

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS
2009 MAR 16 P 5:21

NOTICE OF DECISION

Case Number:	238
Address:	650 Main Street
Zoning:	Industry B
Applicant:	Massachusetts Institute of Technology 238 Main Street, Suite 200 Cambridge, MA 02142
Owner:	Same as Applicant
Application Date:	November 14, 2008
Date of Planning Board Public Hearing:	December 16, 2008
Date of Planning Board Decision:	March 3, 2009
Date of Filing Planning Board Decision:	March 16, 2009

Application: Section 19.20 Project Review Special Permit for 418,317 square feet of commercial buildings to be constructed on a site already containing a 159,774 square-foot building to remain; including relief from Green Area or Permeable Open Space requirements under Section 19.59.

Decision: **GRANTED, with conditions.**

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

Authorized Representative of the Planning Board: Jeffrey C. Roberts

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

DOCUMENTS SUBMITTED

1. Project Review Special Permit Application submitted by the Applicant dated November 14, 2008, including:
Volume 1 / Written Materials: Cover Sheet, Summary of Application, Dimensional Form, Project Description, Traffic Narrative, Sanitary Sewer Narrative, Stormwater/Drainage Narrative, Water Narrative, Noise Mitigation Narrative, Conformance to Section 19.30 Citywide Urban Design Objectives, Conformance to Section 10.43 Special Permit Requirements, LEED Checklist, Transportation Impact Study – Planning Board Criteria Performance Summary, Noise Mitigation Findings, Letter of Compliance from City Arborist, Certification of Ownership, Certification of Receipt of Plans.
Volume 2 / Graphic Materials: Existing Conditions Photographs, Existing Area and Land Use Map, Existing Pedestrian and Vehicular Flow Diagram, Proposed Site Plan, Landscape Plan, Proposed Utility Plan, Ground Floor Plan, Second Floor Plan, Third Floor Plan, Fourth Floor Plan, Fifth Floor Plan, Sixth Floor Plan (Seventh Floor Similar), Mechanical Level, Roof Plan, Parking Level One, Parking Level Two, Parking Level Three, Building Sections, Streetscape Details, Main Street and Albany Street Elevations, Portland Street and New Private Way Elevations, Courtyard Elevations, Perspective Key Plan, Perspective Collages, Shadow Studies, Proposed Massing Within Allowable Building Envelope, Allowable Height & Massing Diagrams.
2. Existing Conditions Tree Survey submitted by the Applicant dated September 23, 2008.
3. Certification of Receipt of Plans from the City Arborist, dated September 24, 2008.
4. Memorandum to the Planning Board from David Lefcourt, Arborist for the City of Cambridge, dated September 26, 2008.
5. Transportation Impact Study prepared by Vanasse Hangen Brustlin, Inc., submitted by the Applicant, dated November 6, 2008.
6. Memorandum to the Planning Board from Roger Boothe, Director of Urban Design for the City of Cambridge, dated December 5, 2008.
7. Letter to the Planning Board from the Cambridge Bicycle and Pedestrian Committees, dated December 8, 2008.
8. Letter to the Planning Board from Frank Gerratana, dated December 9, 2008.
9. Memorandum to the Planning Board from Susan Clippinger, Director of Traffic, Parking and Transportation for the City of Cambridge, dated December 11, 2008, including summary of Special Permit Transportation Impact Study.
10. Letter to the Planning Board from Rhonda McPherson, dated December 15, 2008.

11. Letter to the Planning Board from "Representatives of the Area Four Neighborhood Coalition," dated December 16, 2008.
12. Letter to the Planning Board from City Councillor Craig Kelley, dated December 16, 2008.
13. Letter to the Planning Board from Monica Raymond, dated December 16, 2008.
14. Letter to the Planning Board from Gerald Bergman, dated December 16, 2008.
15. Final Decision of the Parking and Transportation Demand Officer for the City of Cambridge regarding the Parking and Transportation Demand Management Plan submitted for the proposed project, issued December 18, 2008, including a copy of the final Parking and Transportation Demand Management Plan prepared by Vanasse Hangen Brustlin, Inc., dated December 17, 2008.
16. Letter to the Planning Board from Michael K. Owu, Director of Real Estate at the Massachusetts Institute of Technology, on behalf of the Applicant, dated January 13, 2009.
17. Revised Project Special Permit Application Materials, Volume 2 / Graphic Materials, submitted by the Applicant, dated January 13, 2009, including: LEED-CS Checklist, Alternate Roadway Layout Plan, Landscape Plan, Ground Floor Plan, Second Floor Plan, Third Floor Plan, Fourth Floor Plan, Fifth Floor Plan, Sixth Floor Plan (Seventh Floor Similar), Mechanical Level, Roof Plan, Building Sections, Streetscape Details, Main Street and Albany Street Elevations, Courtyard Elevations, Perspective Key Plan, Perspective Collages.
18. Letter to the Planning Board from "Members of the Area Four Neighborhood Coalition," dated February 25, 2009, including petition with signatures from Area Four neighborhood residents.
19. Letter to the Planning Board from Lydia Vickers "on behalf of the Area Four Neighborhood Coalition," dated March 1, 2009.
20. Letter to the Planning Board from Sarah Rozler and Justin Crane "on behalf of the Area Four Neighborhood Coalition," dated March 1, 2009.
21. Letter to the Planning Board from Minka vanBeuzekom "on behalf of the Area Four Neighborhood Coalition," dated March 2, 2009.
22. Letter to the Planning Board from City Councillor Timothy J. Toomey, Jr., dated March 2, 2009.
23. Memorandum to the Planning Board from Susan Clippinger, Director of Traffic, Parking and Transportation, dated March 3, 2009.

FINDINGS

Based on a review of the application documents, other documents submitted to the Board for its consideration, and testimony presented at the public hearing, the Planning Board makes the findings summarized below.

1. Findings Required in Section 19.25

a. Section 19.25.1 – Traffic Impact Findings.

A Traffic Impact Study for the proposed project, prepared by Vanasse Hangen Brustlin, Inc., was submitted by the Applicant, reviewed by the Department of Traffic, Parking and Transportation and certified as complete on November 6, 2008. The Traffic Impact Study indicated that the project will exceed 11 Special Permit Transportation Criteria, including daily, morning peak and evening peak vehicle trips, levels-of-service at the Massachusetts Avenue / Vassar Street and Massachusetts Avenue / Albany Street intersections, and traffic on Main Street, Portland Street, and Cardinal Medeiros Avenue.

The site is located in close proximity to the Kendall Square and Central Square MBTA subway stations, and along the route of the EZ Ride shuttle that connects to Lechmere Station and North Station. The project will have bicycle access and will include facilities for bicycle parking. These factors are expected to encourage walking, bicycling, and public transportation as preferred modes of travel to the site.

In accordance with the City's Parking and Transportation Demand Management (PTDM) Ordinance, the Applicant has submitted a PTDM plan that was reviewed and approved with conditions by the City's PTDM Officer on December 18, 2008. Based on the mode share goal outlined in the applicant's PTDM plan, the Director of Traffic, Parking and Transportation has recommended, and the Planning Board has approved, 650 off-street parking spaces on the site, recognizing the Applicant's right to seek to amend this Planning Board Decision in order to increase the total number of parking spaces to a maximum of 820 if the project includes some or all office use. The PTDM plan also commits the Applicant and future owners to implement transportation demand management measures including membership in the Charles River Transportation Management Association (CRTMA) and the CRTMA's EZ Ride shuttle service, designation of an Employee Transportation Coordinator and centrally located information board to provide commuting information to employees, parking leased to tenants at market rates, and regular monitoring and reporting of mode-split information, driveway counts, and parking utilization for vehicles and bicycles. As conditions of approval of the PTDM plan, the Applicant will be required to provide at least a 50% subsidy for MBTA transit passes, to incorporate lease language requiring new or renewed tenants to implement transportation demand management measures listed in the approved PTDM plan, and to provide secure and weather-protected bicycle parking spaces for 10% of the anticipated employee population.

In order to mitigate criteria exceedences for daily and peak hour trip volumes, the Applicant has agreed in consultation with the Traffic, Parking and Transportation Department to design and construct improvements to the intersection of Albany and Portland Streets, at a cost of up to \$300,000 in order to calm traffic, accommodate EZ Ride bus stops, support the proposed Urban Ring route and improve pedestrian and bicycle connections. The Applicant has also agreed to undertake additional improvements to mitigate trip generation exceedences, up to a cost of \$75,000, to be determined in consultation with the Traffic, Parking and Transportation Department.

Considering the characteristics of the site, its access to public transportation, the limitation on the number of off-street parking spaces provided, the parking and transportation demand management measures to be implemented, and the mitigation improvements to be undertaken by the Applicant as required by this Decision, the Planning Board finds that the project will not impose a substantial adverse impact on city traffic.

b. Section 19.25.2 - Urban Design Findings.

The Planning Board finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30, as described below.

19.31: New projects should be responsive to the existing or anticipated pattern of development.

The project is located within an Industry B zoning district, which anticipates commercial and residential development at a floor area ratio of 2.75 (for commercial use) and allows heights up to 120 feet. The proposed commercial use is consistent with other commercial uses in the area. In accordance with zoning regulations, the proposed building will be at a lower height where it abuts the Residence C-1 zoning district to the north, with the larger massing of the building set behind a 45-degree bulk control plane. Active ground floor retail uses will be provided along Main Street, to strengthen the existing retail streetscape and to present a welcoming façade to the Newtowne Court housing complex on the opposite side of Main Street.

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

Sidewalk improvements, trees and other plantings will help to improve the pedestrian quality of the site. The project's split-building design will allow for east-west as well as north-south pedestrian access through the site by the general public. An open landscaped courtyard will be provided at the center of the site. Entrances are located at the main pedestrian access points near the intersection of Portland and Albany Street and along Main Street, where there is easy pedestrian access and relative proximity to transit stations. The buildings will be set back from the property line to provide wider sidewalks, and the facades will have clear windows and articulation at the sidewalk level. Active

ground floor retail uses with glass storefronts along the Main Street edge will make that area more pedestrian-friendly.

Bicycle spaces will be provided as per the requirements of the Zoning Ordinance and the Applicant's Parking and Transportation Demand Management Plan. Some spaces will be in a designated bicycle parking area in the underground garage, with access via an elevator, and other spaces will be provided outdoors on the surface of the site. As part of the project, improvements will be made to the intersection of Albany and Portland Streets to improve pedestrian and bicycle connections at a cost of up to \$300,000.

All vehicular parking, except loading spaces, will be provided in a below-grade garage. Vehicular access, egress and most loading activities will be accommodated via a private way. As recommended in the Memorandum dated March 3, 2009 from Susan Clippinger, Director of Traffic, Parking and Transportation, the loading dock along Portland Street will be deep enough to accommodate a 55-foot long tractor-trailer without obstructing the sidewalk, and loading activities will be discouraged during peak traffic hours.

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

In order to minimize visual and noise impacts of mechanical equipment, rooftop mechanical equipment will be enclosed in a mechanical penthouse or concealed by an architectural screen, will be set back from the building edges, and will include acoustical attenuation. Sound levels will comply with Massachusetts Department of Environmental Protection standards as well as the provisions of the City of Cambridge Noise Ordinance.

Trash storage and compacting facilities will be located in the interior of the proposed buildings, as will dedicated spaces for recyclables collection. Loading and service areas will be provided internally behind closable external doors and sized appropriately so that trucks will not block sidewalks or roadways. Vehicular access and egress to and from loading areas, parking areas and other service areas will be reviewed by the Traffic, Parking and Transportation Department.

Shadow studies submitted by the Applicant demonstrate that shadows from the proposed buildings will be cast on adjacent residential properties to the north only during the wintertime. The buildings will cast shadows on adjacent sidewalks at other times during the day and year. Outdoor lighting will be designed to maintain adequate public safety while minimizing light pollution impacts.

A Tree Protection Plan was submitted to the City Arborist, who has certified in a letter dated September 26, 2008 that the plan is in compliance with the City of Cambridge Tree Ordinance.

As described in the Applicant's Stormwater/Drainage Narrative, the project will exceed the provisions of the Massachusetts Department of Environmental Protection Stormwater Management Policy and will conform to the City of Cambridge's Stormwater

Management Guidelines. The system will consist of stormwater detention tanks and water quality units for treatment of groundwater runoff.

According to the letter from the Applicant dated January 13, 2009, the project will be designed to meet a LEED-CS Silver standard under the U.S. Green Building Council's Leadership in Energy and Environmental Design – Core and Shell (LEED-CS) rating system.

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

As described in the Applicant's Stormwater/Drainage Narrative, the project will exceed the provisions of the Massachusetts Department of Environmental Protection Stormwater Management Policy and will conform to the City of Cambridge's Stormwater Management Guidelines, and therefore will not cause an excessive burden on the municipal storm drainage system.

According to the Applicant's Sanitary Sewer Narrative, sanitary waste will be discharged into one or more existing City sewer mains. The Applicant will coordinate with the Cambridge Department of Public Works on all new sewer connections, and will seek any applicable sewer connection compliance permits from the Massachusetts Department of Environmental Protection.

According to the Applicant's Water Narrative, domestic water and fire protection demands can be adequately served by existing municipal water service lines in Portland Street, Main Street or Albany Street. The Applicant will coordinate with the Cambridge Water Department and Cambridge Fire Department as appropriate on all new water service connections.

Traffic impact findings are summarized in subsection 1-a. of these Findings above.

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

The proposed commercial project, intended for life science laboratory space, office space or a combination of the two, will reinforce the character of this area as a local, regional, national and worldwide center of the high-technology industry. It will harmonize with existing life science and office uses on the adjacent sites to the west and at Technology Square and Kendall Square to the northeast. Active ground floor retail uses will contribute to the vibrancy of Main Street as a pedestrian corridor and will be compatible with the existing housing uses located across Main Street to the north.

19.36: Expansion of the inventory of housing in the city is encouraged.

The project is a commercial use and will not include housing.

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

The project will provide wider sidewalks, street trees, landscaped pedestrian pathways, and a central courtyard that will be open to the general public.

2. Applicability of Building and Site Plan Requirements – Section 19.51.2

The Planning Board finds that the project is consistent with the building and site plan requirements set forth in Section 19.50, except for Section 19.59, as described below.

Section 19.59 of the Zoning Ordinance, regarding building and site plan requirements for open space, requires that *At least 15% of the lot shall consist of any combination of Green Area or Permeable Open Space as defined in Article 2.000.* The proposed project provides 29% of the lot area as open space; however only 12% of the lot area is proposed to meet the definition of Permeable Open Space.

The Planning Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30 of the Zoning Ordinance, as described in subsection 1-b. of these Findings above, and so, as per the provisions of Section 19.51.2, the proposed project need not comply with the requirements of Section 19.59. Given the impermeable nature of the soils beneath the site, the proposed provision of below-grade structured parking across most of the site, and the requirements to meet applicable stormwater management standards, providing permeable open space on less than 15% of the lot will not result in a substantial negative impact. The proposed project will result in publicly beneficial open space in the form of landscaped setbacks and a central courtyard.

3. Conformance with the General Special Permit Criteria in Section 10.43

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

The Planning Board finds that the requested special permits should be granted, as the project authorized will not be a detriment to the public interest because:

a. *The requirements of the Zoning Ordinance can be met.*

With the granting of the requested special permits, all requirements of the Zoning Ordinance will be met.

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

Based on the Traffic Impact Study provided by the Applicant and certified by the Cambridge Traffic, Parking and Transportation Department, as well as the Parking and Transportation Demand Management Plan provided by the Applicant and approved with conditions by the Parking and Transportation Demand Management Officer, potential adverse traffic impacts of the proposed project will be appropriately mitigated through restrictions in on-site parking, transportation demand management measures, and projects that will improve pedestrian and bicycle access to the site. Traffic impact findings are provided in subsection 1-a. of these Findings. Vehicular access and egress to and from loading areas, parking areas and other service areas will be reviewed by the Traffic, Parking and Transportation Department. Most vehicular access, egress and loading activities will be accommodated via a private way. As recommended in the Memorandum dated March 3, 2009 from Susan Clippinger, Director of Traffic, Parking and Transportation, the loading dock along Portland Street will be deep enough to accommodate a 55-foot long tractor-trailer without obstructing the sidewalk, and loading activities will be discouraged during peak traffic hours.

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

The proposed project will not adversely affect the operation of adjacent commercial and residential uses.

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

The proposed project will comply with all applicable health, safety, and noise standards.

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

The proposed project is consistent with the base Industry B zoning district and is compatible with surrounding commercial laboratory and office uses. The Main Street edge of the proposed building, with a lower cornice height and active retail uses at the ground level, will be compatible with other development along Main Street including the housing complex across Main Street from the project site.

- f. *The new use or building construction is consistent with the Urban Design Objectives set forth in Section 19.30.*

The proposed project is consistent with those objectives, as previously described in subsection 1-b. of these Findings above.

4. Finding Regarding Parking Lot Use at School and Cherry Streets

During public testimony and in written correspondence, community members expressed a desire that the parcel owned by the Applicant located at 35 Cherry Street (at the corner with School Street) be converted to a neighborhood-serving community use. The Applicant noted

that the aforementioned site has been used as surface parking accessory to the existing commercial building at 750 Main Street, also owned by the Applicant. The Applicant has committed to making the Cherry Street parcel available for community use in the future, when the Applicant moves forward with a proposal for the future use of the 750 Main Street site, and will engage in discussions with the City and the community regarding the exact future use of the Cherry Street parcel at that time.

DECISION

Based on a review of the application documents, comments made at the public hearing, and the above findings, the Planning Board **GRANTS** the requested Special Permits subject to the following conditions and limitations:

1. All uses, building construction and site plan development shall be in substantial conformance with the plans and application documents submitted to the Planning Board as referenced above, dated November 12, 2008 and revised January 13, 2009. Appendix I summarizes the dimensional features of the Project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Prior to the issuance of a Building Permit, the Planning Board shall review and approve the final building and landscape design. Before issuance of a Building Permit for construction authorized by this Special Permit, the CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision.
3. As recommended in the Memoranda from Susan Clippinger, Director of Traffic, Parking and Transportation, dated December 11, 2008 and March 3, 2009, the maximum number of allowed off-street parking spaces on the site shall be six hundred fifty (650). The on-site parking provided shall otherwise conform to all applicable zoning regulations.
4. The Permittee shall implement the transportation mitigation measures detailed in the Memoranda from Susan Clippinger, Director of Traffic, Parking and Transportation, dated December 11, 2008 and March 3, 2009. However, the aforementioned Memoranda notwithstanding, the Permittee shall be permitted to construct a loading dock on Portland Street, and shall not be required to construct a multi-use pathway segment parallel to the existing Grand Junction Railroad line. However, the Permittee shall be required to upgrade the existing surface connection between Albany and Vassar Streets, as specified in the aforementioned Memoranda. The Permittee shall be required to undertake these improvements to the surface connection between Albany and Vassar Streets up to a cost of \$75,000 and with the approval of the Traffic, Parking and Transportation Department. The Permittee shall also be required to design and construct improvements to the intersection of Albany and Portland Streets, as recommended in the Memoranda from Susan Clippinger, to be undertaken at a cost of up to \$300,000. All required construction shall be completed before issuance of the Final Certificate of Occupancy for the first above-grade building.

5. All authorized development shall conform to the requirements of the City of Cambridge *Noise Control Ordinance*, Chapter 8.16 of the City Municipal Code.
6. The Permittee shall comply with the City of Cambridge Parking and Transportation Demand Management Ordinance. All required measures identified in the Applicant's approved Parking and Transportation Demand Management Plan, and all conditions specified in the approval letter by Stephanie Groll, the Cambridge Parking and Transportation Demand Management Officer, dated December 18, 2008, shall be made conditions of this Special Permit.
7. Before issuance of a Building Permit for construction authorized by this Special Permit, the Permittee shall prepare a Construction Management Plan consistent with the requirements of Section 18.20 of the Zoning Ordinance, which Plan shall be submitted to the Community Development Department for review and approval.
8. Before issuance of a Final Certificate of Occupancy for the first above-grade building authorized by this Special Permit, the Permittee shall meet the obligations under the City's Tree Ordinance as specified in the Tree Protection Plan certified by the City Arborist on September 26, 2008.

Voting in the Affirmative to **GRANT** the Special Permit were Planning Board Members T. Anninger, H. Russell, C. Studen, S. Winter and P. Winters, constituting at least two thirds of the members of the Planning Board, necessary to grant a Special Permit.

For the Planning Board,

Pamela Winters (SCR)

Pamela Winters, Vice Chair

A copy of this decision #238 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 March 16, 2009, 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

Appendix I: Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	210,215	No minimum	210,215	No Change
Total GFA (sq ft)	159,774	578,091 (max)	418,317 new +159,774 to remain	Consistent with applicable base zoning requirements and application documents
Residential	None	Not app.	None	
Non-Residential	159,774	578,091 (max)	418,317 new +159,774 to remain	
Total FAR	0.76	2.75 (max)	2.75	Consistent with applicable base zoning requirements and application documents
Residential	None	Not app.	None	
Non-Residential	0.76	2.75 (max)	2.75	
Inclusionary	Not app.	Not app.	Not app.	
Lot Width (ft)	Not avail.	No minimum	Not avail.	No Change
Height (ft)	54	120 (max)	113	Consistent with applicable base zoning requirements and application documents
Front Setback – Mass Ave (ft)	Varies	No minimum	Varies	
Front Setback – Everett St (ft)	Varies	No minimum	Varies	
Rear Setback (ft)	Varies	No minimum	Varies	
Total Open Space (% of lot area)	16%	15%	29%	Consistent with applicable base zoning requirements and application documents
Permeable	16%	15%	12%	
Other	Not app.	Not app.	17%	
Off-Street Parking Spaces	272	578 – 1156 (for General Office Use)	820	650 (max)
Handicapped Parking Spaces	12	2% of total	17	Consistent with application documents, applicable base zoning requirements and PTDM requirements
Bicycle Spaces	44	82*	82	
Loading Bays	3	5 (min)	9 (total)	

* PTDM may require a greater number of bicycle parking spaces



CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

Robert W. Healy, City Manager

Richard C. Rossi, Deputy City Manager

PTDM Ordinance—FINAL DECISION

Project: 650 Main Street

Project Number: F-47

Applicant: MIT

Contact: Michael K. Owu, Director, Real Estate

Address: 238 Main Street, Cambridge, MA 02142

Date of Application: November 18, 2008

Decision Deadline: January 12, 2009

Date of Issue: December 18, 2008

This form indicates the FINAL decision of the Parking and Transportation Demand Management Planning Officer with respect to the PTDM plan submitted for the project listed above. Please review the enclosed attachments, which include information about ongoing monitoring and reporting relative to this project.

Decision:

- Approve (attachment: approval letter and copy of plan)
- Approve with Conditions (attachment: letter of conditions and copy of plan)
- Deny (attachment: reason for denial and copy of plan)



Stephanie Groll
Parking and Transportation Demand Management Planning Officer



CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

Robert W. Healy, City Manager

Richard C. Rossi, Deputy City Manager

December 18, 2008

Michael K. Owu
Director, Real Estate
Massachusetts Institute of Technology
238 Main Street
Cambridge, MA 02142

Dear Mr. Owu,

The attached form indicates the final decision on the Parking and Transportation Demand Management Plan for 650 Main Street. The final decision is an **approval with conditions**. This letter describes recommendations for additional TDM programs that might improve your non-single-occupancy-vehicle mode split. The last section lays out more details about implementation of the monitoring and reporting program that is required as part of your plan. This TDM plan will help reduce the impacts of your facility on traffic and parking in the surrounding area.

Encouraging people to change their commute modes from driving alone to walking, bicycling, taking transit and ride-sharing takes a multi-faceted approach. Extensive research has been conducted on changing commuter behaviors and indicates that both disincentives and incentives are necessary to achieve mode-shift success.

MIT is seeking a Special Permit for either office or R&D, but the two land uses have vastly different parking needs and traffic impacts. The project proposes to provide 820 parking spaces, or 1.42 spaces per 1,000 square feet. The average parking ratio for R&D PTDM projects in the Kendall Square area is 1.1 spaces per 1,000 square feet. To meet the SOV mode-split commitment of 47%, the required parking supply for R&D would be 650 spaces, or 1.12 spaces per 1,000 square feet, and the supply for office would be 820 spaces, or 1.42 spaces per 1,000 square feet. Building excess parking will likely encourage employees to drive alone to the site and present a challenge in terms of accomplishing the mode-shift goal.

Because tenants will not be required to charge employees directly for parking at market rates, employees will not be aware of the true cost of their mode choice. Therefore, the financial incentives to employees who do not drive alone to work included in the PTDM Plan for 650 Main Street are critical. The City also believes that incentives for other commute modes are important to its effort to attract highly qualified workers, create an equitable transportation system and make real strides towards reversing current climate change trends.

Plan Conditions

The following conditions are placed on the PTDM plan for 650 Main Street:

- **CONDITION:** All employees shall receive a minimum of a 50-percent subsidy on MBTA transit passes, up to the federal limit (set at \$120 for 2009). Given the high number of parking spaces proposed for this project, a transit subsidy will be necessary to encourage SOV commuters to choose another option.
- **CONDITION:** The existing tenant of 700 Main Street (currently Shire) or any other buildings that make use of the parking at 650 Main Street may maintain their current TDM programs for the terms of their existing lease. Language shall be incorporated into new leases to ensure that the employees of all buildings served by the garage at 650 Main Street have a full menu of transportation options. This language shall mirror that which is used in leases for tenants at 650 Main Street including a requirement that employers offer at least a 50-percent MBTA pass subsidy, up to the federal limit (set at \$120 for 2009).

If the building is built for office use, the following conditions are placed on the PTDM plan:

- **CONDITION:** Covered and secure bicycle parking spaces shall be provided to accommodate ten percent of anticipated employees, based on ITE estimates for employee density. There shall be enough bicycle parking spaces to accommodate 1,255 office workers, or 126 bicycle spaces. These bicycle spaces shall comply with the City of Cambridge Bicycle Parking Guidelines.

If the building is built for R&D use, the following conditions are placed on the PTDM plan:

- **CONDITION:** Covered and secure bicycle parking spaces shall be provided to accommodate ten percent of anticipated employees, based on ITE estimates for employee density. There shall be enough bicycle parking spaces to accommodate 920 R&D workers, or 92 bicycle spaces. These bicycle spaces shall comply with the City of Cambridge Bicycle Parking Guidelines.

Additional Recommendations

In addition to the measures described in the PTDM Plan, I am recommending the implementation of the following additional TDM measures. If the current Plan fails to reach the stated mode-split goal, implementing these programs will help achieve that goal:

- Increase the MBTA transit subsidy to 100%.
- Either charge employees directly for market-rate parking or offer them a parking cash-out option, in which all non-SOV employees receive a monthly subsidy equal to the monthly parking subsidy to spend on any mode.

Monitoring and Reporting Plan

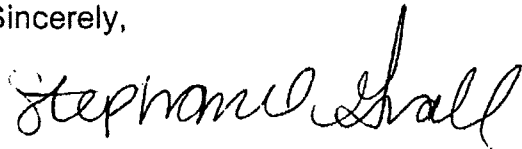
The owner has committed in the Plan to conducting a mode-split survey and monitoring and reporting mode-split information annually. Intersection counts, driveway counts, and parking

utilization (for vehicles and bicycles) shall be reported every two years. If the certificate of occupancy for the project is issued between September 1 and February 29, the monitoring shall take place during the months of September or October and be reported to the PTDM Planning Officer no later than November 30. If the certificate of occupancy for the project is issued between March 1 and August 31, monitoring shall take place during the months of April or May and be reported to the PTDM Planning Officer no later than June 30. This will ensure that the monitoring captures a realistic assessment of the performance of the project, while giving time to compile the results and report them to the City.

It is important to note that while approvals under the PTDM ordinance are transferable by and among private parties, this is contingent upon the new owner agreeing to continue to operate under the existing PTDM plan. Should the owner elect to transfer all or some portion of the project, Section 10.18.050 (g) of the PTDM ordinance would apply.

I look forward to working with you in the future as you implement this plan. If you have any questions, please feel free to contact me at (617) 349-4673 or sgroll@cambridgema.gov.

Sincerely,

A handwritten signature in cursive script that reads "Stephanie Groll".

Stephanie Groll
PTDM Planning Officer

cc: Susanne Rasmussen, Director of Environmental and Transportation Planning
Beth Rubenstein, Assistant City Manager for Community Development
Susan Clippinger, Director of Traffic, Parking, and Transportation