

CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

2020 DEC 22 PM 4:07  
CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139  
OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

## NOTICE OF DECISION

Case Number:	367
Address:	325 Binney Street (parcel address 345 Binney Street)
Zoning:	Industry A-1 (IA-1) /Residence C-1/ East Cambridge Housing Overlay District (ECHO)/ Grand Junction Path Overlay District
Applicant:	ARE-MA Region No. 61, LLC c/o Alexandria Real Estate Equities, 400 technology Square, Suite 101, Cambridge, MA
Owner:	ARE-MA Region No. 61, LLC c/o Alexandria Real Estate Equities, 400 technology Square, Suite 101, Cambridge, MA
Application Date:	August 6, 2020
Date of Planning Board Public Hearing:	October 20, 2020
Date of Planning Board Decision:	October 20, 2020
Date of Filing Planning Board Decision:	December 22, 2020
Application:	Project Review Special Permit (Section 19.20) and Grand Junction Pathway Overlay District Special Permit (Section 20.1000), to construct a new technical office building with a total of 370,462 square feet of gross floor area (GFA), 277 off-street parking spaces, 88 long-term and 24 short-term bicycle parking spaces, and 3 loading bays.
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: Swaathi Joseph

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or [lpaden@cambridgema.gov](mailto:lpaden@cambridgema.gov).

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. 325 Binney Street Special Permit Application Volume 1, dated 8/5/2020, containing, *inter alia*, the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Community Outreach Summary, Project Narrative, Urban Design Objectives Narrative, Infrastructure and Utilities Narratives, Noise Mitigation Narrative, Green Building Report, Transportation Impact Study, and Tree Study; and plan set titled '325 Binney Street Volume 2' prepared by NBBJ LP, dated 8/5/2020.
2. Revised plan set titled '325 Binney Street Volume 2' prepared by NBBJ LP, dated 8/5/2020.
3. Updated Tree Study dated 10/2/2020.
4. Presentation slides shown to the Planning Board on 10/20/2020.

### City of Cambridge Documents

5. Memorandum to the Planning Board from Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated 10/8/2020.
6. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 10/14/2020.
7. Memorandum to the Planning Board from Joseph E. Barr, Director, Traffic, Parking and Transportation (TP&T) Department, dated 10/15/2020.

### Other Documents

8. Letter to the Planning Board from Rachel Burckardt, Friends of Grand Junction Path, dated 10/14/2020.
9. Letter to the Planning Board from Pamela Van Dort, Linden Park Neighborhood Association, dated 10/17/2020.
10. Letter to the Planning Board from C.A. Webb, Kendall Square Association, dated 10/19/2020.
11. Email communication to the Planning Board from Joe Rose, dated 10/19/2020.
12. Letter to the Planning Board from Jason Alves, East Cambridge Business Association, dated 10/19/2020.
13. Letter to the Planning Board from Steve LaMaster, dated 10/19/2020.
14. Letter to the Planning Board from Charles Hinds, East Cambridge Planning Team, dated 10/20/2020.
15. Letter to the Planning Board from City Councillor, Timothy J. Toomey Jr., dated 10/20/2020.

## SUMMARY OF APPLICATION

The project is located in the Industry A-1 (IA-1) zoning district which is modified by East Cambridge Housing Overlay District (ECHO) and Grand Junction Pathway Overlay District. The proposal is to construct a new technical office building with a total of 370,462 square feet of gross floor area (GFA), 286 off-street parking spaces, 88 long-term and 24 short-term bicycle parking spaces, and 3 loading bays. A portion of the site will be Publicly Beneficial Open Space. The project is required by the provisions of the Grand Junction Pathway Overlay District to contribute land to the City for a section of the Grand Junction Multi-Use Path between Binney Street and Cambridge Street.

## 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)

*(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (3) [sic] 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.*

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

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

*be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.*

The Applicant submitted a Transportation Impact Study for the proposed project to the Cambridge Traffic, Parking & Transportation Department (TP&T), which was certified as complete and reliable on July 31, 2020, as indicated in a memorandum from Joseph E. Barr, Director of Traffic, Parking and Transportation, dated October 15, 2020.

The Transportation Impact Study identified sixteen (16) instances where the Planning Board Special Permit Transportation Criteria cited above were exceeded. Of these, there were two intersections in which the level of service (LOS) decreased and one in which the lane queue Planning Board criterion was exceeded. Ten pedestrian level of service exceedances occurred, of which nine were due to existing conditions. Lastly, the bicycle facility planning board transportation criterion was exceeded for Binney Street and for Fulkerson Street because of no existing bicycle facilities on these roadway segments.

The Applicant has proposed designing and constructing an 1,800 linear foot segment of the Grand Junction Multi-Use Path, which will enhance pedestrian and bicycle connectivity to the site. The Applicant has also proposed providing an off-street parking ratio of 0.75 spaces per 1,000 square feet, which is lower than the maximum parking ratio of 0.8 spaces per 1,000 square feet and consistent with existing parking demands of nearby lab buildings.

TP&T submitted a set of recommended mitigation measures in its memo dated October 15, 2020, which were agreed to by the Applicant and are incorporated in this Decision. The proposed mitigation measures would mitigate the new vehicle trips generated by the project, enhance pedestrian and bicycle mobility in the vicinity of the project, and help better facilitate the movement of traffic through Binney Street and Fulkerson Streets.

Therefore, the Board finds that the proposed project will not have a substantial adverse impact on city traffic within the study area, considering that the Applicant will undertake transportation improvements as recommended by TP&T to improve pedestrian, bicycle, and vehicular access and egress along Binney Street and Fulkerson Street.

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

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

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

The project is located within a transitional area between Kendall Square and a more residential development pattern to the north. The project responds to this context by concentrating its largest volume towards the corner of Binney Street, and steps down towards the north. The siting of the building helps to facilitate public improvements in the area, including new bicycle facilities, street trees, and open space. The intensity and scale of development aligns with recommendations from the Kendall Square “K2” study and Envision Cambridge by being a moderately-dense, mid-rise building which provides a clear transition in development scale between Kendall Square to the south and lower-scale neighborhoods to the north.

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

The project supports pedestrian and bicycle activity through a reconstruction of Little Binney Street to include new separated bicycle facilities on both sides of the street and enhanced pedestrian sidewalks. The building is sited with a deeper setback than required by zoning in order to facilitate free movement of pedestrians and bicycles along the public way. The slight setback from Fulkerson Street allows for the inclusion of new street trees.

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

The project mitigates environmental impacts by retaining and maximizing open space, utilizing alternative energy solutions, and achieving high building sustainability standards. The building is of a moderate height to both minimize visual impacts and reduce shadow impacts on surrounding open spaces. The rooftop mechanical equipment is located within a screened penthouse enclosure which helps to minimize visual and acoustical impacts from the building. The building’s service yard is located on the interior of the site and is screened through the use of site walls, landscaping and a planted berm. All critical building equipment is located above the anticipated 2070 100-year flood elevation.

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

Traffic impacts have been discussed previously in these Findings. The project will be designed to meet strict Department of Public Works (DPW) stormwater standards applicable as per City of Cambridge Wastewater and Stormwater Drainage Use Regulations. The project shall be required to meet all DPW standards and receive approval prior to the issuance of a building permit. The project is designed to meet and exceed the minimum Green Building Requirements set forth in Section 22.20 of the Zoning Ordinance. The project is achieving a LEED Gold standard under LEED v4 New Construction and is also pursuing LEED’s Enhanced Commissioning Credit and LEED’s Integrative Design Process credit. Further, the project is expected to reduce its energy

consumption by more than 50% and cut on-site fossil fuel consumption by more than 80% through the utilization of a closed-loop geothermal bore field with heat pump chillers, a high efficiency water-cooled chiller plant, and condensing hot water heaters with reduced hot water demand.

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

As noted above, this area is designated as a transitional area between the large-scale, high-intensity development pattern in Kendall Square and the smaller, more compact residential development to the north. Over the past several years, former industrial sites in Kendall Square and East Cambridge have been redeveloped to better meet the market demand for commercial and residential space in the area. This project continues along the same trend by redeveloping a current low-rise industrial site into a moderately-dense commercial building with additional open space and improved public facilities. The new building's design will be harmonious with surrounding buildings along Binney Street and Fulkerson Street while anticipating future redevelopment plans.

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

The project does not include residential development but will provide contributions to the Cambridge Affordable Housing Trust per Incentive Zoning requirements.

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

The proposed project contains a total percentage of open space to lot area of 43.5%, due to the proposed building being located completely within the Industry A-1 underlying site area and leaving the Residence C-1 site area as open space. The proposed project also includes the construction of 1,800 linear feet of the Grand Junction Multi-Use Path, and additional land to be conveyed to the City for the purpose of expanding the Grand Junction Multi-Use Path.

## 2. Grand Junction Pathway Overlay District Special Permit (Section 20.1000)

### *20.1005 Required Conveyance of Grand Junction Land.*

*In connection with a Special Permit(s) granted pursuant to Section 20.1000, conveyance to the City, or its designee, of the following land for use on the Grand Junction pathway, by fee or easement, shall be required under such Special Permit(s) or have already been made:*

- (a) Tax Parcel 37-88, comprising approximately 2,600 square feet, and known as 686 Cambridge Street;*
- (b) A fourteen (14) foot wide strip of land along the east boundary of Tax Parcel 37-126, beginning at the north boundary of Tax Parcel 33-111 and continuing approximately 480 feet, and then the land between the east boundary of Tax Parcel 37-126 and the west*

- boundary of Tax Parcel 37-88, continuing approximately fifty (50) feet to Cambridge Street, comprising a total of approximately 7,020 square feet; and*
- (c) A fourteen (14) foot wide strip of land along the east boundary of Tax Parcel 33-110 bordering the Grand Junction railroad right-of-way beginning at Binney Street and continuing approximately 511 feet to the south boundary of Tax Parcel 33-111 and Tax Parcel 33-111, comprising a total of 19,916 square feet.*
- The land described in subparagraphs (a)-(c) is hereby defined as “Grand Junction Land.”*

*20.1006 Other Matters--Grand Junction Land.*

*The Grand Junction Land shall be conveyed to the City, or its designee, by fee or easement: (i) such that the environmental condition of the Grand Junction Land poses No Significant Risk, as defined under 310 C.M.R. 40.0006, to future users of the land given its intended use as a public pathway; (ii) subject to encumbrances which do not interfere with the use of the land for its intended purpose; and (iii) subject to a reservation of Grantor to grant subsurface utility easements. Nonconformity, including setbacks, arising directly from the conveyance of Grand Junction Land hereunder is waived.*

The Permittee has represented that the required land conveyance will meet the conditions described above and will be executed in accordance with the terms of the Letter of Commitment from Alexandria Real Estate Equities, Inc. to the Cambridge City Council dated March 2, 2020, which will be made a condition of this Special Permit.

*20.1012 Project Review.*

*In granting approval for a building or buildings under Article 19, the Planning Board may approve buildings for which physical design information is presented in conceptual form, subject to later design review and approval by the Planning Board and a finding that final design of such building(s) is consistent with Section 19.30, as applicable.*

As set forth above in these Findings, the Board finds the project to be consistent with the citywide urban design objectives.

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

*10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or 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 ...*

Upon granting of the requested special permits, the requirements of the Ordinance will be met.

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

As discussed earlier in these Findings, based on a review of the certified Transportation Impact Study and with consideration of the proposed mitigation and other applicable requirements, the traffic generated will not create any new congestion, hazard, or change in neighborhood character. Patterns of access and egress have been designed in consultation with TP&T.

- (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 ...*

Technical office and laboratory uses are permitted in this district. The proposed project will be of similar scale to surrounding structures, will improve the surrounding streetscape, and will help to facilitate the extension of the Grand Junction multi-use path; thereby improving the open space network in the area.

- (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 laboratory use will not create nuisance or hazard, and all development activity will adhere to applicable health and safety regulations.

- (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 use is consistent with similar uses in the area and is supported by City plans and the Zoning Ordinance, which support the location of moderate and high-density mixed-use and commercial development in the immediate area surrounding Kendall Square. Commercial development of a similar scale and intensity as the proposed project exists in the current pattern of development of the district.

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

As set forth above in these Findings, the Board finds the project to be consistent with the citywide urban design objectives.



## 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. The Permittee shall implement all commitments included in the Letter of Commitment from Alexandria Real Estate Equities, Inc. to the Cambridge City Council dated March 2, 2020 and attached to this Decision.
2. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents and other supporting materials submitted to the Planning Board, and the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board specifically include all revisions and modifications in the revised plan set titled '325 Binney Street Volume 2' prepared by NBBJ LP, dated 8/5/2020. Appendix I summarizes the dimensional features of the project as approved.
3. The project shall be subject to continuing design review by 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.
4. Each of the below items shall be specifically subject to CDD review and approval of the final design details through the continuing design review process set forth above. The outstanding design issues contained in the CDD Staff Memo dated October 14, 2020 shall be considered in the review of such details, provided that the final plans shall remain in substantial conformance with the plans hereby approved by the Planning Board:
  - a. The final design of proposed public realm and streetscape design details and materials, including details of street sections, curb locations, curb cuts, bicycle lanes, and cross walks.
  - b. The location and design of short and long term bicycle parking and of the Bluebikes station.
  - c. Selection of all exterior materials, colors, and façade details.
  - d. Details of sun shading and materials used in the projecting collaborative spaces, especially the spandrels, to create a stronger relationship between the two sides of the façade across the central zone.
  - e. The final design of the publicly beneficial open space at the north end of the site.
  - f. Tree planting locations, standards and species to be approved by city staff with reference to the Urban Forestry Master Plan.

- g. The final details of the penthouse and rooftops.
  - h. All external lighting, to be reviewed for general conformance with technical guidelines recommended in the proposed Cambridge Outdoor Lighting Ordinance, with consideration given to minimizing light trespass into the residential areas by the design of façade lighting and tree up-lighting, and the use of timers.
  - i. Coordination with the ongoing design of the Grand Junction Multi-Use Path.
  - j. Consultation with the Cambridge Arts Council regarding public art on portions of the building adjacent to the railroad tracks.
5. Prior to the final selection of colors and textures for façade materials, the Permittee shall erect a mock-up(s) of an exterior wall section incorporating all colors and materials on or near the building site to be reviewed by CDD for comment. Members of the Planning Board shall be notified when the mock-up is erected and given an opportunity to view the materials and transmit any comments to CDD.
6. The Permittee shall comply with the Parking and Transportation Demand Management (PTDM) Plan approved on October 8, 2020.
7. The Permittee shall comply with the recommended Transportation Mitigation measures set forth in the memorandum issued by Joseph E. Barr, Director of TP&T, dated October 15, 2020:
- a. The Permittee shall contribute up to \$250,000 to the City toward Kendall Square shuttle bus study prior to issuance of a Building Permit. The funds shall be provided to the City or the City may direct the Permittee to pay directly for the study or provide the funds to an entity that runs the study such as the Kendall Square Associates (KSA) or other entity. The Permittee shall draft a scope of the study, which shall be approved by TP&T and CDD prior to issuance of a Building Permit. If the City is able to identify additional funding partners for this study and/or the study ends up costing less than \$250,000, the contribution from this Project may be reduced (at the sole discretion of TP&T and CDD) by the amount of that additional contribution or reduced cost.
  - b. The Permittee shall reconstruct Binney Street and Fulkerson Street as approved by the City including raised cycle tracks on both sides of the street and minimum 8-foot sidewalks on Binney Street as depicted in the site plan. The final design shall be approved by City staff prior to the issuance of a Building Permit. The improvements shall be completed prior to issuance of Certificate of Occupancy or at a later date if approved by TP&T due to reasons that are not under the control of the Permittee that impact the completion of the work.
  - c. When the Project reaches 80% or higher occupancy, or one year after occupancy of the building, whichever is sooner, the Permittee shall conduct new traffic counts at the intersection of Cardinal Medeiros Avenue/Bristol Street/Binney Street and complete a traffic signal warrant analysis. If TP&T at that time determines that a traffic signal should be installed, the Permittee shall be required to install it in a manner authorized by the City.

8. The Permittee shall comply with the recommendations set forth in the memorandum issued by Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated October 8, 2020:
  - a. The final stormwater management plan, and mitigation requirements for stormwater inflow and infiltration from the sewer system shall be reviewed and approved by DPW.
  - b. Details of tree planting, including selection of species and location shall be reviewed and approved by DPW. Plantings shall be selected and located to be compatible with the underground infrastructure. The number and spacing of the proposed street trees along both street frontages shall be reevaluated and adjusted if necessary to be in accordance with the Urban Forestry Master Plan.
9. The Permittee shall be required to prepare and implement a Construction Management Program in accordance with Section 18.20 of the Zoning Ordinance, which shall be reviewed and certified by TP&T and DPW prior to issuance of a Building Permit for development authorized by this Special Permit. Such a program shall include, in addition to the specific items required by said Section 18.20:
  - a. A plan for site remediation in accordance with applicable local, state and federal requirements;
  - b. Identification of all work to take place in the public right of way including but not limited to potential impacts to existing public shade trees to be coordinated early in the design process with the City Arborist; and
  - c. A community outreach program including, at a minimum, the following elements:
    - i. An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
    - ii. A system for communicating ongoing project updates, which may include a web page, e-mail list, social media presence, direct outreach, and/or other measures; and
    - iii. One or more signs posted on-site, legible from the public way, providing the information above along with a brief description of the project, the amount of commercial space, an expected completion date, and a rendering of the street-facing elevations.
10. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
11. 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. CDD shall certify that the applicable requirements are met prior to issuance of a building permit, and again prior to issuance of a certificate of occupancy, for development authorized by this special permit.

Voting in the affirmative to GRANT the Special Permit were Planning Board Members Louis Bacci, Jr., Steven Cohen, H Theodore Cohen, Hugh Russell, Mary Flynn, and Associate Member Nikolas Bowie, appointed by the Vice 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,



Representative to the Planning Board, authorized by Mary Flynn, Vice Chair.

A copy of this decision PB #367 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 has been filed on December 22, 2020 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:  
\_\_\_\_\_ no appeal has been filed; or  
  
\_\_\_\_\_ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: \_\_\_\_\_, City Clerk

Appeal has been dismissed or denied.

Date: \_\_\_\_\_, City Clerk

**Appendix I: Approved Dimensional Chart**

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	191,506	5,000 min	No Change	No Change
Lot Width (ft)	80	50	No Change	No Change
Total GFA (sq ft)	0	402,721	370,462	370,462
Residential Base	0	N/A	0	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	0	402,721	370,462	
Inclusionary Bonus	0	N/A	0	
Total FAR	0	2.10	1.93	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	N/A	0	
Non-Residential Base	0	2.10	1.93	
Inclusionary Bonus	0	N/A	0	
Total Dwelling Units	0	N/A	0	0
Base Units	0	N/A	0	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	0	N/A	0	
Base Lot Area / Unit (sq ft)	0	N/A	0	
Total Lot Area / Unit (sq ft)	0	N/A	0	
Height (ft)	0	45/60/90	40/45/65/90	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	n/a	0/0	9.5/2.25	
Side Setback (ft)	n/a	25/0	25.25/53	
Open Space (% of Lot Area)	5.2	0	43.5	Consistent with Application Documents and applicable zoning requirements
Private Open Space	N/A	N/A	N/A	
Permeable Open Space (sq ft)	9,900	0	71,050	
Off-Street Parking Spaces	30	297 max	277	Consistent with Application Documents, PTDM and other applicable requirements
Long-Term Bicycle Parking	0	82 min	88	
Short-Term Bicycle Parking	0	23 min	24	
Loading Bays	1	3 min	3	

Alexandria Real Estate Equities, Inc.  
400 Technology Square, Suite 101  
Cambridge, MA 02139

March 2, 2020

Mayor Sumbul Siddiqui  
Vice Mayor Alanna M. Mallon  
Ordinance Committee Co-Chair Dennis J. Carlone  
Ordinance Committee Co-Chair Marc C. McGovern  
City Councilor Patricia M. Nolan  
City Councilor E. Denise Simmons  
City Councilor Jivan Sobrinho-Wheeler  
City Councilor Timothy J. Toomey, Jr.  
City Councilor Quinton Y. Zondervan  
795 Massachusetts Avenue  
City Hall  
Cambridge, MA 02139

**Re: Commitments and conditions accompanying the Petition for Grand Junction Zoning attached hereto as Attachment A**

Dear Mayor Siddiqui, Vice Mayor Mallon, Ordinance Committee Co-Chair Carlone, Ordinance Committee Co-Chair McGovern and Councilors, Nolan, Simmons, Sobrinho-Wheeler, Toomey, and Zondervan:

This letter is the "Letter of Commitment" referenced in Section 20.1013 of the proposed amendment to the Zoning Ordinance set forth in Attachment A (the "Grand Junction Zoning").

The purpose of this letter is to describe commitments and benefits which ARE-MA Region No. 61, LLC ("Alexandria") is prepared to offer to the City of Cambridge to facilitate and enable Alexandria's use and development of the Development Land contemplated by and in accordance with the Grand Junction Zoning, subject to the satisfaction of the conditions set forth below.

"Project" is defined to mean a building(s) on the Development Land contemplated by and developed in accordance with the Grand Junction Zoning containing a total commercial space of at least 400,000 square feet of Gross Floor Area (as defined in the Cambridge Zoning Ordinance).

All capitalized terms not defined herein shall have the meaning given them in Attachment A. This Letter of Commitment shall be binding upon and inure to the benefit of successor owners of the Development Land. Paragraph A(1) shall be binding upon and inure to the benefit of successor owners of the Grand Junction Land. Paragraph A(4) shall be binding upon and inure to the benefit of successor owners of the Garage Parcel (hereinafter defined).

A. Alexandria's Commitments

1. The Grand Junction Land shall be conveyed to the City per Section 20.1005 of the Grand Junction Zoning no later than ninety (90) days after the Special Permits and approvals required under the Cambridge Zoning Ordinance are granted allowing Alexandria to build the Project, and appeal periods for such Special Permits and approvals shall have expired without any appeal having been made, or in the event that any appeal does occur, the outcome of said appeal shall not result in a change in the validity, or reduction in the development rights set forth in the Special Permits and approvals ("Special Permit Condition"), subject to the City completing its land acceptance process ("City Land Acceptance Condition"), and Alexandria completing any work required such that the environmental condition of the Grand Junction Land poses No Significant Risk, as defined in 310 CMR 40.0006, to future users of the land given its intended use as a public pathway, per Section 20.1006 of the Grand Junction Zoning ("Cleanup Condition"). For the avoidance of doubt, the Special Permit Condition shall not include a building permit.
2. Alexandria will contribute up to \$11,250,000 to the City to enable the City to design and construct improvements for the Grand Junction bike path on the Grand Junction Land, such contribution to be made on the following schedule: (a) \$1,000,000 no later than ninety (90) days after the Special Permit Condition is satisfied; and (b) \$10,250,000 no later than ninety (90) days after the issuance of a Permanent Certificate of Occupancy for the Project and no challenge to the validity of the same shall have been made (or in the event of any challenge, such challenge shall have been finally resolved in favor of such validity). The use of such funds will be restricted to the purpose for which they are contributed.
3. NStar Electric Company d/b/a Eversource Energy ("Eversource") is the owner of Tax Lot 32-52 ("Eversource Land"), which abuts the Development Land. For a period of three years after the adoption of the Grand Junction Zoning and no challenge to the validity of the same having been made (or in the event of any challenge, such challenge having been finally resolved in favor of such validity), Alexandria shall use commercially reasonable efforts to purchase the Eversource Land (for conveyance to the City for public use), subject to and conditioned on the following: (i) Eversource is willing to sell the Eversource Land to Alexandria; (ii) the results of Alexandria's due diligence investigations (including without limitation title, survey and the environmental status of the Eversource Land) are satisfactory to Alexandria in Alexandria's sole discretion; and (iii) Alexandria's total cost to purchase the Eversource Land shall not exceed \$12,929,000. (For the purposes of this Paragraph 3, Alexandria may include an affiliate nominee of Alexandria.) If, despite its exercise of commercially reasonable efforts, Alexandria has not acquired the Eversource Land within such three year period, then Alexandria will contribute \$12,292,000 to a designee identified by the City and this Paragraph 3 shall be of no further force or effect.
4. Alexandria, by and through its affiliate, ARE-MA Region No. 58, LLC, the owner of the land and building known as the Kendall Square Garage (Tax Lot 39-174) ("Garage Parcel"), hereby agrees that any new building constructed on and as part of a



redevelopment of the Garage Parcel shall not exceed the total height (including any penthouse or rooftop mechanicals) and massing of the existing Kendall Square Garage. Any construction or redevelopment on the Garage Parcel will follow the current height of the parking garage that has a maximum total height along Binney Street and is reduced in tiers north towards Linden Park. Any future construction or redevelopment of the Garage Parcel will have the same set back from Linden Park as the current Kendall Square Garage. Said restrictions shall be effective on adoption of the Grand Junction Zoning, and no challenge to the validity of the same shall have been made (or in the event of any challenge, such challenge shall have been finally resolved in favor of such validity) and shall remain in force for 50 years from the date of adoption of the Grand Junction Zoning.

B. Additional Conditions to Alexandria's Commitments

For purposes of clarification, Alexandria's commitments set forth above are offered if the following additional conditions are met:

1. The amendments to the Cambridge Zoning Ordinance set forth in Attachment A are duly adopted in the form attached hereto as Attachment A, and no challenge to the validity of the same shall have been made (or in the event of any challenge, such challenge shall have been finally resolved in favor of such validity.)
2. All time periods specified in this Letter of Commitment shall be tolled during the resolution of any appeal pertaining to the Grand Junction Zoning or the Project. The time period specified in Section A(1) also shall be tolled during the satisfaction of the City Land Acceptance Condition and/or the Cleanup Condition.
3. So long as Alexandria, its successors and assigns, is proceeding with development and until the Project is completed, the City shall not have initiated or supported any rezoning or other ordinance changes that would have the effect of adversely affecting any of the uses or development authorized by the Grand Junction Zoning.

C. Conclusion

Alexandria is making these payments and providing the other mitigation referenced above in order to provide resources to mitigate any impacts which might result from the Project as a result of the rezoning and any Special Permits granted therefore.

As Alexandria's duly authorized representative, I am pleased to commit to this significant mitigation on Alexandria's behalf.

March 2, 2020  
Page 4

Sincerely,

ARE-MA Region No. 61, LLC

By: Alexandria Real Estate Equities, L.P.,  
a Delaware limited partnership

By: ARE-QRS Corp.,  
a Maryland corporation, General Partner

By: Thomas J. Andrews  
Name: Thomas J. Andrews  
Title: CA - President

**Limited Joinder of ARE-MA Region No. 58, LLC Solely with Respect to Sections A(1) and A(4) of this Letter:**

ARE-MA Region No. 58, LLC

By: Alexandria Real Estate Equities, L.P.,  
a Delaware limited partnership

By: ARE-QRS Corp.,  
a Maryland corporation, General Partner

By: John J. Andrews  
Name: Thomas J. Andrews  
Title: Co-President

**Limited Joinder of Running Brook Associates, Inc. Solely with Respect to Section A(1) of this Letter:**

Running Brook Associates, Inc.

By: Alexandria Real Estate Equities, L.P.,  
a Delaware limited partnership

By: ARE-QRS Corp.,  
a Maryland corporation, General Partner

By: John J. Andrews  
Name: Thomas J. Andrews  
Title: Co-President

Attachment A - Form of Grand Junction Zoning

**Attachment A - Form of Grand Junction Zoning**

[Follows this page]

2019 OCT 17 AM 10:29

OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS  
Grand Junction Pathway Overlay District Zoning Amendment

The undersigned owners of land to be affected by this Petition, hereby petition the Cambridge City Council as follows:

1. To see if the City Council will vote to amend the Zoning Map of the City of Cambridge as follows:

Parcel 1. A certain parcel of land situated in the City of Cambridge, County of Middlesex and the Commonwealth of Massachusetts more particularly described as follows: Beginning at a point at the intersection of the westerly sideline of Fulkerson Street and the northeasterly sideline of Binney Street; thence running N 56°29'27" W, by said Binney Street, a distance of 226.55 feet to a point; thence turning and running N 57°11'37" W, by said Binney Street, a distance of 51.81 feet to a point; thence turning and running N 10°45'15" E, by land now or formerly of Massachusetts Department of Transportation, a distance of 1014.59 feet to a point; thence turning and running S 80°27'41" E, by land now or formerly of Spring Condominium, a distance of 83.70 feet to a point; thence turning and running S 09°32'21" W, by land now or formerly Pay Phone Realty Trust, and land now or formerly of NSTAR Electric Company, a distance of 278.56 feet to a point; thence turning and running S 06°22'09" E, by land now or formerly of NSTAR Electric Company, a distance of 127.16 feet to a point; thence turning and running N 12°47'39" W, by land now or formerly of NSTAR Electric Company, a distance of 76.39 feet to a point of non-tangency; thence running by a curve to the left, having a radius of 301.06 feet, a chord bearing of S 28°33'33" E, a chord distance of 138.60 feet, a delta angle of 19°01'53", and an arc length of 139.85 feet, by land now or formerly of NSTAR Electric Company to a point on said Fulkerson Street; thence running S 09°32'20" W, by said Fulkerson Street, a distance of 546.29 feet to the point of beginning; said parcel of land containing an area of 191,506 square feet or 4.39 acres; and

Parcel 2. A certain parcel of land situated in the City of Cambridge, County of Middlesex and the Commonwealth of Massachusetts more particularly described as follows: commencing at a point at the intersection of the westerly sideline of Fulkerson Street and the northeasterly sideline of Binney Street; thence running N 56°29'27" W, by said Binney Street, a distance of 226.55 feet to a point; thence turning and running N 57°11'37" W, by said Binney Street, a distance of 90.66 feet to the point of beginning; thence running N 57°11'37" W, by said Binney Street, a distance of 15.11 feet to a point; thence turning and running N 10°45'15" E, by land now or formerly of ARE-MA Region No. 58, LLC, a distance of 508.00 feet to a point; thence turning and running S 67°21'26" E, by Parcel 3 herein described, a distance of 14.31 feet to a point; thence turning and running S 10°45'15" W, by land now or formerly of Massachusetts Department of Transportation, a distance of 510.72 feet to the point of beginning; said parcel of land containing an area of 7,131 square feet; and

Parcel 3. A certain parcel of land situated in the City of Cambridge, County of Middlesex and the Commonwealth of Massachusetts more particularly described as follows: beginning at a point on the westerly line of land now or formerly of Massachusetts Department of Transportation said point being S 10°45'15" W, a distance of 510.72 feet from the northeasterly sideline of Binney Street; thence running N 67°21'26" W, by Parcel 2 herein described and land now or formerly of ARE-MA Region No. 58, LLC, a distance of 17.69 feet to a point; thence

turning and running N 10°46'42" E, by land now or formerly of Richard D. Panning, Wellington Harrington Memorial Way, and land now or formerly of John Frazier, Trustee, a distance of 743.27 feet to a point; thence turning and running S 80°25'39" E, by land now or formerly of Roman Catholic Archbishop of Boston, and Parcel 4 herein described, a distance of 17.00 feet to a point; thence turning and running S 10°45'15" W, by land now or formerly of Massachusetts Department of Transportation, a distance of 747.26 feet to the point of beginning; said parcel of land containing an area of 12,785 square feet; and

Parcel 4. A certain parcel of land situated in the City of Cambridge, County of Middlesex and the Commonwealth of Massachusetts more particularly described as follows: beginning at a point on the southerly sideline of Cambridge Street, S 80°29'15" E a distance of 130.97 feet from the easterly sideline of Cardinal Medeiros Avenue; thence running S 80°29'15" E, by said Cambridge Street, a distance of 6.19 feet to a point; thence turning and running S 11°03'38" W, by land now or formerly of Massachusetts Department of Transportation, a distance of 264.00 feet to a point; thence running along a curve to the right, by land now or formerly of Massachusetts Department of Transportation, having a radius of 784.50 feet, a chord bearing of S 13°46'27" W, a chord distance of 74.29 feet, a delta angle of 05°25'41", and an arc length of 74.32 feet, to a point; thence with a reverse curve to the left, by land now or formerly of Massachusetts Department of Transportation, having a radius of 1315.50 feet, a chord bearing of S 13°37'16" W, a chord distance of 131.60 feet, a delta angle of 05°44'02", and an arc length of 131.65 feet, to a point; thence running S 10°45'15" W, by land now or formerly of Massachusetts Department of Transportation, a distance of 59.81 feet to a point; thence turning and running N 80°25'39" W, by Parcel 3 herein described, a distance of 14.00 feet to a point; thence turning and running N 10°45'15" E, by land now or formerly of Roman Catholic Archbishop of Boston, a distance of 60.10 feet to a point; thence running along a curve to the right, by land now or formerly of Roman Catholic Archbishop of Boston, having a radius of 1329.50 feet, a chord bearing of N 13°37'16" E, a chord distance of 133.00 feet, a delta angle of 05°44'02", and an arc length of 133.05 feet, to a point; thence with a reverse curve to the left, by land now or formerly of Roman Catholic Archbishop of Boston, having a radius of 770.50 feet, a chord bearing of N 13°46'27" E, a chord distance of 72.97 feet, a delta angle of 05°25'41", and an arc length of 72.99 feet, to a point; thence running N 11°03'38" E, by land now or formerly of Roman Catholic Archbishop of Boston, a distance of 213.61 feet to a point; thence turning and running S 80°29'15" E, by Parcel 5 herein described, a distance of 8.06 feet to a point; thence turning and running N 10°46'42" E, by Parcel 3 herein described, a distance of 50.01 feet to the point of beginning; said parcel of land containing an area of 7,029 square feet; and

Parcel 5. A certain parcel of land situated in the City of Cambridge, County of Middlesex and the Commonwealth of Massachusetts more particularly described as follows: beginning at a point on the southerly sideline of Cambridge Street, S 80°29'15" E a distance of 78.39 feet from the easterly sideline of Cardinal Medeiros Avenue; thence turning and running S 80°29'15" E, by said Cambridge Street, a distance of 52.58 feet to a point; thence turning and running S 10°46'42" W, by Parcel 4 herein described, a distance of 50.01 feet to a point; thence turning and running N 80°29'15" W, by Parcel 4 herein described and by land now or formerly of Roman Catholic Archbishop of Boston, a distance of 51.41 feet to a point; thence turning and running N 09°26'25" E, by land now or formerly of Roman Catholic Archbishop of Boston, a distance of 50.00 feet to the point of beginning; said parcel of land containing an area of 2,600 square feet;

be rezoned to create a new overlay zoning district entitled the Grand Junction Pathway Overlay District.

2. To see if the City Council will vote to amend Article 20 of the Zoning Ordinance of the City of Cambridge by adding the following text at the end of Article 20 as presently ordained:

20.1000                    Grand Junction Pathway Overlay District

20.1001                    Establishment and Scope.

There is hereby established the Grand Junction Pathway Overlay District, which is governed by the regulations and procedures specified in this Section 20.1000. It is the intent of this Section that these regulations will apply to land within the Grand Junction Pathway Overlay District, which is comprised of Grand Junction Land and Development Land, as defined below.

20.1002                    Purpose.

It is the purpose of the Grand Junction Pathway Overlay District to augment base zoning and promote the development of a public pathway along the Grand Junction railroad right-of-way in connection with high quality development consistent with development along the Binney Street corridor.

The October 2001 East Cambridge Planning Study identified the Grand Junction corridor as a means to provide a significant transportation and recreational resource and enhance non-auto mobility in the City. The October 2006 Grand Junction Rail-with-Trai Feasibility Study highlighted the public benefits of the pathway, including recreation and open space, but noted that acquiring rights in the land to develop the pathway was a key limiting issue. The August 2017 Final Report of the Kendall Square Mobility Task Force underscored the importance of enhancing non-auto mobility in the City and the Grand Junction Pathway in meeting that goal.

The Grand Junction Pathway Overlay District will facilitate the City's efforts to secure long term public access to certain land in the Grand Junction Pathway Overlay District by incenting development consistent with development along the Binney Street corridor. A project meeting the requirements of this Section will provide open space, recreational opportunities, a corridor for non-auto traffic in the City, as well as high quality development, and promote the goals of public health, safety, welfare and economic development.

20.1003                    Applicability.

Development in the Grand Junction Pathway Overlay District shall be controlled by the regulations governing the Industry A-1 District, except as modified by the requirements of this Section 20.1000, which shall apply in lieu of the regulations of the Industry A-1 District. Where the regulations applicable to the Industry A-1 District differ from the requirements of this Section 20.1000, the provisions of this Section shall apply. The Grand Junction Pathway Overlay District shall be established on the Zoning Map of the City of Cambridge pursuant to the provisions of Section 3.20.

20.1004 Procedure.

Construction, use and development under this Section shall be authorized by Special Permit granted by the Planning Board. In granting a Special Permit under this Section 20.1000, the Planning Board shall find that the intent of this Section has been satisfied and find that provision has been made for the conveyance to the City, or a designee thereof, by fee or easement, of interests in certain land as described herein for the development of the Grand Junction pathway between Binney Street and Cambridge Street.

20.1005 Required Conveyance of Grand Junction Land.

In connection with a Special Permit(s) granted pursuant to Section 20.1000, conveyance to the City, or its designee, of the following land for use on the Grand Junction pathway, by fee or easement, shall be required under such Special Permit(s) or have already been made:

(a) Tax Parcel 37-88, comprising approximately 2,600 square feet, and known as 686 Cambridge Street;

(b) A fourteen (14) foot wide strip of land along the east boundary of Tax Parcel 37-126, beginning at the north boundary of Tax Parcel 33-111 and continuing approximately 480 feet, and then the land between the east boundary of Tax Parcel 37-126 and the west boundary of Tax Parcel 37-88, continuing approximately fifty (50) feet to Cambridge Street, comprising a total of approximately 7,020 square feet; and

(c) A fourteen (14) foot wide strip of land along the east boundary of Tax Parcel 33-110 bordering the Grand Junction railroad right-of-way beginning at Binney Street and continuing approximately 511 feet to the south boundary of Tax Parcel 33-111 and Tax Parcel 33-111, comprising a total of 19,916 square feet.

The land described in subparagraphs (a)-(c) is hereby defined as "Grand Junction Land."

20.1006 Other Matters--Grand Junction Land.

The Grand Junction Land shall be conveyed to the City, or its designee, by fee or easement: (i) such that the environmental condition of the Grand Junction Land poses No Significant Risk, as defined under 310 C.M.R. 40.0006, to future users of the land given its intended use as a public pathway; (ii) subject to encumbrances which do not interfere with the use of the land for its intended purpose; and (iii) subject to a reservation of Grantor to grant subsurface utility easements. Nonconformity, including setbacks, arising directly from the conveyance of Grand Junction Land hereunder is waived.

20.1007 Development Land.

"Development Land" within the Grand Junction Pathway Overlay District consists of Tax Parcel 31-20 [known as 303 and 345 Binney Street], comprising a total of approximately 191,506 square feet ("Development Land Lot Area").



20.1008 Permitted Uses.

Uses permitted in the Development Land shall be governed by base zoning. After conveyance pursuant to Section 20.1011, Grand Junction Land shall be used for Public Open Space.

20.1009 Dimensional Requirements.

20.1009.1 Floor Area Ratio. The maximum Floor Area Ratio for the Development Land located in the underlying Industry A-1 District (130,671 square feet) shall be 2.5. Development Land in the underlying Residence C-1 District (60,835 square feet) may be included in the calculation of allowable Gross Floor Area on Development Land located in the Industry A-1 District (for Uses allowed therein) at the Floor Area Ratio allowed in the Industry A-1 District of 1.25, provided that: (i) future use of the Development Land in the Residence C-1 District shall be Publicly Beneficial Open Space, except that fences, berms, sound barriers, a vehicle turnaround, a loading dock enclosure and underground systems serving the Development Land may be located in the underlying Residence C-1 District; and (ii) a 25 foot wide landscaped buffer shall be created along the westerly boundary of that portion of the Development Land located in the Residence C-1 District abutting the railroad right-of-way.

20.1009.2 Height. As shown on the attached Figure of Height Zones for Development Land within the Grand Junction Pathway Overlay District, the Development Land is divided into three zones: the Binney Street Zone, the Transition Zone and the Base Zoning Zone. The maximum height of any building in the Binney Street Zone shall be 90 feet. The maximum height of any building in the Transition Zone shall be 60 feet. The maximum height of any building in the Base Zoning Zone shall be governed by base zoning. Notwithstanding Section 5.23 of the Cambridge Zoning Ordinance, the height of any Roof Top Mechanical Penthouse in the Binney Street Zone of the Grand Junction Pathway Overlay District shall be limited to twenty-five (25) feet and the height of any Roof Top Mechanical Penthouse in the Transition Zone of the Grand Junction Pathway Overlay District shall be limited to twenty (20) feet. "Roof Top Mechanical Penthouse" is defined as an enclosed space housing mechanical systems, air conditioning equipment, elevator bulkheads, ventilation systems or other necessary features normally built above the roof and not used for human occupancy.

20.1009.3 Setbacks. There shall be no minimum required front, rear or side yard setbacks, except that no above grade building shall be constructed within twenty-five (25) feet of the westerly boundary of Tax Parcel 31-20.

20.1010 Parking--Parking Ratio.

Parking shall be at a ratio no greater than 0.8 spaces per 1,000 feet of Gross Floor Area for technical office for research development laboratory or research facility (see Section 4.34(f) of the Ordinance).

20.1011 Timing of Grand Junction Land Conveyance.

The Grand Junction Land shall be conveyed to the City per Section 20.1005 in accordance with Section A(1) of that certain Letter of Commitment dated MARCH 7, 2019 and referenced in Section 20.1013. 2020

20.1012 Project Review.

In granting approval for a building or buildings under Article 19, the Planning Board may approve buildings for which physical design information is presented in conceptual form, subject to later design review and approval by the Planning Board and a finding that final design of such building(s) is consistent with Section 19.30, as applicable.

20.1013 Letter of Commitment

Issuance of any base building permit or certificate of occupancy for any new building on Development Land approved pursuant to a Special Permit granted under this Section 20.1000 shall be conditioned on certification by all relevant departments of the City to the Superintendent of Buildings that the building is proceeding in accordance with that certain Letter of Commitment dated ~~MAY 2, 2022~~

Respectfully submitted,

303/345 Binney Street  
Map 31, Lot 20  
By its Owner,

ARE-MA REGION NO. 61, I.L.C.,  
a Delaware limited liability company

By: Alexandria Real Estate Equities, L.P.,  
a Delaware limited partnership,  
managing member

By: ARE-QRS, Corp.,  
a Maryland corporation,  
general partner

By: \_\_\_\_\_  
Name: Jackie Chan  
Title: Senior Vice President  
RE Legal Affairs

353 and 353R Binney Street  
Map 33, Lots 110 and 111  
By its Owner,

ARE-MA Region No. 58, LLC,  
a Delaware limited liability company

By: Alexandria Real Estate Equities, L.P.,  
a Delaware limited partnership,  
managing member


By: ARE-QRS, Corp.,  
a Maryland corporation,  
general partner

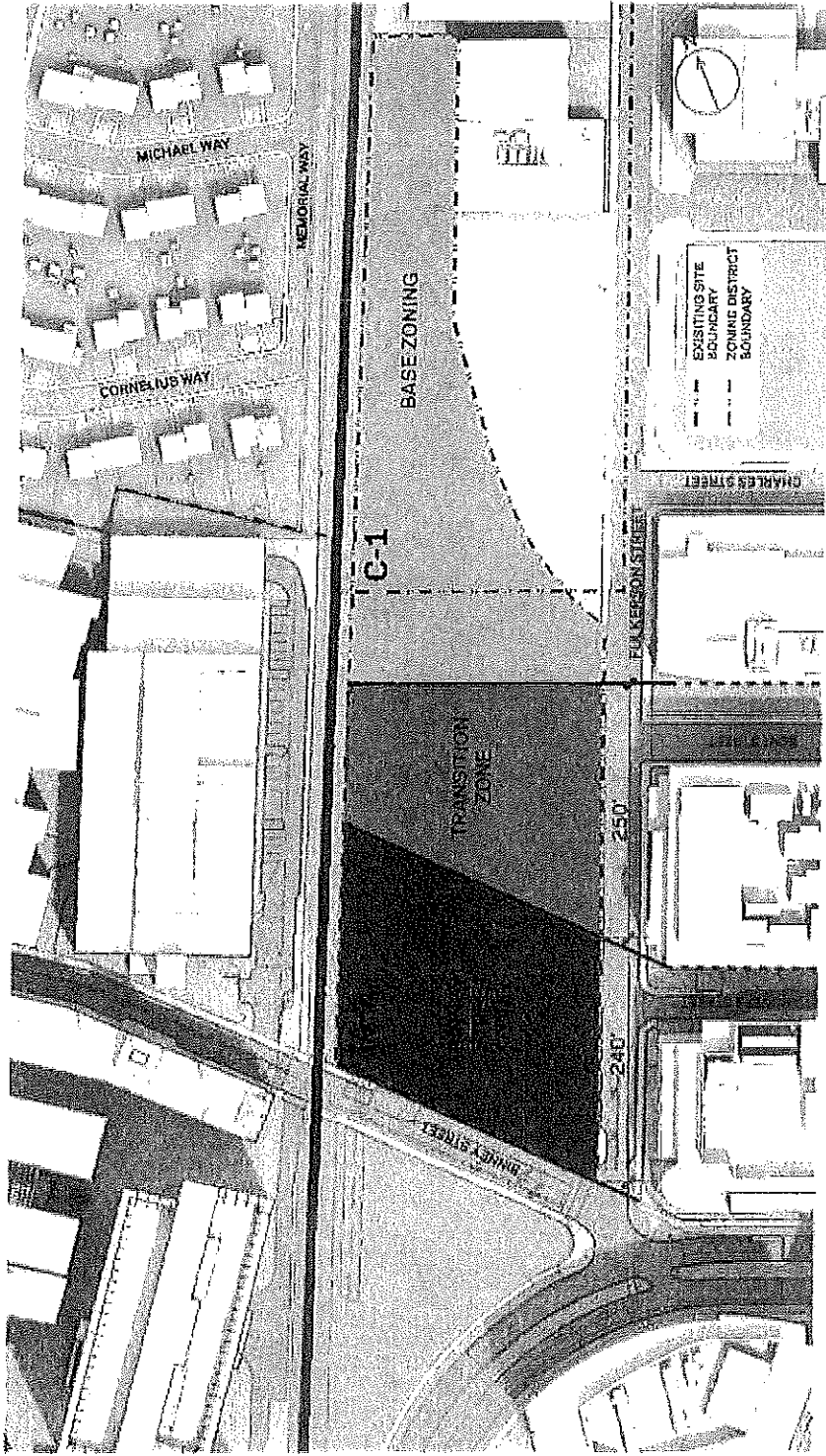
By: \_\_\_\_\_  
Name: Jackie Chan  
Title: Senior Vice President  
RE Legal Affairs

686 Cambridge Street  
Map 37-Lot 88  
By its Owner,  
RUNNING BROOK ASSOCIATES, LLC,  
a Delaware limited liability company

By: Alexandria Real Estate Equities, L.P.,  
a Delaware limited partnership,  
managing member

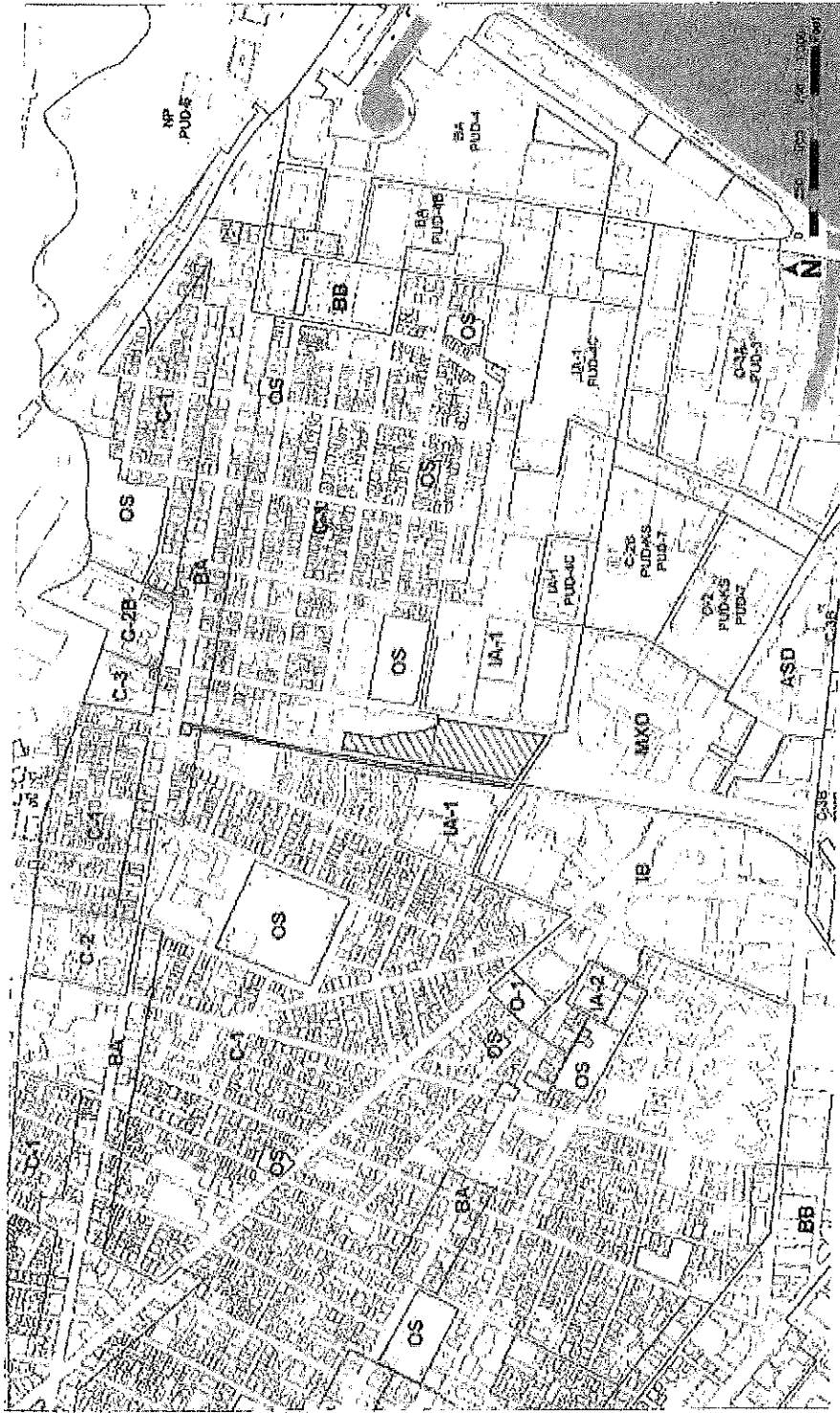
By: ARE-QRS, Corp.,  
a Maryland corporation,  
general partner


By:   
Name: Jackie Chen  
Title: Senior Vice President  
RE Legal Affairs



**HEIGHT ZONES - DEVELOPMENT LAND**  
Grand Junction Pathway Overlay District






**ALEXANDRIA**  
**PROPOSED GRAND JUNCTION PATHWAY**  
 Overlay District