



CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

NOTICE OF DECISION

Case No: PB#125

Address: Two Canal Park

Owner: Two Canal Park Limited Partnership

Applicant: Two Canal Park Limited Partnership

Application Date for PUD Development Proposal: March 12, 1997

Public Hearing for Development Proposal: April 29, 1997

Planning Board Determination: May 20, 1997

Application Date for PUD Final Development Plan: May 15, 1997

Public Hearing for PUD Final Development Plan: June 3, 1997

Planning Board Decision: June 3, 1997

Date of Filing Decision: *July 28, 1997*

Application: PUD Special Permit for a 197,528 square foot office building
in the Business A/PUD-4 District.

Decision: GRANTED with conditions.

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts
General Laws, Chapter 40A, and shall be filed within twenty (20) days
after the filing of the above referenced decision with the City Clerk.

Copies of the complete decision and final plans, if applicable, are on file
with the Office of the Community Development Department and the City
Clerk.

Authorized Representative to the Planning Board

For further information concerning this decision, please call Liza
Malenfant at 349-4647 at the Cambridge Community Development
Department.

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Application

Planned Unit Development Special Permit Application, submitted to the Planning Board on March 12, 1997, containing the complete application, legal description of the development parcel, Traffic Impact and Access Study, the project team, site soils conditions and drawings.

Planned Unit Development Application, Final Development Plan, submitted to the Planning Board on May 15, 1997, containing a summary of revisions to the PUD special permit application.

Documents Submitted

1. Board of Zoning Appeal Case #7478, for variance of the FAR, and to allow access across City property for truck loading requirements.
2. Copy of letter to Trudy Coxe, from Two Canal Park Limited Partnership, dated March 10, 1997, Notice of Project Change.
3. Letter to Paul Dietrich, Chairman of the Planning Board, from Robert C. Brown, Thomas Graves Landing, dated May 20, 1997.
4. Letter to Paul Dietrich, from John T. and Mary H. Fitch, 4 Canal Park, dated May 20, 1997.

5. Letter to Planning Board, from Paul A. Gargano, of Thomas Graves Landing, re: BZA Case #7478.
6. Letter to Paul Dietrich, Chairman of the Planning Board, from Rob Harvey, of the Monitor Company, dated May 27, 1997.
7. Letter to the East Cambridge Planning Team, from Rich McKinnon, dated May 29, 1997.
8. Unsigned memo, to Susan Schlesinger, Assistant City Manager for Community Development, dated May 30, 1997, of amendments to PUD Development Proposal.
9. Letter to the Planning Board from Charles T. Hinds, East Cambridge Planning Team, undated.
10. Report on Design Review Comments from Dennis Carlone, dated May 15, 1997.
11. Development Proposal Discussion, dated May 15, 1997.
12. Memo of comments from New England Development, dated 5/20/97
13. Copy of Special Permit PUD Development Proposal criteria.
14. Memo to the Planning Board from Susan B. Schlesinger, Assistant City Manager for Community Development, dated 6/30/97, RE: Two Canal Park TDM measures.

Public Hearing

A public hearing was held on April 29, 1997. David Gilmore, representing New England Development and Two Canal Park Limited Partnership, and Jim Batchelor, representing Arrowstreet, Inc. Architects, and others introduced the proposal and described its details. Roger Boothe, Community Development staff, introduced the discussion with a recapitulation of the previous approvals on the site and the urban design objectives for the Lechmere Canal area generally and this site specifically.

Mr. Gilmore suggested that the proposal is a major improvement for the City and the neighborhood. The building is being designed to house the Monitor company, now in the Davenport building across First Street, and a major employer of Cambridge people. Now at about 450 employees, they are planning an expansion to 600 employees. Approximately 45 percent of Monitor's workforce are Cambridge residents. Completing the

current cellar hole would be a significant improvement for abutters and the Cambridgeside Galleria as well.

Mr. Batchelor described the building's details. It is an office building of more than 190,000 square feet with 50 parking spaces at grade and 145 spaces below grade. The ground floor will be partly public parking and service and partly Monitor's office space. The building is four stories in a single plane, principally of brick with the central section of the facades facing the Park and Cambridge Street rendered in glass; a fifth floor is set back from the lower floors.

In response to questions from the Planning Board the applicant made the following comments.

The ground floor parking is screened from view by a brick wall. Roger Boothe, CDD staff, suggested that you will not see the cars, but rather the building beyond but the staff is nevertheless concerned about the adequacy of the screening at this critical location.

On First Street the building does sit on the property line, with a twelve foot public sidewalk in front of it. The ability to provide more setback is constrained by the existing foundation and the parking underneath and its need for adequate headroom. R. Boothe indicated that the parking is required and is serving as a constraint.

The Board expressed a concern about the pedestrian experience of this building; more retail, particularly on Cambridge Street, would be desirable. The applicant indicated that they were treating the building as having four equally important facades. Susan Schlesinger, CDD staff, indicated that the developer agreement was very specific with regard to the requirements for 50 public parking spaces, the inclusion of which was making a more active ground floor difficult. To the suggestion that the public parking might be accommodated at the Galleria, it was noted that the Development Agreement, the Chapter 91 license, and the taking of the land by the Land Bank initially, all require a public purpose that the 50 public parking spaces serve. There is excess parking capacity at the Galleria but the requirements for the present building are tied to the land. There was a general sentiment from the Board that elimination of the parking and its replacement with an active use would be desirable but that if that was not possible the current arrangement was acceptable in concept. The spaces might be metered but the exact target customer for them is not yet known.

Monitor Company is obligated to take at least 80% of the building and has a right to occupy all of it.

In exiting the structure, right turns in and right turns out on Cambridge Street will be required. The City may allow experimentation with left turns on First Street on a trial basis. The City is not anticipating additional problems at nearby intersections. One third of the staff at Monitor is out on any given day; staff works long hours and their leaving does not coincide with the typical peak hour for traffic. S. Schlesinger indicated that the City had commented on traffic through the MEPA process and will recommend a package of Transportation Demand Management elements to the Board at its next meeting.

A number of design issues were raised by the Board. There was concern that the long Cambridge Street elevation lacks animation, although pedestrians could enter through the garage space. The glass element of the facades was discussed: the architects indicated that spandrel glass will read as glass during the day, but at night it will be opaque and the glass portion of the facade will read as a series of windows just like the brick portion of the facade. Some Board members reacted that the building in part seems to be sending false signals, indicating entries (as at the corner and at the glass element facing Cambridge Street) where there are none.

The future of retail at the site was discussed. R. Boothe related that that issue been discussed extensively with staff. There has been a history around the canal that first floor retail outside the Galleria has not been successful. The space nevertheless could be converted at some point in the future although Monitor will be occupying the space at first. The company has not worked on the programming of its space to date. Staff is encouraging active uses at the very public ground floor. Some Board members strongly encouraged further exploration of retail use for the ground floor. Others thought some retail might be viable on Cambridge Street, with a different market than is served by the Galleria. Other members were convinced that there was not the pedestrian traffic at Cambridge Street to sustain retail activity. Some impulse retail at the corner (e.g. Starbucks) was suggested as an option, which the applicant was willing to explore. The applicant pointed out that merely creating the space will not thereby create a market to fill it. R. Boothe cautioned that mixed uses may not be possible on all sites and we do not want to create spaces that will remain vacant. The Board commented, however, that if retail uses are not possible, the building at the street edge should nevertheless work; and even in only a modest way, any opportunity for retail activity should not be lost.

The issue of the 50 public parking spaces was raised again. S. Schlesinger indicated that the applicant would be happy to forgo those spaces but that the requirement, in the Development Agreement and the Chapter 91 license, is virtually impossible to change. Further

exploration of the options can be done; it certainly seems that the public is not asking for this parking at this time. The requirement, according to R. Boothe, was the rationale for the public taking of the land in the first place. In response to Board questions the applicant indicated that 100 spaces are now used by Monitor, with 30 additional people on a waiting list. Those 50 spaces cannot be put underground because the accessory parking provided occupies the existing foundation structure and a high water table precludes deeper construction.

Two variances are being requested, for additional floor area and for permission to use off site land (the easement on Lechmere Canal Park that was used for this purpose in the previously approved PUD) for maneuvering into a loading dock. One Board member commented that the additional floor area was reasonable in that it is needed by a Cambridge company relocating to the site and its visual impact is negligible.

Charles Hinds, East Cambridge Planning Team President, indicated that the applicant had met with the neighborhood group in March. The NCPT is happy with the use but concerned about the Cambridge Street facade of the building; they would like to see the parking use on that side of the building eliminated. The Team is also concerned that the proposed entries to the parking facilities are too close to the Cambridge Street/First Street intersection. The First Street sidewalk is too narrow for the volume of pedestrian traffic it must accommodate.

Robert Brown, Graves Landing Condominium Association, expressed concerns with regard to the loading dock located adjacent to the park. The applicant responded that the dock will be fully enclosed within the building and will be equipped with a door. With regard to security, there will be monitors in the garage, card access to the lower garage and a security staff.

Joe Grassi believed that the First Street sidewalk was too narrow and that the Cambridge Street edge was not active enough. He noted that the Cambridge Street Advisory Committee, recently concluding its development of a set of enhancement recommendation for the full length of Cambridge Street, recommends that Lechmere Square be given a strong presence, that parking not be allowed on the ground level of buildings and that there be retail use on Cambridge Street.

The Board deliberated on the proposal at its May 20, 1997 meeting. R. Boothe indicated that the staff had continued to meet with the applicant. Among the changes, the ground floor parking has been pulled back 10-15 feet from Cambridge Street to allow for better screening including a landscape planter; a retail element of 1,000 square feet has been located

at the First Street and Cambridge Street corner. Dennis Carlone, design consultant to the CDD, indicated that there is some concern still with regard to the glassed portion of the facade and the large recessed entry court on the Canal; better integration of the two style elements was suggested. While there is no retail proposed now the applicant will install ventilation shafts to accommodate a future restaurant.

The parking along Cambridge Street, the unanimated character that that use lends to the facade there, and the lack of retail use continued to be discussed. The applicant emphasized that on Cambridge Street pedestrian traffic is about 25 persons an hour at peak and the street is perhaps 160 - 220 feet wide; with four exposed sides perhaps the Cambridge Street facade will be experienced on an intimate level by the fewest people. The building has four exposed and important sides and some sides must be chosen to accommodate necessary service functions.

On a motion by A. Cohn and H. Russell the Board voted to approve the Development Proposal with the condition that the applicant continue to explore modifications to the facade at Cambridge Street, opportunities for eliminating parking at the ground floor, and further modifications to the facade, especially where it is proposed to be principally glass, and consideration of including or enhancing entries at First Street and Cambridge Street.

A second public hearing, as required by Article 12.000 of the Zoning Ordinance, was held on June 3, 1997. Mr. Gilmore again summarized what he believed to be the merits of the proposal and listed the issues of concern to the Board during earlier deliberations addressed in this Final Development Plan: no retail on First Street, no entry on First Street, parking placed almost to the sidewalk along Cambridge Street.

Mr. Batchelor reviewed the changes to the proposal in response to past discussions. Along Cambridge Street changes have been made to make sure that cars will not be visible from the street: about 18 feet of parking will be open to the sky. There will be, however, a seven foot sidewalk with a planting strip against the curb. There will be a two foot wall against the inner edge of the sidewalk. A second 5 foot wall will be set back behind a wide planting strip that will be located above natural earth. There will be 1,000 square feet of retail space at the corner of First street with ca 100 feet of frontage; if the space cannot be marketed as retail the applicants will return to the Board for further discussions of the use of the space. The glass walls are undergoing further study but they will not be reflective glass. The entry on First Street, always there, has been made more prominent. The applicant is working with Monitor to ensure that functions placed on the first floor are active uses. The

floor plates have been lowered on the first floor to allow for future conversion to retail use.

In response to questions from the Board the following comments were made. Office and retail uses are to occupy all gross floor area along First Street. The uses of the first floor have not been programmed yet, so the exact function of the First Street entry is not clear; Monitor nevertheless is strongly supportive of it. It is anticipated that it will be used for taxis pickup and drop-off (an important aspect of Monitor business) quite regularly and employees from the "T". It is a secondary entrance but it will be actively used. The glass elements have been proposed to reduce the scale of the building and to provide visibility to the Canal from inside the building (including the elevator core;(D. Carlone suggested that the concern was not the clear glass as much as the proposed opaque spandrel glass). Entry to the First Street vehicle portal will be right in and right out with visual and audible signals for safety (Cambridge Street will also be right in and right out).

The Board raised the issue of providing a traffic mitigation package. Mr. Gilmore suggested that Monitor was a particularly advantageous tenant in that regard in that many of their employees are Cambridge residents, that they do not work the standard office hours, and they are frequently away from the office and making use of public transportation.

Susanne Rasmussen, director of the Environmental and Transportation Division of the CDD, outlined the measures that should be considered as part of any program of transportation management. She indicated that many elements have already been made requirements through MEPA or proposed as part of the Supplemental EIR. Among elements of a program suggested were: extending the Galleria shuttle to 2 Canal Park, conditioning the program's elements in tenant leases, partial funding for an East Cambridge transportation manager, commuter pass program with a discounted rate at a minimum, ride-sharing with a guaranteed ride home, preferential parking, pedestrian and bicycle friendly building design, monitoring and surveying and reporting of program's progress, new pavement markings. S. Schlesinger indicated that staff and the applicant were working through the details and understood that responsibility for elements, between building owner and tenants, will vary.

Three members of the public spoke in support of the proposal.

In reviewing the variance requests the Board found that they would not result in a project that derogates from the intent or purposes of the Ordinance, the added floor area results in an insignificant increase in space when compared to the PUD-4 district as a whole, will have little or

no impact beyond that resulting from a conforming building, and does not result in a violation of the height limit in the district.

On a motion by H. Russell and A. Cohn the special permit application was approved.

Findings

The Planning Board reviewed the application documents, including the site plan; information presented by the applicant at the public hearings; and testimony presented by the general public. Based on that review the Board finds the following.

1. Conformance with the provisions of Section 12.35.3 - General Development Controls of Article 12.000, Section 12.50

a. Applicability and conformance with Existing Policy Plans

The project has been reviewed for consistency with the objectives of the ***East Cambridge Riverfront Plan***, May 1978 and the ***East Cambridge Development Review Process and Guidelines***. This site is a key element of the urban design plan for the development of property adjacent to the Lechmere Canal Park. A multi-use office and retail building, containing public parking, was anticipated in the plan. This proposal is consistent with that vision and is similar in many details to the office/retail building approved by the Planning Board for this site as Special Permit # 38 in 1984. A large component of retail use is not proposed to be an element of this current development; however, the Board finds the design of the building to be compatible with a possible future conversion of some or all of the ground floor to retail use. The details of the building's design advance the general objectives of the plan to enhance the pedestrian environment at the park, along First Street, and along Cambridge Street. and to provide a building of quality at a very prominent site.

b. PUD Development Parcel Size

At 61,780 square feet the parcel is greater than an acre, required in Sections 12.50 and 13.50.

c. Standards for Construction of Roadways

No roadways will be constructed as part of the proposal.

d. Standards for Construction of Utilities and Public Works

All utility services to the site will be constructed to standards established by the City of Cambridge. Sidewalks shall be constructed to city standards, consistent with the pattern already established within the Lechmere Canal area. Lechmere Canal Park, adjacent to the site, shall be completed by the permittee according to the design already approved by the City of Cambridge.

e. Landscaping

Those portions of the lot not covered by building, not part of Lechmere Canal Park, not extensions of abutting sidewalks, and not devoted to access to the service area, will be substantially landscaped to provide a buffer between those portions of the building on the ground floor that are dedicated to vehicular parking and the adjacent pedestrian sidewalk along Cambridge Street.

f. Environmental Performance Standards

The approved development shall conform to all applicable federal, state and local laws and regulations with regard to noise, air quality, radiation and radioactivity. The permittee shall be specifically required to develop a Transportation Management Plan that will assist in the reduction of traffic to the site.

**2. Conformance with the provisions of Section 12.35.3 -
Development Controls of PUD-4, Section 13.50**

a. Uses

The office and retail uses proposed in the application or anticipated as possible uses in the future are permitted in the PUD-4 District and authorized by this special permit. The Planning Board would encourage the inclusion of first floor retail activity within the building at some future date should the occupancy of the building change in ways that would permit such reuse and the marketplace support such use.

b. Dimensional Regulations

- i. The development exceeds the FAR of 2.0 permitted in the PUD-4 district. It has been understood by the Planning Board that the permittee will seek a variance from the Board of Zoning Appeal for the additional gross floor area proposed in the development; the Board's approval in this special permit incorporates the additional gross floor area that may be granted by the Board of Zoning Appeal

in a separate proceeding re: Case #7478. The Board finds that the additional gross floor area does not fundamentally alter the character of the development or its compatibility with the objectives of the PUD-4 District or the East Cambridge urban design plan. The Planning Board supported the permittee in its application for relief before the Board of Zoning Appeal.

ii. The development parcel size exceeds the acre minimum required.

iii. At 74 feet the development is below the maximum height of 85 feet permitted.

iv. The requirement for useable open space is waived as the site abuts the Lechmere Canal Park and the building is fully integrated with that facility and will contribute to its completion.

c. Perimeter and Transition

As the site abuts onto two prominent public streets, and on the other two sides, onto a public park, treatment of the building's features as it meets those public features is particularly important. As there is no real back side to this building, the approved design has carefully treated all sides with equal care, consistent with the need to accommodate service and vehicular access to the building. The building is compatible in height, scale, distribution of uses, and architectural design with both the adjacent office building at One Canal Park and the adjacent residential building at 4-6 Canal Park.

d. Parking and Loading Requirements

The accessory parking provided exceeds the minimum required; in addition fifty public spaces are provided. The number of loading facilities meets the requirements of the Ordinance; variance relief is being sought to permit service vehicles to maneuver on the adjacent Lechmere Canal Park and additional authorization is being sought from the state legislature to permit the use of open space land for non open space use (service access to this private building which has been previously approved and contemplated by the City for this use). The Planning Board grants this special permit with the understanding that these additional authorizations must be secured.

At grade parking under the building facing Cambridge Street and First Street will be covered by the building and screened from the public streets by a wall and landscaping. The Board finds that this design meets the requirements of Section 13.57.3 of the PUD-4 District.

3. Conformance to Section 10.43 - Criteria for the issuance of special permits.

a. The requirements of the Ordinance can be met.

The development meets the requirements of the PUD-4 District; where such requirements are not met (FAR and accommodation of service vehicle movements) the necessary additional authorizations are being sought. The building as designed is consistent with the objectives of the East Cambridge urban design plan and advances the city's interest in seeing the completion of the planned private construction around the Canal and the completion of the Lechmere Canal Park in its entirety.

b. Traffic and patterns of access and egress will not cause hazard or congestion or change neighborhood character.

There is no secondary side of this building that is ideally suited to providing the necessary access for passenger cars or service vehicles. The Board finds that the points of access chosen for passenger car entry and loading dock facilities are reasonable, safe, and well designed so as to minimize their visual and operational impact.

c. The operation or development of adjacent uses will not be adversely affected.

An office/retail structure in the scale and form approved in this special permit has been anticipated since the publication of the East Cambridge urban design plan and since the approval of a previous version of this proposal in 1984. Adjacent uses will be enhanced by the completion of this last development site around on Lechmere Canal Park, elimination of the blighting influence of the vacant site now there, and completion of all park features around this development parcel.

d. No nuisance or hazard will be created to the detriment of the health, safety and welfare of future residents or the citizens of Cambridge.

No nuisance or hazard will be created, and by enhancing the surrounding environment and adding additional life and activity to this corner of the Park, the public environment will be markedly improved.

e. The use will not impair the integrity of the PUD-4 district or adjoining districts or otherwise derogate from the intent and purpose of this Ordinance.

The development fulfills the intent of the PUD-4 district, by completing the urban design plan for development around the Canal, and further enhances the opportunities for development of site improvements for all districts abutting this development parcel.

4. All procedural requirements of Article 12.000 have been met.

Decision

After review of the information contained in application documents for the Development Proposal and the Final Development Plan, public testimony and additional information presented at the two public hearings, comments and information provided by the staff of the Community Development Department, and based on the above findings, the Planning Board **GRANTS** the Planned Unit Development Special Permit subject to the limitations and conditions set forth below.

1. All uses permitted in the PUD-4 district shall be permitted. However, any change of use from that set forth in the application documents for the Final Development Plan shall be subject to approval by the Planning Board at a regular meeting, notice of which regular meeting shall be sent to all abutters to the development parcel.

2. All dimensional aspects of the proposal, as set forth in the application documents for the Final Development Plan, are hereby approved, including those aspects that shall be subject to further action by the Board of Zoning Appeal.

3. The project shall be subject to continuing design review by the Community Development Department. The Department shall certify to the Superintendent of Buildings that final plans submitted to the Inspectional Services Department for a building permit are generally consistent with the above referenced Final Development Plan documents, the Dimensional Table in Appendix I, and any conditions of this Decision before the issuance of any building permit. The Department shall also certify to the Superintendent that all conditions of this Special Permit have been met before issuance of the first occupancy permit for the structure.

4. The permittee shall restore all areas of adjacent public property, including Lechmere Canal Park and all public sidewalks, subject to construction easements or damage during construction, consistent with

the Plans and Specifications for the Lechmere Canal Park or the City's Public Works Department, as applicable, at the permittee's expense. Upon the request of the permittee, the Community Development Department shall certify to the permittee that this condition has been satisfied.

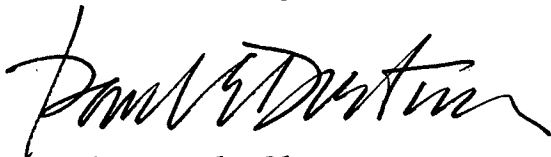
5. All conditions and obligations of the Development Agreement, between the City and the permittee or its predecessors on file with the Community Development Department, originally dated October 1983 as amended by that certain First Amendment and Restated Development Agreement, dated March 15, 1985, and as it may be amended by that certain Second Amendment and Restated Development Agreement between the City and the permittee and as it may be further amended from time to time, are hereby made conditions of this special permit by reference.

6. The permittee shall submit to the Planning Board within six months of the filing of this Decision for review and approval, and thereafter implement, a Transportation Demand Management Plan which shall be consistent with the measures outlined in Appendix II of this Decision. Upon request of the permittee, the Community Development Department shall certify to the permittee that this condition has been satisfied.

7. The development shall be subject to the provisions of Section 11.200 - Incentive Zoning Provisions. The development shall be conditioned on a Housing Contribution calculated in accordance with Section 11.200 on the gross floor area in the authorized building in excess of 30,000 square feet (198,478 square feet - 30,000 square feet = 168,478 square feet X \$2.00 = \$336,956). Such Contribution shall be made as required in Section 11.200 as a condition of the issuance of a certificate of occupancy for the building.

Voting to GRANT the PUD Special Permit were P. Dietrich, H. Salemme, A. Cohn, H. Russell, W. Tibbs, C. Mieth and S. Lewis constituting more than two thirds of the Board.

For the Planning Board

A handwritten signature in black ink, appearing to read "Paul Dietrich", written in a cursive style.

Paul Dietrich, Chair

ATTEST: I, *Stephen R. Karp* (Stephen R. Karp), duly authorized representative of Two Canal Park Limited Partnership, c/o New England Development, One Wells Avenue, Newton, Massachusetts 02159, have read this decision prior to action by the Planning Board and hereby agree to the foregoing conditions as approved by the Planning Board.

The Planning Board certifies that the decision attached hereto is a true and correct copy of its decision granting the Special Permit #125, and that a copy of this decision and all plans referred to in the decision have been filed with the Office of the City Clerk and the Planning Board. Appeal if any shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the decision filed with the Office of the City Clerk on *July 28,* 1997 by *Elizabeth J. Malenfant* authorized representative of the Cambridge Planning Board. All plans referred to in the decision have likewise been filed with the City Clerk on such date.

Twenty (20) days have elapsed since the filing of this decision.

No appeal has been filed.

Date:

City Clerk
City of Cambridge

APPENDIX I

Special Permit
Application No. #125

Requirements taken from Section 13.50 unless otherwise noted.

	<u>Dimensional Form</u>			
	<u>Allowed/Required</u>	<u>Existing</u> <u>Not Applicable</u>	<u>Proposed</u>	<u>Granted</u>
Floor Area Ratio (Floor Area)	<u>2.0</u> <u>(+/- 167,000)</u>	<u>()</u>	<u>2.36</u> <u>(+/- 197,528)</u>	<u>2.37</u> <u>(198,478*)</u>
Max. Height	<u>85'</u>	<u>()</u>	<u>74'</u>	<u>74'</u>
Max. Angle Above Cornice Line	<u>Not Applicable</u>	<u>()</u>	<u>Not Applicable</u>	<u>()</u>
Min. Lot Size	<u>43,560 SF*</u>	<u>()</u>	<u>61,780 SF</u>	<u>61,780 sf</u>
Min. Lot Area per d:u.	<u>600 SF</u>	<u>()</u>	<u>Not Applicable</u>	<u>()</u>
Min. lot width	<u>None</u>	<u>()</u>	<u>Not Applicable</u>	<u>()</u>
Min. yard setbacks	<u>None</u>	<u>()</u>	<u>Not Applicable</u>	<u>()</u>
Front	<u>None</u>	<u>()</u>	<u>Not Applicable</u>	<u>()</u>
Side L	<u>None</u>	<u>()</u>	<u>Not Applicable</u>	<u>()</u>
R	<u>None</u>	<u>()</u>	<u>Not Applicable</u>	<u>()</u>
Rear	<u>None</u>	<u>()</u>	<u>Not Applicable</u>	<u>()</u>
Ratio Usable Open Space (Area)	<u>20%</u> <u>()</u>	<u>()</u>	<u>Not Applicable</u> <u>()</u>	<u>()</u>
Off-Street Parking Minimum No. Spaces	<u>125</u>	<u>()</u>	<u>192</u>	<u>192</u>
Maximum No. Spaces (from Section 6.36.4/d)	<u>658</u>	<u>()</u>	<u>-</u>	<u>()</u>
No. Handicapped Spaces (from MA Arch. Access Board)	<u>5</u>	<u>()</u>	<u>7</u>	<u>7</u>
Bicycle Spaces (from Section 6.37.2)	<u>10%</u>	<u>()</u>	<u>20</u>	<u>20</u>
No. Loading Bays (from Section 6.83, Section 6.36.4)	<u>2</u>	<u>()</u>	<u>2</u>	<u>2</u>

*Min. Parcel Size per Section 13.53.2

* subject to Board of Zoning Appeal approval

Appendix 2

Two Canal Park

Transportation Demand Management (TDM) Requirements

General:

- The permittee and its tenants shall submit to the Board for approval within 90 days of 90% occupancy of the development, and shall thereafter implement appropriate portions of, a Transportation Demand Management (TDM) Plan applicable to this development which shall be designed to maximize the use of public transit through the stations at Kendall Square and Lechmere Station and in other ways to discourage the use of private cars by visitors and employees to Two Canal Park. The TDM plan shall detail how the permittee and its tenants intend to implement the TDM requirements described in the following sections. In developing the plan the permittee is encouraged to cooperate with other property owners and businesses in East Cambridge and Kendall Square, including, where applicable, transportation management association(s) in the area. The City, acting through the Community Development Department and the Department of Traffic, Parking, and Transportation, is available to assist in the development of the plan, in coordinating participation by other private entities and the MBTA, and in securing the smooth implementation of the plan.
- The TDM plan shall include a management plan detailing the resources to be provided to manage and finance the plan. The permittee, along with other participants in the plan, shall implement and finance all elements of the plan.
- The permittee shall require that relevant conditions of the approved TDM plan be made a condition of tenant leases as applicable. If new tenants occupy space in the building, the particular TDM program elements to be implemented by the individual tenants should be verified with the City's TDM Planner.
- The permittee will contribute \$5,180 to the City of Cambridge annually, to partially subsidize the implementation of TDM strategies in East Cambridge. The TDM plan may contain suggestions and recommendations about the use of these funds. This contribution will be adjusted annually for inflation using the Consumer Price Index, with 1997 as the initial year.
- The permittee shall engage in activities, such as commuter fairs or a commuter newsletter, to promote carpooling, vanpooling, bicycling, walking and taking transit.

Shuttle/Transit Use:

- The permittee shall provide shuttle service to the property from nearby MBTA stations. Note that shuttle does not initially need to service the Lechmere MBTA

Appendix 2

Two Canal Park

Transportation Demand Management (TDM) Requirements

station directly, but this routing should be reevaluated if there is any change in the location and configuration of that station. The TDM plan shall include details of implementing this shuttle service including routes, schedules, frequency and capacity serving the development, other developments and transit connections. This shuttle service may consist of an added stop on the existing CambridgeSide Galleria service; the need for this stop may be reevaluated six months after the building is 90% occupied. If the stop is determined not to be necessary, the permittee must submit to the City an analysis and justification for why the stop is no longer needed for review and approval by the City. In the event that the existing CambridgeSide Galleria shuttle ceases to operate, the permittee must ensure that adequate shuttle service to the development is maintained by another shuttle service and/or a stand alone shuttle service to Two Canal Park. The study of shuttle routes should address route/financing scenarios that include joint ventures with other major employers, such as those in the North Point area, or Transportation Management Associations (TMA) in the area. The permittee shall track ridership on the shuttle service, and submit yearly ridership reports to the Community Development Department.

- The permittee shall promote the use of public transportation by providing information to employees and tenants, such as maps and schedules.
- The TDM plan shall address participation in the MBTA commuter pass program for all employees and tenants of the development. The permittee and tenants shall provide on-site MBTA pass sales, and are required to provide those employees who use public transit to get to work with a subsidy in the amount of 50% of the cost of their MBTA pass or \$25, whichever is less. The permittee and tenants are strongly encouraged to provide a higher level of subsidy where appropriate. To encourage non-transit users to use transit periodically, the permittee and tenants shall have tokens readily available to employees for work-related trips, or provide them with Commuter Check transit vouchers as necessary. The permittee shall charge all its employees for parking, and strongly encourage tenants to charge their employees for parking. Parking rates shall be set at a rate which discourages employees from driving. The permittee and tenants are also strongly encouraged to provide employees with a transportation allowance equal to the cost of a parking space, for them to use at their discretion for commuting costs; this transportation allowance could be provided in lieu of transit pass subsidies. The permittee and tenants are strongly encouraged to provide employees with incentives, such as time-off and/or financial rewards, to encourage them to bike and walk to work.

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- The permittee shall make reference to the mass transit system and proximity in marketing and advertising materials which would generate additional trips, as appropriate.

Ridesharing

- The TDM plan shall include provisions for encouraging carpooling and vanpooling, through the creation of a computer based ride sharing information bank and/or coordination with CARAVAN for Commuters, Inc. or a similar ridesharing organization.
- The TDM plan shall address how the permittee will collect and disseminate ridesharing information to employees and tenants.
- The permittee and tenants shall provide preferential parking spaces and/or reduced parking rates for carpools and vanpools in the private parking area.
- The permittee shall establish a Guaranteed Ride Home program for its employees and employees of tenants who carpool, take transit, bike or walk to work.

Bike and Pedestrian

- The permittee shall incorporate pedestrian and bicycle amenities into the building design and construction. Pedestrian amenities shall include at a minimum level sidewalks at curb cuts and minimal auto-pedestrian conflicts at egress/ingress points.
- Egress/ingress points shall be right-turn in and out only with the exception of an interim left-turn out of the First Street garage egress. Within six months following 90% occupancy of the building, the permittee will submit to the Department of Traffic, Parking and Transportation an analysis of the effects of this turning movement and a request, if desired, for continuation of left-turn out of the First Street egress. The permittee must demonstrate that this continuation is warranted, otherwise the egress/ingress shall revert to right-turn in and out only.
- The TDM plan shall include installation of indoor and outdoor bicycle parking for the use of both employees and visitors. The permittee shall work with the City's TDM planner to select appropriate bicycle racks to be used and to site the racks both indoors and outdoors.

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- The TDM plan shall include an analysis of bicycle routes to the building and design features which would encourage bicycle commuting to the site.
- The permittee and tenants are strongly encouraged to provide lockers, showers and/or changing rooms for employees commuting by bicycle or by foot.
- The permittee shall install a pedestrian warning system for the garage exits.

Employee Work Schedules

- The TDM plan shall identify other techniques to be employed and promoted to reduce peak hour automobile usage including staggered or flex-time work program and/or telecommuting, where appropriate.

Surveys

- The permittee shall provide and the TDM Plan shall describe details of an on-going program, implemented immediately following 90% occupancy of the facilities, to survey employees, tenants and future customers/visitors, if applicable, to determine modes of arrival/departure, times of arrival/departure, home location and preferences for ride sharing, among other information. The information shall be updated annually by the permittee or their successor and all information shall be forwarded to the Community Development Department and shall be intended to be used by the City and the permittee to more effectively provide alternative means of travel to the site.
- The permittee shall conduct annual parking studies to determine arrival/departure volumes during the day, traffic at each driveway, any other supplemental information regarding parking operations and related activities. This information will be submitted to the Community Development Department annually.

Parking and Circulation

- The permittee shall be responsible for installing thermoplastic or inlay pavement markings for the Cambridge Street/First Street intersection, including but not limited to travel lanes, crosswalks, stop lines, and center lines. This installation shall take place at the same time as sidewalk construction at the Cambridge Street/First Street intersection is being completed. The limits of the project work area and pavement marking material shall be determined in consultation with the Cambridge Department of Traffic, Parking and Transportation.

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- All driveways on the property shall be right turn in and out only with the exception of an interim left-turn out of the First Street garage egress. This left turn will be eliminated six months after 90% occupancy of the development, unless the permittee demonstrates to the Department of Traffic, Parking and Transportation that a continuation is warranted.

Coordination of TDM Strategies

- The permittee and tenants, where appropriate, shall work with other employers in the area directly, through the Charles River TMA, or through a newly formed TMA to design the most effective TDM strategies for the area.
- The permittee shall work with the City of Cambridge TDM Planner to design the most effective TDM strategies for the area.

Reporting

- The TDM plan shall include a detailed time schedule for implementation of all components of the plan, with appropriate elements initiated as facilities are completed and occupied.
- The permittee shall submit annual reports to the City documenting the implementation of all TDM measures, the results of commuter/parking surveys results, and the shuttle service ridership.
- Upon the request of the permittee, from time to time the Community Development Department shall provide the permittee with a written status report as to the compliance of the permittee with the provisions of this Appendix 2. These reports shall be provided to the permittee within two months of such a request.