



MIT Kendall Square Initiative SoMa Project

Planned Unit Development

Special Permit Application (Development Proposal)

July 27, 2015

Submitted by:

Massachusetts Institute of Technology (MIT)

OWNER/ PROJECT PROPONENT

Massachusetts Institute of Technology (MIT)

LEGAL COUNSEL

Goulston & Storrs

Gallucio & Watson, LLP

PROJECT MANAGEMENT

Redgate

Northstar (Building 6)

BUILDING DESIGN ARCHITECTS

Elkus Manfredi Architects (Building 2)

Perkins + Will Architects (Building 3)

NADAAA/Perkins & Will (Building 4)

Weiss/Manfredi Architects (Building 5)

nARCHITECTS (Building 6)

LANDSCAPE ARCHITECTS

Hargreaves Associates

RETAIL AND PLACEMAKING

Graffito SP

CIVIL ENGINEERING

Nitsch Engineering

TRANSPORTATION ENGINEERING

VHB

PARKING CONSULTANT

Desman Design Management

M/E/P ENGINEERING

AHA Consulting Engineers

Bard Rao + Athanas Consulting Engineers

WSP

ARUP

STRUCTURAL ENGINEERING

MacNamara · Salvia Robert Silman Associates Odeh Engineers

GEO TECHNICAL/GEO ENVIRONMENTAL

McPhail Associates, LLC

ACOUSTICAL ENGINEERING

Acentech

SUSTAINABILITY CONSULTANT

Atelier Ten The Green Engineer

DISTRICT ENERGY CONSULTANT

JB&B

WIND CONSULTANT

RWDI Consulting Engineers

SURVEYOR

Feldman

PRECONSTRUCTION SERVICES

Turner Construction Elaine Construction

COMMUNICATIONS

Solomon McCown & Company

SUBMITTED MATERIALS

MIT is requesting a Planned Unit Development Special Permit pursuant to Article 12 of the Zoning Ordinance. Special Permit Application Forms including Cover Sheet, Dimensional Form (as modified for this project), Ownership Certificate and Fee Schedule are included in this Planned Unit Development Special Permit Application immediately following this page.

This Application includes the submission requirements specified in Section 12.34.3

A separate SoMa Project Graphics Materials package has been submitted under separate cover to accompany this Application. The graphics package includes Existing Conditions and Site Context Maps and Photographs as well as Proposed Site Plans, Floor Plans, Landscape Plans, Elevations and Perspectives.

Certifications of Receipt of Plans are included in the Appendix of this Application.



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

SPECIAL PERMIT APPLICATION • COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Location of Premises: Various Addresses (See attached addendum)

Zoning District: Residence C-3B, Mixed Use Residential Overlay (MXR), PUD-5

Applicant Name: Massachusetts Institute of Technology

Applicant Address: 238 Main Street, Cambridge, MA 02142

Contact Information: 617-258-5634 mowu@mit.edu

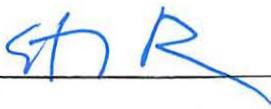
Telephone # Email Address Fax #

List all requested special permit(s) (with reference to zoning section numbers) below. *Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.*

Planned Unit Development Special Permit (Article 12.000 and Section 13.82)
Project Review Special Permit (Section 19.20)

List all submitted materials (include document titles and volume numbers where applicable) below.

Planned Unit Development Special Permit Application
MIT Kendall Square Initiative – SoMa (South of Main) Project
Project Review Special Permit Application
MIT Kendall Square Initiative – SoMa (South of Main) Project
MIT Kendall Square Initiative – SoMa (South of Main) Graphics Package

Signature of Applicant: 

For the Planning Board, this application has been received by the Community Development Department (CDD) on the date specified below:

Date _____ Signature of CDD Staff _____

MIT – SoMa Special Permits Application Filing

Addendum to Application Cover Sheet

Location of Premises:

Development Parcel B

84 Wadsworth Street and 36 Memorial Drive.

Development Parcel C

226-254 Main Street, 65 Wadsworth Street, 16 Hayward Street, Hayward Street, 264 Main Street, 292 Main Street, 1 Hayward Street, 8, 26, 28, 34, 42 and 46 Carleton Street, Carleton Street, 310, 322 and 336 Main Street, 65 Carleton Street, 5 and 21 Deacon Street, and 40 Ames Street.

OWNERSHIP CERTIFICATE

Project Address: Multiple Parcels (see attached)

Application Date: July 27, 2015

This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: Massachusetts Institute of Technology
at the following address: 77 Mass. Ave, Cambridge MA 02139
to apply for a special permit for: A mixed-use multi-building project
on premises located at: Several properties (see attached addendum)
for which the record title stands in the name of: Massachusetts Institute of Technology
whose address is: 77 Mass. Ave, Cambridge MA 02139

by a deed duly recorded in the:

Registry of Deeds of County: See attached Book: _____ Page: _____

OR Registry District of the Land Court,
Certificate No.: _____ Book: _____ Page: _____



Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)

To be completed by Notary Public:

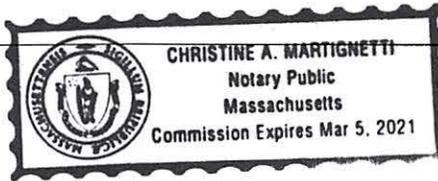
Commonwealth of Massachusetts, County of Middlesex

The above named Seth Alexander personally appeared before me,

on the month, day and year 7/23/15 and made oath that the above statement is true.

Notary: Christine A. Martignetti

My Commission expires: _____



MIT – SoMa Special Permits Application Filing

Addendum to Ownership Certificate

Property Addresses:

Development Parcel B

84 Wadsworth Street and 36 Memorial Drive.

Development Parcel C

226-254 Main Street, 65 Wadsworth Street, 16 Hayward Street, Hayward Street, 264 Main Street, 292 Main Street, 1 Hayward Street, 8, 26, 28, 34, 42 and 46 Carleton Street, Carleton Street, 310, 322 and 336 Main Street, 65 Carleton Street, 5 and 21 Deacon Street, and 40 Ames Street.

Vesting Deed References:

Development Parcel B

Deed dated October 31, 1952 and recorded with Middlesex South Registry of Deeds in Book 7986, Page 523 and filed with Middlesex South Registry District of the Land Court as Document No. 264993 (creating Certificate of Title 76987),

Deed dated September 25, 1956 and recorded with Middlesex South Registry of Deeds in Book 8823, Page 106,

Deed dated November 15, 1963 and filed with Middlesex South Registry District of the Land Court as Document No. 399602 (creating Certificate of Title 112995),

Deed dated December 28, 1950 and filed with Middlesex South Registry District of the Land Court as Document No. 246868 (creating Certificate of Title 71877), and

Deed dated February 28, 1964 and filed with Middlesex South Registry District of the Land Court as Document No. 402652 (creating Certificate of Title 113752) and recorded in Book 10473, Page 318.

Development Parcel C

Portion containing and abutting Building Parcel 3

Deed dated April 9, 1968 and recorded with Middlesex South County Registry of Deeds in Book 11490, Page 32; Deed dated March 6, 1962 and recorded in Book 9995, Page 432; and Deed dated September 15, 1961 and filed as Document 370630 creating Certificate of Title 105748.

Portion containing Hayward Street

Grant of Easement from the City of Cambridge to the Massachusetts Institute of Technology, dated June 28, 1993, and recorded in Book 23326, at Page 15.

Portion containing and abutting Building Parcel 4

Deed dated July 2, 1969 and recorded with Middlesex South County Registry of Deeds in Book 11703, Page 181; Deed dated July 23, 1968 and recorded in Book 11563, Page 512; Deed dated November 7, 1988 and recorded in Book 19459, Page 156; Deed dated April 30, 1982 and recorded in Book 14596, Page 508; Deed dated December 13, 1967 and recorded in Book 11443, Page 194 and filed as Document 450990 (Certificate of Title 125701); Deed dated January 16, 1974 and filed as Document 519189 (Certificate of Title 142984); and Deed dated December 13, 1967 and recorded in Book 11443, Page 199.

Portion containing Carleton Street

Easement from the City of Cambridge to the Massachusetts Institute of Technology, dated June 28, 1993, and recorded in Book 23326, at Page 21.

Portion containing and abutting Building Parcel 5

Deed dated December 4, 1986 and recorded with Middlesex South County Registry of Deeds in Book 17637, Page 455; Deed dated December 13, 1967 and recorded in Book 11443, Page 194; Deed dated December 22, 1986 and filed as Document 730908 (Certificate of Title 178776); Deed dated November 7, 1988 and filed as Document 787433 (Certificate of Title 184147) and also recorded in Book 19459, Page 151; and Release Deed recorded in Book 65786, at Page 60.

Portion containing and abutting Building Parcel 6 (and portion running between westerly side of Carleton Street and Building Parcel 6)

Deed dated December 27, 1960 and recorded with Middlesex South Registry of Deeds in Book 9737, Page 321, and filed with Middlesex South Registry District of the Land Court as Document No. 32160 (creating Certificate of Title 103584), by virtue of a Deed dated March 13, 1970 and recorded with Middlesex South Registry of Deeds in Book 11811, Page 117, and filed at Middlesex South Registry District of the Land Court as Document No. 474308 (creating Certificate of Title No. 131990); by virtue of deed dated September 30, 1971 and recorded in Book 12083 Page 668 and filed as Document 490396 (creating Certificate of Title No. 136077); and by virtue of a deed dated May 18, 1973, and recorded with the Middlesex South District Registry of the Land Court as Document No. 511001 (creating Certificate of Title No.140922).

FEE SCHEDULE

Project Address:

Application Date:

The Applicant must provide the full fee (by check or money order) with the Special Permit Application. Depending on the nature of the proposed project and the types of Special Permit being sought, the required fee is the larger of the following amounts:

- If the proposed project includes the creation of new or substantially rehabilitated floor area, or a change of use subject to Section 19.20, the fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area.
- If a Flood Plain Special Permit is being sought as part of the Application, the fee is one thousand dollars (\$1,000.00), unless the amount determined above is greater.
- In any case, the minimum fee is one hundred fifty dollars (\$150.00).

Fee Calculation

New or Substantially Rehabilitated Gross Floor Area (SF): × \$0.10 =

Flood Plain Special Permit Enter \$1,000.00 if applicable:

Other Special Permit Enter \$150.00 if no other fee is applicable:

TOTAL SPECIAL PERMIT FEE **Enter Larger of the Above Amounts:**

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SECTION I: Introduction

SECTION I: Introduction

MIT's Kendall Square Initiative South of Main ("SoMa") Project (the "SoMa Project") is an opportunity to transform five parking lots owned by MIT on its East Campus into a new, fully urban, mixed-use district in the heart of Kendall Square that will:

- Enhance the ground floor public realm and provide the foundation for continuous streetwall and related ground floor retail from Ames Street to the Longfellow Bridge on the south side of Main Street
- Increase the amount of publicly beneficial open space with a focus on community interaction and programming
- Increase the amount of MIT graduate student housing and locate it in the center of Kendall Square
- Create new office and R&D jobs and reinforce Kendall Square, MIT, and Cambridge's preeminent position as a leader in innovation
- Provide critical space to accelerate MIT's innovation and impact, strengthen the innovation ecosystem, and enable stronger interactions between the MIT campus community and the Kendall Square community
- Provide a new location for the MIT Museum and an opportunity to increase its exposure and role as a regional resource

The SoMa Project area consists of 293,808 sf (6.75 acres) divided into two development parcels. Parcel B, the site of proposed Building 2, is the site of the existing MIT Eastgate graduate housing building and its associated surface parking and measures 69,711 sf (1.6 acres). Parcel C, the site of Buildings 3-6, is the site of 485 surface parking spaces, several underutilized campus and commercial buildings and MIT loading facilities and measures 224,097 sf (5.14 acres). Existing conditions are shown on Figures A-1 – A-6 of the *MIT Kendall Square Initiative – SoMa Project Graphics Materials* dated July 27, 2015 ("Graphics Set").

The proposed SoMa Project includes five buildings: three will house office and/or R&D uses, one will provide graduate student housing, and one is proposed as a small retail building. All will include retail and/or active uses on the ground floor. MIT has selected accomplished architectural teams to design each of these five buildings. Each building has its own expression and concept that is reflective of its uses while ensuring that the buildings work together to create a complementary urban context. The modern design respects the City of Cambridge (the "City") urban design guidelines and highlights the interaction with the public realm with multiple openings.

The SoMa Project will retain and incorporate the three historic buildings along Main Street: The Kendall Building (238 Main Street, E48); The J.L. Hammett Building (264 Main Street, E39) and The Suffolk Building (292 Main Street; E38). The ground floor retail in these buildings will be repositioned and the buildings will be modified through techniques including lowering the ground floor to meet grade, which will increase accessibility and porosity of retail and other active uses (retail entries are currently approximately 3 feet above grade). The ground floors of existing buildings along Wadsworth Street, Hayward Street and Carleton Street will also be modified to include active uses as they integrate into the active ground floors of the proposed buildings. MIT believes that celebrating the three historic buildings and integrating their design with the proposed modern buildings serves as a physical expression of the evolution of Kendall Square from its early industrial roots to a center of innovation.

The SoMa Project – in conjunction with MIT’s NoMa (North of Main) Project – includes over 100,000 square feet of new or repositioned ground floor retail and active uses for much-needed neighborhood amenities such as a potential drugstore and an urban grocer in Kendall Square and continue the growth of restaurants, and other establishments to serve the workforce, neighborhood and region.

The SoMa Project transforms existing parking lots and streets into more than two acres of new publicly accessible and porous open space that will be added to the eight acres currently existing within PUD-5. The landscape is designed to be a cohesive and pedestrian-oriented open space, connected by upgraded streetscapes to adjacent properties and neighborhoods. Hayward Street will be closed to through vehicular traffic, the north and south sections serving only as access for building-specific service and loading, and a key section of Carleton Street will be converted into a shared street, and raised crossings will prioritize the pedestrian experience on Wadsworth Street. Each of Carleton and Wadsworth Streets leads into the open space and extends access to an area that will promote greater public use. The open space is the connective tissue of the Kendall Square Initiative, connecting the MIT east and main campuses and connecting the campus and the community.

The public realm is designed to offer a diversity of destinations and program opportunities for a broad range of anticipated users: residents, neighbors, workers, visitors and students. It will serve as a gathering space for the community and include programming influenced by the open space and retail advisory committee. Key elements include an ‘urban forest’ of canopy trees above a richly textured unit paver ground plane, interspersed with discrete lawns, and densely planted gardens of native and adaptive planting. This landscape may include an interactive fountain or interactive technology-focused art installation, either permanent or temporary.

The SoMa Project is designed to be a leader in sustainability. All of the buildings will be designed to achieve USGBC LEED Gold V.4 ratings and will include comprehensive sustainability strategies such as district stormwater capture and reuse, high performance envelopes that integrate a mix of insulating materials, advanced glazing materials, external shading, efficient building mechanical systems to reduce energy consumption and an open space that fosters healthful interaction with the surroundings.

The SoMa Project includes 1,494 (809 net new) parking spaces primarily located in two below grade garages. A below grade garage on Parcel B will include 278 spaces to serve Building 2 above. Parking will be provided on Parcel C to serve the new demand generated from buildings 3, 4, 5 and 6 (531 spaces), replace the surface spaces displaced by the proposed project in Parcels B and C (485 spaces) and relocate spaces from elsewhere on the MIT campus (200 spaces). Of these 1216 spaces on Parcel C, 1,156 will be located in the below grade "SoMa Garage" and approximately 60 will be located at a new, well-landscaped surface parking area that will continue to serve visitors to the MIT Medical Department, the Media Lab and other academic groups. The garages will include long-term secured bike parking and space for carpools/vanpools, carsharing and alternative energy vehicles. Short-term bike parking will be provided at grade. Parking and bikes storage is shown on Figures D-77 – D-85.

SECTION II: Existing Conditions

SECTION II: EXISTING CONDITIONS

The SoMa Project site is located in East Cambridge adjacent to the MBTA Red Line Kendall Square Station, and bounded by Main Street to the north, MIT Building E19 to the west, Amherst Street to the south and the MIT Sloan School of Management (MIT Building E62) to the east. The proposed SoMa Project is comprised of two Development Parcels referred to as “SoMa Development Parcel B” (including Building Parcel 2) and “SoMa Development Parcel C” (including Building Parcels 3-6). Concurrent with this filing, MIT has filed a separate Development Proposal for NoMa Development Parcel A for a property in the PUD-5 district that is located north of Main Street in the Third Street Transition Subdistrict (the “NoMa PUD Filing”). The parcel organization is shown on Figure A-1 and A-2 and described below:

SoMa Development Parcel B is located south of Main Street, northwest of the Sloan School of Management and east of Wadsworth Street. Development Parcel B site is currently occupied by MIT’s Eastgate Building (E55) which provides 201 graduate housing units as well as a childcare facility to support the MIT community. These existing graduate housing and childcare uses will be transferred from this site to Building Parcel 4 as part of the proposed development. The 49 surface parking spaces adjacent to Eastgate will be relocated to the parking facilities at Development Parcel C as part of the proposed development. Access to the existing parking lot is provided from Wadsworth Street as well as from Main Street.

SoMa Development Parcel C is located south of Main Street, west of Wadsworth Street, north of the Muckley building (E40) and Amherst Street, and is bounded at its westerly end by MIT Buildings E23, E25, E18 and E19 and includes Hayward Street and a portion of Carleton Street. Three historic buildings along Main Street will be retained and incorporated as part of the proposed project.

- The Kendall Building (E48; 238 Main Street) is a five-story brick building containing 69,219 GSF of office space that will be retained in the proposed project in addition to 12,781 GSF of retail that will be repositioned.
- The Hammett Building (E39; 264 Main Street) is a three-story brick building containing 31,994 GSF of office space that will be retained in the proposed project and 10,806 SF of retail that will be repositioned.

- The Suffolk Building (E38; 292 Main Street) contains 64,646 GSF of academic space that will be retained in the proposed project and 1,800 SF of retail that will be repositioned.

A total of four buildings located in Development Parcel C will be removed. These include:

- E33 and E34 are academic buildings totaling 35,313 GSF
- E28/Cambridge Trust is a one-story brick building on the northwest corner of the site that contains the 2,923 GSF Cambridge Trust Company and 4,239 GSF of office space.
- 8 Carleton Street is a three-story brick building totaling 12,624 GSF of office/lab space.

Development Parcel C includes surface parking lots for 414 spaces that will be replaced on Parcel C as part of the SoMa Project:

- 49 academic surface parking spaces as well as 70 commercial spaces between Wadsworth Street and Hayward Street that support the buildings along Main Street. Access to the academic lot is located on Hayward Street while the curb cut to the commercial parking lot is provided on Wadsworth Street.
- 189 surface parking spaces for MIT academic uses, 19 parking spaces for commercial, retail and office tenants along Main Street and 13 commercial parking spaces serving 8 Carleton in lots between Hayward Street and Carleton Street. Parking is accessed from Hayward Street and from Carleton Street.
- 60 surface parking spaces for MIT academic uses and 14 surface commercial parking spaces for Cambridge Trust. Access to the MIT parking spaces is provided by a curb-cut on Deacon Street while a separate curb-cut is used to access the Cambridge Trust parking lot on Dock Street adjacent to the Kendall Hotel.

Development Parcel C also includes the area for the future Building 6 located on the south side of Main Street between the MIT Ford building (E19) and the Kendall Hotel on the E19 loading dock facility and MIT fleet vehicle parking lot. There is one approximately 60 foot wide curb-cut serving MIT fleet vehicles and trucks accessing the loading docks. There are 22 parking spaces provided for MIT fleet vehicles to use throughout the day. Five loading docks as well as two trash compactors serve the loading needs for the academic buildings on MIT's East campus. The loading and service activity for the MIT campus will continue after Building 6 is completed. This new building will help create continuous active storefronts all the way from E19 to MIT's Sloan School.

The entirety of both SoMa Development Parcel B and SoMa Development Parcel C is

currently owned and controlled by MIT with the exception of Carleton and Hayward Streets which are owned by the City of Cambridge but over which MIT has perpetual easements to maintain, control and construct improvements in such streets. Existing conditions are shown in the Figures A-1 – A6.

The existing site uses that will be replaced with proposed development are presented in Table A.: Existing Buildings to be Removed.

Table A Existing Buildings to be Removed (in Gross Square Feet “GSF”)

Building Site	Academic GSF	Office GSF	Retail GSF	Residential GSF	Academic Housing GSF	Total
Development Parcel B						
E55 (Eastgate)	0	0	0	0	172,350	172,350
Development Parcel C						
E33	7,980	0		0	0	7,980
E34	27,333			0	0	27,333
8 Carleton		13,624				13,624
E28/Cambridge Trust		4,239	2,923			7,162
Total Parcel C	35,313	17,863	2,923	0	0	56,099
TOTAL SoMa	35,313	17,863	2,923	0	172,350	228,449

SECTION III: Statement of Development Concept/Project Description

SECTION III: Statement of Development Concept/Project Overview

A. Project Description

a. Buildings

The SoMa project will transform 5 parking lots into an active mixed use environment. The SoMa Project development program is summarized in Table C, and is described below. In addition to the building program, the project will facilitate a continuous retail environment along Main Street that will include a significant number of local and independent retailers as well as more than two acres of new open space which will be programmed to enhance interaction among all members of the MIT and greater Kendall communities.

SoMa Development Parcel B

Building 2 will contain approximately 300,000 GSF of office uses and approximately 18,000 GSF of ground floor retail and active uses. The building will be positioned on the Development Parcel to activate the corner of Main Street and Wadsworth Street, facilitating pedestrian and bike travel to the river and extending Main Street retail all the way to the Sloan School. The building will be set back so that travelers crossing the Longfellow Bridge from Boston to Cambridge will have the iconic clock tower on the Kendall Building in full view.

SoMa Development Parcel C

Building 3 will be an addition to the rear of the Kendall Building totaling approximately 280,000 GSF of research, laboratory and technical office space (R&D) use and approximately 27,000 GSF of new and repositioned retail and active uses. Approximately 69,219 GSF of office space currently located in the Kendall Building will be retained. The top of Building 3 will be designed and positioned to provide a frame for the clock tower while still providing an opportunity for larger retail such as an urban grocer or a pharmacy at the base of the building.

Building 4 will include approximately 330,000 GSF of Academic Graduate Housing and a

9,000 GSF childcare facility as well as 28,000 GSF of new retail or repositioned retail and active uses in E38, E39 and the new building. The Academic Graduate Housing and childcare facility are being moved from Building Parcel 2 (E55) to Building 4. The Graduate Housing will increase in size from 201 units to approximately 450 units. The upper floors of E38 will continue to contain 64,646 GSF of academic space but will be the home of MIT's Innovation and Entrepreneurship (I&E) programs, bringing these activities at the center of the Kendall Square innovation cluster. The upper floors of E39 will continue to contain 31,994 GSF of academic office space.

Building 5 will contain approximately 360,000 GSF of office and approximately 20,000 GSF of retail on the ground floor. In addition, this Building is the proposed new home of the MIT Museum which will occupy approximately 65,000 GSF. The Museum will naturally serve as a new anchor in the neighborhood and provide an activity center that extends past weekday work hours. The innovative design will make it a signature piece of architecture that gives Kendall Square an enhanced identity. MIT sees this parcel as a nexus point that connects the community to the MBTA, MIT, and Main Street.

Building 6 will contain two stories of approximately 6,600 GSF of retail located on the northeast portion of the E19 Loading facility and parking lot. The loading facility will continue to serve the academic uses of the East Campus, however, the curb-cut will be minimized and moved slightly to the west to accommodate the proposed building. This new building helps to create continuous active storefronts all the way from E19 to MIT's Sloan School.

MIT is exploring the opportunity to relocate and update the existing MBTA Red Line head house slightly to the south in order to enhance the public realm and to create a more transparent, inviting and unique-to-Kendall-Square entrance to the MBTA.

The total proposed development program for the SoMa Project is summarized in Table C and illustrated in Figure A-7. The number of graduate student housing units proposed is approximately 450 and will depend on final unit configurations.

Table B Total Proposed Development Program by Building and Land Use (GSF)

Building	Office (GSF)	R&D (GSF)	Retail (GSF)	Museum (GSF)	Grad Housing (GSF/units)	Child Care (GSF)	Total (GSF)
Development Parcel B							
Building 2	300,000	0	18,000	0	0	0	318,000
Development Parcel C							
Building 3	0	280,000	27,000	0	0	0	307,000
Building 4	0	0	28,000	0	330,000	9,000	367,000
Building 5	360,000	0	20,000	65,000	0	0	445,000
Building 6	0	0	6,600	0	0	0	6,600
Development Parcel C	360,000	280,000	81,600	65,000	330,000	9,000	1,125,600
Total SoMa	665,000	280,000	99,600	65,000	330,000	9,000	1,443,600

b. Vehicular and Bicycle Parking and Loading

The SoMa Project will include 1,494 (809 net new) parking spaces primarily located in two below-grade garages.

The proposed SoMa office, R&D and retail project uses will generate a demand for 809 spaces based on the maximum parking ratios prescribed in the PUD-5 zoning and in conjunction with the Kendall Square Planning Study (K2). Additionally, 485 existing surface spaces will be replaced within the new project. Finally, MIT will relocate 200 spaces from other locations on campus to the proposed parking garage at Development Parcel C. No net new parking is associated with the graduate housing, MIT Museum or childcare facility.

Approximately 278 parking spaces to serve the building uses will be provided in a below-grade garage beneath Building 2 (Development Parcel B). These spaces will be accessed via a single ramp located on the easterly side of Wadsworth Street. In addition, loading and service trucks will access at-grade loading docks from Wadsworth Street.

Parking for 1,216 cars will be included on Development Parcel C in an 1,156 space below-grade parking garage located beneath Building 4 and the open space located to the south of Building 4 and accessed via Wadsworth Street and Amherst Street and in a 60 space surface lot accessed from Amherst Street. Loading and service for the office, R&D, museum, retail, graduate housing and daycare will take place in the designated loading docks below grade. These loading facilities will be accessed from Hayward Street.

The Cambridge Zoning Ordinance applies parking ratios to a building's Gross Floor Area (GFA). GFA

is defined in Article 2 of the Ordinance and is generally calculated by deducting from the Gross Square Footage (GSF) such items as vertical penetrations, attics, cellars, access to parking and loading, machine rooms, among other items. Other exemptions permitted in the PUD-5 district are not included. The Gross Floor Area (GFA) used to calculate parking demand for the SoMa Project is shown in Table C.

Table C Total Proposed GFA for Parking Demand

Building	Office (GFA)	R&D (GFA)	Retail (GFA)	Museum (GFA)	Grad Housing (GFA)	Child Care (GFA)	Total (GFA)
Development Parcel B							
Building 2	298,000	0	18,000	0	0	0	316,000
Development Parcel C							
Building 3	0	270,000	27,000	0	0	0	297,000
Building 4	0	0	28,000	0	330,000*	9,000	367,000
Building 5	305,000	0	20,000	65,000	0	0	390,000
Building 6	0	0	6,000	0	0	0	6,000
Development Parcel C	305,000	270,000	81,000	65,000	330,000	9,000	1,060,000
Total SoMa	603,000	270,000	99,000	65,000	330,000	9,000	1,376,000

Table D Vehicle Parking Demand

Building	Office (.9/1000)	R&D (.8/1000)	Retail (.5/1000)	Museum	Grad Housing	Child Care	Total
Development Parcel B Uses							
Building 2	269	0	9	0	0	0	278
Development Parcel C Uses							
Building 3	0	216	13	0	0	0	229
Building 4	0	0	14	0	0	0	14
Building 5	275	0	10	0	0	0	285
Building 6	0	0	3	0	0	0	3
Development Parcel C Total	275	216	40	0	0	0	531
Replaced Surface							485
Relocated Academic							200
Total Parking Demand							1,494

Table E Vehicle Parking Supply

	Total
Development Parcel B Garage	278
Development Parcel C Garage ("SoMa Garage")	1,156
Development Parcel C Surface Lot	60
Total Parking Supply	1,494

Bike storage spaces will be provided consistent with the City of Cambridge Bicycle Parking Requirements as shown on Tables F and G below and as shown on Figure D-77 - D-85.

Table F Long Term Bike Parking Demand

	Office	R&D	Retail	Museum	Grad Housing	Child Care	Total
Development Parcel B							
Building 2	90	0	3	0	0	0	93
Development Parcel C							
Building 3	0	60	4	0	0	0	64
Building 4	0	0	4	0	236	2	242
Building 5	92	0	3	8	0	0	103
Building 6	0	0	2	0	0	0	2
Development Parcel C	92	60	13	8	236	2	411
Total SoMa	182	60	16	8	236	2	504

Table G Short Term Bike Parking Demand

	Office	R&D	Retail	Museum	Grad Housing	Child Care	Total
Development Parcel B							
Building 2	19	0	12	0	0	0	31
Development Parcel C							
Building 3	0	17	17	0	0	0	34
Building 4	0	0	17	0	25	2	44
Building 5	19	0	13	8	0	0	40
Building 6	0	0	5	0	0	0	5
Development Parcel C	19	17	52	8	25	2	123
Total SoMa	65,000	280,000	99,600	65,000	330,000	9,000	1,443,600

c. Open Space

The Development Proposal transforms existing parking lots and streets into more than two acres of new publicly accessible and porous open space that will be added to the eight acres currently existing within PUD-5. The landscape is designed to be a cohesive and pedestrian-oriented open space, connected by upgraded streetscapes to adjacent properties and neighborhoods. Hayward Street, a private way controlled by the Applicant pursuant to easement rights, will be closed to through vehicular traffic with the north and south sections serving only as access for building-specific service and loading. In addition, a key section of Carleton Street, a private way controlled by the Applicant pursuant to easement rights, will be converted into a shared street. MIT also intends to install raised crossings in Wadsworth Street to prioritize the pedestrian experience on this street. Each street leads into the open space and extends access to an area that will promote greater public use. The open space is the connective tissue of the Kendall Square Initiative, connecting the MIT east and main campuses and connecting the campus and the community.

The public realm is designed to offer a diversity of destinations and program opportunities for a broad range of anticipated users: residents, neighbors, workers, visitors, faculty and students. It will serve as a gathering space for the community and include programming influenced by the open space and retail advisory committee. Key elements include an 'urban forest' of canopy trees above a richly textured unit paver ground plane, interspersed with discrete lawns, and densely planted gardens of native and adaptive planting. This landscape may include an interactive fountain or interactive technology-focused art installation, either permanent or temporary.

Site furnishings may include moveable tables and chairs in addition to a variety of fixed seating opportunities and materials. The public realm is above all else intended to be an adaptable landscape accommodating to passive sitting and socializing. These elements can accommodate both active events such as festivals, lectures, and outdoor symposia, as well as more passive daily activities such as eating lunch on a bench or relaxing on the lawn under the shade of a tree. The balance of hardscape paving and softscape vegetation throughout the core open space maximizes the flexible use of the space and could promote activities such as outdoor classes, chessboards, farmers markets and innovation demonstrations. The balance of activities planned for this space prioritizes full public access, and an 18-hour / all seasons design, including snow removal and storage.

In order to achieve this dynamic and active open space, intrinsically adaptable to future change, the proposed plan integrates with existing urban networks. Enhanced connections are provided both to

and from the core open space. Essential connections through the space are emphasized, with particular attention paid to the interfaces with Main Street's upgraded streetscape, MIT's internal campus spine 'Infinite Corridor', and neighborhood connections along Third Street to the river along Wadsworth Street. In addition, the district public realm is designed to integrate with the following networks: streetscape network, urban canopy and green space, existing activities and amenities, public transportation, pedestrian and bike networks, lighting and wayfinding, and stormwater management.

Ample and distributed exterior locations for short term bike storage integrate this project into the greater bike infrastructure of Cambridge. Significantly expanded long-term bike storage in the garages complement the approximately 154 short-term bike racks distributed across the open space.

Consistent with MIT's April 9, 2013 Commitment Letter, adopted as part of the PUD-5 zoning amendment, MIT will establish an advisory committee that will meet annually to ensure that the community is involved in the programming of activities for the open space and the retail. This committee will include representatives from the Community Development Department, adjacent neighborhoods and MIT.

d. Ground Floor Activation and Retail Uses

Section 13.810.1 of the PUD-5 Zoning requires that development plans enhance the public pedestrian usage of the sidewalks and create a sense of neighborhood continuity by providing an interesting, lively and active presence at street level. To ensure this, the PUD-5 Zoning further calls for active uses to comprise 75% of the first floors (to a depth of 20 feet from the principal front wall plane of the building) abutting Main Street, Broadway and Broad Canal Way. The SoMa Project takes this concept further by providing active uses on ground floors along the secondary streets of Wadsworth, Hayward and Carleton and along the south side of the adjoining newly constructed buildings as they face the planned open space.

The SoMa Project includes 99,000 gsf of ground floor space available for retail and other active uses, while the companion NoMa Project includes an additional 16,000 square feet. MIT has engaged the services of a retail consultant who has expertise in Kendall Square and Cambridge and in placing local and independent retailers. MIT is committed to ensuring the presence of small and local retailers in Kendall Square and has a track record of implementing strategies to enable these retailers to thrive in Kendall Square and Central Square. As set forth in the Commitment Letter, MIT

has committed that 50% of the retailers will be local and independent so we will use similar techniques in the PUD-5 District to satisfy this commitment.

Included in the experience is proven and public placemaking with creative and flexible spaces provided for all. MIT has worked with this retail consultant to develop an initial retail vision for the ground floor spaces in the PUD-5 District. Although this submission is primarily focused on the SoMa Project, the retail strategy is best understood through discussions of the PUD-5 District in its entirety, including the Broad Canal Way area of the NoMa Project.

As shown on Figures C-1 – C4, the retail strategy for PUD-5 District consists of four zones that complement existing uses in proximate buildings in order to establish a seamlessly integrated pattern of robust retail and active uses. The design of the ground floor spaces and the open space will work together to encourage spill out of ground floor building activity into the landscape, providing flexible zones along the building faces. Multiple doors and windows at the ground floor will emphasize the connection to the public realm and create a feeling of transparency between inside and outside. Temporary events or activities can spill out from the buildings into the open space. The overarching objective is to blur the distinction between inside and outside by maximizing clear glass and operable glazing and taking advantage of opportunities to occupy both the ground floor and immediate exterior space as part of a diverse range of active uses.

“Main Street” Retail Zone: Retail on the south side of Main Street is currently interrupted by a loading dock at Building Parcel 6 and the parking lot at Building Parcel 2. The retail environment for the existing retailers that are present is suboptimal due to the fact that the first floors of the Hammett and Suffolk Engraving Buildings are situated approximately 3 feet above grade. The proposed SoMa Project provides the opportunity to program retail and active uses from Ames Street to the Sloan School on the South side of Main Street. The retail at the ground floors of the existing buildings along Main Street will be repositioned as part of the strategy. The ground floors will be dropped to the street level so as to make the retail more accessible and interactive with the public realm, while preserving the historic ensemble and bringing new life to these buildings. Retail on both sides of Main Street will create a critical mass along this corridor and also provide a new context for the retail at the existing One Broadway building situated in the NoMa Development Parcel.

The strategy for retailers along the Main Street zone is to meet the needs of various communities through the types of neighborhood retail that supports students, faculty, residents and workers. In Kendall Square, this will include the practical and accessible retailers the community has called for such as a pharmacy, a grocer, grab and go food service, and soft goods retailers including the MIT

Press Bookstore and sit-down restaurants. Care will be taken to tenant key corners to facilitate interaction with the streetscape, sidewalk, pedestrians and landscaping at those edges.

“Gathering” Zone: The area around the MBTA station where Main Street and Carleton Street connect is the crossroads of Kendall Square – the nexus where business, academic, community and visitors connect. As shown in Figure B-17, the width of the plaza area is approximately 89 feet and is anchored by an architecturally enhanced MBTA station and the new MIT Museum in Building 5. It is also a prime connector between the MIT campus, the new public open space, links to the river, and Main Street. As with the Main Street side, the ground floor of E38 on the west side will be dropped to grade to foster accessibility and permeability and to bring new life and activity into the historic structure.

Ground floor active uses that occur here will foster interaction between all users of the adjacent spaces, be complementary to the MIT Museum and be conducive to activities that spill out onto the open space during the majority of the year in order to foster life beyond the work day. This is the prime location to create an extended hours environment in Kendall Square throughout the week and weekends.

Neighborhood and Campus Services Zone: The ground floors of Buildings 2, 3 and 4 have been designed to provide active ground floor uses on their south side as they open onto the open space. By activating both sides of the new buildings, we are creating a porous and unique environment that allows students, faculty, workers and neighborhood residents to enjoy the retail from both the hustle and bustle of Main Street as well as the relaxing open space on the south side of the buildings. Ground floor active uses could incorporate and integrate with activities in the open space allowing residents, students, visitors and workers to experience the practical retail and MIT-focused uses along with the restaurants and extended-hours retail.

Broad Canal Zone: While this document focuses on SoMa, the retail and public realm strategy covers the entire district and thus it is important to understand how the activation of Broad Canal Way at the northerly edge of the NoMa Project has been imagined and is integrated. The infill building at the south side of Broad Canal Way presents an opportunity to complement the successful uses along the north side and create a two-sided retail corridor. The existing uses on the north side are primarily neighborhood restaurants and an upscale wine/beverage store. Complementary uses on the south side could add additional neighborhood restaurants as well as a market with prepared foods. The NoMa Project is located at a critical juncture in the Charles River pedestrian and recreation system. The Broad Canal accommodates put-in for kayaks while runners and bicyclists travel in

multiple directions throughout Kendall Square, creating opportunities for more active retail such as a bike shop, a yoga studio or an outdoor supply store. The new pathway connecting Main Street to Broad Canal Way is an ideal location for a retailer or other family-friendly activities that complement the active lifestyle of Kendall Square's residents, workers and visitors. The planned 20' pedestrian corridor will enhance the experience both during the day and at night with a safe, convenient, and active pathway to and from the Canal.

Kendall Square is home to some of the most groundbreaking technological advancements in the world. Incorporating that spirit into ground floor spaces – whether the MIT Museum, maker space or similar programming – will recognize and celebrate the creative genius that is Kendall Square.

The ground floors will be subdivided into small spaces except where a larger format use such as a grocer, pharmacy or entertainment space is contemplated. Although zoning includes incentive for retail spaces under 5,000 square feet, MIT envisions that most of the retailers will be significantly smaller than that, fostering more doors on the street, and increased and varied offerings.

B. Project Commitments and Community Benefits

The SoMa Project proposal incorporates a number of benefits including the addition of over two acres of open space, new ground floor retail and active uses, space for the MIT Museum, additional graduate student housing, new office/R&D space including innovation space and, as part of the companion NoMa Development Plan, additional market-rate and affordable housing. In addition, MIT has agreed to a number of other benefits related to the PUD-5 Zoning and the Commitment Letter. Due to the interrelationship of the SoMa and NoMa Development Plans, particularly as it relates to the public realm, the public benefits are best understood when described together, and, therefore, appear verbatim in both the SoMa and NoMa Development Proposals.

i. Preservation and Adaptive Reuse of Existing Buildings

MIT has worked closely with the Cambridge Historical Commission to develop a design plan that integrates the existing ensemble of historical buildings on Main Street. Kendall Square has always been a hotbed for innovation, from large manufacturers in the 1880s to the 'clean' industries that valued the newly filled land near the Broad Canal in the 1920s. Recognizing that the spirit of innovation is reflected in the Kendall, Hammett and Suffolk Buildings and the long history that has led Kendall Square to what it is today, the SoMa Project integrates the existing historic buildings in order to preserve and honor this important industrial heritage while simultaneously preparing for the

groundbreaking work of the future — the work that defines MIT’s mission and that of our many innovative partners in this district and beyond.

- a. Building 3: The building will connect to and integrate with 238 Main Street at the first two levels through a common entranceway off Main Street.
- b. Building 4: We will drop the first floors of the Hammett (264 Main Street) and Suffolk (292 Main Street) Buildings to the ground level to create more active and accessible retail for everyone. We have also designed the new building to be positioned over the top of the Hammett building, which integrates it into the design and creates an innovative juxtaposition of new and old.

ii. **Transportation Improvements**

- a. Public Transportation Improvements: We are in discussions with the MBTA to create a new MBTA headhouse that would reflect the uniqueness of Kendall Square and Cambridge. The new headhouse will be subject to the MBTA’s approval.
- b. Pedestrian Improvements: The porous design of the project allows the community to access the open space and the newly activated retail from a number of different directions, and provides a clear path from Third Street to the river. The new development will create a clear path starting at Parcel A in the NoMa Project between Building 1 and the Red Cross, crossing Main Street on the proposed new crosswalk and entering Parcel B that will activate Wadsworth Street and continue the new path all the way to the river. We are making sure pathways to the river, through the open space, are enhanced for pedestrians and bikers visiting, working and living in Kendall Square and the surrounding neighborhoods.
- c. Bicycle Accommodations: Walking and bicycling will be encouraged through an enhanced connection between NoMa Development Parcel A and the Red Cross building on Main Street that will provide a connection to existing bicycle lanes on Broadway/Main Street and Third Street, and over the Longfellow Bridge. In addition, we will be adding both short-term and long-term bicycle storage in the residential building and additional bicycle parking throughout Kendall Square.

iii. **Open Space Network**

MIT committed to providing a minimum of 15% of the land as accessible and welcoming open space for all in the community to enjoy so MIT will transform more than two acres of existing parking lots into accessible open space. To ensure the public has ample access to the open space, we have created a porous plan that draws the public into the open space at a number of access points and

provides a clear path to the river. There will be activities that bring everyone in and it is envisioned as a nexus for business, MIT and the community to meet, socialize, converse and relax.

iv. Neighborhood Retail/Amenities

MIT will bring a new vitality to Kendall Square with practical ground floor retail—such as an urban grocer and a pharmacy; connected gathering and open spaces; and year-round programmable activities that draw people in. We are working with a retail consultant and are carefully curating the retail to meet the community’s needs, including child and family-friendly retail and spaces and practical retail for residents that exists beyond the traditional workday. The MIT Museum will be a strong draw that will anchor activity in the area and create an extended hours environment.

v. Labor and Workforce Development

- a. Union Labor: It is anticipated that the SoMa Project combined with the NoMa Project will generate approximately 1,300 construction jobs and 2,500 permanent new jobs. MIT will use or cause its contractors to use union labor for all building trades.
- b. Apprentice Program: Career development and education are engrained in both Kendall Square and MIT’s fabric. MIT will contribute up to \$20,000 annually for a period of 10 years, commencing upon the Building Trade Council’s creation of an apprentice Pathways Program for Cambridge residents. This will create approximately 15 new apprentice opportunities for Cambridge residents.
- c. Workforce Development: MIT has been and will continue to include in new leases of commercial space in the PUD-5 District a covenant requiring that tenants notify the City of Cambridge Office of Workforce Development of all new job opportunities as they become available.

vi. Cherry Street Lot

MIT has committed land situated at 35 Cherry Street (Assessor’s Lot #75-118) to the City of Cambridge or a third party designated by the City - for uses that directly benefit the Area IV community. The assessed value of the lot is \$517,700.

vii. Grand Junction Bicycle and Pedestrian Facilities

MIT, jointly with the City, completed a study of all parcels it owns adjacent to the portion of the Grand Junction railroad branch between Main Street and Memorial Drive in order to consider the feasibility of granting the City of Cambridge easements for the construction of off-road bicycle and pedestrian

facilities adjacent to the railroad line. MIT is also contributing \$500,000 to the Cambridge Redevelopment Authority to construct a section of the path from Main Street to Broadway.

viii. Innovation Space

In addition to the innovation space included in PUD-5, MIT will provide an area equal to 5% of the gross floor area approved in the Development Plan for office use for innovation space for tenants not greater than 5,000 sf within 1.25 miles of PUD-5. MIT takes great pride in being a world leader in innovation and has helped create Kendall Square and the surrounding area into an Innovation and Academic District. Even though it has not yet begun to construct new buildings, MIT has already begun to expand the innovation area by working with Lab|Central to establish space for start-up tenants requiring laboratory facilities. Lab|Central is expected to expand in early 2016 when space becomes available and will occupy nearly 70,000 square feet. MIT has also historically used One Broadway to house Cambridge Innovation Center (CIC) and expects that relationship to continue and grow where possible.

ix. Community Contributions:

- a. **Community Benefit Organization:** MIT shall make a contribution to the City of Cambridge in an amount equal to \$4 multiplied by the number of square feet of new gross floor area of commercial uses. This contribution will be used to establish a fund that provides financial support to non-profit charitable community benefit organizations serving the residents of the City of Cambridge. The applicable GFA for the Kendall Square Initiative SoMa and NoMa projects combined is 888,000 GFA, resulting in a total contribution of \$3,552,000. MIT has paid \$1 million of this contribution.

- b. **Community Fund Contribution:** MIT shall make a contribution to the City of Cambridge in an amount equal to \$10 multiplied by the number of square feet of new gross floor area of commercial uses to a Community Fund established by the City Manager. The applicable GFA for the Kendall Square Initiative SoMa and NoMa projects combined is 888,000 GFA, resulting in a total contribution of \$8,800,000. MIT has paid \$2.5 million of this contribution. It is wholly at the City's discretion as to how the funding will be used, but it could be allocated to things like open space, transit services, and workforce development, which were discussed in the City's Kendall Square Central Square (K2C2) Planning Study.

x. Real estate Taxes:

When stabilized, it is anticipated that the buildings in the development plan will contribute approximately \$10 million annually in real estate taxes to the City of Cambridge.

C. Development Schedule and Phasing

MIT expects to develop the SoMa Project buildings over the next 7-10 years. MIT intends to move forward immediately following receipt of permits. The exact sequence will be determined based on MIT needs and market conditions. MIT may choose to pursue more than one building simultaneously or in sequential fashion. With that said, the SoMa Project is complex and there are a few constraints that will be considered as the phasing moves forward:

- Building 6 is a 6,600 gsf infill retail building that will serve to contribute to continuous streetwall and retail uses on the south side of Main Street. This building does not have interdependencies with the other SoMa buildings, and, therefore, could be built at any time. MIT anticipates that it will be built early in the development.
- Building 2 will not be developed until Building 4 is completed and occupied with new graduate housing available to replace the existing graduate housing at Eastgate, thus not causing any loss in available graduate housing. MIT anticipates that Building 4 will be built early in the development.
- The below-grade parking at SoMa Development Parcel B will be constructed simultaneously with Building 2.
- Market conditions, future tenant requirements, and MIT's institutional needs will dictate which commercial building will move forward first –an office building and MIT Museum at Building 5 or an office/R&D building at Building 3.
- The below grade garage situated with SoMa Development Parcel C (the “Parcel C Garage”) will be constructed sufficiently to support the initial commercial building(s) as well as to replace the displaced surface parking caused by the initial construction. However, MIT may choose to construct Parcel C Garage at one time in order to take advantage of construction efficiencies and below grade loading requirements.
- Open space and public realm improvements immediately adjacent to buildings will be constructed in conjunction with the construction of the buildings. The open space above the Parcel C Garage will be constructed immediately following the completion of the Garage. Pedestrian connections will be implemented to connect new open spaces as the spaces come on-line.
- Temporary parking or surface loading to service a new building may also be needed during the interim phases of construction.

D. Future Ownership

MIT intends to develop the SoMa Project and hold ownership interest for the long term while leasing significant portions of the developed space to third party users and occupants. MIT will occupy other

portions of the Project including the graduate student housing space in Building 4 and the MIT Museum in Building 5.

E. Financing Plan

To date, MIT has funded all predevelopment costs. Predevelopment costs include the entitlement process, master planning, architectural, engineering, marketing and administrative expenditures.

MIT plans to develop the Project in phases according to market conditions, and may fund project construction through a combination of equity, debt, construction financing, infrastructure financing, and joint venture capital. MIT intends to fund the construction costs on a phase-by-phase basis.

MIT may place permanent financing on each completed phase of the Project.

The total budget amount for the predevelopment and construction periods is approximately \$1.2 billion.

SECTION IV: Consistency with Special Permit Zoning Criteria

SECTION IV: Consistency with Specific Special Permit Zoning Criteria

A. Compliance with Zoning Criteria (13.80 Planned Unit Development 5 District)

13.81 Project Purpose

The plan proposed in SoMa is wholly consistent with the purpose of the PUD-5 district as described in Section 13.81 of the Ordinance:

“The PUD-5 District is intended to provide for Kendall Square’s continued prominence as a world-renowned center of innovation and a vibrant neighborhood through the creation of a mixed-use district of high quality general and technical office and laboratory uses with significant retail activity proximate to the MBTA station. The PUD-5 District helps organize placement of commercial and institutional buildings and establishes an additional mixed-use development containing a significant residential component to support the burgeoning residential corridor along Third Street and the strong links to existing neighborhoods and the riverfront. The PUD-5 District allows for continued support of the academic mission at MIT and encourages connective links, physical and otherwise, between the Institute and adjacent neighborhoods.

The PUD-5 District responds to the Kendall Square planning process and is intended to be a smart-growth, transit-oriented district and therefore allows for replacing surface parking lots with larger scale development in Kendall Square and the major public transit services located there. The PUD-5 District encourages low parking ratios, shared parking strategies, the use of public transportation and improved pedestrian and bicycle environments. The PUD-5 District furthers the City’s goals for sustainable development through buildings and sites that are planned, designed and constructed in a sustainable way so as to minimize adverse environmental impacts as they are initially constructed and as they are occupied and operated over the course of their useful lives.

The PUD-5 District promotes the creation of a strong retail corridor along Main Street and the enhancement of Broad Canal Way. Combined, this new public crossroads will have broad appeal as a desirable destination during and beyond the traditional workday by providing a critical mass of diverse restaurants, shops, entertainment and programming.

The ground floor space will engage pedestrians and provide a variety of indoor and outdoor gathering spaces, including retail that can address the needs and reflect the creativity of the local community.”

13.82. Uses Allowed in the PUD-5 District

The uses of the Development Parcels will contain the uses set forth in Section 13.82 of the Ordinance. More specifically, the uses of Building 5, will be for general office use with the MIT Museum having a presence in the Building, consistent with the uses set forth in Sections 4.33 and 4.34 of the Ordinance. Building 4 will contain a graduate student dormitory use, which is a use contained in Section 4.33 of the Ordinance. Buildings 2 and 3 are intended to contain office and/or research laboratory uses, which uses are allowed in Section 4.34 of the Ordinance. All of the proposed buildings, including Building 6, will contain first floor active uses including retail and/or restaurant uses consistent with the provisions of the Section 4.35 of the Ordinance.

13.83. Floor Area Ratio; Gross Floor Area.

The new buildings, once constructed, will not cause the FAR in PUD-5 to exceed 3.9. Under current conditions, the FAR for the entirety of the PUD-5 District equals 2.21 with the current GFA of 2,540,839. The land area of the PUD-5 District is 1,149,765 square feet.

As set forth more particularly on the attached Dimensional Form, the Proposed Buildings in the Development Parcels will contain a total of 1,376,000 square feet of new GFA, which is calculated as follows:

- Building No. 2 will contain approximately 316,000 square feet of Gross Floor Area;
- Building No. 3 will contain approximately 297,000 square feet of Gross Floor Area;
- Building No. 4 will contain approximately 367,000 square feet of Gross Floor Area;
- Building No. 5 will contain approximately 390,000 square feet of Gross Floor Area; and
- Building No. 6 will contain approximately 6,000 square feet of Gross Floor Area.

From the total proposed GFA, a number of exemptions are applied. Following these exclusions described below, the adjusted total proposed GFA for SoMa is 1,160,233.

- Per Section 13.83.2(a) of the zoning ordinance, an exemption of 50% (or 49,500 GFA) is taken for the 99,000 GFA of retail uses included in the buildings above that are of a

qualifying average size (generally below 5,000 sf or 10,000 sf if a grocery, market or pharmacy) as described in the ordinance. The exact retail uses and locations are not finalized. Therefore, this exemption represents an allowance consistent with the commitment that 50% of the retailers will be local and independent.

- Per Section 13.83.2(c) of the zoning ordinance, the 166,267 GFA of institutional dormitory use constructed in Building 4 that exceeds the amount of GFA devoted to such uses in the PUD as of January 1, 2013.

The build-out of the Development Plan will include the removal of a number of existing buildings within the PUD-5, which include 322-326 Main Street (Cambridge Trust Bank) situated at the corner of Dock Street and Main Street, three buildings on the east side of Carleton Street across from the MIT Medical Building and the MIT Eastgate graduate student housing. These buildings total 242,414 GFA to be removed.

The new improvements planned for the parcels contained in the Third Street Transition Sub-District, which is the subject of a separate PUD Special Permit Application currently being considered by the Planning Board (the “NoMa PUD Filing”), measure approximately 403,000 square feet of GFA, with an exemption of 50% of its 16,000 GFA of retail resulting in a GFA of 395,000 GFA.

The removal of the above buildings when taken together with the other exclusions from GFA contained in the Ordinance and Section 13.83 results in a total GFA in the PUD-5 district of 3,853,658 and an FAR of 3.35.

13.83.3 Gross Floor Area Limitations.

13.83.3(b) Plan Requirements

This filing constitutes a Development Plan for the two primary Development Parcels in the Main Street and Transitional Height Sub-District for the PUD-5. A companion filing for a development plan in the Third Street Transition Subdistrict (NoMa) enumerates new uses in that District.

The Dimensional Tables provided in Section VII of this document presents the PUD-5 status of metrics such as FAR and open space that are calculated across the PUD and to place the Development Proposal in context with existing and potential future development. As shown on Figure 6-3, the proposed 60 space surface parking lot accessible from Amherst Street is a potential location for an academic building in the future. Other deployment of the remaining GFA would be as a result of replacement or expansion of existing academic buildings. There are no plans for

additional development at this time.

13.83.3(c) Commercial Limitation

As set forth above, the new Buildings will contain approximately 922,500 square feet of Office, Laboratory and Retail Uses. When taken together with the proposed retail and office/research laboratory uses contained in the NoMa PUD Filing, the total GFA for such uses will equal approximately 945,500 square feet and will not exceed the 980,000 square foot maximum contained in Section 13.83.3(b) of the Ordinance. 45,134 of such existing use will be removed, resulting in 900,366 of net new Office, Lab and Retail Uses.

13.84 Parcel and Lot Requirements

As noted above, each of the Development Parcels have lot areas in excess of 25,000 square feet.

13.85 Setbacks

The new Buildings 2, 3, 4 and 5, will exceed eighty-five (85) feet in height. Each building, as indicated on the elevation plans attached hereto, will conform to the 16-foot setback requirement from the street line of Main Street in accordance with the requirements of section 13.85.1.

13.86 Height

As indicated on the attached elevations and the Dimensional Form, none of the Buildings will exceed 250 feet, except the graduate student dormitory, which will have a height of approximately 300 feet, which is permitted pursuant to the provisions of Section 13.86.1.1(a). Because Building 4 will be used for institutional dormitory use, and not residential uses, the requirements of 13.86.1.1.b do not apply.

13.87 Open Space

13.87.1 Minimum Open Space

As depicted on Figures G-1 and G2 and the Dimensional Form, the PUD-5 will have Publicly Beneficial Open Space that totals approximately thirty-eight percent (38%) of the total land area of the PUD-5, upon completion of the SoMa and NoMa Projects, which is far in excess of the requirements of Section 13.87 of the Ordinance.

13.87.2 Conceptual Open Space Plan

As this Application, when taken together with the NoMa PUD Filing, constitutes a filing for all of the Development Parcels in the Main Street and Transitional Height Sub-Districts, and includes a robust Open Space Plan for all of said area, there is no need for a separate Conceptual Open Space Plan. A depiction and calculation of the open space following the development proposed in the SoMa and NoMa filings is included in Figure G-2.

13.88 Parking and Loading Requirements

The Development Proposal includes 1,494 parking spaces, of which 809 will satisfy the demand generated by the new uses and the remainder will replace or relocate existing parking. There is no minimum parking requirement for the uses proposed in the Development Plan. The parking allocated to proposed uses in the development plan will not exceed the maximum parking allowed in this section of the Ordinance. The proponent submitted a Traffic Impact Study for this project on June 22, 2015 and City of Cambridge Traffic, Parking and Transportation Department (TPT) certified the study on July 21, 2015. Due to the size of the study it is not included as an Appendix to this document but is available upon request of the proponent or the TPT.

Parking for all new non-institutional uses in the development plan are located in underground structured parking. Loading for Buildings 3-6 is consolidated below grade in the Development Parcel C garage. Long term and short term bicycle parking, and its quantity, design and location, is provided per Article 6 and other relevant City guidelines.

13.89 Special Requirements, Conditions and Standards Applicable to Certain Development Authorized by the Planning Board in the PUD-5 District

13.89.1 Rooftop Mechanical Equipment Noise Mitigation.

The buildings and the rooftop mechanical equipment used in connection with the use and operation of the Buildings will be sized, installed and operated utilizing best available and feasible practices, and the noise or vibration emanating from the equipment situated on the rooftops of Buildings 2, 3, 4, 5 and 6 will comply with the standards set forth in the City of Cambridge Noise Ordinance as well as the provisions of Section 13.89 of the Ordinance, as applicable.

13.89.2 Required Housing.

The Development Plan does not contain any residential uses. The Applicant understands that before the Applicant can obtain a building permit for a building that will result in the New GFA for

commercial uses exceeding 600,000 square feet, it must have commenced construction of 240,000 square feet of New residential GFA in the PUD-5 District. Concurrently herewith, an affiliate of the Applicant, MIT One Broadway Fee Owner LLC, has filed the NoMa PUD Filing, which provides, among other things, for a building that will contain 16,000 gfa first floor retail and amenity space, an 87,000 gfa structured parking garage for 179 vehicles, up to 15,000 gfa of office space and approximately 276,000 gfa of multi-family residential space (the “Main Street Residences”). As described with more specificity in the NoMa PUD Filing, said Residences will be developed so that eighteen percent (18%) of the residential units qualify as Affordable Housing Units (as defined in the Ordinance) and will otherwise be consistent with the provisions of Section 11.203.2 of the Zoning Ordinance. The commencement of construction of the Main Street Residences will satisfy the requirements of Section 13.89.2.

In addition, the new commercial space containing office, research laboratory and retail/restaurant space, will be subject to the provisions of Section 11.203.1, and an Incentive Zoning Payment equal to \$4.58 for each square foot of new GFA to be used in connection with any uses set forth in Section 13.82.3-6, will be paid to the Managing Trustee of the Affordable Housing Trust Fund prior to the issuance of a Certificate of Occupancy for such new GFA. The proposed gross floor area identified above for each of the above uses proposed in the SoMa Project and the NoMa project is equal to 1,003,000 GFA, therefore such Incentive Zoning Payments generated by the Development Plan will total approximately \$4,593,740.

13.89.3 Innovation Space.

The Development Plan complies with the requirements of Section 13.89.3.1 because the land within the PUD-5 District contains Innovation Office Space in excess of what is required by the Ordinance. More specifically, the Development Plan calls for the creation of as much as approximately 618,000 gfa of new Office Use and the Innovation Office Space requirement is 5% of that number (30,900 gfa). As configured today, the PUD-5 District contains in excess of the requirement in the existing building at One Broadway, which contains the Cambridge Innovation Center (“CIC”). The space within CIC complies with the requirements and limitations of Section 13.89.3. The Lease Agreement between the Owner of One Broadway and CIC requires that CIC maintain space that complies with the requirements of Section 13.89.3 so as to ensure that the Owner of One Broadway has the ability to ensure the existence of the Innovation Office Space for many years to come.

13.89.4 Sustainability.

New buildings in the SoMa Project will comply with the provisions of Section 22.20 of the Ordinance. The proposed project employs a comprehensive approach to achieve sustainability that involves international best practices in establishing a new benchmark in urban sustainable development, community, and innovative solutions to local and regional environmental design issues.

MIT is committed to adopting the next generation of sustainable building benchmarking. Each building is committed to achieving a LEED Gold rating, under the latest, and more stringent LEED version 4 system. In addition, the site area will explore opportunities to align with requirements in the Sustainable Sites Rating System program. Most importantly, the design teams have collaborated to comprehensively respond to local and timely sustainability concerns to address landscape, water, and energy responsibly. Detailed analysis and description of the ways the proposed project is meeting the goals related to Energy and Emissions, Urban Site and Landscaping, Healthy Living and Working, Transportation and Sustainability awareness has been submitted as part of the Article 19 Special Permit Application for this project.

MIT is exploring providing green roofs at this project. Functional Green Roofs, high-albedo “white roofs” or a functionally equivalent roof system will be employed. MIT will comply with the monitoring requirements in specified in 13.89.4(g) of the ordinance.

13.810 Other Provisions.

13.810.1 Active Uses and Pedestrian Activity.

As indicated by the first floor plans for each of the Commercial Buildings attached to this Development Proposal as Figure C-2, the first floors of each of the Commercial Buildings will contain the required Activation Uses along Main Street. As further indicated by the first floor plans, each of these Activation Uses will have at least one direct entrance from the sidewalk or plaza immediately abutting the Activation Use.

13.810.2 Contribution to Community Fund

In compliance with the provisions of 13.810.2, the Applicant paid the \$2,500,000.00 payment to the City in July 2013, within ninety (90) days of the adoption by the City Council of Section 13.80. The Applicant will comply with the provisions for future payments under Section 13.810.2.

B. Consistency with General Special Permit Criteria (Article 12.000 Planned Unit Development)

12.35.3 – Approval of the Development Proposal shall be granted only upon determination by the Planning Board that the Development Proposal:

(1) Conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth for the specific PUD district in which the project is located. The Project conforms to the General Development Controls set forth in Section 12.50 and the provisions of Section 13.80 of the Ordinance.

a. 12.51 – Applicability and Conformance with Existing Policy Plans.

The Project is consistent with the policy objectives set forth in the Kendall Square Central Square Planning Study issued by the City of Cambridge Community Development Department in 2013 (the “K2 Study”). As indicated by the K2 Study, the Development Plan creates a transit-oriented mixed use environment that further bolsters the growing innovation economy in Kendall Square while creating open space amenities and retail and restaurants, thereby further creating a new, lively environment in Kendall Square.

b. 12.52 - Minimum Development Parcel size.

As indicated by Figures A-1 and A-2, the overall area in this PUD-5 Special Permit Application will contain 293,808square feet and will be separated into two separate Development Parcels. Development Parcel B measures 69,711 square feet and Development Parcel C measures 224,097 square feet, each of which exceeds the minimum parcel size of 25,000 set forth in Section 13.8.

c. 12.53 - Standards for Construction of Roadways.

The Project does not include construction of any new roadways.

d. 12.54 – Standards for Construction of Utilities and Public Works.

The proposed buildings and the other improvements identified in the Development Plan that include the installation of utilities, lighting, sewers, and other public works will be constructed in accordance with the requirements of applicable City Departments. Additional information on utilities and infrastructure for each of the Development Parcels can be found in Section V of this Development Proposal.

e. 12.55 – Landscaping

As indicated by the landscaping plans attached hereto in Figures B-1 to B-28, in compliance with the provisions of Section 13.87 of the Ordinance, all portions of the PUD-5 District not devoted to the location of the proposed buildings, other vertical improvements, roadways, driveways and a single at-grade parking lot situated in the southwest corner of Development Parcel 2, shall be suitably landscaped. The Proposed Project will create a series of large inviting open spaces that will occupy approximately thirty-eight percent (38%) of the land area situated within the PUD-5 District. The creation of this open space and the significant landscaping contained therein will be a substantial positive change from the series of at-grade parking lots that they will replace and, as discussed above, will provide the community with an inviting and dynamic gathering place in the center of Kendall Square.

f. 12.56 – Environmental Performance Standards

The Project and the uses at in the Buildings will conform to all applicable federal, state and local laws and regulations regarding the environment including laws and regulations applicable to air quality and water quality. As indicated below, the commercial buildings in the Development Plan will comply with the noise limitations and requirements contained in Section 13.89.1. In addition, all new commercial buildings have been designed to meet the LEED Gold Standard.

(2) Conforms with the adopted policy plans or development guidelines for the portion of the city in which the PUD district is located;

The Project is located in the PUD-5 District. Development Controls applicable to the PUD-5 District are set forth in Section 13.80. The proposed changes to the Project conform to the specific Development controls set forth in Section 13.80 as shown on the Dimensional Form submitted with this application. The Applicant's ongoing encouragement of pedestrian, bicycle and public transportation will contribute to the planning goals of emphasizing alternative modes of transportation in the area. The buildings will be designed to create an active edge along the south side of Main Street as well as for the substantial open space amenities to be constructed within the PUD-5 District. The Proposed Project has received the support from the East Cambridge Planning Team ("ECPT").

(3) Provides benefits to the City which outweigh its adverse effects; in making this determination, the Planning Board shall consider the following:

The proposed changes to the property implicated by the SoMa Project provide benefits to the City which substantially outweigh its adverse effects as detailed in the paragraphs below.

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

The Project will include a variety of uses and activation along Main Street on parcels historically used for parking lots associated with the buildings within Kendall Square as well as those located on the greater MIT Campus. The Project includes 5 buildings and a central subsurface garage on two Development Parcels. The buildings will range in height from 43 feet (for Building 6) to up to 300 feet (for the graduate student dormitory, i.e., Building 4).

- b. Traffic flow and safety;

The proponent has prepared and the City of Cambridge has certified a very detailed Transportation Impact Study that addresses issues of traffic flow and safety.

- c. Adequacy of utilities and other public works;

City utilities are generally adequate to support the proposed development. Specific infrastructure improvements and services associated with the proposed project are described in Section X of this development plan.

- d. Impact on existing public facilities within the City;

It is not anticipated that the proposed project will have an impact on City services. The development of the new graduate student dormitory on Development Parcel 2 will be constructed to replace the aged Eastgate Graduate Student Dormitory and, therefore, will not have a significant impact on the City's school system. The proposed buildings contained in the SoMa Project will be constructed from newer materials and will meet the life/safety codes in effect at the time of building construction, including sprinkler systems and other life/safety enhancements as appropriate.

- e. Potential fiscal impact.

The SoMa Project is expected to have a significant positive fiscal impact. The planned improvements will change a series of at-grade parking lots used by MIT to a series of mixed use buildings with first floor retail with office, laboratory and, with respect to Building 4, institutional dormitory uses directly abutting Main Street. These improvements will create new, productive uses along Main Street and will substantially increase the value of the properties, thereby substantially increasing the taxable value of the properties to the City. It is expected that the construction of these new improvements will create 1,300 construction jobs and 2,500 new, permanent jobs in the City of Cambridge. Additionally, the new buildings and the uses therein will attract new workers and residents to Cambridge who will shop in the City and take advantage of the nearby cultural opportunities.

C. Compliance with General Special Permit Criteria (Section 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 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 the requirements of this Ordinance cannot or will not be met

The Project identified in this Application and for which the Special Permit is sought will meet all the requirements of the Ordinance.

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

The proponent has prepared and the City of Cambridge has certified a very detailed Transportation Impact Study that addresses issues of traffic generation and patterns. Generally the trip generation and patterns associated with the project are consistent with those assumed as part of the planning and rezoning for the Kendall Square area.

- (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

The Development Plan will not adversely affect the continued operation or future development of adjacent uses. The land uses within the immediate vicinity of the Development Parcels and the PUD-

5 are either institutional or commercial uses. To the east and south of the Project area are institutional facilities owned and operated by MIT. There is also one multi-family project situated to the south known as 100 Memorial Drive, the land under which is owned by MIT. To the west are primarily institutional buildings owned and operated by MIT. Development Parcel C also abuts the Kendall Hotel to the west, which is a commercial hotel containing 77 rooms and a restaurant on the first floor. The placement of a mixed use building immediately adjacent to the Kendall Hotel does not adversely affect the use of the Kendall Hotel as the Kendall Hotel and the addition to it abutting the westerly boundary of the portion of Development Parcel 3 containing Building 5 was constructed with a party wall to allow construction of a building immediately adjacent to the Kendall Hotel's easterly face. To the north is Boston Properties' Kendall Center development, which is high-density development.

The Project will include the creation of substantial open space connecting the uses on Third Street, Main Street and East Cambridge to the MIT campus and to Memorial Drive and the Charles River. Construction of the project will be a dramatic improvement over the existing condition of the parcels as at-grade parking lots and, consistent with the goals of the PUD-5 Zoning contained in Article 13.80 of the Code, will help to create a vibrant neighborhood through the creation of a mixed-use district of high quality general and technical office and laboratory uses with significant retail activity proximate to the existing MBTA transit facilities.

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

The SoMa Project will not create any nuisance or hazard to the detriment of the health, safety and/or welfare of the occupants of the proposed uses within the SoMa Project or the City. In fact, the SoMa Project will result in approximately 1,300 construction jobs, 2,500 new permanent jobs and housing for graduate students. The additional residents, employees, workers and visitors to the SoMa Project will further activate the retail and commercial uses in both the SoMa Project as well as the retail on the north side of Main Street and the burgeoning retail corridor on Third Street. The SoMa Project and the open space located throughout the Project with a substantial contiguous massing to the south of proposed buildings 2, 3 and 4 will replace existing at-grade parking lots that currently provide parking for approximately 485 parking spaces and provide a gathering space for users of the Project as well as the community at large, thereby introducing a welcoming open space amenity adjacent to the Project, Kendall Center, Third Street and the MIT campus. The retail, restaurants, MIT Museum and other publicly accessible spaces located on the first floors of the new buildings will be an amenity to the users of the SoMa Project and members of the community and will further

activate the open space.

- (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 the Ordinance

The Project will not impair the integrity of the district of any adjoining district, or otherwise derogate from the intent of the Ordinance. The Project is located within a Residence C-3 District, the Mixed Use Residential (MXR) District, the MIT Institutional Overlay District and the PUD-5 Overlay District. Properties within the Residence C-3 District in this particular area of the City have long been used for commercial purposes. The uses have been a mix of commercial uses, with MIT having a heavy presence in the District consistent with the provisions of the MIT Institutional Overlay District. The Development Parcels are all located within the PUD-5 District, which is “intended to provide for Kendall Square’s continued prominence as a world-renowned center of innovation and a vibrant neighborhood through the creation of a mixed-use district of high quality general and technical office and laboratory uses with significant retail activity proximate to the MBTA station. The Development Plan also includes a possible redevelopment of the MBTA head house currently situated on the south side of Main Street (the “South Head House”), which, based on current plans will move the South Head House south of its current location, thereby allowing for the creation of a wide, meaningful gateway from Main Street (and the East Cambridge Community) to the open space situated in the heart of Development Parcel 3, and then further south to the MIT Campus and the Charles River. The PUD-5 District responds to the Kendall Square planning process and is intended to be a smart-growth, transit-oriented district and therefore allows for replacing surface parking lots with larger scale development in Kendall Square and the major public transit services located there. As described above, the Project accomplishes the intent of the PUD-5 District for the parcels south of Main Street by replacing the surface parking lots with new mixed-use buildings, a residential dormitory and a large open space plaza which will support the continuing growth of Cambridge’s innovation hub as well as continuing to make Kendall Square a gathering place and a neighborhood. The Adjoining Districts are comprised of Residence C-3 Districts containing a single commercial hotel property and a number of other properties owned by MIT, as well as the MXD District, which contains the densely developed mixed use project known as Kendall Center. The creation of new buildings containing office, research and development uses, retail, restaurants and an institutional dormitory will serve to further enliven this area of the City, thereby bringing more users to the hotel property and providing hotel users with more amenities situated adjacent to the hotel property. The Project will also create a greater connection between the East Cambridge neighborhood, Kendall Square and the MIT campus, serving to create a true gateway to the City of Cambridge.

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

With regard to the consistency of the Project with the Urban Design Objectives contained in Section 19.30, please see the Article 19 Special Permit to be filed with the Planning Board.

SECTION V: Utilities

SECTION V: UTILITIES

Sanitary Sewer:

The SoMa Development Parcels have a dedicated sanitary sewer system that collects and conveys flows from the redevelopment area to the Cottage Farm treatment facility. There is an existing gravity collection system that discharges to an existing lift station maintained by the City adjacent to the Kendall Square MBTA headhouse that pumps sanitary flows from the redevelopment area to a gravity main located in Main Street. The sanitary sewerage network is shown graphically in Figures F-4 and F-5.

SoMa buildings will connect their sanitary sewer services to the existing municipal sanitary sewer system located within and adjacent to each respective building. Individual SoMa buildings may require lift stations to pump flows up to the gravity mains, however, these lift stations will be privately owned and maintained by MIT. New building sanitary service connections will be appropriately sized to carry the anticipated daily flow from the contributing plumbing fixtures internal to the buildings. Once the project program has been finalized, the project team will continue to work with the City of Cambridge Department of Public Works (DPW) to coordinate the new service connection locations to the existing sewer mains.

Based on discussions with and information obtained from the City of Cambridge DPW, the existing lift station described above had not been functioning for several years and has only recently been repaired and continually maintained by the City. The lift station is only needed to overcome a small change in elevation of less than two feet. The existing sewer system still functioned when the lift station was not operating due to the relatively small amount of head or elevation the flow needed to overcome. There have not been issues in the area of surcharged sewer lines. However, sewer lines in the area were in constant need of maintenance and cleaning. The DPW expressed their wish to attempt to provide a gravity connection from the area that would allow the lift station to be removed. The City has performed initial studies into providing a gravity system. The project team will continue to work with the DPW using existing studies that have been done in the area to try to eliminate the need for a municipal lift station.

The initial estimate of the total average daily flow currently generated by the existing SoMa Development Parcels B and C building uses is estimated to be 60,095 gallons per day. The

proposed SoMa development Parcels sewer flows are anticipated to be 220,968 gallons per day, or a proposed increase of approximately 160,873 gallons per day. See Tables 1 & 2 below for more detail.

TABLE 1 - EXISTING SANITARY DESIGN FLOWS

Building ID	Building Area (sf)	Use Category	Unit Count	Unit Flow (GPD / Unit)	Unit	Flow (GPD)
E28 (Cambridge Trust Bank)	4,027	Retail	4,027	50	1000 SF	201
8 Carleton (Office)	12,943	Private Office	12,943	200	1000 SF	2,589
E33	2,777	Private/Academic Office	2,777	200	1000 SF	555
E34	25,966	Private/Academic Lab	25,966	200	1000 SF	5,193
E38	63,124	Office/ 1st floor Retail	63,124	75	1000 SF	4,734
E39	40,660	Office	32,660	75	1000 SF	2,450
		Restaurant	8,000	1750	1000 SF	14,000
E48	77,900	Office/ 1st floor Retail	77,900	75	1000 SF	5,843
E55	163,733	Residential	223	110	Bed	24,530
TOTAL	391,130				TOTAL FLOW	60,095

TABLE 2 – PROPOSED SANITARY SEWER FLOW PROJECTIONS

Building ID	Program GSF	Use Category	Unit Count	Unit Flow (GPD /	Unit	Flow (GPD)
Building 2	318,000	-	-	-	-	-
		Office	300,000	75	1000 SF	22,500
		Combined Retail	18,000	400	1000 SF	7,200
		Parking/Loading (B1- P4)	-	-	-	-
		Other (BOH)	-	-	-	-
		Mechanical Plowdowns	From MEP Bleed		GPD	9,600
				Building Total		39,300
Building 3	307,000	-	-	-	-	-
		Lab	280,000	200	1000 SF	56,000
		New Combined Retail	13,000	400	1000 SF	5,200
		Reno Combined Retail	14,000	400	1000 SF	5,600
		Parking/Storage Below	-	-	-	-
		Mechanical (PH1 + PH2)	From MEP Bleed		GPD	9,600
				Building Total		76,400
Building 4	367,000	-	-	-	-	-
		Academic - Housing	330,000	130	1000 SF	42,900
		Academic - Non Housing - Day Care	9,000	286	1000 SF	2574
		Combined Retail	28,000	400	1000 SF	11200
		Other	-	-	-	-
				Building Total		56,674
Building 5	445,000	-	-	-	-	-
		Office	360,000	75	1000 SF	27,000
		Combined Retail	20,000	310	1000 SF	6,200
		Museum / Academic	65,000	50	1000 SF	3,250
		Mechanical (18th Fl)	from MEP Bleed	-	GPD	10,575
				Building Total		47,025
Building 6	6,600	-	-	-	-	-
		Combined Retail	6,600	400	GPD/1000 SF	2,640
				Building Total		2,640
TOTAL	1,443,600				TOTAL FLOW	220,968

The project team understands that Infiltration and Inflow mitigation will be needed to offset the increase in sewer flows from the SoMa Development Parcels. This mitigation will be required at a rate of four to one per City regulations. Based on the preliminary design flows in Table 1 and Table 2, the increase in flow from the SoMa Development Parcels is 160,873 gallons per day. At a four to one mitigation rate the SoMa Project will need to mitigate for 643,493 gallons per day. The project team will continue to work with the City of Cambridge DPW to finalize the estimate of sanitary sewer flow increase from the new development, identify mitigation projects, and prepare a phasing plan to ensure appropriate mitigation is in place as the various SoMa buildings are constructed and additional sanitary flows are added to the municipal sanitary sewer system.

Water:

The SoMa Development Parcels are comprised of variously sized water mains located within and adjacent to the development area. The water distribution system is shown graphically in Figures F-7 and F-8.

The SoMa buildings will connect both fire and domestic water services to the existing water mains located in the area. Redundant water supply systems will be provided for the new SoMa buildings. Details of the redundant systems will be coordinated with the Cambridge Water Department (CWD) as design of the individual buildings progresses.

The capacity of the existing water supply infrastructure in the area is currently being fully investigated; however, based on initial conversations the DPW has had with the CWD, the capacity of the system in this area appears adequate. Additionally, the Longfellow Bridge project has committed to recreating the redundant connection to the 24-inch water main located under Broadway/Main Street which will provide a reliable secondary source of water for this area of the City. The condition of the water mains in the area is still being investigated; however, it is likely that some of older water mains in the area will need to be lined or replaced as part of the SoMa Project. The design team will continue to coordinate with the CWD to determine which mains may be in need of lining or replacement.

Hydrant flow tests will be performed to determine the capacity and pressures in the water mains surrounding the development area. Should it be determined that there is inadequate pressure to provide the required flows for a SoMa building, a fire flow pump will be provided.

New domestic water and fire protection service connections will be appropriately sized for each SoMa building. The connections to the existing mains are anticipated to be provided through the installation of new tee fittings or tapping sleeves and new valves, and will be fully coordinated with the CWD. Existing fire hydrant locations will be reviewed with the CWD and the Cambridge Fire Department. Additional fire hydrants will be added within the SoMa Development Parcel areas, as required, to supplement the City's firefighting supply system. Additionally, all new building fire protection systems will be coordinated with the Cambridge Fire Department.

Based on current program projections for the SoMa Development Parcels, it is anticipated that the development will use approximately 320,000 gallons per day for its domestic water demand and non-potable uses. Rainwater collection cisterns will be used to supplement demands within the SoMa Development Parcels reducing the actual demand on the municipal water system. The project estimates that approximately 5,000,000 gallons of water per year can be saved with the rainwater collection and reuse system for development areas within the adjacent buildings 2 - 6. It is unknown at this time if one or multiple cisterns will be used to accomplish the reuse. This will be further studied as designs for the SoMa Project are advanced. Possible non-potable uses for the collected rainwater include: MEP makeup water (cooling towers), toilet flushing and landscape irrigation. Rainwater collection and reuse is discussed in further detail in the Stormwater section of this narrative.

Stormwater:

The SoMa Development Parcels currently consist predominantly of parking lots, buildings and roadways. The existing development area is approximately 91% impervious. Stormwater run-off in the development area is currently collected via street and parking lot drainage inlets and conveyed south to the Charles River, approximately 500 feet from the southern limit of SoMa Development Parcels, via underground pipe systems of various sizes and capacities. The existing stormwater infrastructure is shown graphically in Figures F-9 and F-10. Runoff from the SoMa Development Parcels is largely untreated prior to its discharge to the Charles River. Additionally, the drainage systems within and adjacent to the development area convey run-off mostly from within the SoMa Development Parcels. There is very little "pass through" drainage from other areas of the City being conveyed to the Charles River through the local drainage network.

The SoMa Project plans to take a larger overall “districtwide” view of stormwater within the development area rather than a building by building, site by site approach that is more typically used. The proposed stormwater management system will be designed to mitigate stormwater from the entirety of the SoMa Development Parcels. It will be designed in a manner that will meet or exceed the provisions of the MassDEP Stormwater Management Policy for a redevelopment project and the requirements of the City of Cambridge Stormwater Policy and Stormwater Control Permit. A complete, detailed analysis of the project drainage will be prepared by Nitsch Engineering for submittal to the City under the requirements of the DPW’s Stormwater Control Permitting Program. Additionally, each individual building constructed as part of the SoMa Project will submit its own Stormwater Control Permit to be reviewed by the DPW.

The proposed stormwater management collection system will generally consist of area drains, deep-sump, hooded catch basins, manholes, and underground pipes. A rainwater collection cistern and filtration system (located within in the proposed underground parking garage and/or within proposed building footprints) will capture and manage roof and site drainage for reuse within the SoMa Project. Potential non-potable uses for the collected rainwater include: MEP makeup water (cooling towers), toilet flushing, and irrigation demands. The project’s goal is to collect and reuse water from the 95th percentile storm event (approximately 1.3” rainfall within 24 hours) and will explore options to increase that to the 98th percentile storm (approximately 1.8” of rainfall within 24 hours) if the relationship between watershed collection area, storages, and non-potable re-use demand is feasible. See Figure F-6 for a graphical representation of the reuse strategy described above.

Preliminary stormwater analysis indicates the following (refer to Tables 3 – 5):

- 150,000 gallons of rainwater storage is currently proposed to capture and reuse the volume of runoff from the 95th percentile storm event for Buildings 3 through 6.
- 50,000 gallons of rainwater storage is currently proposed to capture and reuse the volume of runoff from the 95th percentile storm event for Building 2.
- Non-potable water demand of 78,000 gallons per day will be supplied from the 200,000 gallons of rainwater storage, providing an estimated water savings of 5,000,000 gallons per year, on average.
- 8,000,000 gallons of stormwater runoff will be generated by the site every year, on average. 5,000,000 gallons will be diverted for non-potable uses, with the remaining 3,000,000 gallons discharged to the Charles River: a post-development runoff reduction of 60%.

- Preliminary analysis indicates the project will meet the City of Cambridge 65% phosphorus removal requirement by the conversion of parking to non-parking areas, greening of the site, and rainwater reuse.

Table 3 – Preliminary Land Cover Changes

	Existing	Proposed	Change
Roof	75,724	172,510	96785
Parking and Streets	246,439	74,663	-171775
Pedestrian	49,235	109,544	60309
Porous Pavement	-	4,702	4702
Grass / Landscape	31,188	41,168	9980
Total Impermeable	371,398	356,717	-14681
Total Permeable	31,188	45,870	14681

Table 4 – Preliminary Runoff Estimates

	Existing				
	Area acre	Land Cover Factor	R/f Rate inches/24 hr	Total R/f ac-in	Total R/f gallons
Runoff - 95th Percentile (1.3")	9.24	0.85	1.30	10.25	278,462
Runoff - Annual (40.3")	9.24	0.85	40.30	317.90	8,632,321

	Proposed				
	Area acre	Land Cover Factor	R/f Rate inches/24 hr	Total R/f ac-in	Total R/f gallons
Runoff - 95th Percentile (1.3")	9.24	0.83	1.30	9.99	271,324
Runoff - Annual (40.3")	9.24	0.83	40.30	309.75	8,411,032

	Change				
	Area acre	Land Cover Factor	R/f Rate inches/24 hr	Total R/f ac-in	Total R/f gallons
Runoff - 95th Percentile (1.3")	0.00	-0.02	0.00	-0.26	-7138
Runoff - Annual (40.3")	0.00	-0.02	0.00	-8.15	-221289

Table 5 – Preliminary Rainwater Harvesting Estimates

	Tank Volume gallons	Runoff Capture gallons/yr	Avg. Annual Water Savings gallons/yr	Avg. Annl. flow to Charles River gallons/yr	Percent Reduction %
Sites 3-6: District System	150,000	4,000,000	3,700,000	300,000	93%
Site 2: Future Local System	50,000	1,400,000	1,300,000	100,000	93%
TOTAL	200,000	5,400,000	5,000,000	400,000	93%

Water quality requirements (both MassDEP and City of Cambridge) will be met through site greening, rainwater collection/reuse, and potentially some proprietary water quality structures. However, the majority of the mitigation will be provided by the rainwater collection and reuse cistern. The proposed reuse cistern will collect stormwater run-off from the proposed site and roofs of new

buildings within the Development Parcels and potentially some existing buildings adjacent to the Development Parcels. The run-off will be collected, pre-treated, and discharged directly to the rainwater cistern(s). Maximizing the amount of rainwater reuse will allow the SoMa Project to meet and likely exceed the 65% Phosphorous removal requirements of the City.

The soils within the SoMa Parcels are generally consist of a surface fill layer of varying composition and thickness underlaid by marine clays and glacial till. Depending on the location of the sample, these fill materials consisted of a range from gravels from coarse and fine sands to organics and silts/clay. As such, large scale infiltration-type stormwater management practices will be difficult to employ within the SoMa Development Parcels. Although site conditions do not readily support the use of infiltration as a significant stormwater control measure, the project team is proposing to green the site to provide additional opportunity for infiltration. The SoMa Project also includes an underground garage under proposed buildings but also under the open space. The garage areas under the open space will have over four feet of soil above it and will provide sufficient depth of soil that will allow for some capacity to hold rainwater, provide the opportunity for additional evapotranspiration through plants, and slow the rate of stormwater run-off. The project team will continue to explore other locations, which may support infiltration-type Best Management Practices (BMPs) such as tree pits for further management of run-off for satisfaction of City and MassDEP requirements for quality and quantity of run-off. The project team will also continue its cooperation with the City of Cambridge DPW to define the final approach for the mitigation of run-off within the SoMa Development Parcels.

CONFORMANCE TO SECTION 19.30:

19.33 The Building and Site Design Should Mitigate Adverse Environmental Impacts on Neighbors

Stormwater BMPs and other measures that minimize run-off and improve water quality will be implemented

The stormwater system for the SoMa Project will be designed to meet the provisions of the MassDEP Stormwater Management Policy for a redevelopment project. Stormwater management strategies for the proposed buildings and site improvements will seek to mitigate the stormwater run-off as required by the City standards and standard engineering practices of the Commonwealth of Massachusetts. Proposed mitigation measures include the use of Cambridge-approved Best Management Practices (“BMP’s”), including proprietary water quality management structures and rainwater collection/reuse cistern(s). Rainwater collected from the SoMa Development Parcels

(rooftops and site drainage) will be directed to the rainwater reuse cistern(s) and any overflow will be routed to the drainage systems in the surrounding streets that ultimately discharge to the Charles River. Additionally, a significant amount of site greening is planned as part of the development. This will help mitigate both stormwater quantity and quality from the SoMa Development Parcels. Also, wherever possible, run-off will be directed into porous landscaping surfaces to promote increased potential for infiltration.

During construction operations, standard engineering practices for erosion and sedimentation control will be implemented onsite. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for the site per the requirements of the United States Environmental Protection Agency (US EPA) National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) as project construction will disturb more than one acre. The SWPPP will also be used to document compliance with the Leadership in Energy and Environmental Design (LEED) Sustainable Sites Prerequisite for Erosion and Sedimentation Control.

19.34 Projects Should Not Overburden City Infrastructure

The building and site design will be designed to make use of water-conserving plumbing where possible and to minimize the amount of stormwater run-off through the use of BMPs for stormwater management.

The following strategies and technologies will be employed in the plumbing design for buildings within the SoMa Development Parcels, which aid in water conservation:

- Low-flow plumbing fixtures in restrooms.
- Rainwater Collection and Reuse Cistern to reduce non-potable water demands.
- Reduced or eliminated irrigation by use of native, tolerant plant species.

The stormwater management system for the SoMa Development Parcels will be designed to meet the provisions of MassDEP's Stormwater Management Policy for a redevelopment project. Stormwater management strategies for the proposed buildings and site improvements will pursue mitigation of stormwater run-off as available and required by the City standards and standard engineering practices of the Commonwealth of Massachusetts.

The capacity and condition of drinking water and wastewater infrastructure systems are shown to be adequate, or the steps necessary to bring them up to an acceptable level are identified.

It is the project team's understanding that based on initial conversations the DPW has had with the CWD, there aren't currently any capacity issues in the vicinity of the SoMa Development Parcels. Hydrant flow tests will be performed to determine the capacity of the water mains within and surrounding the SoMa Development Parcels. Should it be determined that there is inadequate pressure to provide the required flows, booster pumps will be added to any new building within the development area to handle the deficiency. The condition of the water mains in the area is still being investigated, however, it is likely that some of older water mains in the area will need to be lined or replaced as part of the development of this area. The design team will continue to coordinate with the CWD to determine which mains may be in need of upgrading.

Based on discussions with the City of Cambridge DPW, the capacity and condition of the sewer mains in the area of the SoMa Development Parcels vary. There is an existing sewer lift station located adjacent to the Kendall Square "T" Head House that is currently maintained by the City. The project team will be exploring the potential to eliminate the need for the lift station and provide the area with a gravity connection to the Main Street sewer system. The SoMa Development Parcels sewerage service locations and connection points for individual buildings within the development area will continue to be discussed and reviewed with the City of Cambridge DPW.

The project team understands that infiltration and inflow mitigation will be required at a rate of four to one. The project team will continue to work with the Cambridge DPW to finalize the estimate in increase of sanitary sewer flows, identify mitigation projects, and prepare a phasing plan to ensure appropriate mitigation is in place as the various building projects are constructed and additional sanitary flows are added to the municipal sanitary sewer system.

SECTION VI: Market Analysis

SECTION VI: Office / Lab Market Analysis

The East Cambridge office and lab market is comprised of research sectors fueled by both technology tenants' and bio/pharma tenants' desire to be part of an innovative, and collaborative cluster anchored by MIT. Rents have recovered from the lows following the Great Recession, as the need for companies to secure space in Kendall Square combined with a limited supply have powered the recovery. Companies' desire to join the innovation cluster around MIT is further enhanced by the addition of numerous retail, housing, and amenity spaces. With little available space in the market, development is needed to sustain economic growth. Demand is outpacing supply by nearly 4:1 according to real estate companies. Once Alexandria Real Estate Equities completes their development along Binney Street, no large blocks of space will be available in Kendall Square, leaving unmet near term market demand of two to three million square feet. As a result, current tenants in Kendall Square seeking to grow and new companies searching for space are looking to other emerging markets as an alternative, including the Seaport, Fenway, and North Station areas.

The Project is located in the heart of the most innovative technology cluster in the country. Collaboration with MIT and existing and expanding companies is driving the R&D and office market to search for ways to accommodate the desired growth. Access to talented young professionals, access to innovation, access to collaboration for the advancement of ideas, and access to world class venues is further fueling this cluster. This Project is at ground zero for innovative companies, both large and emerging, and for the foreseeable future the anticipated growth is sustainable provided tenants can remain in Kendall Square.

SECTION VII: Quantitative Data

DIMENSIONAL FORM

Project Address:

Application Date:

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)				
Lot Width (ft)				
Total Gross Floor Area (sq ft)				
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Floor Area Ratio				
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Dwelling Units				
Base Units				
Inclusionary Bonus Units				
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Building Height(s) (ft)				
Front Yard Setback (ft)				
Side Yard Setback (ft)				
Side Yard Setback (ft)				
Rear Yard Setback (ft)				
Open Space (% of Lot Area)				
Private Open Space				
Permeable Open Space				
Other Open Space (Specify)				
Off-Street Parking Spaces				
Long-Term Bicycle Parking				
Short-Term Bicycle Parking				
Loading Bays				

Use space below and/or attached pages for additional notes:

MIT

Addendum to Dimensional Form

Property Addresses:

Development Parcel B

84 Wadsworth Street and 36 Memorial Drive.

Development Parcel C

226-254 Main Street, 65 Wadsworth Street, 16 Hayward Street, Hayward Street, 264 Main Street, 292 Main Street, 1 Hayward Street, 8, 26, 28, 34, 42 and 46 Carleton Street, Carleton Street, 310, 322 and 336 Main Street, 65 Carleton Street, 5 and 21 Deacon Street, and 40 Ames Street.

Lot Area of Development Parcels:

Development Parcel B: 69,711 square feet

Development Parcel C: 224,097 square feet

Building Heights:

Building 2 - 200 feet
Building 3 - 200 feet
Building 4 - 300 feet
Building 5 - 250 feet
Building 6 - 43 feet

Loading Bays:

Building 2 - 3 bays
Building 3 - 4 bays
Building 4 - 3 bays
Building 5 - 4 bays
Building 6 - 0 bays

MIT Kendall Square Initiative (PUD-5) Development Proposals – SoMa Project and NoMa Project – Dimensional Summary

PUD-5 Aggregate

Land Uses and Development

	Required	Existing	Proposed Removal	Proposed Project	PUD - 5
Land Area	As exists	1,149,765	N/A	1,149,765	1,149,765
Total Non-Exempt GFA	4,484,084 max	2,540,839	242,414	1,555,233	3,853,658
Residential	Min. 240,000 net new	282,816	0	285,000	567,816
Commercial	Max. 980,000 net new	407,176	45,134	945,500	1,307,542
Office (not incl. Innov.)	N/A	349,012	16,970	618,000	950,042
Lab (not incl. Innov.)	N/A	0	0	270,000	270,000
Non-Exempt Innovation	See Note 1	30,000	0	0	30,000
Non-Exempt Retail	N/A	28,164	28,164	57,500	57,500
Academic (all types)	N/A	1,625,677	33,547	74,000	1,666,130
Non-Exempt Dormitory	N/A	225,170	163,733	163,733	225,170
Structured Parking	N/A	0	0	87,000	87,000
Total Non-Exempt FAR	Max. 3.9	2.21	.21	1.35	3.35
Total Exempt GFA	N/A	30,000	0	223,767	253,767
Ground-Floor Retail	N/A	0	0	57,500	57,500
Public Transportation	N/A	0	0	0	0
Residential/Dormitory	(net new S. of Main)	0	0	166,267	166,267
Innovation	See Note 1	30,000	0	0	30,000
Total Dwelling Units	No max. or min.	262	0	290-300	552-562
Market Rate Units		262	0	237-246	499-508
Affordable Units	[Total D.U. * 18% new]	0	0	53-54	53-54
Dormitory Beds/Units	No max. or min.	347	201	450	596
Open Space					
Publicly Beneficial	3.96 acres (15%)	8.24 acres (31.2%)	0	1.89 acres	10.13 acres (38.35%)

MIT Kendall Square Initiative (PUD-5) Development Proposals – SoMa Project and NoMa Project – Dimensional Summary

PUD-5 Aggregate

Vehicular Parking

	Required	Existing	Removed	Proposed Project	PUD - 5
Total New Parking	981-1,056	N/A	N/A	988	988
Res. @ 0.5-0.75/unit	150-225 spaces	N/A	N/A	157	157
Office @ 0.9/KSF max.	558	N/A	N/A	558	558
Lab @ 0.8/KSF max.	216	N/A	N/A	216	216
Retail @ 0.5/KSF max.	57	N/A	N/A	57	57
Academic (per zoning)	See Note 2	N/A	N/A	0	0
Dormitory (per zoning)	See Note 2	N/A	N/A	0	0
Replacement Parking	Per PB approval	1,420	599	685	1,506
Residential (note sites)		0	0	0	
Commercial (One Broadway Garage and Surface; SoMa Lots)		546	230 (114 at One Broadway surface and 116 at SoMa surface)	116	432
Academic (SoMa Lots)		874	369	369	874
Dormitory		0	0	0	0
Other (academic replacement)		0	0	200	200
Net Parking	Per PB approval	1,420	599	1,673	2,494

PUD – 5 Aggregate

New Bicycle Parking

	Required	Proposed
Total Long-Term	827	827
Res. @ 1.00-1.05/unit	314	314
Office @ 0.3/KSF min.	188	188
Lab @ 0.22/KSF min.	60	60
Retail @ 0.1/KSF min.	19	19
Academic @ 0.2/KSF	10	10
Dormitory @ 0.5/bed	236	236
Total Short-Term	197	197
Res. @ 0.1/unit min.	30	30
Office @ 0.06/KSF min.	40	40
Lab @ 0.06/KSF min.	17	17
Retail @ 0.6/KSF min.	75	75
Academic @ 0.4/KSF	10	10
Dormitory @ 0.05/bed	25	25

PUD-5 – South of Main Street

Land Uses and Development

	Required	Existing	Removed	Proposed Project	SoMa PUD Total
Land Area	1,033,493	1,033,493	N/A	1,033,493	1,033,493
Total Non-Exempt GFA		2,273,770	242,414	1,160,233	3,191,589
Residential		282,816	0	0	282,816
Commercial		140,107	45,134	922,500	1,017,473
Office (not incl. Innov.)	N/A	111,943	16,970	603,000	697,973
Lab (not incl. Innov.)	N/A	0	0	270,000	270,000
Non-Exempt Innovation	[=Off/lab*50%*5%]	0	0	0	0
Non-Exempt Retail	N/A	28,164	28,164	49,500	49,500
Academic (all types)	N/A	1,625,677	33,547	74,000	1,666,130
Non-Exempt Dormitory	N/A	225,170	163,733	163,733	225,170
Total Non-Exempt FAR		2.20	.23	1.12	3.09
Total Exempt GFA	N/A	0	0	215,767	215,767
Ground-Floor Retail	N/A	0	0	49,500	49,500
Public Transportation	N/A	0	0	0	0
Residential/Dormitory	(net new S. of Main)	0	0	166,267	166,267
Innovation	See Note 1	0	0	0	0
Total Dwelling Units		262	0	0	262
Market Rate Units	No max. or min.	262	0	0	262
Affordable Units	18% of new d.u.	0	0	0	0
Dormitory Beds/Units	No max. or min.	347	201	450	596
Open Space					
Publicly Beneficial	15% in PUD-5 total	7.82 acres (29.6%)	0	1.58	9.4 acres (35.6%)

PUD-5 – South of Main Street

Vehicular Parking

	Required	Existing	Removed	Proposed Project	SoMa PUD - 5 total
Total New Parking	809	N/A	N/A	809	809
Res. @ 0.5-0.75/unit	0	N/A	N/A	0	0
Office @ 0.9/KSF max.	544	N/A	N/A	544	544
Lab @ 0.8/KSF max.	216	N/A	N/A	216	216
Retail @ 0.5/KSF max.	49	N/A	N/A	49	49
Academic (per zoning)	See Note 2	N/A	N/A	0	0
Dormitory (per zoning)	See Note 2	N/A	N/A	0	0
Replacement Parking	Per PB approval	990	485	685	1,190
Residential (note sites)			0	0	0
Commercial (SoMa Lots)		116	116	116	116
Academic (SoMa Lots)		874	369	369	874
Dormitory		0	0	0	0
Other (academic replacement)		0	0	200	200
Net Parking	Per PB approval	990	485	1,494	1,999

PUD-5 – South of Main Street

Bicycle parking –

	Required	Proposed
Total Long-Term	504	504
Res. @ 1.00-1.05/unit	0	0
Office @ 0.3/KSF min.	182	182
Lab @ 0.22/KSF min.	60	60
Retail @ 0.1/KSF min.	16	16
Academic @ 0.2/KSF	10	10
Dormitory @ 0.5/bed	236	236
Total Short-Term	154	154
Res. @ 0.1/unit min.	0	0
Office @ 0.06/KSF min.	38	38
Lab @ 0.06/KSF min.	17	17
Retail @ 0.6/KSF min.	64	64
Academic @ 0.4/KSF	10	10
Dormitory @ 0.05/bed	25	25

MIT Kendall Square Initiative (PUD-5) Development Proposals – SoMa Project and NoMa Project – Dimensional Summary

PUD-5 – North of Main Street
Land Uses and Development

	Required	Existing	Removed	Proposed	NoMa PUD Total
Land Area	116,272	116,272	N/A	116,272	116,272
Total Non-Exempt GFA		267,069	0	395,000	662,069
Residential		0	0	285,000	285,000
Commercial		267,069	0	23,000	290,069
Office (not incl. Innov.)	N/A	237,069	0	15,000	252,069
Lab (not incl. Innov.)	N/A	0	0	0	
Non-Exempt Innovation	See Note 1	30,000	0	0	30,000
Non-Exempt Retail	N/A	*Existing included in Office sf above	0	8,000	8,000
Academic (all types)	N/A	0	0	0	0
Non-Exempt Dormitory	N/A	0	0	0	0
Other, Above Grade Pkg				87,000	87,000
Total Non-Exempt FAR		2.3	0	3.4	5.69
Total Exempt GFA	N/A	30,000	0	8,000	38,000
Ground-Floor Retail	N/A	0	0	8,000	8,000
Public Transportation	N/A	0	0	0	0
Residential/Dormitory	(net new S. of Main)	0	0	0	0
Innovation	See Note 1	30,000	0	0	30,000
Total Dwelling Units	No max. or min.	0	0	290-300	290-300
Market Rate Units	No max. or min.	0	0	237-246	237-246
Affordable Units	53-54	0	0	53-54	53-54
Open Space					
Publicly Beneficial	15% in PUD-5 total	.42 acre		.31 acre	.73 acre

PUD-5 – North of Main Street

Parking

	Required	Existing	Proposed
Total New Parking	172- 247	0	179
Res. @ 0.5-0.75/unit	150 – 225 spaces	0	157
Office @ 0.9/KSF max.	14	0	14
Retail @ 0.5/KSF max.	8	0	8
Replacement Parking	Per PB approval	430	316
Residential (note sites)	0	0	0
Commercial (note sites)	One Broadway	430	316
Net Parking	Per PB approval	430	495

Bicycle Parking – NoMa PUD

	Required	Proposed
Total Long-Term	323	323
Res. @ 1.00-1.05/unit	314	314
Office @ 0.3/KSF min.	6	6
Retail @ 0.1/KSF min.	3	3
Total Short-Term	43	43
Res. @ 0.1/unit min.	30	30
Office @ 0.06/KSF min.	2	2
Retail @ 0.6/KSF min.	11	11

Building by Building Proposed GFA – SoMa Project

Building	Proposed GFA in SF – at full build-out (including exempt)						Exemptions		Proposed at full build-out		
	Total	Office/Lab	Retail	Res.	Academic	Dormitory	Retail	Other	Parking	L-T Bike	S-T Bike
B-2	316,000	298,000	18,000	0	0	0	9,000	0	278	93	31
C-3	297,000	270,000	27,000	0	0	0	13,500		230	64	34
C-4	367,000	0	28,000	0	9,000	330,000	14,000	166,000	14	242	44
C-5	390,000	305,000	20,000	0	65,000	0	10,000	0	284	103	40
C-6	6,000	0	6,000	0	0	0	3,000	0	3	2	5
TOTAL	1,376,000	873,000	99,000	0	74,000	330,000	49,500	166,000	809	504	154

Building by Building Proposed GFA – NoMa Project

Building	Proposed GFA in SF – at full build-out							Proposed at full build-out		
	Total	Office/Lab	Retail	Res.	Academic	Parking	Exempt Retail	Parking	L-T Bike	S-T Bike
A-1	403,000	15,000	16,000	285,000	0	87,000	8,000	179	323	43
TOTAL	403,000	15,000	16,000	285,000	0	87,000	8,000	179	323	43

Notes:

Note 1: Requirement for Innovation is 5% of the New Gross Floor Area approved in the final development plan for Office uses. Total office proposed for PUD-5 before exemption is 618,000 SF. The PUD-5 requirement for innovation is 30,900 SF.

Note 2: Parking for Existing and Proposed Academic and Dormitory uses is included in MIT’s pooled parking supply. Therefore, there is no specific requirement for the uses proposed in the Project.

SECTION VIII: Attachments

**Attachment A -
SoMa Project Graphics Materials
(Under Separate Cover)**

**Attachment B -
Legal Descriptions**

Kendall Square Initiative – Legal Description of Development Parcels

Development Parcel A

A certain parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts, bounded and described as follows:

Beginning at a point being the intersection of the northerly sideline of Main Street and the northeasterly sideline of Broadway;

Thence running N 60° 31' 05" W by the sideline of Broadway, a distance of 274.06 feet to a point of curvature on the sideline of Third Street;

Thence, along a curve to the right with a radius of 15.00 feet and an arc length of 23.60 feet to a point of tangency;

Thence turning and running N 29° 37' 15" E, a distance of 235.59 feet to a point on the sideline of a private way known as Broad Canal Way, the previous two courses by the sideline of Third Street;

Thence turning and running S 72° 30' 35" E by the sideline of a private way known as Broad Canal Way, a distance of 365.41 feet to a point;

Thence turning and running S 15° 50' 14" W, a distance of 46.32 feet to a point, the previous two courses by land now or formerly of RREEF American Reit II Corp., PPP;

Thence turning and running S 05° 35' 50" W in part by land of RREEF American Reit II Corp., PPP and in part by land now or formerly of The American National Red Cross, a distance of 224.70 feet to a point on the sideline of Main Street;

Thence turning and running N 84° 31' 09" W by the sideline of Main Street, a distance of 187.03 feet to the point of beginning.

Containing an area of 116,272 square feet, more or less, shown as Development Parcel A on a plan entitled "Development Parcel Plan, Massachusetts Institute of Technology, Kendall Square Project, Cambridge, Mass." dated July 20, 2015, prepared by Feldman Land Surveyors.

Development Parcel B

A certain parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts, bounded and described as follows:

Beginning at a point being the intersection of the southerly sideline of Main Street and the easterly sideline of Wadsworth Street;

Thence running S 76° 52' 17" E, a distance of 150.82 feet to a point of curvature;

Thence along a curve to the left with a radius of 1000.00 feet, an arc length of 133.10 feet to a point of tangency;

Thence turning and running S 84° 29'51" E, a distance of 86.31 feet to a point, the previous three courses by the sideline of Main Street;

Thence turning and running S 13° 47'51" W, a distance of 141.17 feet to a point;

Thence turning and running N 84° 29'51" W, a distance of 94.28 feet to a point;

Thence turning and running S 65° 25'23" W, a distance of 192.25 feet to a point;

Thence turning and running N 84° 29'51" W, a distance of 87.49 feet to a point on the sideline of Wadsworth Street, the previous four courses over land now or formerly of Massachusetts Institute of Technology;

Thence turning and running N 05° 30'09" E by the sideline of Wadsworth Street, a distance of 264.91 feet to the point of beginning.

Containing an area of 69,711 square feet, more or less, shown as Development Parcel B on a plan entitled "Development Parcel Plan, Massachusetts Institute of Technology, Kendall Square Project, Cambridge, Mass." dated July 20, 2015, prepared by Feldman Land Surveyors.

Development Parcel C

A certain parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts, bounded and described as follows:

Beginning at a point being the intersection of the southerly sideline of Main Street and the westerly sideline of Wadsworth Street;

Thence turning and running S 05° 30'09" W by the sideline of Wadsworth Street, a distance of 279.34 feet to a point;

Thence turning and running N 84° 29'51" W over land of Massachusetts Institute of Technology, a distance of 215.91 feet to a point on the sideline of a private way known as Hayward Street;

Thence turning and running S 05° 30'09" W, a distance of 176.49 feet to a point;

Thence along a curve to the left with a radius of 15.00 feet, an arc length of 31.43 feet, a chord bearing of S 54° 31'06" E and a chord length of 25.99 feet to a point on the sideline of Amherst Street, the previous two courses by the sideline of a private way known as Hayward Street;

Thence turning and running S 65° 27'39" W by the sideline of Amherst Street, a distance of 390.15 feet to a point on the sideline of a private way known as Carleton Street;

Thence along a curve to the left with a radius of 25.00 feet, an arc length of 26.16 feet, a chord bearing of N 35° 28'54" E and a chord length of 24.98 feet to a point of tangency;

Thence turning and running N 05° 30'09" E by the sideline of a private way known as Carleton Street, a distance of 456.76 feet to a point;

Thence turning and running N 84° 29'51" W, a distance of 251.00 feet to a point;

Thence turning and running N 05° 30'09" E, a distance of 62.00 feet to a point;

Thence turning and running N 84° 29'51" W, a distance of 69.24 feet to a point;

Thence turning and running N 05° 11'21" E, a distance of 71.66 feet to a point;

Thence turning and running S 85° 07'36" W, a distance of 63.72 feet to a point;

Thence turning and running N 04° 52'24" W, a distance of 77.07 feet to a point on the sideline of Main Street, the previous six courses over land now or formerly of Massachusetts Institute of Technology;

Thence turning and running S 84° 29'51" E by the sideline of Main Street, a distance of 77.21 feet to a point;

Thence turning and running S 05° 11'21" W, a distance of 135.00 feet to a point;

Thence turning and running S 84° 29'51" E, a distance of 69.25 feet to a point on the sideline of a private way known as Dock Street;

Thence turning and running S 05° 30'09" W, a distance of 62.00 feet to a point on the sideline of a private way known as Deacon Street;

Thence turning and running S 84° 29'51" E by the sideline of a private way known as Deacon Street, a distance of 250.00 feet to a point on the sideline of a private way known as Carleton Street, the previous four courses by land now or formerly of Firehouse Inn, LLC;

Thence turning and running N 05° 30'09" E by the sideline of a private way known as Carleton Street, a distance of 30.00 feet to a point on the sideline of a private way known as Deacon Street;

Thence turning and running N 84° 29'51" W by the sideline of a private way known as Deacon Street, a distance of 220.00 feet to a point on the sideline of a private way known as Dock Street;

Thence turning and running N 05° 30'09" E by the sideline of a private way known as Dock Street, a distance of 167.00 feet to a point on the sideline of Main Street;

Thence turning and running S 84° 29'51" E by the sideline of Main Street, a distance of 202.00 feet to a point;

Thence turning and running S 05° 30'09" W by land now or formerly of Massachusetts Bay Transit Authority, a distance of 86.00 feet to a point on the centerline of 12 foot wide private way;

Thence turning and running S 84° 29'51" E by the centerline of a 12 foot wide private way, a distance of 28.00 feet to a point on the sideline of a private way known as Carleton Street;

Thence turning and running N 05° 30'09" E the sideline of a private way known as Carleton Street, a distance of 6.00 feet to a point on the southerly terminus of the remaining portion of Carleton Street;

Thence turning and running S 84° 29'51" E by the southerly terminus of the remaining portion of Carleton Street, a distance of 40.00 feet to a point on the sideline of the remaining portion of Carleton Street;

Thence turning and running N 05° 30'09" E by the sideline of the remaining portion of Carleton Street, a distance of 74.50 feet to a point on the sideline of Main Street;

Thence turning and running S 84° 29'51" E, a distance of 159.35 feet to a point of curvature;

Thence along a curve to the right with a radius of 500.00 feet, an arc length of 41.89 feet to a point of reverse curvature;

Thence along a reverse curve to the left with a radius of 500.00 feet, an arc length of 11.58 feet, a chord bearing of S 80° 21'38" E and a chord length of 11.58 feet to a point of non tangency;

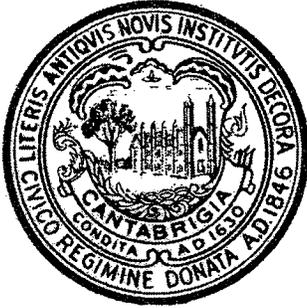
Thence turning and running S 83° 11'31" E, a distance of 40.01 feet to a point;

Thence turning and running S 84° 29'51" E, a distance of 158.80 feet to a point;

Thence along a curve turning to the right with a radius of 500.00 feet, an arc length of 57.23 feet, a chord bearing of S 81° 13'06" E and a chord length of 57.20 feet to the point of beginning, the previous six courses by the sideline of Main Street;

Containing a total area of 272,224 square feet, more or less, and an area of 224,097 square feet excluding the private ways, more or less, shown as Development Parcel C on a plan entitled "Development Parcel Plan, Massachusetts Institute of Technology, Kendall Square Project, Cambridge, Mass." dated July 20, 2015, prepared by Feldman Land Surveyors.

**Attachment C -
Certifications of Receipt of Plans**



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE TRAFFIC, PARKING & TRANSPORTATION

City Department/Office:

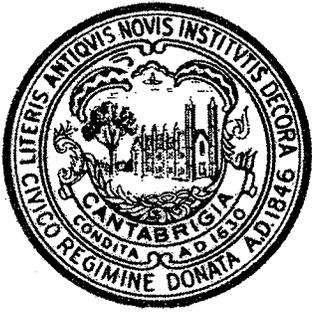
Project Address:

Applicant Name:

For the purpose of fulfilling the requirements of Section 19.20 and/or 6.35.1 and/or 5.28.2 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative, (b) small format application plans at 11" x 17" or the equivalent and (c) Certified Traffic Study. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE DEPARTMENT OF PUBLIC WORKS

City Department/Office:

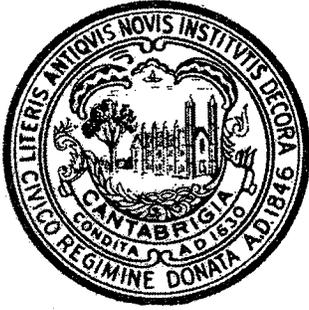
Project Address:

Applicant Name:

For the purpose of fulfilling the requirements of Section 19.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative and (b) small format application plans at 11" x 17" or the equivalent. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE TREE ARBORIST

City Department/Office:

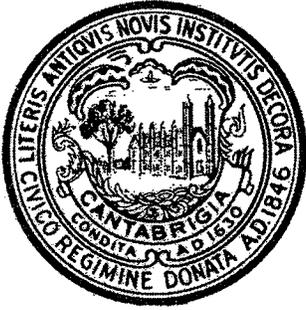
Project Address:

Applicant Name:

For the purpose of fulfilling the requirements of Section 4.26, 19.20 or 11.10 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a MultiFamily, Project Review or Townhouse Special Permit for the above referenced development project: a Tree Study which shall include (a) Tree Survey, (b) Tree Protection Plan and if applicable, (c) Mitigation Plan, twenty one days before the Special Permit application to Community Development.

Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE WATER DEPARTMENT

City Department/Office:

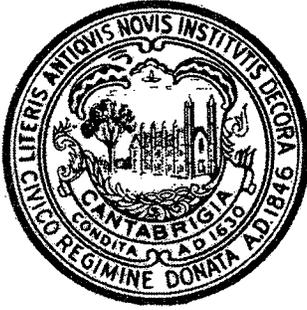
Project Address:

Applicant Name:

For the purpose of fulfilling the requirements of Section 19.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative and (b) small format application plans at 11" x 17" or the equivalent. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE LEED SPECIALIST

City Department/Office:

Project Address:

Applicant Name:

For the purpose of fulfilling the requirements of Section 22.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Special Permit for the above referenced development project: (a) an application narrative, (b) small format application plans at 11" x 17" or the equivalent and (c) completed LEED Project Checklist for the appropriate LEED building standard, accompanying narrative and affidavit. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

Signature of City Department/Office Representative

Date