



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

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CAMBRIDGE, MASSACHUSETTS

## NOTICE OF DECISION

Case Number:	198 Amendment #3 (Major)
Address:	Acorn Park Drive (Cambridge Discovery Park)
Zoning:	Special District 4
Applicant:	BHX, LLC, Trustee of ACORN PARK HOLDINGS REALTY TRUST c/o Robert A. Schlager, CPM 250 First Avenue, Suite 200 Needham, MA 02494-2805
Owner:	Same as Applicant
Application Date:	July 22, 2014
Date of Planning Board Public Hearing:	September 2, 2014 continued to October 21, 2014
Date of Planning Board Decision:	October 21, 2014
Date of Filing Planning Board Decision:	December 1, 2014

Application: Major Amendment to Special Permit PB #198 pursuant to Condition #11 of that Special Permit Decision filed November 4, 2004 to change the program of uses to include a hotel; Special Permit for Modification to Parkway Overlay District Requirements (Section 20.60).

Decision: GRANTED, with Conditions

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

Authorized Representative of the Planning Board: Jeffrey C. Roberts JCR 12/01/14

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

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. Application for Major Amendment to the Planning Board Master Plan PB#198, for the Parkway Overlay District and Design Review for Building 600, dated 7/22/14
2. Application for Major Amendment, Volume II – Traffic Report and Order of Conditions, dated 7/22/14
3. Application for Major Amendment, Volume III – Renderings, dated 7/22/14
4. Supplemental filing for Building 400, 500 and 600 and Garage B, dated 9/24/14
5. Copy of letter to Adam Shulman, Cambridge Traffic, Parking and Transportation Department, dated 8/8/14
6. Presentation Materials dated 10/21/14 for Building 600 Hotel, Building 500, Building 400 and Garage B.

### City of Cambridge Documents

7. Copy of Massachusetts Department of Environmental Protection Amended Order of Conditions No. 123-180, dated 11/13/13
8. Copy of letter to Jennifer Letourneau, Conservation Commission Director from James F. Wilcox, III Director of Engineer Services, dated 11/15/13
9. Memo to the Planning Board from Susan Clippinger, Traffic, Parking and Transportation, dated 8/28/14
10. Memo to the Planning Board from CDD staff, dated 8/28/14
11. Memo to the Planning Board from Katherine F. Watkins, PE, City Engineer, dated 8/28/14
12. Memo to the Planning Board from the Cambridge Pedestrian Committee, dated 8/29/14

### Other Documents

13. Copy of letter to Robert Schlager, President, The Bulfinch Companies, Inc., from Ellen Mass, President Friends of Alewife Reservation, et al, dated 8/21/14

14. Letter to the Planning Board from Jan Devereux, et al, Fresh Pond Residents Alliance, dated 9/2/14

15. Copy of email to Bob Simha, et al, from Robert Schlager, Bulfinch Company, dated 9/2/14

## **APPLICATION SUMMARY**

Special Permit PB #198 permitted a multi-site phased development on a large development area between Acorn Park Drive and Concord Turnpike, known as “Cambridge Discovery Park,” in accordance with the Special District 4 (SD-4) zoning requirements. The development was permitted to include 819,916 square feet of Gross Floor Area for non-residential development, which was proposed for office use, and 380,059 square feet of Gross Floor Area for structured parking. The proposal seeks to permit the development of one identified component site as a hotel use. The Planning Board determined in October, 2013 that such request would be viewed as a Major Amendment to the original special permit, which may be granted according to the Conditions of Special Permit PB #198.

As a consequence of the proposed location and configuration of the hotel use, the Applicant is seeking an additional special permit for divergence from the Parkway Overlay District requirements in the Zoning Ordinance.

Simultaneously with this Application, the Applicant is seeking approval for a change in building footprints as a Minor Amendment to Special Permit PB #198. The Planning Board’s determination on this request is filed under separate cover as Amendment #4 (Minor). The Applicant is also seeking Planning Board review and approval of the design of the remaining buildings in the development plan, which is required by the Conditions of Special Permit PB #198. The design review is also recorded separately.

## **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. Special Permits in Special District 4 (Section 17.40)**

The zoning requirements for Special Districts 4 and 4A (SD-4 and SD-4A) were created to guide redevelopment in the unique sector of Cambridge bounded by the Alewife Reservation, Concord Turnpike (State Route 2) and the Town of Belmont. The purpose of those regulations is set forth below:

*17.41 Scope and Purpose. This Section 17.40 regulates development in Special Districts 4 and 4A as shown on the Zoning Map of the City of Cambridge, as amended. It is the intent of these Special Districts 4 and 4A to permit an appropriate level of residential and nonresidential development in the Districts consistent with the public interest in protecting regulated wetlands where they occur; maintaining flood storage capacity consistent with federal, state and local regulations; restoring areas currently developed to urban uses to their natural state in order to eliminate harmful impacts on sensitive wetlands environments; limiting the extent of land covered by impervious surfaces; and minimizing the amount of additional traffic passing through congested intersections on arterial and neighborhood streets. Further enhancement of the parkway character of Concord Turnpike is also intended.*

The development authorized by Special Permit PB #198 adheres closely to the intent and requirements of SD-4, providing for increased development capacity in exchange for the removal of impervious surface parking areas and the restoration of wetlands and other green space in appropriate locations. The zoning and the special permit both provide for phased development according to a development master plan. As the development authorized by that special permit is now partly complete, the removal of surface parking and restoration of the natural environment is substantially complete.

Hotel use is allowed under the SD-4 regulations but was not specifically authorized in Special Permit PB #198. The Board finds that the proposed change of a portion of the development plan from office/research to hotel use is reasonable in light of the zoning regulations for the area, is in general accordance with the originally approved development master plan, and will not negatively impact the planning objectives for the area.

*17.42.2 Yard Requirements. The minimum yards required in the Districts may be waived by the Planning Board by Special Permit. In no case, however, shall the front yard required in the Parkway Overlay District, Section 11.60, be waived.*

The Conditions of Special Permit PB #198 waived minimum yard requirements, other than the Parkway Overlay District front yard requirement, as shown on the approved master plan. The proposed hotel use will not significantly change the site plan or the provision of adequate yards and spaces between buildings. As it is proposed to be located on Route 2, the hotel will adhere to the front yard requirement of the Parkway Overlay District, although it will require other modifications to the Parkway Overlay District as discussed further in these Findings. Otherwise, the hotel will in fact have a smaller footprint and therefore provide more open space between buildings than the originally permitted office building.

*17.42.3 Maximum Height. The maximum height in the Districts shall be sixty (60) feet except that it may be increased to eight-five (85) feet for nonresidential uses and ninety (90) for residential uses, by special permit from the Planning Board. The special permit shall be granted where the applicant demonstrates to the satisfaction of the Board that the additional height will better serve the objectives of this Section 17.40 to increase the amount of open*

*space in the district and to limit the extent to which building and other hard surfaces cover the ground.*

The Conditions of Special Permit PB #198 approved maximum building heights of eighty-five (85) feet for the occupied buildings and sixty (60) feet for the parking garages. As is it a smaller building than the originally permitted office building, the proposed hotel will have a lower height and yet will provide more open space at the ground level. A limited amount of surface parking and vehicular circulation will be included with the hotel, but that amount has been minimized during the course of the review process.

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

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

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

The Applicant has provided transportation analysis materials prepared by F. Giles Ham, P.E. of Vanasse & Associates, Inc. (VAI) in a memorandum dated September 27, 2013, included with the original application, and supplemental information dated October 7, 2014. The Traffic, Parking and Transportation Department (TPT) provided commentary to the Board on

these analyses in memos from Susan Clippinger dated August 28, 2014 and October 15, 2014.

The materials provided indicate that the change of one building site to hotel use will not cause a substantial change in trip generation for the project when compared with office development. Because the proposed hotel will be smaller than the originally permitted office building, and because a hotel use will not have the same pattern of peak-hour automobile trips as office uses, it is reasonable to conclude that the proposed amendment to the program of uses will not be expected to substantively affect the traffic impact indicators studied when the project was originally permitted.

However, there are some traffic issues that have been raised. One is that the project as originally permitted is required to implement Transportation Demand Management (TDM) measures in order to lower the rates of auto traffic to the site. Those TDM measures are directed toward office users, and therefore TDM measures applicable to hotels should also be considered if hotel is to be added to the mix of uses. A second issue is that the parking on the site is constrained by zoning and other requirements for the area, and it is indicated in the original Special Permit PB #198 that enhanced TDM measures should be evaluated over time to ensure that the parking capacity of the site is not exceeded in future phases of development. The Board therefore finds that a fresh look at the program of TDM requirements is appropriate in considering this Major Amendment. The comments from TPT recommend an enhanced set of TDM measures to be required in addition to those that are already applicable to the project, and the Applicant has agreed to those measures, which will be included as conditions of this Major Amendment.

*(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 with the proposed amendment, the proposed development plan remains generally consistent with the Urban Design Objectives set forth in Section 19.30, as set forth below. As discussed earlier in these Findings, the development plan remains consistent with the established planning for this specific area.

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

With the proposed amendment, the development remains in conformance with the overall planning and redevelopment objectives for the area, reflected in the SD-4 zoning. The hotel use will be compatible with adjacent office uses and will provide complementary amenities such as lodging, conference, restaurant, and recreational functions.

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

The hotel will continue to fit within the development concept that concentrates parking facilities and prioritizes pedestrian and bicycle movement around the site. The revisions to the site plan that have been proposed and modified through the Board's review have resulted in ground floor façades, entrances, and pathways that will encourage pedestrian and bicycle movement. Although additional vehicular circulation will be proposed at the hotel, it has been designed to minimize space dedicated to auto use and to maintain a pedestrian and bicycle friendly urban character through traffic calming design features. New construction will also meet current zoning standards for bicycle parking.

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

The change in use will not create any adverse environmental impacts on neighbors. The nearest residential neighbors to the site will be at the recently-constructed Vox on Two housing development, which is suitably distant from the hotel site.

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

A memorandum was provided from Katherine Watkins, the City Engineer, dated October 14, 2014 indicating that the hotel use will meet applicable infrastructure requirements. It will be designed to achieve a minimum LEED Silver standard.

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

The proposed amendment does not substantially change the nature of the project, although the addition of a hotel contributes to a more complex mix of uses in the area.

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

The proposed development continues to not include housing, although hotel use will provide lodging accommodations that are viewed as desirable in the area.

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

The proposed development plan, as amended, continues to provide significant open space benefits in restoring environmentally sensitive areas, mostly adjacent to the Alewife Reservation, to green space and wetland. The proposed hotel will result in more generous landscaped area internal to the site.

3. Flood Plain Special Permit (Section 20.70)

*20.75 Criteria. The Planning Board shall grant a Special Permit for development in the Flood Plain Overlay District if the Board finds that such development has met all of the following criteria in addition to other criteria specified in Section 10.43:*

- 1. No filling or other encroachment shall be allowed in Zone A areas or in the floodway which would impair the ability of these Special Flood Hazard Areas to carry and discharge flood waters, except where such activity is fully offset by stream improvements such as, but not limited to, flood water retention systems as allowed by applicable law.*
- 2. Displacement of water retention capacity at one location shall be replaced in equal volume at another location on the same lot, on an abutting lot in the same ownership, on a noncontiguous lot in the same ownership, or in accordance with the following requirements.*
- 3. All flood water retention systems shall be suitably designed and located so as not to cause any nuisance, hazard, or detriment to the occupants of the site or abutters. The Planning Board may require screening, or landscaping of flood water retention systems to create a safe, healthful, and pleasing environment.*
- 4. The proposed use shall comply in all respects with the provision of the underlying zoning district, provisions of the State Building Code, Wetlands Protection Act, and any other applicable laws.*
- 5. Applicants for development in the Alewife area shall be familiar with area-specific and general city-wide land use plans and policy objectives (e.g. Concord-Alewife Plan, A Report of the Concord Alewife Planning Study, November 2005; Toward a Sustainable Future, Cambridge Growth Policy, 1993, Update, 2007; Section 19.30 - Urban Design Objectives of this Zoning Ordinance) and shall demonstrate how their plan meets the spirit and intent of such documents in conjunction with the requirements of this Section 20.70 - Flood Plain Overlay District and Section 20.90 – Alewife Overlay Districts 1-6.*
- 6. The requirement of Section 20.74(3) has been met. [Certification and supporting documentation by a Massachusetts registered professional engineer demonstrating that such encroachment of the floodway as specified above in Subsection 20.73 shall not result in any increase in flood levels during the occurrence of the 100-year flood]*

The Applicant has included information on flood requirements in the Application Materials. The project is also subject to an Order of Conditions issued by the Cambridge Conservation Commission pursuant to the Wetlands Protection Act, which was provided in the Application Documents. The memorandum from Kathy Watkins, City Engineer, dated October 14, 2014 addressed the flood requirements of the project.

The proposed change to hotel use will not alter the requirements to which the project is subject. The project will continue to provide adequate compensatory flood storage in an incremental fashion, primarily through the construction of a stormwater storage space under the building similar to systems in other buildings on the site. The compensation continues to be based on a flood elevation that is more than three feet higher than the actual FEMA flood datum, as recommended by the City Engineer. The project will also adhere to the additional stormwater and sewer mitigation measures required by the Department of Public Works to improve the functioning of the City's infrastructure system. Therefore the Planning Board finds that the requirements of Section 20.70 continue to be met with the proposed amendment.

4. Divergence from Parkway Overlay District Requirements (Section 20.63.7)

*20.63.7 The development standards specified in this Section 20.60 shall apply to all development within the Parkway Overlay District not exempted by subsections 20.63.2, 20.63.3, and 20.63.4. Divergence from these standards may be allowed only by issuance of a special permit from the Planning Board as specified in Subsection 10.45. The Board may grant such a permit upon its determination that the development proposed will better serve the objectives of this Section 20.60 than if the standards were followed and that the criteria specified in Section 10.43 will be satisfied.*

Specific characteristics of the proposed hotel require a waiver of two requirements of the Parkway Overlay District. First, the hotel is proposed to have its main vehicular and pedestrian access located internal to the site instead of from the roadway. Second, the hotel is proposed to have unbroken wall planes facing the public roadway of more than thirty-five (35) feet in length. Both of these aspects of the proposed hotel require a modification to the strict requirements of Section 20.64.3.

The intent of the Parkway Overlay District requirements is to enhance the parkways as an open space amenity. This goal is a particular challenge on Route 2, which experiences heavy traffic volumes and high vehicle speeds, and is particularly challenging in the location of the proposed hotel, where the Alewife Station Access Road splits from the main Route 2 roadway. An additional complication is that the border between Cambridge and Arlington falls between the hotel site and the Route 2 roadway, and Arlington zoning regulations would not allow access to the hotel use.

The Board finds that the hotel, as proposed, continues to provide landscaped open space and pedestrian access along Route 2 consistent with the overall intent of the Parkway Overlay District requirements. The hotel has undergone significant design revisions through the Planning Board's review and will undergo more detailed continuing design review by Community Development Department staff to ensure that it provides an attractive frontage to the road, which is particularly significant given that it will be very visible to many drivers entering Cambridge. Given that these objectives are met, the Board finds that it is reasonable

due to the conditions at this location to provide the main entrance to the building in a location internal to the site as proposed, and it is reasonable given the characteristics of the site and the particular needs of a hotel use to waive the limitation on the length of unbroken facades.

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

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

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

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

The development plan, as amended, will continue to meet the requirements of the Zoning Ordinance.

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

The project, as amended, will cause no additional congestion, hazard or change in character.

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

The proposed hotel use is allowed in the district and will not impact other adjacent uses.

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

Development authorized by Special Permit PB #198 will continue to adhere to all applicable health and safety requirements and will not cause any nuisance, hazard or other detriment.

(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 development plan, as amended, continues to be consistent with the established plans for the district and is consistent with the intent and purpose of the Zoning Ordinance.

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

The development plan remains consistent with the Citywide Urban Design Objectives, as set forth earlier in these Findings.

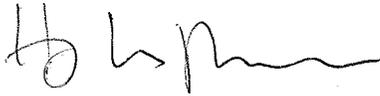
## DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Major Amendment to Special Permit PB #198, and special permit to modify the Parkway Overlay District requirements 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 amendments, and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents dated July 22, 2014, as revised by plans dated September 24, 2014 and images presented to the Planning Board on October 21, 2014, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above.
2. The dimensional features of the project shall remain in conformance with the Dimensional Form for the Overall Master Plan approved in Special Permit PB #198 filed November 4, 2004, with the added provision that Gross Floor Area permitted for non-residential use may be developed for hotel use so long as such development is in substantial conformance with the Application Documents referenced in Condition #1 above. Any change in the amount of hotel use that varies from the Application Documents may be permitted only after approval of an Amendment by the Planning Board, which shall be determined to be Major or Minor by the Planning Board in accordance with Condition #11 of Special Permit PB #198.
3. In addition to the transportation mitigation requirements previously applicable to Special Permit PB #198 and all prior amendments, the project shall be subject to the additional transportation mitigation requirements recommended by the Traffic, Parking and Transportation Department (TPT) as set forth in the memorandum dated October 15, 2014 (referencing a submittal from the Applicant dated September 22, 2014), attached to this Decision. TPT shall certify that these requirements have been met prior to issuance of any Building Permit or Certificate of Occupancy for development authorized by Special Permit #198, as applicable to that stage of the project.
4. The project shall otherwise remain subject to the Conditions set forth in Special Permit PB #198 and all prior amendments.

Voting in the affirmative to GRANT Major Amendment to Special Permit PB #198, and special permit to modify the Parkway Overlay District requirements were Planning Board Members H Theodore Cohen, Hugh Russell, Tom Sieniewicz, Steven Winter, Pamela Winters, and Associate Member Catherine Preston Connolly, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



Hugh Russell, Chair.

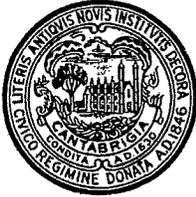
A copy of this decision PB #198 Amendment #3 (Major) shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on December 1, 2014, by Jeffrey C. Roberts, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

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

DATE:

City Clerk of Cambridge



**CITY OF CAMBRIDGE**  
**Traffic, Parking and Transportation**  
344 Broadway  
Cambridge, Massachusetts 02139

[www.cambridgema.gov/traffic](http://www.cambridgema.gov/traffic)

Susan E. Clippinger, Director  
Brad Gerratt, Deputy Director

Phone: (617) 349-4700  
Fax: (617) 349-4747

## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Susan Clippinger, Director  
**Date:** October 15, 2014  
**Re:** Discovery Park Special Permit Major and Minor Amendments Application

Discovery Park submitted a memo as required by special Permit #198 regarding Cambridge Discovery Park Transportation Demand Management (TDM) Adequacy, dated October 7, 2014 by Vanasse & Associates, Inc. (VAI). The Special Permit condition requires that when the build-out exceeds 526,000 g.f.a., they must evaluate whether TDM programs have reduced the maximum daily parking demand enough to have all parking accommodated on-site. The Cambridge Traffic, Parking and Transportation Department (TPT) reviewed the October 7, 2014 memo and Discovery Park's 2014 Transportation Monitoring Report and has the following comments:

The VAI October 7, 2014 memo assumed a total Discovery Park build-out of 716,927 s.f. The build-out included the existing Buildings 100 and 200/300, the proposed Hotel at Building 600, the future Buildings 400 and 500, and potential expansions to Buildings 100 and 200/300. With an expected build-out of 716,927 s.f. and other assumptions in the October 7, 2014 memo, we believe Discovery Park can meet its parking demands on site, with the following recommended mitigation:

1. The VAI memo is based on the currently proposed build-out of 716,927 sf, not the permitted total of 819,916 sf. We propose that the current Special Permit condition relating to returning to the Planning Board for any new building that would make total buildings over 526,000 s.f. be changed to over 716,927 s.f.

We recommend, in advance of any construction of new building that would make aggregate building gross floor area exceed 716,927 square feet, *the Proponent shall prepare a report for City staff based on the trip monitoring program that demonstrates whether the TDM programs reduced the maximum daily parking demand enough to have all the parking needs accommodated on-site. If these goals are not being met, before construction of such new building begins the Proponent must submit a detailed plan to the Board for its approval, which plan shall be scoped and reviewed by City staff, for how employee trips generated by the new building can be accommodated. If the Board determines that the Proponents' plan is inadequate, the Board may require additional TDM or infrastructure measures as condition to its approval of the new buildings.*

2. The proposed hotel parking needs being lower than the previously proposed office building (peak demand was estimated to be 51 spaces although the lease commitment will be 86), is critical to the ability of the project to live within the allowed parking supply. The proposed Hotel TDM measures for hotel visitors

submitted by the Proponent on September 22, 2014, need to be supplemented with the following additional TDM measures.

#### Additional TDM for Hotel guests

- Make available a pre-loaded MBTA Charlie Card (with varied values based on number of rides from a minimum of two rides up to several rides) to guests who use the T. The pre-loaded passes should be on hand at the hotel for resale to hotel guests at the cost of the passes.
  - Make available at the hotel Hubway day pass for resale to guests to ride bicycles at the cost of the day pass.
  - Hotel packages should not include free parking.
  - Offer van service between Alewife MBTA Station and Hotel.
  - Mount a real-time transportation information screen in lobby, such as Transit Screen.
  - Train hotel staff to show patrons how quick and easy it is to walk to Alewife MBTA station.
  - Train reservation staff to provide transit connection information from Logan Airport or South Station.
  - Place a Getting Around Cambridge Map in each guest room (available from CDD at cost of printing).
  - Send hotel confirmation email and mailings including information on reaching the hotel by non-SOV modes.
  - Provide an electric vehicle Level 2 plug-in station in the garage, if not already offered
3. TDM for employees in buildings 400, 500 and 600 (the Hotel).
- The TDM measures described in the Special Permit are required for these buildings.
  - Require Hubway corporate membership (minimum Gold Level) paid by employer for employees who choose to become Hubway members.
  - Require corporate membership paid by the employer at a local carshare company to allow employees to use a carshare vehicle for work-related trips during the day instead of needing to drive private vehicles to work.
4. The Proponent has agreed to aggressively promote non-SOV modes to Cambridge Discovery Park and to fund a large Hubway station to be located on Discovery Park at a specific location approved by the city staff. The Proponent has also committed to join the Alewife TMA. These are significant commitments.
5. The Discovery Park permit allows the flexibility to park employees and visitors in either garage. However, lease commitments to Building's 100 and 200/300 could use at maximum all available spaces in Garage A. The parking needs of the hotel and Building's 400 and 500 need to be able to fit in Garage B or on site. To guarantee this can be done, lease commitments for Building's 400 and 500 tenants should not exceed 1.25 spaces/1,000 sf.
- If it is necessary to make the lease commitments exceed 1.25 spaces/1,000 sf. for a tenant, proponent must notify CDD and TP&T and determine if additional TDM measures are required to make sure parking will be accommodated on site.
6. The Special Permit requires Discovery Park to continue their transportation monitor program through the completion of full build-out of the Project with mode split surveys and driveway counts. We recommend that the monitoring be continued biannually for 6 years after full build-out.
7. TPT and DPW will review the building permit plans and make sure any missing sidewalk segments that connect the path to the MBTA to the DCR parking lot and the ADL informational signage are installed pending DCR approval.



Ref: 6599

September 22, 2014

Ms. Susan E. Clippinger, Director  
City of Cambridge  
Traffic, Parking and Transportation Department  
344 Broadway  
Cambridge, MA 02139

Re: Cambridge Discovery Park  
TDM Plan - Hotel

Dear Sue:

As requested, Vanasse & Associates, Inc. (VAI) has provided supplemental TDM measures for the proposed hotel with the intent of a reduction in SOV to the hotel. The hotel already will be subject to the existing TDM Plan. These supplemented measures are summarized below:

**Hotel Marketing Program:**

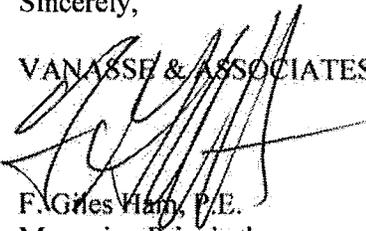
- Hotel website to include a transportation options section. Information will include:
  - Transit schedules / links to MBTA website
  - Walk, bicycle and transit maps
  - Non-SOV modes access to hotel from Logan Airport and South Station.
- Transportation Materials made available in lobby.
  - Getting around Cambridge map
  - CitySmart transit brochure
  - CitySmart Walking brochure
  - CitySmart Biking brochure
- Hotel to join Alewife TMA.
- Parking Management:
  - Charge guests hotel market rate for parking
- Bicycle Measures:
  - Install fix-it station
  - Free day pass for hubway
  - Provide bicycle maps in lobby

- Walking measures:
  - Provide Little River and Minuteman Path maps in lobby.
- Transit Measures:
  - Charlie Card sales on-site
  - Transit maps in lobby
  - Promotion of transit service to Logan Airport and South Station

In addition, the 2014 Transportation Monitoring Report has documented an SOV mode of 53 percent. The Bulfinch Company will continue to aggressively promote non-SOV modes to CDP. To this end, The Bulfinch Company will install a hubway to further promote bicycle travel to the area. In addition, The Bulfinch Company has committed to join the Alewife TMA. The 2015 transportation monitoring will occur in the spring 2015.

Sincerely,

VANASSE & ASSOCIATES, INC.



F. Giles Ham, P.E.  
Managing Principal

FGH/mef

cc: File