



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2015 MAR 27 AM 8 43

NOTICE OF DECISION

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Case Number:	294
Address:	88 Ames Street
Zoning:	Mixed Use Development (MXD) District: Cambridge Center
Applicant:	BP Cambridge Center Residential LLC, an affiliate of Boston Properties 800 Boylston Street, Suite 1900, Boston, MA
Owner:	Ownership as set forth in Application Documents
Application Date:	November 18, 2014
Date of Planning Board Public Hearing:	December 2, 2014
Date of Planning Board Decision:	March 24, 2015
Date of Filing Planning Board Decision:	March 27, 2015

Application: Project Review Special Permit pursuant to Section 19.20 of the Zoning Ordinance; Modification of Bicycle Parking Requirements pursuant to Section 6.108 of the Zoning Ordinance.

Decision: GRANTED, with Conditions.

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

Authorized Representative of the Planning Board: Jeffrey C. Roberts *JCR 3/27/15*

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

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Application submitted 8/8/14, with cover letter from Mark Junghans, Principal of VHB, containing cover sheet, ownership certificate, dimensional form, project description, with maps and elevations, floor plans, GREEN Building checklist, Pedestrian wind study, and Transportation Impact Study.
2. Application revised 11/17/14, with cover letter from Mark Junghans, Principal of VHB, containing cover sheet, ownership certificate, dimensional form, project description, with maps and elevations, floor plans, GREEN Building checklist, Pedestrian wind study, and Transportation Impact Study.
3. Planning Board presentation dated 12/2/14.
4. Memo to the Planning Board from Mark Junghans, VHB, dated 2/4/15, responses to the Planning Board comments and design revisions.
5. Planning Board presentation dated 3/3/15.

Other Documents

6. Letter to the Planning Board from Kathleen Born, Chair of the Cambridge Redevelopment Authority Board, dated 11/10/14, with the meeting notes on the Ames Street Development.
7. Memo to the Planning Board from the Cambridge Bicycle Committee, dated 11/17/14.
8. Memorandum to the Planning Board from Monica R. Lamboy, Interim Director for Traffic, Parking and Transportation, dated 11/26/14.
9. Memo to the Planning Board from Katherine F. Watkins, PE, City Engineer, dated 11/26/14.
10. Memo to the Planning Board from Jeff Roberts, Land Use Planner and Suzannah Bigolin, Urban Design Planner dated 11/26/14.
11. Email to the Planning Board from John Thomas Kittredge, dated 12/1/14.
12. Memorandum to the Planning Board from Monica R. Lamboy, Interim Director for Traffic, Parking and Transportation dated 2/25/15.
13. Memo to the Planning Board from Jeff Roberts, Land Use Planner and Suzannah Bigolin, Urban Design Planner dated 2/25/15.

14. Memorandum to the Planning Board from David Stewart and Benjamin Lavery, Boston Properties, dated 3/3/15.
15. Letter to the Planning Board from Jan Devereux, dated 3/16/15.
16. Email to the Planning Board from Marc McGovern, City Councilor, dated 3/13/15.
17. Memorandum to the Planning Board from CDD and TPT staff including memorandum from Joseph Barr, Interim Director for Traffic, Parking and Transportation dated 3/17/15 and Draft Planning Board Decision.

SUMMARY OF APPLICATION

The Applicant proposes to construct a 250-foot residential building with up to 280 dwelling units, approximately 200,000 square feet of residential Gross Floor Area and up to 20,000 square feet of retail Gross Floor Area on a portion of Ames Street within the MXD Zoning District. Although projects in the MXD District are not typically subject to the Project Review Special Permit requirements, in this case it is required by the provisions of Section 14.32.4 of the Zoning Ordinance.

The Application also seeks a special permit to modify certain provisions of the bicycle parking requirements set forth in Section 6.100 of the Zoning Ordinance. The initial design required modifications to the requirements for layout (by providing racks that were set closer together than the standard requirements), location (by providing long-term spaces in a facility more than 200 feet from the entrance to the principal use), and access (by using an existing elevator that is slightly smaller than the required dimensions).

The Planning Board reviewed the project on December 2, 2014, heard public comment and comment from City staff, and made comments to the Applicant. On March 3, 2015, the Board reviewed the Applicant's responses along with some modifications and further detail on the project design, and again heard comments from the public and from City staff. One significant change is that the bicycle parking layout was modified to no longer require a modification to the zoning requirements, although a modification to the requirements for location and access would still be required.

FINDINGS

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

1. Project Review Special Permit (Section 19.20)

In order to grant a Project Review Special Permit the Planning Board must make findings related to traffic impacts and urban design. In making traffic impact findings the Planning Board is guided by the following provisions in the Zoning Ordinance:

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

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

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

The Board finds that a Transportation Impact Study (TIS) was conducted by the Applicant, certified as complete and reliable by the Traffic, Parking and Transportation (TP&T) Department, and included with the Application Documents. Following comments made by the Planning Board at the initial public hearing related to traffic and loading operations on the access drive, which the Applicant has designated “Pioneer Way,” the Applicant performed some additional analysis that was reviewed and accepted by TP&T prior to the continued public hearing. TP&T submitted written comments to the Planning Board dated November 26, 2014, February 25, 2015 and March 17, 2015, commenting on the TIS and other traffic-related considerations and recommending mitigating measures to be incorporated as conditions of any project approval.

Based on review of the TIS and with reference to the comments and recommended mitigation measures suggested by the Traffic, Parking and Transportation Department, the Board finds that the project will have no adverse impact on traffic within the study area.

Furthermore, in making urban design findings the Planning Board is guided by the following provision in the Zoning Ordinance:

(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.

With reference to the narrative materials in the Application Documents and the Board's review of project plans and illustrations, the Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, as set forth in detail below.

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

The zoning for the MXD district anticipates and encourages residential use of about two hundred thousand 200,000 square feet, and recent zoning changes were adopted with the intent of facilitating residential use on this site. As described in the Application Documents, the specific location of the project is intended to transform an area currently used for service and loading activities into an active use that provides a more continuous active streetscape that complements and enhances the uses on either side. The scale and height of the project are consistent with surrounding development and future plans for the heart of Kendall Square area. The creation of a strong horizontal datum by setting back the tower from the street wall edge and recessing the fourth floor complies with the massing approaches recommended in the *Kendall Square Design Guidelines, 2013*. Such an approach successfully manages the impacts of the building's floorplate and height.

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

As described in the Application Documents and reflected in the project plans (as revised), the project is designed with active uses on the ground floor, transparent facades and pedestrian-oriented entrances along the streetfront. Open space and landscaping are provided in key locations to make the area more attractive and usable for pedestrian and bicyclists. Loading and service areas are moved to the interior of the site, with access by way of an alleyway that is designed to allow shared use by pedestrians, bicycles and vehicles operating at safe speeds in a managed way. Decorative paving, overhead strand

lighting and a purpose-built bicycle shed will be used to activate the alley and create a welcoming pedestrian environment. Bicycle facilities are provided with convenient access, as discussed further in these Findings. The Applicant will also undertake reconstruction and improvements to the public street in accordance with a land disposition agreement with the City.

The proposed tower and base format breaks down the scale of the building and creates a strong street wall condition and pedestrian-scaled environment. Strongly demarcating the base, middle and top of the building also supports the urban design notion of creating streets for people and relates well to the scale of nearby buildings.

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

The Application Documents discuss potential impacts related to noise from mechanical equipment, trash collection and other servicing activities, stormwater, shadows and wind. In the Board's view, adequate measures are proposed to minimize and mitigate those potential impacts through the design of the building and other programmatic efforts. The rooftop mechanical equipment has been designed as part of the overall architectural composition. Most notably, the extension of vertical piers to the rooftop screening structure assists with enhancing the slender tower form.

A memorandum from the Department of Public Works dated November 26, 2014 indicates that the project appears to conform to applicable environmental standards and that certain elements will be subject to ongoing technical review by the City. Traffic impacts are also studied and discussed previously in these Findings.

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

The Application Documents discuss infrastructure systems and include documentation demonstrating compliance with the City's Green Building Requirements. A memorandum from the Department of Public Works dated November 26, 2014 indicates that the project appears to conform to applicable infrastructure standards and that certain elements will be subject to ongoing technical review by the City.

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

The project enhances the district by adding desired residential uses into the current mix of office, hotel and other commercial uses. Moreover, the zoning and recent City planning for the district anticipates and specifically encourages a residential use of this size, scale and form on this particular site. Buildings over 200 feet are anticipated to have a growing presence in Kendall Square. The project has been designed with this in mind and particular attention has been given to the architectural character of the tower form, which

will be visible from several vantage points. Much of the tower's architectural interest is achieved through the vertical expression of piers and columns, which vary depending on views, access to light and proximity to the other buildings. This creates a delicate framing structure across each facade and successfully accentuates the vertical character of the tower. The combination of transparency and neutral colored precast concrete materials also produces a pleasing contrast to the more monumental brick buildings in the surrounding area. It is expected that the project will have a distinct identity and help to define the heart of Kendall Square.

Following the first public hearing, minor refinements were made to the architectural character of the building, including changes to the residential entry canopy, fourth floor roof fascia, soffit and planters. These refinements helped to create additional warmth at the street edge and a noticeable residential feel, which is more consistent with the complex mixed-use character of the building and Kendall Square.

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

The project will provide new housing where housing has been identified as a priority in area planning. It will also provide affordable housing units pursuant to the Inclusionary Housing requirements. While the Board would encourage the provision of some three-bedroom units suitable for families with children in accordance with citywide objectives, the Board understands the Applicant's contention that the particulars of this project in terms of its location and design will make it more appealing to smaller households.

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

The new building and associated Ames Street reconstruction will result in new open spaces along Ames Street to the north and south of the site. Those will provide passive use amenities to pedestrians and bicyclists and will complement adjacent retail uses. The Board has reviewed and approved the conceptual design of those spaces, which will be subject to further detailed design review by City staff.

2. Modification of Bicycle Parking Requirements (Section 6.108)

In approving modifications to the bicycle parking requirements set forth in Section 6.100 of the Zoning Ordinance, the Planning Board is guided by the zoning text set forth below:

6.108.3 Findings and Approval. Upon granting a special permit to modify any requirements of this Section 6.100, the Planning Board shall make a general determination that the proposal is consistent with the purpose of this Section 6.100 and that the Bicycle Parking Plan proposes a quantity, design and arrangement of bicycle parking that will serve bicycle users in a way that is sufficiently comparable, given the circumstances of the specific project, to the bicycle parking that would be required under the regulations of this Section

6.100. The Planning Board shall also make specific determinations applicable to the modifications being sought as set forth below:

a. Where an alternative design or layout of Bicycle Parking Spaces is proposed, the Planning Board shall determine that such design or layout shall be durable and convenient for the users whom it is intended to serve. Where new technologies are proposed, the Board may require that the Applicant demonstrate such technologies for review by City staff.

b. Where modifications to the location or quantity of bicycle parking is proposed, the Planning Board shall determine that the Bicycle Parking Plan will satisfactorily serve the needs of all expected users, based on quantitative and/or qualitative evidence provided by the Applicant. Such a modification may be appropriate for a campus master plan or other large development site within which bicycle parking is planned comprehensively across an area instead of on a specific site-by-site basis.

The Board has also received comments from the Traffic, Parking and Transportation Department on the proposed Bicycle Parking Plan in memoranda dated November 26, 2014 and February 25, 2015.

The purpose of the bicycle parking requirements, which are in support of the City's general planning goal of promoting bicycling as an attractive alternative to automobile-oriented modes of travel, is to ensure that bicycle parking facilities are safe, convenient and easily usable by a broad range of people. The Board finds that the Bicycle Parking Plan, as proposed in the revised Application Documents submitted February 4, 2015, meets the purpose by providing a secure, conveniently accessed long-term bicycle parking facility for residents as well as short-term bicycle parking distributed across the site in locations that are convenient to building entrances.

With regard to specific modifications that are being sought, the Planning Board finds that the revised Application Documents dated February 4, 2015 propose a long-term bicycle parking layout that conforms to zoning requirements and therefore no modification is needed. The proposed modification to access requirements is to allow the use of an existing elevator with interior dimensions of seventy-nine and a half inches (79.5") by fifty one and a half inches (51.5") instead of the zoning standard of eighty inches (80") by fifty-four inches (54"). The proposed modification to location requirements is to locate the long-term bicycle parking facility more than the zoning standard of two hundred feet (200') from the primary building entrance.

The Board finds that with the proposed modifications, the Bicycle Parking Plan will continue to satisfactorily meet the needs of all expected users, given that the long-term bicycle parking facility will be conveniently accessible both through a ground floor entrance and by way of the existing parking garage adjacent to the proposed building, and given that the existing access elevator is only slightly smaller than the required dimension and therefore will still accommodate most bicycles.

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

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

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

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

The proposed residential building meets the zoning requirements of the district as well as other applicable citywide development standards.

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

As discussed above in these Findings, the project as it is proposed will not result in adverse traffic impacts.

(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 ...

The proposed residential use is anticipated in the zoning for the district and will not impair the development or operation of adjacent uses.

(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 ...

The proposed project will conform to all applicable health and safety codes and requirements, and will not cause any nuisance or hazard as proposed.

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

The proposed residential project is consistent with anticipated development patterns in the district and the City's broader planning for the area.

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

The proposal is consistent with the City's Urban Design Objectives, as discussed further above in these Findings.

DECISION

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

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents dated November 17, 2014, and all supplemental Application Documents and information submitted by the Applicant to the Planning Board as referenced above. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.

The following design elements shall be explicitly subject to continuing review and approval by CDD staff:

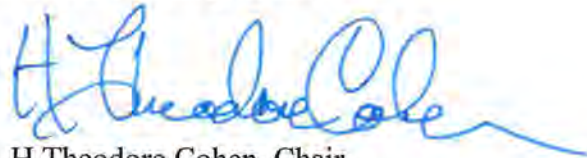
- a. Selection and arrangement of façade materials, colors and finishes
 - b. Selection and placement of plantings, street furniture, public art and interactive media installations in ground-level open spaces
 - c. Paving materials, furniture and screening elements used along Pioneer Way
 - d. Selection and arrangement of bicycle parking racks
 - e. Features intended to mitigate undesirable wind
 - f. Final mix of units
3. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
 4. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance. Certification of compliance by Community Development Department staff shall be required prior to issuance of a Building Permit and again prior to issuance of a Certificate of Occupancy.
 5. The Permittee shall be required to prepare and implement a Construction Management Program in accordance with Section 18.20 of the Zoning Ordinance.
 6. The Permittee shall be subject to transportation conditions as recommended in communications received from the Traffic, Parking and Transportation Department dated

November 26, 2014, February 25, 2015 and March 17, 2015, with the most recent communication superseding any conflicting recommendations set forth in a prior communication. A compilation of the recommended conditions in their final form is attached to this Decision as Appendix II.

7. Prior to issuance of a Building Permit and again after the building's exterior is substantially complete, the Permittee shall conduct analysis of wind conditions on the public open space at the top of the Kendall Center East Garage to determine whether undesirable wind impacts have been created by the proposed building that affect the comfort of open space users. The conclusions of such analysis shall be reviewed and accepted by Community Development Department staff prior to issuance of a Certificate of Occupancy. If the analysis concludes that undesirable impacts have been created, the Permittee shall commit to mitigate such impacts in a manner consistent with the recommendations of the wind consultant. The wind mitigation strategy shall be subject to final review and approval by Community Development Department staff.

Voting in the affirmative to GRANT the Special Permits were Planning Board Members Louis J. Bacci, Jr., H Theodore Cohen, Steven Cohen, Hugh Russell, and Associate Member Thacher Tiffany, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



H Theodore Cohen, Chair.

A copy of this decision PB #294 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on March 27, 2015, by Jeffrey C. Roberts, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

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

DATE:

City Clerk of Cambridge

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	16,542	N/A	16,542	No Change
Total GFA (sq ft)	216,000	216,000	216,000	216,000
Residential Base	None	per MXD ¹	200,000	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	N/A	per MXD ¹	16,000	
Inclusionary Bonus	N/A	per zoning	TBD	
Total FAR	N/A	per MXD ¹	13.06	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A	per MXD ¹	12.09	
Non-Residential Base	N/A	per MXD ¹	0.97	
Inclusionary Bonus	N/A	per zoning ²	TBD ²	
Total Dwelling Units	None	N/A	280	280
Base Units	N/A	per zoning ²	TBD ²	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	per zoning ²	TBD ²	
Base Lot Area / Unit (sq ft)	N/A	per zoning ²	TBD ²	
Total Lot Area / Unit (sq ft)	N/A	N/A	59	
Lot Width (ft)	206'-4"	N/A	206'-4"	No Change
Height (ft)	250	250	250	Consistent with Application Documents and applicable zoning requirements
Front Setback (ft)	N/A	None	None	
Side Setbacks (ft)	N/A	None	None	
Rear Setback (ft)	N/A	None	None	
Open Space (% of Lot Area)	N/A	N/A	N/A	Consistent with Application Documents and applicable zoning requirements
Private Open Space	N/A	N/A	N/A	
Permeable Open Space	N/A	N/A	N/A	
Off-Street Parking Spaces	N/A	140	140 ³	140
Long-Term Bicycle Parking	N/A	294	294	Consistent with Application Documents and other applicable requirements
Short-Term Bicycle Parking	N/A	38	38	
Loading Bays	N/A	N/A	4	

¹ Development standards in the MXD district based on aggregate Gross Floor Area.

² Total of 280 units approved. Project shall be subject to Inclusionary Housing requirements applied before issuance of a building permit.

³ Parking spaces to be provided in an existing pooled parking facility.

Appendix II. 88 Ames Street Residential Project Transportation Mitigation

Parking:

The Permittee shall do the following:

- A. Allocate 140 spaces in the Cambridge Center East Garage.
- B. Re-Register Garage (reduced from 844 spaces to approximately 804 spaces – loss of 40 spaces)

Ames Street Disposition:

The Permittee shall do the following:

- A. Design and reconstruct Ames Street, as directed and approved by the City
- B. Ames Street should be completed prior to the issuance of the Project's Certificate of Occupancy or as approved by the City.

Pioneer Way Design, Operations, and Monitoring:

The Permittee shall do the following:

Design:

Final design details for Pioneer Way, including pavement material and vertical elements, such as bollards, shall be approved by the City prior to issuance of a Building Permit.

Operations and Monitoring:

The Applicant may allow only monthly parking pass holders to exit the East Garage via Pioneer Way between 3:00 P.M. and 5:00 A.M., with the following conditions:

- A. Pioneer Way will be a private street, open to the public
- B. Conduct regular monitoring and reporting to TP&T as described below in more detail
- C. The TP&T Director will have the flexibility to modify the operational plan.
- D. Beginning when the Project is 50% occupied and for 3 years after full occupancy, the Permittee should semi-annually collect truck, vehicle, pedestrian and bicyclist counts at Pioneer Way/Ames Street and Broadway/East Cambridge Garage. In addition, the Permittee must analyze conflicts to identify issues that may be occurring at Pioneer Way/Ames Street and Broadway/East Street Garage. The Permittee will submit a study plan, which will need to be approved by TP&T. The count locations, times and study shall be approved by TP&T prior to the issuance of the Project's building permit.
- E. Based on the data and/or field observations both during and after the three year period, if determined by TP&T that modifications to the egress restriction onto Pioneer Way will be safe, functional and beneficial to area roadway traffic operations, then a change may be required by TP&T in writing. Monitoring criteria and a timeline will be established at that time.

Loading Dock Management:

- A. Prior to the issuance of a Building Permit or as approved by the City, the Permittee should provide a detailed loading dock/Pioneer Way management plan to TP&T and CDD for approval.
- B. Loading dock shall be actively managed by a Loading Dock Manager.
- C. The Loading Dock Manager shall be responsible for fulfilling the conditions that follow, with the help of a second staff person during peak delivery hours.

- D. The Loading Dock Management staff shall actively provide for the safety of pedestrians and bicyclists who traverse Pioneer Way. This shall include, but not be limited to, actively intervening to mitigate conflicts between trucks, pedestrians, and bicyclists.
- E. All loading activities shall occur in the loading docks.
- F. No trucks shall stop to load/unload on Ames Street.
- G. The Loading Dock Manager shall bear the responsibility to proactively inform the driver of any vehicle that stops along the frontage of 88 Ames Street, that stopping is not permitted, and request that the driver move on. The Cambridge Police Department should be contacted in the event of non-compliance.
- H. Trash compactor pick-up shall be scheduled to occur only during off-peak traffic hours.
- I. The Permittee shall set up a hotline to building management, which enables the public to communicate and report issues or concerns with loading operation management. Signage shall be posted in the loading dock area that is clearly visible from Pioneer Way, stating the operator and contact number for this building management hotline.
- J. Tractor trailers shall not be permitted for deliveries. The maximum total length of delivery trucks that can navigate this loading dock area is 35 feet. It is the responsibility of the Loading Dock Manager to arrange for deliveries from trucks that are no larger than 35 feet in total length.

Sightlines for Vehicle, Pedestrian and Bicyclists:

- A. Prior to the issuance of a building permit, the Permittee shall receive TP&T approval on design details for Pioneer Way such as the use of white pavers on Pioneer Way at the back of the Ames Street sidewalk as a vehicle stop line.
- B. The west corner of the building shall be maintained as transparent glass.
- C. The Project shall provide warning lights (without sound) to alert pedestrians and bicyclists of vehicles exiting the garage.

Bicycle Parking:

The Permittee shall do the following:

- A. Because the garage is an existing building, TP&T supports a special permit to allow the size of the existing elevators, which are 79.5" x 51.5" instead of the zoning required dimension 80" x 54". TP&T believes the elevators will be functional to transport a bicycle.
- B. Because the size of the site is constrained, TP&T supports the special permit to allow a portion of the long-term bike parking spaces to be more than 200 feet from the building's pedestrian entrances. TP&T believes the locations of the long-term spaces will be reasonably convenient given the site space constraints.
- C. The project will be meeting the zoning requirement for the number of short-term bicycle spaces; however, because some racks are proposed on city sidewalk, TP&T and CDD will work with the Permittee during the building permit process to determine if the Permittee should provide a cash contribution to the City's public bicycle parking fund, as stipulated in zoning.

Transportation Demand Management (TDM) Measures:

The Permittee shall do the following:

General:

- A. Contribute \$50,000 to the City for consultant services to assist in developing transit improvements in Kendall Square as part of MassDOT's Kendall Square Mobility Task Force.

- B. Fund a regular-size Hubway station (which includes 3-years operating and maintenance expenses).
- C. Install 2 electric charging stations at the East Garage.

For Residents:

- A. Continue to make available at least ten publicly available carshare parking spaces in the Cambridge Center East Garage for a vehicle-sharing company. As demand dictates additional carshare vehicles should be added over time.
- B. Offer each adult member of each household (up to 2) upon move-in a Charlie Card valued at the cost of a 50% bus/subway pass (currently \$75 but subject to fare increases) for 3 consecutive months. This benefit will end after 3 months for the household and begins anew upon unit turnover.
- C. Offer each adult member of each household (up to 2) upon move-in a 1-year Gold-Level Hubway membership. This benefit will end after one year for the household and begins anew upon unit turnover.
- D. Provide air pumps and other bike tools, such as a “fix-it” stand in the bicycle storage areas.
- E. Join the Charles River Transportation Management Association (TMA).
- F. Provide free EZRide Shuttle sticker to each adult member of each household each year.
- G. Charge parking separately from the residential rent, in order to remind tenants how much they pay for parking. The Permittee shall provide the summary of on-site parking fees to the TP&T. The Permittee shall provide written update to TP&T whenever the fees are changed.
- H. Either install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip (transit, carshare vehicle, Hubway bike share, etc), or establish a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and visitors. The center will feature information on:
 - a. Available pedestrian and bicycle facilities in the vicinity of the Project site
 - b. MBTA maps, schedules, and fares
 - c. Area shuttle map and schedule, if one exists
 - d. “Getting Around in Cambridge” map and other CitySmart materials (available at the Cambridge Community Development office)
 - e. Location of bicycle parking
 - f. Hubway regional bikeshare system
 - g. Carsharing
 - h. Ride-matching
 - i. Other pertinent transportation information
- I. Designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
 - a. Posting information in a prominent location in the building and on the Project’s website, social media, and property newsletters.
 - b. Responding to individual requests for information in person and via phone and email.
 - c. Performing annual transportation surveys.
- J. Require the TC to compile and distribute up-to-date information explaining all transportation options to all new residents as part of their New Resident Packet. The packets will contain information on both the range of options available and any building manager programs to support the use of these options and will include:
 - a. Available pedestrian and bicycle facilities in the vicinity of the Project site
 - b. MBTA maps, schedules, and fares
 - c. Area shuttle map and schedule, if one exists
 - d. “Getting Around in Cambridge” map and other CitySmart materials (available at the Cambridge Community Development office)
 - e. Location of bicycle parking

- f. Hubway regional bikeshare system
 - g. Carsharing
 - h. Ride-matching
 - i. Other pertinent transportation information
- K. Require that the TC will be on-site during a minimum of 2 hours per week and will be available during other times to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.
- L. Require that the TC will participate in any TC trainings offered by the City of Cambridge or local TMA.

For Retail Employees:

- A. Provide 50% subsidy of MBTA monthly passes to full-time employees.
- B. Provide Hubway membership (minimum Gold Level) for employees that become Hubway members.
- C. Provide corporate membership paid by the employer at a local carshare company to allow employees to use a carshare vehicle for work-related trips during the day instead of needing to drive private vehicles to work.
- D. Provide membership in the Charles River TMA, to benefit from its emergency ride home and ride-matching programs.

For Retail Patrons:

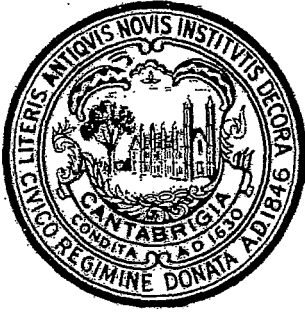
- A. Mount a real-time transportation information screen in in a permanent and central location to show arrival times and availability for nearby buses, trains, shuttles, Hubway bikes, and carshare vehicles, etc.
- B. Not offer free or discounted parking to retail customers or charge customers below market-rate fees (no validation offsets).
- C. Provide home delivery service for non-automobile patrons, if type of retail involves purchasing goods.

Monitoring Program:

The Permittee shall do the following:

The Permittee shall include survey information for residents and retail uses in a form approved by the City. The information will provide monitoring of the residents mode shares, auto ownership and use, and retail employees and patron mode shares, number of parking access cards issued for which locations and user type, peak daytime and nighttime utilization of vehicle and bicycle parking spaces by location and user type, resident and retail employee mode splits, and auto/bicycle ownership. Data should be collected through resident and retail employee surveys/questionnaires, and through observed and mechanical counts.

All surveys and counts shall be designed and conducted in a manner approved by CDD and approved before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the Project has reached ninety percent (90%) or within one year of the date of the first Certificate of Occupancy, whichever is sooner. If the Certificate of Occupancy is issued between September 1st and February 29th, the monitoring should take place during the months of September or October and be reported to the City no later than November 30th. If the Certificate of Occupancy is issued between March 1st and August 31st, monitoring should take place during the months of April or May and be reported to the City no later than June 30th. Reports should also be included and combined with the annual Urban Renewal Transportation Monitoring reports.



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

Notice of Extension of Time

Case No: 294
Address: 88 Ames Street
Applicant/Owner: Boston Properties
Application Date: November 18, 2014
Public Hearing Date: December 2, 2014

Application: Special Permit application to construct up to 280 housing units and related ground floor retail

At the public meeting of February 17, 2015, the Planning Board voted to agree to an extension of time for filing the decision for the Special Permit to **March 27, 2015** as outlined in the February 9, 2015 letter from Michael a. Catalupa, Boston Properties.

Authorized Representative to the Planning Board

For further information, please contact Liza Paden at 617 354 5640 or lpaden@cambridgema.gov.

2015 FEB 23 PM 4 03
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS



February 9, 2015

Liza Paden
Cambridge Community Development
344 Broadway
Cambridge MA 02139

BOSTON, MA

NEW YORK, NY

SAN FRANCISCO, CA

WASHINGTON, D.C.

**Re: Ames Street Residences
Planning Board Case # 294**

Dear Ms. Paden:

Please be advised that the applicant in the above-captioned matter assents to an extension of time for the issuance of a decision by the Planning Board to March 27, 2015.

Thank you for your cooperation and assistance.

Very truly yours,

A handwritten signature in black ink, appearing to read 'M. Cantalupa', written over the text 'Very truly yours,'.

Michael A. Cantalupa