

SPECIAL PERMIT APPLICATION

VOLUME 1



399 Binney Street
Cambridge, Massachusetts

Submitted to:
Planning Board
City of Cambridge



January 15, 2016

Mr. Ted Cohen
Chairman
The Cambridge Planning Board
In care of
Liza Paden
City of Cambridge
Community Development Department
344 Broadway
Cambridge, MA 02139

Re: Special Permit Application
399 Binney Street
Cambridge, Massachusetts

Dear Mr. Cohen and Members of the Board,

On behalf of DivcoWest and the Development Team, I want to thank the Planning Board for scheduling us for the upcoming Public Hearing.

This is an unusual Project. The two prior owners of One Kendall Square tried to develop this particular parcel, 399 Binney Street next to the Cinema, and failed. In one instance, the Planning Board gave the Special Permit requested two options: withdraw or be rejected. They chose the former. The most recent prior owners tried to rezone the site, doubling the size and height while eliminating the 100 foot residential setback. Here the City Council unanimously voted to ask them to stop. They did. In each instance, the neighbors were well organized, very focused and played a big role in stopping these efforts.

DivcoWest bought One Kendall Square in 2014, this site included. They took a different approach. They asked the development team to seek out and meet with the community members who organized and opposed the prior attempts. We did, and we learned a lot from the leaders of Wellington/Harrington group and the same with the present and former officers of the East Cambridge Planning Team. They wanted us to begin by building only to the limit of the existing zone; heights near the neighbors of only 35 feet and no higher than 45 feet on Binney Street across from much taller existing buildings; an FAR of only 1.25; finally respect the

100 foot 35 foot height setbacks from the residential neighbors at Linden Park to the North and on Cardinal Medeiros Avenue to the West.

The Project before you has done all of that. Instead of the prior height of 85 feet, we are at 35 and 45 feet. Instead of GFA sizes of from 280,000 to 400,000 sf., we are at 172,500, nearly 40,000 of which is underground. The full 100 foot residential setback has been respected. Along the way, we learned other things were important:

- The garage has been an ugly eyesore for years. We have decided to correct that as you will see.
- Our land along the Grand Junction Rail Road has presented problems for the neighbors. It became overgrown and was a crime site. We have cleaned it up and plan to donate that land to the Grand Junction Path.
- We have created a new plaza, now vehicle-free, in the forefront of the cinema.
- A sitting courtyard has been designed across from our residential neighbors along Cardinal Medeiros Avenue.
- Sustainability issues are a concern in the neighborhood, as they are with the City and with the development team.
- Finally, the building's design knows what the building is and respects as well the context of its different edges.

We are grateful for the time and now the support we have received from our neighbors. DivcoWest would like to also thank the various City Staff, led by CCDD, for all of the technical support given.

We look forward to presenting the 399 Binney Street Project to the Planning Board and the Public at our hearing.

For DivcoWest,

A handwritten signature in blue ink, appearing to be 'Richard McKinnon', written over a blue circular stamp or seal.

Richard McKinnon
The McKinnon Company
Development/Consulting

Table Of Contents

Volume I

Application Forms

Ownership Certificate

Fee Schedule

Dimensional Form

City Department Certifications

Project Team

1.0	Project Description.....	1
2.0	Zoning Approvals Requested.....	10
3.0	Conformance with Special Permit Criteria.....	10
3.1	Conformance with Section 19.20, Project Review Special Permit.....	10
3.1.1	Traffic Impact.....	10
3.1.2	Urban Design.....	14
3.2	Conformance with Section 6.35.1(3), Shared Parking.....	14
3.3	Conformance with Section 6.43.5(b), Curb Cut Width.....	15
3.4	Conformance with Section 10.43, General Special Permit Criteria.....	15
4.0	Consistency with Citywide Urban Design Objectives-Section 19.30.....	17
5.0	Sewer Service Infrastructure Summary.....	23
6.0	Stormwater Infrastructure Summary.....	23
7.0	Water Service Infrastructure Summary.....	24
8.0	Noise Mitigation Summary.....	25
9.0	Community Outreach Program.....	26

Volume II (separate cover)

Project Plans and Illustrations

Volume III (separate cover)

Appendix A Existing Conditions Photographs

Appendix B Exterior Sound Emissions Study

Appendix C Tree Survey

Appendix D LEED Checklist and Green Building Report

Appendix E Traffic Impact Study (on CD)



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: 399 Binney Street

Zoning District: Industry A - 1; Eastern Cambridge Housing Overlay District

Applicant Name: DWF IV One Kendall Garage, LLC

Applicant Address: One Kendall Square, Suite B3201, Cambridge, MA 02139

Contact Information: (617) 720-7436 jlongnecker@divcowest.com

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.*

Project Review Special Permit (19.20; 10.40)

Reduction in Parking (Shared Parking) (6.35.1(3); 10.40; 10.45)

Curb Cut Width (6.43.5(b); 10.40; 10.45)

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

Volume 1: Application, Dimensional Form, Certifications, Fee Schedule, Project Narrative
Volume 2: Project Plans and Illustrations (11 x 17)
Volume 3 (Appendices): Existing Conditions Photographs; Traffic Impact Study (submitted to TPT); Exterior Sound Emission Study, Stormwater Control Permit (submitted to DPW); Tree Study (submitted to City Arborist); LEED Checklist and Green Building Report (submitted to City LEED Specialist).

DWF IV ONE KENDALL GARAGE, LLC
By: DivcoWest Real Estate Services, Inc., Agent

Signature of Applicant: By: Jeffrey Longnecker, Director

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 _____

OWNERSHIP CERTIFICATE

Project Address: 399 Binney Street

Application Date: January 20, 2016

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

I hereby authorize the following Applicant: DWF IV One Kendall Garage, LLC

at the following address: One Kendall Square, Suite B3201, Cambridge, MA 02139

to apply for a special permit for: 399 Binney Street Project (office/lab/retail/garage access)

on premises located at: 399 Binney Street

for which the record title stands in the name of: DWF IV One Kendall Garage, LLC

whose address is: One Kendall Square, Suite B3201, Cambridge, MA 02139

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex Book: 63188 Page: 551

OR Registry District of the Land Court,

Certificate No.: 255894 Book: Doc#1663413 Page:

DWF IV ONE KENDALL GARAGE, LLC

By: DivcoWest Real Estate Services, Inc., Agent

By: 

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

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Middlesex

The above named Jeffrey Longnecker personally appeared before me,

on the month, day and year January 19, 2016 and made oath that the above statement is true.

Notary: 

Adam N Weisenberg

My Commission expires:

April 21, 2017

Notary seal
in this space
(see original
form)

FEE SCHEDULE

Project Address: 399 Binney Street

Application Date: January 20, 2016

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): 172,500 × \$0.10 = \$17,250

Flood Plain Special Permit Enter \$1,000.00 if applicable:

Other Special Permit Enter \$150.00 if no other fee is applicable:

TOTAL SPECIAL PERMIT FEE **Enter Larger of the Above Amounts: \$17,250**

DIMENSIONAL FORM

Project Address: 399 Binney Street

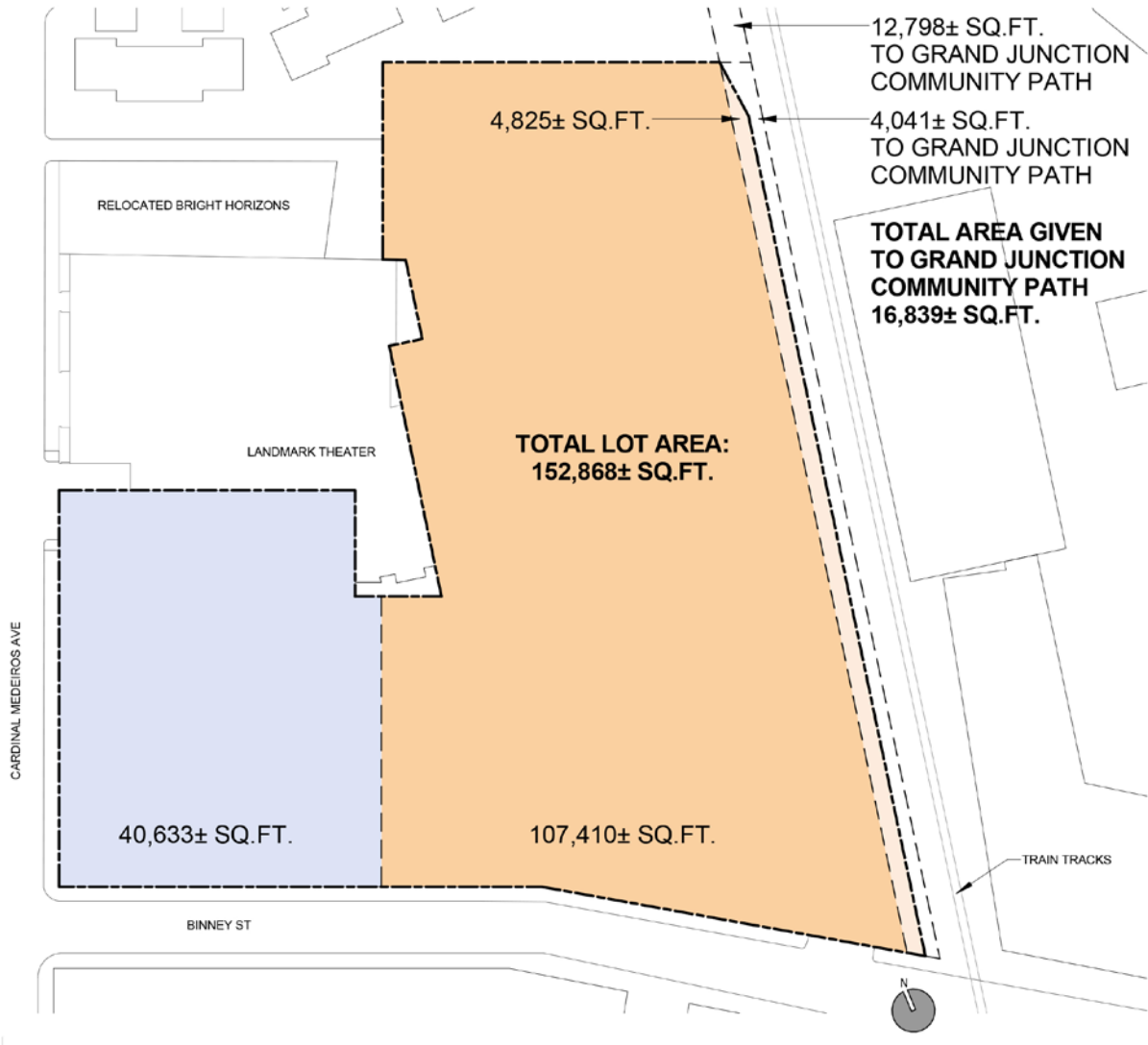
Application Date: January 20, 2016

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	152,868	5,000	152,868	
Lot Width (ft)	495	50	495	
Total Gross Floor Area (sq ft)				
Residential Base	0	0	0	
Non-Residential Base	29,200	190,650	172,500	
Inclusionary Housing Bonus				
Total Floor Area Ratio				
Residential Base				
Non-Residential Base	0.19	1.25	1.13	
Inclusionary Housing Bonus				
Total Dwelling Units				
Base Units	0		0	
Inclusionary Bonus Units	0		0	
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Building Height(s) (ft)	35	35, 45	35, 45	
Front Yard Setback (ft)	0	0	0	
Side Yard Setback (ft)	0	0	0	
Side Yard Setback (ft)	0	0	0	
Rear Yard Setback (ft)	0	0	0	
Open Space (% of Lot Area)	35	N/A	28	
Private Open Space	0		0	
Permeable Open Space	14		8	
Other Open Space (Specify) *	21		20	
Off-Street Parking Spaces	1,530 garage; 14 lot	see chart	1,530 garage	
Long-Term Bicycle Parking	0	38	59	
Short-Term Bicycle Parking	5	12	24	
Loading Bays	2	2	2	

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

* Drives, walks, plaza

Project Site Area





CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE WATER DEPARTMENT

City Department/Office:

Project Address: 399 Binney Street

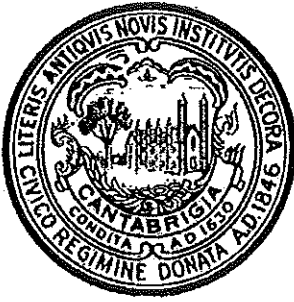
Applicant Name: DivcoWest Real Estate Services, Inc.

For the purpose of fulfilling the requirements of Section 19.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative and (b) small format application plans at 11" x 17" or the equivalent. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

1/4/16

Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE TREE ARBORIST

City Department/Office:

Project Address: 399 Binney St.

Applicant Name: Divcowest Real Estate Services

For the purpose of fulfilling the requirements of Section 4.26, 19.20 or 11.10 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a MultiFamily, Project Review or Townhouse Special Permit for the above referenced development project: a Tree Study which shall include (a) Tree Survey, (b) Tree Protection Plan and if applicable, (c) Mitigation Plan, twenty one days before the Special Permit application to Community Development.

Signature of City Department/Office Representative

1-7-16

Date

Project Team

Applicant/Owner

DWF IV One Kendall Garage, LLC

One Kendall Square, Suite B3201, Cambridge, MA 02139
617 720-7400

Project Manager

Jones Lang LaSalle, Inc.

One Post Office Square, Boston, MA 02109
617 523-8000

Developer Consultant

The McKinnon Company

One Leighton Street, Unit 1905, Cambridge, MA 02141
617 354-4363

Attorney

Sullivan & Worcester LLP

One Post Office Square, Boston, MA 02109
617 338-2479

Architect

Bargmann Hendrie + Archetype, Inc.

300 A Street, Boston, MA 02210
617 350-0450

Landscape Architect

Richard Burck Associates, Inc.

7 Davis Square, Somerville, MA 02144
617 623-2300

Feng Shui Consultant

Alex Stark

5710 Crescent Park East, #351, Playa Vista, CA 90094
917 306-1089

Civil & Traffic Engineer

Tetra Tech, Inc.

100 Nickerson Road, Marlborough, MA 01752
508 786-2200

Structural Engineer

McNamara Salvia, Inc.

101 Federal Street 11th Floor, Boston, MA 02110
617 737-0040

MEP/FP Engineer

AHA Consulting Engineers

24 Hartwell Ave # 3, Lexington, MA 02421
781 372-3000

Geotechnical Engineer

McPhail Associates, LLC

2269 Massachusetts Avenue, Cambridge, MA 02140
617 868-1420

Acoustic Consultant

Acentech Consulting, Inc.

33 Moulton Street, Cambridge, MA 02138
617 499-8000

Construction Manager

Commodore Builders, Inc.

80 Bridge Street, Newton, MA 02458
617 614-3500

I. Project Description

The 399 Binney Street proposed Project is for a building containing 134,700 square feet (SF) of office/lab space on four floors at and above street level, with a 37,800 SF basement, for a total of 172,500 SF. The building square footage includes a small lobby entrance and adjoining ancillary retail space (2,550 SF). The building is three stories tall near residential neighbors. One hundred feet away, it rises to four stories for a smaller part of the Project. The site, located at the corner of Binney Street and Cardinal Medeiros Avenue, currently consists of two small buildings known as Buildings 1500 and 1700 of the One Kendall Square mixed-use complex, a parking lot, and loading areas. The site is immediately adjacent to the Kendall Square Cinema and the large parking structure that serves the entire One Kendall Square mixed-use complex. The remaining seven buildings of the One Kendall Square complex are located across Binney Street to the south, extending to Hampshire Street. Existing condition plans, proposed site and project plans, and a site context map are all included in Volume II as a set of graphics on 11x17 sheets.



Proposed Site and Building Layout

The One Kendall Square complex was redeveloped a generation ago by prior ownership. Former industrial buildings were converted into a mixed-use development containing office, research, restaurant, retail, cinema, day care and other uses, in a mostly pedestrian- friendly format that has retained its historic character while serving the needs of the modern technology-focused workplace and employment base as well as its neighbors. The north of Binney block project area, closer to the residential neighborhood, is home to a popular art-house cinema, but is dominated by a large, unattractive 1,530 space parking garage.

The Owner is DWF IV One Kendall Garage, LLC (DivcoWest), a real estate firm focused on technology markets. They acquired One Kendall Square in 2014. Beginning with the south of Binney block of the complex, DivcoWest has undertaken a variety of improvements, including substantial accessibility work and the updating of Hampshire Plaza. That effort is currently being completed and will ensure that the south of Binney block continues to be a vibrant, mixed-use urban space that in many ways exemplifies the identified planning goals for the larger Kendall Square area in recent years. The 399 Binney Street project provides an opportunity for DivcoWest to enhance the block north of Binney Street and to strengthen its connection to the urban fabric of the block south of Binney Street, and to remedy a number of detrimental conditions that have existed for many years.

DivcoWest has taken a lesson from the failed efforts of two prior owners to develop the 399 Binney Street site. Previous owners, Lincoln Properties and Beal Companies, proposed much larger buildings that would not have respected the downzoning of the site from Industry B to Industry A-1 to create lower height and larger setbacks. Both efforts violated height, setback and size limit in serious ways.

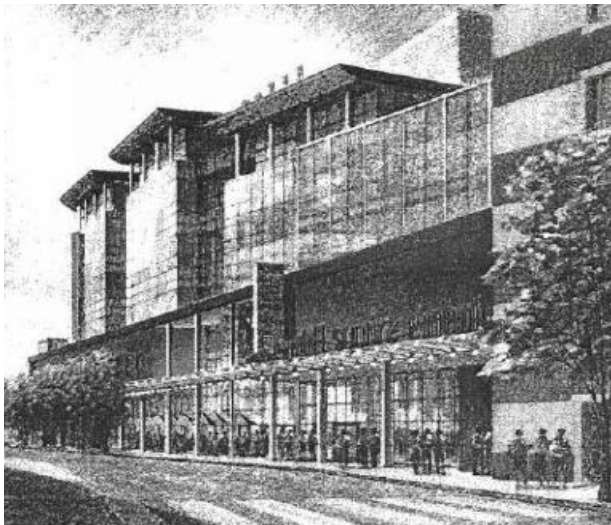


Image of prior proposal from Binney Street

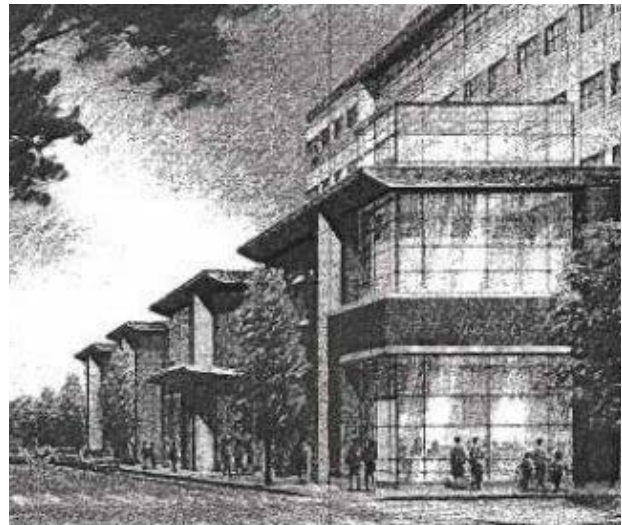


Image of prior proposal from Cardinal Medeiros Avenue

The newly proposed building has taken the opposite approach. DivcoWest has observed the height limits and required setback, and pulled back the street edge at ground level along Cardinal Medeiros Avenue. They have inserted a courtyard opposite Berkshire Place to split the building's length and provide a new public sitting area. Rather than eliminating and building over the plaza that leads to the cinema, DivcoWest proposes to enlarge and enhance it, and thereby to extend the "sense of place" that exists at Hampshire Plaza and along the pedestrian spine leading to Binney Street, across Binney Street and all the way to the cinema. A unique new plaza has been proposed.

The proposed design for 399 Binney Street would retain the existing pedestrian bridge over Binney Street connecting to Building 1400 in the south of Binney block.

The garage has been a controversial eyesore since the day it was built by prior ownership. Already DivcoWest has worked with its neighbors to mitigate lighting impacts. The 399 Binney Street project provides an opportunity to address the garage's appearance. We propose a combination of screening, green walls and improved lighting.



Existing Garage Entrance Driveway & Walk to Cinema Entrance



Proposed Plaza with Green Wall shown on right

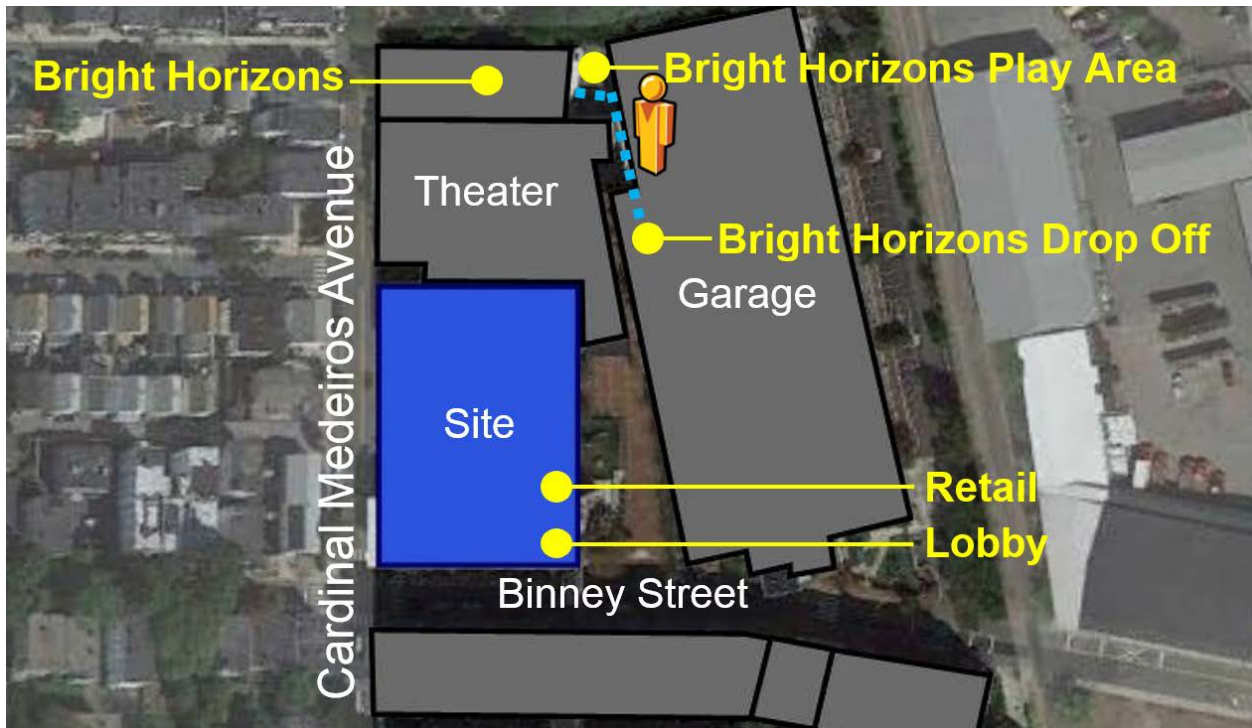


Existing Garage Exit



Relocated Garage Entry and Exit

Bright Horizons currently operates a day care center in Building 1500. As part of a separate construction project they are moving to a small building DivcoWest has acquired behind the cinema, addressed as 286 Cardinal Medeiros Avenue. This will allow a play area to be located in the rear yard. Drop-off and pickup will continue to be located inside the garage as it has been for many years. Because the garage extends to the rear of the day care lot, the drop-off/pick-up area will now be in closer proximity. Parents and children will be able to walk out of the garage door, through the rear yard play area and into the day care center. This will reduce vehicle conflicts and enhance safety.



Walking path from Bright Horizons Drop-Off to Daycare Entrance

Several site improvements are proposed to complement the building at 399 Binney Street. These include pedestrian amenities, intersection safety improvements and aesthetic enhancements. The building will have pedestrian entries on Binney Street as well as on the new proposed plaza.

With the relocation of the existing garage driveway to the eastern side of the property, cars will be removed to create a fully pedestrian plaza. Serving as an entry space for 399 Binney Street as well as for the existing Kendall Square Cinema, the plaza is designed to cater to pedestrians and bicyclists alike. With fixed and flexible seating elements, the space is meant to serve multiple user groups, all times of day and night, throughout the year. Materially, the plaza is envisioned as a vibrant space with contemporary finishes, such as concrete unit pavers, sustainable wood bench seating atop concrete seat and planter walls, and LED lighting elements. Simple planters at the perimeter provide additional seating opportunities as well as help soften the largely hardscaped zone. Against the masonry of the existing garage, a combination of evergreen and deciduous vines will be planted as a simple green wall. Wrapping the corner, this green wall is intended to help extend the character of the plaza out onto Binney Street. Site grading within the plaza is addressed through a design of steps and walks sloped to less than 5%.



Plaza looking towards Binney Street



Plaza looking towards Binney Street at Night

While the plaza on Binney Street is seen as a very active space, the small courtyard along Cardinal Medeiros Avenue is designed at a neighborhood scale, to break up the length of the new building. The courtyard is envisioned as an urban woodland garden space, framed by birch trees, including street trees gathered at the courtyard, which will provide a shaded area for seating. Positioned directly opposite Berkshire Place, the new space will give a pleasing view from the neighborhood. A seat wall just at the back edge of the sidewalk provides a fixed seating element among the trees. The building itself will have a tiered or stepped look to better blend with the local neighborhood along Cardinal Medeiros Avenue.



View of courtyard from Cardinal Medeiros Avenue



Cardinal Medeiros Courtyard: Proposed Character Examples

The building will have an additional setback from the street at the ground level which will improve sight visibility along Cardinal Medeiros Avenue and at the intersection with Binney Street. Other safety improvements include the construction of a raised crosswalk across Binney Street at the current crosswalk location (mid-block at the garage) to unite the north and south blocks of the One Kendall Square complex and provide traffic calming. Sidewalks and curb ramps will be rebuilt adjacent to the site to meet accessibility standards. Intersection warning signs and additional crosswalk signage are proposed at the intersection of Bristol Street/Binney Street and Cardinal Medeiros Avenue. Additionally, three curb cuts on Cardinal Medeiros Avenue will be consolidated into one, and two on Binney Street (the garage entrance and exit) will be consolidated, to reduce vehicle and pedestrian conflict points. The garage entrance will be relocated to the east side, and the subsequent access/egress to the garage reconfigured to allow for better circulation. As a result of this garage driveway change, about twenty surface parking spaces on the east side of the garage will need to be removed. In addition, relocation of the garage entrance will allow for the reconstruction of the pedestrian plaza leading to the cinema entrance. The parking garage will undergo a facelift with a combination of the green wall and other cladding strategies to diminish the mass of the structure and improve aesthetics. Additional plantings along Binney Street and the eastern façade of the garage will provide further visual and sustainable enhancements for the block.



Plaza from Binney Street looking to Cinema with Green Wall on Right



English Ivy
Hedera helix



Boston Ivy
Parthenocissus tricuspidata



English Ivy



Boston Ivy



Boston Ivy

Part shade to full shade tolerant species

Part shade to part sun species

Green Wall Proposed Planting Palette: Evergreen & Deciduous Options



Climbing Hydrangea
Hydrangea anomala subsp. petiolaris



Trumpet creeper
Campsis radicans



Fiveleaf Akebia
Akebia quinata



Climbing Hydrangea



Trumpet creeper



Fiveleaf Akebia

Part shade to full shade tolerant species

Part shade to part sun species

Green Wall Proposed Planting Palette: Flowering Options

2.0 Zoning Approvals Requested

Project Review Special Permit, Section 19.20.

Special Permit under Section 6.35.1(3) allowing the Cinema parking requirement to be satisfied through shared parking.

Special Permit under Section 6.43.5(b) allowing curb cut width in excess of 30 feet (Binney Street, garage entrance/exit and Cardinal Medeiros Avenue, loading dock).

3.0 Conformance with Special Permit Criteria

3.1 Conformance with Section 19.20, Project Review Special Permit

3.1.1 Traffic Impact

The Project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Impact Study (Appendix B). As shown in the tables below, except for four instances, the Project does not meet the criteria for a substantial adverse impact on city traffic within the study area. The only items that trigger criteria are the Tech Square Morning Peak Hour Level of Service and Lacking Bicycle Facilities on Cardinal Mederios Avenue, Bristol Street and Binney Street. These criteria are proposed to be addressed through mitigation measures further detailed.

See tables below.

1. Project Vehicle Trip Generation

Weekday = 1,028 AM Peak Hour = 148 PM Peak Hour = 135 Meets Substantial Adverse Criteria? [Y/N] N

2. Change in Level of Service (LOS) at Identified Signalized Intersections

Intersection	AM Peak Hour			PM Peak Hour		
	Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
[Name/Name]	[A-F]	[A-F]	[Y/N]	[A-F]	[A-F]	[Y/N]
Cardinal Medeiros / Portland / Hampshire	C	C	N	C	C	N
Portland / Broadway	D	D	N	C	C	N
Tech Square / Hampshire / Broadway	D	E	Y	D	D	N
Binney / Fulkerson / Galileo Way	E	F	N	D	D	N

3. Increased Volume of Trips on Residential Streets

Street Segment	AM Peak Hour			PM Peak Hour		
	Existing Volume	With Project	Meets Criteria?	Existing Volume	With Project	Meets Criteria?
[Name/Name]	[###]	[###]	[Y/N]	[###]	[###]	[Y/N]
Cardinal Medeiros: Hampshire to Binney <i>1/3 or less Residential</i>	766	814	N	833	862	N
Cardinal Medeiros: Hampshire to Binney <i>1/3 or less Residential</i>	542	564	N	585	614	N
Fulkerson: Charles to Cambridge <i>1/2 or less Residential</i>	286	298	N	113	115	N
Charles: Fulkerson to Sixth <i>1/3 or less Residential</i>	208	210	N	265	275	N
Bristol: Berkshire to Cardinal Medeiros <i>1/2 or less Residential</i>	125	132	N	53	54	N

4. Lane Queue (for signalized intersections critical lane)

Street Segment	AM Peak Hour			PM Peak Hour		
	Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
[Name/Name]	[##]	[##]	[Y/N]	[##]	[##]	[Y/N]
Cardinal Medeiros / Portland / Hampshire [6 Lanes Analyzed]						
EBLTR	10	11	N	4	4	N
WBLTR	3	4	N	8	8	N
NBL	1	1	N	1	1	N
NBTR	4	4	N	3	3	N
SBL	1	1	N	0	0	N
SBTR	7	7	N	6	6	N
Broadway / Portland [6 Lanes Analyzed]						
EBLTR	15	17	N	6	6	N
WBLTR	4	4	N	10	10	N
NBL	1	1	N	2	2	N
NBTR	8	9	N	10	10	N
SBL	0	0	N	0	0	N
SBTR	3	3	N	2	2	N
Broadway / Hampshire / Tech Square [8 Lanes Analyzed]						
EBLTR	11	13	N	5	5	N
WBL	2	2	N	1	1	N
WBT	4	4	N	7	7	N
WBR	1	1	N	3	2	N
NBL	0	0	N	2	2	N
NBTR	1	1	N	6	7	N
SBL	5	5	N	3	3	N
SBTR	2	2	N	0	0	N
Binney / Galileo Way / Fulkerson [7 Lanes Analyzed]						
EBT (2)	2	2	N	3	3	N
WBTR (2)	5	6	N	3	4	N
SBR	12	13	N	6	6	N
SEBTL	6	6	N	7	7	N
SEBR	1	1	N	1	2	N

5. Lack of Sufficient Pedestrian and Bicycle Facilities

Intersection	AM Peak Hour			PM Peak Hour		
	Existing PLOS	With Project	Meets Criteria?	Existing PLOS	With Project	Meets Criteria?
[Name/Name]	[A-F]	[A-F]	[Y/N]	[A-F]	[A-F]	[Y/N]
Cardinal Medeiros / Portland / Hampshire	C	C	N	C	C	N
Portland / Broadway	C	C	N	C	C	N
Tech Square / Hampshire / Broadway	D	D	N	D	D	N
Binney / Fulkerson / Galileo Way	D	D	N	D	D	N
Adjacent Street or Public Right-of-Way	Sidewalks or Walkways Present?		Meets Criteria?	Bicycle Facilities or Right-of-Ways Present?		Meets Criteria?
[Name]	[Y/N]		[Y/N]	[Y/N]		[Y/N]
Cardinal Medeiros Avenue	Y		N	N		Y
Binney Street	Y		N	N		Y
Bristol Street	Y		N	N		Y
On Site:	Y		N	N		N

Proposed mitigation for the office/lab building to minimize the effect of the Project on the surrounding neighborhood and transportation facilities is discussed below. The site location within the Kendall Square area of Cambridge plays a significant role on the ability to reduce single occupant vehicle (SOV) trips. Potential mitigation measures are being discussed further with city staff include the following:

- The proponent will commit to preparing a Transportation Demand Management (TDM) program. Currently the One Kendall Square complex includes a Hubway station on Hampshire Street and eight Zipcar rentals in the parking garage. However there is no comprehensive TDM program where tenants can find information regarding other transit options. The TDM program will be developed in cooperation with the city but should include a designated transportation coordinator on the site, and making available system maps, time tables, and other relevant transit information.
- Additional short term bike storage, beyond what is required by zoning, is proposed inside the garage, under cover, within close proximity to the parking management office. Five (5) additional long term bicycle parking spaces are provided and thirteen (13) additional short term bicycles are provided over and above the spaces required by the Cambridge Zoning Ordinance.
- Based on our initial conversations with the City’s Traffic Department, a new NEMA signal controller and TS2 cabinet is suggested to replace the aging equipment at the intersection of Hampshire Street at Cardinal Medeiros Avenue. This controller would continue to serve both the Hampshire Street and Broadway intersection from this one cabinet.
- Traffic signal retiming at the Binney Street/Galileo Galilei Way/Fulkerson Street intersection to optimize the AM and PM peak periods to improve the estimated delay.

- Eco-Totem. Cambridge has seen unprecedented growth in bicycle usage. Counting programs and travel numbers have and will continue to guide the ongoing development of bike amenities. To that end, the proponent wishes to aid Cambridge's need to maintain accurate data on biking trends and would add an additional bike count station, similar to the EcoTotem recently installed on Broadway. The proposed location would be along the highly cycled route of Hampshire Street. The EcoTotem could be located on the One Kendall Square Plaza near the current Hubway location.
- A safety mitigation program can include new advanced warning signs for the pedestrian crossings at the unsignalized intersection of Cardinal Medeiros Avenue and Binney Street/Bristol Street.
- Advanced intersection warning signs to notify drivers on Cardinal Medeiros Avenue of the Binney Street/Bristol Street intersection would alert drivers of the crossing traffic and enhance safety.
- The crosswalk across Binney Street at the One Kendall Square garage is proposed to be reconstructed as a raised crossing to prioritize the highly used crosswalk and provide traffic calming at this intense pedestrian zone.
- The proposed relocated garage driveway will be reconstructed to be perpendicular to Binney Street and include a raised island to ease pedestrian crossings (refuge area).

3.1.2 Urban Design

The Project is consistent with the urban design objectives of the city as set forth in Section 19.30 and with the 2013 Kendall Square Design Guidelines (from the K2 Planning Study) and the 2001 Eastern Cambridge Design Guidelines, as described below in Part 4.0, Consistency with Citywide Urban Design Objectives.

3.2 Conformance With Section 6.35.1(3), Shared Parking

The Board may under Section 10.45 and Section 6.35.1(3) grant a special permit reducing the minimum amount of parking required if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood. Under Section 6.35.1(3) the Board is to consider whether or not less off street parking is reasonable in light of shared parking.

Based on the vehicle parking demand analysis and zoning calculations set forth below, the foregoing criteria are met. The cinema, which was built on its own zoning lot (and was separately owned for many years), has always been served by the parking garage and thus shared parking has always been in effect in actuality. The requested relief would recognize and account for that reality.

The vehicle parking demand analysis was conducted based on the City of Cambridge Zoning Ordinance parking quantity requirements (Chapter 6.30). The calculation uses tenant land use and employee density from a recent DivcoWest One Kendall Square tenant space inventory; see Appendix J of the Traffic Impact Study. The parking space demand calculations in the table below show the number of forecasted employees for 399 Binney Street and mode share from Census Tract 3526. The zoning table below gives effect to the requested shared parking credit.

Vehicle Parking Demand Analysis

Zoning				
One Kendall Square Complex (South of Binney Parcel)	627,898 sf 30 persons 1,084 seats	Varies by land use: see Appendix J	977 ¹	(1,530)
Cinema	1,544 seats	1.0 space / 5 seats	309	-
Cinema		Shared parking credit [75%]	-231	-
Bright Horizons - Child Care	8 rooms (estimated)	1.5 space / room	12	-
		Subtotal	1,067	(463)
399 Binney - Office/Lab	180,000 sf	1.0 space / 800sf	225	-
		TOTAL	1,292	(238)

¹ Includes 284 spaces for Amgen's building at 360 Binney Street, which is not owned by DivcoWest.

Forecasted Demand				
Use	Employee Density (One Kendall Square)	Forecasted Project Employees¹	Vehicle Access Percentage²	Spaces Required
Office / Lab	3.32 employees / 1,000 sf	598	36%	216

¹ Employees project based on Project Development square footage, source - DivcoWest LLC.

² SOV Rate (32%), HOV Rate (5%/AVO) = ~4%, Total Vehicle Access % = 36%

The existing parking garage has a 1,530 space capacity and exhibits a maximum occupancy on a typical weekday of 866 vehicles; therefore a sufficient number of open spaces to accommodate the proposed office/lab building is available. This is also true from a zoning perspective, which if the shared credit is applied would require a total of 1,292 spaces for the entire One Kendall Square complex and proposed office/lab building, leaving 238 available. The credit has been applied using the formula set forth in Section 6.35.1(3); the minimum requirement of 309 spaces for the Cinema would be reduced by 75%, to 77 spaces. The zoning chart sets forth the resulting requirements applicable to the Garage.

A shared Parking Demand analysis was completed using the ULI time-of-day factors by land use for the weekday period. All of the land uses within the One Kendall Square campus are sorted into three general categories, Restaurant, Office/Lab, and the Cineplex. Number of parking spaces required by Zoning are shown, and based on the time-of-day factors, the peak parking demand should occur during the 3:00PM hour, when 1400 spaces are needed. With a total garage capacity of 1530 spaces, about 130 spaces should remain available. Refer to the TIS for more detailed information concerning the actual parking counts.

Shared Parking Demand (ULI Recommended Factors ,Table 2-5, Page 17) by time-of-day Factors (Weekdays)																		
		6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Restaurant (% parking occupancy)		25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%
Spaces needed by Zoning (112 SPACES)	112	28.0	56.0	67.2	84.0	95.2	100.8	112.0	100.8	56.0	50.4	50.4	84.0	89.6	89.6	89.6	67.2	61.6
Office/Lab (% parking occupancy)		3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%
Spaces needed by Zoning (1102 SPACES)	1102	33.1	330.6	826.5	1046.9	1102.0	1102.0	991.8	991.8	1102.0	1102.0	991.8	551.0	275.5	110.2	77.1	33.1	11.0
Cineplex (% parking occupancy) late DEC		0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%
Spaces needed by Zoning (309 SPACES)	309	0.0	0.0	0.0	0.0	0.0	0.0	108.2	185.4	231.8	247.2	247.2	247.2	216.3	247.2	309.0	309.0	262.7
Total Space Demand	1523	61	387	894	1131	1197	1203	1212	1278	1390	1400	1289	882	581	447	476	409	335
Garage Spaces Available (1530 Spaces)	1530	1469	1143	636	399	333	327	318	252	140	130	241	648	949	1083	1054	1121	1195

3.3 Conformance with Section 6.43.5(b), Curb Cut Width

The Board may under Section 10.45 and Section 6.43.5(b) grant a special permit modifying the maximum curb cut width of 30 feet provided in Section 6.43.3(b) if the Board determines that an increased curb cut width would facilitate traffic and safety.

By increasing the width of existing curb cuts, the Project would facilitate traffic and safety by consolidating the total number of curb cuts from three to one on Cardinal Medeiros Avenue and from two to one on Binney Street. This allows us to create a vehicle-free zone in the plaza.

3.4 Conformance with Section 10.43, General Special Permit Criteria

- i. The requirements of the Ordinance can be met. As proposed, the Project meets the intent and purpose of Article 19.00, Section 6.35.1(3) and Section 6.43.5(b).
- ii. Traffic generated or patterns of access or egress will not cause congestion, hazard, or substantial change in established neighborhood character.

The Traffic Impact Study (TIS) (Appendix B) submitted with this application demonstrates that the Project will have no material adverse impact on City traffic, and will not cause congestion, hazard, or substantial change in established neighborhood character.

- iii. 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.

The use of the Project for office/lab and retail is consistent with uses in the vicinity. The Project has been designed in accordance with the height limits of the Industry A-1 district to protect the neighboring residential uses to the West and North, and has further incorporated a number of design features specifically requested by the Wellington-Harrington and East Cambridge neighbors.

- iv. No nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City.

The Project will comply with all requirements for noise mitigation and will satisfy state and municipal health and building code requirements. The Noise Study is included in Appendix C.

- v. The proposed use would not impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of the Ordinance.

The Project as proposed is consistent with applicable zoning requirements, including the height limitations under the Industry A-1 zoning provisions that were adopted to protect the adjoining residential district.

- vi. The Project is consistent with the Urban Design Objectives set forth in Section 19.30.

Please see Part 4.0 below, entitled Consistency with Citywide Urban Design Objectives.



View down Binney Street and Cardinal Medeiros Avenue

4.0 Consistency with Citywide Urban Design Objectives: Section 19.30

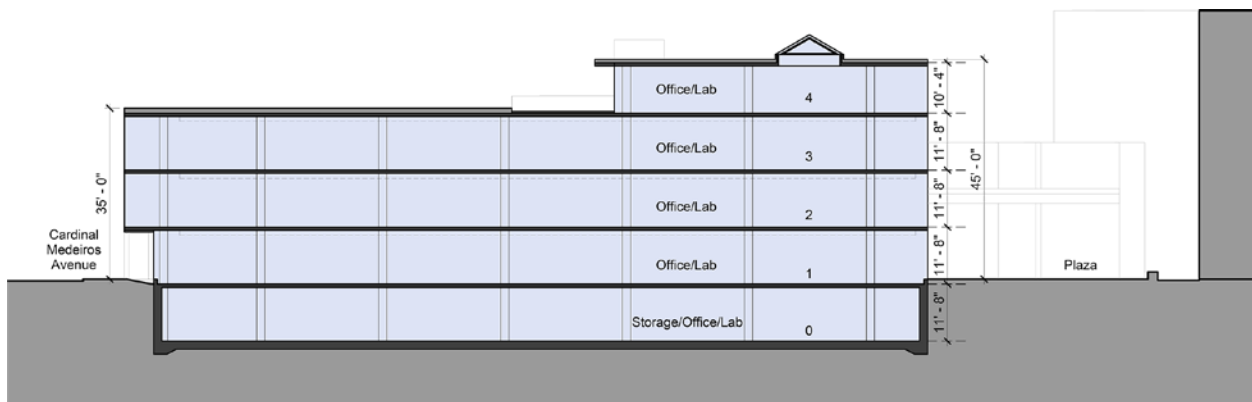
The 399 Binney Street project will contribute positively to the Cambridge urban environment by providing a graceful transition to the Wellington-Harrington neighborhood, East Cambridge and Kendall Square. Further it will enhance the experience of One Kendall Square, especially for pedestrians and bicyclists.

The anchor of One Kendall Square to the north of Binney Street is the nine screen Kendall Square Landmark Cinema. To the south, Hampshire Plaza anchors One Kendall Square with its lively mix of restaurants, cafes, pubs, a brewery and retail establishments. This Project effectively brings the Cinema closer to Hampshire Plaza by providing a significantly enhanced pedestrian plaza and adding new retail in the proposed building at 399 Binney Street. This site is at the hinge between the Kendall Square street grid and the grid aligned with Cardinal Medeiros Avenue. This change is seen by the jog in Binney Street at the corner of the garage. The new building is aligned with the Cardinal Medeiros Avenue grid, with the redesigned and improved plaza providing the transition between the two geometries.

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

Along Cardinal Medeiros Avenue, where the new building faces a residential neighborhood, the building height is limited to 35 feet and the building façade and mass are split up into smaller, more residentially scaled volumes by the introduction of a courtyard directly off of the public sidewalk opposite Berkshire Place. Further, the same 35 foot height with a 100 foot setback is also maintained along the north property line for our residential neighbors at Linden Park.

The four story, smaller portion of the building is set back from Cardinal Medeiros Avenue where it establishes itself as a transitional element between the lower building height and the higher buildings across Binney Street and the higher One Kendall Square garage off of the plaza. The east façade that faces the tall garage across the plaza incorporates mid-scale projections that animate the façade and provide a more pedestrian scaled environment for plaza users.



Building Section

The retail component of the Project is located on the improved plaza to be consistent with the established pattern of existing retail uses located at One Kendall Square and to take advantage of the new high quality pedestrian environment of the plaza. It is also visible from Binney Street.



One Kendall Square retail and public locations

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

The ground floor of the new building along Cardinal Medeiros Avenue, Binney Street, and the plaza is glazed for a large majority of its distance to allow the life of the building to be perceived from the adjacent pedestrian ways. Walls are faced with Trespa (R) as a warm, neighborhood friendly material. At the same time, for the majority of the street frontage on Cardinal Medeiros and Binney Street, the glazed wall is set back from the sidewalk with a landscaped area between the glazed wall and the sidewalk. This makes the pedestrian experience more welcoming and provides a level of privacy for the commercial functions in the building. For the retail space and the building entrance lobby, the entire façade is glazed to emphasize its welcoming nature.

The entrance lobby for the new building is prominently featured at the corner of Binney Street and the plaza. Energy-friendly revolving entrance doors are located both at the sidewalk on Binney Street and directly off of the plaza.

The pedestrian experience for the plaza is completely transformed by removing the garage vehicular entrance from the plaza over to the east side of the garage away from the plaza. Currently, pedestrians moving from the retail-rich south block of One Kendall Square have to cross the entrance driveway to the garage to reach the Cinema. This crossing is now eliminated.

Pedestrians going to the Cinema will experience a significantly improved environment with new quality pavers, high-quality-lighting, seating, and an upgraded garage façade with screening and a green wall.

The bicyclist's experience will also be substantially improved. Short term bike parking will be available immediately opposite the building's entrance and near to the Cinema's entrance. Secure, covered, longer term bike parking is provided in the adjacent garage and is accessed through a dedicated pedestrian/bicyclist entrance off the plaza that allows parking one's bike without having to cross any of the garage's vehicle travel lanes.

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

1. No mechanical equipment is visible to the public from city streets or publicly accessible pedestrian ways such as the plaza. All rooftop mechanical equipment is either located in the enclosed penthouse or screened from view.

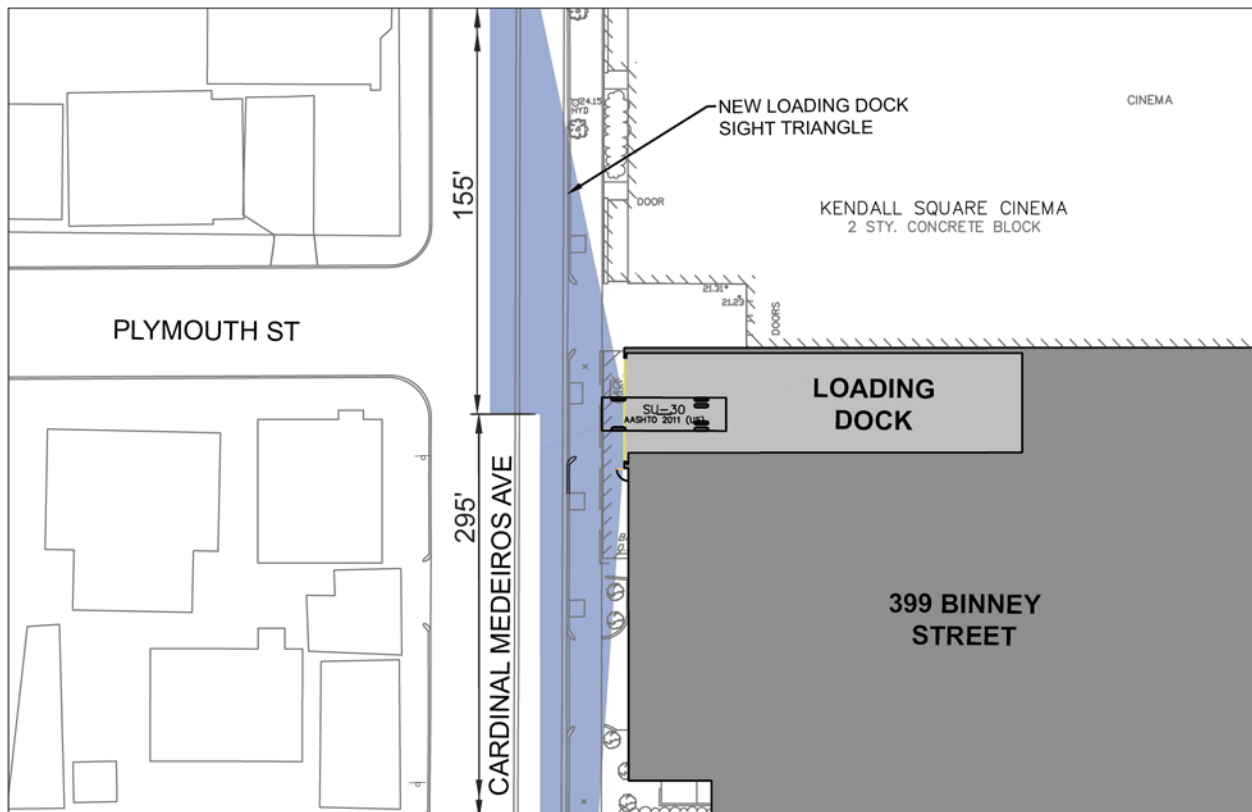
Wherever possible, equipment has been located in the new building's basement. In addition, an existing site-located pad-mounted transformer that serves the Cinema will be relocated to a below-grade location; thus eliminating its visual impact. No new mechanical or electrical equipment is located at grade.

Exhaust and vent stacks that must be carried higher than the enclosing structure or screen are small in diameter, and will have a silver finish to minimize their visual impact.

2. All trash collection and storage is contained within the building. Trash and recyclables collection will occur through the loading area, which is a fully enclosed space.
3. The loading area is located next to the Cinema's loading area to consolidate that function. The two loading area bays are fully enclosed with a quiet operation sectional door that typically will be closed.

Preliminary meetings with Cambridge TPT suggested that sight lines for trucks exiting the loading area be improved. The following measures to improve sight lines have been incorporated into the design:

- Moving the loading area door back 6' from the property and sidewalk line.
- Making the loading area door extra wide with a width of 25' that is wider than the loading bays.
- At the northwest corner of the loading area, providing a glass corner.



Loading Dock Sight Distance

4. The Stormwater Control Permit submitted to the Cambridge Department of Public Works details the measures being taken to minimize negative stormwater impacts. A summary of the stormwater infrastructure has been provided in Section 6 below.
5. With the inclusion of a large green roof, the total planted green area of the site is increased from existing conditions.
6. See separate shadow studies in Volume II. With the building's low profile shadow impacts are minimized. There are no shadows that would impact any Registered Solar Energy Systems.
7. Existing structural retaining walls are eliminated. The Project will not have any site structural retaining walls.
8. Most of the façade along the residential facing Cardinal Medeiros elevation, incorporates punched windows that modulate the scale and relate it to the scale and proportions of the residential properties across the street. The building height on Cardinal Mederios Avenue is the same as the existing building.
9. The outdoor lighting design and the fixtures and control systems selected at the courtyard and the plaza are designed to minimize energy use. They allow fine-tuning of light levels depending on use and time of day, and have no upward light component. This minimizes light pollution. Working with the neighbors, DivcoWest has already improved lighting impacts along Binney Street and Cardinal Medeiros Avenue south of Binney Street.

A summary of community outreach for the Project is included in Appendix E.

10. See separate Tree Protection Plan (The Tree Survey is included in Appendix F).

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

1. Water conserving plumbing fixtures will be used at all locations in the new building. Where exterior irrigation is used, a water efficient sensor-controlled drip irrigation system will be used. See separate information on stormwater that outlines the measures being taken to minimize negative stormwater impacts.
2. Domestic and fire protection water supply has been shown to be adequate with a recent flow test supervised by the City of Cambridge. There are wastewater issues for this site due to the existing combined sewer system. Working with the City of Cambridge, these have been addressed with a wastewater holding tank in the building that allows for storage and timed release of the wastewater so that the combined sewage system that serves the building is not overburdened.
3. The building is designed to a LEED Gold certifiable level. As such, a wide array of design, construction, and operational strategies will be implemented that, in total, substantially reduces the building's energy and resource footprint. See separate LEED checklist and narrative (Appendix F).

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

This project is part of the larger mixed-use One Kendall Square complex. Architecturally, One Kendall Square is a rich mix of re-purposed old Cambridge industrial buildings with new buildings infilled into the area's urban fabric. This Project extends that mix of old and new.

One Kendall Square is a successful, lively, pedestrian-oriented mixed use complex that remains active well into the evening and on weekends. The mix of restaurant, café, bar, retail, and cinema use will be enhanced by this Project. The significantly improved plaza will transform the Cinema experience, especially in better weather. The new retail space will expand retail offerings at One Kendall Square and act as an additional draw for pedestrians to the plaza. It is envisioned that the retail will be supportive of the Cinema, such as a café. The workers in the new building will add to the clientele for existing and future restaurant, café, pub, retail, and cinema use.

The diversity of employers in the One Kendall Square complex will be extended by the future tenants who will occupy the new building.

19.36 Expansion of the inventory of housing in the City is encouraged.

Not applicable.

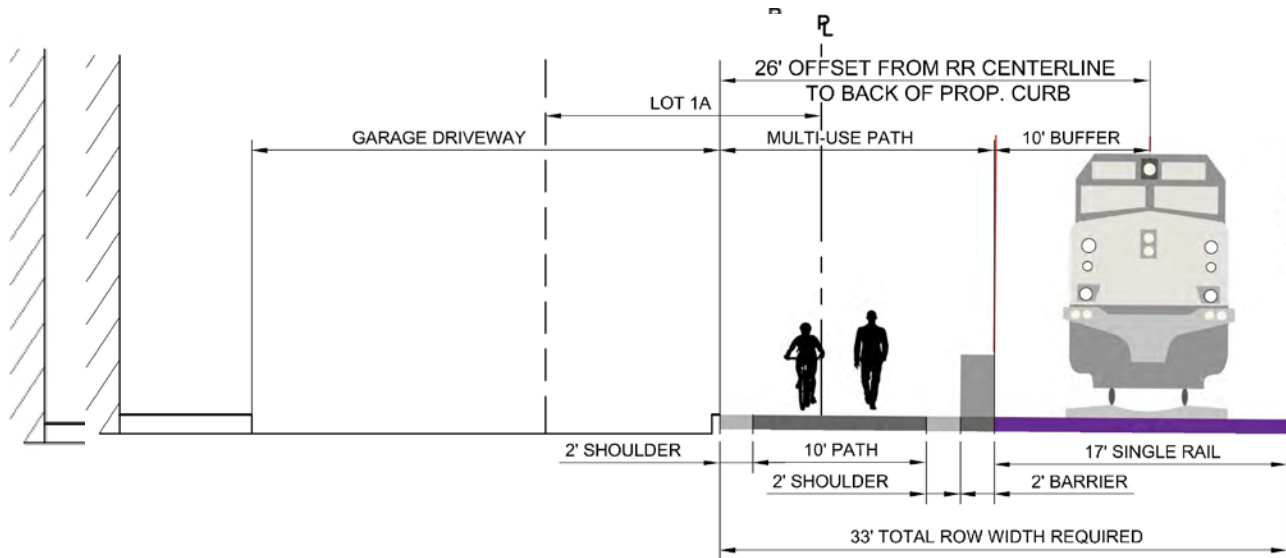
19.37 Enhancement and expansion of open space amenities in the City should be incorporated into a new development in the City.

The industry A-1 zone does not call for specific open space. However, we have found a number of ways to create new public spaces on this Project.

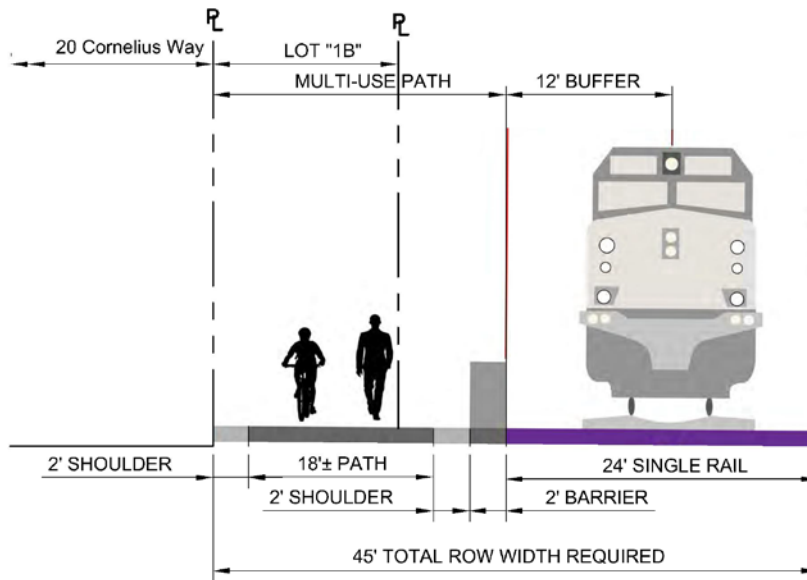
The plaza that provides the pedestrian link to the Cinema from Binney Street will be transformed completely. These improvements provide a pedestrian environment that is more attractive to users and provides a space suitable for a wider range of activities than is currently accommodated. Removing the garage vehicular entrance dedicates the plaza fully to pedestrians and those arriving by bicycle and improves safety. The enhanced plaza has three zones. First is an attractive entrance zone off Binney Street that will have many benches for the public. Next is a central zone that features a prominent entrance to the new building and to a retail space and the pedestrian and bicycle entrance into the garage. This zone is sized to allow for seating and tables. Finally the Cinema zone serves as the front porch to the box office, concessions, and lobby of the Cinema.

Public open space is provided by the new courtyard on Cardinal Medeiros Avenue. This is a small but richly textured space facing the residential neighborhood across the street. It provides a green respite directly on the Cardinal Medeiros sidewalk with shade, seating, comfortable lighting and a rich palette of materials from shade trees to a wood trellis. While the other One Kendall Square pedestrian open spaces serve the wider public, this space is oriented more to neighborhood residents.

The proposed Project cooperates with the request of CDD and DTT&P to accommodate the future Grand Junction rail-trail connector. The curb line of the garage driveway is pulled back to 26 feet from the rail centerline as part of the proposed site work at the garage, and the corresponding strip of land along the Grand Junction line will be conveyed to the City, presumably by easement. We have engineered the turn into the garage to be able to reach the 26 foot dimension along the garage lot and widen it further to the entire width of the strip that continues north from that point adjacent to Linden Park. It is a large parcel of land, roughly 16,800 SF. It runs all the way up to St. Anthony's Community Center. As discussed with CDD and DTT&P, we will coordinate the timing of that conveyance with the zoning changes contemplated to allow property owners making such contributions to the Grand Junction corridor to make use of Transferable Development Rights (TDR) provisions.



SECTION A-A SINGLE TRACK WITH MULTI-USE PATH FOR LOT 1A
 N.T.S.



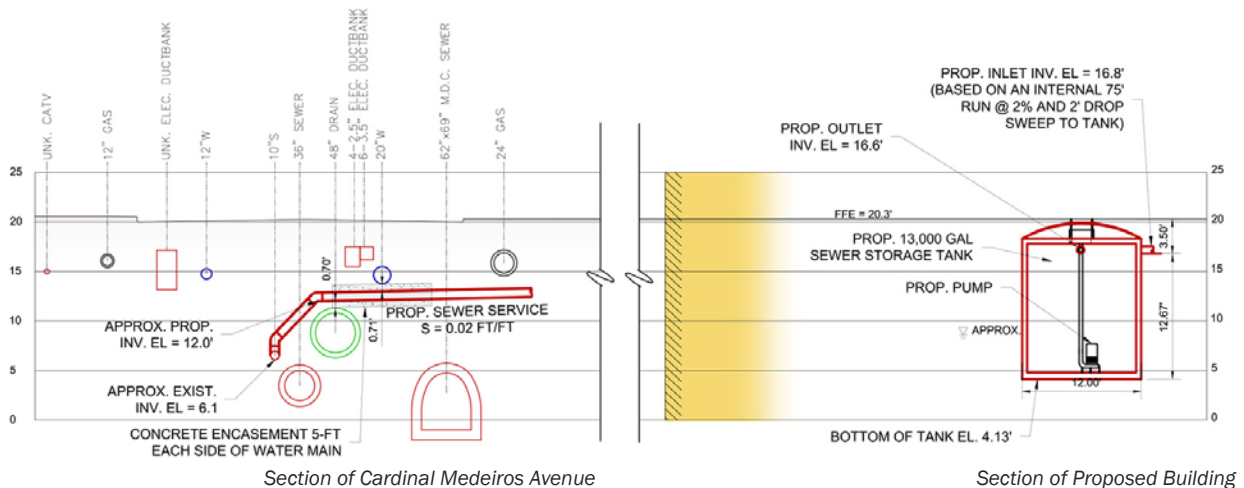
Section B-B Single Track with Multi-Use Path for Lot 1B

5.0 Sewer Service Infrastructure Summary

There is an active City of Cambridge 8-inch/10-inch vitrified clay gravity sewer line located on the westerly side of Cardinal Medeiros Avenue that flows in the northerly direction. Located along the northerly side of Binney Street adjacent to the property there is an active City of Cambridge 38-inch x 34-inch brick sewer line installed in 1894 flowing in the westerly direction towards Cardinal Medeiros Avenue. In addition, there is an active City of Cambridge 90-inch x 90-inch brick combined sewer line located in the center of Binney Street flowing easterly.

Existing services for Building No. 1500 are connected to the 90-inch x 90-inch brick combined sewer in Binney Street, and existing services for Building No. 1700 are connected to the 36-inch brick combined sewer in Cardinal Medeiros Avenue.

Based on discussions with City of Cambridge Department of Publics Works, a single connection to the 10-inch sewer in Cardinal Medeiros Avenue is proposed for the new building. This will involve installing a lateral connection over the City owned 36-inch/48- inch drain line located in the center of the road along with an MWRA owned sewer line located on the easterly side of Cardinal Medeiros Avenue adjacent to the property.



Public infrastructure improvements and mitigation required by the Department of Public Works include a Sewer Holdback Tank which will be activated in the event of significant storms to mitigate combined sewer surcharge conditions currently affecting the system.

6.0 Stormwater Infrastructure Summary

There is an active 36-inch/48-inch storm drainage line located in the middle of Cardinal Medeiros Avenue flowing south towards the 90-inch x 90-inch brick combined sewer line located in Binney Street.

The existing site is almost entirely impervious with only some minor planting strips. The stormwater runoff is currently collected through catch basins, manholes, and storm drain pipes that discharge to the municipal system in both Cardinal Medeiros Avenue and Binney Street. There is a single connection to the 48-inch drain in Cardinal Medeiros Avenue, and two connections to the 90-inch x 90-inch combined sewer in Binney Street.

The Project will provide improvements to the quality and quantity of stormwater introduced in the City systems. The proposed stormwater management system will conform to the City of Cambridge Department of Public Works Stormwater Management Guidelines and Massachusetts Department of Environmental Protection (DEP) Stormwater Standards. Per the Stormwater Management Guidelines, the City requires development/redevelopment projects to provide on-site detention storage for the difference between the 2-year, 24-hour pre-construction runoff hydrograph and the post construction 25-year, 24-hour runoff hydrograph. The proposed stormwater management system will incorporate deep-sump hooded catch basins and a subsurface detention system. This system will address the rate, quantity, and quality of stormwater runoff from the study area.

7.0 Water Service Infrastructure Summary

The property is adjacent to two active City of Cambridge water mains located in Cardinal Medeiros Avenue; a 12-inch cast iron main installed in 1868 and then later lined in 1969, and a 20-inch cast iron main installed in 1969. In addition, there are three active City of Cambridge water mains located in Binney Street; an 8-inch cast iron main installed in 1896, a 12-inch cast iron main installed in 1912 and then later lined in 1969, and a 20-inch cast iron main installed in 1969.

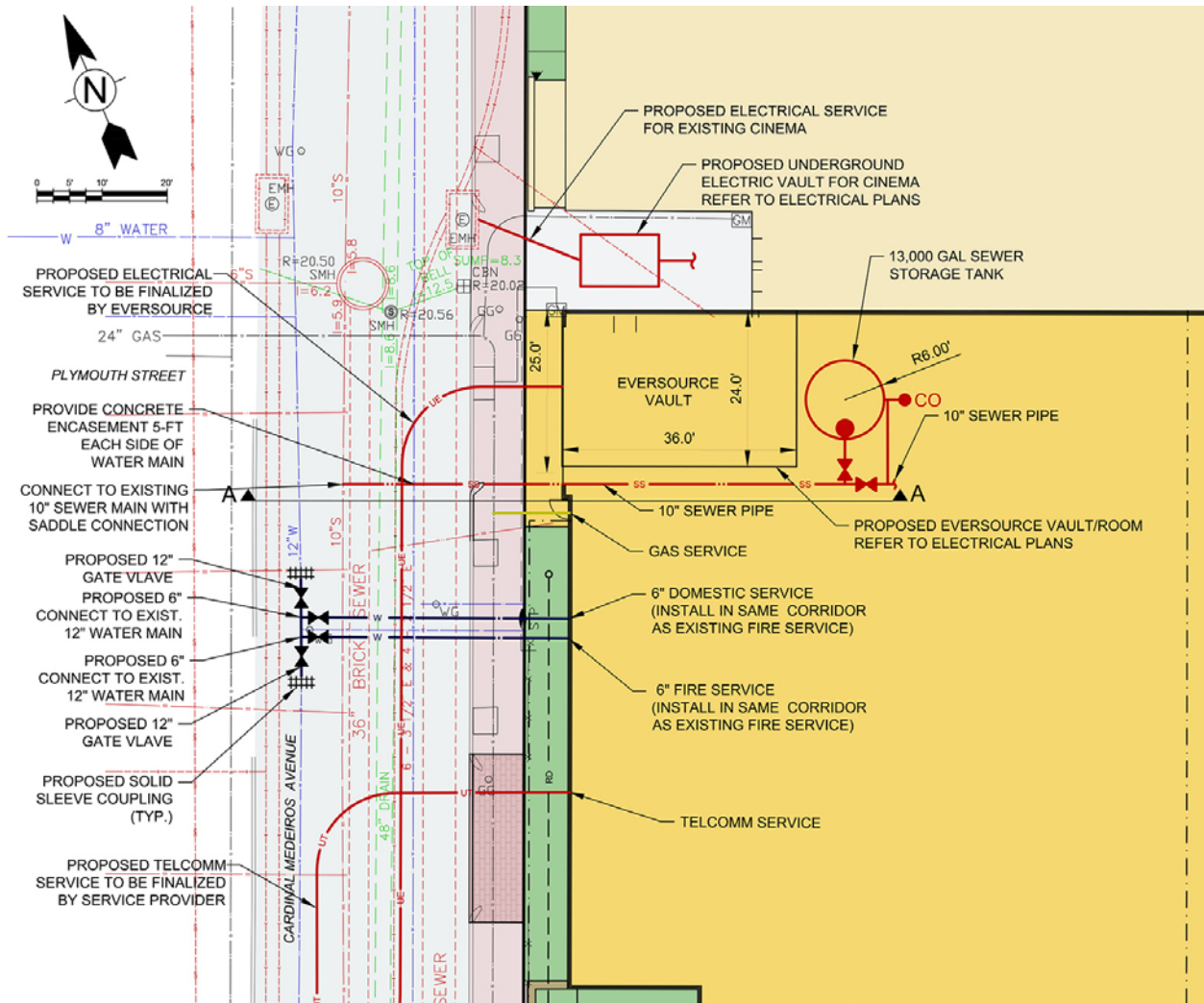
From available record information and field investigations performed by Cambridge Water Department (CWD), existing Building No.1500 is fed by a 2-inch domestic service and 6-inch fire service off the 8-inch water main in Binney Street. Existing Building No.1700 is fed by a 4-inch domestic service off the 12-inch water main in Cardinal Medeiros Avenue, and a 6-inch fire service fed by the 20-inch water main in Cardinal Medeiros Avenue.

During initial communication with the City, there were no known low pressure concerns in this area. As the Project progresses, a fire flow and pressure test will be performed for confirmation. If water pressure tests indicate less pressure than what would be required for fire protection and domestic services, a fire pump and a domestic water booster pump will be installed to supplement the building's systems.

During the demolition phase, the 2-inch service associated with Building No. 1500 will be cut and capped just after the corporation stop. All other services will be discontinued at the water main in the street in which the valve, tee and anchor will be removed. The removed portion of the water main will be replaced with a segment of new pipe and fastened with solid sleeve couplings on each side. This work will require coordination with CWD in order to isolate and shut down the water main associated with the services to be removed.

CWD has requested that both domestic and fire services for the new building be connected to the existing 12-inch water main in Cardinal Medeiros Avenue. They have also requested that two (2) new 12-inch line gate valves be installed on the main on either side of the services. These public infrastructure improvements will create a redundant system allowing the building to remain online if there were an emergency shut down in the area.

We have also discussed the relocation of the fire hydrant on Binney Street with both CWD and the Cambridge Fire Department. The hydrant will be relocated approximately 20 feet to the west due to the widening of the garage driveway entrance.



Proposed Utility Plan

There are three existing hydrants adjacent to the Project site; two on Binney Street and one on Cardinal Medeiros Avenue. The hydrant next to the existing garage driveway on Binney Street will require relocation due to the proposed re-alignment of the driveway.

8.0 Noise Mitigation Summary

The design and selection of mechanical equipment and noise control elements is such that when built and operated, the building will be in compliance with the City of Cambridge Noise Regulation. See Appendix C for more information

In addition, an acoustic fence will be installed at the north property line to mitigate sound from the outdoor play area of the Bright Horizons Day Care center to the adjacent residential neighbors of Linden Park.

9.0 Community Outreach Program

Wellington-Harrington Neighbors

The Project is just over the dividing line in the Wellington-Harrington neighborhood. As of now, WH does not have a recognized neighborhood group according to the records at Cambridge Community Development Department (CCDD). Nonetheless, a group of very active neighbors led efforts to stop redevelopment attempts at 399 Binney Street made by two previous owners. Information from that opposition was used as a starting point. We began meeting with those opposition leaders at the end of the Summer to understand their concerns and what they felt was wrong with the prior attempts. In particular, we met repeatedly with Rudy Belliardi, Dick Fanning, Attorney Tony Keber and Professor Lino Becerra. By the end of September, all of us felt that our Project was ready to go before a full neighborhood meeting which they would organize. Therefore, we met with Wellington Harrington neighbors on:

Wellington-Harrington Neighbors
October 7, 2015 at 7pm
Frisoli Center

This was a well-attended meeting where the Project was very well received. There was no opposition raised, but a series of follow-up questions were formulated which have been answered. The development team offered to come to another neighborhood meeting at any time. The neighbors felt that a second meeting would not be necessary. They seemed satisfied with the Project and the approach taken by the new owners, DivcoWest.

East Cambridge Planning Team

The Project abuts the Grand Junction Railroad, which is the dividing line of the East Cambridge Planning Team jurisdiction according to CCDD records. In the course of discussing this Project, we have told the City and our neighbors that we will be donating all of our land along the railroad to the Grand Junction Pathway. It also seemed best to present to ECPT as they were recognized but also because One Kendall Square is so close and well known to them. The Project Team presented the development and took questions from the audience.

ECPT
November 11, 2015
East End House

A vote on the Project was put on the Agenda for the December meeting. The ECPT voted unanimously to send a Letter of Support which immediately follows.

ECPT
December 9, 2015
East End House

East Cambridge Business Association

The Project was presented to the members of the East Cambridge Business Association. It was well received and a Letter will be forthcoming.

ECBA
Loyal Nine
660 Cambridge Street
January 12, 2016

East Cambridge
ECPT
Planning Team

December 14, 2015

To: Rich McKinnon

Dear Rich,

Thank you for presenting your client's plans for the new DivCo building (at 399 Binney Street) and Parking Garage improvements at the Nov 11 meeting of ECPT. Although the project you presented does not strictly fall within the oversight area of the ECPT, the proximity of the project makes it of interest to our community, and we appreciate your presentation to our members.

ECPT supports the development of the DivCo building and improvements to the parking garage and cinema entrance area that you described on Nov. 11. ECPT appreciates that you and the developer worked with the Wellington-Harrington community during the review process and did not build to the full allowable building height in order to provide a less abrupt scale transition. ECPT encourages you to continue to work with your client DivCo and the Wellington-Harrington community to seek a solution for a shared community room/space as part of this redevelopment project.

Sincerely,



Peter Crawley
President, East Cambridge Planning Team