



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2015 FEB 13 AM 11 54

OFFICE OF THE CITY CLERK  
NOTICE OF DECISION CAMBRIDGE, MASSACHUSETTS

Case Number:	179 Amendment #4 (Major)
Location of Premises:	O'Brien Highway at First and East Streets in the North Point District and the MBTA Green Line Lechmere Station at Cambridge Street and O'Brien Highway
Zoning:	North Point Residence District / PUD-6 Residence C-2B District / PUD-4A
Applicant:	CJUF III Northpoint LLC (see below)
Owners:	CJUF III Northpoint LLC c/o HYM Investment Group, LLC One Congress Street, Boston MA 02114  Boston and Maine Corporation Iron Horse Park, North Billerica, MA 01862  Massachusetts Bay Transportation Authority 10 Park Plaza, Boston, MA 02116
Application Date:	June 24, 2014
Date of First Public Hearing and Preliminary Determination:	August 19, 2014
Date of Second Public Hearing and Decision:	January 20, 2015
Date of Filing Decision	February 13, 2015
Summary of Proposal:	Major Amendment to Planned Unit Development Special Permit (Sections 13.70 and 13.50) and Project Review Special Permit (Section 19.20), and Reduction in Required Parking (Section 6.35.1) to allow modifications in parking and use program.
Determination:	<b>GRANTED, with conditions.</b>

Copies of this Preliminary Determination and plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Jeffrey C. Roberts *JCR 2/13/15*

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

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. Application for Amendments to PUD Development Plan and Project Review Special Permit, dated June 24, 2014, including Application Forms, Detailed Narrative of Proposed Amendments, and Exhibits.
2. Final Development Proposal for Amendments to PUD Development Plan and Project Review Special Permits, dated January 12, 2015.

### Other Documents

3. Preliminary Determination Findings Checklist submitted by Community Development Department.
4. Copy of email to Doug Manz, HYM Investments, from Deborah Galef, Cambridge Pedestrian Committee, dated June 12, 2014.
5. Memo to the Planning Board from Susan Clippinger, Director of Traffic, Parking and Transportation, dated August 19, 2014.
6. Notice of Extension of Time filed September 8, 2014, extending date of final decision to February 15, 2015, with attached letter from Applicant agreeing to said extension dated August 19, 2014 (attached to this Decision).
7. Memo to the Planning Board from Jeff Roberts, Land Use and Zoning Planner, Community Development Department, dated January 13, 2015
8. Memo to the Planning Board from Monica R. Lamboy, Interim Director, Traffic, Parking and Transportation Department, dated January 13, 2015.
9. List of Special Permit Criteria from the Cambridge Zoning Ordinance, submitted by Community Development Department.

## **APPLICATION SUMMARY**

The Application seeks a Major Amendment to Special Permit #179 first issued on March 11, 2003 and subsequently amended through Minor Amendments granted on March 6, 2007 and November 18, 2008 and a Major Amendment granted on November 16, 2012. In accordance with Sections 12.37 and 12.34 of the Zoning Ordinance, the Planning Board issued a favorable preliminary determination on the Major Amendment Development Proposal on August 19, 2014, and the Applicant submitted a revised set of materials containing proposed Final Development Plan amendments on January 12, 2015.

The requested Major Amendment would modify the parking characteristics of the previously approved Final Development Plan by reducing the maximum number of off-street parking spaces in the Development Parcel from 4,980 to 3,807, exclusive of 300 spaces permitted for use by the MBTA. In order to accomplish this reduction, the Applicant has requested a special permit to waive minimum parking ratios (pursuant to Section 6.35.1) and establish new parking limitations for each use. The following maximum parking ratios would be established for non-residential uses: 0.9 space per 1,000 square feet of office uses (excluding technical office); 0.8 space per 1,000 square feet of technical office (lab or R&D) uses; 0.5 space per 1,000 square feet of retail uses; and one space for every two sleeping rooms for hotel uses. For residential uses, the requirement would be a maximum of one space per unit, a minimum of 0.5 space per unit, and an average of 0.75 space per unit at full buildout of the PUD. Additionally, the Development Parcel would be treated as a “shared parking district,” in which parking for individual uses may be provided at different sites within the Development Parcel and managed through the use of shared parking agreements.

The Major Amendment would also modify the approved program of uses to increase the maximum amount of Gross Floor Area that can be occupied by Retail and Consumer Service uses from a total of 150,000 square feet to 300,000 square feet, including a grocery store to occupy up to 50,000 square feet. The additional retail, to the extent constructed, would be offset by a commensurate reduction in other commercial uses such that the total commercial Gross Floor Area would not be increased. The approval of retail Gross Floor Area exceeding 150,000 square feet and the approval of a single retail establishment exceeding 10,000 square feet require explicit approval from the Planning Board pursuant to Section 13.73.1.

Concurrently with the Planning Board’s review of this Major Amendment Application, the Applicant had petitioned the City Council to amend Section 13.73.1 of the Zoning Ordinance in order to allow the Planning Board to approve off-street parking for retail and consumer service establishments up to a rate of one space per 2,000 square feet (or 0.5 space per 1,000 square feet). The City Council adopted that amendment on November 10, 2014. Therefore the approval of parking for retail uses requires explicit authorization by the Planning Board.

## **FINDINGS**

Based on a review of submitted Application materials and testimony given at the public hearing, the Board makes the following findings with reference to the special permits being sought.

### **1. Major Amendment to Planned Unit Development Special Permit (Section 12.37)**

The following standards are set forth in the Zoning Ordinance regarding Major Amendments to Planned Unit Development Special Permits.

*12.37.1 Amendments to the Final Development Plan shall be considered major or minor. Minor amendments, as specified in Section 12.37.2 shall be authorized by written approval of the Planning Board. Major amendments, as specified in Section 12.37.3, shall be considered as an original application for a Special Permit to construct a PUD and shall be subject to procedures specified in Section 12.34 through 12.36. The Planning Board shall decide whether proposed changes are major or minor.*

The Board has previously determined that the proposed change constitutes a Major Amendment. Having issued a favorable preliminary determination on the proposal on August 19, 2014, the Board has applied the standards for approval of a Final Development Plan, as set forth below.

*12.36.4 The Planning Board shall make the decision to approve or disapprove the application for a Special Permit to construct a Planned Unit Development no later than ninety (90) days after the public hearing concerning the Development Proposal. Approval of the Final Development Plan shall be granted only upon determination by the Planning Board that the Final Development Plan meets the evaluation criteria set forth in Section 12.35.3 and contains any revisions to the Development Proposal required by the Planning Board.*

The Board makes its findings regarding the evaluation criteria set forth in Section 12.35.3 further below, with reference to the findings made upon issuing a Preliminary Determination. The only requests set forth in that Preliminary Determination were to seek an amendment to the Zoning Ordinance that would allow the Planning Board to authorize off-street parking for retail uses, and to include in the revised Application a request for a special permit to reduce required parking pursuant to Section 6.35.1. Both of those requests were fulfilled, and described in the revised Application Materials.

*(1) The Development Proposal conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth in the specific PUD district in which the project is located.*

As set forth in the Preliminary Determination, the Board finds that, on the whole, the proposed amendment remains consistent with the General Development Controls set forth in Section 12.50 and the development controls of the applicable PUD zoning districts. Aside from the requested changes to parking and retail uses, the Development Proposal is not substantially changed from the previously approved Final Development Plan. No changes to the Development Parcel size or composition, roadways, public infrastructure, landscaping, or total Gross Floor Area are proposed. All environmental standards currently applicable to the Final Development Plan will continue to be met.

*(2) The Development Proposal conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located.*

With the proposed amendment, the Final Development Plan will remain consistent with the Eastern Cambridge Design Guidelines and the Eastern Cambridge Planning Study. In

general, the City is supportive of proposals to reduce the amount of vehicular parking to reflect the anticipated demand and to discourage unnecessary automobile traffic.

(3) *The Development Proposal provides benefits to the city that outweigh its adverse effects. In making this determination the Planning Board shall consider the following:*

(a) *The quality of the 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 site design will not be modified as a result of the proposed Amendment, and will remain as previously approved.

(b) *Traffic flow and safety*

The Application Materials and other supporting information presented to the Planning Board indicate that the traffic impacts of the proposed modifications have been carefully studied. The Traffic, Parking and Transportation Department has submitted a memorandum to the Planning Board supporting the proposed Major Amendment and recommending conditions, which are incorporated into this Special Permit Decision.

(c) *Adequacy of utilities and other public works*

No modifications to utilities or other public infrastructure are proposed, and all conditions for such infrastructure currently applicable to the Final Development Plan will continue to apply.

(d) *Impact on existing public facilities within the city*

Aside from issues mentioned above, no additional impact on other public facilities is anticipated from the proposed modifications.

(e) *Potential fiscal impacts*

The proposed modifications are not expected to result in negative fiscal impacts for the project or the City.

## 2. Retail Provisions in North Point Planned Unit Development District (Section 13.73.1)

In approving a Final Development Plan, the Planning Board is required to make certain findings related to retail uses, as set forth below (underline added for emphasis).

*13.73.1 Special Provisions Related to Permitted Retail Uses.*

*The total Gross Floor Area for retail and consumer service establishments authorized by the Planning Board in all approved PUDs within that portion of the PUD in the North Point Residence District located west of Charlestown Avenue shall not exceed 75,000 square feet or 25,000 square feet for that portion of the PUD located east of Charlestown Avenue, unless a finding is made by the Planning Board that additional retail use will better serve the objectives of this Section 13.70 and the objectives of the Eastern Cambridge Plan. All retail and consumer services establishments shall be subject to the following limitations:*

*(i) In no instance shall any individual retail or consumer service establishment exceed 10,000 gross square feet unless the Planning Board determines in writing that establishments of a greater size better support and serve the residents within the PUD district and better advance the policy objectives set forth in the Eastern Cambridge Plan and the guidance proved in the Eastern Cambridge Design Guidelines.*

*(ii) No off street parking is provided except that the Planning Board, in approving a Final Development Plan, may explicitly permit accessory off street parking not to exceed one space per two thousand (2,000) square feet of Gross Floor Area approved for retail and consumer service establishments, provided that mitigating measures are included to ensure that the goals of the district will be met.*

*(2) The initial 50,000 square feet of retail and consumer service establishments authorized in total in approved PUDs shall be exempt from any limitations as to non-residential Gross Floor Area as set forth in Section 13.73.1 above subject to the following limitations:*

*(i) The GFA is located on the ground floor and fronts on and has a public entry onto a publicly accessible street.*

*(ii) The establishment is located within the 500-radius described in Section 13.74.11 below.*

The Planning Board specifically approves the following retail characteristics of the Final Development Plan, as it is proposed to be amended: the allowance of up to a total of three hundred thousand (300,000) square feet of retail use in conformance with the proposed Final Development Plan, inclusive of the fifty thousand (50,000) square feet that is exempt pursuant to Section 13.73.1 Paragraph (2); the allowance of one single retail establishment, a grocery store, to occupy up to fifty thousand (50,000) square feet of Gross Floor Area; and the allowance of off-street parking for retail uses up to a maximum of one space per two thousand (2,000) square feet of Gross Floor Area.

The Board finds that the Final Development Plan, with the modifications set forth above, will serve the objectives of the district by providing a viable retail center that will support the proposed development and the surrounding area, that will be primarily pedestrian, bicycle and transit oriented, and that will provide services, such as grocery options, that will benefit the neighborhood. Retail will remain a small percentage of the total development, and will be

distributed throughout the Development Parcel with some concentration near the proposed Lechmere MBTA station. Retail will continue to be located predominantly at the ground floor and accessible to pedestrians by way of public streets. The provision of off-street parking will be at a low ratio, which will help to discourage additional automobile traffic associated with the retail uses. A memorandum from the Traffic, Parking and Transportation Department dated January 13, 2015 supports the proposal and suggests conditions to manage potential traffic impacts, which are incorporated into this Special Permit Decision.

3. Major Amendment to Project Review Special Permit (Section 19.20)

The Planning Board finds that the proposed Major Amendment results in a Final Development Plan that continues to meet the criteria for approval of a Project Review Special Permit, with reference to the zoning provisions set forth below:

*19.25.1 Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (3) above the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study.*

Based on the analysis provided in the Application Materials and with reference to the memorandum from the Traffic, Parking and Transportation Department dated January 13, 2015, the Board finds that the modest change in the program of uses (specifically, increasing the amount of permitted retail use to a total of up to 300,000 square feet and commensurately decreasing the amount of other permitted commercial uses by the amount of retail constructed), together with the proposed reduction in total off-street parking, will not result in a substantial change to the traffic impacts of the project as originally analyzed. Therefore the Board finds that the proposed Major Amendment will not result in any further impact on city traffic.

*19.25.2 Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.*

The Board finds that the proposed Major Amendment does not change the urban design characteristics of the project from the previously approved Final Development Plan (as most recently amended in 2012). Individual buildings will continue to be subject to design review by the Planning Board and will continue to be designed in accordance with the guidelines applicable in the district and for this particular PUD. Therefore the Board finds that Major Amendment will not result in any deviation from the City's urban design objectives.



4. Reduction of Required Parking (Section 6.35.1)

The following standards are set forth in the Zoning Ordinance regarding reductions in parking below the minimum quantity required by zoning.

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

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

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

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

*Example: Office and Theatre uses with peak user demands at different times. Office requires a minimum of one hundred and fifty (150) spaces and the theatre requires a minimum of one hundred (100). Seventy-five (75) percent of the lesser minimum requirement is seventy-five (75) (75% of 100). Therefore seventy-five (75) spaces can be shared but twenty-five (25) (100-25) would still be required, making the total amount or required parking for both uses (150 + 25) one hundred and seventy-five (175).*

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

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

*(6) The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density*



*provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.*

The Board finds that the Application Materials contain a careful and thorough analysis of the expected parking demands of the PUD, which shows that the proposed lesser amount of parking will continue to serve the parking needs of the development. A memorandum from the Traffic, Parking and Transportation Department dated January 13, 2015 supports the proposed reduction and contains suggested conditions that are incorporated into this Special Permit Decision. The project will be served by two MBTA transit stations, including a new Lechmere Station and the existing Community College station for which the Applicant is providing a direct pedestrian connection. The parking facilities will be managed through a shared arrangement that will allow for spaces to be used by different peak users at different times. On-street parking will also be available along the new roads created within the Development Parcel.

Based on this evidence provided, the Board finds that the proposed amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood. However, the Board acknowledges that over the course of development of the project, if the proposed parking is not found to be adequate to serve the project, the Applicant could seek additional modifications from the Board.

Moreover, the proposed reduction in parking supports the City's efforts to reduce reliance on automobile travel and promote alternative forms of transportation throughout the city. In addition, the reduced size of structured parking facilities will have a positive urban design impact on the development.

## DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Major Amendment to Special Permits granted by Planning Board Decision #179 for Planned Unit Development in the North Point Residence District and Planned Unit Development District 4A. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Major Amendment and any successor or successors in interest.

This Decision shall be subject to the conditions and limitations set forth below.

1. The dimensional characteristics of the Final Development Plan shall be amended as set forth in the Application Materials dated January 12, 2015, and as attached as an Appendix to this Decision.
2. The recommendations set forth in the Memorandum from Monica R. Lamboy, Interim Director, Traffic, Parking and Transportation Department, dated January 13, 2015 and attached to this Decision, shall be incorporated as Conditions of this Special Permit Decision applicable in addition to conditions set forth in the original PUD Special Permit PB #179, as modified by previous amendments. Prior to issuance of any Building Permit or Certificate of Occupancy for development authorized by PUD Special Permit PB #179, the Traffic, Parking and Transportation Department shall certify that all conditions applicable at that phase of the project have been met.
3. In all other respects the conditions, limitations and other requirements set forth in the original PUD Special Permit PB #179, as modified by previous amendments, shall apply.

Voting in the affirmative to approve the Development Proposal were Planning Board Members Louis Bacci, Steven Cohen, Catherine Preston Connolly, Hugh Russell, and Associate Member Ahmed Nur, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board.

For the Planning Board,



Catherine Preston Connolly, Vice Chair.

Pursuant to Section 12.36.4 of the City of Cambridge Zoning Ordinance, CJUF III Northpoint LLC agrees to the conditions attached to this Decision approving the granting of a Major Amendment to PUD Special Permit #179.



Douglas J. Manz  
Authorized Representative, CJUF III Northpoint LLC.

A copy of this decision #179 Amendment #3 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 February 13, 2015, by Jeffrey C. Roberts, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

---

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

DATE:

City Clerk of Cambridge

**Exhibit D - Appendix I: Statistical Summary of the Approved Master Plan  
(as Revised by this Major Amendment)**

**I. PROJECT AS A WHOLE**

**A. Three City Summary**

a. Parcel Area	Total Area in Acres:	45.37 acres
	Square Feet:	1,976,501 square feet
b. Floor Area	FAR at North Point:	2.66
	FAR at Lechmere	2.5
	Total GFA:	5,245,854 square feet
c. Non-Residential	Maximum FAR:	1.10
	Approved GFA:	2,185,062 square feet for all non-residential uses
	Retail GFA:	<del>1,503</del> 300,000 square feet at North Point Amount TBD at Lechmere
d. Residential	Minimum FAR:	1.55
	GFA:	3,060,792 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	392,000 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum Permitted:	4980-3,807 spaces +300 replacement MBTA spaces
	Maximum non-residential:	<del>2190 spaces at a rate of 1.25/1000 sf in Phases 1A and 1B</del> See Special Permit
	Minimum residential:	<del>2790 spaces or one per unit, whichever is less</del> 0.5 spaces/unit for each building Average of 0.75/unit for the entire project at full build-out
	Maximum residential:	1.0 spaces/unit
g. Dwelling Units	Proposed Number:	ca. 2700-3,119 units



## B. Development in Cambridge

a. Parcel Area	Total Area in Acres: Square Feet:	38.77 acres 1,690,276 square feet
	Area at North Point in Acres: Square Feet:	37.1 acres 1,617,534 square feet
	Area at Lechmere in Acres: Square Feet:	1.67 acres 72,742 square feet
b. Floor Area	FAR at North Point: FAR at Lechmere:	2.66 2.5
	GFA at North Point: GFA at Lechmere: Total GFA:	4,302,640 square feet 181,855 square feet 4,484,495 square feet
c. Non-Residential	Maximum FAR at North Point: Maximum FAR at Lechmere:	1.10 1.25
	Approved GFA at North Point: Approved GFA at Lechmere:	1,573,703 square feet TBD (Retail Only)
d. Residential	Minimum FAR at North Point: Minimum FAR at Lechmere:	1.56 1.25
	Approved GFA at North Point: Approved GFA at Lechmere:	2,728,937 square feet 181,855 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided at North Point: at Lechmere:	323,507 square feet 11,000 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential at North Point: at Lechmere:	<del>1,941 spaces</del> <u>See Special Permit</u> <del>90 spaces</del> <u>See Special Permit</u>
	Minimum residential:	<del>One per unit</del> <u>TBD - Average of 0.75/unit at full build-out for all municipalities</u>
g. Dwelling Units	Proposed Number:	TBD (not limited by permit)

**C. Development in Somerville**

a. Parcel Area	Total Area in Acres: Square Feet:	5.28 acres 229,856 square feet
----------------	--------------------------------------	-----------------------------------

**D. Development in Boston**

a. Parcel Area	Total Area in Acres: Square Feet:	1.29 acres 56,369 square feet
----------------	--------------------------------------	----------------------------------

**E. Development in Boston + Somerville**

a. Parcel Area	Total Area in Acres: Square Feet:	6.57 acres 286,225 square feet
b. Floor Area	Total FAR:	2.66
	Total GFA:	761,359 square feet
c. Non-Residential	Maximum FAR:	2.14
	GFA:	611,359 square feet
d. Residential	Minimum FAR:	0.52
	GFA:	150,000 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	TBD
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum permitted:	TBD
g. Dwelling Units	Proposed Number:	TBD



## II. PHASES

### A. Statistical Summary – Phase 1A

#### I. Overall Dimensional Limits

a. Block Areas	Total Phase 1A in Square Feet:	207,076 square feet
b. Floor Area	Total GFA:	1,513,592 square feet
c. Non-Residential	Maximum GFA:	765,000 square feet
	Retail GFA:	Required, amount TBD
d. Residential	Minimum GFA:	748,592 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	130,680 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential:	<del>956 spaces maximum</del> <u>See Special Permit</u>
	Minimum residential:	<del>One per unit developed</del> <u>TBD - Average of 0.75/unit at full build-out for all phases</u>
g. Dwelling Units	Proposed Number:	TBD

#### II. Dimensional Limits on Individual Blocks

Block N	a. Total Block Area:	46,000 square feet
	b. Total GFA:	394,000 square feet
	c. Maximum Non-Residential GFA:	<del>TBD</del> <u>8,000 (Retail only)</u>
	Proposed Retail:	<del>Required, amount TBD</del> <u>8,000</u>
	d. Minimum Residential GFA:	<del>394,000</del> <u>386,000</u> square feet
	e. Total Parking Spaces:	<del>TBD</del> <u>184</u>
f. Proposed Associated Public, Green Area or Permeable Open Space:	<del>TBD</del> <u>27,000</u> square feet	

Block G	a. Total Block Area:	47,000 square feet
	b. Total GFA:	445,000 square feet
	c. Maximum Non-Residential GFA:	445,000 square feet
	Proposed Retail:	Retail not proposed
	d. Minimum Residential GFA:	None
	e. Total Parking Spaces:	TBD
f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD	

Block U	a. Total Block Area:	45,000 square feet
	b. Total GFA:	320,000 square feet
	c. Maximum Non-Residential GFA:	320,000 square feet
	Proposed Retail:	Retail not proposed
	d. Minimum Residential GFA:	Possible mixed use or residential building
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block T (completed prior to this Major Amendment)	a. Total Block Area:	38,986 square feet
	b. Total GFA:	242,194 square feet
	c. Maximum Non-Residential GFA:	None
	Proposed Retail:	Retail not proposed
	d. Minimum Residential GFA:	242,194 square feet
	e. Total Parking Spaces:	151 spaces in garage, 79 spaces at other locations on NorthPoint
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block S (completed prior to this Major Amendment)	a. Total Block Area:	30,090 square feet
	b. Total GFA:	112,398 square feet
	c. Maximum Non-Residential GFA:	Possible mixed use building
	Proposed Retail:	None
	d. Minimum Residential GFA:	112,398 square feet
	e. Total Parking Spaces:	51 spaces in garage, 49 spaces at other locations on NorthPoint
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

## B. Statistical Summary – Phase 1B

### I. Overall Dimensional Limits

a. Block Areas	Total Phase 1B in Square Feet:	280,000 square feet
b. Floor Area	Total GFA:	1,845,000 square feet
c. Non-Residential	Maximum GFA:	840,000 square feet
	Retail GFA:	Required, amount TBD
d. Residential	Minimum GFA:	1,005,000 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	152,460 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential:	Total max. of 2,006 spaces in Phases 1A and 1B See Special Permit
	Minimum residential:	One per unit developed TBD - Average of 0.75/unit at full build-out for all phases
g. Dwelling Units	Proposed Number:	TBD

### II. Dimensional Limits on Individual Blocks

Block M	a. Total Block Area:	29,000 square feet
	b. Total GFA:	205,000 square feet
	c. Maximum Non-Residential GFA:	TBD (Retail only)
	Proposed Retail:	Required, amount TBD
	d. Minimum Residential GFA:	205,000 square feet
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block L	a. Total Block Area:	29,000 square feet
	b. Total GFA:	280,000 square feet
	c. Maximum Non-Residential GFA:	TBD (Retail only)
	Proposed Retail:	Allowed, amount TBD
	d. Minimum Residential GFA:	280,000 square feet
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block H	a. Total Block Area:	81,000 square feet
	b. Total GFA:	300,000 square feet
	c. Maximum Non-Residential GFA:	300,000 square feet
	Proposed Retail:	Allowed, amount TBD
	d. Minimum Residential GFA:	None
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block F	a. Total Block Area:	39,000 square feet
	b. Total GFA:	240,000 square feet
	c. Maximum Non-Residential GFA:	240,000 square feet
	Proposed Retail:	Retail not proposed
	d. Minimum Residential GFA:	None
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block E	a. Total Block Area:	44,000 square feet
	b. Total GFA:	300,000 square feet
	c. Maximum Non-Residential GFA:	300,000 square feet
	Proposed Retail:	Retail not proposed
	d. Minimum Residential GFA:	None
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block K	a. Total Block Area:	29,000 square feet
	b. Total GFA:	240,000 square feet
	c. Maximum Non-Residential GFA:	Mixed use building allowed
	Proposed Retail:	Allowed, amount TBD
	d. Minimum Residential GFA:	240,000 square feet
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD



Block J	a. Total Block Area:	29,000 square feet
	b. Total GFA:	280,000 square feet
	c. Maximum Non-Residential GFA:	Mixed use building allowed
	Proposed Retail:	Allowed, amount TBD
	d. Minimum Residential GFA:	280,000 square feet
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

### C. Statistical Summary – Phase 2

#### I. Overall Dimensional Limits

a. Block Areas	Total Phase 2 in Square Feet:	537,500 square feet
b. Floor Area	Total GFA:	1,887,262 square feet
c. Non-Residential	Maximum GFA:	555,000 square feet
	Retail GFA:	Required, amount TBD
d. Residential	Minimum GFA:	1,332,262 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	165,528 square feet 3.8 acres or balance of requirement
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential:	<del>648 spaces</del> or balance to 2100 maximum See Special Permit
	Minimum residential:	One per unit developed TBD - Average of 0.75/unit at full build-out for all phases
g. Dwelling Units	Proposed Number:	TBD

#### II. Dimensional Limits on Individual Blocks

Block R	a. Total Block Area:	44,000 square feet
	b. Total GFA:	140,000 square feet
	c. Maximum Non-Residential GFA:	Mixed use building allowed
	Proposed Retail:	Required, amount TBD
	d. Minimum Residential GFA:	140,000 square feet
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block Q	a. Total Block Area:	97,500 square feet
	b. Total GFA:	155,000 square feet
	c. Maximum Non-Residential GFA:	155,000 square feet
	Proposed Retail:	Required, amount TBD
	d. Minimum Residential GFA:	Additional housing GFA allowed if commercial GFA is not reduced
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block V	a. Total Block Area:	61,000 square feet
	b. Total GFA:	181,855 square feet
	c. Maximum Non-Residential GFA:	TBD (Retail only)
	Proposed Retail:	Required, amount TBD
	d. Minimum Residential GFA:	181,855 square feet
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	11,000 square feet

Block I	a. Total Block Area:	100,000 square feet
	b. Total GFA:	440,000 square feet
	c. Maximum Non-Residential GFA:	280,000 square feet
	Proposed Retail:	Required, amount TBD
	d. Minimum Residential GFA:	160,000 square feet
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block C	a. Total Block Area:	40,000 square feet
	b. Total GFA:	245,000 square feet
	c. Maximum Non-Residential GFA:	TBD (Retail only)
	Proposed Retail:	Allowed, amount TBD
	d. Minimum Residential GFA:	245,000 square feet
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block B	a. Total Block Area:	55,000 square feet
	b. Total GFA:	120,000 square feet
	c. Maximum Non-Residential GFA:	120,000 square feet
	Proposed Retail:	Allowed, amount TBD, <u>includes up to 50,000 sf grocery store</u>
	d. Minimum Residential GFA:	None
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block A	a. Total Block Area:	109,000 square feet
	b. Total GFA:	360,407 square feet
	c. Maximum Non-Residential GFA:	TBD (Retail only)
	Proposed Retail:	Marginally possible, amount TBD
	d. Minimum Residential GFA:	360,407 square feet
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD

Block D	a. Total Block Area:	31,000 square feet
	b. Total GFA:	245,000 square feet
	c. Maximum Non-Residential GFA:	TBD (Retail only)
	Proposed Retail:	Allowed, amount TBD
	d. Minimum Residential GFA:	245,000 square feet
	e. Total Parking Spaces:	TBD
	f. Proposed Associated Public, Green Area or Permeable Open Space:	TBD



**D. Comprehensive Summary by Phase and Block (at time of this Major Amendment)**

**Phase 1A**

Block	Area	Res GFA	NR GFA	Retail	D.Units	Res Pkg	NR Pkg	OS
S	30,090	112,398	0	None	99	51 on block 49 off block	0	TBD
T	38,986	242,194	0	None	230	151 on block 79 off block	0	TBD
N	46,000	394,000	Retail only	Required	TBD355	1-0.5 per residential unit TBD184 spaces		TBD27,000
G	47,000	0	445,000	None	TBD	0TBD	TBD	TBD
U	45,000	Mix allowed	320,000	None	TBD	TBD	TBD	TBD
total	207,076	748,592	765,000	TBD	TBD	1-per unitTBD	956 maxTBD	130,680

**Phase 1B**

Block	Area	Res GFA	NR GFA	Retail	D.Units	Res Pkg	NR Pkg	OS
M	29,000	205,000	Retail only	Required	TBD	1-per unitTBD	TBD	TBD
L	29,000	280,000	Retail only	Allowed	TBD	1-per unitTBD	TBD	TBD
H	81,000	0	300,000	Allowed	TBD	0TBD	TBD	TBD
F	39,000	0	240,000	None	TBD	0TBD	TBD	TBD
E	44,000	0	300,000	None	TBD	0TBD	TBD	TBD
K	29,000	240,000	Mix allowed	Allowed	TBD	1-per unitTBD	TBD	TBD
J	29,000	280,000	Mix allowed	Allowed	TBD	1-per unitTBD	TBD	TBD
total	280,000	1,005,000	840,000	TBD	TBD	1-per unitTBD	TBD	152,460
cumul.	487,076	1,753,592	1,605,000	TBD	TBD	1-per unitTBD	2,006 maxTBD	283,140

**Phase 2**

Block	Area	Res GFA	NR GFA	Retail	D.Units	Res Pkg	NR Pkg	OS
R	44,000	140,000	Retail only	Required	TBD	1-per unitTBD	TBD	TBD
Q	97,500	May be added	155,000	Required	TBD	TBD	TBD	TBD
V	61,000	181,855	Retail only	Required	TBD	1-per unitTBD	TBD	11,000
I	100,000	160,000	280,000	Required	TBD	1-per unitTBD	TBD	TBD
C	40,000	245,000	Retail only	Allowed	TBD	1-per	TBD	TBD

						<u>unit</u> TBD		
B	55,000	0	120,000	Allowed	TBD	<u>0</u> TBD	TBD	TBD
A	109,000	360,407	Retail only	Allowed	TBD	<u>1</u> per <u>unit</u> TBD	TBD	TBD
D	31,000	245,000	Retail only	Allowed	TBD	<u>1</u> per <u>unit</u> TBD	TBD	TBD
total	537,500	1,332,262	555,000	TBD	TBD	<u>1</u> per <u>unit</u> TBD	TBD	165,528
cumul.	1,024,576	3,085,854	2,160,000	<del>1,503,000</del> 300,000 max	~2,700,119	0.75/unit at full build-out (total parking spaces for all uses cannot exceed 3,807) 2,790 max)	See Special Permit (total parking spaces for all uses cannot exceed 3,807) 2,190 max)	392,000

Area = lot area of developable blocks only excluding streets and open spaces (square feet)

GFA = gross floor area (square feet); OS = public, green area or permeable open space (square feet)

D.Units = dwelling units; Pkg = motor vehicle parking spaces

"Res" refers to residential *minimum* requirements; "NR" refers to non-residential *maximum* limitations

"total" = total allowed or required within that Phase; "cumul." = cumulative development at the end of Phase




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

www.cambridgema.gov/traffic

Monica R. Lamboy, Interim Director  
Brad Gerratt, Deputy Director

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

## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Monica R. Lamboy, Interim Director   
**Date:** January 13, 2015  
**Re:** NorthPoint Application for Amendments to PUD Development Plan and Project Review Special Permits (PB#179)

---

The Cambridge Traffic, Parking and Transportation Department (TP&T) reviewed NorthPoint's Application for Amendments to PUD Development Plan and Project Review Special Permits, dated June 24, 2014, for Planning Board Special Permit #179. TP&T submitted comments to the Planning Board on August 19, 2014 (attached). Below is a summary of TP&T's August 19, 2014 memo along with additional comments and recommendations related to retail parking that were not discussed in the previous memo:

### 1. Reduction in parking from 4,980 spaces to 3,807 spaces.

TP&T supports the proposed parking reduction from a maximum of 4,980 spaces to a maximum of 3,807 spaces (not including 300 MBTA park and ride spaces) for the NorthPoint PUD (a reduction of 1,173 spaces). The parking spaces should be sufficient to meet NorthPoint's needs based on the parking ratios and mode share goals (i.e. percent driving, walking, bicycling and transit). Furthermore, parking utilization will be monitored by the City as part of the Applicants Parking and Transportation Demand Management (PTDM) plan (see Part 6 of this memo). TP&T supports the reduced parking cap as a way to more strongly mitigate potential traffic impacts of the project. If it is determined that additional parking is needed in the future, the Applicant can go back to the Planning Board to seek an Amendment.

### 2. Updated parking ratios.

TP&T supports the Applicant's proposed parking ratios shown below, which are also consistent with the Kendall Square – Central Square (K2C2) planning study.

- Office: Maximum 0.9 spaces/1,000 s.f.;
- Lab/R&D: Maximum 0.8 spaces/1,000 s.f.;
- Residential: Minimum 0.5 spaces/unit and maximum 1 space/unit, but not to exceed 0.75 spaces/unit upon completion of the development. (This will permit the Twenty/20 Apartments currently under construction on parcel N to not need a temporary surface parking lot on Parcels L and M);
- Hotel: Maximum 1 per 2 sleeping rooms; and,
- Retail: Maximum 0.5 spaces/1,000 s.f.

### 3. Shared Parking.

A detailed shared parking analysis dated March 24, 2014 was completed by Vanassee Hangen Brustlin, Inc. (VHB), and was included in the Proponent's Application for Amendments to the PUD Development Plan

and Project Review Special Permit as Exhibit E. TP&T was comfortable with the level and quality of analysis and supports NorthPoint's shared parking plan with the following conditions:

- A. All land uses shall be permitted to use no more than the maximum parking ratios listed above at any one time (i.e. Office use shall have access to no more than 0.9 spaces/1,000 s.f);
- B. NorthPoint shall accommodate parking for residents and visitors of residents in NorthPoint's off-street parking facilities (Visitors to residents shall be told where visitor parking is available);
- C. The Applicant should provide detailed parking reports to the City annually, as part of their PTDM monitoring requirement in a form approved by TP&T and CDD; and,
- D. Because NorthPoint will be built in phases over time, some parking facilities may be constructed before the buildings to which they will serve are constructed. Any parking spaces above the maximum parking ratios shall be made unavailable (i.e. physically inaccessible) until the buildings they will serve are constructed and occupied. This is a standard TP&T process.

#### **4. Retail Parking.**

NorthPoint is seeking an increase in retail square footage from 150,000 to 300,000 s.f., including a supermarket up to 50,000 s.f. They are also seeking a maximum of 0.5 parking spaces/1,000 s.f. for retail use. This would provide a maximum build-out of 150 retail parking spaces. TP&T believes some parking will be needed to support retail uses, and this amount of retail parking is low enough that it would not generate more trips than projected in the project's prior traffic studies. NorthPoint's overall parking reduction will also help off-set the potential traffic impacts of additional retail. Below are TP&T's comments:

- A. A maximum of 150 spaces should be allowed for retail use;
- B. As North Point is built-out, the retail parking spaces may be made available only up to 0.5 spaces/1,000 sf of retail use that is in existence at the time;
- C. Off-street retail parking should be located proximate to the Retail Square, as identified in the master plan;
- D. Off-street retail parking should have appropriate fees to support turnover of spaces, with fee structures to be determined during the PTDM process (see Point 6 below); and,
- E. TP&T has been in contact with the Applicant and both have a common goal of seeing on-street parking meters installed and enforced as soon as possible. TP&T will work with the Applicant to have an agreement regarding parking meters on NorthPoint streets, before North Point Boulevard is fully constructed.

#### **5. MBTA Park and Ride Lot.**

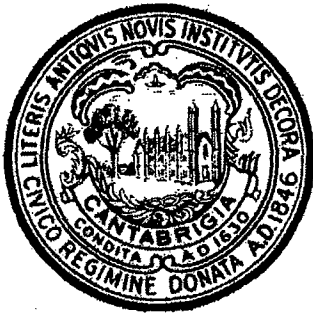
In the future, the City would like the MBTA park-and-ride lot to be eliminated or substantially reduced in size. With the completion of the Green Line Extension project, Lechmere will no longer be the terminus of the Green Line. TP&T is concerned that the parking will be used for purposes other than park-and-ride parking because it is not strictly enforced.

TP&T continues to urge NorthPoint to work with the MBTA to find alternate solutions that will result in the phasing out of the MBTA lot when the Green Line Extension is completed. Possible interim solutions include offering the MBTA revenue instead of the parking spaces, or to charging parking rates in the lot equal to rates charged elsewhere in NorthPoint, which could potently reduce demand. TP&T recommends the following:

- A. The 300 MBTA parking spaces are for MBTA park and ride users only. The Applicant shall notify NorthPoint tenants that the parking does not serve NorthPoint (i.e. it is not additional ancillary parking for NorthPoint uses).
- B. Any reduction of spaces in the MBTA lot cannot be reallocated to serve other NorthPoint parking.

#### **6. Parking and Transportation Demand Management (PTDM).**

The NorthPoint PTDM plan must be amended if retail parking is created.



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2014 SEP 8 PM 4 33

**NOTICE OF PRELIMINARY DETERMINATION  
FOR PLANNED UNIT DEVELOPMENT PROPOSAL**  
OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

Case Number:	179 Amendment #4 (Major)
Location of Premises:	O'Brien Highway at First and East Streets in the North Point District and the MBTA Green Line Lechmere Station at Cambridge Street and O'Brien Highway
Zoning:	North Point Residence District / PUD-6 Residence C-2B District / PUD-4A
Applicant:	CJUF III Northpoint LLC (see below)
Owners:	CJUF III Northpoint LLC c/o HYM Investment Group, LLC One Congress Street, Boston MA 02114  Boston and Maine Corporation Iron Horse Park, North Billerica, MA 01862  Massachusetts Bay Transportation Authority 10 Park Plaza, Boston, MA 02116
Application Date:	June 24, 2014
Date of Planning Board Public Hearing:	August 19, 2012
Date of Planning Board Determination:	August 19, 2012
Summary of Proposal:	Major Amendment to Planned Unit Development Special Permit (Sections 13.70 and 13.50) and Project Review Special Permit (Section 19.20) to allow modifications in parking and use program.
Determination:	<b>APPROVED, with conditions and requests for modification.</b>

Copies of this Preliminary Determination and plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Jeffrey C. Roberts *JCR 9/8/14*

For further information concerning this Preliminary Determination, please contact Liza Paden at 617-349-4647, or [lpaden@cambridgema.gov](mailto:lpaden@cambridgema.gov).

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. Application for Amendments to PUD Development Plan and Project Review Special Permit, dated June 24, 2014, including Application Forms, Detailed Narrative of Proposed Amendments, and Exhibits.

### Other Documents

2. Preliminary Determination Findings Checklist submitted by Community Development Department.
3. Memo to the Planning Board from Susan Clippinger, Director of Traffic, Parking and Transportation, dated August 19, 2014.

## **APPLICATION SUMMARY**

The Application seeks a Major Amendment to Special Permit #179 first issued on March 11, 2003 and subsequently amended through Minor Amendments granted on March 6, 2007 and November 18, 2008 and a Major Amendment granted on November 16, 2012. The application represents a Development Proposal seeking a Preliminary Determination from the Planning Board in accordance with Sections 12.37 and 12.34 of the Zoning Ordinance.

One part of the Major Amendment Development Proposal seeks modifications to the parking characteristics of the previously approved Final Development Plan. The maximum number of off-street parking spaces in the Development Parcel would be reduced from 4,980, as currently permitted, to 3,807, exclusive of 300 spaces permitted for use by the MBTA. In order to accomplish this reduction, a special permit would be requested to reduce required parking below the minimum ratios set forth in the zoning ordinance (pursuant to Section 6.35.1), and a detailed set of maximum and minimum parking ratios would be applied to the Final Development Plan with some variation over the course of the phased development of individual portions of the development plan. Additionally, approval from the Planning Board is requested to permit the Development Parcel to be treated as a “shared parking district,” in which parking for individual uses may be provided at different sites within the Development Parcel and managed through the use of shared parking agreements.

The Major Amendment Development Proposal also seeks modifications to the approved program of uses to increase the maximum amount of Gross Floor Area that can be occupied by Retail and Consumer Service uses from a total of 150,000 square feet to 300,000 square feet, including a grocery store to occupy up to 50,000 square feet. The additional retail would be offset by a commensurate reduction in other commercial uses such that the total commercial Gross Floor Area would not be increased. The approval of retail Gross Floor Area exceeding 150,000 square feet and the approval of a single retail establishment exceeding 10,000 square feet require



explicit approval from the Planning Board pursuant to Section 13.73.1. However, the Major Amendment Proposal also seeks approval for off-street parking to serve those retail uses, up to a maximum ratio of 0.5 space per 1,000 square feet of retail gross floor area, which is explicitly prohibited pursuant to Section 13.73.1 and would require an amendment to the Zoning Ordinance to be enacted by the City Council.

## **FINDINGS**

Based on a review of submitted Application materials and testimony given at the public hearing, the Board makes the following findings with reference to the criteria for preliminary approval of a Planned Unit Development Proposal as set forth in Article 12.000 of the Zoning Ordinance.

*(1) The Development Proposal conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth in the specific PUD district in which the project is located.*

Prior to final approval of the proposed modifications to the Final Development Plan, the following specific approvals are required:

- a special permit to reduce the minimum required parking ratios set forth in the Zoning Ordinance for the uses permitted in the Final Development Plan, pursuant to Section 6.35.1, which may be granted by the Planning Board contemporaneously with the requested Major Amendment pursuant to Section 10.45;
- a determination by the Planning Board that a total of 300,000 square feet of Gross Floor Area may be occupied by retail and consumer service establishments, pursuant to Section 13.73.1;
- a determination by the Planning Board that a single retail establishment, specifically a grocery store, may occupy up to 50,000 square feet of Gross Floor Area, pursuant to Section 13.73.1, Paragraph (i)
- an amendment to Section 13.73.1, Paragraph (ii) of the Zoning Ordinance, that would permit off street parking for retail uses in the North Point Residence District.

The Board finds that, on the whole, the proposed amendment remains consistent with the General Development Controls set forth in Section 12.50 and the development controls of the applicable PUD zoning districts. Aside from the requested changes to parking and retail uses, the Development Proposal is not substantially changed from the previously approved Final Development Plan. No changes to the Development Parcel size or composition, roadways, public infrastructure, landscaping, or total Gross Floor Area are proposed. All environmental standards currently applicable to the Final Development Plan will continue to be met.

*(2) The Development Proposal conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located.*

With the proposed amendment, the Final Development Plan will remain consistent with the Eastern Cambridge Design Guidelines and the Eastern Cambridge Planning Study. In



general, the City is supportive of proposals to reduce the amount of vehicular parking to reflect the anticipated demand and to discourage unnecessary automobile traffic.

(3) *The Development Proposal provides benefits to the city that outweigh its adverse effects. In making this determination the Planning Board shall consider the following:*

(a) *The quality of the 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 site design will not be modified as a result of the proposed Amendment, and will remain as previously approved.

(b) *Traffic flow and safety*

The Application Materials and other supporting information presented to the Planning Board indicate that the traffic impacts of the proposed modifications have been carefully studied and will continue to be discussed by the Planning Board prior to reaching a final decision on the current proposal. The Traffic, Parking and Transportation Department has expressed initial support for the proposed reduction in parking.

(c) *Adequacy of utilities and other public works*

No modifications to utilities or other public infrastructure are proposed, and all conditions for such infrastructure currently applicable to the Final Development Plan will continue to apply.

(d) *Impact on existing public facilities within the city*

Aside from issues mentioned above, no additional impact on other public facilities is anticipated from the proposed modifications.

(e) *Potential fiscal impacts*

The proposed modifications are not expected to result in negative fiscal impacts for the project or the City.

## DETERMINATION

Section 12.35.2 of the Zoning Ordinance requires that the Planning Board make a preliminary determination with regard to a PUD application within twenty-one days of the first public hearing. The Planning Board may approve the Development Proposal, approve the Development Proposal with conditions, or deny the application for a special permit.

It is the Planning Board's Determination to **APPROVE** the Development Proposal for the requested Major Amendment, subject to the following requests and comments to be addressed in the preparation of a Final Development Plan.

1. The proposal for a "retail center" in the Final Development Plan, including a grocery store, will support the policy objectives for the area by providing more amenities and services to the nearby community and contributing to a more active urban environment. However, some amount of parking is likely needed to sustain such a retail plan. Given that the zoning does not allow parking for such uses, prior to approval of a Final Development Plan, the Applicant must either successfully petition the City Council to amend the zoning or modify the Final Development Plan to conform to the zoning requirements.
2. The final application must additionally seek a special permit pursuant to Section 6.35.1 for a reduction in the minimum parking required for the uses permitted in the Final Development Plan. While the Board is generally supportive of a reduction in parking, further consideration will be given to the exact limitations that should be imposed on the maximum and minimum number of parking spaces and the flexibility permitted as phased development occurs over time.

In order to address these points, the Applicant has requested and the Board has granted an extension of ninety (90) days to the time normally afforded to review and approval of a Final Development Plan for a PUD.

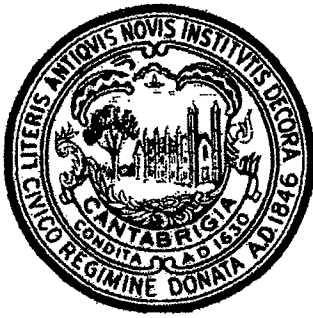
Voting in the affirmative to approve the Development Proposal were Planning Board Members H. Theodore Cohen, Steven Cohen, Hugh Russell, Steven Winter, Pamela Winters and Associate Members Catherine Preston Connolly and Ahmed Nur, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board.

For the Planning Board,

 (JCR)

Hugh Russell, Chair.

A copy of this Preliminary Determination #179 – Amendment #4 (Major) shall be filed with the Office of the City Clerk.



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2014 SEP 8 PM 4 34

Notice of Extension of Time – **REVISED** OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

Case No: 179, Major Amendment for PUD  
Address: North Point  
Applicant/Owner: CJUF III NorthPoint LLC, c/o HYM Investment Group, LLC  
Application Date: June 25, 2014  
Public Hearing Date: August 19, 2014, Preliminary Determination

Application: Special Permit application to amend the existing Planned Unit Development, revise the parking requirements, create a shared parking plan, increase the amount of retail to 300,000 square feet and allow a grocery store up to 50,000 square feet.

At the Public Hearing on August 19, 2014, the Planning Board voted to agree to an extension of time for the deliberation and decision on the above case until February 15, 2015 as outlined on the attached letter from Douglas J. Manz, HYM Investment Group, LLC, dated 8/19/14. Such action is intended to extend all applicable deadlines for submission and decision on a PUD Final Development Plan by a period of ninety (90) days.

Authorized Representative to the Planning Board

For further information, please contact Liza Paden at 617/ 349-4647 or [lpaden@cambridgema.gov](mailto:lpaden@cambridgema.gov).

CJUF III NORTHPOINT LLC  
c/o HYM Investment Group, LLC  
1 Congress Street  
Boston, MA 02114

August 19, 2014

Hugh Russell, Chairman  
City of Cambridge Planning Board  
City Hall Annex  
344 Broadway  
Cambridge, MA 02139

Re: Application for Amendment of Special Permit for NorthPoint (Case # 179)

Dear Mr. Russell:

This letter is to confirm that CJUF III Northpoint LLC, the applicant for the above-referenced Special Permit Amendment, agrees that the 90 day period for the Planning Board to make a decision following the public hearing shall be extended for an additional 90 day period, for a total of 180 days following the public hearing on this Application.

Sincerely Yours,



Douglas J. Manz  
HYM Investment Group, LLC  
On behalf of CJUF III NORTHPOINT LLC