



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2017 JUN -7 AM 11:57
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

MINOR AMENDMENT

Case Number:	302, Amendment 1 (Minor)
Address:	One Broadway
Zoning:	Office 3A / PUD-5 Overlay District, Flood Plain Overlay District
Permittee and Owner:	MIT One Broadway Fee Owner LLC 238 Main Street, Cambridge, MA, 02142
Date of Planning Board Determination:	March 21, 2017

Application: As part of the Design Review procedure (separately documented), applicant requests modifications to the dimensional characteristics of the approved PUD by Minor Amendment as allowed by the conditions of the Special Permit Decision, including: an increase in Gross Floor Area (GFA) devoted to both residential and non-residential uses; a reduction in authorized parking spaces on the Development Parcel; and an increase in the maximum height of residential uses from 250 feet to 274.9 feet.

Decision: The Planning Board APPROVES the requested Minor Amendment.

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

Application Documents and Supporting Material

1. Design Review Submission dated March 3, 2017 including: Design Review Narrative; Design Review Graphic Material including Site Plan, Building Plans and Section, Building Views and Elevations, Landscape Design, Exterior Building Lighting Plans, and Preliminary Signage Plan; Sustainability Narrative / LEED Scorecard; Acoustical Narrative; Wind Study; Shadows Study.
2. Memorandum to Joseph Barr, et al., Cambridge Traffic, Parking and Transportation Department, from Susan Sloan-Rossiter, Principal, et al., VHB, dated November 17, 2016 and updated January 20, 2017.
3. Presentation given to the Planning Board on March 21, 2017.

Other Documents

4. Memorandum to the Planning Board from Cambridge Community Development Department staff, dated March 17, 2017.
5. Memorandum to the Planning Board from Joseph E. Barr, Cambridge Traffic, Parking and Transportation Department, dated March 18, 2017.

MINOR AMENDMENT

The materials submitted for Planning Board review and approval per the Design Review procedures set forth in the Conditions to Special Permit Decision PB-302 contain the following proposed modifications to the dimensional characteristics of the PUD project as approved:

- Increase in the total aggregate Gross Floor Area (GFA) on the development parcel by about 4%, with about a 6% increase on the One Broadway commercial site and about a 2% increase on the primarily residential Building 1 site (not including GFA that is exempt from zoning limitations). The additional GFA is for a mix of residential, office and ground floor retail use.
- Reduction in the number of authorized on-site parking spaces by about 10% (from 491 to 443 spaces), along with a decrease in GFA devoted to structured parking. 23 of the spaces will be removed from the existing One Broadway parking garage prior to the completion of the construction of the residential Building 1.
- Increase in height of the proposed residential Building 1 by about 10% (from 250 feet to 274.9 feet), with the addition of two residential stories. Per zoning, this increase in height will require middle-income housing to be provided in an amount equal to 25% of the

floor area of the additional stories. The design submission predicts this will result in about 5-10 middle-income units, depending on actual unit sizes.

The Design Review Submission also proposes a change to the locations of vehicular access and egress for parking and loading. The approved Final Development Plan provided parking access/egress and loading for the Building 1 Site from Main Street, while the Design Review Submission combines the parking access/egress for both One Broadway and Building 1 Sites into the existing access/egress point along Third Street, and provides loading access/egress on Broad Canal Way instead of Main Street.

Condition 15 of the Special Permit Decision allows the Planning Board to approve modifications as Major Amendments or Minor Amendments according to the Board’s determination, provided the modifications remain in conformance with applicable zoning requirements. Furthermore, Condition 1-a-vi. provides that a modification to the Aggregate Development Program may be considered a Minor Amendment if the total change amounts to no more than ten percent (10%) of the total GFA authorized by the Special Permit; Condition 1-a-viii. provides that any reduction of off-street parking may be approved as a Minor Amendment; and Condition 1-c-vii. provides that no more than a ten percent (10%) deviation to certain dimensional characteristics of an individual building site, including height, may be approved as a Minor Amendment.

Pursuant to Condition 15-b, the Planning Board may approve a Minor Amendment upon making the following Findings in writing:

- i. The change does not violate applicable Sections of the Zoning Ordinance, or if the change requires relief pursuant to a special permit or variance, such relief has been granted.*

The proposed modifications remain within the limitations of the PUD-5 zoning. The proposed increase in height is allowable provided that Middle Income Housing units are provided in accordance with Section 13.86.1.1 of the Zoning Ordinance.

- ii. The change will not substantially alter the Findings upon which this Decision is based.*

The Board finds that the proposed changes have only a minor impact on the proposal and therefore do not substantially alter the Board’s prior Findings. The memo provided by VHB provides analysis indicating that the proposed changes will not substantially affect the Transportation Impact Study on which the initial approval was based. The changes in height and GFA are minor in relation to the project as a whole and are generally viewed as improvements.

Therefore, the Board approves the requested modifications as a Minor Amendment, subject to the Conditions of Approval set forth below.

APPROVAL

The Planning Board hereby approves the requested Minor Amendment, subject to the following conditions and limitations. Hereinafter, Permittee shall mean the Permittee as defined in Special Permit Decision PB-302, issued by the Planning Board on June 23, 2016.

1. Appendix I summarizes the dimensional characteristics of the project as modified by this Minor Amendment.
2. The building site shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with the approved design and with these Conditions.
3. The Permittee shall design and construct a raised cycle track on Third Street and Main Street adjacent to the project site, except for portions immediately in front of the proposed grocery store, where the bicycle facility may be designed as a separated street-level bicycle lane located between on-street parking spaces and the sidewalk, with vertical delineators to separate bicyclists from parked vehicles. As part of the design, the Permittee shall consider a protected intersection treatment at the northeast corner of Main Street at Third Street. The improvements shall be designed and constructed by the Permittee with the final design subject to City approval. The Permittee shall maintain the cycle track and/or protected bicycle facility, including but not limited to snow clearance, debris removal, and replacement of markings and delineators as needed. The improvements shall be completed prior to the issuance of a Certificate of Occupancy for development authorized by Special Permit PB-302; however, a Certificate of Occupancy shall not be withheld if completion of the required improvements is delayed due to unforeseen circumstances that are outside the control of the Permittee.
4. The Permittee shall allow visitors to residents of Building 1 to use resident parking spaces if such spaces are not fully occupied by residents' vehicles, and shall make spaces in the One Broadway garage available as a second option for visitors during nights and weekends. In general, the Permittee shall take all reasonable measures to meet its residential parking needs, including parking for visitors to residents, on-site.
5. In accordance with the Memorandum to the Planning Board from Joseph E. Barr, Cambridge Traffic, Parking and Transportation Department (TP&T), dated March 18, 2017 (the “TP&T Memorandum”), the Permittee shall implement the following TDM measures, as the same may be modified and amended, from time to time, in writing, by the TP&T and the Permittee, provided that any such modifications do not deviate from the overall intent of this Condition, to reduce the vehicle traffic impacts from the grocery store, retail and office uses at One Broadway:

- a. For grocery store, and new leases for retail or office tenants for their employees:
 - i. Include language in new leases requiring tenants to allow employees to set-aside pre-tax funds as allowable under the Commuter Choice provisions of the Federal Code.
 - ii. Require all new tenants, as part of their lease, to choose one of the following three Subsidy Options and implement it with their employees. As the Project and innovative approaches develop, the Permittee and tenants will be allowed to develop additional subsidy options to either replace or supplement the Subsidy Options described, with the approval of TP&T. With all three subsidy options, employees will be able to set aside pre-tax funds for transit pass purchase. All employee-related TDM programs will be available to all benefited employees of commercial tenants, whether retail, office, or other commercial. Some TDM programs and alternative mode accommodations will also be utilized by patrons of the retail tenants.
 - Subsidy Option 1: Tenants who require employees to pay market rate for parking by the day, with no monthly pass options, must also offer all benefited employees a 60% transit subsidy up to the federal fringe benefit level.
 - Subsidy Option 2: Tenants who require employees to pay 50-100% market rate for parking by the month must offer all benefited employees one of the following benefits at the employee’s choice:
 - a) 100% transit subsidy up to the federal fringe benefit level; OR
 - b) 50% monthly vanpool subsidy which could be paid by a state program; OR
 - c) a \$84.50/month payment, subject to change with bus/subway link pass fare increases (not available to employees who receive parking at less than 100% market rate); OR
 - d) a Gold Level Hubway membership.
 - Subsidy Option 3: Tenants that require employees to pay less than 50% of market rate for parking or provide employees free parking, must offer all benefited employees one of the following benefit packages at the employee’s choice:
 - a) Gold Level Hubway membership AND 100% transit subsidy up to the federal fringe benefit limit; OR
 - b) Gold Level Hubway membership AND 50% vanpool subsidy, up to the federal fringe benefit limit (vanpool could be paid by a state program); OR
 - c) Gold Level Hubway membership AND a \$84.50/month payment, subject to change with bus/subway link pass fare increases (not available to employees who receive parking subsidy or transit/vanpool subsidy).

- b. For grocery store/retail patrons:
 - i. Mount a real-time transportation information screen in one permanent and central location to show arrival times and availability for nearby buses, trains, shuttles, Hubway bikes, and carsharing vehicles, etc.
 - ii. Charge patrons similar parking fees as charged by other retailers in the Kendall Square area of Cambridge. Develop a retail parking rate structure that will provide discounted validated parking for customers. Patrons submitting non-validated parking tickets will be charged the market rate with no discount. The validated ancillary and general retail parking rate shall not be lower than the minimum rate charged by the Cambridgeside Galleria, currently \$1.99 for 1 hour or less, or \$20 for all-day parking. Rate to be reviewed annually on January 1.
 - iii. Offer preferential but not discounted HOV parking to patrons.
 - iv. For the grocery store, provide customers with a home delivery service option.

Voting in the affirmative to APPROVE the Minor Amendment were Planning Board Members Louis Bacci, H Theodore Cohen, Steve Cohen, Catherine Preston Connolly, Hugh Russell, Tom Sieniewicz, and Associate Member Thacher Tiffany, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board.

For the Planning Board,



H Theodore Cohen, Chair.

B. Consistency with Special Permit

One Broadway Program Comparison

	Special Permit Approved	Design Review Program	Change from Special Permit
Upper Level Office GFA	282,569	282,569	0
OBW Office Addition/Terrace GFA	0	15,995	+15,995
Office Lobby GFA	6,400	6,510	+110
Ground Floor Retail GFA	27,350	34,395	+7,045
TOTAL GFA	316,319	339,469	+23,150
Exempt GFA	13,675	17,197	+3,522
Non-Exempt GFA	302,644	322,032	+19,388
Parking Spaces	316	293	-23
Long Term Bike Parking (net new)	5	9	+4
Short Term Bike Parking (net new)	18	19	+1
Height	230'	230'	0

Building 1 Program Comparison

	Special Permit Approved	Design Review Program	Change from Special Permit
Residential GFA	285,000	315,400	+30,400
Ground Floor Retail GFA	9,450	9,600	+150
Structured Parking GFA	83,000	59,050	-23,950
TOTAL GFA	377,450	384,050	+6,600
Exempt GFA	4,725	4,800	+75
Non-Exempt GFA	372,725	379,250	+6,525
Parking Spaces	175	150	-25
Long Term Bike Parking	317	317	0
Short Term Bike Parking	36	36	0
Height	250'	274' 11"	24' 11"



Planning Board Special Permit #302 – MIT “NoMa” Planned Unit Development
Building 1 Dimensional Form

Dimensional Form for NoMa Building 1

	Allowed/ Required	Existing*	Removed **	Proposed Building 1	Total
Land Area	41,536	41,536	0	0	41,536
Total Non-Exempt GFA ***	372,725	0	0	379,250	379,250
Residential	285,000	0	0	315,400	315,400
Commercial	4,725	0	0	4,800	4,800
<i>Office</i>	0	0	0	0	0
<i>Lab</i>	0	0	0	0	0
<i>Innovation</i>	0	0	0	0	0
<i>Retail</i>	4,725	0	0	4,800	4,800
Academic (all types)	N/A	0	0	0	0
Non-Exempt Dormitory	N/A	0	0	0	0
Structured Parking	83,000	0	0	59,050	59,050
Total Non-Exempt FAR	Max. 3.9 across PUD- 5	0	0	9.13	9.13
Total Exempt GFA ***	4,725	0	0	4,800	4,800
Ground-Floor Retail	4,725	0	0	4,800	4,800
Public Transportation	N/A	0	0	0	0
Residential/ Dormitory	N/A	0	0	0	0
Innovation	N/A	0	0	0	0
Total Dwelling Units	290-300	0	0	290-300	290-300
Market Rate Units	237 - 246	0	0	233-236	233-236
Middle Income	0	0	0	5-10	5-10
Affordable Units	53-54	0	0	53-54	53-54
Dormitory Beds/Units	N/A	0	0	0	0
Publicly Beneficial Open Space (SF) ****	17,441 (Total NoMa)	1,106	1,106	9,667	9,667
Max Height *****	250'/300'	N/A	N/A	274'11" ft.	274'11" ft.
Min Side Setback (E)	20'	0	0	20'	20'
Off Street Parking	175	114	114	150	150
Loading Bays	N/A	0	0	5	5
Bicycle Parking	353	0	0	353	353



Planning Board Special Permit #302 – MIT “NoMa” Planned Unit Development
One Broadway (OBW) Dimensional Form

Dimensional Form for NoMa One Broadway Building (OBW)

	Allowed/ Required	Existing*	Removed **	Proposed OBW	Total
Land Area	74,736	74,736	0	0	74,736
Total Non-Exempt GFA ***	302,644	297,069	14,500	39,703	322,272
Residential	N/A	0	0	0	0
Commercial	302,644	297,069	14,500	39,703	322,272
<i>Office</i>	288,969	286,989	4,420	22,505	305,074
<i>Lab</i>	0	0	0	0	0
<i>Retail</i>	13,675	10,080	10,080	17,198	17,198
Academic (all types)	N/A	0	0	0	0
Non-Exempt Dormitory	N/A	0	0	0	0
Structured Parking	N/A	0	0	0	0
Total Non-Exempt FAR	Max. 3.9 across PUD-5	3.97	.19	.53	4.31
Total Exempt GFA ***	13,675	0	0	17,197	17,197
Ground-Floor Retail	13,675	0	0	17,197	17,197
Public Transportation	N/A	0	0	0	0
Residential/ Dormitory	N/A	0	0	0	0
Innovation	0	0	0	0	0
Total Dwelling Units	N/A	0	0	0	0
Market Rate Units	N/A	0	0	0	0
Affordable Units	N/A	0	0	0	0
Dormitory Beds/Units	N/A	0	0	0	0
Publicly Beneficial Open Space (SF) ****	17,441 (Total NoMa)	15,544	15,544	11,836	11,836
Max Height	Not to Exceed Existing	230'	0	0	230'
Off Street Parking	316	316	23	0	293
Loading Bays	N/A	4	1	0	3
Bicycle Parking	23 New	100	0	28	128

*GFA that is existing on Building Site 1 as of January 1, 2013. This includes 30,000 sf of innovation space as required by section 13.89.3 of the Ordinance is provided in PUD-5 as described in Special Permits #303 and #302. The existing GFA does not include the floor area of the existing garage at One Broadway. The garage was

