



CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

**NOTICE OF DECISION
Final Development Plan**

Case No: PB #175
Address: 1-5, 7-13, and 23 East Street
Zoning: North Point Residence District and the PUD in the North Point Residence District (Section 13.70)
Owners: Archstone-Smith Operating Trust, 7670 South Chester Street, Suite 100, Englewood, CO 80112
Applicants: Charles E. Smith Residential, 2345 Crystal Drive, Suite 1100, Arlington, VA 22202

Preliminary Proposal and Project Review Application Date: April 19, 2002

Public Hearing: May 21, 2002

Planning Board Preliminary Determination: June 4, 2002

Date of Filing Preliminary Determination: June 13, 2002

Public Hearing on Final Development Plan: July 23 2002

Final Development Plan Decision: September 10, 2002

Date of Filing of Final Development Plan Decision: September 20, 2002

Application: Planned Unit Development Section (13.70) and Project Review Special Permit (Section 19.20) for approximately 850,642 square feet of residential development and a small amount of retail use.

Decision: GRANTED with conditions

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

Authorized Representative to the Planning Board:

For further information concerning this decision, please call Liza Paden at 617-349-4647, TTY: 617-349-4621

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CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

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Application The application requests from the Planning Board a Planned Unit Development in the North Point Residence District Special Permit under the provisions of Section 13.70 of the Zoning Ordinance and a Project Review Special Permit under the provisions of Section 19.20.

Application Documents

1. PUD application entitled "Application for Planned Unit Development Special Permit – Development Proposal, Charles E. Smith Residential – Cambridge", dated April 12, 2002, containing the application form, narrative statement, submission requirements for a PUD application, copies of deeds and easements, Traffic Study, ownership certificate, payment of fee.
2. Project review application entitled "Application for Project Review Special Permit, Charles E. Smith Residential – Cambridge", dated April 12, 2002 containing the application form, certifications of receipt of plans, narrative statement, submission requirements for a Project Review application, traffic study, urban design objectives narrative, sewer service infrastructure narrative, water service infrastructure narrative.

3. "Traffic Impact Study/Special Permit Criteria Analysis – Proposed North point Residential Development, Cambridge Massachusetts" , by Vanasse and Associates, Inc., dated March 2002.

4. Plans and drawings entitled " Application for Planned Unit Development Special Permit (Development Proposal) and Project Review Special Permit, Plans and Drawings, Charles E. Smith Residential – Cambridge", by ADD Inc., dated April 12, 2002, various scales, showing building and site plans, utilities, circulation, photographs, elevations, landscaping.

5. PUD application entitled "Application for Planned Unit Development Special Permit – Final Development Plan and Supplement to Application for Project Review Special Permit, Charles E. Smith Residential – Cambridge ", dated July 17, 2002, containing the application form, narrative statement, submission requirements for a PUD application, narrative responses to the Planning Board Development Proposal Determination. Plans and drawings entitled " Charles E. Smith Residential – Cambridge", by ADD Inc., dated July 17, 2002, showing revised plans and plan and architectural refinements, landscaping and open space treatments, photo montages. Certified complete on July 18, 2002

Other Application Documents

6. "Draft Environmental Impact Report, EOEA No. 12,651, Technical Appendix, Charles E. Smith Residential – Cambridge", Vanasse and Associates, Inc., dated April 30, 2002.

7. "Executive Summary, Charles E. Smith Residential – Cambridge", dated May 6, 2002

8. Supplemental plans, elevations, and photographs entitled "Charles E. Smith Residential – Cambridge", dated May 21, 2002.

9. "Summary of Transportation Presentation, Planning Board Meeting, Project Review And Planned Unit Review – Special Permit, City of Cambridge", by Vanasse and Associates, Inc., dated May 21, 2002.

10. Census information on housing and voting in East Cambridge dated July 23, 2002.

11. Letter to the Planning Board from Adam Hundley, dated August 6, 2002, by FAX, re: Grant of extension of time for consideration of the application.

12. Memo to the Planning Board from Catherine Preston, dated August 13, 2002 re: Transportation Planning in Cambridge.

13. "Supplement to Application for Planned Unit Development Special Permit – Final Development Plan and Supplement to Application for Project Review Special Permit, Charles E. Smith Residential – Cambridge ", dated August 16, 2002, further explanatory material, pictures of traffic queues, traffic plans and pedestrian

circulation, drawings of roof line of the West Building, plan showing elements to be completed in Phase One of the project.

14. "Second Supplement to Application for Planned Unit Development Special Permit – Final Development Plan and Supplement to Application for Project Review Special Permit, Charles E. Smith Residential – Cambridge ", dated August 23, 2002, showing alterations to the upper elevations of the East Tower.

15. Letter to Catherine Preston from Scott W. Thornton, P.E. of Vanasse and Associates, Inc., dated July 2, 2002, re: Transportation Demand Management Measures, Proposed Charles E. Smith Residential Development.

16. Model photograph, timeline map of pedestrian circulation by Add Inc. and Vanasse and Associates, Inc. for Charles E. Smith Residential – Cambridge, dated September 3, 2002.

Other Documents

17. Letter to Daryl A. South from Sharon M. Pelosi dated September 6, 2001, with attachment, re: Chapter 91 applicability.

18. Letter to Larissa Brown from Richard McKinnon dated September 10, 2001 re: proponent issues with regard to North Point zoning.

19. "Environmental Notification Form: North Point Residential Development, Cambridge, Massachusetts", dated November 29, 2001, by Charles E. Smith Residential, a division of Archstone-Smith.

20. Preliminary plans and elevations by Add Inc. dated December 18, 2001.

21. Letter to LeAndrea Dames, MEPA Analyst from Stash Horowitz dated January 15, 2002, with attachments, re: comments on ENF, North Point Residential, EOEA #12651.

22. Letter to Thomas Anninger from Barbara Broussard dated February 19, 2002 re: East Cambridge Planning Team comments on on-going planning for the C.E. Smith site.

23. Letter to Scott Thornton from Susan Clippinger, dated April 3, 2002, re: certification of completeness of the Traffic Study.

24. Memo to the Planning Board from Susan Clippinger dated May 15, 2002, with Traffic Study attachment, re: suggested transportation mitigation measures for the project.

25. Memo to the Planning Board from Steve Kaiser facsimile dated May 16, 2002 re: Comments of application.

26. Letter to the Planning Board from Catherine L. Burns dated May 20, 2002 re: Concerns of Museum Towers and Efectka Schools, Inc.

27. Letter to the Planning Board from Edward F. Carye dated May 21, 2002 re: Altid Enterprises, LLC support for the project.
28. Maps and charts from the Mystic View Task Force dated May 21, 2002, re: new projects and traffic generated in the Route 28 corridor.
29. Memo to the Planning Board from John Moot dated May 21, 2002 re: Draft EIR #12651.
30. Document entitled "Planning the Unsustainable Metropolis: California Edge Cities" by Patrick S. McGovern submitted to the Planning Board on May 21, 2002 by Elie Yarden.
31. Letter to Secretary Bob Durand from Steve Kaiser dated June 4, 2002, with Alewife Flood Plain attachments) re: Draft environmental impact reports for North Point projects.
32. Letter to Planning Board from Catherine L. Burns dated June 4, 2002, with attachments, re: comments from owners of Museum Towers and Efectka Schools, Inc.
33. Letter to Thomas Anninger from Renata von Tscharnner dated June 7, 2002 re: Requiring C.E. Smith to help maintain Charles River parks.
34. Map of Lechmere Green Line path from Steve Kaiser dated May 21, 2002 showing underground option.
35. Letter to Thomas Anninger from John Moot, dated June 12, 2002, with attachments, re: Comments on DEIRs - North Point EOEA #12650 and 12651.
36. Letter to the Planning Board from Thomas J. Philips dated June 14, 2002 re: traffic implications of C. E. Smith traffic for Graves Landing.
37. Letter to the Planning Board and the City Council from Allen Mintz dated July 1, 2002 re: traffic in the vicinity of the C.E. Smith development.
38. Memo to Thomas Anninger from Cassandra Koultaldis dated July 18, 2002 re: Water utility planning and discussions.
39. Memo to Thomas Anninger from Catherine Daly Woodbury dated July 23, 2002 re: Sewer utility planning and discussions.
40. Article entitled "Urban Cores" by Victor Gruen submitted by Elie Yarden on July 23, 2002.
41. Letter to Lester Barber from Jason Schrieber, dated August 20, 2002, re: C.E. Smith Decision language on transportation mitigation.
41. Letter to the Planning Board from Kevin P. Joyce dated September 3, 2002 re: traffic impact of project on Graves Landing.

42. Letter to the Planning Board from Rich McKinnon, representative of the applicant, dated September 3, 2002 granting an extension for consideration of the permit until October 1, 2002.

43. Facsimile from Catherine Daly Woodbury, Public Works Department, to Rich McKinnon re: DPW conditions for utility construction.

Findings

After review of the application documents and other documents submitted to the Board, testimony taken at the two public hearings, and review and consideration of the Project Review Special Permit criteria, Planned Unit Development in the North Point Residence District criteria and requirements, and the general special permit criteria, the Board makes the following findings. In addition the Planning Board is in substantial agreement with the permittee's findings with regard to conformance to the various criteria for granting a Planned Unit Development Special Permit in the North Point Residence District and a Project Review Special Permit as presented in the two application documents.

1. Conformance with Traffic Impact Findings required in Section 19.25.1

Based on the findings of the Traffic Study and the mitigation measures to be required as a condition of this Permit, the Planning Board finds that the project will have no substantial adverse impact on city traffic within the study area.

2. Conformance with Urban Design Findings required in Section 19.25.2 (reference to Section 19.30 – Citywide Urban Design Objectives)

- *Responsive to the existing or the anticipated pattern of development.*

Existing development in North Point in the form of industrial and warehousing uses and abandoned railroad activities, with limited retail and office operations, is anticipated to be replaced over time with a wide range of higher density residential, office, research and development and retail uses in the form of a new neighborhood of public streets and parks. The future form of that neighborhood is suggested in the details of the requirements of Section 13.70 of the Zoning Ordinance and the provisions of the *Eastern Cambridge Design Guidelines*. The revised Final Development Plan as amended, referenced above, is consistent with both the requirements of Section 13.70 and its spirit as well as with the guidance for new development provided in the *Guidelines*: The subject project is almost entirely residential, it creates two new streets that will in time interconnect with new streets anticipated on abutting property, there is a significant element of publicly accessible open space, and the buildings' form and layout on the site anticipate the scale, location and use pattern of future building on directly abutting properties.

Recent residential and office development in North Point to the east of the Gilmore Bridge set a precedent for residential development in tall towers. Section 13.70 of the Zoning Ordinance and the *Eastern Cambridge Design Guidelines* have reflected that precedent in their provisions. The development has acknowledged the presence of the Museum Towers structures in the location and design of the East Building of the project.

The elements of the Final Development Plan have also responded well to the fixed elements of the development's context: Pedestrian access to and use of the Gilmore Bridge will be significantly enhanced. The project will contribute to the provision of a pathway under the Gilmore Bridge that will connect the system of bike and pedestrian paths on the project site with the Charles River waterfront and the new park being created there. The entire project has been designed to relate well to the MBTA viaduct and to minimize its negative visual impact while making the land under it attractive and useful as a landscaped pedestrian and bicycle corridor.

- *Pedestrian and bicycle friendly development.*

Extensive provision has been made for pedestrian and bike circulation throughout the development for both future residents and the general public. Connections are made to the Gilmore Bridge and along O'Brien Highway and anticipated desire lines connecting with future development on the adjacent Guilford properties and the relocated Green Line MBTA train station.

Two new streets will be created out of the Development Parcel, each of which is designed to accommodate not only vehicular traffic but pedestrians and bicyclists as well. With the provision of parking below grade, active building functions have been brought down to the ground abutting the streets and the parks; the lower portions of those buildings' facades have been designed to provide attractive backdrops to the anticipated activity occurring in the publicly accessible portions of the project, on the new streets and in the new parks.

A public, open pedestrian connection has been made in the low wing of the West Building permitting the general public to pass through from the new south park to the anticipated new park to be created to the north as part of the Guilford development.

In addition to being made more accessible by aspects of the development, the sidewalk on the Gilmore Bridge will be much enhanced through significant widening and by the provision of significant landscaping. Much of its length abutting the C.E. Smith Development will be more accommodating to pedestrians and bicyclists because of these improvements.

- *Building and site design mitigate adverse environmental impacts of a development upon its neighbors.*

Existing development, while much less dense than the proposed project, weighs heavily on this site. In part redevelopment of this site mitigates negative aspects of the site's current conditions.

Undistinguished industrial buildings cover much of the site. The activities within those buildings are accessed exclusively by cars and trucks over gravel or roughly paved, undifferentiated service and access areas with no provision made for safe access on foot or by bicycle. No open space is provided: This large site is only steps away from light rail transit service (Lechmere Station), on the anticipated path of the urban ring transportation improvements, and within reasonable walking distance of a fixed rail transit station (Orange Line). It is within three miles of the commercial center of the metropolitan area. Yet the site is currently devoted for the most part to low density secondary retail and industrial uses that from an economic, social as well as environmental point of view deprive Cambridge and the metropolitan area of a much more productive and attractive use of this site.

In the future significant new open space (24% of the site) will be provided, accessible to the public and a part of a larger system of public and private open space that will make the entire North Point district and its Charles River waterfront an open space resource for the metropolitan area. New residents who can make use of the available transit will begin to solidify a new residential neighborhood that was only tentatively established with the construction of Museum Towers. The first significant public infrastructure to the west of the Gilmore Bridge will be installed, which will improve the water and sewer service to this and other sites in North Point and open the opportunity for improved stormwater management. The first real roads west of the Bridge will also be installed and will establish the beginnings of a publicly accessible system of interconnected roadways throughout North Point.

With the demolition of structures currently on the site, and through the project's design, the MBTA viaduct will be significantly enhanced and will be much less a negative aspect of the area's environment. Visual access under the viaduct will be opened up to a new landscaped park that will be presented to view for all traveling along the O'Brien Highway transportation corridor (and on the T trains themselves). The underside of the viaduct will be landscaped and provided with paths for walkers and bikers.

The significantly increased density that the project envisions will be arranged on the site to minimize the impact of its much greater and more visible bulk. As directed by the relevant zoning, the greatest heights will be at the eastern edge of the site where they will complement the similar heights of the two Museum Towers buildings. While visible from great distances, the details of the tallest buildings have been crafted so that they

are positive additions to the city skyline while also accessible and attractive when approached by foot.

The traditional residential neighborhood of East Cambridge is some blocks away from the site and separated by the multi-lane O'Brien Highway. Nevertheless, the lower, eight story portion of the development has been placed on the western half of the site closest to that neighborhood.

The housing at Graves Landing lies directly across O'Brien Highway from the site. From that direction, the scale of the East Building and the taller portion of the West Building is substantially compensated for by the extensive improvements at ground level abutting and underneath the T viaduct. Furthermore, from a visual perspective, most units at Graves Landing are principally oriented southward to Lechmere Canal Park so that the most important views of residents in their own homes are generally not unduly impacted by the scale of the proposed development.

With regard to access to the development, the site design has built in multiple paths, open to the public, that enable people to move through the site to the surrounding neighborhood and beyond whether traveling on foot, by bike or in a vehicle.

- *Impact on the City of Cambridge infrastructure, including neighborhood roads, city water supply system and sewer*

City water, sewer and stormwater management systems do not currently reach into North Point. The proponent and the abutting Guilford development team will be responsible for installation of the water, sewer, and stormwater management systems necessary on site to support their respective developments. Such systems shall be designed to city standards. An integrated system of roadways on site will likewise be constructed by the proponents to city specifications. Off site improvements by the proponents will be required where they are a prerequisite to the functioning of any on-site improvements. With the installation of necessary on-site and off-site improvements the development will not impose any unreasonable negative impact on existing city infrastructure services.

This development is only a small portion of what will be a complete transformation of the North Point district in the next two decades. This development has been designed as a first phase of that larger transformation and will benefit from and be an integral part of future improvements as they occur on adjacent sites.

- *New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.*

This development is a first phase in the multi-decade creation of a new urban environment out of a marginal and declining warehouse and railroad district. The transportation and industrial functions that were established

and thrived in North Point in the 19th and 20th centuries are now anachronisms. They have either been abandoned or now function as holdovers that will be replaced with different activities and functions more appropriate to the new economy of the 21st century and the new needs of a transformed Cambridge and metropolitan area.

In the adoption of the zoning regulations applicable in North Point in 2001, the adoption at the same time of the *Eastern Cambridge Design Guidelines*, and with the publication of the *Eastern Cambridge Planning Study*, the city has established a clear blueprint for the character of future building in North Point generally, and on the C.E. Smith parcel in particular. The East Cambridge neighborhood and other much cherished neighborhoods and places in Cambridge were used as inspiration for the requirements and guidelines established for North Point that the city believes will produce a new and engaging, urban and active mixed use neighborhood in the current century in North Point that will add a new dimension to the city's historical development.

As set forth extensively in these Findings, it is the Planning Board's view that the development, as presented in the documents referenced in this Decision, will initiate the long process that will create a new contemporary urban environment unique in Cambridge but complementary to and inspired by the historical development of both East Cambridge and the city's many other neighborhoods.

- *Expansion of housing inventory.*

The development is almost entirely housing, in a wide range of unit sizes with, in addition, only small but important amounts of retail and other activities and the existing 60,000 square foot Maple Leaf office building. A significant number of affordable units will be provided consistent with the requirements of Section 11.200 of the Zoning Ordinance.

- *Open space enhancement and expansion.*

The development will produce a significant amount of publicly accessible open space that will enhance the environment for the residents living there, for East Cambridge residents living nearby, and for the general public who can be expected to increasingly visit North Point as it becomes a new urban place and to make use of the soon to be improved lower Charles River Basin waterfront. The open space has been carefully designed to provide a wide range of amenities for all ages and for both the general public and the future project's residents.

3. Conformance to the requirements for approval of the Final Development Plan, Section 12.36.4 (and by reference to Section 12.35.3).

- *The project conforms to the General Development Controls set forth in Section 12.50.*

a. Conformance to existing policy plans

As indicated throughout these Findings and in Paragraphs 5 and 6 below, the Planning Board concludes that the development is consistent with the *Eastern Cambridge Development Guidelines* and the *Eastern Cambridge Planning Study*.

b. Minimum Development Parcel size

The Development Parcel Size of 247,431 square feet exceeds the minimum parcel size required of 100,000 square feet as set forth in Section 13.70.

c. Standards for Construction of Roadways

The Department of Traffic, Parking and Transportation shall approve the design and construction details of all streets and ways, consistent with the details of streets suggested in the Final Development Plan, as amended.

d. Standards for Construction of Utilities and Public Works

The Department of Public Works and the Water Department shall be required as a condition of this Decision, to approve all water and sewer infrastructure construction and stormwater management systems as if such improvements were occurring within public rights-of-way.

e. Landscaping

All portions of the site not devoted to roadways and buildings will be suitably landscaped.

f. Environmental Performance Standards

All applicable environmental regulations shall be met. Conformance to the requirements of the City Noise Ordinance shall be a specific requirement of this Decision.

- *The project conforms to the specific Development Controls set forth in Section 13.70.*

The development conforms to all requirements of the PUD in the North Point Residence District as set forth in Paragraph 4 below.

- *The Final Development Plan provides benefits to the city which outweigh its adverse effects. In making this determination the Planning Board shall consider the following:*

The Planning Board reiterates the findings made when approving the Preliminary Development Plan:

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

The buildings are to be occupied in large part by residential uses, the use most favored in the recently adopted North Point PUD-6 district. The ECAPS planning process, which resulted in adoption of the zoning that now regulates development on the site, examined these issues in detail as they apply to the North Point area. The very detailed zoning provisions that were adopted as a result of that planning effort were crafted to ensure that these considerations would be adequately addressed in any development shaped by them. The current design conforms to the specific technical requirements of the zoning and also advances the spirit of that planning effort in the building and site plan's details.

- b. The quality of the site design, including integration of a variety of land uses, building types, and densities; preservation of natural features;

Residential is the preferred use in North Point (as reflected in the provisions of the new zoning) because of its beneficial, lower peak hour traffic implications when compared to office or retail activity, among other reasons. The density ultimately allowed in North Point was chosen to ensure that the transportation constraints of this general area would be respected. With adequate mitigation, anticipated traffic flow and vehicular and pedestrian safety will be accommodated adequately.

- c. Adequacy of utilities and other public works.

The permittee, partly in concert with adjacent property owners, will be responsible for installation of all utility and roadway infrastructure on the site and will be required by the city to make necessary adjustments to public infrastructure off-site in conformance with city standards to ensure that the development can be accommodated without unacceptable negative impacts.

- d. Impact on existing public facilities within the city.

The Planning Board finds no reason to expect that any wider impact on public facilities will be unreasonable or unacceptable.

- e. Potential fiscal impacts.

The development is expected to have a positive fiscal impact.

4. Conformance to the dimensional and use limitations and other provisions of the PUD in the North Point Residence District, Section 13.70 of the Zoning Ordinance

- *Floor Area Ratio, Section 13.74.12.*

As the project is at least 90% housing, an FAR of 2.9 applies before the application of the bonuses granted in Section 11.200. The project conforms to this maximum FAR permitted.

- *Minimum Development Parcel Size, Section 13.74.2.*

The Development Parcel exceeds the 100,000 square foot minimum required.

- *Maximum Building Height, Section 13.74.3.*

The buildings observe the maximum building heights of 85 feet, 150 feet and 220 feet as set forth in the Ordinance and as modified by the provisions of Section 13.74.35.

- *Waiver of Height Limitations, Section 13.74.35.*

The Final Development Plan has employed the provisions of this Section, which permit the extension of the 120 foot and 150 foot height bands by a distance not to exceed 100 feet. As presented, the heights of the two buildings conform to the limitations imposed in Section 13.74.35. The additional height granted at the eastern end of the Development Parcel is well removed from the East Cambridge neighborhood that lies well beyond the western half of the Development Parcel, where development is limited to eight stories in height. The additional height permits less of the Development Parcel to be covered by buildings and more of its area to be devoted to open space. As the siting of buildings on the Development Parcel is constrained by the presence of the MBTA viaduct, it is not possible to place buildings at locations along O'Brien Highway or to have extensive portions of facades placed close to the viaduct. The additional height allows most portions of buildings to be set well back from the viaduct both at its current location and its anticipated future location and permits the portions of the lot not covered with buildings to be developed to open space and a roadway network that benefit both the future residents of the development and residents of the city as a whole. The additional height also permits a more modulated and coordinated arrangement of building height on the skyline.

- *Open Space, Section 13.75.*

Twenty-four percent of the Development Parcel is devoted to Green Area and Permeable Open Space, exceeding the minimum requirement of twenty

percent. The project will continue to conform to this requirement in the future as roadway extensions and realignments are made with the development of the adjacent Guilford parcel. The open space is well located to serve the needs of future residents of the building and to be accessible and useful to the general public. The arrangement of open space will particularly enhance the environment near and beneath the MBTA viaduct to the benefit of the city as a whole.

- *Roadway Plan, Section 13.77*

The Planning Board finds that the layout of roads on the Parcel adequately serves the needs of the development itself while providing the initial phase of an integrated and comprehensive circulation system for the entire North Point district. As indicated in Finding 1 above, the traffic generated by the authorized development is reasonable and will be addressed by the required mitigation measures. The location of the development close to the MBTA Green Line station (anticipated to be closer still when it is relocated in the future) and close to employment, shopping, and recreational services accessible by foot or other non auto means of transportation will encourage the use of non-auto forms of transportation to and from this site.

- *Perimeter and Transition Requirement, Section 13.78.2*

The project does not front on public open space, existing or proposed. The open space provided, while accessible to the general public, will remain private. However, that open space and the buildings adjacent to it have been designed to complement and harmonize with each other in the spirit of the *Guidelines*: private terraces will buffer and separate individual-unit private open spaces from those spaces more accessible to the public; thus individual living space will be separated from the impact of activity on adjacent streets and parks. Large terraces and plazas will be provided at the base of the two taller buildings and the details of those buildings at their lower floors will make the spaces around them inviting and active for pedestrians in general and residents in particular.

- *Traffic Mitigation Measures, Section 13.78.3*

The Board finds that the mitigation measures required in Condition #4 below adequately address the impacts of the authorized development. The vehicular traffic generated by the development is generally well below the threshold criteria established by the Planning Board for identifying critical negative impact on city streets. The failures identified are generally the existing, problematic conditions for pedestrians in the O'Brien Highway corridor. The project will implement significant improvements to upgrade the existing pedestrian environment.

- *Relationship to the MBTA Urban Ring, Section 13.78.4*

