitable transition to abutting or nearby residential zoning districts that are generally developed to low scale residential uses.**

- 1. In accordance with the PUD-8 Design Guidelines and Principles and as shown on the Architectural Character Plan and associated exhibits in Section 2.14 of Volume II, the Project provides both setbacks at street level for newly constructed buildings on First Street, and setbacks or changes in materials at heights that relate to the surrounding context for all new or renovated buildings within the Project.*

2. *The Project abuts a Transition Area established in the 2001 Eastern Cambridge Planning Study (ECAPS). The Transition Area proposes “taller buildings on First Street, stepping down to the neighborhood” as the East Cambridge residential neighborhood transitions to commercial uses that line the west side of First Street. The Project acknowledges the 65-foot height limit on the west side of First street through a recommended stepback at approximately 65 feet, or in the case of a building that does not exceed 85 feet, a significant material change to mark the transition from that datum.*
  3. *To further facilitate the transition from residential to commercial use, the Project provides an additional stepback at a height of approximately 135 feet for buildings on First Street that exceed 85 feet.*
  4. *The Project similarly provides stepbacks on Cambridgeside Place and Land Boulevard to match the abutting buildings, at heights of 65 to 85 feet, and again at approximately 135 feet.*
- ii. New buildings are designed and oriented on the lot to be consistent with the established streetscape on those streets on which the Project lot abuts. Streetscape is meant to refer to the pattern of building setbacks and heights in relationship to public streets.**
1. *The proposed Project building heights and stepbacks are informed by the transitions described immediately above.*
  2. *The Project also proposes to incorporate an approximately 10-foot setback for the new 80 & 90 First Street and 110 First Street buildings to increase available sidewalk, acknowledging the pedestrian activity associated with the First Street corridor. The Project buildings on First Street will also include new courts between them to provide for building spacing in order to create a pedestrian-centric experience, which building spacing responds to the dimensions of abutting blocks.*
- iii. In mixed-use projects, uses are to be located carefully to respect the context, e.g. retail should front onto a street, new housing should relate to any adjacent existing residential use, etc.**
1. *As shown on Exhibit AP.1 in Section 2.6 of Volume II, Ground Floor and Activation Plan, the ground floor of each building fronting on a street will maintain and expand access to retail and other Active Uses. In addition, new retail and Active Uses will replace the existing parking structure on First Street.*
  2. *Housing will be located on First Street, across from a newly constructed residential building, other existing residential buildings on First Street, and the East Cambridge neighborhood.*
  3. *The Project frontage abutting Canal Park will include dynamic Active Uses to encourage visitors to engage with the riverfront.*
- b. 19.32 – Development should be pedestrian and bicycle friendly, with a positive relationship to its surroundings. Indicators include:**
- i. **Ground floors, particularly where they face public streets, public parks, and publicly accessible pathways, consist of spaces that are actively inhabited by people, such as retail stores, consumer service businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be a prominent aspect of the relevant building façades. Where a mix of activities are accommodated in a building, the more active uses are encouraged facing public streets, parks and pathways.**  
**In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented toward the street and encourage pedestrian activity on the sidewalk. However, in all cases such ground floor spaces should be occupied by uses (a) permitted in the zoning district within which the building is located, (b) consistent with the general character of the environment within which the structure is located, and (c) compatible with the principal use for which the building is designed.**
1. *The Project maximizes pedestrian engagement on all streets by incorporating ground-floor Active Uses as summarized above. In addition, new retail and Active Uses will replace the existing parking structure on First Street.*



2. *The 20 CambridgeSide building's main entry and lobby along CambridgeSide Place will include retail space and a commercial lobby for the building above, providing activity at the streetscape. Bicycle commuters will be able to store their bikes within the building, after arriving via CambridgeSide Place, the Charles River pathway, or Land Boulevard. Adjacent to this building is the primary entry to the retail Mall, and additional outdoor seating areas.*
  3. *The main entrance to the 60 First Street building will be off of First Street, providing entry to its commercial space lobby and bicycle commuter storage, interior retail spaces, and a direct internal connection to the Mall's food court that include Active Uses. Retail space entries also populate the exterior face of this building along First Street and turn the corner into Thorndike Way leading to the Canal. Thorndike Way will continue to have short-term bicycle racks, and new outdoor seating, plantings, and lighting in order to draw visitors to the Canal.*
  4. *The 80 & 90 First Street building will enliven First Street with multiple active components on the ground floor. There will be several retail spaces with storefronts and entries, two of which will be located at the north and south corners of the building adjacent to the new pocket parks. The pocket parks will provide additional open space to rest, dine, work or play. Both the commercial space lobby and the residential lobby will each have an exclusive entrance on First Street.*
  5. *The 110 First Street building fronts CambridgeSide Place and First Street and has multiple components to activate both streetscapes and the intersecting corner. For example, there will be: retail spaces, storefronts, and entry doors; an entry for bicycle commuters to store their bikes inside the building; and the entry for the building's commercial space lobby. On the north corner of the building on First Street will be a retail space helping to activate the adjacent new pocket park.*
- ii. Covered parking on the lower floors of a building and on-grade open parking,**
- particularly where located in front of a building, is discouraged where a building faces a public street or public park, and publicly accessible pathways.**
1. *The Project will replace the existing aboveground garage fronting on First Street with a new mixed-use building. Accordingly, there will be no covered parking visible to the public or on-grade open parking at the site.*
- iii. Ground floors should be generally 25-50% transparent. The greatest amounts of glass would be expected for retail uses with lesser amounts for office, institutional or residential use.**
1. *As shown on the Ground Floor and Activation Plan and associated exhibits in Section 2.6 of Volume II, the Project concentrates retail and other Active Uses at ground level and, in all events, will meet or exceed the 25-50% ground-floor transparency requirement. Storefronts, including retail, restaurants, and lobbies, will be primarily glass. Furthermore, frontage dedicated to office and residential lobbies will be limited to allow for the maximum amount of retail and Active Use storefronts.*
  2. *As shown on the 20 CambridgeSide exhibits in Volume III, the 20 CambridgeSide building has transparency at the ground floor, providing visual access to the active retail component of the building.*
  3. *As shown on Exhibit 60F.17 in Volume III, the 60 First Street building's façade design and choice of materials, provision of retail spaces across its ground floor, and expression of the entry to the building's lobby and Mall's food court provide an abundance of transparency along First Street and Thorndike Way.*
  4. *As shown on Exhibit AP.7 in Section 2.6 of Volume II, the 80 & 90 First Street ground floor frontage will be very transparent to the street and into each of the two pocket parks, allowing pedestrians visual access to the ground-floor Active Uses and the dynamically programmed open space.*
  5. *As shown on Exhibit AP.9 in Section 2.6 of Volume II, the 110 First Street building will*

*have a significant window-to-wall ratio on the first two floors, providing visual access to pedestrians regarding building's mixed uses.*

**iv. Entries to buildings are located so as to ensure safe pedestrian movement across streets, encourage walking as a preferred mode of travel within the city and to encourage the use of public transit for employment and other trips. Relating building entries as directly as possible to crosswalks and to pathways that lead to bus stops and transit stations is encouraged; siting buildings on a lot and developing site plans that reinforce expected pedestrian pathways over the lot and through the district is also encouraged.**

- 1. The Project anticipates multiple entries to support various small retail and Active Uses along each of the building's frontages on First Street and Cambridgeside Place. Office and residential lobbies will be in line with these entries, as is typical for a mixed-use street. Proposed entries to the Project are generally shown on the Ground Floor and Activation Plan, attached as Exhibit AP.1 in Section 2.6 of Volume II.*
- 2. As shown on the Pedestrian and Transit Connectivity Plans attached in Section 2.4 of Volume II, all entries, both existing and proposed, front on sidewalks which connect to the existing network of signalized intersections, protected crossings, crosswalks, taxi stands, bus stops and mass transit stations.*
- 3. For the buildings on First Street, bicyclists will be on a leg of the local bicycle network when they arrive at, or exit, the building, and will use a building entry to access their long-term bicycle storage within the building. The bicycle storage for buildings with access off Cambridgeside Place will have proximate access from either First Street or via the intersection at Land Boulevard, providing access to the Charles River open space network. The approximate bicycle access and storage locations are shown on Exhibit PKP.8 in Section 2.3 of Volume II.*

**v. Pedestrians and bicyclists are able to access the site safely and conveniently; bicyclists should have, secure storage facilities conveniently**

**located on-site and out of the weather. If bicycle parking is provided in a garage, special attention must be made to providing safe access to the facilities from the outside.**

- 1. As shown on Exhibit CP.3 in Section 2.4 of Volume II, the Project is currently served by bike lanes on First Street. It is currently anticipated that buildings fronting on First Street will rely on the existing bike lanes to access facilities via elevator or at grade (see Exhibit PKP.8 in Section 2.3 of Volume II.)*
- 2. As shown on Exhibit PKP.9 in Section 2.3 of Volume II, the redeveloped 20 CambridgeSide building will rely on sidewalk access from Land Boulevard and Cambridgeside Place to access facilities via elevator, located in the Lower Garage.*
- 3. Access to existing bicycle parking in the Lower Garage will continue to operate as it does now, relying on the CambridgeSide Place access/egress points*
- 4. Exhibit PKP.8 in Section 2.3 of Volume II shows the proposed location of all bicycle storage facilities at the Project.*

**vi. Alternate means of serving this policy objective 19.32 through special building design, siting, or site design can be anticipated where the building form or use is distinctive such as freestanding parking structures, large institutional buildings such as churches and auditoriums, freestanding service buildings, power plants, athletic facilities, manufacturing plants, etc.**

- 1. This is not applicable to the Project.*

**c. 19.33 - The building and site design should mitigate adverse environmental impacts of a development upon its neighbors. Indicators include:**

**i. Mechanical equipment that is carefully designed, well organized or visually screened from its surroundings and is acoustically buffered from neighbors. Consideration is given to the size, complexity and appearance of the equipment, its proximity to residential areas, and its impact on the existing streetscape and skyline. The extent to which screening can bring order, lessen negative visual impacts, and enhance the overall appearance of the equipment should**

be taken into account. More specifically: (a) Reasonable attempts have been made to avoid exposing rooftop mechanical equipment to public view from city streets. Among the techniques that might be considered are the inclusion of screens or a parapet around the roof of the building to shield low ducts and other equipment on the roof from view. (b) Treatment of the mechanical equipment (including design and massing of screening devices as well as exposed mechanical elements) that relates well to the overall design, massing, scale and character of the building. (c) Placement of mechanical equipment at locations on the site other than on the rooftop (such as in the basement), which reduces the bulk of elements located on the roof; however, at-grade locations external to the building should not be viewed as desirable alternatives. (d) Tall elements, such as chimneys and air exhaust stacks, which are typically carried above screening devices for functioning reasons, are carefully designed as features of the building, thus creating interest on the skyline. (e) All aspects of the mechanical equipment have been designed with attention to their visual impact on adjacent areas, particularly with regard to residential neighborhoods and views and vistas.

1. *The Project will provide screening for mechanical equipment as required by Sections 19.33 and 13.107.2 of the Ordinance. Such screening will be chosen to ensure that noise is also mitigated to the extent reasonably practicable.*
2. *The screening will be treated as an architectural element, consistent with the design of the building in both material and form. The mechanical equipment will either be fully enclosed and roofed, or will be shielded by louvers and other forms of screening to allow for air-flow while limiting visual access and noise transmission. In accordance with the PUD-8 Design Guidelines and Principles, mechanical penthouses will be set back by 15 feet.*
  - a. *The 20 CambridgeSide building's rooftop mechanical equipment will be visually screened, and acoustically buffered from its surroundings.*

*b. Rooftop mechanical equipment for the 60 First Street building will be visually screened, and acoustically buffered from its surroundings.*

*c. Rooftop mechanical equipment will be visually screened and acoustically buffered from its surroundings on the 110 First Street and 80 & 90 First Street buildings.*

**ii. Trash that is handled to avoid impacts (noise, odor, and visual quality) on neighbors, e.g. the use of trash compactors or containment of all trash storage and handling within a building is encouraged.**

*1. Existing protocols for trash storage and removal will remain in place. The trash is currently collected in two interior loading areas that support the Mall and its anchors. It is screened from public view by street-facing Active Uses or by doors.*

**iii. Loading docks that are located and designed to minimize impacts (visual and operational) on neighbors.**

*1. As shown on Exhibit CP.6 in Section 2.4 of Volume II, the service areas will remain in their existing interior locations and will continue to be screened from public view by street-facing Active Uses or by doors.*

**iv. Stormwater Best Management Practices and other measures to minimize runoff and improve water quality are implemented.**

*1. The Project will not alter existing land cover. As land cover remains the same, the Project will not increase stormwater runoff rates and volume. As detailed in the Utilities Report attached as Appendix F in Volume II, stormwater quality and quantity on the site will be managed by implementing a series of BMPs that will include deep sump/hooded catch basins, tree box filters and subsurface infiltration trenches, where feasible, which will improve upon existing conditions.*

**v. Landscaped areas and required Green Area Open Space, in addition to serving as visual amenities, are employed to reduce the rate and volume of stormwater runoff compared to pre-development conditions.**

*1. The existing site is almost entirely impervious. As detailed in the attached Utilities Re-*

port in Appendix F in Volume II, the Project will have no impact on stormwater runoff.

**vi. The structure is designed and sited to minimize shadow impacts on neighboring lots, especially shadows that would have a significant impact on the use and enjoyment of adjacent open space and shadows that might impact the operation of a Registered Solar Energy System as defined in Section 22.60 of this Zoning Ordinance.**

1. As detailed in the Shadow Study attached as Appendix E in Volume II, the proposed Project buildings are stepped and shaped to minimize any new shadows on the adjacent neighborhood and open spaces. The scale and layout of the buildings were designed to provide an environment that is compatible with the neighborhood and for pedestrians and for users of the water-dependent facilities on adjacent properties. New shadows resulting from the Project generally fall on developed parcels, including the existing Mall, or on paved surfaces. New late day shadows in March, September and December fall in small areas in the existing, dense shadow map, primarily in areas where the pedestrian level is already shaded by trees.

**vii. Changes in grade across the lot are designed in ways that minimize the need for structural retaining walls close to property lines.**

1. The Project will utilize the existing footprint of CambridgeSide; all building entries will meet the existing grade, and there will be no structural retaining walls close to the property lines.

**viii. Building scale and wall treatment, including the provision of windows, are sensitive to existing residential uses on adjacent lots.**

1. As detailed in the Architectural Character Plan and associated exhibits in Section 2.14 of Volume II of this application, the Project addresses building scale through stepbacks related to nearby buildings and proposes fenestration patterns that allow significant daylight for building occupants, while also adopting window/wall ratios on the building façades consistent with their use and sensitive to neighboring buildings. The pocket parks provide a 40- to 50-foot buffer between the residences and the adjacent commercial uses.

2. In compliance with Section 13.107.3 of the Ordinance and as detailed in the Lighting section of the Environmental Comfort Plan included in Section 2.13 of Volume II, the Project proposes to mitigate light pollution from the office and laboratory buildings through the use of shades and other building management technologies.

**ix. Outdoor lighting is designed to provide minimum lighting and necessary to ensure adequate safety, night vision, and comfort, while minimizing light pollution.**

1. As detailed in the Lighting section of the Environmental Comfort Plan included in Section 2.13 of Volume II, Pedestrian and vehicular site lighting at CambridgeSide is accommodated today, primarily, by the existing pole mounted fixtures within Canal Park, and along each of the three streets surrounding the property, First Street, CambridgeSide Place, and Land Boulevard. The fixtures are pendant style, supporting dark sky requirements and will be supplemented with additional matching fixtures to ensure public safety at night. Existing and new fixtures will be converted and/or provided with LED lamps to improve energy efficiency and performance.

2. The Project also proposes the addition of accent lighting at key locations within Canal Park for added bike and pedestrian safety. These include the addition of new lighting beneath the Land Boulevard Bridge along the canal. The proposal is to suspend low-level LED string lighting between the beams of the bridge that would greatly improve safety but also serve as an art installation. Our neighbors have expressed a clear interest in a much safer and better lit park experience after dark. To improve safety along the canal edge, the Project proposes the addition of flush-mounted pathway lights to define the canal's edge. Near the buildings and retail spaces, tree-mounted, "moon lighting" is proposed to enhance light levels and support evening dining and activities.

**x. The creation of a Tree Protection Plan that identifies important trees on the site, encourages their protection, or provides for adequate replacement of trees lost to development on the site.**

1. *A Tree Study, prepared in compliance with the Tree Protection Ordinance, Chapter 8.66 of the Cambridge Municipal Code, was prepared for the trees with stems larger than 3" diameter at CambridgeSide, as well as trees located in Canal Park and is attached as Appendix A in Volume II. The Tree Study was certified by the City Arborist on July 20, 2020, and such certification is attached in Section 1.6 of this application. The objective was to locate, identify and evaluate the trees. 228 trees exist within the location. Each tree was inventoried for their diameter at 4.5' off the ground ("DBH"), species, and height (0-15', 16-30', 31-50', 51-75', 75-100', 100'+), and each evaluated for their condition (good, fair, poor, dead).*
  2. *The overriding goal of the Project is to protect existing trees, provide maintenance and care of existing trees, and add to the urban tree canopy when possible and appropriate. It is anticipated that no trees will be removed. As shown on the Open Space Plan and associated exhibits in Section 2.5 of Volume II, the Project is currently anticipated to add a total of 23 trees on and around the site. As part of the Project and as detailed in the Letter of Commitment, the Applicant will also be making a \$1,000,000 contribution to the Cambridge Tree Fund over the full course of Project development.*
- d. 19.34 – Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system. Indicators include:**
- i. The building and site design are designed to make use of water-conserving plumbing and minimize the amount of stormwater run-off through the use of best management practices for stormwater management.**
    1. *Water conserving plumbing fixtures will be utilized.*
    2. *The existing site is almost entirely impervious. As detailed in the attached Utilities Report in Appendix F of Volume II, the Project will have no negative impact on stormwater runoff. The Project will improve upon existing water quality conditions by implementing BMPs to provide additional water quality treatment measures and promote stormwater infiltration and groundwater recharge to the maximum extent practicable.*
  - ii. The capacity and condition of drinking water and wastewater infrastructure systems are shown to be adequate, or the steps necessary to bring them up to an acceptable level are identified.**
    1. *As detailed in the attached Utilities Report in Appendix F of Volume II, the existing water and wastewater infrastructure located in the adjacent street have adequate capacity to serve the Project demands. The Applicant has met with the appropriate City departments, including, the CDPW and CWD to ensure regulatory compliance and will continue to coordinate with these departments.*
  - iii. Buildings are designed to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building, including supporting mechanical systems that reduce the need for mechanical equipment generally and its location on the roof of a building specifically. The buildings are sited on the lot to allow construction on adjacent lots to do the same. Compliance with Leadership in Energy and Environmental Design (LEED) certification standards and other evolving environmental efficiency standards is encouraged.**
    1. *As described throughout this narrative and as shown on the Site Development Plan attached as Exhibit SDP.15 in Section 2.1 of Volume II, the Project consists of the redevelopment of four building sites. The scope of work of each building will determine which LEED Rating System will be used to demonstrate Article 22 compliance. Commercial core and shell development projects will use the LEED for Core and Shell (LEED-CS) v4 rating system while the residential development will use the LEED for New Construction (LEED-NC) v4 rating system.*
    2. *The Applicant has attached a full Article 22 Green Building Report required by Section 22.25.1 as Appendix B in Volume II, which includes the following:*
      - a. *Sustainability and Resiliency Plans, which describe additional mea-*

*asures to efficiently use energy, water, and building construction and management resources.*

- b. *Net Zero Plan which describes possible pathways to achieve Net Zero, including the commitment to eliminate fossil fuels from the residential component of the Project.*
- e. **19.35 – New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically. Indicators include:**
  - i. **New educational institutional construction that is focused within the existing campuses.**
    - 1. *This is not applicable to the Project.*
  - ii. **Where institutional construction occurs in commercial areas, retail, consumer service enterprises, and other uses that are accessible to the general public are provided at the ground (or lower) floors of buildings. Where such uses are not suitable for programmatic reasons, institutional uses that encourage active pedestrian traffic to and from the site.**
    - 1. *This is not applicable to the Project.*
  - iii. **In large, multiple-building non-institutional developments, a mix of uses, including publicly accessible retail activity, is provided where such uses are permitted and where the mix of uses extends the period of time the area remains active throughout the day.**
    - 1. *In compliance with Section 13.107.1 of the Ordinance, the Project will incorporate publicly accessible Active Uses, including retail establishments and restaurants or cafes, along the ground-floor of Canal Park, Cambridgeside Place and First Street. The Project will also maintain a core retail Mall and provide community meeting space to serve the needs of the East Cambridge community, both as a place to shop and to gather. The mix of residential, retail, office, laboratory and restaurant uses at the Project will ensure that the site remains active throughout the day and into the evening, with varying peak hours of activity. As detailed in the Open Space Plan and associated Exhibits in Section 2.5 of Volume II, as well as the Lighting section*

*of the Environmental Comfort Plan included in Section 2.13 of Volume II, the Project includes various open space improvements to activate the Project, First Street and Canal Park (including the pathways under the Land Boulevard Bridge) and complementary lighting measures to ensure that visitors are able to safely access the Project throughout the day and into the evening (in each case, subject to receipt of necessary permits and approvals).*

- iv. **Historic structures and environments are preserved.**
  - 1. *This is not applicable to the Project.*
- v. **Preservation or provision of facilities for start-up companies and appropriately scaled manufacturing activities that provide a wide diversity of employment paths for Cambridge residents as a component of the development; however, activities heavily dependent on trucking for supply and distribution are not encouraged.**
  - 1. *This is not applicable to the Project.*
- f. **19.36 – Expansion of the inventory of housing in the city is encouraged. Indicators include:**
  - i. **Housing is a component of any large, multiple building commercial development. Where such development abuts residential zoning districts substantially developed to low-scale residential uses, placement of housing within the development such that it acts as a transition/buffer between uses within and without the development.**
    - 1. *The Project will devote 30% of the Net New GFA (i.e., currently anticipated to be 175,000 square feet) to residential use, which the Applicant proposes locating on First Street, adjacent to proximate residential neighborhoods.*
    - 2. *As mentioned earlier in this application, the Project abuts a Transition Area established in the 2001 Eastern Cambridge Planning Study (ECAPS). The Transition Area proposes “taller buildings on First Street, stepping down to the neighborhood” as the East Cambridge residential neighborhood transitions to commercial uses that line the west side of First Street. The Project acknowledges the 65-foot*

height limit on the west side of First Street through a recommended step-back at approximately 65 feet, or in the case of a building that does not exceed 85 feet, a significant material change to mark the transition from that datum.

3. To further facilitate the transition from residential to commercial use, the Project provides an additional stepback at a height of approximately 135 feet for buildings on First Street that exceed 85 feet.

**ii. Where housing is constructed, providing affordable units exceeding that mandated by the Ordinance. Targeting larger family-sized middle income units is encouraged.**

1. In accordance with Section 13.104.1(d)(2)-(3), the Project will provide an extraordinary amount of affordable housing, well above what is required by the Ordinance's Inclusionary Housing requirements – i.e., 65% of the required residential square footage will be devoted to the creation of affordable housing, with 30% devoted to Inclusionary Housing and 35% devoted to Middle Income Units (as defined in Section 13.104.1(d)(3)). Additionally, the Project will provide no less than 20 Family-Sized Dwelling Units (as defined in the Ordinance) and all such units will be affordable, distributed between Inclusionary Housing and Middle Income Units in accordance with Section 13.104.1(d)(4).

**g. 19.37 – Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city. Indicators include:**

**i. On large-parcel commercial developments, publicly beneficial open space is provided.**

1. As shown on the Open Space Plan and associated Exhibits in Section 2.5 of Volume II, the Project both maintains the existing sky-lit atrium within the Mall that provides a pedestrian connection from Charles Park to Canal Park and also proposes several new open space enhancements including (i) incorporation of an increased building setback for new buildings along First Street to accommodate a wider sidewalk, improved plantings and furnishings and other pedestrian and bicycle

amenities, (ii) improvement to the existing on-site open spaces, such as Canal Park, through the addition of plantings, trees, landscaping and other pedestrian amenities, (iii) addition of a new pedestrian connection from First Street through the Project to Canal Park, (iv) creation of two new public open space pocket parks on First Street to create spacing between the buildings, and (v) phased contribution of \$1,000,000 to the City of Cambridge's Tree Replacement Fund.

**ii. Open space facilities are designed to enhance or expand existing facilities or to expand networks of pedestrian and bicycle movement within the vicinity of the development.**

1. The open space surrounding the development will serve the needs of users similar to the way it does today by providing a mix of passive and active circulation and gathering spaces. The proposed changes intend to enhance and expand those features in places and spaces that are lacking today. Existing streetscapes will be refreshed and enhanced with new paving, widened sidewalks, new tree plantings and site furnishings to support an enlivened retail environment along First Street, Cambridgeside Place and Land Boulevard.

Canal Park improvements include enhanced pedestrian and bike circulation through upgrading of paving materials and lighting along the water's edge. Informal seating and passive use will be enhanced by simplifying circulation to create a grand lawn overlooking the canal that can be used for sunbathing, picnics, and special events. This improvement will also reduce impervious surfacing and increase ground water recharge.

At the retail edges of the park, seating areas will be expanded to accommodate the dual functions of circulation and gathering. Additional table and bench seating beneath the existing mature canopy, along with removal and replacement of overgrown shrub plantings will greatly improve visibility and connectivity to the canal. Existing paving will be reset and or replaced, as needed, to improve safety and universal

*access. Additionally, existing stairs and ramps connecting the upper walks to the lower canal walk will be replaced to open visual connectivity but also to meet today's standards for universal access.*

*At the bridge underpass, safety is of utmost importance. New paving, lighting and art are proposed to enliven and enrich the experience for pedestrians and cyclist.*

**iii. A wider range of open space activities than presently found in the abutting area is provided.**

- 1. As noted above, and as shown on the Open Space Plan and exhibits in Section 2.5 of Volume II, the Project provides for a new pedestrian connection from First Street to the Mall's food court, which connection include Active Uses. The Project also provides new pocket parks open to the public on First Street, which may be programmed to provide both passive gathering space and active playspaces as shown on the attached exhibits. Improvements to the existing pedestrian networks along Thorndike Way and Canal Park, expansion and enhancement of the existing First Street sidewalk and associated pedestrian, transit and bicycle amenities, are also planned. The Applicant will also create an advisory committee to provide input on the programming of on-site open spaces. In total, the Project provides a total of approximately 13,500 square feet of new Publicly Beneficial Open Space, as detailed on the attached Open Space Plan.*

In addition to the criteria responses above, the Project-Wide Architectural Character and Urban Design narrative in Section 2.14 of Volume II and the TIS, Tree Study, Utilities Report and Acoustic Report attached in Volume II have been provided in accordance with the Project Review Special Permit application requirements set forth in Section 19.24 of the Ordinance.

As demonstrated in the associated Exhibits and Appendices referenced herein, the Project satisfies all criteria for granting an Article 19 Project Review Special Permit.



## 4.0 Conclusion

The proposed redevelopment of CambridgeSide fulfills the goals of decades of planning by the City of Cambridge and the property owners by creating a greater mix of uses and re-examining the ways in which CambridgeSide serves as an attraction for residents, visitors and tourists alike. The Project brings with it significant public benefits ranging from the creation of much needed affordable and workforce housing, transportation and other infrastructure improvements, and public realm and open space upgrades, as well as financial commitments to support City of Cambridge and East Cambridge non-profit organizations and community groups. Further, it will ensure the retention of jobs for the community, as well as the retail offerings CambridgeSide provides for the neighborhood, a key element of discussions with the City and neighborhood over the past two years.

As summarized below, the Project provides an extraordinary package of public benefits, including:

- **Affordable Housing.** Provision of an unprecedented amount of on-site affordable and workforce housing – i.e., 65%, with 30% as Inclusionary Housing and 35% as Middle Income Units.
- **Public Realm.** Improvements to the existing on-site open spaces, including Canal Park, as well as activation of the public realm through wider sidewalks, the incorporation of active ground-floor uses and enhanced plantings, trees and landscaping.
- **Engagement with the Arts.** Support of the local Arts Community by providing opportunities for artists to perform and/or display their work at the Project and making a monetary contribution to the Cambridge Arts Initiative.
- **Community Meeting Space.** Provision of a new, multi-purpose meeting space, which will be able to accommodate up to 40 people at no charge to local residents, community groups and small businesses and which will serve to welcome and engage the public with the Project.
- **Subsidized Incubator, Retail and Daycare Spaces.** Opportunities for local retailers, local small businesses or non-profit organizations and a community daycare facility to rent space within the Project at a reduced rate (equal to 30% below comparable market rent).

- **Jobs.** Preservation of approximately 1,200 existing jobs in the core Mall, along with the creation of approximately 5,000 temporary construction jobs and over 3,000 permanent jobs.
- **Sustainability and Resiliency.** The Project will meet LEED Gold Core and Shell, provide no access to fossil fuels within the living area of the residential component of any building, and evaluate how to be Net Zero Ready for the future.
- **Infrastructure.** Approximately 400,000 gallons of stormwater runoff will be removed from the MWRA combined sewer in Land Boulevard.
- **Transportation.** Anticipated expenditure of approximately \$6,900,000 on transportation- and traffic-related measures in connection with the Project.

As detailed in Chapter 3.0 and illustrated in the attached Volumes II-IV of this application, the Project complies with all submittal requirements and approval criteria for granting the requested special permits. The Project is appropriate to the site and surroundings and will mitigate any potential impacts to the East Cambridge neighborhood, such that the Project has a net positive impact on the City. Additionally, the Project has been designed to be consistent with the PUD-8 Design Guidelines and Principles and the City-wide Urban Design Objectives, thereby complementing nearby land uses and buildings and enhancing the vast open space network that exists in and around the site. Accordingly, for the reasons set forth above, the Applicant respectfully requests that a PUD-8 Special Permit and Project Review Special Permit be granted and the existing PUD-4 Special Permit (PB #66) be amended to allow for redevelopment of the existing retail center into the dynamic mixed-use Project described throughout this application and supporting materials.



# Schedules

## **Community Engagement Summary**

### **Preliminary Response to Questions**

Below is a summary of the questions and comments raised by members of the public at the virtual pre-application community meeting held on April 16, 2020, as well as the **Applicant's preliminary responses** to the same. For reference, we have attached a copy of the notice flyer and a list of attendees. Over 40 members of the public attended the virtual meeting, and through an engaging question and answer session, a total of 15 individuals submitted and/or raised questions or comments at the meeting. We have organized the questions and comments below under common themes.

.....

#### **Timeline and Permitting Process Questions**

- What will happen to CambridgeSide if the project cannot obtain the necessary approvals?
- How long does the special permit process take?
- Given Coronavirus and lockdowns, what is the anticipated construction timeline with approvals? Once the lockdown is lifted, when could construction begin?
- How soon could construction begin?
- There were general comments made regarding an interest in the Project being built as soon as possible.

#### **Responses:**

***The Applicant is committed to ensuring the vitality of CambridgeSide for the next 30 years, as it has for the past 30 years. To that end, the property owners invested in a substantial interior and exterior upgrade between 2017 and 2018, as well as obtaining approval to convert the third floor of the mall to office use in response to changing market demands. Over the last two years, the Applicant has been engaged in a comprehensive public process to have the property rezoned into the PUD-8 District, which subject to receipt of a PUD-8 Special Permit from the Planning Board, allows for redevelopment of the mall into a mixed-use center. The Applicant has submitted this PUD-8 Special Permit application in order to allow for such redevelopment and will diligently pursue the same, including coordinating with City departments and agencies as necessary.***

***In all events, the Applicant will continue to coordinate with local and state agencies in light of the Coronavirus pandemic and any changed practices as a result of the same. Any future Project construction will comply with all applicable codes (including any enhanced safety protocols that may be adopted in response to the pandemic).***

#### **Proposed Public Benefits and Open Space Improvements Questions**

- Why is this project in the City's best interest?
- How does the project anticipate involving local organizations in planning and programming of public spaces, as well as how to protect the Canal and natural resources during and after construction?
- What plans have been made for people to walk their dogs?
- General concerns were expressed regarding the proposed changes to the portion of Canal Park that abuts Thomas Graves Landing, including: material selection, such as the replacement of the brick and gravel with wood, particularly its state in inclement weather (e.g., it could get slippery

when it rains or snows) and being less amenable to runners, and the replacement of grass with brick and other hardscaping (including more tables and chairs); removal of privacy and increase in light and noise as a result of attracting more visitors to Canal Park; removal of the existing gazebo; and effect on wildlife. An individual also questioned the Applicant's authority to make the proposed changes to this portion of Canal Park.

- Can you provide an update on the status of the Charles River program for the 3<sup>rd</sup> graders?
- There was a general comment expressing satisfaction with the arts programming images that were shown in the presentation.

**Responses:**

***As summarized throughout this PUD-8 Special Permit application and detailed in Section 1.2 of Volume II, the Project will have a positive net fiscal impact on the City, particularly in light of the increased annual tax payments anticipated at full buildout, and the Project will create over approximately 5,000 temporary construction jobs over the full Project buildout and over 3,000 permanent jobs, in addition to maintaining the more than 1,200 existing jobs in the core Mall. Additionally, the Project includes a robust package of public benefits such as an extraordinary amount of affordable housing, expenditure of approximately \$6,900,000 on transportation-related improvements and comprehensive open space enhancements at the site and around Canal Park. In connection with implementing those open space improvements, the Applicant has committed to establishing an Open Space and Retail Advisory Committee, which will include representatives from the community, in order to ensure that the East Cambridge neighborhood is involved in the programming of activities for the open spaces. Among other topics, such as selection of art installations, the Applicant will coordinate with the Committee to ensure the open space includes accommodations for the many dog owners in the area.***

***As shown on Exhibits OSP.3 through OSP.13 in Volume II, the Project proposes extensive improvements, such as seating, furnishings and landscaping, in and around Canal Park in order to improve the pedestrian experience. The Applicant acknowledges the concerns expressed by residents at Thomas Graves Landing regarding proposed changes to the portion of Canal Park adjacent to the Thomas Graves Landing property. The Applicant will continue to coordinate with Thomas Graves Landing before any work begins that would take place on or directly abutting their property.***

***The Applicant has continued to coordinate with the Cambridge Public School Department with respect to establishing the Charles River program to help educate third graders about the history and importance of the Charles River. The vision, with the Mayor and representatives from the School Department, is that every student would have the opportunity to learn about the River and have a chance to safely access the same. We had been hoping to launch the program this month, but the Coronavirus pandemic has shut the schools down. We will continue to pursue this program once schools have re-opened.***

**Project Components and Phasing Questions**

- Do you expect most of the CambridgeSide stores to come back?
- What are the anticipated retail and restaurant offerings?
- What is the planned project phasing?
- Will the residential component be all rental housing or will there be any condominiums?
- How will this project affect views from the residential neighborhood in East Cambridge? Will this project exacerbate the "walling in" effect of recent development?

- Please clarify the proposed 10' setback on First Street.
- Please clarify the parking reduction and garage utilization. Will all current garage spaces at the mall continue to be available to the public after the project is complete? Will some of the parking spaces be assigned to the residential units? Will Best Buy be moving into the mall with no direct street access? Will there be electric vehicle (EV) charging stations? Will there be dedicated Uber/Lyft areas?

**Responses:**

*As described throughout this PUD-8 Special Permit application, the Applicant is committed to ensuring that CambridgeSide remains an integral component of the East Cambridge neighborhood. However, given the changed retail market and the effects of the pandemic closure period, the Applicant is unsure that all current store offerings will be able to return once the state of emergency and associated restrictions are lifted. Redevelopment of the site into the Project will allow for a mixed-use base, including dynamic office, retail, laboratory, residential and restaurant tenants, which will provide for a more stable tenant base in the future.*






*The anticipated Project phasing is shown on the Phasing Plan attached as Exhibit PhP.1 in Volume II.*

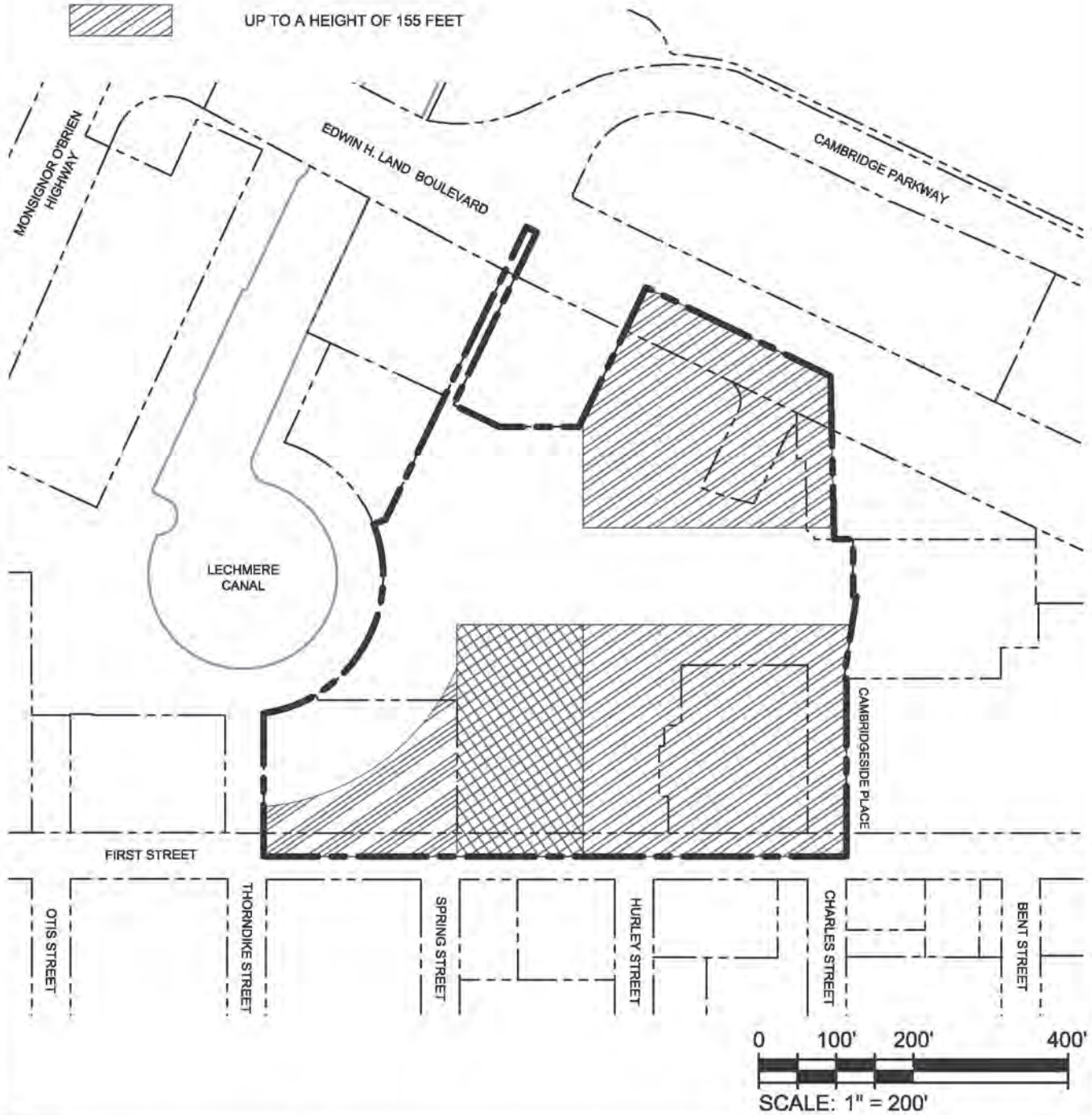
*As described in the Housing Plan in Section 2.7 and attached as Exhibit HP.1 in Volume II, the Project proposes a rental housing residential component, with 65% of the residential component devoted to affordable housing (i.e., 30% devoted to Inclusionary Housing and 35% devoted to Middle Income Units).*

*The Project is oriented with respect to surrounding context and transition areas from residential to commercial use as described in the Architectural Character Plan in Section 2.14 in Volume II. Accordingly, the Project proposes a 10' setback along a majority of the site abutting First Street, which will set new buildings back at least 10' from the existing building line, in order to provide for a more pedestrian-oriented realm adjacent to the residential neighborhoods beyond First Street. Additionally, as shown on the Site Massing Plan attached as Exhibit SMP.1 in Volume II, the Project incorporates building setbacks at approximate heights that respond to adjacent development and changes in use to help provide an appropriate scale for the development.*

*As the Project site will continue to be leased by various tenants, it is anticipated that parking spaces will remain unassigned, but this will depend in part on tenant needs. In any event, as mentioned in Section 1.2 of Volume II, parking spaces at the Project will continue to be available to the East Cambridge residents during snow emergencies. In response to current transportation trends and guidelines, the Project will incorporate an increased number of E/V charging stations and dedicated pick-up and drop-off locations for ride-sharing companies in order to provide for safe and efficient usage of the same. Finally, Best Buy will likely be moved into the mall, and as such, access to such store will likely be different than its current configuration at the corner of CambridgeSide Place and First Street.*

LEGEND:

-  EXISTING PARCELS
-  PUD-8 DISTRICT
-  UP TO A HEIGHT OF 95 FEET
-  UP TO A HEIGHT OF 145 FEET
-  UP TO A HEIGHT OF 155 FEET



**TETRA TECH**

www.tetrattech.com  
 100 Nickerson Road  
 Marlborough, MA 01752  
 Phone: (508) 786-2200 Fax: (508) 786-2201

## Building Height Map for the PUD-8 District

Project No.: 143-3659-18001  
 Date: July 17, 2019  
 Designed By: T.A.B.

### Map 13.101

Bar Measures 1 inch



AUGUST 2020



# CambridgeSide 2.0 Special Permit Application

Volume IV: Minor Amendment to  
PUD-4 Special Permit

Submitted to:  
City of Cambridge

Submitted by:  
**NEW ENGLAND  
DEVELOPMENT**

New England Development  
75 Park Plaza, Boston, MA 02116

Prepared by:



## Volume IV: Table of Contents

### Special Permit Application

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Dimensional Form

Special Permit Narrative

Exhibit 1: PUD-4 Special Permit (PB #66)  
Inconsistencies with PUD-8 Special Permit

Figure 1: PUD-8 Development Parcel Map





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: 100 Cambridgeside Place, 60-68 and 106-108 First Street, Cambridge, MA 02141

Zoning District: Business A Zone/PUD-4 (PB #66)/PUD-8

Applicant Name: New England Development (on behalf of the property owners listed in Section 2.1 of Vol. I)

Applicant Address: 75 Park Plaza, Boston, MA 02116

Contact Information: (617) 243-7070      JTwohig@NEDevelopment.com      (617) 243-7385

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.*

Minor Amendment to PUD-4 Special Permit (PB #66) under Section 12.37.2

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

Application Forms; Minor Amendment Narrative

**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:** 60-68 First Street  
Cambridge, MA 02141

**Application Date:**

---

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

I hereby authorize the following Applicant: NW Cambridge Property Owner LLC  
at the following address: c/o Northwood Investors LLC, 575 Fifth Avenue, New York, NY 10017  
to apply for a special permit for: PUD-8 Special Permit, Project Review Special Permit  
and Minor Amendment to PUD-4 Special Permit (PB #66)  
on premises located at: 60-68 First Street, Cambridge, MA 02141  
for which the record title stands in the name of: NW Cambridge Property Owner LLC  
whose address is: c/o Northwood Investors LLC, 575 Fifth Avenue, New York, NY 10017

by a deed duly recorded in the:

Registry of Deeds of County:	Book:	Page:
<i>OR</i> Registry District of the Land Court, Certificate No.:	Book: 69811	Page: 410

---

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

---

To be completed by Notary Public:

Commonwealth of Massachusetts, County of \_\_\_\_\_

The above named \_\_\_\_\_ personally appeared before me,  
on the month, day and year \_\_\_\_\_ and made oath that the above statement is true.

Notary: \_\_\_\_\_

My Commission expires: \_\_\_\_\_

**OWNERSHIP CERTIFICATE**

**Project Address:** 100 Cambridgeside Place  
Cambridge, MA 02141

**Application Date:** \_\_\_\_\_

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

I hereby authorize the following Applicant: Cambridgeside Galleria Associates Trust  
at the following address: c/o New England Development, 75 Park Plaza, Boston, MA 02116  
to apply for a special permit for: PUD-8 Special Permit, Project Review Special Permit  
and Minor Amendment to PUD-4 Special Permit (PB #66)  
on premises located at: 100 Cambridgeside Place, Cambridge, MA 02141  
for which the record title stands in the name of: Cambridgeside Galleria Associates Trust  
whose address is: c/o New England Development, 75 Park Plaza, Boston, MA 02116

by a deed duly recorded in the:

Registry of Deeds of County:	Book:	Page:
<i>OR</i> Registry District of the Land Court, Certificate No.:	Book:	Page:
173226	16089	61
179085	1025	135
185332	1056	182

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

To be completed by Notary Public:

Commonwealth of Massachusetts, County of \_\_\_\_\_

The above named \_\_\_\_\_ personally appeared before me,  
on the month, day and year \_\_\_\_\_ and made oath that the above statement is true.

Notary: \_\_\_\_\_

My Commission expires: \_\_\_\_\_

**OWNERSHIP CERTIFICATE**

**Project Address:** 106-108 First Street  
Cambridge, MA 02141

**Application Date:**

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

I hereby authorize the following Applicant: CambridgeSide Partners LLC  
at the following address: c/o New England Development, 75 Park Plaza, Boston, MA 02116  
to apply for a special permit for: PUD-8 Special Permit, Project Review Special Permit  
and Minor Amendment to PUD-4 Special Permit (PB #66)  
on premises located at: 106-108 First Street, Cambridge, MA 02141  
for which the record title stands in the name of: CambridgeSide Partners LLC  
whose address is: c/o New England Development, 75 Park Plaza, Boston, MA 02116

by a deed duly recorded in the:

Registry of Deeds of County:	Book:	Page:
<i>OR</i> Registry District of the Land Court, Certificate No.:	242163	Book: 51381 Page: 304

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

To be completed by Notary Public:

Commonwealth of Massachusetts, County of \_\_\_\_\_

The above named \_\_\_\_\_ personally appeared before me,  
on the month, day and year \_\_\_\_\_ and made oath that the above statement is true.

Notary: \_\_\_\_\_

My Commission expires: \_\_\_\_\_

**FEE SCHEDULE**

---

100 Cambridgeside Place, 60-68 and  
**Project Address:** 106-108 First Street, Cambridge, MA 02141 **Application Date:**

---

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**

---

New or Substantially Rehabilitated Gross Floor Area (SF):	× \$0.10 =
Flood Plain Special Permit	Enter \$1,000.00 if applicable:
Other Special Permit	Enter \$150.00 if no other fee is applicable: \$150.00
<b>TOTAL SPECIAL PERMIT FEE</b>	<b>Enter Larger of the Above Amounts: \$150.00</b>

---

**DIMENSIONAL FORM**

**Project Address:**

**Application Date:**

	Existing	Allowed or Required (max/min)	Proposed	Permitted
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	Please see the Project specific dimensional form attached behind.			
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:*

CambridgeSide 2.0 Dimensional Form

	Sears		CambridgeSide		PUD-8		Allowed/ Required	Compliance
	PUD-8 Lot		PUD-8 Lot		Development Parcel			
	Existing	Proposed	Existing	Proposed	Existing	Proposed		
Lot Area (sq ft)	42,561	42,561	316,504	316,504	359,065	359,065		
Lot Area (acres)	0.98	0.98	7.27	7.27	8.24	8.24	7.5	yes
Lot Width (ft)	N/A	N/A	N/A	N/A	N/A	N/A		
<b>Gross Floor Area</b>								
Office/Laboratory (sq ft)	0	175,000	413,000	925,000	413,000	1,100,000		
Retail (sq ft)	124,000	35,000	553,000	355,000	677,000	390,000		
Residential (sq ft)	0	0	0	175,000	0	175,000		
Total Gross Floor Area (sq ft)	124,000	210,000	966,000	1,455,000	1,090,000	1,665,000	575,000 net new	yes
Total Dwelling Units	0	0	0	200	0	200		yes
Affordable/Middle Income Dwelling Units <sup>9</sup>	0	0	0	130	0	130		yes
Total Lot Area / Unit (sq ft)	-	-	-	-	-	-	0	yes
Building Heights <sup>1</sup> (ft)	55 - 60	85	55 - 110	55 - 155 <sup>4</sup>	55 - 110	55 - 155 <sup>4</sup>	85 - 155 <sup>5</sup>	yes
Front Yard Setback (ft)	-	-	-	-	-	-	0	yes
Side Yard Setback (ft)	-	-	-	-	-	-	0	yes
Rear Yard Setback (ft)	-	-	-	-	-	-	0	yes
<b>Open Space</b>								
Public Open Space <sup>2</sup> (sq ft)	Calculated across the Development Parcel				171,600	171,600		
Open Space, Publicly Beneficial <sup>3</sup> (sq ft)					41,800	59,800		
Total Open Space (sq ft)					213,400	231,400	71,813 (20%)	yes
Off-Street Parking Spaces <sup>6</sup>	Calculated across the Development Parcel				2,490	1,695		
Long-Term Bicycle Parking					46	450	450	yes
Short-Term Bicycle Parking	Calculated across the Development Parcel <sup>7</sup>				85 <sup>8</sup>	175	175	yes
Total Bicycle Parking					146	625	625	yes
Loading Bays	Calculated across the Development Parcel				15	12 - 20 <sup>10</sup>	19	yes <sup>11</sup>

Notes:

- Existing building heights vary between approximately 55 and 68 feet. The existing cupolas are approximately 110 feet.
- Includes Charles Park and Canal Park.
- Existing Publicly Beneficial Open Space includes the Mall atrium and the public easement for CambridgeSide Place. Proposed Publicly Beneficial Open Space includes existing Publicly Beneficial Open Space plus the new Mall connector and new setbacks and new pocket parks on First Street.
- As shown on the Site Massing Plan attached as Exhibit SMP.1 in Volume II. The 60 First Street and 20 CambridgeSide buildings are proposed to be 85' and 155', respectively. The 80&90 and 110 First Street buildings are currently anticipated to be approximately 135'-145' and 155' respectively.
- As shown on the Building Height Map for the PUD-8 District attached as Schedule 2 in Volume I.
- It is currently anticipated that parking spaces at the Project will be reduced over time from 2,490 spaces to approximately 1,695 spaces at full buildout, which number may increase or decrease depending on final design and construction conditions. In all cases, the Project will provide adequate parking to serve the Project's uses and will not exceed the maximum parking requirements set forth in Section 13.106.4 of the Ordinance.
- Bicycle parking is currently provided across the Development Parcel. The Project proposes the same approach, providing on-street spaces, as well as publicly-accessible spaces in the underground parking garage and proposed long-term bicycle storage areas.
- Existing short-term bicycle parking includes 85 spaces. An additional 15 spaces are provided by the Blue Bikes service, however they are not included as short-term spaces.
- 65% of the required Dwelling Unit Net Floor Area at the Project will be affordable, with 30% devoted to Inclusionary Housing and 35% devoted to Middle Income Units (as defined in Section 13.104.1(d)(3)).
- Loading bays are currently provided across the Development Parcel. The Project proposes the same approach, providing an adequate number of loading bays to serve the interconnected mix of uses on the Development Parcel.
- Subject to obtaining an appropriate waiver from the Planning Board regarding loading requirements under Section 13.106.6 of the Ordinance.

## **The Project**

CambridgeSide mall was originally developed pursuant to PUD-4 Special Permit (PB #66), which was issued by the Planning Board in the late 1980s. The existing PUD-4 Special Permit covers not only the land that is within the PUD-8 District, but also what is now the Hotel Marlowe and a portion of the Lotus Office Building (the "Remaining Land").

The Applicant proposes to redevelop and expand CambridgeSide from the existing approximately 1.090 million square foot retail shopping destination that exists today into an approximately 1.665 million square foot mixed-use center, including residential, retail, office, laboratory and restaurant uses (the "Project") in accordance with the provisions of the recently approved PUD-8 District. The Applicant is concurrently submitting full PUD-8 and Project Review Special Permit applications, pursuant to Sections 13.102 and 19.20 of the City of Cambridge Zoning Ordinance (the "Ordinance"), in order to allow for development of the Project on the land within the PUD-8 Development Parcel (see Figure 1).

## **PUD Minor Amendment Sought**

The Applicant respectfully requests that the Planning Board grant a Minor Amendment to the existing PUD-4 Special Permit (PB #66), pursuant to Section 12.37.2 of the Ordinance, to document the relationship between the existing PUD-4 Special Permit and the new PUD-8 Special Permit in accordance with Section 13.102.9 of the Ordinance. To the extent the provisions of the existing PUD-4 Special Permit, as they relate to the PUD-8 Development Parcel, conflict or are inconsistent with the PUD-8 Special Permit, the provisions of the PUD-8 Special Permit shall govern. The chart attached as Exhibit 1 summarizes the main provisions with which there are inconsistencies.

With respect to the Remaining Land subject to the terms of the existing PUD-4 Special Permit, (i) the terms of the existing PUD-4 Special Permit shall be applied without regard to any further rights granted to the PUD-8 Development Parcel pursuant to the PUD-8 Special Permit and (ii) the development existing on the PUD-8 Development Parcel as of the date of this requested Minor Amendment to PB #66 to accommodate the Project is not disregarded for purposes of reviewing dimensional or density restrictions.



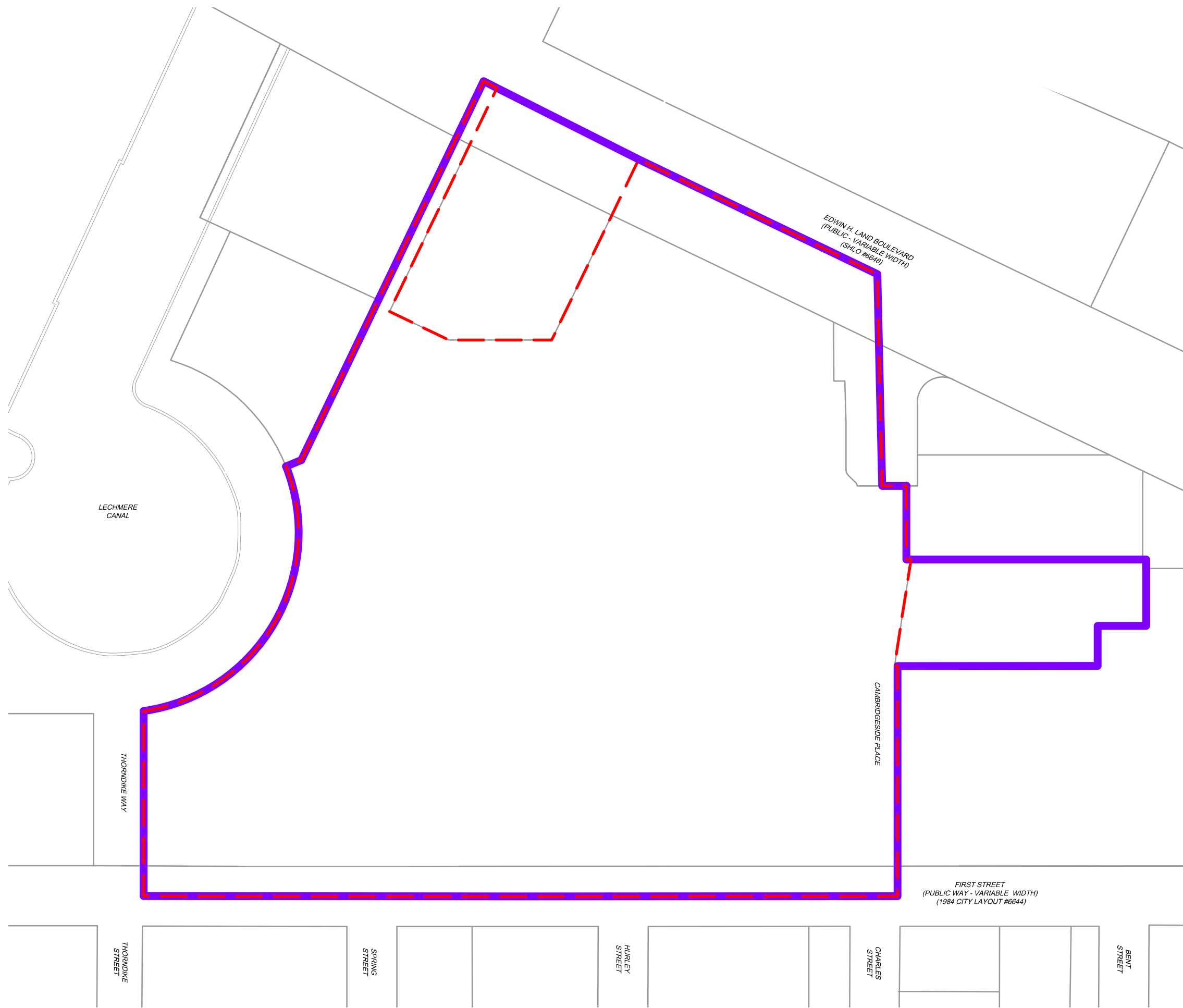
**Exhibit 1: PUD-4 Special Permit (PB #66)  
Inconsistencies with PUD-8 Special Permit**

	<b>PB #66</b>	<b>PUD-8 Special Permit</b>
<b>Allowed Uses</b>	Office, retail, hotel (originally residential), parking in the sizes and locations specified in the Final Development Plan	Office, retail, residential, laboratory in the general sizes and locations as set forth in Final Development Plan
<b>Maximum Building Height</b>	85' is allowed, but tallest proposed building was 79' 5"	Up to 155' (as shown in the Final Development Plan)
<b>Permitted Gross Floor Area (GFA) and Floor Area Ratio (FAR)</b>	Permitted GFA of approximately 1,034,552 sf  275,000 sf above-ground parking structure   2.18 maximum FAR	575,000 sf of Net New GFA  For purposes of calculating Net New GFA, the existing above-ground parking structure is considered Existing GFA  Total GFA of approximately 1,665,000 sf on PUD-8 Development Parcel  No maximum FAR
<b>Open Space</b>	As shown and calculated in the Final Development Plan: <ul style="list-style-type: none"> <li>• 15% not counting Charles Street Extension (now Cambridgeside Place)</li> <li>• 17% counting Charles Street Extension (now Cambridgeside Place)</li> </ul>	At least 20% of land area within the PUD-8 Development Parcel as shown and calculated in the Final Development Plan
<b>Parking</b>	Minimum parking requirements as set forth in the Final Development Plan  Maximum of 2,750 spaces  Identified allocation of parking spaces, including to third party users (e.g., Sonesta)	No minimum parking requirements  Maximum parking requirements as follows: <ul style="list-style-type: none"> <li>• Retail, consumer service and restaurant: 5.0 spaces per 1,000 sf of GFA</li> <li>• Office: 0.9 spaces per 1,000 sf of GFA</li> <li>• Laboratory: 0.8 spaces per 1,000 sf of GFA</li> <li>• Residential: 1.0 space per dwelling unit</li> </ul>

	Subject to 2001 Commercial Parking Permit	To be subject to updated Commercial Parking Permit
<b>Building Locations and Site Layout</b>	As shown in the Final Development Plan	As shown in the Final Development Plan
<b>Building Dimensions</b>	As shown in the Final Development Plan	As shown in the Dimensional Form in the Final Development Plan
<b>Architectural and Design Characteristics</b>	As described in the Final Development Plan	As set forth in the Final Development Plan

# PUD-8 Development Parcel Map

VOLUME IV  
Figure 1



LEGEND:

- PUD-8 BOUNDARY
- PB #66 BOUNDARY

