

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

2021 JUN 29 AM 9:40
CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	375
Address:	600 & 624 Main Street (41 Albany Street & 620 Main Street)
Zoning:	Industry B District (IB)/ East Cambridge TDR District
Applicant:	The Ragon Institute 400 Technology Square, Cambridge, MA 02139
Owner:	Massachusetts Institute of Technology 77 Massachusetts Avenue, Cambridge, MA 02139
Application Date:	February 10, 2021
Date of Planning Board Public Hearing:	March 23, 2021; continued to June 8, 2021
Date of Planning Board Decision:	June 8, 2021
Date of Filing Planning Board Decision:	June 29, 2021
Application:	Project Review Special Permit (Section 19.20) including modification to Building and Site Plan Requirements (Section 19.50), Special Permit for reduction of required off-street parking (Section 6.35.1), Special Permit to exceed curb cut width (6.43.5(b)), and Special Permit for basement gross floor area exemption (Section 2.000) to construct a new 6-story building for technical office and laboratory for research and development use with two levels of below grade parking for 120 vehicles, 41 long-term and 12 short-term bicycle parking spaces, and 4 loading bays, with a total gross floor area of 185,810 square feet.
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 Swaathi Joseph at 617-349-4668, or sjoseph@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Ragon Institute 2.0 Special Permit Application dated 1/29/2021, containing, *inter alia*, Volume One – Narrative Materials including, Special Permit Cover Sheet, Dimensional Form, Ownership Certificates, Community Outreach Summary, Project Narrative, Infrastructure Narratives, Noise Mitigation Narrative, Green Building Report and Tree Study; Volume Two – Graphic Materials including plan set prepared by Payette, dated 1/29/2021; and Volume Three – Transportation Impact Study.
2. Presentation slides shown to the Planning Board on 3/23/2021.
3. Supplement to Ragon Institute 2.0 Special Permit Application dated 4/22/2021, including responses to questions from the Planning Board, revised narrative materials and revised Volume Two – Graphic Materials including plan set prepared by Payette, dated 4/20/2021.
4. Supplement to Supplement to Ragon Institute 2.0 Special Permit Application revised Volume Two – Graphic Materials including plan set prepared by Payette, dated 5/25/2021.
5. Presentation slides shown to the Planning Board on 6/8/2021.

City of Cambridge Documents

3. Memorandum to the Planning Board from Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated 3/15/2021.
4. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 3/17/2021.
5. Memorandum to the Planning Board from Joseph E. Barr, Director, Traffic, Parking and Transportation (TP+T) Department, dated 3/18/2021.
6. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 6/1/2021.

Other Documents

7. Email communication to the Planning Board from Cheryl Patterson Munroe, dated 4/2/2021.
8. Email communication to the Planning Board from Cheryl Patterson Munroe, dated 6/8/2021.
9. Email communication to the Planning Board from Lee Farris, dated 6/8/2021.

APPLICATION SUMMARY

The Applicant proposes to demolish two existing buildings on-site and construct a new six-story building for technical office and laboratory for research and development, consisting of approximately 185,000 gross square feet (the “Project”). The Project also includes two levels of below-grade parking for 120 vehicles, 41 long-term and 12 short-term bicycle parking spaces, and 4 loading bays. The Project contains approximately 33,030 square feet of open space, including about 28,679 square feet of publicly accessible open space and landscape area, which will be potentially activated by temporary or permanent outdoor food stands and other programming. The Project will also contain an accessory child care use primarily for employees of the Ragon Institute but which will offer limited availability to the outside community. The requested special permits are discussed in detail in the Findings below.

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 and Transportation Department (TP+T), which was certified as complete and reliable on October 29, 2020, as indicated in a memorandum from Joseph E. Barr, Director of Traffic, Parking and Transportation, dated March 18, 2021.

The Transportation Impact Study identified six instances where the Special Permit Transportation Criteria cited above were exceeded: four for Pedestrian Level of Service at the Main Street/Albany Street intersection, and two for lack of bicycle facilities on Portland Street and Albany Street.

The Applicant has worked with TP+T on various elements of the Project, including the access locations for the parking garage and loading dock, overall site plan, improved bicycle facilities on Main Street, and the Project's proposed parking plan. To mitigate the exceedances identified above, the Applicant has agreed to construct a sidewalk level separated bicycle facility along the Project's frontage on Main Street, consistent with the 2015 Cambridge Bicycle Plan and the 2020 Cambridge Cycling Safety Ordinance. The final design for these facilities is being refined and City staff from the Department of Public Works, Community Development, and TP+T will approve the final design prior to the issuance of a Building Permit. Additional mitigation measures include a new crosswalk on the west side of the Main Street/Albany Street intersection, installation of a Rectangular Rapid Flashing Beacon (RRFB) at one of the crosswalks along Main Street, and implementation of approved Transportation Demand Management (TDM) measures including funding of a new Bluebikes station for the site.

The proposal includes two requested special permits for a reduction in required off-street parking spaces and increasing the maximum allowable width of a curb cut. TP+T supports the proposed reduction in parking because the TIS has sufficiently demonstrated that the reduction in parking is justified and reasonable for the proposed Project. TP+T also supports the proposed loading dock plan because the proposed curb cut width is as narrow as possible without losing functionality.

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 the appropriate mitigations and transportation improvements identified above.

(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 proposed Project is sensitively designed to better meet the existing neighborhood context. The height of the building gradually slopes downward from east-west, where the greatest proposed height (120') aligns with similar commercial development nearby. At the west, the Project steps down to approximately eighty-six (86') feet at the intersection of Portland Street and Main Street. The building is set back significantly from the Main Street curb line in order to provide a generous publicly beneficial open space along Main Street, which contains seating areas, natural features, and opportunities for community pop-up programming and small-scale events.

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

The Project includes grade-level sidewalk access around all three sides of the building as well as short-term bicycle parking at each building entrance. The Project includes the construction of a raised cycle track along Main Street and funding for a new Bluebikes station in the vicinity of the Project. A new crosswalk on Main Street will enhance connectivity for pedestrians to/from the site. A generous open space is provided at the building's primary entrance along Main Street to ensure ample room for pedestrians along the Project's main commercial corridor frontage. Proposed off-street parking is located entirely within the building footprint and underground.

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

In adhering to the applicable stormwater management standards, the proposed Project mitigates the impacts of development on water storage and improves upon the existing site conditions. The Project will incorporate a fully functional green roof which will aid in the retention and filtration of site stormwater. Additional stormwater retention strategies include roof top infiltration systems, deep sump catchbasins and manholes, area and trench drains, and numerous rain gardens designed around the impermeable areas surrounding the proposed building.

Mechanical equipment is proposed to be located within a fully enclosed mechanical room that is sited within the building's allowable zoning height. Exhaust from the proposed mechanicals will be hidden within sculptural shroud areas on the roof. The sloping roof

design of the building ensures that the rooftop mechanical enclosures will not be visible from the street level.

Refuse storage areas are located inside the enclosed loading dock and will be closed unless accessed by service vehicles. Loading operations are accessed via a curb cut on the side of the building along Albany Street, and warning devices are proposed to alert pedestrians/motorists to the presence of trucks entering or exiting the loading dock.

Shadow impacts have been carefully studied to minimize impacts to surrounding open spaces and adjacent buildings. There are no Registered Solar Energy Systems located on any adjacent lots, and therefore no shadow impacts to such resources are anticipated by this proposal. Outdoor lighting will achieve the LEED Light Pollution Reduction credit by being so designed as to minimize or eliminate any contribution to light pollution.

Two existing trees are proposed to be preserved by this development and integrated into the future landscape design of the site. Additional street trees are proposed and will conform with the City's Tree Planting Standards and the Urban Forestry Master Plan.

(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. DPW has provided comment to the Planning Board in a memorandum dated March 15, 2021 indicating that the Project is expected to meet all DPW standards and that the Applicant will finalize a Site Action Plan to promote resiliency from environmental risks with approval from DPW prior to issuance of a Building Permit. The Applicant has also consulted with the Cambridge Water Department and has proposed improvements to ensure that water service can be provided to the site without adverse impacts on the municipal water system. The Project is designed to include water-conserving plumbing features. The Project will be required to meet the Green Building Requirements set forth in Section 22.20 of the Zoning Ordinance and the Project is designed to meet a "Gold" level standard using the LEED BD+C: Core and Shell v4 Rating System.

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

The site is part of a larger mixed-use area in the Osborn Triangle section of the Port neighborhood, between Central Square and Kendall Square, that contains several life science and institutional uses as well as residential developments and smaller, scattered retail and consumer service uses. Envision Cambridge (2019), the Central Square Study (C2) (2013) and the Kendall Square Study (K2) (2013) all recommend improving and

expanding the open space network of this area, encouraging active ground-floor uses, promoting pedestrian connectivity and activity, and improving sustainability through building technology and resiliency planning.

The proposed Project helps to implement these planning goals through its generous open space along Main Street, its pedestrian and bicycle improvements, and the building's proposed sustainable architecture and high energy performance. Though the development does not contain indoor retail or consumer service uses, the applicant has endeavored to site the development's most active uses along its ground floor street frontage, including a childcare center, seminar rooms and a colloquium space, the latter of which will be visible from the street due to a double-height, transparent ground floor. In addition, the Applicant has proposed incorporating temporary or permanent outdoor retail such as food stands to activate the open space.

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

The Project does not include residential development.

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

As detailed earlier in these Findings, the proposed Project incorporates a significant open space along the Main Street frontage which will be 100% publicly accessible and contain passive recreational areas, natural features, and opportunities for pop-up programming, small-scale events and display of public artwork.

2. Building and Site Plan Requirements (Section 19.50)

Paragraph (1) of Section 19.52 of the Zoning Ordinance contains the following requirement for development subject to the Building and Site Plan Requirements in Section 19.50:

(1) For development on a lot abutting a lot in a residential zoning district having a more restrictive height limit, the cornice line of the principal wall plane facing the residential zoning district line shall not exceed by more than twenty (20) feet at any point the maximum height permitted in the residential zoning district. Any portion of the building rising above the cornice line shall be located below a forty-five (45) degree bulk control plane starting at ground level at the zoning district line, subject to the following provisions.

(a) Where the zoning district line lies within a lot, the bulk control plane shall begin at the lot line in the residential zoning district that divides the subject lot (including any intervening lots held in identical ownership but not part of the development lot and such lots located across the street) from another lot in different ownership.

(b) Where the zoning district line occurs within a public street, the provisions of this Section 19.52 shall apply but the bulk control plane shall be measured from the centerline of the street regardless of the location of the zoning district line.

The proposal is on a site that is on the opposite corner from a residential zoning district with a more restrictive height limit. According to Section 19.51.2, the Project need not comply with the requirement if the Board grants a Project Review Special Permit, based on the Board's finding that the proposal is in general conformance with the Urban Design Objectives set forth in Section 19.30. In the case of the building height, the building is designed to slope down to its lowest level (86 feet) at the intersection of Main Street and Portland Street, where the zoning district abuts the residential district at its corner. The building is also set back at least 20 feet from that corner, and the streetscape along Main Street has been refined to welcome pedestrians from this intersection into the generous publicly beneficial open space. All proposed rooftop mechanicals have been sited and designed such that none are visible from nearby streets, sidewalks and open spaces. For these reasons and those set forth above, the Board finds that the proposal is consistent with the Urban Design Objectives and need not comply with the requirements of Section 19.52.

3. Special Permit for reduction of required parking (Section 6.35.1)

6.35.1 Reduction of Required Parking. Any minimum required amount of parking may be reduced only upon issuance of a special permit from the Board of Zoning Appeals. A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units. ...

As discussed earlier in these Findings, the Applicant seeks approval to reduce the amount of accessory parking provided on-site from 139 spaces to 120 spaces. Such relief is allowed by special permit pursuant to Section 6.35.1 and Section 10.45, which allows the Planning Board to grant special permits otherwise within the purview of the Board of Zoning Appeal for projects that are also subject to Planning Board special permit approval.

The rationale for the requested reduction is that the proposed Project can accommodate the anticipated parking demand at full building occupancy with 113 spaces, which equates to a rate of 0.65 spaces/1,000 square feet of gross floor area. The 113 spaces were calculated based on the estimated number of employees multiplied by the automobile mode split (single occupancy vehicle plus ½ high occupancy vehicle, or 37.5%). The current proposal to reduce parking for the proposed development is consistent with the city-wide goals to discourage driving and encourage other modes of transportation, and serves to reduce auto trip

generation and thereby mitigate potential traffic impacts, as discussed earlier in these Findings.

In its memorandum to the Planning Board dated March 18, 2021, TP+T expressed general support for the Applicant's request to reduce automobile parking spaces because the certified TIS for the proposed Project adequately demonstrated that the proposed 120-space parking garage will meet the parking demands of the proposed Project. Hence the Board finds that there will be minimum impact on availability of parking and no other adverse impacts on the neighborhood. The Board also finds that the reduction in parking will be reasonable in light of the considerations set forth below.

... In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:

- (1) The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.*

The Project is within an area served by the MBTA Kendall/MIT Red Line Station and MBTA bus route stops serving Cambridge and surrounding towns. The Applicant will also make adequate off-street parking available to building employees and visitors within the underground parking facility.

- (2) The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied.*

The proposed underground on-site parking facility will be able to accommodate the needs of the proposed Project at full occupancy. There are additional on-street parking facilities along Main Street, Portland Street, and Albany Street, as well as publicly-accessible off-street parking garages in the vicinity of the site.

- (3) Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied.*

Shared use of off street parking spaces serving other uses has not been specifically proposed as part of this Project.

- (4) Age or other occupancy restrictions which are likely to result in a lower level of auto usage; and*

No such restrictions exist; however, the reduction in required parking anticipates a less auto-dependent future for the area as the Applicant has shown that its existing parking supply is sufficient for the proposed Project's needs.

(5) Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.

The reduction in parking is preferable because it prioritizes pedestrian, bicycle, and transit amenities and prevents the overbuilding of parking or additional surface parking, which positively impacts the urban design of the area.

(6) The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.

No housing is proposed as part of the Project.

4. Special Permit to exceed allowed curb cut width (Section 6.43.5)

The proposed Project seeks approval for expansion of the width of the existing curb cut for the loading dock along Albany Street. The Applicant states that the proposed width of the loading dock curb cut is 35 feet, which is the minimum that can safely accommodate the loading docks required by the proposed Project. Further, the exceedance in curb cut width will allow for the consolidation of service access to occur within a single driveway on the Project.

6.43.5 The Board of Zoning Appeal may grant a special permit modifying the provisions of this subsections 6.43 in accordance with the following conditions: . . .

(b) The maximum curb cut width specified in paragraphs 6.43.3 (a) and 6.43.3 (b) may be modified if the Board determines that an increased curb cut width would facilitate traffic and safety.

In its memo dated March 18, 2021, TP+T noted that the proposed loading dock plan illustrates a curb cut width that is as narrow as possible without losing functionality. TP+T will continue to work with the Applicant on the final loading dock design as part of the Building Permit process. Therefore, the Board finds that the larger curb cut for this proposed development meets the applicable criteria.

5. Special Permit to exempt basement area from the calculation of Gross Floor Area (Article 2.000)

The Zoning Ordinance allows that the definition of Gross Floor Area may be modified by special permit as set forth below.

Gross Floor Area shall not include: ...

- (15) Any basement or cellar living space in any single-family or two-family home.*
- (16) Any basement or cellar living space in any other type of structure with the issuance of a special permit. In granting such a special permit, the permit granting authority may approved the exemption of any portion of Gross Floor Area (GFA) located in a basement or cellar from the calculation of GFA, provided the permit granting authority finds that the uses occupying such exempted GFA support the character of the neighborhood or district in which the applicable lot is located.*

The Applicant's narrative states that the basement will contain, in addition to off-street parking for the Project, Low Vibration Imaging Equipment to support highly specialized research microscopes that must be accommodated with slab on grade construction. Further, the basement area will contain shared glass washing facilities which are commonplace in basements for lab facilities to avoid the potential for water damage that might result from equipment malfunction. The Planning Board finds that the requested exemption is justified given that the proposed basement uses are typical of lab uses, and the location of underground off-street parking within the footprint of the building is a preferred condition over the potential alternative for surface or structured parking outside of the building footprint.

6. 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:

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

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

- (c) 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, the proposed construction's anticipated trip generation will be sufficiently mitigated through the reduction in off-street parking, the proposed TDM mitigation measures, and the transportation improvements proposed by the Applicant as part of this Project. With continuing design review and approval of the proposed street cross-sections and curb cut, the pattern of ingress and egress from the site will not create hazard.

- (d) 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 laboratory use for research and development complies with allowed uses in this district, and hence will not adversely affect adjacent uses that exist or are anticipated in the future.

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

- (f) 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 site is located within an Industrial district and is generally located in an area containing a mix of uses, building types and scales. The proposed development will therefore fit contextually with the prevailing pattern of development in the area.

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

The proposed Project is in general conformance with the Urban Design Objectives set forth in Section 19.30, as set forth earlier in these Findings.

DECISION

Based on a review of the Application Documents, testimony given at the public hearing, 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 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 Application for Project Review Special Permit (Supplemental Filing, Graphic Materials Volume I & II, and Graphics Supplement) dated April 25, 2021; and the Graphics Materials Volume III TIS dated January 29, 2021. The plans shall also include the Graphics Supplement dated May 25, 2021. The Applicant shall submit to CDD a revised dimensional form for the Project providing any corrections based on the approved design of the building and associated open space uses.
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.
3. The Publicly Beneficial Open Space as described in the Application Documents shall be accessible to the general public and shall contain welcoming signage indicating that it is open to the public, subject to review and approval by CDD. Where possible, such signage shall conform to any consistent City standards that may be developed for privately owned open spaces that are accessible to the public.
4. In addition to the principal Technical Office for Research and Development use (Line 4.34-f in the Table of Land Use Regulations), this Special Permit authorizes Food Stands or Kiosks (Line 4.35-f4) or Temporary Outdoor Retail or Consumer Service Uses (Line 4.36-j) as depicted in the approved Project design in order to activate the Publicly Beneficial Open Space. In addition, this Special Permit authorizes the Permittee to make the approved accessory child care facility available to outside community members on a limited basis.
5. The Permittee shall address the following comments through the continuing design review process set forth above. Each of the below items shall be subject to CDD review and approval of the final design details prior to issuance of a Building Permit:

- a. The proposed street section on Main, Portland and Albany Streets, including the separated bicycle lane, street trees, curb locations, crosswalk locations, curb cuts, details, and the size and position of drop off areas.
 - b. All landscape details, including the publicly-accessible open space and setbacks along Main, Portland, and Albany Streets, including species and planting standards for trees and other vegetation, location of trees, and details of hardscape, benches, fences and other site elements.
 - c. The location and details of all exterior lighting associated with the Project.
 - d. The final design and details of the proposed Childcare Security Barrier along Portland Street.
 - e. The design and operating characteristics any proposed “pop-up” or temporary food and consumer service uses proposed for the open space along Main Street.
 - f. All open space signage.
 - g. All exterior materials, colors and details, including a materials wall mock-up prior to any exterior materials being ordered.
 - h. Final façade details of the ground floor and upper stories.
6. Prior to the issuance of a building permit for the Project, the Traffic, Parking & Transportation Department shall review and approve final design plans for the Main Street/Albany Street crosswalk and the Rectangular Rapid Flashing Beacon (RRFB).
 7. Prior to the issuance of a certificate of occupancy for the Project, the Applicant shall construct and install the Main Street/Albany Street crosswalk and the associated Rectangular Rapid Flashing Beacon (RRFB).
 8. Prior to the issuance of a building permit for the Project, the Applicant shall provide the required funding for the Bluebikes Station.
 9. Prior to the issuance of a building permit for the Project, the Applicant shall clarify in writing the responsibility of maintenance for the sidewalks and proposed street trees.
 10. Prior to the issuance of a building permit for the Project, the Traffic, Parking & Transportation Department shall review and approve the final loading dock design on Albany Street.
 11. Prior to the issuance of a building permit for the Project, the Traffic, Parking & Transportation Department shall review and approve the final design for the raised cross-

section on Main Street. Construction work related to this proposed improvement shall be completed prior to the issuance of a Certificate of Occupancy for the Project.

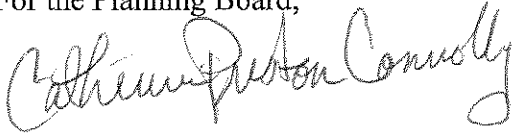
12. At the time of the building permit submission for the Project, the Applicant shall provide confirmation to the Department of Public Works (DPW) that the building permit plans are in conformance with the submitted Tree Plan and/or the current Tree Ordinance.
13. All plantings proposed in the public right-of-way shall be in accordance with the Tree Planting Standards and the Urban Forestry Master Plan, subject to approval by DPW.
14. The Permittee shall comply with the Parking and Transportation Demand Management (PTDM) Plan approved on February 22, 2021, as it may be amended.
15. 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.
16. 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.
17. The Project shall be subject to the applicable Incentive Zoning requirements set forth in Section 11.202 of the Cambridge Zoning Ordinance. The applicable Housing Contribution

shall be calculated at the time of issuance of a Building Permit and the Housing Contribution shall be made prior to issuance of a Certificate of Occupancy.

18. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

Voting in the affirmative to approve the Development Proposal were Planning Board Members Louis Bacci, Jr., H Theodore Cohen, Steven Cohen, Catherine Preston Connolly, Mary Flynn, Hugh Russell, and Tom Sieniewicz, constituting at least two thirds of the members of the Board.

For the Planning Board,

A handwritten signature in cursive script that reads "Catherine Preston Connolly". The signature is written in dark ink and is positioned below the text "For the Planning Board,".

Representative to the Planning Board, authorized by Catherine Preston Connolly, Chair.

A copy of this decision PB #375 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 June 29, 2021 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)	67,579	0	67,579	No Change
Lot Width (ft)	23' to 348'	0	23' to 348'	No Change
Total GFA (sq ft)	51,050	185,842	185,810	185,810
Residential Base	N/A	N/A	N/A	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	51,050	185,842	185,810	
Inclusionary Bonus	n/a	n/a	n/a	
Total FAR	0.75	2.75	2.75	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A	N/A	N/A	
Non-Residential Base	0.75	2.75	2.75	
Inclusionary Bonus	N/A	N/A	N/A	
Total Dwelling Units	0	0	0	0
Base Units	N/A	N/A	N/A	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	N/A	N/A	
Base Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Total Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Height (ft)	22' / 24'	120'	120'	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft) – Main St	0' – 3'10"	0	0'7" – 20'3"	
Front Setbacks (ft) – Portland St	3'2"	0	10'-10"	
Front Setbacks (ft) – Albany St	0'	0	2'-9"	
Rear Setback (ft)	N/A	N/A	N/A	
Open Space (% of Lot Area)	31.6%	0	48.0%	Consistent with Application Documents and applicable zoning requirements
Private Open Space	0	0	4,018 sf	
Permeable Open Space	1,110 sf	0	6,509 sf	
Other Open Space (Specify)	20,239 sf	0	25,911 sf (1)	
Off-Street Parking Spaces	35	139	120	120
Long-Term Bicycle Parking	N/A	41	45	Consistent with Application Documents and applicable zoning requirements
Short-Term Bicycle Parking	N/A	12	28	
Loading Bays	0	2	2 in / 2 out (2)	

(1) The area described as "Other Open Space" represents open space on the site that is neither private nor permeable (i.e. Private Open Space + Permeable Open Space + Other Open Space = Total Open Space).

(2) The loading dock includes (2) bays for deliveries, (1) bay dedicated to a recyclable materials dumpster and (1) bay dedicated to a general refuse dumpster.