

CITY OF CAMBRIDGE, MASSACHUSETTS  
**PLANNING BOARD**  
CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

**NOTICE OF DECISION**

Case No: PB#161

Address: 784 Memorial Drive

Zoning: Office 3

Owners/Applicants: 784 Memorial Drive LLC (joint venture of the Polaroid Corporation and Spaulding & Slye Memorial Drive LLC, c/o Spaulding and Slye, 255 State Street, Boston, MA 02109).

Application Date: February 15, 2000

Public Hearing: March 14, 2000

Planning Board Decision: March 28, 2000

Date of Filing Decision: April 3, 2000

Application: Planning Overlay Special Permit (Section 11.500) for two office/R&D buildings totaling 94,212 square feet and 120 units of housing, with 102 open parking spaces and 295 covered spaces.

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 Paden at 349-4647, TTY: 349-4621, email [lpaden@ci.cambridge.ma.us](mailto:lpaden@ci.cambridge.ma.us).



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### **Documents Submitted**

1. Special Permit Application certified complete and submitted to the City Clerk's Office, on February 15, 2000 containing the project narrative, dimensional form, supporting statements for the IPOP special permit, certification of traffic study by S. Clippinger dated February 8, 2000, letter to S. Clippinger from Barry M. Pell, ME, dated 1/26/00.
2. Plans entitled "Development Master Plan, Polaroid Site", dated 2/17/00; by Boyes-Watson & Winney; Beals and Thomas; Vanesse & Associates; and Spagnolo Ginness & Associates.

### **Other Documents Submitted**

1. Letter to Liza Paden, from Rob Dickey, Spaulding & Slye, dated 2/17/00, re: revised Master Plan for the Polaroid site.
2. Traffic Impact Assessment/IPOP Analysis dated 12/14/00.
3. Copy of letter to Susan Clippinger, from David DeBaie, Vanesse and Associates, Inc., dated 1/20/00 in response to 1/4/00 letter.
4. Copy of letter to Susan Clippinger, from David DeBaie, Vanesse and Associates, Inc., dated 1/26/00 in response to 1/20/00 letter.

5. Copy of letter to Ranjit Singanayagam, Inspectional Services Department, from Robert M. Dickey, S&S, dated 1/26/00.
6. Copy of letter to Stephen M. Johnson, from Cambridgeport Neighborhood Initiative, dated 5/21/98.
7. Copy of letter to S. Clippinger, from Cambridgeport Neighborhood Initiative, dated 10/4/99.
8. Summary of 10/20/99 Cambridgeport Neighborhood Initiative meeting.
9. Letter to Larissa Brown, from the Cambridgeport Neighborhood Initiative dated 3/10/99
10. Letter to S. Clippinger, from Stephen Kaiser, dated 1/27/00.
11. Letter to Larissa Brown from Stephen Kaiser, dated 3/10/00.
12. **Letter to Larissa Brown, Chair of the Planning Board from Thomas B. Bracken**, dated 3/13/00, re: the application on ownership of the site and curb cuts.
13. Submittal from the 3/14/00 public hearing by John Berry, 164 Pleasant Street, Cambridge, MA.
14. Letter to the Planning Board from Mayor Anthony D. Galluccio, dated 3/14/00.
15. Copy of letter to Susan Clippinger, from David DeBaie, P.E. Vanese & Associates, Inc., dated 3/10/00 re: response to queuing comment in 1/27/00 by Stephen Kaiser.
16. Copy of letter to Susan Clippinger, from David DeBaie, P.E. Vanese & Associates, Inc., dated 3/10/00 re: response to 1/26/00 by Stephen Kaiser.
17. Letter to Larissa Brown, from Stephen Kaiser, dated 3/16/00 re: updated analysis for 784 Memorial Drive.
18. Letter to Larissa Brown, from Stephen Kaiser, dated 3/16/00 re: summary of IPOP traffic implications.

19. Memo to the Planning Board from Hugh Russell, dated 3/21/00, re: the Polaroid IPOP.
20. Letter to the Planning Board from Charles M. Sullivan, Executive Director, of the Historical Commission dated 3/21/00 re: the demolition permit.
21. Letter to the Planning Board from Elie Yarden, dated 3/20/00.
22. Letter to the Planning Board from Heidi N. Gitelman, dated 3/21/00 re: the application.
23. Letter to the Planning Board from Daphne Abeel, 148 Pleasant Street, dated 3/22/00.
24. Letter to the Planning Board from Charles Kurzon, 4 Florence Street, dated 3/22/00.
25. Letter to the Planning Board from Sarah Spademan, 218 Chestnut Street, dated 3/23/00.
26. Memo to the Planning Board from Susanne Rasmussen/Catherine Preston, dated 3/24/00 re: 784 Memorial Drive POP.
27. Letter to the Planning Board submitting suggested conditions to the proposal from Robert Tuchmann, dated 3/24/00.
28. Letter to Larissa Brown/Planning Board from Stephen Kaiser, dated 3/24/00 re: Review of Queues at 784 Memorial Drive.
29. Letter to the Planning Board from Ken Field, dated 3/24/00.
30. Email to the Planning Board from Pat O'Brien, dated 3/26/00, re: Cambridgeport Development.
31. Email to the Planning Board from Mary Helen Immordino, dated 3/27/00 re: objecting to the development.
32. Email to the Planning Board from Kyle Yang, 209 Chestnut Street, dated 3/27/00.
33. Letter to the Planning Board from Thomas Bracken, Bracken and Baram, dated 3/28/00 re: the application.

## **Public Hearing**

The Planning Board held a public hearing on March 14, 2000 and closed the hearing to all but written submissions; a deliberation meeting on March 21, 2000; and a final deliberation meeting on March 28, 2000. At the meeting of March 28 the Board closed the hearing. Transcripts of these meetings are on file.

## **Findings**

After review of the application documents and other documents submitted to the Board, testimony taken at the public hearing, and review and consideration of the Planning Overlay Special Permit criteria and the general special permit criteria, the Board makes the following findings.

### **1. Conformance to the requirements of the Planning Overlay Special Permit, Section 11.500 of the Zoning Ordinance.**

#### **a. Submittal of required documents**

All requirements of Section 11.511 have been met with the submittal of a complete application, including a certified traffic study.

#### **b. Finding of no substantial adverse impact on city traffic**

The Planning Board identified five criteria that would assist in determining whether a project should be found to cause substantial adverse traffic impact: (1) project vehicle trip generation, (2) traffic generated on residential streets, (3) effect on level of service at identified intersections, (4) length of traffic queues at identified intersections, and (5) nearby locations with a high incidence of accidents.

The Board concludes that the project will have no substantial adverse impact on city traffic with the redevelopment of the project site as indicated on the approved plans with the implementation of mitigation measures imposed by the Board as conditions of this Decision.

While the Board recognizes that this neighborhood is currently a congested and busy traffic area, it finds that this proposal with the required mitigation does not have an adverse impact on city traffic.

In reaching its decision the Board has considered the traffic evidence, the application and certified traffic study, and comments provided by the Traffic, Parking and Transportation and Community Development Departments as well as public testimony.

**c. Conformance with Enumerated Growth Policies**

The Planning Board finds that the project is consistent with the growth policies enumerated in Section 11.500.

**(1) Policy 13: Pace of development, maintenance of the tax base, adjustment to changing conditions, consistent with urban design plans, avoid disruption of neighborhoods, and not overburden water and sewer infrastructure.**

The Board finds that the project is consistent with the urban design and other objectives of the city as set forth in *Towards a Sustainable Future: Cambridge Growth Policy Document*. *The proposal is located on a vacant site.* It is to be developed at a density substantially below that allowed in the existing Office 3 district and provides a reasonable transition to the surrounding neighborhood through provision of housing on the portion of the site located on residential streets. It will not unreasonably disrupt daily activities of the neighborhood or overburden the City's sewer and water infrastructure.

**(2) Policy 27: Affordable housing and neighborhood character.**

There will be 120 units of housing built at a density and scale that will make an appropriate transition to the existing neighborhood on Putnam Avenue and Pleasant Street. The proposal will comply with the inclusionary requirements of the Ordinance and provide 18 units of affordable housing.

**(3) Policy 39: minimize impacts on abutting neighborhoods.**

The design concept for the housing is consistent with existing neighborhood housing types and housing is appropriately placed along the site perimeter opposite existing residential development in the neighborhood. The

density of the development is greatly below the allowed floor area. The housing component, intersection improvements and other mitigation proposed will mitigate traffic impacts.

**(4) Policy 66: Open space facilities**

The project will include new passive open to the public and existing open space will be made more inviting to public use. The preservation of the historic Polaroid building will further protect and preserve the existing open space along Memorial Drive.

**2. Conformance to the general criteria for the issuance of special permits contained in Section 10.40 of the Zoning Ordinance**

*A special permit will normally be granted where specific provisions of this Ordinance are met, except where the particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting such permit to be to the detriment of the public interest because of the following;*

**a. The requirements of the Ordinance cannot be met.**

With the issuance of this special permit the requirements of the Ordinance are met. The buildings are designed to meet all of the use regulations, development standards, off street parking and loading requirements, and sign and illumination requirements of the Zoning Ordinance.

**b. Traffic generated or patterns of access and egress will cause congestion, hazard, or substantial change in established neighborhood character.**

The additional traffic will not cause a substantial change in neighborhood character or cause significant additional congestion based on the volume and circulation of vehicle traffic generated by the project together with the mitigation measures to be implemented as conditions of this permit.

**c. The continued operation of development of adjacent uses as permitted in the Zoning Ordinance will be adversely affected by the nature of the proposed use.**

The proposed uses are allowed in the Office-3 district, and are similar to the uses currently on Memorial Drive, Putnam Avenue and Pleasant Street.

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

No nuisance or hazard will be created.

**e. For other reasons, the proposed use would impair the integrity of the district or the adjoining district, or otherwise derogate from the intent and purpose of this Ordinance.**

The proposed office and residential development is consistent with the uses permitted in the Office 3 district and the adjoining Residence C and C-1 districts.

### **Decision**

Based on a review of the application documents, other documents submitted, comments made at the public hearing and other submissions received by the Board, and based on the above findings, the Planning Board **GRANTS** the requested Planning Overlay Special Permit subject to the following conditions and limitations:

1. All use, building construction, and site plan development shall be in conformance with the plans and application documents submitted to the Planning Board as referenced above and dated February 17, 2000. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall continue to undergo design review with the staff of the Community Development Department (CDD). The intent of the review process is to ensure that the final site plan and final construction documents for the building are substantially the same as the design approved by the Planning Board. The design development for landscaping and other site development features shall be consistent with the intent expressed by the Planning Board. The CDD staff shall certify to the Inspectional Services Department that all conditions of this permit have been met before issuance of the first building permit for this development.



3. Forty-five parking spaces shall be provided on the commercial surface parking lot for night and weekend use by tenants of the residential units, their visitors and authorized neighborhood residents and their visitors. The spaces will be marked and signed with hours of availability.
4. The number of nonresidential parking spaces shall be reduced to 237 by a reduction of forty spaces from the surface parking lot, and the portions of the surface parking lot no longer needed shall be landscaped. The final layout of the lot must be approved by Traffic, Parking & Transportation Department, and CCD, and should incorporate the desire to have some spaces near residential units and Pleasant Street, increased open space around the octagon, preservation of the existing large trees, and reduction in the amount of paved surfaces.
5. This permit incorporates by reference all requirements of the approved Parking and Transportation Demand Management Plan for the project including all monitoring and reporting requirements. In addition, the following three TDM measures are required in order to ensure that the demand for parking does not exceed that which is provided for commercial uses:
  - a. Provide a 100% subsidy of transit passes including commuter rail passes to all employees at the site. To ensure that this subsidy is available to the employees of future tenants of the project, specific language must be included in all leases requiring the subsidy.
  - b. Work with the Charles River Transportation Management Association (TMA) and its members to implement a linked shuttle service to nearby transit stations, including both the Red and Green MBTA lines, serving the project in addition to other area commercial and residential buildings, as well as the general public, if feasible.
  - c. Seek permission from the Metropolitan District Commission (MDC) to post a police detail at the corner of Memorial Drive and Pleasant Street from 4:30 p.m. to 6:30 p.m. on weekdays to enable drivers to exit onto Memorial Drive from Pleasant Street. If permission is obtained from the MDC for such an officer, the Owner shall pay for the cost of the officer. At such times as the officer is on duty, all commercial traffic from the site will be

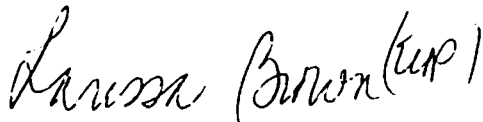
directed to Memorial Drive and shall be required to access Memorial Drive from Pleasant Street. The City will place a sign at the Pleasant Street driveway prohibiting left turns onto Pleasant Street during these same hours. If the sign is insufficient to prevent vehicles from turning left between 4:30 and 6:30PM, the owner will take additional measures to prevent the left turn such as a temporary barricade or paid police detail to ensure compliance with the turn restriction.

6. The second office building shall not be issued a certificate of occupancy until construction financing is secured for the residential project, a building permit has been issued for the residential units, and work under that permit has commenced.
7. The triangular park at Pleasant and Chestnut Streets and the quarter-acre park located at the intersection of Memorial Drive and Pleasant Street shall be open to the public. The CDD staff shall conduct design review of both park designs.
8. **The architecture of the residential buildings shall undergo design review by CDD staff to ensure that the quality of design is consistent with the plans presented to the Board. In particular, the design of the Pleasant Street residential frontage should maintain the contextual approach described and illustrated in the submission documents, with detailing such as mansard roofs, additional articulation of the facade, porches, etc. The Board would like the roofline to be broken down more significantly, and the character of windows and doors should reflect the character of architecture in the neighborhood. The final design must be brought back to the Board for review and approval.**
9. The Owner shall work with the owners of the Bread and Circus, Commonwealth Electric and 808 Memorial Drive lots to establish a pedestrian easement generally in the area of the MDC sewer easement in order to link Pleasant Street with Bread and Circus. If so, the Owner shall provide an easement to the public for this purpose and design and construct a pedestrian pathway. This design is to be reviewed by the CDD staff.
10. The Owner shall institute a program to open the parking lot to neighboring residents during a declared snow emergency to allow for the clearing of the City streets.

11. The curb cut on Putnam Avenue will be located approximately 70 feet from the corner of Putnam Avenue and Pleasant Street. The sidewalk alongside the housing on the west side of Pleasant Street will be expanded to 8 feet.
12. The owner will design and implement City approved changes at the intersection of Pleasant and Putnam to slow cars and make the pedestrian crossing easier and safer. The changes will include changes to the curb lines to facilitate these changes.
13. The owner will work cooperatively with the City and owners of the Howard Johnson and Trader Joe's lots to develop a plan for roadway and traffic improvements for the Howard Johnson/Florence Street intersection.
14. An appropriate instrument will be filed by the applicant in the Registry of Deeds as soon as possible after the filing of this special permit so that the benefits and burdens of these conditions shall run with the land, but shall be filed prior to the issuance of any building permits for this project. and the issuance of any such building permit shall be conditioned expressly upon the satisfaction of this condition.

Voting in the affirmative to GRANT the Special Permit were K. Benjamin, P. Winters, associate members appointed by the Chair to act in the place of absent members, T. Anninger, H. Russell, L. Brown and B. Shaw, constituting more than the two thirds of the members of the Board necessary to grant a special permit.

For the Planning Board,

A handwritten signature in black ink that reads "Larissa Brown (Chair)". The signature is written in a cursive, flowing style.

Larissa Brown, Chair

A copy of this decision #161 shall be filed with the Office of the City clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on April 3, 2000, by Elizabeth M. Paden, 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 the decision.

No appeal has been filed.

DATE:

City Clerk

City of Cambridge

Appendix I - see attached submission sheets for parcels A and B

PB#161 - 784 Memorial Drive

	Allowed/Required	Existing	Proposed	Inclusionary	Granted
<b>FAR</b>	3.0	.25	*		*
<b>Floor Area</b>	774,072	64,360			64,360
<b>Max Height</b>	120 feet	53.17			53.17
<b>Max Angle above cornice line</b>	NA	NA			
<b>Min Lot Size</b>	5,000	258,024		258,024	258,024
<b>Min Lot area/du</b>	NA	300			776
<b>Max # du</b>	NA	NA		18	120
<b>Min Lot Width</b>	50	>85			
<b>Min Yard Setbacks</b>					See attached
<b>Front</b>	65.83	NA existing			
<b>Side Left</b>	14.2	>100			
<b>Side Right</b>	10	>100			
<b>Rear</b>		>100			
<b>Ratio Usuable O.S.</b>	10% (25,802)	>10%			See attached
<b>Off Street Parking</b>					
<b>Min #</b>	72	311			237 nonres 120 res
<b>Max #</b>	1,291	311			
<b>Handicapped</b>	4	4			4
<b>Bicycle spaces</b>	Yes	Yes			Yes
<b>Loading Bays</b>	1	1			1

\* see attached zoning compliance plan dated 1/26/00

PARCEL A ZONING COMPLIANCE

ZONING DISTRICT: OFFICE-3

USES ALLOWED BY-RIGHT: Include business and professional offices and multifamily dwellings

PARCEL A - PARKING SUMMARY						
PARKING LOCATION	COMPACT 7.5'X16' (20' MIN AISLE)	FULL 8.5'X18' (22' MIN AISLE)	HANDICAPPED "HP" (AS SHOWN)	SUBTOTAL	OTHER	TOTAL
RESIDENTIAL "A" BASEMENT	12	17	2	31		31
RESIDENTIAL "B" BASEMENT	20	36	2	58		58
RESIDENTIAL "C" BASEMENT	10	16	2	28		28
EXTERIOR ON GRADE		2	1	3		3
TOTAL PARCEL A PARKING				120		120

PARCEL A - TABLE OF LAND USE			
CRITERIA	REQUIREMENTS	PROPOSED	
LOT AREA (SF)	5000 min. req.	93171	
TOTAL GROSS FLOOR AREA (SF)	2811.39 MAX	160,000	
MAXIMUM FLOOR TO AREA RATIO	3	1.7 (approx)	
MINIMUM LOT WIDTH (FEET)	50	255 (approx)	
MINIMUM RATIO USABLE OPEN SPACE TO LOT AREA	10%	24%	
NUMBER OF DWELLING UNITS	1 per 300 = 310	1 per 776 = 120	
PARKING REQUIREMENTS			
MINIMUM (1 SPACE PER DWELLING UNIT)	120	120	
BICYCLE SPACES (1 space per 2 dwelling units, located within the basements)	60	60	

18  
Gladstone

PARCEL A - SETBACKS						
CRITERIA	RESIDENTIAL BUILDING "A"		RESIDENTIAL BUILDING "B"		RESIDENTIAL BUILDING "C"	
	REQUIRED	PROPOSED	REQUIRED	PROPOSED	REQUIRED	PROPOSED
MINIMUM FRONT YARD * Putnam Avenue	15.2' from centerline st 5' min from prop. Line	34'-6" from centerline 9' from prop. Line	NA	NA	NA	NA
MINIMUM FRONT YARD * Pleasant Street	33.71' fr centerline st 5' min from prop. line	See multiplane formula 7' min from prop. line	23.4' fr. centerline st 5' min from prop. line	28' fr centerline st 8' min from prop. line	15.14' fr. centerline st 5' min from prop. line	31'-4" fr centerline st 11'-2" from prop. line
MINIMUM SIDE YARD #1	20.92	See multiplane formula				
MINIMUM SIDE YARD #2			24.25	See multiplane formula		
MINIMUM SIDE YARD #3			27.5	See multiplane formula		
MINIMUM SIDE YARD #4					8.75'	10.4'
MINIMUM SIDE YARD #5					21.875'	See multiplane formula
MINIMUM REAR YARD	NA	NA	18.5'	23'-4"	NA	NA
MINIMUM DISTANCE BETWEEN BUILDINGS	40 + 40 / 6 = 13.33'	A to B = 15'-10"	13.33	B to A = 15'-10" B to C = 24'-10"	13.33	C to B = 24'-10"
MAXIMUM HEIGHT	120'	40'	120'	40'	120'	40'

\* Measured from centerline of street

PARCEL B ZONING COMPLIANCE

ZONING DISTRICT: OFFICE-3

USES ALLOWED BY-RIGHT: Include business and professional offices and multifamily dwellings

PARCEL B - PARKING SUMMARY						
PARKING LOCATION	COMPACT, 7.5'x16' (20' MIN. AISLE)	FULL, 8.5'x18' (22' MIN. AISLE)	HANDICAPPED "HP" (AS SHOWN)	SUB-TOTAL	OTHER	TOTAL
BUILDING 770						
LOWER LEVEL "P-1"	30	18	0		7 NON-COMPLIANT	
UPPER LEVEL "P-2"	15	19	2 (1VAN)		6 NON-COMPLIANT	
SUBTOTAL	45	37	2	84	13	97
BUILDING 790						
LOWER LEVEL "P-1"	25	18	0		3 NON-COMPLIANT	
UPPER LEVEL "P-2"	14	14	2 (1VAN)		5 NON-COMPLIANT	
SUBTOTAL	39	32	2	73	8	81
EXTERIOR ON GRADE	47	39	4	90	9 (EXISTING)	99
TOTAL SITE PARKING	131	108	8 (7 REQ'D)	247	30	277

PARCEL B- TABLE OF LAND USE		
CRITERIA	REQUIRED	PROPOSED
LOT AREA (SF)	5,000 MIN. REQ'D	164,853 (3.78±AC)
TOTAL GROSS FLOOR AREA (SF)	N/A	158,572
MAXIMUM FLOOR TO AREA RATIO	3.0	0.96
MINIMUM LOT WIDTH (FEET)	50	300±
MINIMUM RATIO USABLE OPEN SPACE TO LOT AREA	10%	24%
PARKING REQUIREMENTS		
MINIMUM (1 space per 900 GSF)	183	247
MAXIMUM (1 space per 600 GSF @ 3.0 FAR)	824	277
BICYCLE SPACES (1 space per 10 parking spaces, located within parking structure)	28	28

PARCEL B - SETBACKS

CRITERIA

PART B - SETBACKS

CRITERIA	770 MEMORIAL DRIVE		790 MEMORIAL DRIVE	
	REQUIRED	PROPOSED	REQUIRED	PROPOSED
MINIMUM FRONT YARD (SOUTH) * (PLEASANT STREET)	34.7	66.9	N/A	N/A
MINIMUM SIDE YARD (EAST)	33.17	38.1	33.17 (SINGLE PLANE)	68.0
			276,638 (MULTIPLE-PLANE)	288,298
MINIMUM SIDE YARD (NORTH)	N/A	N/A	28.89 (SINGLE PLANE)	N/A
			196,446 (MULTIPLE-PLANE)	208,864
MINIMUM DISTANCE BETWEEN BUILDINGS (770 & 790)	20.0	100.0	20.0	100.0
MINIMUM DISTANCE BETWEEN BUILDINGS (WITH 784)	20.83	22.4	20.83	22.6
MAXIMUM HEIGHT (FT)	120	60	120	60
MAXIMUM STORIES	N/A	5	N/A	5
LOADING BAY 10' X 30' (1 PER FIRST 10,000 SF)	1	1	1	1
LOADING BAY 10' X 50' (1 FOR 100,000+ SF)	N/A	0	N/A	0

\* Measured from the center line of street.

CALCULATIONS FOR REQUIRED SETBACKS

Front Yard South from Pleasant Street = (H+L)/5  
 770 Memorial Drive = (60+ 113.33)/5= 34.67  
 790 Memorial Drive = N/A

Side Yard North = (H + L)/6  
 770 Memorial Drive = N/A  
 790 Memorial Drive = (60 + 113.33)/6=28.89 (SINGLE PLANE)  
 28.89 (60 + 113.33) 196,446 (MULTIPLE PLANE)



			20.03 (SINGLE PLANE)	IV/A 208,864 (MULTIPLE-PLANE)
MINIMUM DISTANCE BETWEEN BUILDINGS (770 & 790)	20.0	100.0	20.0	100.0
MINIMUM DISTANCE BETWEEN BUILDINGS (WITH 784)	20.83	22.4	20.83	22.6
MAXIMUM HEIGHT (FT)	120	60	120	60
MAXIMUM STORIES	N/A	5	N/A	5
LOADING BAY 10' X 30' (1 PER FIRST 10,000 SF)	1	1	1	1
LOADING BAY 10' X 50' (1 FOR 100,000+ SF)	N/A	0	N/A	0

\* Measured from the center line of street.

#### CALCULATIONS FOR REQUIRED SETBACKS

Front Yard South from Pleasant Street =  $(H+L)/5$

770 Memorial Drive =

$$(60 + 113.33)/5 = 34.67$$

790 Memorial Drive =

N/A

Side Yard North =  $(H + L)/6$

770 Memorial Drive =

N/A

790 Memorial Drive =

$$(60 + 113.33)/6 = 28.89 \text{ (SINGLE PLANE)}$$

$$28.89 \times (60 \times 113.33) = 196,446 \text{ (MULTIPLANE)}$$

Side Yard East =  $(H + L)/6$

770 Memorial Drive =

$$(60 + 139)/6 = 33.17$$

790 Memorial Drive =

$$(60 + 139)/6 = 33.17 \text{ (SINGLE PLANE)}$$

$$33.17 \times (60 \times 139) = 276,638 \text{ (MULTIPLANE)}$$

Setback from Buildings on Lot =  $(H1 + H2)/6$

770 and 790 Memorial Drive =

$$(60 + 60)/6 = 20.0$$

770 and 784 Memorial Drive addition =

$$(60 + 65)/6 = 20.83$$

790 and 784 Memorial Drive addition =

$$(60 + 65)/6 = 20.83$$

SPAULDING & SLYE

**COLLIERS  
INTERNATIONAL**

April 19, 2000

VIA FAX (349-4669)

Ms. Larissa Brown  
Chairperson  
Cambridge Planning Board  
City Hall Annex  
57 Inman Street  
Cambridge, MA 02139

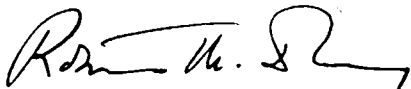
**Re: 784 Memorial Drive—Planning Board Decision #161**

Dear Ms. Brown and Planning Board Members:

Since the Final Notice of Decision for a Special Permit under IPOP (PB# 161) on the Polaroid site development plan was filed on 3 April 2000, there has been some concern raised by members of CNI that the site ownership is not obligated to follow through with pedestrian improvements along Memorial Drive which were referenced in the traffic submittals and the application and presentation materials to the Planning Board. The purpose of this letter is to clarify that the ownership understands and accepts that it will design and implement, at the City's request, City and MDC approved pedestrian improvements to the intersections on Memorial Drive at River Street and Western Avenue. Attached are the graphics which were presented at the initial public hearing on 14 March 2000 and then submitted to the Planning Board for the public record on 17 March 2000.

Please do not hesitate to contact me if there are further questions regarding this matter.

Sincerely,



Robert M. Dickey  
Senior Vice President

cc: Susan Clippinger, CPTP  
Steve Kaiser, CNI  
Stash Horowitz, CNI

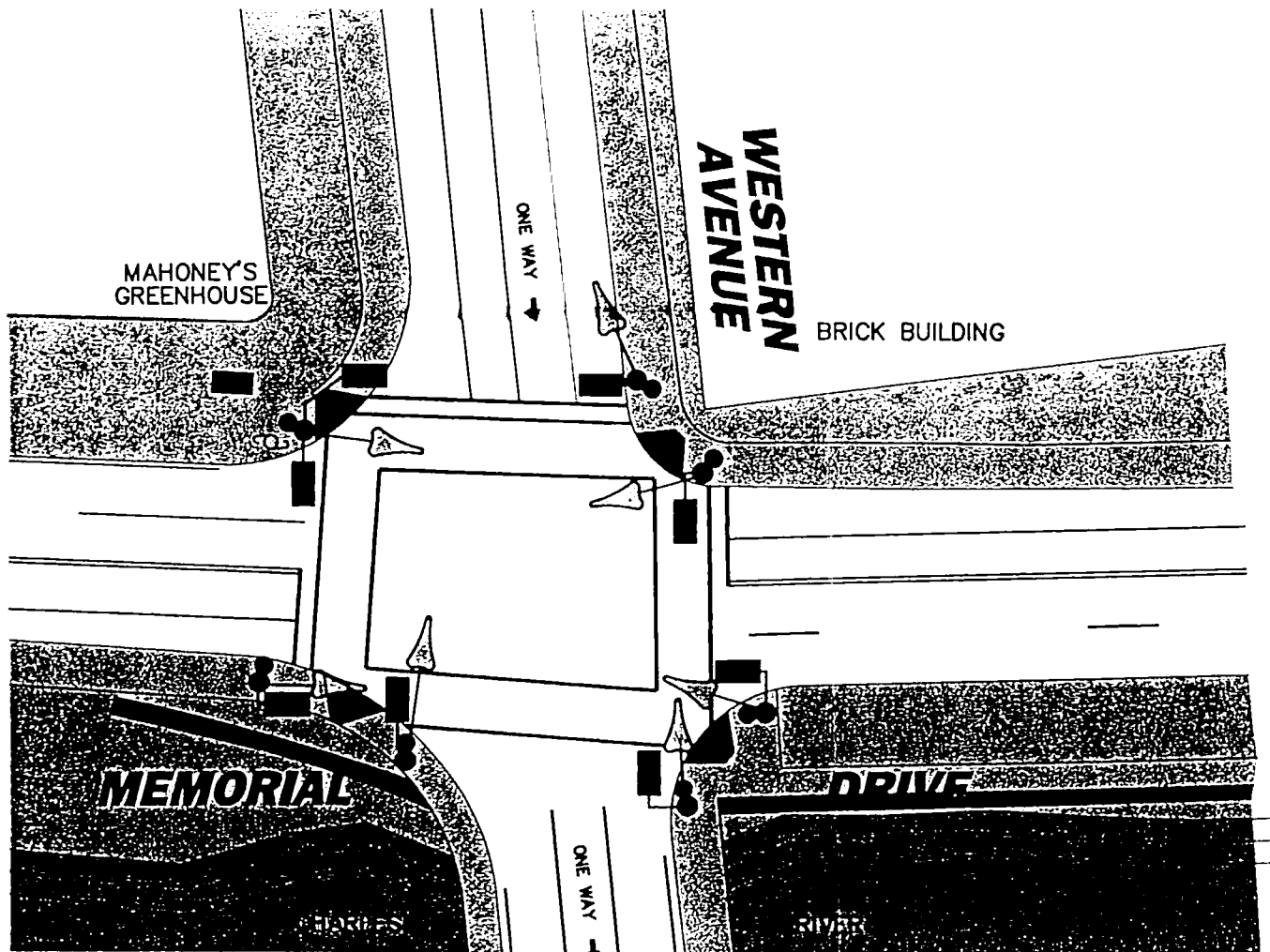
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Integrated Real Estate Services

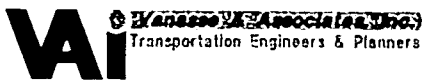
255 State Street  
Boston, MA 02109  
617-523-8000  
Fax: 617-531-4280  
www.SpauldSlye.com

# Design and Fund Pedestrian Improvements

- Crosswalks
- Wheelchair Ramps
- Pedestrian Walk Signals
- Push Buttons



PREPARED BY:



PROJECT:

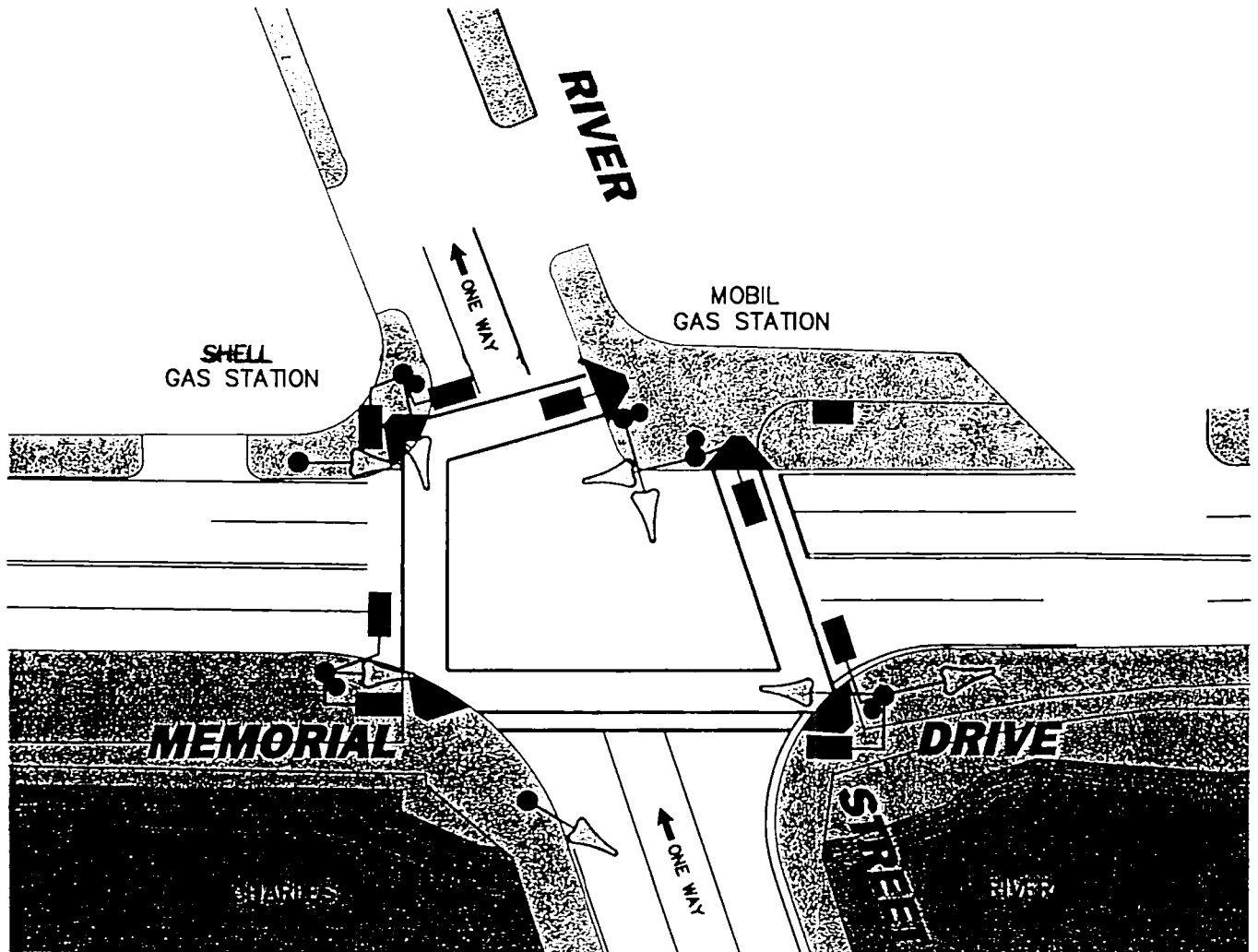
POLAROID  
SITE

TITLE:

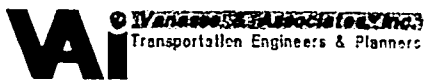
**Pedestrian  
Improvements Plan  
Western Avenue  
at Memorial Drive**

# Design and Fund Pedestrian Improvements

- Crosswalks
- Wheelchair Ramps
- Pedestrian Walk Signals
- Push Buttons



PREPARED BY:



PROJECT:

POLAROID  
SITE

**Pedestrian  
Improvements Plan  
River Street  
at Memorial Drive**



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

April 11, 2000

To: Margaret Drury, City Clerk

From: Larissa Brown, Chair

A handwritten signature in cursive script, appearing to read "Larissa Brown", is written over the printed name in the "From:" field.

RE: Special Permit #161

Due to a clerical error in the typing of the dimensional chart labeled Appendix I, the column labeled "GRANTED" for the Floor Area Ratio was incorrectly entered. The attached Appendix I - amended is the corrected copy.

2000 APR 12 10 21 AM

Appendix I - see attached submission sheets for parcels A and B (amended)

PB#161 - 784 Memorial Drive

	Allowed/Required	Existing	Proposed	Inclusionary	Granted
FAR	3.0	.25	*		*
Floor Area	774,072	64,360			64,360+94,212+ 160,000
Max Height	120 feet	53.17			53.17; 60; 40
Max Angle above cornice line	NA	NA			
Min Lot Size	5,000	258,024		258,024	258,024
Min Lot area/du	NA	300			776
Max # du	NA	NA		18	120
Min Lot Width	50	>85			
Min Yard Setbacks					See attached
Front	65.83	NA existing			
Side Left	14.2	>100			
Side Right	10	>100			
Rear		>100			
Ratio Usuable O.S.	10% (25,802)	>10%			See attached
Off Street Parking					
Min #	72	311			237 nonres 120 res
Max #	1,291	311			
Handicapped	4	4			4
Bicycle spaces	Yes	Yes			Yes
Loading Bays	1	1			1

\* see attached zoning compliance plan dated 1/26/00

LVB