



40 SULLIVAN COURTHOUSE PROJECT THORNDIKE

SPECIAL PERMIT APPLICATION
JANUARY 2020

ELKUS | MANFREDI
ARCHITECTS

 Leggat McCall
PROPERTIES

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INTRODUCTION

This is an application by Leggat McCall Properties, LLC, along with their financial partner Granite Properties, to modify certain provisions of a Special Permit issued by the Planning Board on October 30, 2014 (PB Case No. 288). This application seeks a Special Permit pursuant to Section 6.35.1 to reduce the required amount of off-street parking by 150 spaces and a Special Permit pursuant to Section 5.28.2 to convert approximately 24,000 square feet of approved office space to an additional 24 total dwelling units. The granting of this application will reduce the amount of off-street parking spaces in the project to 362 spaces (85 spaces on site and 277 spaces in the First Street Garage) and result in 48 dwelling units in the building. All dwelling units in the building will be affordable units.

Pursuant to Planning Board Decision No. 288 (the “Original Decision”), the Applicant currently holds approvals for the conversion of the former Sullivan Courthouse building to a mixed-use building with 476,303 square feet of Gross Floor Area to be occupied by office, multifamily residential and retail uses, including a Project Review Special Permit under Section 19.20 of the Cambridge Zoning Ordinance and authorizations under Section 8.22.2.a (Alteration of Non-Conforming Structure), Section 5.28.2 (Conversion of Non-Residential Structure to Residential Use) and Off-Site Accessory Parking (Section 6.22.2). The appeal period associated with the Original Decision has expired and all appeals have been resolved in a manner that upholds the Original Decision.



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

SPECIAL PERMIT APPLICATION • COVER SHEET

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

Location of Premises: 40 Thorndike Street

Zoning District: Business B

Applicant Name: LMP GP Holdings, LLC c/o Leggat McCall Properties LLC

Applicant Address: 10 Post Office Square, Boston MA 02109

Contact Information: (617) 422-7000 robert.dickey@lmp.com (617) 556-9727
Telephone # Email Address Fax #

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

Section 5.28.2 et seq Conversion to Residential Use
Section 6.35 et seq Reduction of Required Parking
Section 10.40 Special Permit

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

Volume One: Written Materials: Application Form, Ownership Certificate, Dimensional Form, Supporting Statements

Volume Two: Design Materials: Site Plans, Floor Plans, Landscape Design, Renderings, Elevations

Signature of Applicant:  Robert M. Dickey (as agent for the ownership)

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

Date

Signature of CDD Staff

b. SPECIAL PERMIT APPLICATION SUMMARY OF APPLICATION

Project Name:
Address of Site:
Applicant:
Planning Board Project Number: (CDD)

Hearing Timeline (CDD)

Application Date: _____ *

Planning Board 1st Hearing Date: _____ *

(PUD Development Proposal, other special permit)

Planning Board Preliminary Determination: _____ *

(PUD Development Proposal)

Second Submission Date: _____ *

(PUD Final Development Plan)

Planning Board 2nd Hearing Date: _____ *

(PUD Final Development Plan)

Final Planning Board Action Date: _____ *

(PUD Final Development Plan, other special permit)

Deadline for Filing Decision: _____ *

**Subject to extension by mutual agreement of the Applicant and the Planning Board*

Requested Relief: (include other boards and commissions)

• **Planning Board Special Permits (5.28; 6.35; 10.40)** _____

• _____

Project Description

Brief Narrative: Petitioner seeks to modify Special Permit #288 by conversion of allowed office space to an additional 24 dwelling units and a reduction in the required amount of parking

Project Size:

• Total GFA: **476,303 sf** _____

• Non-residential uses GFA: **428,203 sf** _____

• Site Area (acres and SF): **59,788 sf / 1.37 acres** _____

• # of Parking Spaces: **362** _____

Proposed Uses:

• # of Dwelling Units: **48** _____

• Other Uses: **office; retail** _____

• Open Space (% of the site and SF) **1.4%/837 sf** _____

Proposed Dimensions:

• Height: **258' 3"** _____

• FAR: **7.97** _____

OWNERSHIP CERTIFICATE

Project Address: 40 Thorndike Street - Cambridge **Application Date:** 12/19/2019

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

I hereby authorize the following Applicant: LMP GP Holdings LLC c/o Leggat McCall Properties, LLC
at the following address: 10 Post Office Square, Boston MA 02109
to apply for a special permit for: Project Review
on premises located at: 40 Thorndike Street, Cambridge MA
for which the record title stands in the name of: Commonwealth of Massachusetts
Division of Capital Asset Management and Maintenance
whose address is: One Ashburton Place, Boston, MA 02108

by a deed duly recorded in the: 200 519
357 443
Registry of Deeds of County: Middlesex South Book: 520 Page: 528
358 336
OR Registry District of the Land Court, Book: Page:
Certificate No.:

COMMISSIONER

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

DIVISION OF CAPITAL ASSET MANAGEMENT AND MAINTENANCE

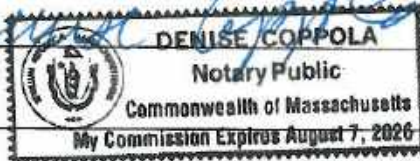
To be completed by Notary Public:

Commonwealth of Massachusetts, County of _____

The above named Carol B. Karlstone personally appeared before me,

on the month, day and year 11/12/19 and made oath that the above statement is true.

Notary: _____



My Commission expires: _____

FEE SCHEDULE

Project Address: 40 Thorndike St, Cambridge MA **Application Date:** 12/19/19

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

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

Fee Calculation

New or Substantially Rehabilitated Gross Floor Area (SF):	24,034 SF	× \$0.10 =	\$2,403.40
Flood Plain Special Permit	Enter \$1,000.00 if applicable: n/a		
Other Special Permit	Enter \$150.00 if no other fee is applicable: n/a		
TOTAL SPECIAL PERMIT FEE	Enter Larger of the Above Amounts: \$2,403.40		

DIMENSIONAL FORM

Project Address: 40 Thorndike Street - Cambridge

Application Date: 12/19/2019

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	59,788 sf	5,000 sf min	59,788 sf	
Lot Width (ft)	297'	none	297'	
Total Gross Floor Area (sq ft)	476,303 sf (note 1)	see below	476,303 sf	
Residential Base	24,066 sf (note 1)	179,364 sf	48,100 sf	
Non-Residential Base	452,237 sf (note 1)	164,417 sf	428,203 sf	
Inclusionary Housing Bonus	n/a	n/a	n/a	
Total Floor Area Ratio	7.97 (note 1)	see below	7.97	
Residential Base	0.4 (note 1)	n/a	n/a	
Non-Residential Base	7.56 (note 1)	n/a	n/a	
Inclusionary Housing Bonus	n/a	n/a	n/a	
Total Dwelling Units	24 (note 1)	259 max	48	
Base Units	n/a	n/a	n/a	
Inclusionary Bonus Units	n/a	n/a	n/a	
Base Lot Area / Unit (sq ft)	n/a	n/a	n/a	
Total Lot Area / Unit (sq ft)	2,491 sf (note 1)	230 min	1,246 sf	
Building Height(s) (ft)	258'-3" (note 1)	80'	258'-3"	
Front Setback: Spring St (ft)	46'-2"	none	46'-2"	
Front Setback: Second St (ft)	12'-5"	none	12'-5"	
Front Setback: Thorndike St (ft)	0	none	0	
Front Setback: Third St (ft)	12'-2"	none	12'-2"	
Open Space (% of Lot Area)	1.4% (note 1)	none	1.4%	
Private Open Space	1.4% (note 1)	none	1.4%	
Permeable Open Space	1.4% (note 1)	none	1.4%	
Other Open Space (Specify)	n/a	none	n/a	
Off-Street Parking Spaces	512 (note 1)	363 min / 662 max	362	
Long-Term Bicycle Parking	166 (note 1)	180	180	
Short-Term Bicycle Parking	50 (note 1)	48	48	
Loading Bays	3 (note 1)	3 min	3	

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

Note 1: In accordance with Planning Board Special Permit 288.

1.0 PROJECT DESCRIPTION

1.1 BACKGROUND

In its findings in PB Case No. 288, the Planning Board acknowledged that pursuant to Section 6.22.1 the applicant proposed to locate 420 parking spaces in the municipal parking garage located on First Street. The Board further acknowledged that obtaining a long term lease for those spaces “shall require City authorization of a disposition of municipal property”. On September 18, 2019, the Cambridge City Council voted (Council Vote) to approve such a disposition. In approving the lease, the Council voted to require the applicant to seek approval from the Planning Board to reduce the required amount of parking by 150 spaces and to construct an additional 24 affordable dwelling units in the project by converting portions of the building previously approved for office use to residential use. This Special Permit application is being filed in order to comply with the condition of the City Council’s approval of the afore-mentioned long term lease.

1.2 REQUESTED SPECIAL PERMITS

1.2.1 **ARTICLE 5.28.2 - CONVERSION OF NON-RESIDENTIAL STRUCTURES TO RESIDENTIAL USE**

The Planning Board's findings in PB Case No. 288 addressed the criteria for approval of a Special Permit for 24 dwelling units pursuant to this section. Those findings are equally applicable to the 24 additional dwelling units that are the subject of this application.

Article 5.28.28.1 Criteria Applicable to All Projects

- a. Provision of Parking. Where it is proposed to add dwelling units above the limits established in the base zoning regulations, the Board shall evaluate the impact of increased numbers of dwelling units above that normally permitted in the district on the demand for on-street parking by residents and visitors to the proposed building, particularly in neighborhoods where off-street parking is limited.***

In reaching a determination, the Board may require that the Applicant provide elements of a Parking Analysis as set forth in Section 6.35.3 of the Zoning Ordinance. Where a project is subject to additional criteria as specified in Section 5.28.28.2 below, a Parking Analysis shall be required to be included with the Special Permit Application.

The number of dwelling units will be far below the maximum number permitted in the base zoning regulations. A Parking Analysis has been prepared by the applicant's Traffic Engineer (VHB) and is included in Section 2.0 of this application.

- b. Privacy Considerations. Where significant variations from the normally required dimensional standards for the district are proposed, the Board shall evaluate the impact on residential neighbors of the new housing use and any other proposed use as it may affect privacy. The location and size of windows, screening elements, decks, entries, security and other lighting, and other aspects of the design, including the distribution of functions within the building, shall be reviewed in order to assure the maintenance of reasonable levels of privacy for abutters. In reviewing a proposed development plan, the Board shall consider, among other factors, the potential negative impacts of the new activity on abutters as a result of the location, orientation, and use of the structure(s) and its yards as proposed.***

The closest residential neighbors to the proposed residential units are on other blocks separated by Spring Street, Third Street and Thorndike Street. The proposed residential units will not impact the privacy of residential neighbors as they will face public streets across from primarily non-residential uses. Design modifications that were made to reduce the amount of clear glass in the approved 2014 plan and this proposal will also mitigate privacy impacts on abutters.

c. Reduction in Private Open Space. Where it is proposed to reduce the amount of on-site Private Open Space below that required in the applicable district, the Board shall evaluate the proposal in light of the following:

- 1. The extent to which screening and buffering/rom neighbors will be accomplished**
- 2. The quality and viability of the proposed open spaces as they are designed**
- 3. The tradeoff in benefits and negative impacts of the loss of green space in order to provide the required amount of parking, including consideration of the feasibility of alternate parking arrangements that might produce additional green area, such as placing some or all parking within the structure**
- 4. The availability of common recreational spaces within the building to compensate for the loss of usable outdoor open space**

Although private open space is not provided for residents, a new publicly beneficial open space will be provided on the site that will provide recreational opportunities for residents. That space will also serve as a landscaped buffer between the building and neighboring residential buildings to the south and on the opposite side of Spring Street.

d. Community Outreach. The Planning Board shall consider what reasonable efforts have been made to address concerns raised by abutters and neighbors to the project site. An applicant seeking a special permit under this Section 5.28.2 shall solicit input from affected neighbors before submitting a special permit application. The application shall include a report on all outreach conducted and meetings held, shall describe the issues raised by community members, and shall describe how the proposal responds to those issues.

The applicant hosted an Early Community Engagement Meeting on December 4, 2019 at the Kennedy Longfellow School. A report of that meeting is included in this application in Section 3.0.

Article 5.28.28.2 Additional Criteria Applicable to Larger Projects

Where the proposed project includes more than 10,000 Gross Square Feet or more than ten (10) dwelling units, and the proposed Gross Floor Area or number of dwelling units is above the maximum allowed under base zoning regulations, the Board shall evaluate the proposal in light of the following:

- a. The implications of the size or number of additional dwelling units on the anticipated demand for parking. In order to assist the Planning Board in evaluating parking impacts, an applicant for a special permit shall be required to submit a Parking Analysis, as set forth in Section 6.35.3 of the Zoning Ordinance, as part of the special permit application.**

As previously noted, the number of dwelling units will be far below the maximum permitted in the base zoning regulations.

- b. The appropriateness of the proposed layout of floor space within the building for a multifamily residential use, with attention to the typical range of unit sizes and types that would be expected for housing in the neighborhood.**

Considerations may include the suitability of proposed unit configurations for a variety of households, the extent to which unusual unit sizes or shapes may impact parking or overall quality of life for neighbors, and the availability of customary amenities for residents such as storage, utilities, common rooms and recreational facilities.

All 48 of the dwelling units will be affordable. Unit sizes will include (5) three bedrooms, (5) two bedrooms, (25) one bedrooms, and (13) studios.

c. The potential mitigating effects of the proposed occupancy of dwelling units. For instance, units designed for elderly residents or live/work spaces for professionals or artists may provide desirable housing options for Cambridge residents with fewer adverse impacts on parking or neighborhood character.

Given that all of the units will be affordable, it is anticipated that the parking demand will be lower than a market rate building. In a recent appearance at the Planning Board, representatives of Just A Start have indicated that parking demand in their affordable housing portfolio is below 0.5 spaces per unit.

1.2.2 ARTICLE 6.35.1 - REDUCTION OF REQUIRED PARKING

Pursuant to Special Permit No. 288, the project’s required parking supply would be 512 spaces, comprising of 464 non-residential and 48 residential spaces. This application seeks a reduction of 150 spaces, resulting in supply of 362 spaces, comprising of 339 technical office and 23 residential spaces.

The required amount of parking for the technical office use is 296 spaces. This application meets that requirement by providing for 339 spaces.

The required amount of parking for the 48 dwelling units is 48 spaces. This application seeks approval for a reduction to 23 spaces (0.48 spaces per dwelling unit). Of these 23 residential spaces, 18 will be located on-site and 5 will be located at the First Street Garage.

The required amount of parking for the other retail use is 3 spaces. The required amount of parking for the childcare use is 6 spaces. The required amount of parking for the restaurant use is 6 spaces. The required amount of spaces for the community room is 4 spaces. These non-residential and non-technical office uses will herein be referred to as Other Uses. This application seeks approval for relief from requiring any off-street parking for these other uses.

Please refer Table 1 below for an outline of the off-street parking relief requested.

Table 1: Off-Street Parking Relief Requested (Business B Zoning District)

Use	Size	Zoning Requirement ¹	Minimum Required Spaces	Maximum Required Spaces	Requested Spaces
Residential (Multifamily)	48 units	1 space per dwelling unit	48	48	23
Technical Office	396,000 SF	Min: 1 space / 1,340 sf Max: 1 space / 670 sf	296	591	339
Other Uses	17,000 SF	<i>See below</i>	19	23	0
Other Retail Establishment	2,500 SF	Min: 1 space / 900 sq. ft. Max: 1 space / 600 sq. ft.	3	5	0
Childcare	4 rooms (4,700 SF)	3 spaces / 2 instructional rooms	6	6	0
Restaurant	60 seats (6,600 SF)	1 space / 10 seats	6	6	0
Community / Conference Rm.	3,200 SF	Min: 1 space / 900 sq. ft. Max: 1 / 600 sq. ft.	4	6	0
Required Parking Spaces			363	662	362

¹ City of Cambridge Zoning Ordinance Article 6, Section 6.36 Schedule of Parking and Loading Requirements, for uses 6.36.1g; 6.36.3b.1.; 6.36.4f; 6.36.5a.2 & 6.36.5e.

The Zoning Ordinance states that the Board shall consider whether or not less off-street parking is reasonable in light of the following:

1. Proximity of an MBTA transit station:

The subject property is within a short distance of the Lechmere Green Line Station and several bus routes on Cambridge Street. Kendall Station on the Red Line is a ten minute walk down Third Street.

2. Availability of commercial parking facilities in the area:

There are two commercial parking facilities located within a few hundred feet of the subject property.

The City of Cambridge operates a parking garage adjacent to the building. The Cambridge-side Galleria on First Street offers commercial parking on a daily basis.

3. Shared use of off-street parking spaces:

Not applicable.

4. Age or other occupancy restrictions which are likely to result in a lower level of auto usage:

Given that all of the units will be affordable, it is anticipated that the parking demand will be lower than a market rate building. In a recent appearance at the Planning Board, representatives of Just A Start indicated that parking demand in their portfolio of affordable housing is below 0.5.

5. Impact of parking requirements on the physical environment of the lot:

Converting portions of the podium floors in the building to automobile parking would detract from the buildings façade and conflict with the goal of creating active ground floor uses.

6. Requiring parking will increase the cost of the development:

Not applicable.

1.3 COMPLIANCE WITH ARTICLE 10.43 – CRITERIA FOR THE ISSUANCE OF SPECIAL PERMITS

Granting the Special Permit requested for 40 Thorndike would not be a detriment to the public interest because:

a. Requirements of the Ordinance can or will be met:

The proposed reduction in parking and the conversion of office space to residential use is permitted under the Ordinance upon the issuance of a Special Permit by the Planning Board.

b. Traffic generated or pattern of access or egress would not cause congestion hazard, or substantial change in established neighborhood character:

Neither the reduction in required parking nor the conversion from office to 24 additional residential units will cause congestion, hazard, or substantial change in established neighborhood character.

c. The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would not be adversely affected by the nature of the proposed use:

24 additional residential units will not adversely affect the continued operation of the office and residential uses that surround the building. Similarly, a reduction in required parking will not have an adverse effect, given the availability of public parking facilities within one block east of the project.

d. Nuisance of hazard would not be created to the detriment of the health, safety and/or welfare of the occupants of the proposed use or the citizens of the City:

The proposed modifications to the original Special Permit will not result in any hazards to the health and safety of the area. To the contrary, the long awaited renovation and environmental remediation of the building will improve the health and safety of residents in the neighborhood.

e. For other reasons, the proposed use would not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of this Ordinance:

Dwelling units are a permitted use under the Zoning Ordinance and increasing the amount of affordable units from 24 to 48 is consistent with the City's affordable housing goals as set forth in Section 11.201 of the Ordinance.

1.4 COMPLIANCE WITH ARTICLE 6.35.32 - PARKING ANALYSIS

In accordance with the provisions of Section 6.35.2, the applicant and its traffic engineer (VHB) met with the Traffic, Parking and Transportation Department to determine the scope and methodology of its parking analysis. A copy of that report and analysis is included herein in Section 2.0.

1.5 DESIGN NARRATIVE

Design changes since July of 2014 include programmatic and façade changes to the podium.

In 2014, the residential program included 24 units and was limited to the Third Street side of the podium on levels two, three, and four, with the primary area of those floors dedicated to office use. The façade at the residential portion of the building reflected a variation of larger and smaller window openings to respond to the residential program, while the office portion of the podium displayed a consistent pattern of large window openings to support versatile office space.

Updates in this submission include adding 24 residential units for a total of 48 units, all of which are affordable units. The residential program now occurs at most of the perimeter of levels two and three, while level four is entirely office program. In order to resolve the stacking of one level of office over two levels of residential, the podium façade has been updated to reflect a window pattern that is attuned to both the office space and the residential program.

The ground level changes since 2014 include relocation of the fire command center and egress on the north side, adjustments in the northwest retail corner to accommodate a larger space for a childcare center, adjusting the arcade to occur on the northwest side instead of centered on the Thorndike elevation, and adjustments to the lobby geometry.

1.6 UTILITY DEMAND IMPACTS

The proposed change in use for the 40 Thorndike project from the previously approved 2014 plan to the current amended plan was discussed with the Cambridge Department of Public Works (DPW) at a meeting on January 6th, 2020. Specifically, the change in use results in replacing approximately 24,000 square feet of approved office use with 24,000 square feet of residential use. The change in residential use corresponds to an increase from 24 housing units in the 2014 plan to 48 housing units proposed in the amended plan.

Based on updated water and sewer calculations to account for the change in use, it does not appear that this change in use will significantly impact the site utility demands (water and sewer) for the development compared to the approved 2014 plan. The development will still result in a net decrease in estimated daily sewer flow from the site and is not anticipated to alter the water demand for the development in a significant way compared to the previously approved plan for 2014. The DPW did not raise any concerns over the proposed change in use during the January 6th meeting.

1.7 CONCLUSION

By submitting this application for a Special Permit to modify the Special Permit in Planning Board Case No. 288, the Applicant expressly reserves, and does not waive, all rights to proceed with the project as approved in Planning Board Case No. 288 in the event that (a) this application is denied, or (b) this application is approved, but subsequently appealed within the timeframes permitted under M.G.L. c. 40A, §17. More specifically, in the event of such appeal, the Applicant reserves the right to abandon and relinquish its rights under this Special Permit decision, and to proceed with its rights under the Special Permit in Case No. 288.

2.0 TRAFFIC MEMO

Please find memo on the next page.



To: Joseph E. Barr and Adam Shulman
Traffic, Parking & Transportation
Department (TP&T)
344 Broadway, Suite 102
Cambridge, MA 02139

Date: January 10, 2020

Memorandum

Cc: Rob Dickey, LMP

Project #: 14221.00

From: Lourenço Dantas, AICP, EIT
Senior Transportation Planner /
Project Manager
Adriana Santiago, EIT
Project Consultant

Re: 40 Thorndike Street – Courthouse Redevelopment Project:
Parking Demand Update for City Council Revised Program

Executive Summary

On September 18, 2019, the Cambridge City Council voted to approve the disposition of a leasehold interest in 420 parking spaces within the First Street Garage (55 First Street) to Leggat McCall Properties (LMP) in support of the 40 Thorndike Street Project (also known as the Edward J. Sullivan Courthouse Redevelopment Project – PB-288). As a condition of approval, the Council requested that an additional 24 affordable housing units be added to the project, replacing 24,000 GSF of the proposed Technical Office space. In addition, the Council requested that LMP seek to reduce the number of parking spaces in the leasehold interest by as much as 150 spaces.

VHB concludes that 40 Thorndike Street could be supported by a total of 362 spaces (a reduction of 150 spaces from the originally approved 512 spaces). The supply falls within an expected demand range based on comparable properties in the area (341 to 377 spaces).

The project will support 85 on-site spaces, a reduction from the 92 spaces approved in 2014, which occurred as a result of the redesign of floor plans and building circulation cores to accommodate 24 additional units of housing. The leasehold interest in the City-owned First Street Garage will amount to 277 spaces.

The purpose of this memorandum is to present data that supports the project's parking reduction.

Permitting Background

On November 1, 2013, a Transportation Impact Study (TIS) was submitted to TP&T that described the impacts of the proposed Project. The Project involved the renovation and repurpose of the approximately 510,000 SF Edward J. Sullivan Courthouse into a mixed-use building consisting of approximately 460,000 SF of Technical Office use, 15,000 SF of retail use, and 24 residential housing units. The Project also proposed 92 on-site parking spaces and 420 off-site parking spaces to serve non-residential parking uses (for a total parking supply of 512 spaces). The identified preferred off-site parking location was the City's First Street Municipal Parking Garage; securing those parking spaces would require a lease arrangement with the City via a municipal disposition process.

That same month, on November 21, 2013, the Special Permit Application was filed with the Planning Board to seek approval to allow for the change in use of the building from a courthouse to an office use with 24 residential units and ground floor retail.

Ref: 14221.00
January 10, 2020

Following a series of working group meetings, on July 22, 2014, a modified application was submitted to the Planning Board. This modified Project reduced the Project by two stories (22 stories existing to 20 stories in the modified plan) and reduced the Technical Office component by approximately 40,000 SF to approximately 420,000 SF. The residential program component remained the same at 24 dwelling units. On July 18, 2014, Vanasse and Associates (VAi) submitted a memorandum that described the Project's revised trip generation and parking demand as a result of the decrease in Technical Office use from 460,000 SF to 420,000 SF.

On October 30, 2014, the Planning Board approved the special permit application (case PB # 288). In this decision, the Planning Board notes that in addition to the 92 parking spaces to be provided on-site, "the Permittee shall produce evidence of a long-term lease agreement subject to the requirements of Section 6.23 of the Zoning Ordinance guaranteeing use of up to four hundred (420) parking spaces in an existing off-site parking facility, either at 14 Thorndike Street (otherwise known as the First Street Municipal Parking Garage) or at 100 Cambridgeside Place (otherwise known as the Cambridgeside Galleria mall), to serve the principal nonresidential uses authorized by this Special Permit."

On September 18, 2019, the Cambridge City Council deliberated the leasehold bid for the First Street Parking Garage spaces. The Council voted to approve the lease, subject to Leggat McCall Properties seeking through the Planning Board the following relevant terms and conditions: (1) a reduction of the number of parking spaces by 150 spaces; and (2) an increase of the total number of affordable housing units to 48 (up from 24 units). These changes will result in a reduction of approximately 24,000 GSF in Technical Office and a slight change to the Other Uses component (non-residential and non-technical office uses).

In response to the City Council decision, LMP will seek a new permit that amends the PB #288 special permit, noting that the revised project does not add any gross floor area (GFA) SF or parking spaces.

Updated Project Program

Table 1 details the comparison of the revised program and the previous program. The GFA change from *technical office* to accommodate additional *housing* units results in about 396,000 SF for the *technical office* component.

▪ **Table 1: Project Program Update**

	2013 Original Proposal	2014 Approved Special Permit	2019 Special Permit Application	Difference (2014 vs. 2019)
Program Element	Original TIS/TP&T Memo to Planning Board ²	Revisions after Working Group (removed top 2 floors) (October 2014)	Revised Program per Council Order (September 2019)	
Technical Office for R&D ¹	460,000 SF	420,000 SF	396,000 SF	-24,000 SF
Retail / Active Ground Floor ^{1, 3}	15,000 SF	15,000 SF	17,000 SF ³	+2,000 SF
Housing Units	24 units	24 units	48 units (all affordable)	+24 units
Project Stories	22 stories	20 stories	20 stories	no change
Project GFA	513,000 GSF	476,000 GSF	476,000 GSF	no change
Parking Spaces	92 on-site <u>+420 off-site</u> 512 total spaces	92 on-site <u>+420 off-site</u> 512 total spaces	85 on-site <u>+277 off-site</u> 362 total spaces	-150 spaces (City Council Order)

1: Please note that this approximated square footage excludes common areas and back of house on the ground floor, which total approximately 15,000 SF.

2: TIS prepared by Vanasse & Associates, Inc., submitted to the Planning Board November 2013.

3: Retail/Active Ground Floor in 2019 consists of: (i) other retail uses (2,500 SF); (ii) childcare (4,700 SF); (iii) restaurant (6,600 SF); and (iv) community room (3,200 SF).

Parking Requirement per Zoning

Minimum and maximum zoning parking requirements are calculated by use and outlined in Table 2 below, resulting in required parking of 363 spaces minimum and 662 spaces maximum for the project.

▪ **Table 2: Off-Street Parking Requirement (Business B Zoning District)**

Use	Size	Zoning Requirement ¹	Minimum Required Spaces	Maximum Required Spaces
Residential (Multifamily)	48 units	1 space per dwelling unit	48	48
Technical Office	396,000 SF	Minimum: 1 space per 1,340 sf Maximum: 1 space per 670 sf	296	591
Other Uses:	17,000 SF	<i>see below</i>	19	23
Other Retail Establishment	2,500 SF	Minimum: 1 space per 900 sq. ft. Maximum: 1 per 600 sq. ft.	3	5
Childcare	4 instructional rooms (4,700 SF)	3 spaces per 2 instructional rooms	6	6
Restaurant	60 seats (6,600 SF)	1 space per 10 seats	6	6
Community / Conference Room	3,200 SF	Minimum: 1 space per 900 sq. ft. Maximum: 1 per 600 sq. ft.	4	6
Required Parking Spaces			363	662

¹ City of Cambridge Zoning Ordinance Article 6, Section 6.36 *Schedule of Parking and Loading Requirements*, for uses 6.36.1g; 6.36.3b.1.; 6.36.4f; 6.36.5a.2 & 6.36.5e.

Reduced Parking Requirements for Residential Uses

The Proponent of the 40 Thorndike Street project (Proponent), through its December 2019 Special Permit application, is requesting special permit zoning relief through the form of 0.48 spaces per dwelling unit. Thus, instead of 1.0 parking space per dwelling unit, the 48 units would have an allocation of 23 spaces (a ratio of 0.48 spaces per unit). Of these 23 residential spaces, 18 spaces will be located on-site within the building and 5 spaces will be located at the First Street Garage.

This ratio is reasonable for a site located within walking distance to the Green Line (Lechmere), Red Line (Kendall/MIT), and MBTA bus services (Route 69, 80, 87, 88). This ratio is also supported by the comparable affordable housing developments in the city. For example, representatives of Just-A-Start (the Cambridge-based community development corporation engaged in the building, preservation and maintenance of affordable housing¹) have stated at a recent Planning Board hearing (on the proposed New Street Overlay District) that their housing properties experience a parking demand of less than 0.5 spaces per dwelling unit. (This information was confirmed by VHB in a review of Metropolitan Area Planning Council's data on *Perfect Fit Parking* use inventory for multi-family housing in the area.²)

Reduced Parking Requirements for Other Uses (Non-Residential and Non-Technical Office Uses)

The Proponent, through the same December 2019 Special Permit application, is also requesting special permit zoning relief through the form of exempting parking requirement for all non-residential and non-technical office uses in the project (those under *Other Uses*). Thus, instead of a minimum of 19 parking spaces for *Other Uses*, the project would have zero space for such uses.

This ratio is reasonable for a site located within walking distance to the Green Line (Lechmere), Red Line (Kendall/MIT), and MBTA bus services (Route 69, 80, 87, 88) and primarily serving the users within the neighborhood.

¹ www.justastart.org/housing/real-estate-development-projects

² JAS's properties Hovey Avenue Apartments, Scouting Way Apartments, and Squirrel Brand Apartments (Boardman Street), for example, had observed parking use ratios of 0.18, 0.38, and 0.11 spaces per unit, respectively. Source: perfectfitparking.mapc.org.

Parking Demand Analysis

Parking Demand Based on Parking Ratios from Comparable Properties

To estimate a range of expected parking demand for the 40 Thorndike Street project, VHB compiled a list of observed ratios of parking spaces per use for other comparable properties in the Kendall Square and East Cambridge area (Table 3).

- Table 3: Observed Parking Use Ratios for Comparable Properties (Technical Office)**

Site	Technical Office for R&D (spaces per KSF)
Binney Street PUD Properties ¹	0.83
Kendall/Cambridge Center Mixed Use District Properties ²	0.89

Source: 1. Properties are: 50/60 Binney Street, 75/125 Binney Street, 225 Binney Street. Data calculated from the PTDM (F-51) monitoring report (2018).
2. Various commercial properties in the Cambridge Center Mixed Use District that use the Green, Yellow, and Blue garages. Source: Peak hour demand analysis conducted by VHB (2018) using parking data provided by Boston Properties; reflects daytime peak parking use; please refer to Special Permit #215 Transportation Analysis Update memo:
www.cambridgema.gov/~media/Files/CDD/ZoningDevel/SpecialPermits/sp315/sp315_TransportationAnalysis_VHB_20180914.pdf

Furthermore, the comparable properties at MIT/Kendall Square and Cambridge Crossing that have technical office uses each have permitted parking ratios of 0.80 spaces per ksf of technical office.³

For technical office/R&D component, applying a parking demand range from 0.80 to 0.89 spaces per KSF results in a parking demand that ranges from 317 to 353 spaces. For the residential component, applying parking demand ratio of 0.50 spaces per dwelling unit results in a parking demand of 24 spaces for the 40 Thorndike Street Project. The resulting combined parking demand for the 40 Thorndike Street Project using this method ranges from 341 to 377 spaces (Table 4). A blended rate, using a ratio of 0.5 spaces per residential dwelling unit and 0.85 spaces per ksf of technical office, yields a demand of 361 spaces.

- Table 4: Parking Demand based on Ratios for Comparable Sites**

Applied Rate for Revised 40 Thorndike	Technical Office spaces	Residential spaces	Total spaces
High (0.89 / 0.50)	353	24	377
Blended (0.85 / 0.50)	337	24	361
Low (0.80 / 0.50)	317	24	341

³ Sources: MIT rezoning parking ratio from City of Cambridge (July 2017) and Cambridge Crossing parking ratio from City of Cambridge TP&T memo (June 2014) and SP#179, Major Amendment 4 (Jan. 2015).

Discussion

By reducing the number of leased spaces in the First Street Garage to 277 spaces, while providing 85 spaces on-site (for a total of 362 spaces), the 40 Thorndike Street development is reasonably able to accommodate its expected demand of approximately 341 to 377 spaces (based on the parking ratios observed or permitted at comparable area properties).

Table 5 provides a comparison to the requested revision to the parking supply.

▪ **Table 5: Comparison of Parking Space Requirements and Demand Scenarios**

	Special Permit PB#288 (2014)	Minimum Per Zoning Ordinance	City Council Revision Request	Demand Using Comparable Project Ratios	Special Permit Request
Parking Spaces	512	363	362	341–377	362

Notes: The First Street Garage spaces are expected to be leased from the City. Comparable parking ratios reflect approved or observed ratios for nearby properties.

Review of On-Street and Off-Street Parking Availability

Earlier this year, the City of Cambridge was presented with the results from the *First Street Area Parking Planning Study* (Kleinfelder and McMahon Associates, June 14, 2019), in which an evaluation of the current parking supply in the vicinity of the First Street Garage was assessed. Observations of both on-street and off-street parking use were collected to document the existing demand patterns. The study concluded that there is ample parking within the study area to accommodate the anticipated new daily parkers, noting that parking supply within the study area is significantly higher than parking demand.

To understand possible impacts of the 40 Thorndike Street development on the surrounding parking capacity, VHB reviewed the study and investigated some of its underlying data. VHB explored two areas of possible impact by the development: commercial parking availability and residential parking availability. The observations collected for the study demonstrated that overall, off-street parking in the study area appears to be largely underutilized on a representative weekday: the highest use of the area’s commercial parking was recorded at about 35 percent (of a supply of 2,200 spaces). Even with a possible future scenario in which the off-street commercial parking supply totals 1,405 spaces, parking availability is ample and can accommodate projected demands. Regarding on-street residential parking, VHB reviewed the parking occupancy data collected in April 2019 for the nearby street blocks referred to as sub areas A and B, which constituted the streets within one to two blocks surrounding 40 Thorndike. These observations found that for spaces allocated to residential permit only (about 467 spaces), up to 81 percent of spaces were occupied at peak use—an availability of about 87 spaces.

Bicycle Parking

In addition to a change in the supply for vehicle parking, the project will increase the bicycle parking supply from the approved levels in the 2014 special permit. The supply numbers have changed based on the new land use allocation. Table 6 shows these changes.

Table 6: Bicycle Parking Supply

	2014 Approved Special Permit	2019 Special Permit Application
Long-term Bicycle Parking	166	180
Short-term Bicycle Parking	50	48

Notes: Included in the long-term bicycle parking are 9 spaces that would accommodate tandem bicycles or trailers and 3 short-term spaces would accommodate tandem bicycles or trailers.

Conclusions

VHB was tasked with assessing and documenting the change in expected parking demand for the 40 Thorndike Street development, in response to a City Council vote to amend the project that would result in a change in the number of dwelling units and in the non-residential development program. The Cambridge City Council vote requested (1) an increase in 24 affordable housing units (resulting in a decrease in the overall gross floor area for technical office use), and (2) a decrease in the number of total parking spaces for the project (a 150-space reduction, resulting in a change from 512 to 362 spaces). The proposed new supply of 362 spaces falls within an expected parking demand range based on observed or approved parking use ratios for comparable properties.

Additionally, the overall change in program, which includes a decrease in the amount of square footage devoted to office uses and an increase in residential units, will reduce overall traffic impacts on the neighboring streets during morning and evening peak periods.

3.0 Early Community Engagement Summary

In accordance with Section 5 of the Rules of the Cambridge Planning Board, Leggat McCall Properties hosted an Early Community Engagement (ECE) meeting to share details of their upcoming special permit application. A meeting was hosted at the Kennedy Longfellow School on Wednesday, December 4, 2019, at 6:00 pm. Invitations were mailed two weeks prior to the event. A copy of the invitation is attached hereto.

After consultation with the Community Development Department, invitations were sent to all abutters located within 200 feet of 40 Thorndike. Attached is a complete list of invitees.

The meeting began at 6:10 pm. Appearing on behalf of the applicant was Robert Dickey, Executive Vice President at Leggat McCall, Duong Huynh, Project Manager at Leggat McCall, Attorneys Anthony Galluccio and James Rafferty representing the applicant and architect Maria Schroeder from Elkus Manfredi.

Attorney Rafferty opened the meeting by introducing the Project Team and explaining the procedural history of the project. It was explained that there is an existing Special Permit (PB Case No. 288) that authorizes the conversion of the Courthouse to a mixed-use building of office, residential and retail. The City Council approved a request from the applicant to lease parking spaces in the First Street Garage on September 18, 2019. A condition of that approval required the applicant to seek approval from the Planning Board for a reduction in the required amount of parking and to create an additional 24 units of affordable housing in the building by converting previously approved office space to residential use.

Robert Dickey then presented the floor plans and elevations for the new housing. Mr. Dickey also discussed the parking reduction and other conditions of the parking lease at the First Street Garage. Architect Maria Schroeder of Elkus Manfredi also reviewed the plans with the audience.

A question and answer session followed. Questions were asked concerning the proposed residential parking ratio of .5 spaces per dwelling unit and how the ground floor of the building would function.

A significant amount of discussion occurred regarding the state's plan to remove the stagnant water from the building that has been present since the sprinkler system malfunctioned more than a year ago.

Approximately 30 people attended the meeting.

The meeting concluded at 7:00 pm.

EARLY COMMUNITY ENGAGEMENT MEETING

**Wednesday, December 4th
6:00PM**

**Kennedy-Longfellow School
158 Spring Street
Cambridge MA 02141**

You are invited to attend an Open House at the Kennedy Longfellow School Cafeteria, hosted by Leggat McCall Properties, to learn about their application for a Special Permit for **40 Thorndike Street** to add an additional 24 affordable dwelling units in the project for a total of 48 affordable dwelling units and to reduce the required amount of parking spaces.

For additional information, please contact Duong Huynh at (617) 422-7053.

3.1 Attachments: ECE Invitation and List of Invitees

ABIR INVESTMENT LLC,
77 HURLEY ST
CAMBRIDGE, MA 02141

AKAY, AYLIN
35 STAUNTON RD.
BELMONT, MA 02478-4629

ANDALIS, ALEXIS A.
95 SECOND STREET, UNIT #5
CAMBRIDGE, MA 02141

ANNAcone, ANGELO L. & MARION J.
ANNAcone TRS. OF ANNAcone REALTY
TRUST
2 HENRY ST
MEDFORD, MA 02155

APPLEBY, DAVID
68 SPRING ST
CAMBRIDGE, MA 02141

ARE-MA REGION NO.55 EXCHANGE
HOLDING LLC
PO BOX 847
CARLSBAD, CA 92018

BARR, JEFFREY D. & JODY L. BARR, TRS.
OF A. S. B. REALTY TRUST
324 MAIN ST
ASHLAND, MA 01721

BOTTITTA, MATTHEW
71 SPRING ST
CAMBRIDGE, MA 02141

CAMBRIDGE CITY OF COMM. DEV.
57 INMAN ST
CAMBRIDGE, MA 02139

CAMBRIDGE CT ASSOCIATES LLC. & CITY
OF CAMBRIDGE TAX TITLE
C/O DOU, MINGZHI & QI TU
57 HURLEY ST UNIT #3
CAMBRIDGE, MA 02141

CHASE, PAUL W. & DANIEL V. HERLIHY
40 SECOND ST.
CAMBRIDGE, MA 02141

CHEUL YEUN KIM & MI SOON KIM
44 SECOND ST.
CAMBRIDGE, MA 02141

CLINTON, LAWRENCE F. & NANCY M.
DILANDO TRS. OF THE DI
LANDO/CLINTON FAMILY TRT
757 CAMBRIDGE ST
CAMBRIDGE, MA 02141

CODY, JONATHAN B., TR CODY FAMILY
TRUST
66 SPRING ST
CAMBRIDGE, MA 02139

CONNELL, KEVIN M. AND NANCY L.
CONNELL
70 THORNDIKE STREET
CAMBRIDGE, MA 02141-1746

DASILVA, JEFFREY S.
44 1/2 SPRING ST
CAMBRIDGE, MA 02141

DAVENPORT OWNER (DE) LLC, C/O
OXFORD PROPERTIES GROUP
125 SUMMER ST. 12TH FL
BOSTON, MA 02110

DEBENEDITTO, LENA
36 SECOND ST
CAMBRIDGE, MA 02141-1735

DEVINE, ANDREA G. & ELIZABETH C.
BOUVIER
69 SPRING ST
CAMBRIDGE, MA 02141

DORAN, BRYAN & MARY ELLEN DORAN
46 SPRING ST., #1
CAMBRIDGE, MA 02141

DOYLE, ROBERT L.
83 THIRD ST. UNIT#1
CAMBRIDGE, MA 02141

DUGGINS, PAULA F.
46 SPRING ST., UNIT #2
CAMBRIDGE, MA 02141

DUPONT, LUCILLE T. A LIFE ESTATE
56 SPRING ST
CAMBRIDGE, MA 02141-1729

EAST CAMBRIDGE HOLDING, LLC,
75 MARSH ST.
BELMONT, MA 02478-2132

ESSEX STREET MANAGEMENT, INC. C/O
CAMBRIDGE HOUSING AUTHORITY
675 MASSACHUSETTS AVE
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O
CAMBRIDGE HOUSING AUTHORITY
675 MASSACHUSETTS AVE.
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O
CAMBRIDGE HOUSING AUTHORITY
362 GREEN ST., 3RD FLOOR
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O
CAMBRIDGE HOUSING AUTHORITY
362 GREEN ST., 3RD FLOOR
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O
CAMBRIDGE HOUSING AUTHORITY
675 MASSACHUSETTS AVE
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O
CAMBRIDGE HOUSING AUTHORITY
362 GREEN ST., 3RD FLOOR
CAMBRIDGE, MA 02139

3.1 Attachments: ECE Invitation and List of Invitees

ESSEX STREET MANAGEMENT, INC. C/O
CAMBRIDGE HOUSING AUTHORITY
362 GREEN ST., 3RD FLOOR
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O
CAMBRIDGE HOUSING AUTHORITY
675 MASSACHUSETTS AVE.
CAMBRIDGE, MA 02139

FAMIGLIETTI, MELISSA L.
156 THIRD STREET
CAMBRIDGE, MA 02141

FEAU, CLEMENTINE O.
95 THIRD ST, UNIT #3
CAMBRIDGE, MA 02141

FEMINO, CHARLES & K. CYNDIE
KARGATZIS-FEMINO,
279 PORTER ST
MELROSE, MA 02176

FERACO, THOMAS J.
101 THIRD ST., UNIT #1
CAMBRIDGE, MA 02141

FIELD, FRANK R. & KAREN A FIELD
91 THIRD ST
CAMBRIDGE, MA 02141

FORTUNE, PATRICK & THEODORA COHEN
101 THIRD ST., #4
CAMBRIDGE, MA 02139

GKA REALTY, LLC
P.O. BOX 341
WINCHESTER, MA 01890

GOLDING, GREGORY MARBLEHEAD
BOATYARD ASSOCIATES
2359 N. LAFAYETTE ST., #1
DENVER, CO 80205

GOTO, ROBERTA Y.
13 EDWARD J. LOPEZ AVE
CAMBRIDGE, MA 02141

HAWLEY, MICHAEL J.
101 THIRD ST
CAMBRIDGE, MA 02141

HAYES, ANDREW T.
114 APPLETON ST
BOSTON, MA 02116

HUANG, ELLEN
30 SPRING ST., #1
CAMBRIDGE, MA 02141

ITUEN, EDET & VICTORIA ITUEN A LIFE
ESTATE
205 HURLEY ST
CAMBRIDGE, MA 02141

JAIMAN, SHIRLEY
134 THIRD ST. UNIT#2
CAMBRIDGE, MA 02141

JAMPOL, RUSSELL PAUL
38 SPRING ST., #5
CAMBRIDGE, MA 02141

KC, SANTOSH & ROJU KC
52 SPRING ST
CAMBRIDGE, MA 02141-1729

KENNEDY, KATHLEEN D. & COSMAS C.
GIALLOURAKIS
42 SECOND ST
CAMBRIDGE, MA 02141

KIRYLO, JOSEPH & SUSAN KIRYLO
59 THORNDIKE ST
CAMBRIDGE, MA 02141

LEPAGE, MARILYN NOVELLO
62-64 OTIS ST., UNIT #1
CAMBRIDGE, MA 02141-1719

LI, ERIC
158 THIRD ST UNIT #2
CAMBRIDGE, MA 02141

LIN, ALICE
32 SPRING ST. UNIT #2
CAMBRIDGE, MA 02141

LIN, JUNG-ERH
36 SPRING ST., #4
CAMBRIDGE, MA 02141

LIU, RUNZE
97 SECOND ST., #6
CAMBRIDGE, MA 02141

LIU, YUHANG & YU WANG
156-160 THIRD ST #1/160
CAMBRIDGE, MA 02141

LOM, ABRAHAM S.
14 EDWARD J. LOPEZ AVE
CAMBRIDGE, MA 02141

MCANDREW, ELISA E.
83 THIRD ST. UNIT#2
CAMBRIDGE, MA 02141

MENEZES, JOEL G.
67 SPRING ST
CAMBRIDGE, MA 02141

MIDDLESEX COUNTY OF
200 CAMBRIDGE
CAMBRIDGE, MA 02141

3.1 Attachments: ECE Invitation and List of Invitees

MIDDLESEX COUNTY OF
200 CAMBRIDGE
CAMBRIDGE, MA 02141

MIDDLESEX, COUNTY OF BULFINCH
SQUARE
C/O IRB REAL ESTATE
TWO BRATTLE SQ
CAMBRIDGE, MA 02138

MILLER, BENJAMIN W. & CATHERINE R.
TAYLOR
83 THIRD ST., #3
CAMBRIDGE, MA 02141

ONEAL, LAUREN & KATHLEEN M.
DESMOND
146 THIRD ST
CAMBRIDGE, MA 02141

OTASH, JAMES A., TRUSTEE TOBEY
NOMINEE TRUST
58 TOBEY RD.
BELMONT, MA 02478

PETRILLO, MICHAEL W.
64 OTIS STREET
CAMBRIDGE, MA 02141

PONTES, MANUEL L. & MARIA I. PONTES
3 EDW. J. LOPEZ AVE.
CAMBRIDGE, MA 02141

RANELLI, KATHLEEN A LIFE ESTATE
58 1/2 SPRING ST
CAMBRIDGE, MA 02141

REN, BOBBY BEI
54 SPRING ST
CAMBRIDGE, MA 02141

RICHARD, PAUL M. & SAMANTHA C.
RICHARD
95 THIRD ST., #1
CAMBRIDGE, MA 02141

RILEY, LYNNE F.
69 THORNDIKE ST
CAMBRIDGE, MA 02141

RODRIQUES, MARIO D.
142 GORE ST
CAMBRIDGE, MA 02141

SAILER, PAUL CORNELIUS & MARYBETH
SAILER
97 SECOND ST 4
CAMBRIDGE, MA 02141

SALEMME, DANIEL L. TRUSTEE THE 89
THIRD STREET REALTY TRUST
2 DUSTON ROAD
WINDHAM, NH 03087-1276

SHAPLYKO, NICHOLAS TRUSTEE OF THE
62 SPRING REALTY TRUST
115 COLLEGE AVE.
SOMERVILLE, MA 02144

SHARMA, SAMEER
134 THIRD ST., #3
CAMBRIDGE, MA 02141

SLEEPER, JAMES H., COLLEEN A. SLEEPER
CITY OF CAMBRIDGE TAX TITLE
122 SYLVIA ST
ARLINGTON, MA 02476

SOKOLOVA, OLGA V.
34 SPRING ST., # 3
CAMBRIDGE, MA 02141

SUMMONS, ROGER EVERETT &
ELIZABETH KRISTINE SUMMONS
101 THIRD ST., UNIT #2
CAMBRIDGE, MA 02141

TANG, GUANGWEN, TRUSTEE THE
GUANGWEN TANG FAMILY TRUST
145 THIRD STREET
CAMBRIDGE, MA 02141

TANTONGSIRISAK, HARIN
95 SECOND STREET, UNIT #1
CAMBRIDGE, MA 02141

TAURO, WALTER J. JR & DANIEL P.
TAURO GINA D. TAURO & BIANCA R.
TAURO, TRS
105 WEBSTER ST.
ARLINGTON, MA 02474

TAYLOR, RICHARD A. & ANNE M.
TAYLOR
66 THORNDIKE ST
CAMBRIDGE, MA 02141

TEROREK, JAMES & XU ZHANG
45 OXFORD CT
PETALUMA, CA 94952

TUYO, MICHAEL M. & OLUKEMI A. TUYO
16 LOPEZ AVE.
CAMBRIDGE, MA 02141

UEP SECOND LLC,
ATTN: TORRINGTON PROPERTIES INC
11 ELKINS ST. SUITE 420
BOSTON, MA 02127

VAN DER LANS, JEROEN ANTOINE &
DAVID ROBERT ELLIS
93 THIRD ST
CAMBRIDGE, MA 02141

VELOSO, ARTUR BOTELHO
97 SECOND ST., #2
CAMBRIDGE, MA 02141

WILDASH, JAMES & SONIA KOWAL
59 MARKET ST
CAMBRIDGE, MA 02139

WOODS, DANIEL F. & JOANNE M. WOODS
TRS, THE AUGUST-WOODS NOM TRUST
193 HURLEY ST
CAMBRIDGE, MA 02141

3.1 Attachments: ECE Invitation and List of Invitees

WOODS, DANIEL F. & JOANNE M. WOODS
TRUSTEES, THE DFW NOM TRUST
193 HURLEY ST
CAMBRIDGE, MA 02141

WU, ZHONG-XIANG & LIHUA ZHANG
60 SPRING ST
CAMBRIDGE, MA 02141-1729

YALA, NADIA , TRUSTEE
38 LAKESHIDE DR
S. BARRINGTON, IL 60010

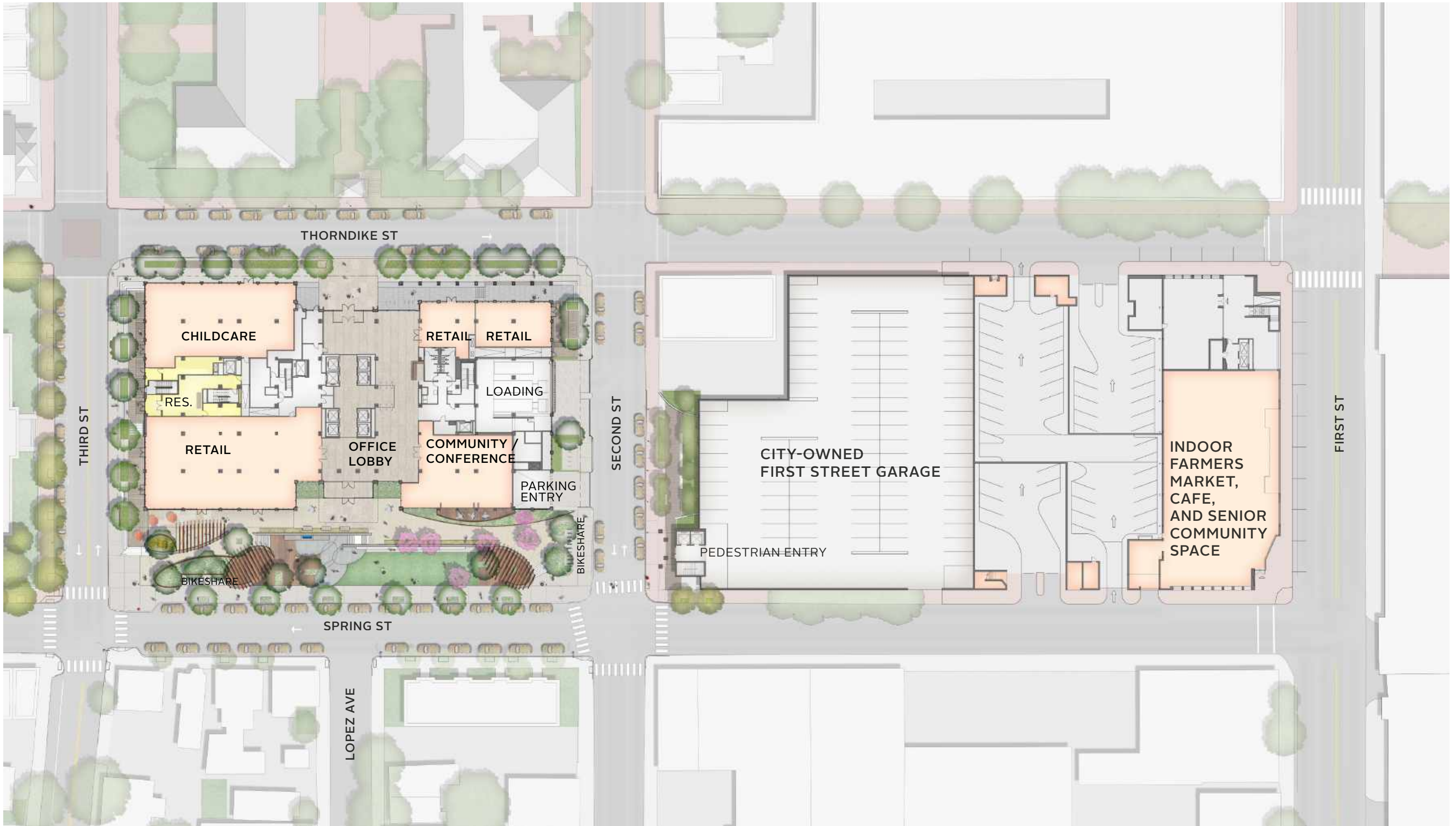
ZHAO, JIAJIA
35 W 33RD ST., #21D
NEW YORK, NY 10001

40 SULLIVAN COURTHOUSE RENOVATION
THORNDIKE

- » Design changes reflect project adjustments requested by the Cambridge City Council vote of 9/18/2019
- » Increase of total number of affordable residential units from 24 to 48, thereby converting at least 24,000 sf of office space into residential
- » Modification of facade treatment at podium, in response to increased residential program
- » Reduction of required parking by 150 spaces, as reflected in Special Permit project narrative and accompanying VHB traffic and parking memo



PLANNING BOARD SUBMITTAL: PROPOSAL UPDATE



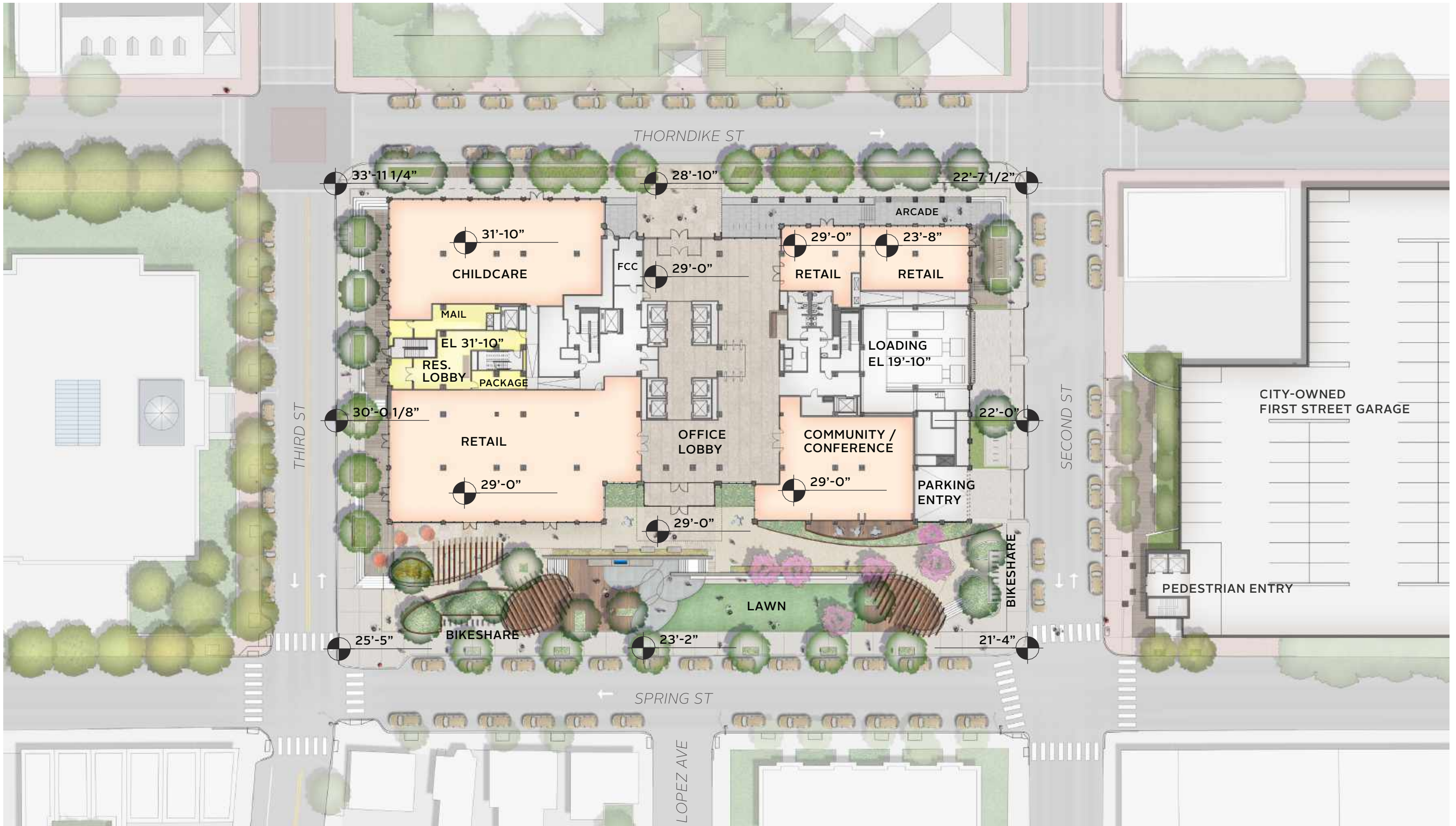
CONTEXT PLAN



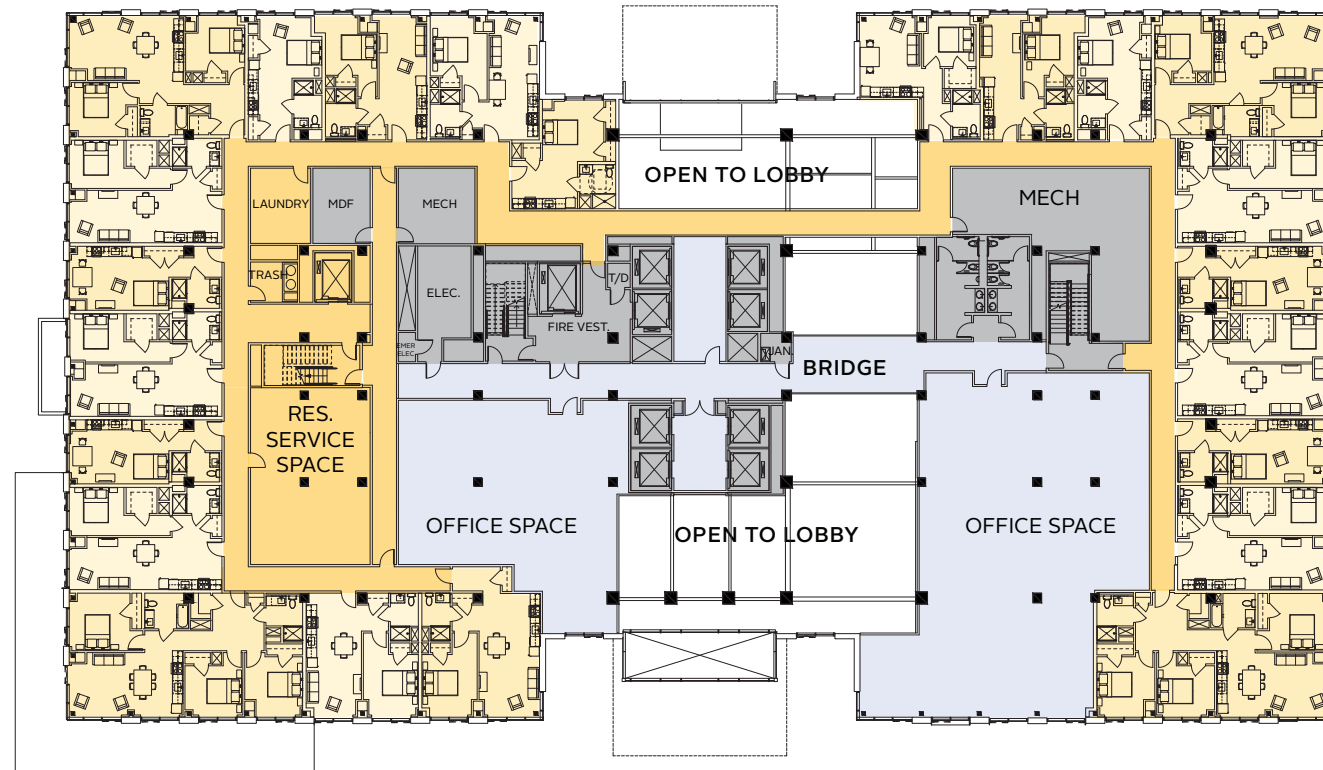


LANDSCAPE AND GROUND FLOOR PLAN





LANDSCAPE AND GROUND FLOOR PLAN



SYMBOL KEY

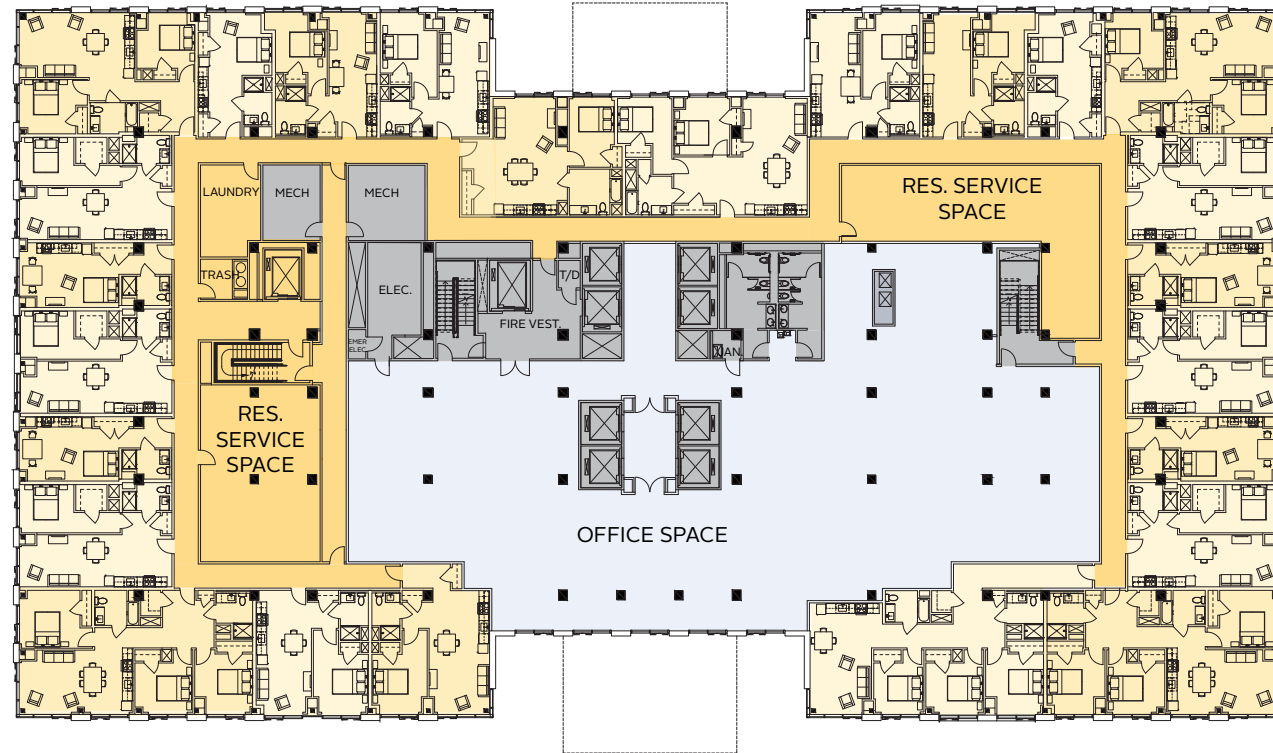
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- RETAIL TENANT
- OFFICE TENANT
- RESIDENTIAL COMMON AREAS
- RESIDENTIAL APARTMENT
- PARKING / LOADING
- MECHANICAL / B.O.H.

40 THORNDIKE UNIT MIX

	FLOOR 2	FLOOR 3	TOTAL
3 BEDROOM	2	3	5
2 BEDROOM	2	3	5
1 BEDROOM	12	13	25
STUDIO	7	6	13
TOTAL	23	25	48

SECOND FLOOR USES





SYMBOL KEY

- RETAIL COMMON AREAS
- RETAIL TENANT
- OFFICE TENANT
- RESIDENTIAL COMMON AREAS
- RESIDENTIAL APARTMENT
- PARKING / LOADING
- MECHANICAL / B.O.H.

40 THORNDIKE UNIT MIX

	FLOOR 2	FLOOR 3	TOTAL
3 BEDROOM	2	3	5
2 BEDROOM	2	3	5
1 BEDROOM	12	13	25
STUDIO	7	6	13
TOTAL	23	25	48

THIRD FLOOR USES



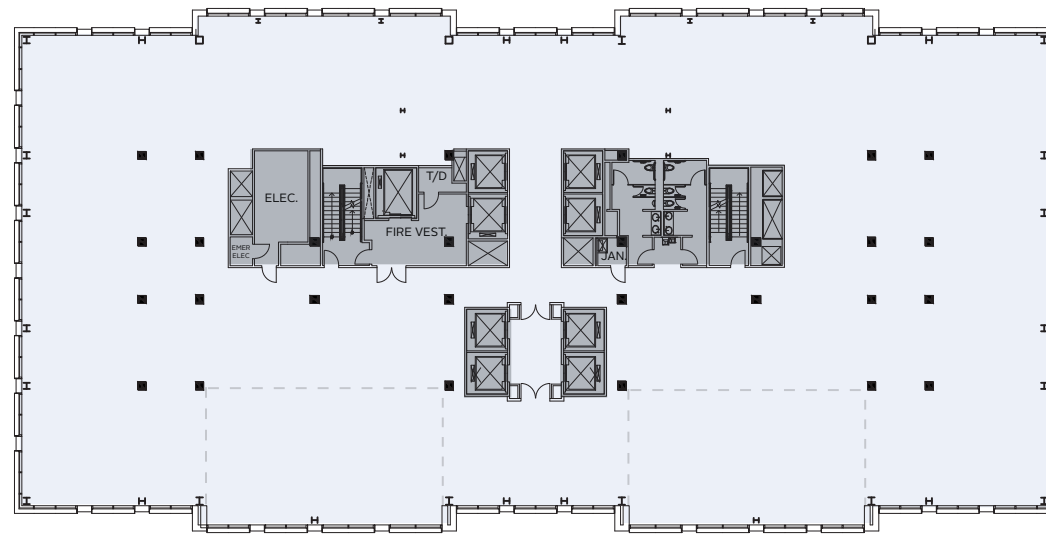


SYMBOL KEY

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- RETAIL TENANT
- OFFICE TENANT
- RESIDENTIAL COMMON AREAS
- RESIDENTIAL APARTMENT
- PARKING / LOADING
- MECHANICAL / B.O.H.

4TH FLOOR USES





SYMBOL KEY

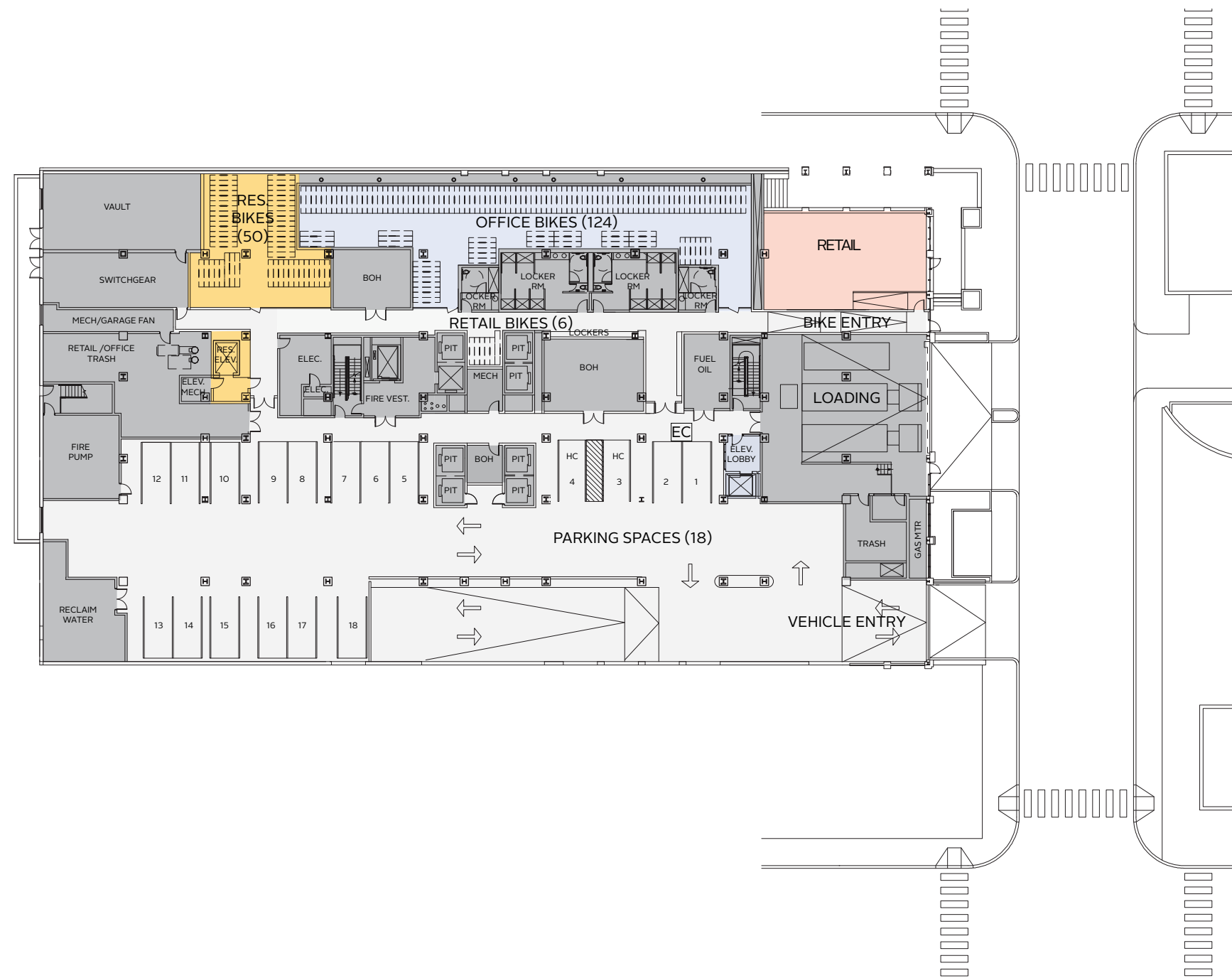
- RETAIL COMMON AREAS
- RETAIL TENANT
- OFFICE TENANT
- RESIDENTIAL COMMON AREAS
- RESIDENTIAL APARTMENT
- PARKING / LOADING
- MECHANICAL / B.O.H.

TYPICAL FLOOR USES (FLOOR 10 SHOWN)



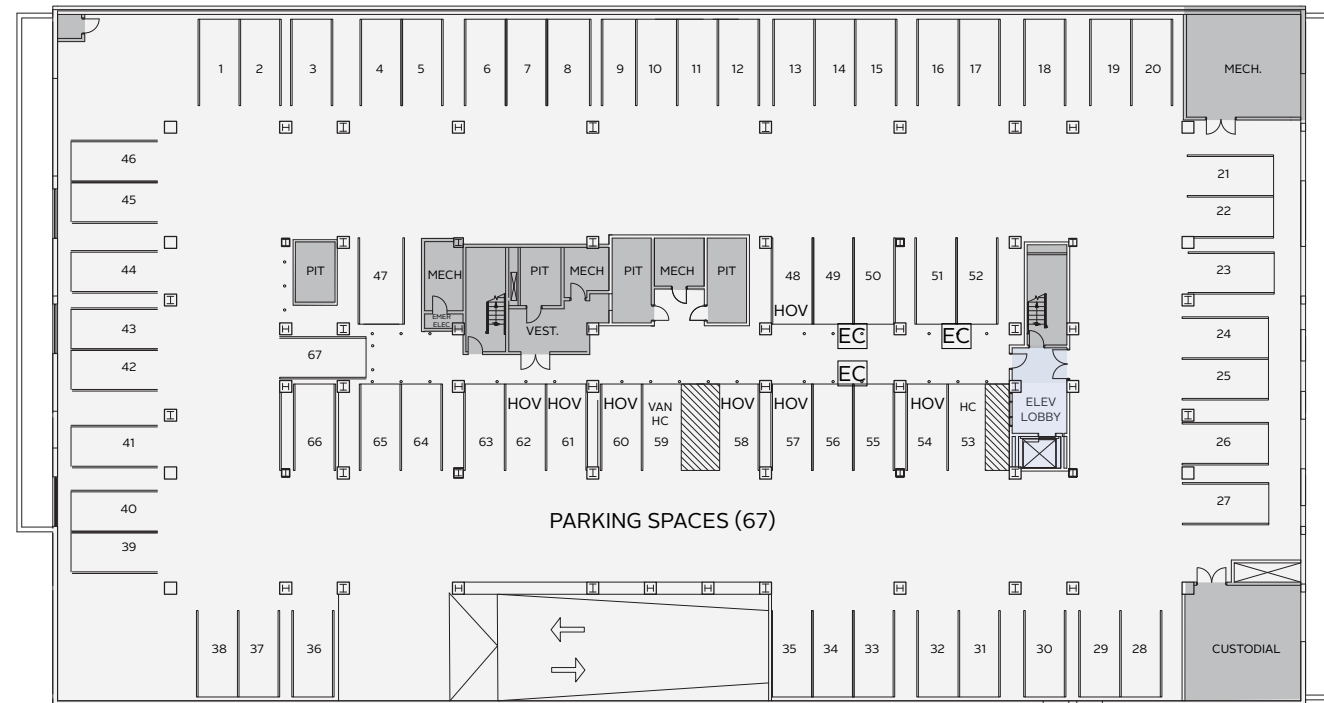
SYMBOL KEY

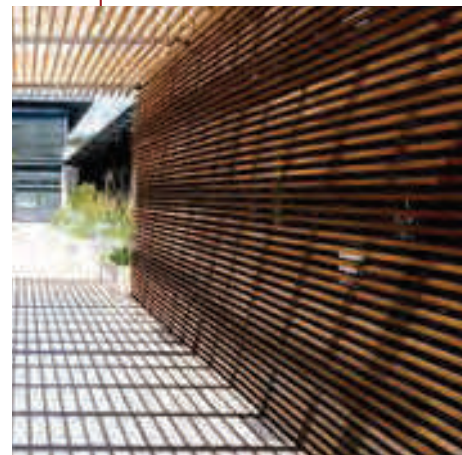
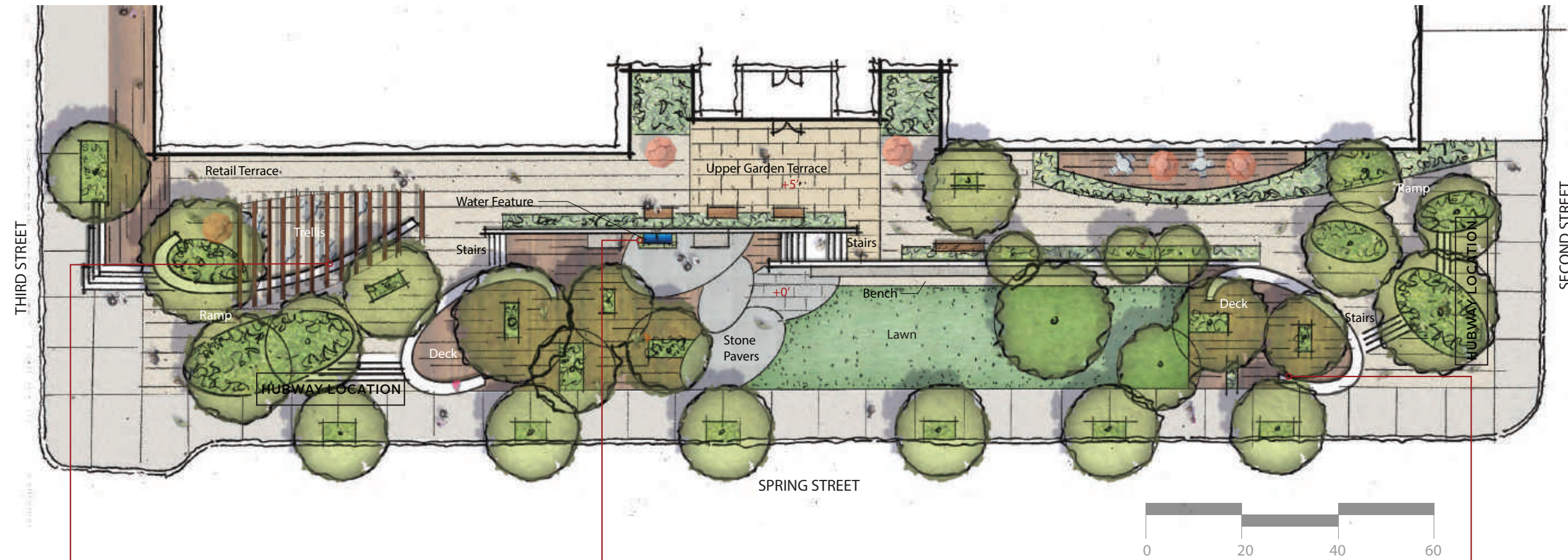
- RETAIL COMMON AREAS
- RETAIL TENANT
- OFFICE TENANT
- RESIDENTIAL COMMON AREAS
- RESIDENTIAL APARTMENT
- PARKING / LOADING
- MECHANICAL / B.O.H.
- HC HANDICAP SPACE
- HOV CARPOOL PRIORITY
- EC ELECTRIC VEHICLE CHARGE STATION



SYMBOL KEY

- RETAIL COMMON AREAS
- RETAIL TENANT
- OFFICE TENANT
- RESIDENTIAL COMMON AREAS
- RESIDENTIAL APARTMENT
- PARKING / LOADING
- MECHANICAL / B.O.H.
- HC HANDICAP SPACE
- HOV CARPOOL PRIORITY
- EC ELECTRIC VEHICLE CHARGE STATION



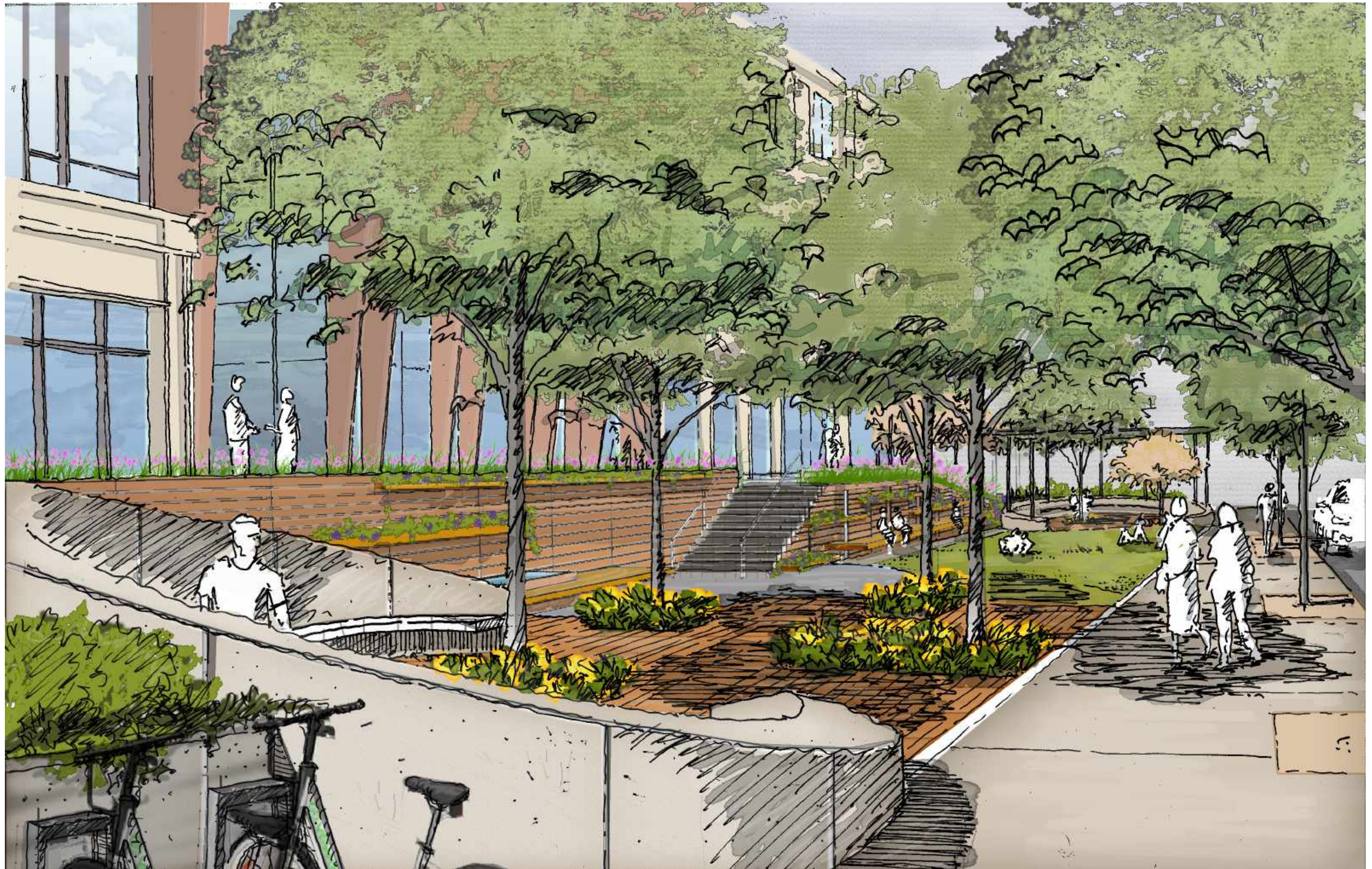


SPRING STREET TERRACE DESIGN - URBAN GARDEN CONCEPT (NO CHANGE SINCE 2014)





URBAN GARDEN CONCEPT SECTION (NO CHANGE SINCE 2014)



SPRING STREET TERRACE VIEW LOOKING EAST (NO CHANGE SINCE 2014)

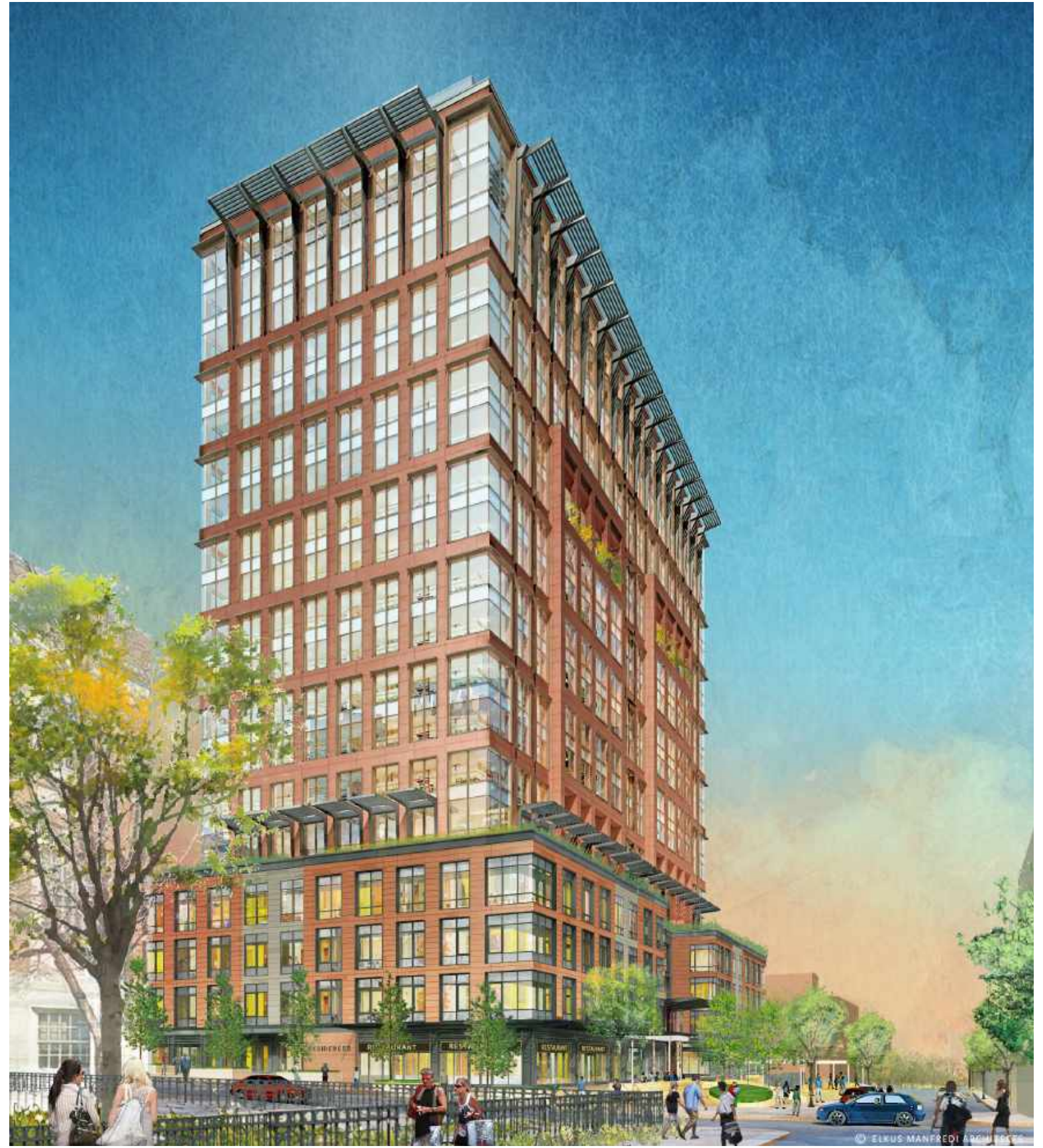


EXISTING BUILDING

EXISTING VIEW FROM THIRD STREET & SPRING STREET



JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN



DECEMBER 2019 PROPOSED PLAN

FORMER APPROVED PLAN & CURRENT PROPOSAL – FULL BUILDING VIEW FROM THIRD STREET & SPRING STREET



JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN



DECEMBER 2019 PROPOSED PLAN

FORMER APPROVED PLAN & CURRENT PROPOSAL – PEDESTRIAN VIEW FROM THIRD STREET & SPRING STREET





JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN

DECEMBER 2019 PROPOSED PLAN

FORMER APPROVED PLAN & CURRENT PROPOSAL – SOUTH ELEVATION



FACADE MATERIALS KEY

- 1A GLASS - VISION GLASS
(OPERABLE WINDOWS TYPICAL AT RESIDENTIAL)
- 1B GLASS - SHADOW BOX
- 1C GLASS - TRANSLUCENT
- 1D GLASS - CANOPY

- 2A METAL - WINDOW FRAMES/ SOLID PANELS
- 2B METAL - CANOPY
- 2C METAL - LOUVERS
- 2D METAL - CABLE GUARDRAIL

- 3 TERRACOTTA

- 4 WOOD - UNDERSIDE OF CANOPY

- 5 GRANITE - TYPICAL AT BASE



DECEMBER 2019 PROPOSED PLAN - THIRD STREET PODIUM ELEVATION - WEST



FACADE MATERIALS KEY

- 1A GLASS - VISION GLASS
(OPERABLE WINDOWS TYPICAL AT RESIDENTIAL)
- 1B GLASS - SHADOW BOX
- 1C GLASS - TRANSLUCENT
- 1D GLASS - CANOPY

- 2A METAL - WINDOW FRAMES/ SOLID PANELS
- 2B METAL - CANOPY
- 2C METAL - LOUVERS
- 2D METAL - CABLE GUARDRAIL

- 3 TERRACOTTA

- 4 WOOD - UNDERSIDE OF CANOPY

- 5 GRANITE - TYPICAL AT BASE



DECEMBER 2019 PROPOSED PLAN - SPRING STREET PODIUM ELEVATION - SOUTH



FACADE MATERIALS KEY

- 1A GLASS - VISION GLASS
(OPERABLE WINDOWS TYPICAL AT RESIDENTIAL)
- 1B GLASS - SHADOW BOX
- 1C GLASS - TRANSLUCENT
- 1D GLASS - CANOPY

- 2A METAL - WINDOW FRAMES/ SOLID PANELS
- 2B METAL - CANOPY
- 2C METAL - LOUVERS
- 2D METAL - CABLE GUARDRAIL

- 3 TERRACOTTA

- 4 WOOD - UNDERSIDE OF CANOPY

- 5 GRANITE - TYPICAL AT BASE



DECEMBER 2019 PROPOSED PLAN - SECOND STREET PODIUM ELEVATION - EAST



FACADE MATERIALS KEY

- 1A GLASS - VISION GLASS
(OPERABLE WINDOWS TYPICAL AT RESIDENTIAL)
- 1B GLASS - SHADOW BOX
- 1C GLASS - TRANSLUCENT
- 1D GLASS - CANOPY

- 2A METAL - WINDOW FRAMES/ SOLID PANELS
- 2B METAL - CANOPY
- 2C METAL - LOUVERS
- 2D METAL - CABLE GUARDRAIL

- 3 TERRACOTTA

- 4 WOOD - UNDERSIDE OF CANOPY

- 5 GRANITE - TYPICAL AT BASE



DECEMBER 2019 PROPOSED PLAN - THORNDIKE STREET PODIUM ELEVATION - NORTH



The image features a dark blue architectural rendering of a modern building with large glass windows and a prominent corner. In the foreground, a group of people, including children and a dog, are walking on a sidewalk. The scene is dimly lit, suggesting dusk or dawn. The text is overlaid on the right side of the image.

**APPENDIX
HIGHLIGHTS OF PLAN
CHANGES SINCE 2014**



JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN



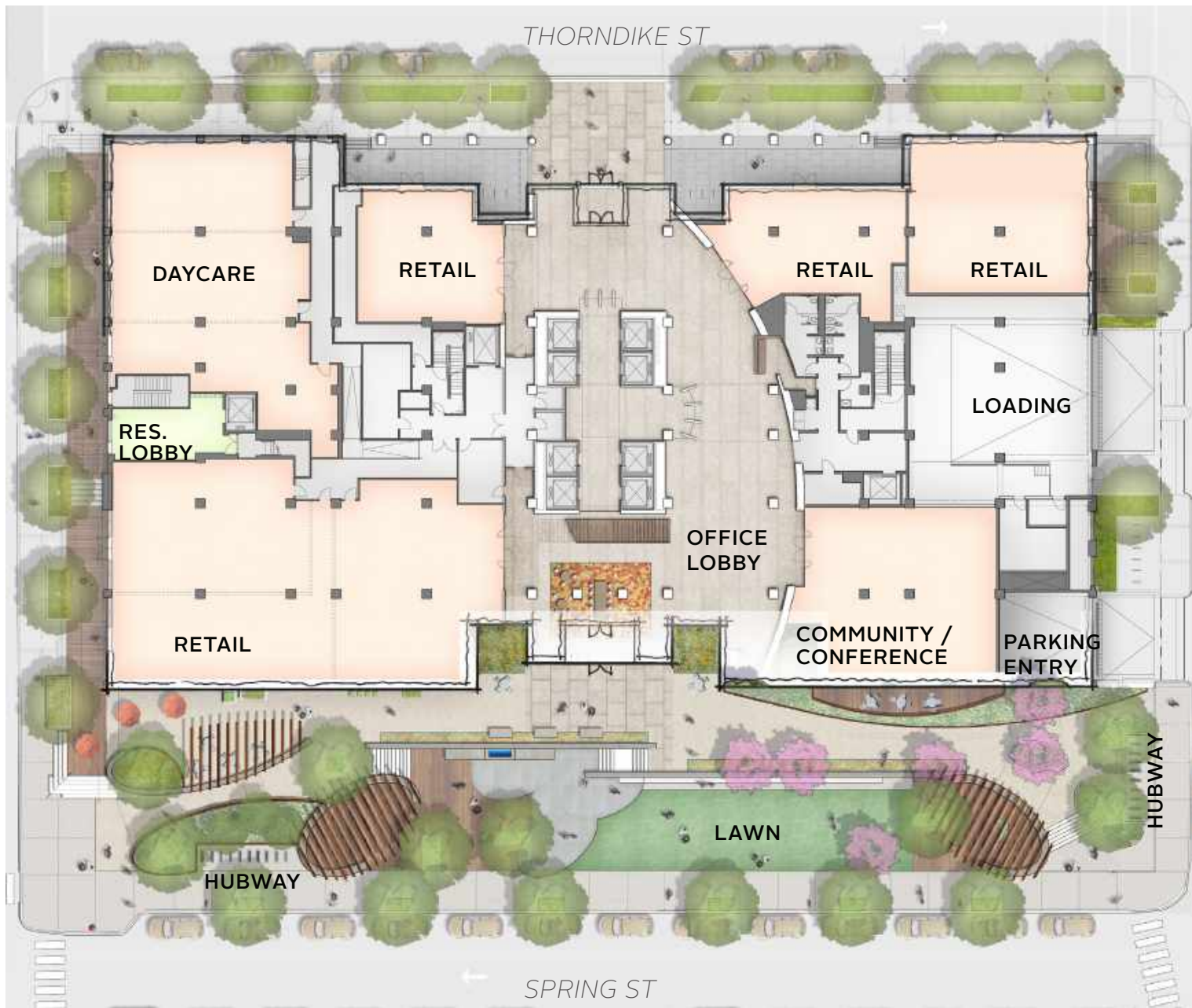
DECEMBER 2019 PROPOSED PLAN

CHANGES INCLUDE:

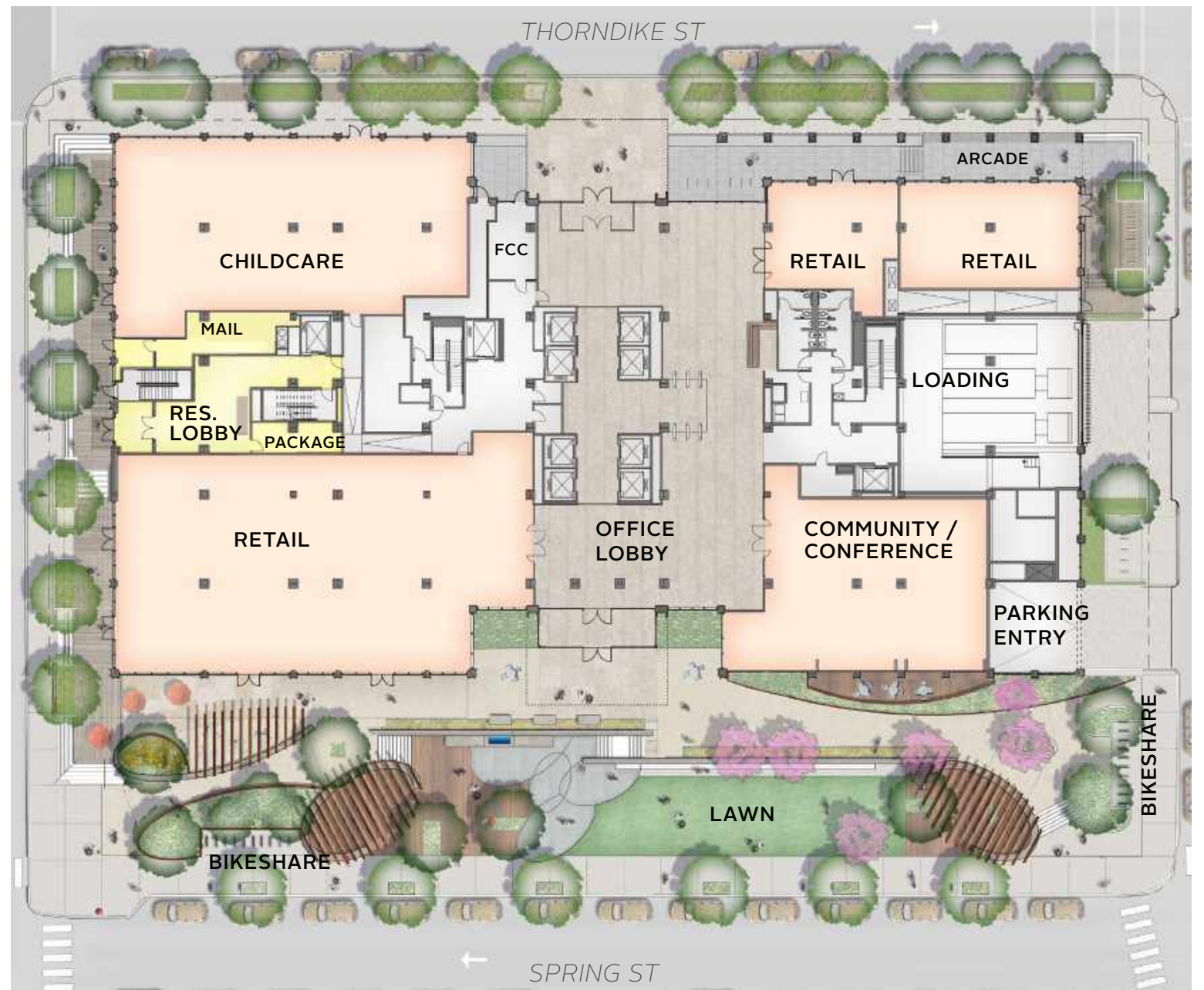
- City chose to retain the signage office located at the corner of Thorndike and First Streets. First Street garage retail space is reduced to 9,000 SF, per the City's garage lease RFP.

FORMER APPROVED PLAN & CURRENT PROPOSAL – CONTEXT PLAN





JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN



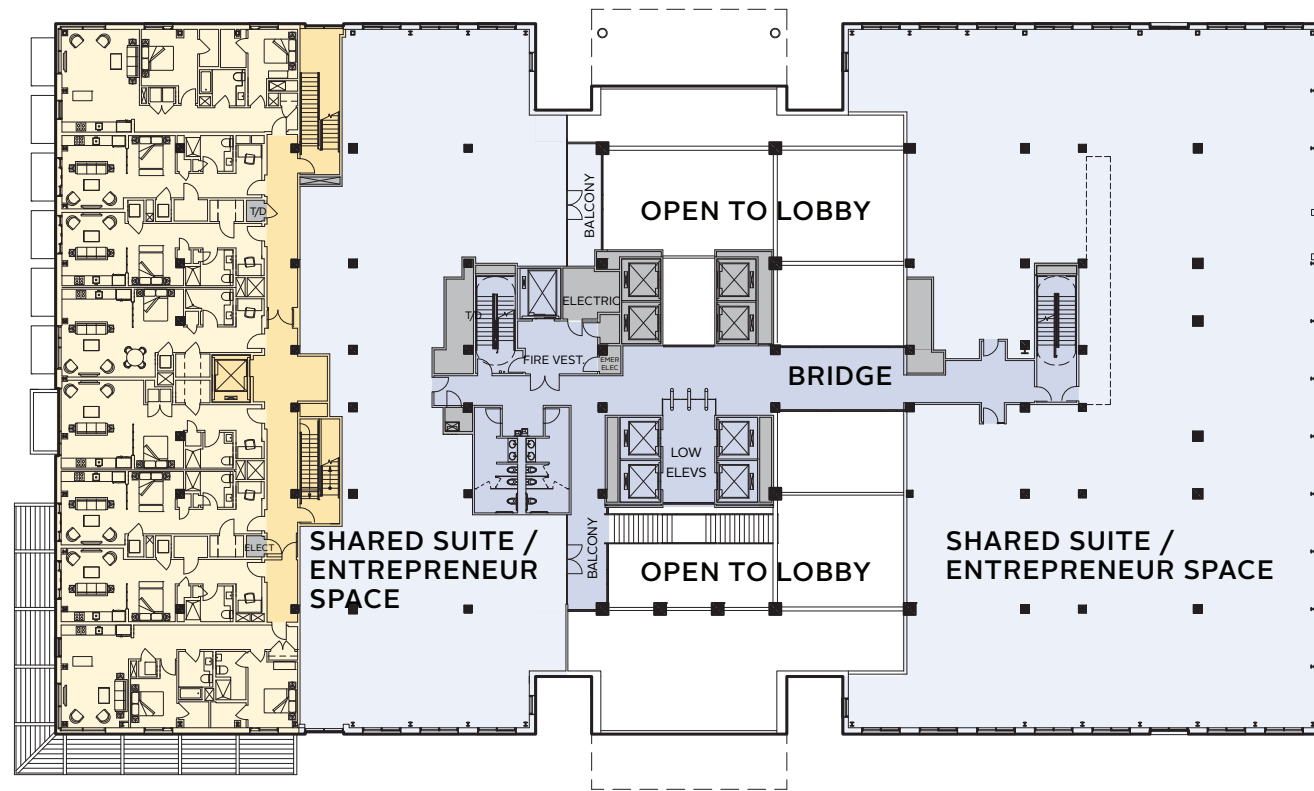
DECEMBER 2019 PROPOSED PLAN

CHANGES INCLUDE:

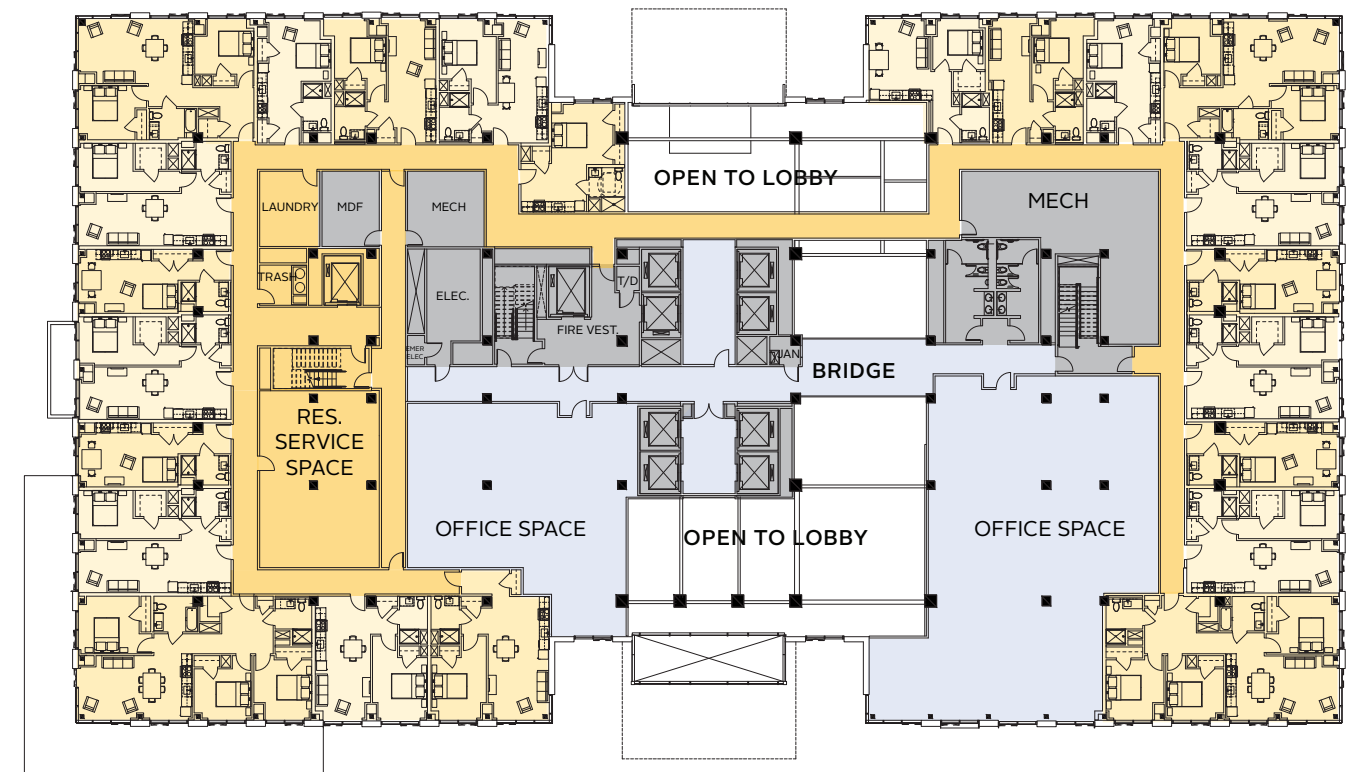
- Residential lobby is larger to reflect increased program
- Child care space is expanded, arcade location adjusted accordingly
- Improved child care drop off by locating entry on Thorndike St.
- Building core and egress adjusted to comply with building code updates

FORMER APPROVED PLAN & CURRENT PROPOSAL – LANDSCAPE AND GROUND FLOOR PLAN





40 THORNDIKE UNIT MIX				
	FLOOR 2	FLOOR 3	FLOOR 4	TOTAL
2 BEDROOM	2	2	2	6
STUDIO	6	6	6	18
TOTAL	8	8	8	24



KEY

- OFFICE TENANT
- RESIDENTIAL COMMON AREAS
- RESIDENTIAL APARTMENT
- MECHANICAL / B.O.H.

40 THORNDIKE UNIT MIX			
	FLOOR 2	FLOOR 3	TOTAL
3 BEDROOM	2	3	5
2 BEDROOM	2	3	5
1 BEDROOM	12	13	25
STUDIO	7	6	13
TOTAL	23	25	48

JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN

DECEMBER 2019 PROPOSED PLAN

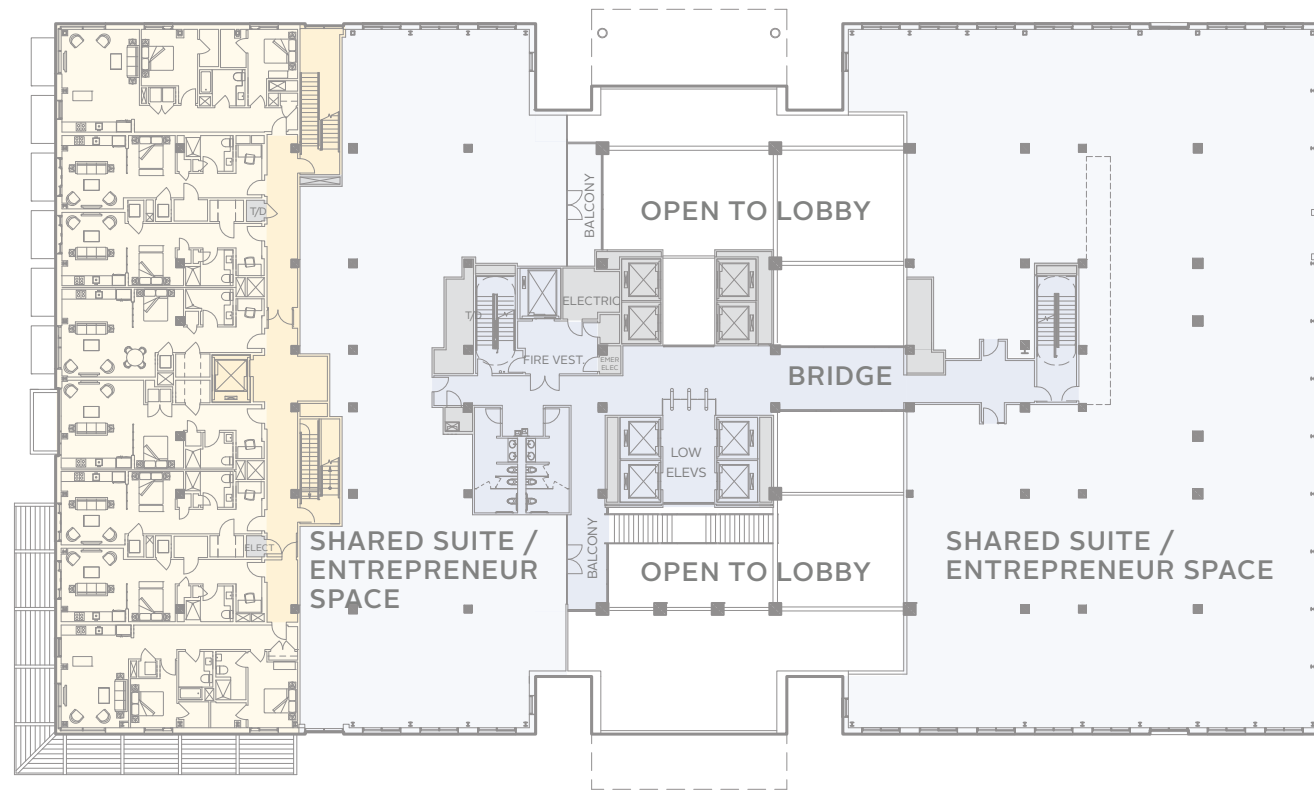
CHANGES INCLUDE:

- Total units increased from 24 to 48
- All units have been consolidated on floors 2 and 3 along the perimeter
- Broader unit mix and increased percentage of larger units
- Building core and egress adjusted to comply with building code updates

FORMER APPROVED PLAN & CURRENT PROPOSAL – SECOND FLOOR USES



**2014 THIRD FLOOR SIMILAR TO SECOND FLOOR SHOWN BELOW
(THIRD FLOOR NOT OPEN TO LOBBY)**



40 THORNDIKE UNIT MIX				
	FLOOR 2	FLOOR 3	FLOOR 4	TOTAL
2 BEDROOM	2	2	2	6
STUDIO	6	6	6	18
TOTAL	8	8	8	24



KEY

- OFFICE TENANT
- RESIDENTIAL COMMON AREAS
- RESIDENTIAL APARTMENT
- MECHANICAL / B.O.H.

40 THORNDIKE UNIT MIX			
	FLOOR 2	FLOOR 3	TOTAL
3 BEDROOM	2	3	5
2 BEDROOM	2	3	5
1 BEDROOM	12	13	25
STUDIO	7	6	13
TOTAL	23	25	48

JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN

DECEMBER 2019 PROPOSED PLAN

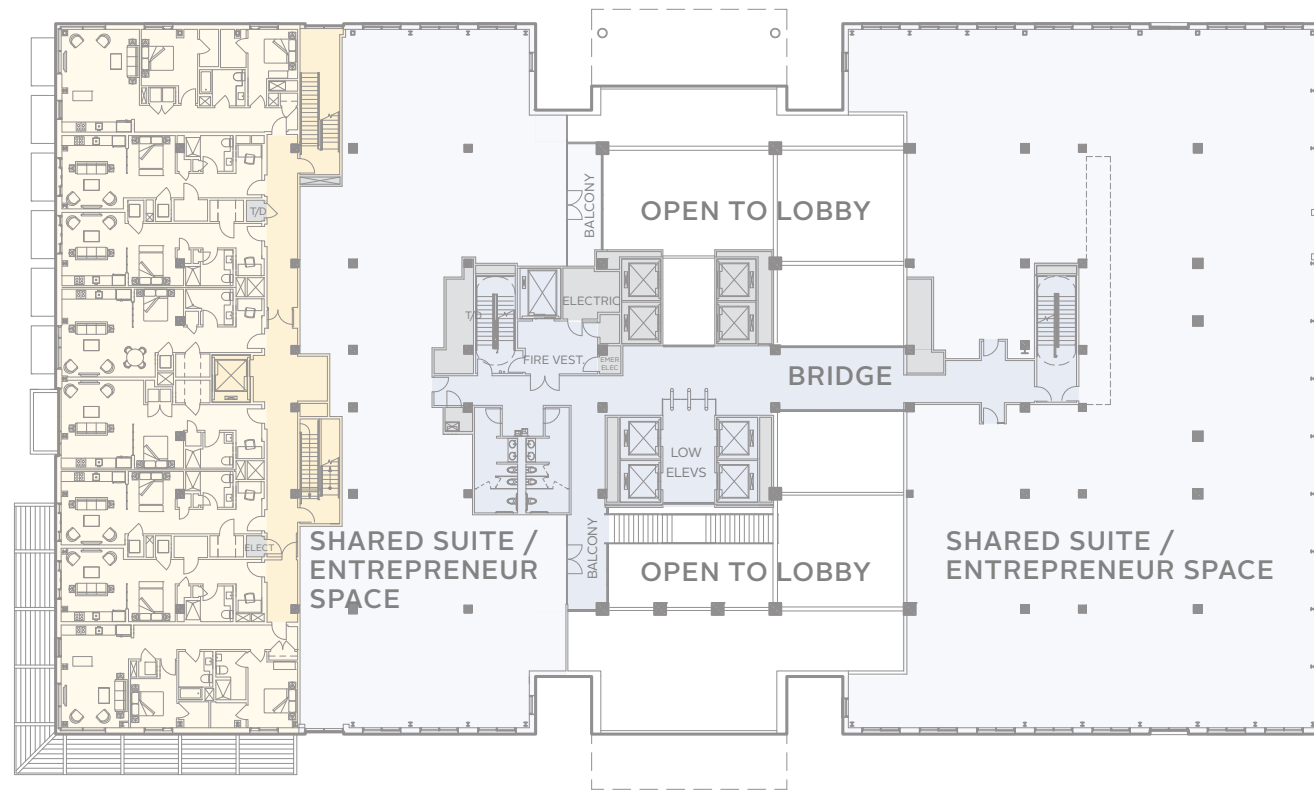
CHANGES INCLUDE:

- Total units increased from 24 to 48
- All units have been consolidated on floors 2 and 3 along the perimeter
- Broader unit mix and increased percentage of larger units
- Building core and egress adjusted to comply with building code updates

FORMER APPROVED PLAN & CURRENT PROPOSAL – THIRD FLOOR USES



**2014 FOURTH FLOOR SIMILAR TO SECOND FLOOR SHOWN BELOW
(FOURTH FLOOR NOT OPEN TO LOBBY)**



40 THORNDIKE UNIT MIX				
	FLOOR 2	FLOOR 3	FLOOR 4	TOTAL
2 BEDROOM	2	2	2	6
STUDIO	6	6	6	18
TOTAL	8	8	8	24



KEY

- OFFICE TENANT
- RESIDENTIAL COMMON AREAS
- RESIDENTIAL APARTMENT
- MECHANICAL / B.O.H.

JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN

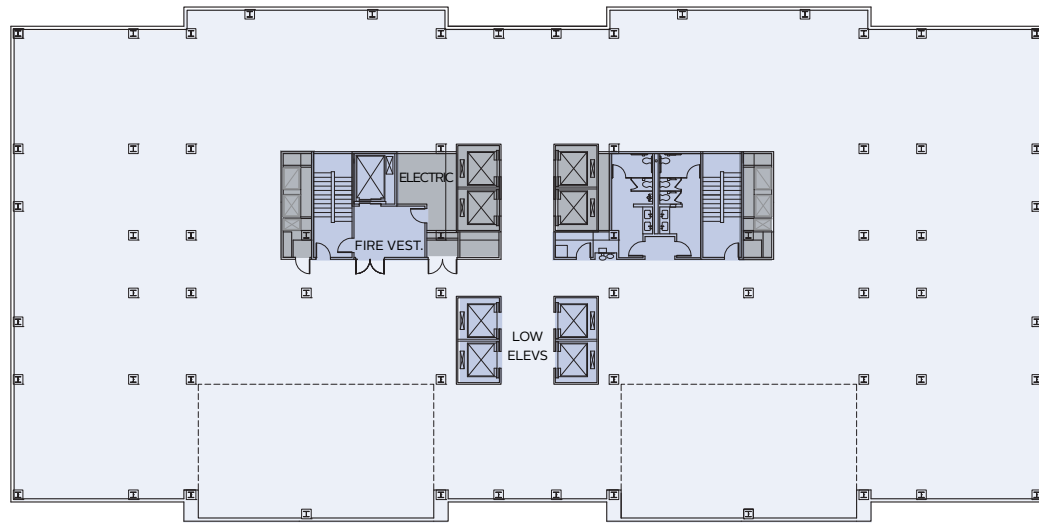
DECEMBER 2019 PROPOSED PLAN

CHANGES INCLUDE:

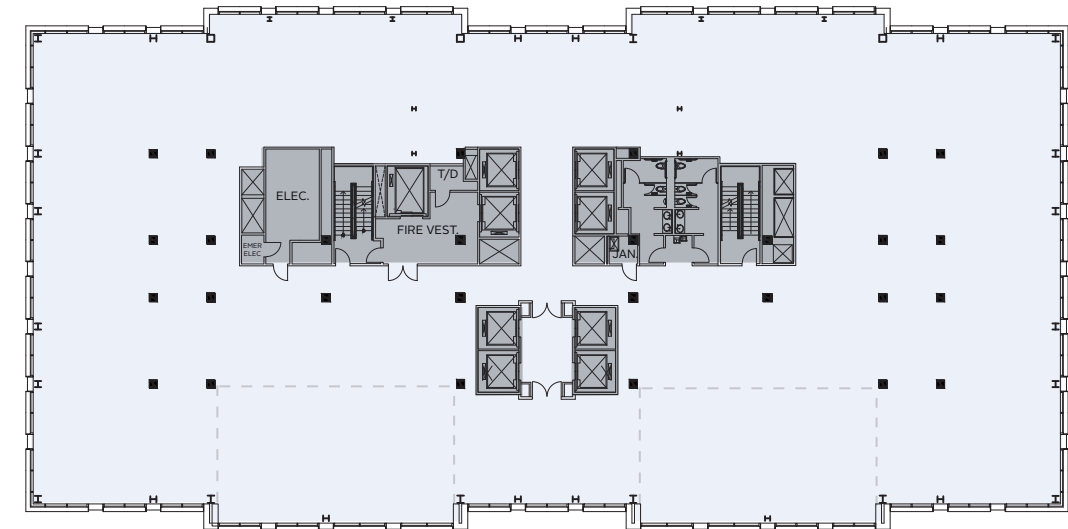
- Residential units consolidated to Levels 2 and 3 leaving Level 4 for dedicated office use
- Building core and egress adjusted to comply with building code updates

FORMER APPROVED PLAN & CURRENT PROPOSAL – 4TH FLOOR USES





JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN



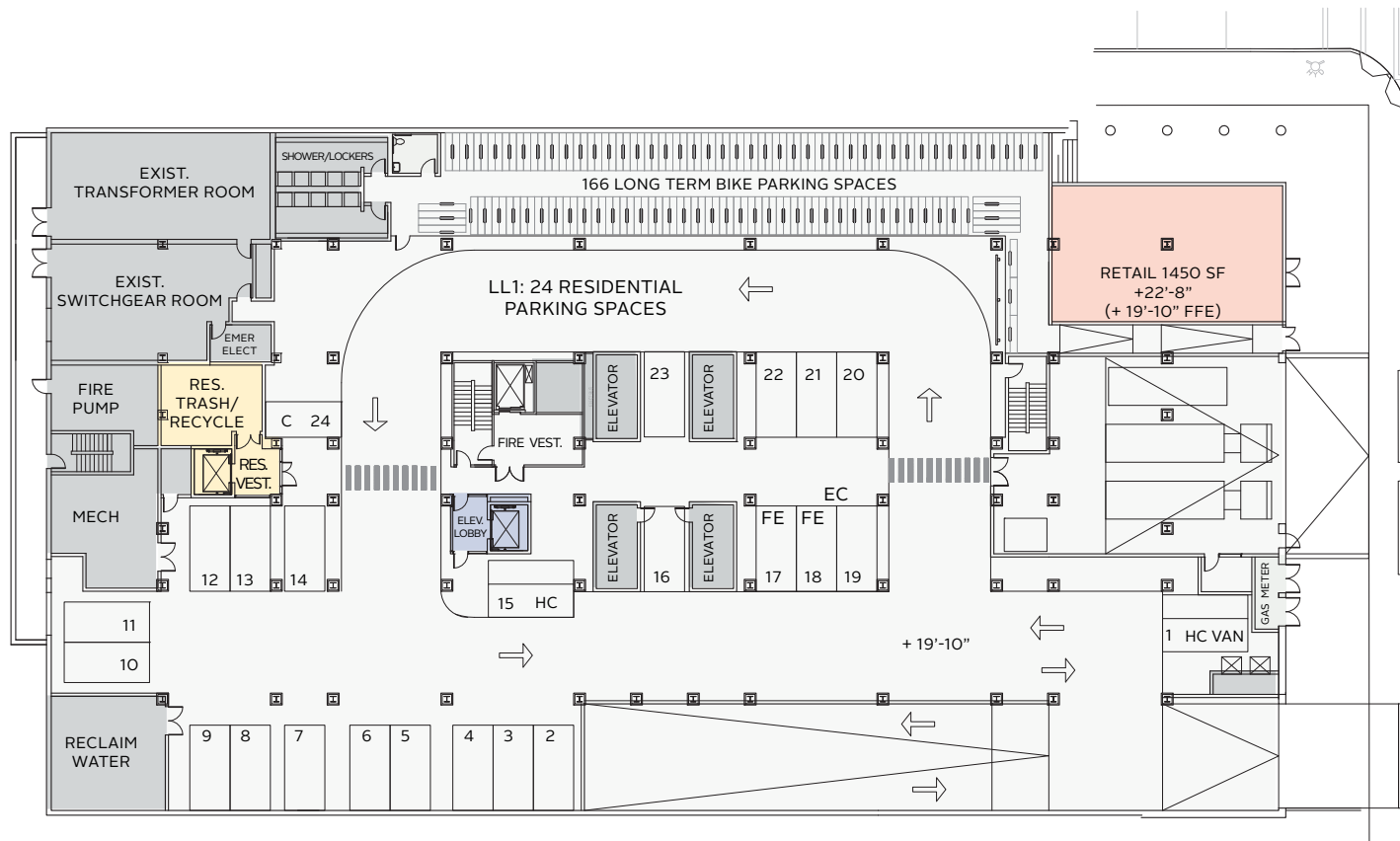
DECEMBER 2019 PROPOSED PLAN

CHANGES INCLUDE:

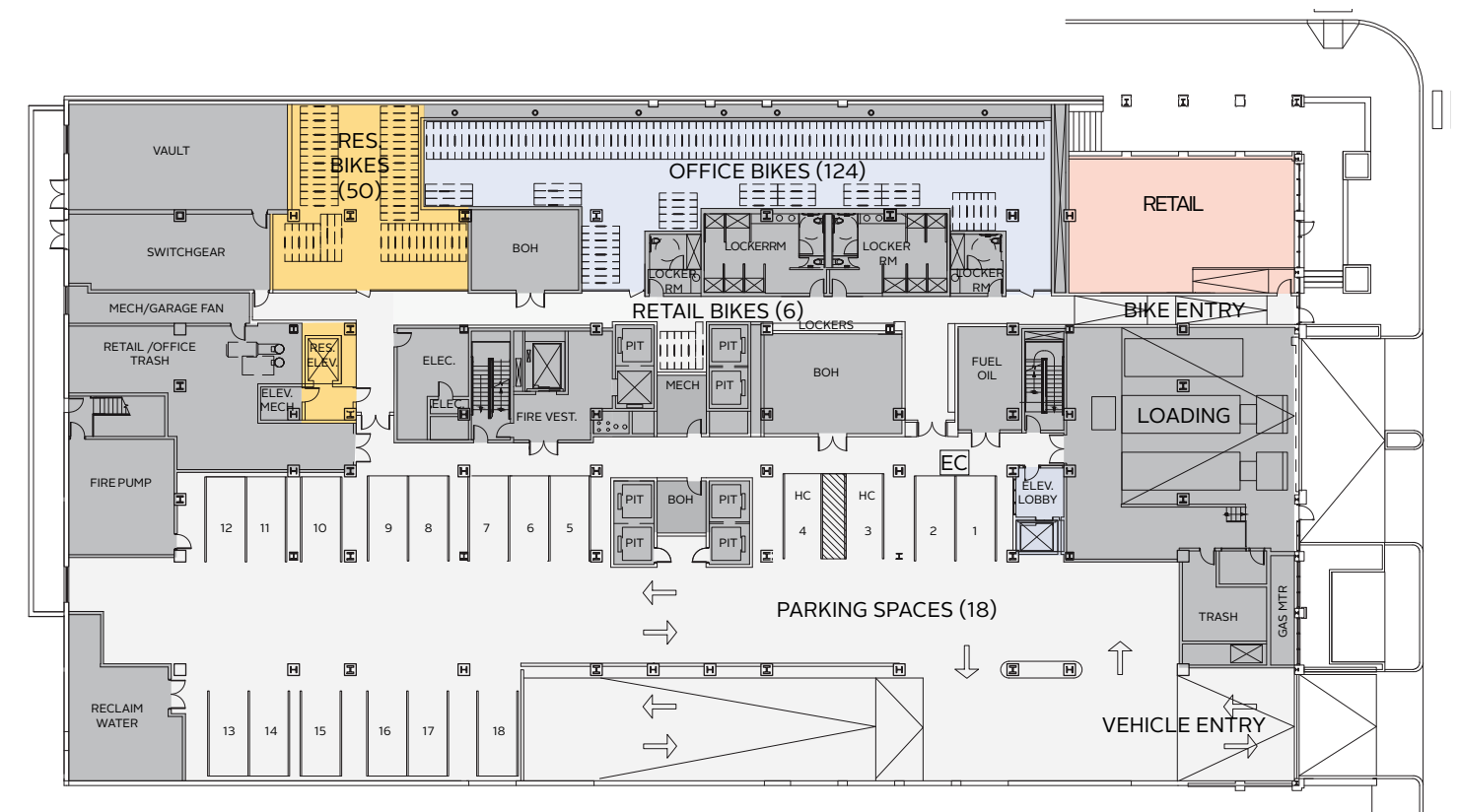
- Building core and egress adjusted to comply with building code updates

FORMER APPROVED PLAN & CURRENT PROPOSAL – TYPICAL FLOOR USES (FLOOR 10 SHOWN)





JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN



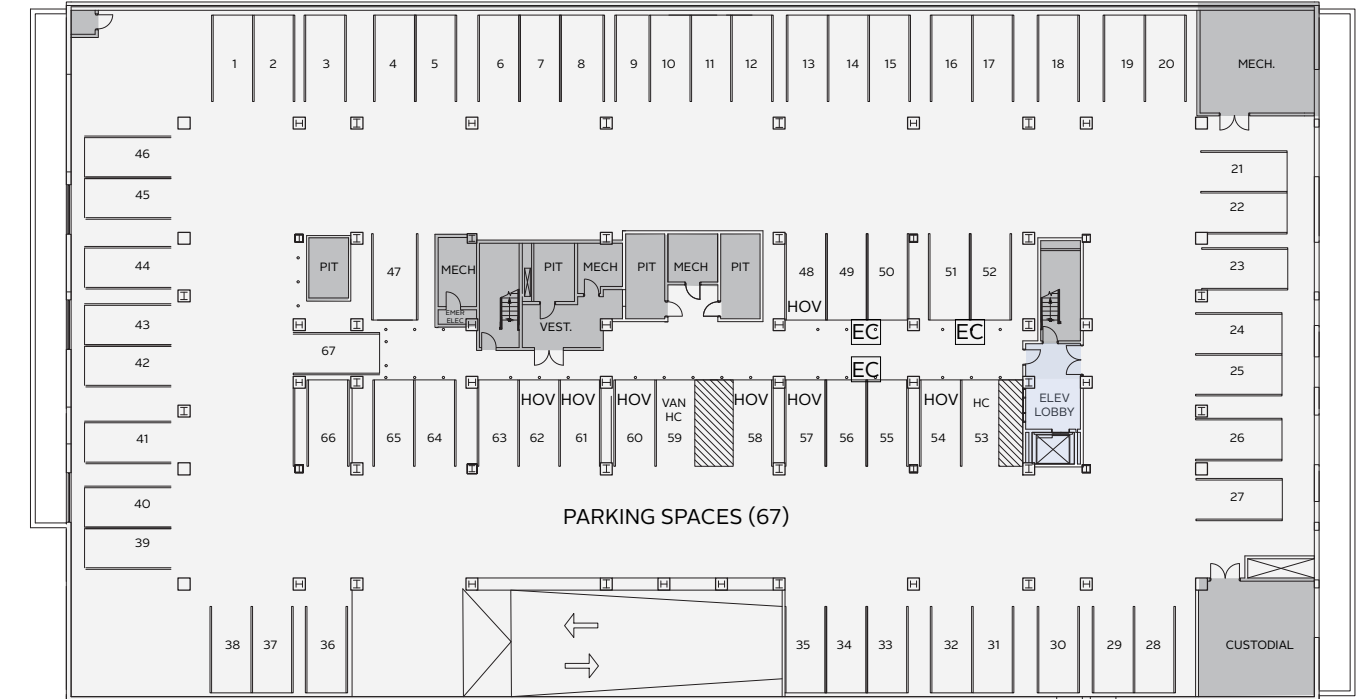
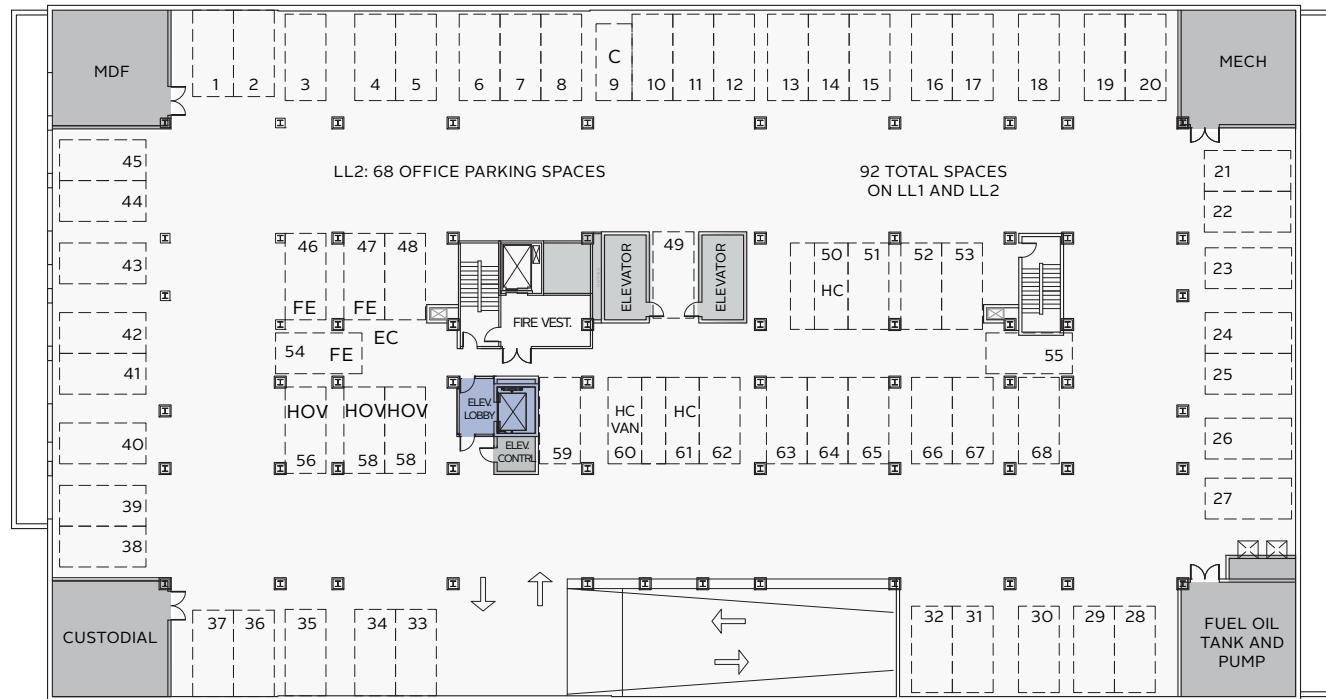
DECEMBER 2019 PROPOSED PLAN

CHANGES INCLUDE:

- Total parking count 85 (was 92 in 2014)
- LL1 parking count reduced by 6 spaces
- Increase in residential units resulted in increase in residential bike parking requirement. The increase in bike parking displaced vehicle parking but resulted in more locker room space and a distinct separation of vehicle space from bike parking space.
- Residential, office, and retail bike parking are in separate spaces
- Building core and egress adjusted to comply with building code updates

FORMER APPROVED PLAN & CURRENT PROPOSAL – LL1





JULY 2014 - SPECIAL PERMIT 288 APPROVED PLAN

DECEMBER 2019 PROPOSED PLAN

CHANGES INCLUDE:

- Total parking count 85 (was 92 in 2014)
- LL2 parking count reduced by 1 space
- Building core and egress adjusted to comply with building code updates

FORMER APPROVED PLAN & CURRENT PROPOSAL – LL2

