

March 24, 2021

Ms. Catherine Preston Connolly, Chair &
Members of the Board
City of Cambridge Planning Board
344 Broadway
Cambridge, MA 02139

Re: Supplemental Materials Submission for Special Permit Application PB#631, 711-727 Massachusetts Avenue, Cambridge, MA

Dear Chair Connolly and Members of the Planning Board:

On behalf of Gas Light Building LLC (the Owner) and Chevron Partners (the Developer), we are pleased to submit to you for your consideration in support of the Special Permit Application PB#631 for 711-727 Massachusetts Avenue the following materials:

- 1) Supplemental Narrative in Support of Special Permit PB#361, March 24, 2021
- 2) Revised Dimensional Form, with footnotes and calculations
- 3) Updated Transportation Summary to City of Cambridge Traffic, Parking and Transportation Department, prepared by VHB, dated March 23, 2021
- 3) Supplemental Graphic Materials, March 24, 2021

We look forward to the opportunity to present these materials at a continued public hearing before the Planning Board in the next few weeks.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sarah Like Rhatigan', with a long horizontal flourish extending to the right.

Sarah Like Rhatigan, Esq.

Enclosures

cc: Ms. Swaathi Joseph
Zoning Associate Planner
Cambridge Community Development Department

Mr. Marcel D. Safar, Esq.
Managing Partner
Chevron Partners LLC

Mr. Tony Hsiao, AIA, LEED AP
Principal, Director of Design
Finegold Alexander Architects

**Cambridge Gas and Light Building
711-727 Massachusetts Avenue, Cambridge**

**Special Permit Application
PB#361**

City of Cambridge Planning Board

March 24, 2021

**SUPPLEMENT TO
PROJECT NARRATIVE**

Overview

Gas Light Building LLC, the owner, and Chevron Partners LLC, the managing agent and developer of the property (collectively, “Chevron Partners”), are pleased to submit this supplement to their Special Permit Application (#PB361) to renovate the historic Cambridge Gas and Light Building and construct an addition for a boutique hotel at 711-727 Massachusetts Avenue.

At the continued hearing of this matter, held on December 15th, 2020, Planning Board members provided additional feedback on this project, which we have summarized below. Based upon this feedback, the owner and development team have studied what might be done to address concerns about impacts of the new addition on the neighboring property located at 5 Temple Street (the “Temple Place Apartments”), and have consulted with community members and the development team.

The revised supplemental materials submitted today, including revised Supplemental Graphic Materials, a revised Dimensional Form (Exhibit A) and updated Transportation Summary prepared by VHB (Exhibit B), propose changes to the project that represent reductions in the scope of new development that are intended to address concerns expressed by the Planning Board, while continuing to allow for the redevelopment in a manner that we believe will not only enhance this iconic property but also benefit the Central Square community.

To summarize, the revised Supplemental Graphic Materials show the following changes to the project:

- 1) step the 6th Floor of the addition 10 feet back along the side facing the Temple Place Apartments, resulting in loss of approximately 725 square feet of usable hotel area, and a net loss of one hotel room;
- 2) remove all recreational uses (roof deck with pergola) from the Upper Roof;

- 3) remove stair headhouses and reduce height of elevator headhouses on the Upper Roof;
- 4) relocate elevator control rooms to basement level to decrease massing from rooftop to allow more light and views to neighbors;
- 5) relocate all rooftop mechanical equipment to center inside mechanical screening;
- 6) increase area of green roof area on the Upper Roof.

This Supplement to the Project Narrative will:

- summarize revisions to the Dimensional Form and Reduction in Program
- summarize feedback from Dec. 15, 2020 PB hearing and responses to feedback
- summarize the compliance with Central Square and Citywide urban design objectives and the other benefits the project will provide to the Central Square community

Revisions to Dimensional Form and Reduction in Program:

- (1) Revised Dimensional Form. The revised design results in changes to the Dimensional calculations that have been reflected in the Revised Dimensional Form filed with this supplemental Narrative.
 - a) As a result of the scaled back sixth (6th) floor and removal of Upper Roof uses for the project, there is a resulting net reduction of 1,173 square feet (sf.) of overall GFA for the project;
 - b) Overall, total FAR for the project will be reduced from 3.97 FAR to 3.86 FAR, of which Residential uses will be reduced from 2.47 to 2.38 FAR, and non-Residential uses will be reduced from 1.50 to 1.48 FAR. The ratio of Residential to non-Residential GFA will remain in compliance with the requirements of Section 20.304.2.4;
 - c) Parking requirements will decrease by one (1) vehicle as a result of the decrease in Hotel “sleeping rooms”, to a total of 11 vehicles; and
 - d) As a result of the loss of the Hotel roof deck on the Upper Roof, the project will have a net loss of Open Space, from 48.3 to 35.9. However, the project will gain with the addition of new green roof area of 1,420 sf..

For details of calculations, see additional notes to Revised Dimensional Form for reference.

- (2) Reduction in Program. The revised plans result in the following changes to the proposed uses:

- a) Setback at sixth (6th) floor will result in a net loss of one hotel room and approximately 725 sf. of usable hotel space;

Total Hotel Rooms = 36,
15 studios, 17 1-bedrooms and 4 2-bedrooms

- b) Removal of all recreational use on Upper Roof, with access to Upper Roof restricted to operational maintenance only.

*For details of calculations, see additional notes to Revised Dimensional Form for reference.

Feedback from December 15th, 2020 PB Hearing and Responses:

- (1) Address Concerns About the Separation Between New Addition and Temple Place Apartments; Minimize Impacts on Temple Place Tenants.

Concerns were raised about the separation between the new addition and the neighboring building at 5 Temple Street (Temple Place Apartments) and whether the distance between the buildings would allow adequate light, air and privacy for the residents of Temple Place Apartments.

A Planning Board member offered a sketch of an alternative design whereby the addition would be stepped back and centered atop the existing historic building.

- a) In response, the project team engaged in a rigorous examination of the suggested alternative design. It was determined that, due to the structural engineering involved in constructing an addition above an existing historical building, this alternative would result in the significant impact on the historic double-high arched interior spaces, require the reconstruction of recently renovated tenant spaces, and other architectural design issues rendering this design infeasible;
- b) The team explored options including removing the roof deck only, but ultimately decided that more would be required in order to move elements of the building away from the Temple Place Apartments;
- c) After careful study and consideration of the impacts on the overall impacts on feasibility, Chevron Partners made the determination to reduce the project design and program, as described above, stepping back the sixth (6th) floor of the addition and removing all recreational uses and appurtenant stair and elevator uses from the Upper Roof.

Collectively, these design changes, as described above, significantly open up space between the new addition and the neighboring Temple Place Apartments building, thereby improving sight lines, and minimizing impacts on light, air and privacy for the inhabitants of the Temple Place Apartments.

(2) Provide More Mechanical Screening Details.

Planning Board members requested more detailed information about the Upper Roof area, mechanical equipment and screening.

- a) By removing all recreational uses and removing the stair headhouses and reducing the height of elevator headhouses on the Upper Roof, this has allowed for all rooftop mechanical equipment to be relocated to a consolidated area at the center of the Upper Roof inside the mechanical screening;
- b) The Upper Rooftop mechanical equipment is located above the new addition and screened strategically to avoid it being seen directly adjacent to the street level on Massachusetts Avenue and Temple Street. The screen wall will be clad with aesthetically pleasing materials on the outside and with non-visible acoustical sound absorbing panels on the inside. Additionally, responding to comments received from Charles Sullivan of Cambridge Historical Commission, the project team lowered the screen wall where possible to minimize sightlines further down Massachusetts Avenue so that the majority of the screen wall is +/- 2'-0" with the exception of the area around the generator which requires the height indicated in the plans in order to buffer sounds from the generator to the neighboring properties per the City of Cambridge Noise ordinance. See Graphic Materials, p. 41.

(3) Conduct Additional Public Outreach to Residents of Temple Place Apartments.

Comments were made about wanting to see more public outreach efforts, and in particular, opportunity for the residents of Temple Place Apartments to learn more about and provide feedback about the project.

- a) Chevron Partners has and will continue to make consistent, good faith and diligent efforts to perform public outreach to its neighbors at the Temple Place Apartments.

These past efforts have included the following:

- i) numerous meetings and other communications with managers and staff of Temple Place Apartments to review plans, discuss concerns, share plan revisions, and consult about best methods of outreach to residents beginning in December of 2018 and continuing to the present;
- ii) invitation to Community Meeting held at Cambridge Senior Center (October 17, 2019), at which a number of Temple Place Apartments residents were in attendance and able to see a presentation, ask questions and provide comments and feedback;
- iii) creation of and dissemination of information pamphlets created for and specifically addressing concerns of the residents communicated to Chevron Partners by Temple Place Management personnel and developed

in cooperation with the Temple Place Management personnel, delivered individually to each of the tenants' mailboxes (September 25, 2020); and

- iv) in coordination with Temple Place Management, an open house week offering numerous opportunities to view the physical model and plans and renderings (October 5 - 10th, 2020).
- b) Since the December 15th, 2020 hearing, Chevron has redoubled its efforts at community outreach to its neighbors as follows:
- i) meetings and communications with Temple Place Management, to discuss best ways to further engage and encourage participation with residents (February 4, 2021 through present);
 - ii) in coordination with Temple Place Management, creation and dissemination of a new information pamphlet, in English and Spanish, with instructions in Arabic, Mandarin and Cantonese as to whom to contact for translation services (mid-February, 2021). See Pamphlet attached hereto as Exhibit C;
 - iii) designation of Chevron Partners representative (Mr. Gavin Mullan) and dissemination of contact phone number and email for direct communication, with translators on standby, as needed; and
 - iv) in coordination with Temple Place Management, Zoom video meetings for Temple Place Apartment residents scheduled over three different days (February 23-25, 2021) at various times to accommodate different schedules.

Chevron Partners has and will continue to engage in these efforts through direct and indirect (eg., via outreach to potential intermediaries) in an effort to meet residents where they are and answer concerns and communicate the benefits to their neighbors whom they hope will grow to support this project.

(4) Address Questions About Safety of Loading and Drop-offs on Temple Street.

Request was made for more information about the safety and logistics of loading and drop-offs at the property along Temple Street.

- a) The applicant's transportation and planning consultant, VHB, has developed the proposed loading and drop-off plan, which shows that loading and drop-offs for the hotel and office uses will occur on Temple Street, as shown on the Proposed Loading Plan. See Graphic Materials, p. 34;

This Proposed Loading Plan has been shared with the City of Cambridge Traffic, Parking and Transportation Department as a safe and viable solution to on-street loading for the project, and an additional benefit to other commercial uses in the

area, since the new on-street loading and drop-off/pick-up area would be a common amenity available for area users.

- b) The project will handle loading and drop-offs/pick-ups to and from the site in a manner that will ensure safety and efficiency for those visiting and servicing the property.

Retail deliveries will continue to occur along Massachusetts Avenue.

Hotel and office deliveries and pick-ups (eg., laundry, trash) will occur at the Temple Street entrance, with vehicles parking along Temple Street in the proposed on-street loading zone, crossing at the cross-walk, and entering the hotel/office lobby on Temple Street.

Hotel and office drop-offs/pick-ups of guests via cab/ride share will occur on Temple Street at the proposed on-street loading zone, crossing at the cross-walk, and entering the hotel/office lobby on Temple Street.

Revised Project Meets Goals for Issuance of a Special Permit under the Central Square Overlay District:

This project meets many goals of the Central Square Action Plan and Citywide Urban Design guidelines, rendering it eligible for a special permit under the Central Square Overlay District, such as the following:

- a) The project will be developed by a local owner and developer with a long-standing commitment to the Central Square community;
- b) The project will strengthen the retail base to serve the needs of the neighborhood;

- i) Three New Small ADA Accessible Retail Spaces

- The project will result in three, new fully accessible, small retail spaces along Massachusetts Avenue that will be specifically marketed to local and new independent businesses who serve diverse interests of the local community.

- ii) Low/no service hotel concept

- The boutique hotel will not include many of the usual amenities, such as a hotel bar, hotel restaurant, hotel gym, or hotel lounge, thus requiring guests to seek food, beverage, shopping, exercise, and entertainment in the local Central Square area. This is intentional because the concept is that the services will come from the city, forcing guests to satisfy their needs and desires from the surrounding businesses. Chevron Partners will work with local businesses to actively promote them to the guests via in room advertising.

- c) The project is committed to seeking culturally diverse retail and office tenants, with a boutique hotel concept that will be marketed and attractive to a culturally diverse clientele;
- d) The new ground floor retail will provide opportunities for creative, people oriented spaces;
- e) The project will rehabilitate and improve the existing, aging building, and eliminate a rear-alley prone to vandalism, thereby improving the physical and visual environment;
- f) The existing mural on the West Façade of the existing building will be maintained and Chevron Partners will continue to collaborate with the Central Square Business Improvement District (BID) in efforts that may allow for the property to serve as a place for the display of public art;
- g) The project ensures that the contributing building is not demolished or altered, but instead is lovingly restored. This includes the façade restoration work that Chevron Partners has already completed, including the fabrication (in Italy) and installation of replica wrought-iron light sconces, as well as their commitment to remove, refurbish and restore the elaborate grillwork on corner bays of the Massachusetts Avenue façade.
- h) Additionally, the project meets citywide urban design objectives including, but not limited to:
 - i) The project improves the property's pedestrian and bicycle-friendly nature, by opening up the ground floor retail spaces, lowering thresholds and making these spaces fully accessible along Massachusetts Avenue, and providing long-term bicycle parking and facilities for office tenants and hotel guests on site;
 - ii) The renovation and removal of the ground floor stair/office entrance, the project will meet the ground floor transparency guidelines, improving views into and from the new retail space;
 - iii) The new office/hotel entry on Temple Street is designed for safe pedestrian access, encouraging drop-offs and deliveries to occur on a low-volume, one-way, side street, near a cross walk, and away from the busy Mass. Ave. corridor and bike lane;
 - iv) The rooftop mechanical equipment is centrally located and screened with aesthetically pleasing exterior cladding and interior acoustical paneling, strategically to avoid it being seen from the street.
 - v) The revised design has significantly improved shadow impacts on the neighboring properties. Revised shadow studies are being developed and will be forwarded to the Planning Board as soon as they are received;

- vi) Exterior lighting has been minimized and other features will be utilized in order to minimize light spill effects for neighboring uses;
- vii) The project is striving for the highest feasible sustainable goals and targeting LEED gold for the overall project.
- i) Other community benefits include the project's contribution to local employment, in that the project is shovel-ready, providing job opportunities (construction, and then retail and hotel positions, once completed) in difficult economic times. Chevron Partners has committed with the Cambridge Housing Authority to promote hiring from the community.

The owner remains committed to the creation of a vibrant, mixed-use development, with its new, accessible, ground floor retail opportunities, improved offices, and new boutique hotel, as a vital contribution to the Central Square business district. The modifications to the proposal serve to better honor the distinctive, elegant, historic Gas and Light Co. Building, while creating an elegant, modern extension to that building, with design and façade elements meant to fit within its rich and varied context.

On behalf of the project team, we wish to thank this Board for its consideration and urge you to approve the Special Permit Application as amended.

List of Revised and New Graphic Materials:

Revised Supplemental Graphic Materials:

Pages 13-15, 22-24, 27-32, 40, 41, 44-46, 49, 50 and 52 are revised and updated versions of graphic slides included in the original and October 2020 supplemental graphic materials previously submitted in connection with this Special Permit Application.

New Graphic Materials:

Pages 34, 36-39 are each new graphic slides.

EXHIBIT A

REVISED DIMENSIONAL FORM
WITH FOOTNOTES AND CALCULATIONS
ATTACHED

DIMENSIONAL FORM

Project Address:

Application Date:

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)				
Lot Width (ft)				
Total Gross Floor Area (sq ft)			*	
Residential Base			*	
Non-Residential Base			*	
Inclusionary Housing Bonus				
Total Floor Area Ratio			*	
Residential Base			*	
Non-Residential Base			*	
Inclusionary Housing Bonus				
Total Dwelling Units				
Base Units				
Inclusionary Bonus Units				
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Building Height(s) (ft)				
Front Yard Setback (ft)				
Side Yard Setback (ft)				
Side Yard Setback (ft)				
Rear Yard Setback (ft)				
Open Space (% of Lot Area)				
Private Open Space				
Permeable Open Space				
Other Open Space (Specify)			*	
Off-Street Parking Spaces				
Long-Term Bicycle Parking			*	
Short-Term Bicycle Parking				
Loading Bays				

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

Please see attached document.

* Indicates revised dimensional information.

Footnotes:

*a: Lot area x 4.00 = 42,212 sf

*b: Proposed Total Gross Floor Area excludes floor area that is exempt either by definition (eg., mechanical spaces and shafts; see CZO Article 2.000, definition of Gross Floor Area, included and excluded), by exemptions and/or special permit relief available for properties in the Central Square Overlay District (eg., ground floor retail spaces, roof decks and balconies; see CZO Article 20.304), and basement uses exempt by grant of a special permit (see CZO Article 2.000, footnote 16).

*c: Maximum Residential Base floor area allowed pursuant to special permit granted under CZO 20.304.2.4 is less than the total 4.0 FAR for total combined Residential and Non-residential uses in the project.

*d: Floor Area of common spaces, including stairs and elevators, are distributed to residential and non-residential uses based on their respective ratios. Corridors are directly added to their respective residential and non-residential uses. All mechanical spaces & shafts are excluded from common spaces.

*e: Same notes as for footnote "d". Additionally, Non-Residential Base excludes each ground floor retail space with a total Gross Floor Area under 1,500 sf.

*f: Lot area x 3.00 = 31,659 sf

*g: Allowed FAR is 4.0 with special permit granted under CZO 20.304.2.4.

*h: Allowed building height is 80 feet with bulk plane setback, with special permit granted under CZO 20.304.2.2.a.

*i: Other Open Space percentage listed here equals the green roof plus roof deck areas divided by the total lot area.

*j: There are no City-registered off-street parking spaces on the site.

*k: No parking spaces or loading bays required for uses within existing (pre-1940) building; and no parking spaces or loading bays required with grant of special permit waiver and payment to City's parking fund under CZO 20.304.6.3. 12 vehicle off-site parking spaces are required for the uses within the new addition only.

*l: The number of proposed short-term bicycle parking was studied and determined not feasible.

Revised - March 24, 2021

FAR Calculation Summary Chart

Lot Size (sqft)	10,553
Maximum Allowable FAR 4.0	42,212
Total Exempted Areas (sqft)	15,029
Proposed FAR	3.86
Final Gross Area (sqft)	40,722

Residential vs Non-Residential Areas Chart (Sq ft):

	Total without Common spaces	Ratio of Common Spaces	Total with Common Spaces
Total Non-Residential Areas (retail under 1,500 sf excluded)	14,374	1,290	15,664
Total Residential Areas (w/ hotel in the exist. b.):	22,994	2,064	25,058
Common Areas (wo/ mech & shafts)	3,354		
Total Residential and Non-Residential Areas	37,368		40,722

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FAR Calculation Chart (Sq ft)

	Existing Condition	New Addition	Proposed Project Gross A.	Exempted Areas	Total
	Original Building Areas	New Addition Zone	Proposed plans (both existing and new addition)	Basement & Retail Exemption & Mechanical Spaces	Proposed Project Area (-Minus) Exempted Areas
Basement					
Office	6,013	0	4,386	4,386	0
Hotel Support	0	712	712	712	0
Stairs/Elev	329	625	625	625	0
Mech R. & shafts	1,158	939	3,955	3,955	0
First					
Office	4,215	0	3,870	0	3,870
Retail	2,881	0	3,066	3,066	0
Hotel	0	1,398	1,398	0	1,398
Stairs/Elev	407	679	679	0	679
Mech R. & shafts	0	238	673	673	0
Second					
Office	3,997	1,633	6,091	0	6,091
Retail	0	0	0	0	0
Hotel	0	0	0	0	0
Stairs/Elev	440	571	571	0	571
Mech R. & shafts	0	193	226	226	0
Third					
Office	6,997	1,563	4,413	0	4,413
Retail	0	0	0	0	0
Hotel	0	0	4,503	0	4,503
Stairs/Elev	440	526	526	0	526
Mech R. & shafts	0	185	280	280	0
Fourth					
Office	0	0	0	0	0
Retail	0	0	0	0	0
Hotel	0	5,931	5,931	0	5,931
Stairs/Elev	0	526	526	0	526
Mech R. & shafts	0	276	276	276	0
Fifth					
Office	0	0	0	0	0
Retail	0	0	0	0	0
Hotel	0	5,947	5,947	0	5,947
Stairs/Elev	0	526	526	0	526
Mech R. & shafts	0	281	281	281	0
Sixth					
Office	0	0	0	0	0
Retail	0	0	0	0	0
Hotel	0	5,215	5,215	0	5,215
Stairs/Elev	0	526	526	0	526
Mech R. & shafts	0	275	275	275	0
Roof					
Office	0	0	0	0	0
Retail	0	0	0	0	0
Hotel	0	0	0	0	0
Stairs/Elev	0	0	0	0	0
Mech R. & shafts	0	274	274	274	0
TOTAL	26,877	29,039	55,751	15,029	40,722

Revised - March 24, 2021

Traffic Study Calculation Chart (Sq ft)

	Existing Condition	New Addition	Proposed Project	Uses Within Existing Building
Office	21,222	3,196	18,760	15,564
Retail	2,881	0	3,066	3,066
Hotel	0	19,203	23,706	4,503
TOTAL	24,103	22,399	45,532	23,133

Note: Square footage (SF) calculations shown in this Traffic Study Calculation Chart includes SF located in the basement and ground-floor retail spaces that will be exempt with granting of a Special Permit and excludes common areas, including stairs, and elevators.

EXHIBIT B

UPDATED TRANSPORTATION SUMMARY

ATTACHED



March 23, 2021

Ref: 14365.00

Mr. Joseph Barr
Mr. Adam Shulman

Traffic, Parking, and Transportation Department
City of Cambridge
344 Broadway
Cambridge, MA 02139

Re: 727 Massachusetts Avenue Project
Request for Special Permit Application Review

Dear Mr. Barr and Mr. Shulman:

Chevron Partners has retained VHB to prepare for your consideration transportation information and analyses that support the ongoing review of a Special Permit application for the proposed 727 Massachusetts Avenue Project in Cambridge, Massachusetts. The Project considers the renovation and expansion of the existing Cambridge Gas and Light Building on Massachusetts Avenue. The proposed Project comprises a three-story addition to the existing pre-1940 building, to provide for a 36-room boutique hotel, and modification to the existing office and retail uses (the "Project"). Modest modification to existing office and retail uses with the building are also planned. **Table 1** summarizes the net-new square footage attributable to each category of uses in the Project.

Engineers | Scientists | Planners | Designers

99 High Street
10th Floor
Boston, Massachusetts 02110
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F 617.728.7782



Table 1: Proposed Net-New Project Program

Project Component	Existing Condition (SF)	Proposed Building (SF)	Net-New (SF)
Office	21,200	18,800	(-2,400)
Retail	2,900	3,100	200
Hotel	0	23,700	23,700
Total	24,100	45,600	21,500
Parking Spaces	0	0	0
Bicycle Parking Spaces	0 long-term spaces 0 short-term spaces	8 long-term spaces 0 short-term spaces	8 long-term spaces 0 short-term spaces ¹

Square footage (SF) calculations shown in Table 1 and Table 2 includes SF located in the basement and ground-floor retail spaces that will be exempt with granting of a Special Permit, and thus is over-inclusive for purposes of our traffic impact analysis. SF excludes common areas, including stairs, and elevators.

¹The proponent would like to seek approval from the City to make a contribution towards parking on public property in lieu of on-site bicycle parking (as permitted under Cambridge Zoning Ordinance Section 6.104.2b). The City of Cambridge Bicycle Parking Guidelines indicate that 6 short-term bicycle parking spaces would sufficiently support this Project Program.

Although this Project does not trigger the zoning threshold that would require the Proponent to prepare, submit and receive certification for a Transportation Impact Study (TIS), the Proponent has worked with TP&T to present important transportation considerations that will be made to ensure that the Project will operate effectively and that any identified impacts are appropriately mitigated. Transportation-focused meetings were held with City Staff on both Tuesday, December 18, 2018 and again on Wednesday, March 20, 2019 to discuss scope of the Project, site access and circulation considerations and potential mitigation actions.

Understood from these meetings and further discussions with TP&T; the key components that need to be addressed to proceed to the Planning Board include those transportation elements that pertain to the review and approval of the Special Permit application.

As such, the following sections provide supplemental information and supporting analysis related to the following Project elements:

1. Off-Street Parking
2. Loading/Service
3. Bicycle Parking Accommodations
4. Additional Items of Study
 - Transportation Demand Management
 - Improved Bicycle Lane Concept Planning Support



Each of these items is presented and discussed in greater detail below.

Special Permit Application Requests: Parking & Loading

According to the Central Square Overlay District Cambridge Zoning Ordinance, all uses within the existing building are exempt from parking and loading requirements. For all uses to be located within the building’s new addition, parking and loading requirements are as follows:

Parking Requirements

- › Hotel – 0.25 parking spaces per room
- › Office – 0.90 parking spaces per 1,000 SF

Loading Requirements

- › Hotel – more than 10,000 SF requires 1 loading area
- › Office – more than 10,000 SF requires 1 loading area

No dedicated off-street parking spaces or loading area is being implemented as part of the Project. **Table 2** identifies areas that are exempt from the parking and loading requirements and presents the required parking and loading required per zoning based on the areas that have been calculated to not be exempt. The Proponent seeks a Special Permit to allow for the new addition to be constructed without the parking and loading summarized below on site.

Table 2: Parking and Loading Requirements

Project Component	Proposed Building (SF)	Uses within Existing Building	Uses within the New Addition	Parking Spaces Required¹	Loading Area Required²
Office	18,800	15,600	3,200	3	0
Retail	3,100	3,100	0	0	0
Hotel	<u>23,700</u>	<u>4,500</u>	19,200 <i>(32 sleeping rooms)³</i>	<u>8</u>	<u>1</u>
Total	45,600	23,200	22,400	11	1

Square footage (SF) calculations shown in Table 1 and Table 2 includes SF located in the basement and ground-floor retail spaces that will be exempt with granting of a Special Permit, and thus is over-inclusive for purposes of our traffic impact analysis. SF excludes common areas, including stairs, and elevators.

¹ Office: 0.9 parking spaces per 1,000 SF

Hotel: 0.25 parking spaces per “sleeping room”

² Office: more than 10,000 SF requires 1 loading area

Hotel: more than 10,000 SF requires 1 loading area

³ 32 “sleeping rooms” was assumed for the parking requirements where there are 29 hotel rooms located within the new addition (10 studios, 16 1-bedrooms, and 3 two-bedrooms)



Off-Street Parking

As summarized in **Table 2**, the Project requires 11 off-street parking spaces and 1 loading area to comply with zoning. The Proponent will be seeking relief as part of their Special Permit requesting that these specific provisions be waived. However, the Proponent has worked with their design team and the City to develop an appropriate operations plan to ensure that both its parking and loading/service needs are accommodated and do not present adverse impacts to the surrounding area and abutting businesses and residents.

Chevron Partners initiated exploring possible agreements with nearby parking operators to have the ability to secure the availability of parking for up to 20 parking spaces to support future hotel and office operations for both staff and patrons. The hotel operator will provide information to its guests electronically as part of the reservation process so that it is clear where those with automobiles should park when staying at the hotel.

Chevron Partners has been in contact with several nearby parking operators in connection with ongoing Project planning. Three nearby garages have indicated the potential to provide parking spaces for the use by hotel patrons and employees including 30 Pilgrim Street, 55 Franklin Street, and 80 Lansdowne Street. Each of these respective operators have asked Chevron Partners to reach out to them to execute a formal parking agreement 6 months prior to project completion.

Loading/Service

In order to serve loading and drop-off/pick-up activity that is expected to occur at the 727 Mass Ave site, the proponent has explored options for a loading and drop-off/pick-up area be provided on Temple Street near the Project Site. A designated zone would help to eliminate illegal and double-parked loading and drop-off/pick-up activity along Massachusetts Avenue and away from the existing bicycle lane. Various proposals have been shared with Cambridge TP&T.

One such loading zone solution is proposed to be located on the east curb of Temple Street and maintains metered parking along the east side of the street, as illustrated in **Figure 1**.

The proposed loading and drop-off/pick-up area on Temple Street is intended to serve as an amenity to the Central Square neighborhood and is expected to be used by local businesses and residents as well as the proposed hotel. The proponent looks forward to continuing their discussion with Cambridge TP&T to devise and implement the most appropriate loading zone and metered parking solution for Temple Street that can serve the Project and the neighborhood and maintain overall safe and efficient traffic, pedestrian and cyclist flow.

Bicycle Parking Accommodations

The Project will include bicycle facilities conforming to City of Cambridge design guidelines. **Figure 2** presents the layout of the secure long-term bicycle areas on site. The bicycle parking is generally located in the northern corner of both the ground floor as well as the basement level. Both are located in convenient proximity to the external pedestrian doorway into the building. It is intended that the design will provide a quality facility for users including Shower/changing facilities available in the building. Bicycle



parking conforming to the City of Cambridge design guidelines will be provided for 8 long-term bicycle parking spaces. In addition, the ability to provide short-term bicycle parking for 6 bicycles was analyzed at locations in close proximity to the building pedestrian entrances.

Figure 3 demonstrates the difficulty providing on-site short-term bicycle parking conforming with the City of Cambridge design guidelines due to site constraints. The only land available for constructing short-term bicycle facilities on site is located at the rear of the existing structure along Temple Street. The Proposal calls for this land to be used to construct the new hotel/office lobby, elevator/stair cores and structural supports to the new addition above. The proposed design includes a 5.5-foot-wide pathway along the rear/Temple Street side of the new addition, the full width of which is necessary to allow for safe access and egress to the door at the far rear corner of the Building. Short-term bicycle racks were considered but would have impeded access along this pathway. Alternatives, such as widening this pathway (to allow for bicycle racks along the rear/Temple Street side) or pushing the new building back from Temple Street, result in a loss of critical interior space (for the hotel/office lobby and elevator/stair cores servicing the Building), space that is critical to the success and operations of the Building. It is for these reasons that the applicant requests the City allow for it to make a contribution towards bicycle parking on public property in-lieu of on-site short-term bicycle parking.

Transportation Demand Management

The Project Proponent is committed to optimizing the transit-oriented opportunity afforded by the Project site to minimize auto travel and encourage alternative travel modes. Further, in light of the very limited bicycle accommodations in the existing building, the provision of bicycle parking in compliance of zoning requirements is expected to also have a positive impact.

The Proponent will support a program of transportation demand management (TDM) actions to seek to reduce single occupancy vehicle (SOV) automobile trips, encourage car/van-pooling, and expand the use of transit, biking and walking.

The following potential TDM programs could be implemented as part of the proposed Project to encourage Project employees and visitors to use alternatives to SOV travel:

- › Provide 50% transit subsidies to employees.
- › Mount real time transit screens in lobby.
- › Designate a Transportation Coordinator for the site responsible for:
 - Aggressively promoting and marketing non-SOV modes of transportation to employees
 - Overseeing the marketing and promotion of transportation options such as posting information on the Project's web site, social media, and property newsletters
 - Responding to individual requests for information
 - Performing annual transportation surveys
 - Providing up to date information to all new employees through a New Employee Packet

Mr. Joseph Barr

Ref: 14365.00
March 23, 2021
Page 6



- › Provide Bluebikes corporate membership (minimum Gold level) paid by employer for employees that chooses to become Bluebikes members.
- › Provide subsidy for hotel patrons and visitors to take Bluebikes trips to and from the site.
- › Require corporate membership paid by the employer to allow employees to use carshare vehicles for work related trips during the day instead of needing to drive private vehicles to work.
- › Update existing bicycle parking to meet City standards.
- › Provide air pumps and other bike tools such as a bicycle repair station.
- › Provide lender bike for employees to use during the day for errands.

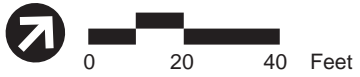
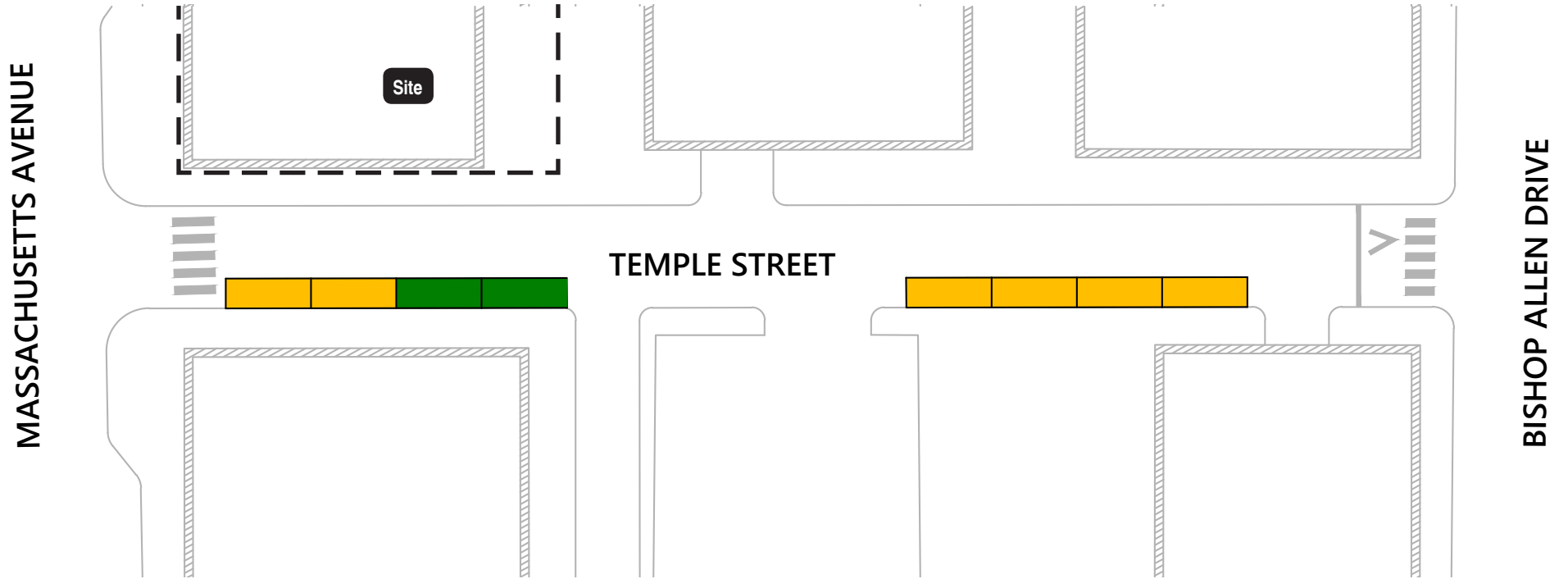
We trust that the foregoing proposed Project, Special Permits and mitigation commitments are consistent with your project understanding and we will be pleased to provide any additional information you might require. Please feel free to contact myself if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Manning", written over a light blue horizontal line.

Sean Manning PE, PTOE
Director of Transportation Planning & Operations
smanning@vhb.com

cc: Gavin Mullan, Chevron Partners
Chelsea Bouchard, VHB





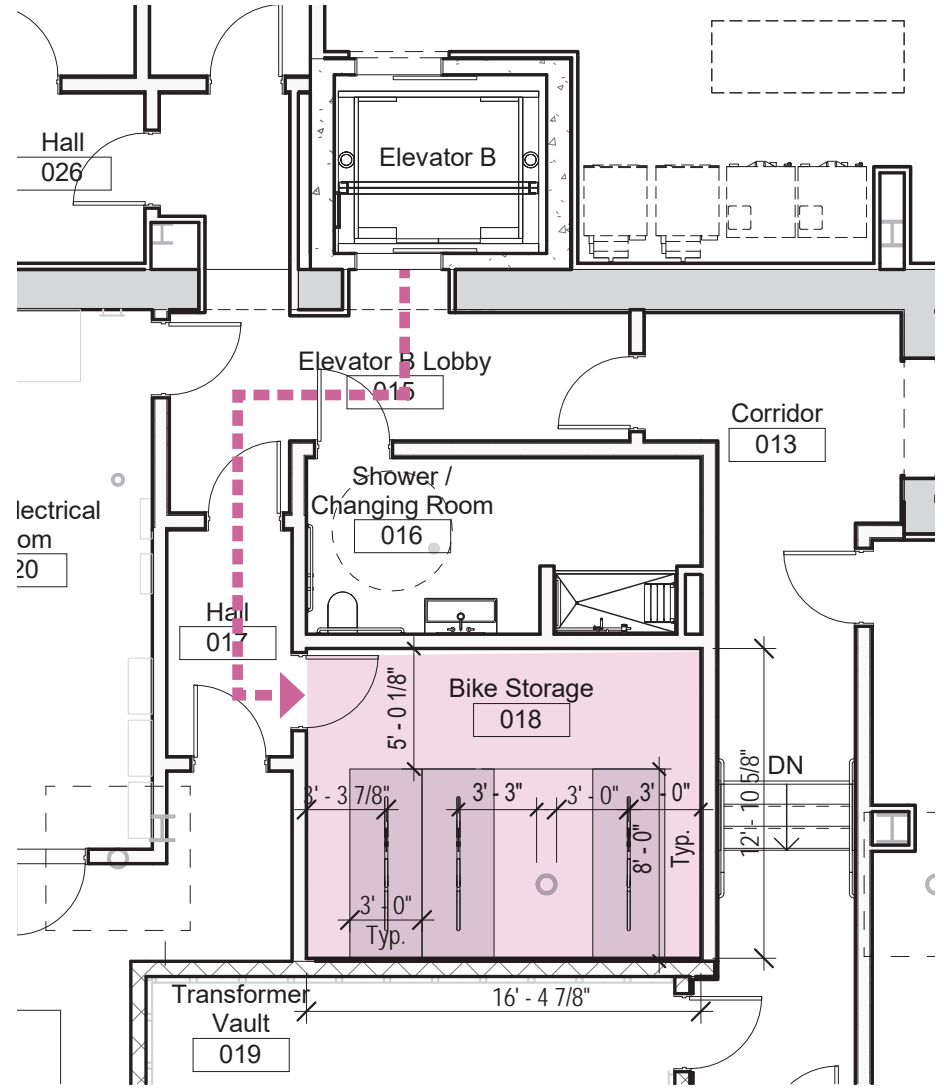
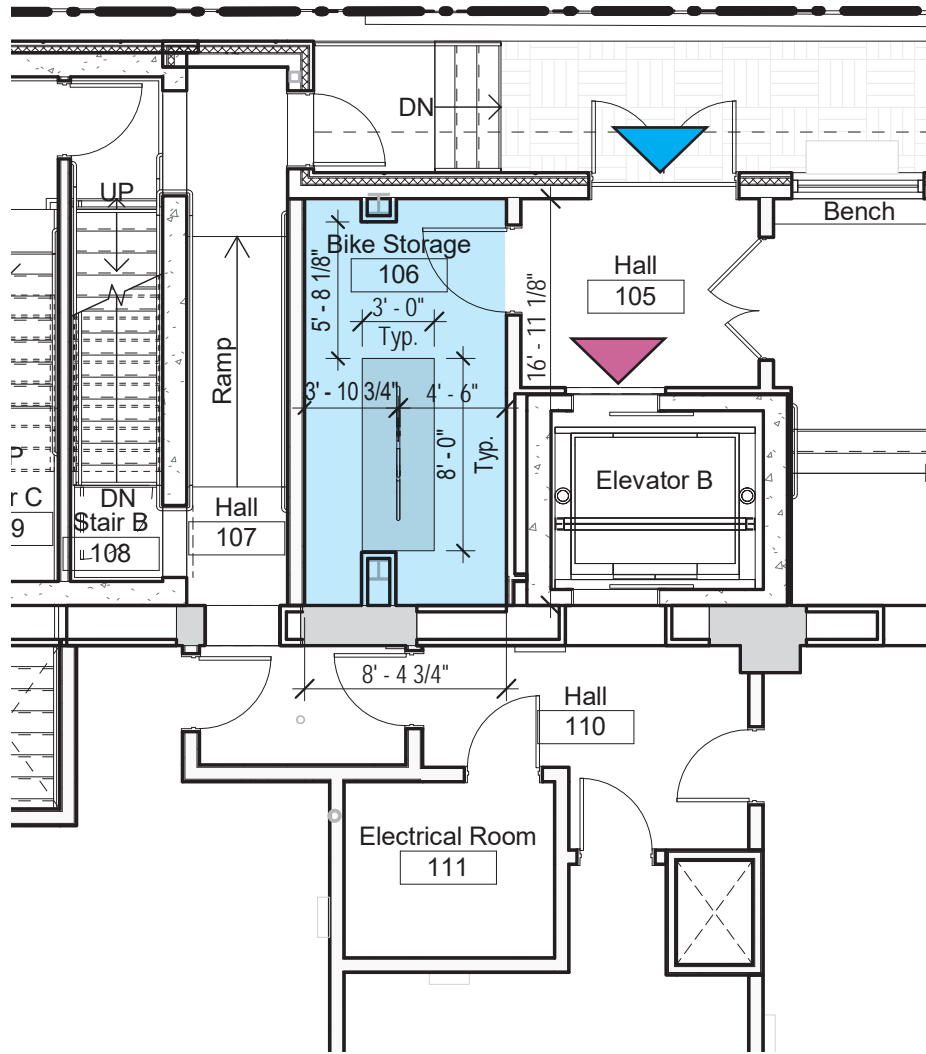
-  Loading, Drop-Off/Pick-Up Spaces
-  Metered Spaces





Figure 1
Temple Street: Proposed Drop-Off/
Pick-Up/Loading Area

**727 Massachusetts Avenue
Cambridge, Massachusetts**



First Floor Plan

-  Pedestrian Access to Ground Level long-term bicycle storage
-  Pedestrian Access to Basement Level long-term bicycle storage

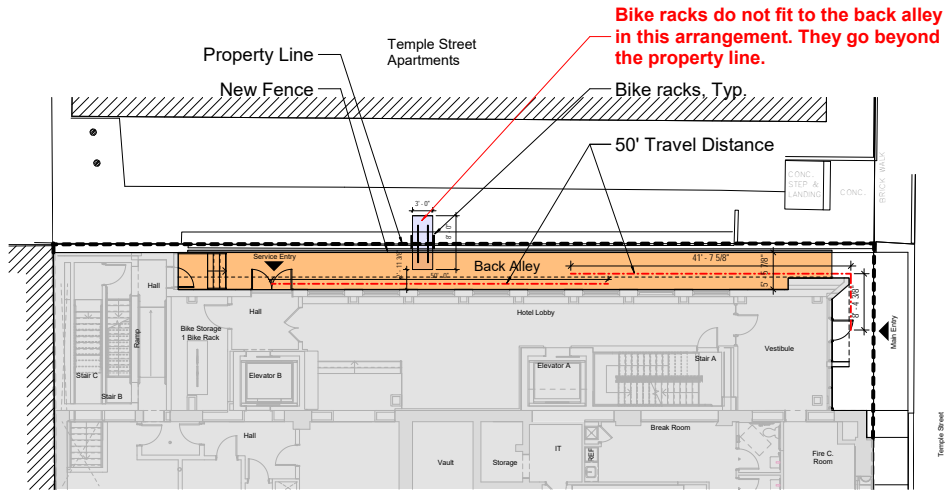
Source: Finegold Alexander Architects

Basement Floor Plan



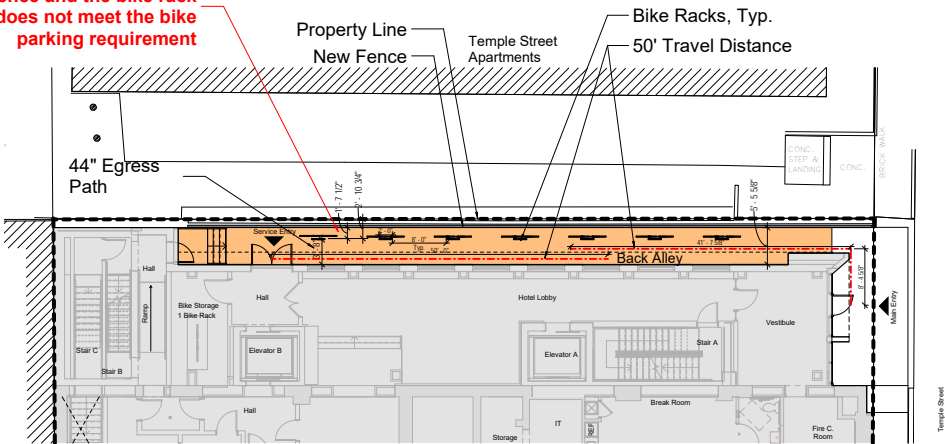
Figure 2
Long-Term Bicycle Parking

**727 Massachusetts Avenue
Cambridge, Massachusetts**



1 01 First Floor Plan Option 1 - Racks Aligned Side by Side
1/8" = 1'-0"

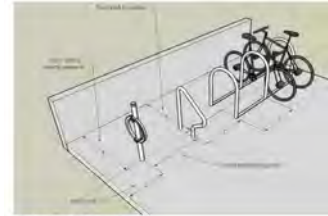
Dimension between the fence and the bike rack does not meet the bike parking requirement



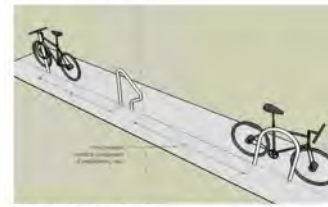
2 01 First Floor Plan Option 2 - Racks Aligned End by End
1/8" = 1'-0"

LAYOUT DIMENSIONS

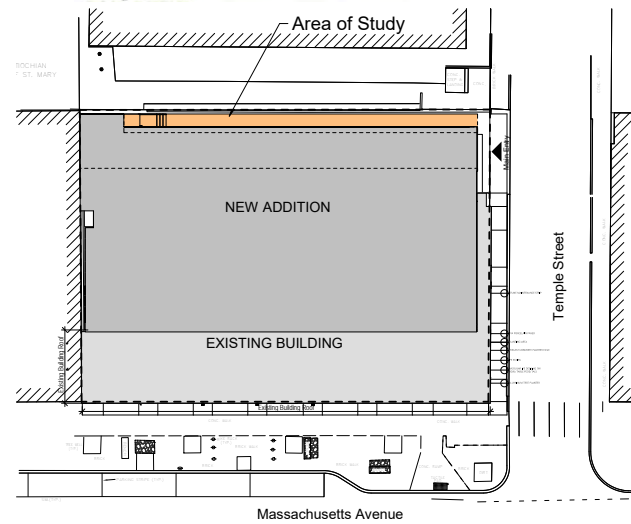
Proper layout of bicycle racks is essential to ensure that they will safely and conveniently accommodate the intended number of bicycles. Layouts must follow these minimum dimensions:



Racks aligned side by side



Racks aligned end to end



3 00 Architectural Site Plan - Bike Study
1/16" = 1'-0"



Figure 3
Demonstration of Difficulty to Provide Short-Term Bicycle Parking

727 Massachusetts Avenue
Cambridge, Massachusetts

EXHIBIT C

PAMPHLET DISTRIBUTED TO
TEMPLE PLACE RESIDENTS
FEBRUARY 2021

ATTACHED

GAS LIGHT CO. HOTEL

727 MASS AVE

CENTRAL SQUARE

CAMBRIDGE, MASS.



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WE WOULD LIKE YOUR INPUT AS A COMMUNITY

What would you like to see in these retail units at 727 Massachusetts Avenue? Send an email to info@727massave.com or leave a comment at the management office with your feedback. Thank you!

Want to learn more about the development at 727 Mass Ave? We are hosting free zooms for residents of Temple Place Apartments and YWCA. Scan the QR code with a mobile device or visit 727massave.com/zoom-meetings to sign up.



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727 MASS AVE

CENTRAL SQUARE

CAMBRIDGE, MASS.



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¿Quiere aprender más sobre el desarrollo en 727 Mass Ave? Estamos organizando reuniones por Zoom gratuitas para residentes de Temple Place Apartments y YWCA. Escanee el código QR con un teléfono móvil o visite 727massave.com/zoom-meetings para registrarse.



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