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# CambridgeSide 2.0 Special Permit Application

## Volume II: PUD-8 Development Proposal

Submitted to:  
City of Cambridge

Submitted by:

**NEW ENGLAND  
DEVELOPMENT**

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# 1.0 Project Overview

This Chapter 1 sets forth the PUD-8 Development Proposal for the Project, which the Planning Board must review and approve in its issuance of a PUD-8 Special Permit. Specifically, it details the Project, including the various building components and the robust package of public benefits that is associated therewith.

## 1.1 Project Description

In December of 2019, following a significant public process over the last two years, the City of Cambridge City Council, consistent with a positive recommendation from the City of Cambridge Planning Board, voted to approve a rezoning of the property into a new PUD-8 District. The new PUD-8 District allows retail, office, laboratory and restaurant uses and requires a minimum of 30% of the Net New GFA to be constructed as residential uses. Pursuant to the PUD-8 zoning, the Project proposes to convert the existing retail center into a dynamic mixed-use center, responding to current market demands and providing an attractive place where people can shop, work and live. The Project will: (i) maintain the active retail and office uses within the core mall, as well as the sky-lit atrium open space that is the heart of CambridgeSide; (ii) renovate the former Sears building to provide for a mix of retail and office/laboratory uses; (iii) replace the Upper Garage, Macy’s and Best Buy buildings to provide for a mix of retail, office/laboratory and residential uses; and (iv) transform First Street into an active streetscape and animate Canal Park through the provision of open space improvements. The following table provides the proposed addresses for the buildings at the Project, which addresses will be used throughout this application to identify the buildings. The City of Cambridge DPW has approved the proposed addresses included in Table 1-1.

**Table 1-1 Program Address Table**

Existing Building	Address
Core Mall Building	100 CambridgeSide Place*
Former Sears Building	60 First Street
Macy’s Building	20 CambridgeSide Place (“20 CambridgeSide”)
Best Buy Building	110 First Street
Upper Garage Building	80 & 90 First Street

\*This address currently exists.

The Project will include conversion of the existing anchor stores and Upper Garage, as well as an addition of approximately 575,000 square feet of Net New GFA, expanding the existing 1.090 million square foot retail shopping destination to a 1.665 million square foot mixed-use development.

Approximately 175,000 square feet of that total Net New GFA will be devoted to residential uses, while approximately 400,000 square feet of Net New GFA will be devoted to commercial uses, currently anticipated to include a combination of office, laboratory, restaurant and retail uses.

As shown on Exhibit SDP.15 in Section 2.1 of this Volume II and further described below, the 575,000 square feet of Net New GFA will be spread across the Project’s four building sites – i.e., 20 CambridgeSide, 60 First Street, 80 & 90 First Street and 110 First Street.

The Applicant is providing extensive design details on the proposed redevelopment of the former Sears and existing Macy’s buildings as it currently anticipates those will be the first buildings to come forward for construction. The Applicant is seeking approval of conceptual design for the existing Upper Garage and Best Buy buildings and will return to the Planning Board for final design review of these buildings closer to their proposed construction in accordance with any applicable terms of the PUD-8 Special Permit.

### Initial Buildings

#### 20 CambridgeSide Building

The 20 CambridgeSide building (formerly known as Macy’s) will be located at the corner of Land Boulevard and CambridgeSide Place and will replace an existing three-story building, designed for single tenant retail use, situated above two levels of below-grade parking (see Exhibits SDP.5 and SDP.6 in Section 2.1 of this Volume II).

The existing three-story retail building will be replaced with a new 10-story office/laboratory building, with retail and other Active Uses, as well as an entry lobby to support the building’s commercial uses, on the ground floor. The incorporation of ground-floor Active Uses will help to foster a welcoming pedestrian environment along the building’s perimeter on Land Boulevard and CambridgeSide Place. The 20 CambridgeSide building will reach approximately 155 feet in height and, in accordance with the PUD-8 Design Guidelines and Principles and as shown on Architectural Character Plan exhibits ACP.1 through ACP.3 in Section 2.14 of this Volume II and the 20 CambridgeSide exhibits in Volume III, will incorporate appropriate setbacks at approximately 85 feet and 130 feet to complement the scale of surrounding buildings.

Construction of the 20 CambridgeSide building will also involve improvements to the existing Land Boulevard and CambridgeSide Place streetscape, including enhanced landscaping. For example, lively English Oak trees will be added to infill the existing tree pattern and shrubs will be planted adjacent to the trees at the sidewalk along the curb-line,

creating a low visual buffer for the façade opening to the loading dock along Land Boulevard. Additionally, granite pavers, with a contrasting pattern and color from the sidewalk pavers, will be installed to welcome pedestrians at the crosswalk landing at Land Boulevard. See the Open Space Plan and associated exhibits in Section 2.5 of this Volume II for examples of the proposed street-level improvements described above.

#### 60 First Street Building

The 60 First Street building (formerly known as Sears) will be located at the corner of First Street and Thorndike Way and will involve renovation of, and addition to, an existing three-story, approximately 60-foot-tall building, designed for single tenant retail use, situated above two levels of below-grade parking (see Site Development Plan exhibits SDP.8 through SDP.10 in this Volume II).

As part of the redevelopment, the three existing floors will be renovated with two additional floors added. The renovated building will be a five-story office/laboratory building, with retail and other Active Uses (as defined in Section 13.107.1 of the Ordinance), as well as an entry lobby to support the building’s commercial uses, on the ground floor. The provision of Active Uses on the ground floor will help to create an engaging streetscape along First Street and Thorndike Way. As shown on the Ground Floor and Activation Plan and associated exhibits in Section 2.6 of this Volume II and the 60 First Street exhibits in Volume III, the 60 First Street building will also provide a new public pedestrian arcade connection from First Street to the Mall’s food court, which connection will include active retail uses. The renovated building’s height will be approximately 85 feet and, in accordance with the PUD-8 Design Guidelines and Principles set forth in Section 13.107.5 of the Ordinance, the building will incorporate appropriate changes in material to complement the scale of surrounding buildings (see Exhibits ACP.1 through ACP.5 in Section 2.14 of this Volume II and the 60 First Street exhibits in Volume III).

Renovation of the former Sears building will include a refresh of surrounding streetscape and landscape features on First Street and Thorndike Way. As shown on the Open Space Plan and associated exhibits in Section 2.5 of this Volume II, First Street improvements associated with the 60 First Street building include installing new brick walkways and granite pavers to acknowledge the building entrance threshold and planting a street tree and a blend of accent understory plant materials along the street to support a pedestrian-oriented public realm. As shown on Exhibit OSP.8 in Section 2.5 of this Volume II, Thorndike Way will also be improved with new short-term bicycle racks and outdoor seating for restaurants, new shrub and groundcover accent plantings, and new deco-

orative lighting – all of which will continue to draw visitors to the Canal, a hidden gem of the city.

As detailed below, the future redevelopment of the Upper Garage building presents a unique opportunity to further activate First Street, including through additional improvements to the 60 First Street building. Today, the Upper Garage building abuts the south wall of the former Sears building, and the exit ramp from the Upper Garage discharges from the southern-most bay of the proposed 60 First Street building. When the Upper Garage building is redeveloped into the 80 & 90 First Street building (estimated to occur after the 20 CambridgeSide and 60 First Street buildings are constructed), the Upper Garage exit ramp will be removed from the 60 First Street building and replaced by new storefront to provide additional Active Uses fronting on First Street. With the redevelopment of the Upper Garage, a new pocket park between 60 First Street and the new 80 & 90 First Street building will allow 60 First Street to install additional storefront and glazing facing the pocket park, further activating the park itself and providing additional daylight and views to the 60 First Street tenants. See the 60 First Street exhibits in Volume III for a comparison of the initial redevelopment of the 60 First Street building and the proposed improvements to the 60 First Street building ultimately resulting from the subsequent redevelopment of 80 & 90 First Street building.

### Subsequent Buildings

#### 80 & 90 First Street Building

The 80 & 90 First Street building (formerly known as the Upper Garage building) will be located on First Street and will replace a six-story above-ground parking garage building, situated above two levels of below-grade parking (see Exhibits SDP.8 through SDP.10 in Section 2.1 of this Volume II).

The existing six-story parking garage building will be replaced with a new 11- to 13-story office/residential building, with approximately 200 residential dwelling units, and retail and other Active Uses, as well as two entry lobbies to support the building’s commercial and residential uses, on the ground floor. As show in Section 2.7 Housing Plan exhibits in this Volume II, of the approximately 200 housing units, approximately 130 (i.e., 65%) will be subject to affordability restrictions in response to the City’s ongoing need for Inclusionary and Middle Income or workforce housing. In compliance with the PUD-8 Design Guidelines and Principles, the new building will also incorporate a 10-foot setback from the property line in order to create an improved pedestrian experience on First Street, including wider sidewalks, enhanced plantings and space for programming of Active Uses, such as outdoor cafes



and art installations. As shown on the Architectural Character Plan and associated exhibits in Section 2.14 of this Volume II, the 80 & 90 First Street building will range from approximately 135 to 155 feet in height and will include appropriate step-backs at approximately 65 feet and 135 feet both to signify the change in use from office to residential (around 65 feet) and to complement the scale of surrounding buildings.

Construction of the 80 & 90 First Street building will include associated landscape and streetscape improvements along First Street. Streetscape improvements associated with the 110 First Street building include installing new brick walkways and granite pavers to acknowledge the building entrances and planting new Red Maple, Flowering Dogwood trees and flowering shrubs along the street to support a pedestrian-oriented public realm. See the Open Space Plan and associated exhibits in Section 2.5 of this Volume II for examples of the proposed street-level improvements described above.

As detailed below, development of the new 110 First Street and 80 & 90 First Street buildings will include the installation of two new pocket parks, as shown on Open Space Plan exhibits OSP.10 and OSP. 11 in this Volume II), which will further animate First Street. In compliance with PUD-8 Design Guidelines and Principles, these two pocket parks will provide meaningful building spacing and separation between the facades of the three new buildings on First Street in order to bring a pedestrian scale to the street.

### 110 First Street Building

The 110 First Street building (formerly known as Best Buy) will be located at the corner of Cambridgeside Place and First Street and will replace an existing three-story building designed for single tenant retail use (see photographs 7 and 8 on Exhibit SDP.8 in Section 2.1 of this Volume II).

The existing three-story retail building will be replaced with a new 11-story office/laboratory building, with retail and other Active Uses, as well as an entry lobby to support the building's commercial uses, on the ground floor. The proposed ground-floor Active Uses will help to integrate the Project into the surrounding residential and commercial uses along First Street. In compliance with the PUD-8 Design Guidelines and Principles, the new building will also incorporate a 10-foot setback from the property line on First Street in order to create an improved pedestrian experience, including wider sidewalks, enhanced plantings and space for programming of Active Uses, such as outdoor cafes and art installations. As shown on the Architectural Character Plan and associated exhibits in Section 2.14 of this Volume, the 110 First Street building will not exceed approximately 155 feet in height and will include stepbacks at approxi-

mately 65 feet and 130 feet to complement the scale of surrounding buildings.

Development of the 110 First Street building will include associated landscape and streetscape improvements along Cambridgeside Place and First Street. Streetscape improvements associated with the new 110 First Street building include installing new brick walkways and granite pavers to acknowledge the building entrances and planting new Red Maple, Flowering Dogwood trees and flowering shrubs along the street to support a pedestrian-oriented public realm. See the Open Space Plan and associated exhibits in Section 2.5 of this Volume II for examples of the proposed street-level improvements described above.

In addition to the above-described improvements, construction of the 110 First Street and 80 & 90 First Street buildings will include the installation of two new pocket parks, located approximately between the new 110 First Street and 80 & 90 First Street buildings and between the 60 First Street and 80 & 90 First Street buildings (see Open Space Plan exhibit OSP.10 in Section 2.5 of this Volume II). As shown on exhibit OSP.11 in Section 2.5 of this Volume II, proposed programming for the new pocket parks may include dynamic retail uses (such as cafes that open onto the parks), improved plantings, active play spaces and passive gathering spaces. Such programming will invite the surrounding neighborhood to take advantage of these new open spaces and to engage with the Project.

### 100 Cambridgeside Place Building (Core Mall)

The core Mall building is located on Cambridgeside Place, with an additional entrance from Canal Park, and consists of a three-story retail/office building (see Site Development Plan exhibit SDP.7 in Section 2.1 of this Volume II). The core Mall consists of ground and second floors dedicated to retail use, third floor space recently redesigned for office use, and the public atrium open space, which provides a pedestrian connection from Charles Park through to Canal Park. The Project will maintain this building and the above-described uses to continue to provide important retail and open space opportunities for the surrounding East Cambridge neighborhood. As further detailed in Section 1.2 below, in addition to maintaining the core Mall, the Project will provide various improvements to this existing space, such as enhancement of existing on-site retail and open space programming and increased opportunities for art installations.

When finished, the Project will complete the reimagining of CambridgeSide as a diverse, dynamic, mixed-use center, ensuring its viability for decades to come.

## 1.2 Summary of Project Benefits

As detailed in this narrative, the Project includes a robust package of benefits for the community and surrounding region that was determined in coordination with the City of Cambridge, various neighborhood groups, abutters and the general public throughout the recent PUD-8 District approval process. This section summarizes the many currently anticipated public benefits and mitigation measures associated with the Project.

### Residential

- Dedication of at least 30% of the Net New GFA to be constructed as part of the Project to residential uses (i.e., at least 175,000 sf of the allowed 575,000 sf of Net New GFA).
- 65% of the Project's residential component will be affordable (i.e., 30% as Inclusionary Housing and 35% as Middle Income Units).
- No less than 20 three-bedroom units will be built, and all such units will be affordable (subject to either Inclusionary Housing or Middle Income rent restrictions in accordance with Section 13.104.1(d)(4) of the Ordinance).

### Public Realm and Open Space

- Activation of First Street, Cambridgeside Place and Canal Park by incorporating Active Uses on the ground floor uses, including retail and restaurants, in accordance with Section 13.107.1 of the Ordinance.
- Incorporation of an increased building setback for new buildings along First Street to accommodate a wider sidewalk, improved plantings and furnishings, and other pedestrian and bicycle amenities in accordance with the PUD-8 Design Guidelines and Principles.
- Improvement to the existing on-site open spaces, including Canal Park, through the addition of plantings, trees and landscaping.
- Phased contribution of \$1,000,000 to the City of Cambridge's Tree Replacement Fund. Hosting of community engagement events in or within the vicinity of the Project on a regular basis, which may include a seasonal farmer's market, installation of winter garden(s) or the provision of space (e.g., shipping containers or kiosks) for small pop-up retail incubators within Canal Park.
- Establishment of an advisory committee to provide input on the programming of the local retail and open spaces at the Project.

### Sustainability and Resiliency

- In compliance with Section 13.107.4, incorporation of sustainability practices in the new buildings in areas such as energy efficiency, GHG emissions reduction, water conservation, healthy materials, urban site reuse and landscaping, including the following measures:
  - » Each of the new buildings will meet or exceed the LEED version 4 Rating System for New Construction at the Gold level.
  - » Reduction of energy use and resultant GHG emissions due to improved building envelopes, high-efficiency building systems, and lower lighting power density with LED lighting and smart controls.
  - » Support of the City of Cambridge's Net Zero Action Plan, to the extent feasible.
- Providing no access to fossil fuels within the living area of the residential component of any building (i.e. no gas or fuel oil lines) within the Project.
- Development of a plan for CambridgeSide to act as a "cooling oasis" and to provide shelter for the surrounding neighborhood during extreme weather events.

### Transportation

Anticipated expense of approximately \$6,900,000 on transportation-related measures by Applicant and/or Project tenants, such as:

- Funding the study of proposed local transit improvements, which could include First Street and Second Street.
- Installation of new traffic signal equipment including Americans with Disability Act (ADA) compliant pedestrian crossing equipment and vehicle detection equipment at Land Boulevard at Cambridgeside Place.
- Expansion of CambridgeSide's participation in the BLUE-bikes program to provide Gold-level corporate membership in BLUEbikes for a 10-year period for all new commercial tenants.
- Monetary contribution to the City of Cambridge intended as an initial funding level to be used for funding the review of local transit improvements, which may include a study to review the feasibility of adding Bus Priority Lanes on First Street for EZ Ride Shuttles and any future MBTA bus service that may use the corridor.
- Requirement that commercial tenants provide Transit Subsidies to their employees for use towards transit passes (MBTA and EZRide), BLUEbikes programs, and parking charges at Park & Ride lots.

- Expansion of the CambridgeSide Shuttle to include routes between New Lechmere Station, Kendall Square Station and the site.
- Provision of 450 long-term (covered) and 175 short-term bike spaces for employees and residents of the Project.

The TIS also incorporates supplementary mitigation tied to a traffic monitoring plan, as indicated in Section 13.102.3 (k) including:

- Expansion of the Traffic Monitoring Plan currently in place at CambridgeSide. This plan will be expanded and used to gauge success of the TDM program. This includes the following data that will continue to be collected after completion of the Project:
  - » Survey of customers and employees (including tenants) to determine travel modes, times of arrival and departure, home location, and preferences for ride sharing among other information.
  - » Provide garage and parking counts for a one-week period on an annual basis.
  - » Provide updates of tenants, leased building area, employee totals, and year-to-year mode split comparison, including the calculation of the Employee and Patron SOV rate.
  - » Provide updates of required TDM measures including status of Emergency Ride Home (ERH), loaner bikes for Hotel Marlowe, and Electric Vehicle (EV) charging stations on site.

The monitoring program will apply to all tenants on an annual basis and shall commence one year after the issuance of a Certificate of Occupancy. If, after a period of two years following the later to occur of the issuance of a final Certificate of Occupancy for the second new buildings or the issuance of a final Certificate of Occupancy for more than 325,000 square feet of net new gross floor area (Sears/60 First Street and Macy's/20 CambridgeSide or Best Buy/110 First Street) the Project materially fails to meet (SOV) mode split percentages as identified in the traffic assessment, it is recommended that the following additional improvements be considered:

- SIGNAL CORRIDOR TIMING STUDY. As part of the transportation mitigation commitment for the Project, the Applicant will escrow up to \$60,000 for a Signal Corridor Timing Study (SCTS) for the Route 28 Corridor between Third Street and Museum Way and for the Land Boulevard Corridor between O'Brien Highway and Binney Street. These funds will be placed into an escrow account which can be drawn on by the Applicant to fund a study of the effects of modified timing or phasing of traffic signals on

these corridors to improve traffic flow, recognizing that improvements to signal equipment and detection are proposed to be implemented by others prior to CambridgeSide's proposed completion. The SCTS can also review the applicability of Adaptive Signal Control Technology (ASCT) to these corridors, after the improvements by others have been constructed and all transportation changes in the area have been implemented. It is recommended that the SCTS review operations during a weekday morning time period (6:30 AM to 9:30 AM), a weekday afternoon/evening time period (3:00 PM to 7:00 PM), and a Saturday midday time period (11:00 AM to 3:00 PM).

- SIGNAL TIMING OPTIMIZATION/ADAPTIVE SIGNAL CONTROL TECHNOLOGY INSTALLATION. As part of the transportation mitigation commitment for the Project, the Applicant will escrow up to \$360,000 for implementation of signal timing modifications for the same corridors identified above, if the results of the SCTS indicate that current signal timing/phasing designs requires modification. These funds will include amounts for design, implementation, and installation of ASCT at these locations, if the SCTS indicates doing so will improve traffic operations.

The escrow funds will be returned to the Applicant for other potential improvements within the study area network or other purposes contemplated by local approvals if funds remain at the earlier to occur of two (2) years after the completion of the Project or ten (10) years following issuance of the building permit for the first new building in the Project.

#### Community Support and Integration

- Substantial cash contribution to the local East End House to support its future operation.
- Provision of space at a reduced rate (equal to a reduction of 30% below the rent charged for comparable market rate space) to local retailers, local small businesses or non-profit organizations, as well as space for a community daycare facility.
- Provision of community meeting space able to accommodate up to 40 people at no charge to local residents, community groups and small businesses.
- Displays regarding the history of the City of Cambridge to be provided in the community meeting space and created in coordination with the Cambridge Historical Commission and community members. The first such display will be an exhibit on the history of indigenous people in Cambridge.

- Plan to contact and recruit minority-and women-owned business enterprises as tenants of the Project.
- Contribution of approximately \$1,300,000 to the East Cambridge Scholarship Fund.
- Parking at the Project will be available to East Cambridge residents during snow emergencies.

#### Promotion of Local Art

- Coordination with the local Arts Community and local artists to provide opportunities to perform, display and/or sell their work at or within the vicinity of the Project, including Canal Park.
- Coordination with a reputable community arts program to promote and host STEM and arts events at or within the vicinity of the Project.
- Contribution of \$500,000 to the Cambridge Arts Initiative.

#### Economic Development

- Enhancement of the future viability of a property that has otherwise struggled in recent years with increasing vacancies and decreasing rental rates in the era of e-commerce.
- Estimated addition of approximately \$3,000,000 in new property taxes paid to the City of Cambridge per year, for a new estimated total of approximately \$7,000,000 per year at full buildout.
- Creation of over approximately 5,000 temporary construction jobs over the full buildout of the Project and over 3,000 permanent jobs, in addition to maintaining the more than 1,200 existing jobs in the core Mall component.

#### Infrastructure

- As detailed in Appendix F in this Volume II, the Project will improve upon existing water quality conditions by implementing Best Management Practices (BMPs) to provide additional water quality treatment measures and promote stormwater infiltration and groundwater recharge to the maximum extent practicable.
- There will be no increase in stormwater peak runoff rates or volume.
- Approximately 400,000 gallons of stormwater runoff will be removed from the MWRA combined sewer in Land Boulevard.



## 2.0 Compliance with PUD-8 Special Permit Submittal Requirements (Section 13.102.3)

Section 13.102.3 of the Ordinance requires that a PUD-8 Development Proposal contain certain submittal requirements in order to adequately identify proposed development characteristics applicable to the PUD-8 Development Parcel, such as the location of lots, uses, open spaces, building envelopes and heights.

In accordance with Section 13.102.3, this Volume II contains each of the following PUD-8 components:

- 2.1 Site Development Plan (Section 13.102.3(a))
- 2.2 Site Massing Plan (Section 13.102.3(b))
- 2.3 Parking and Loading Plan (Section 13.102.3(c))
- 2.4 Connectivity Plan (Section 13.102.3(d))
- 2.5 Open Space Plan (Section 13.102.3(e))
- 2.6 Ground Floor and Activation Plan (Section 13.102.3(f))
- 2.7 Housing Plan (Section 13.102.3(g))
- 2.8 Phasing Plan (Section 13.102.3(h))
- 2.9 Sustainability Plan (Section 13.102.3(i))
- 2.10 Resiliency Plan (Section 13.102.3(i))
- 2.11 Net Zero Plan (Section 13.102.3(j))
- 2.12 Transportation Plan (Section 13.102.3(k))
- 2.13 Environmental Comfort Plan (Section 13.102.3(l))
- 2.14 Architectural Character Plan (Section 13.102.3(m))
- 2.15 Comprehensive Signage Plan (Section 13.102.3(n))
- 2.16 Utilities Plan (Section 13.102.3(o))

As demonstrated by this comprehensive Volume II PUD-8 Development Proposal, the Project satisfies all requirements for issuance of a PUD-8 Special Permit and the Applicant respectfully requests that the Planning Board issue such a special permit allowing for redevelopment of the site into the Project and granting, in its approval of the Project's Final Development Plan, any waivers required for the Project.

# 2.1 Site Development Plan

## (Section 13.102.3(a))

### **PUD-8 Special Permit CambridgeSide Cambridge, MA**

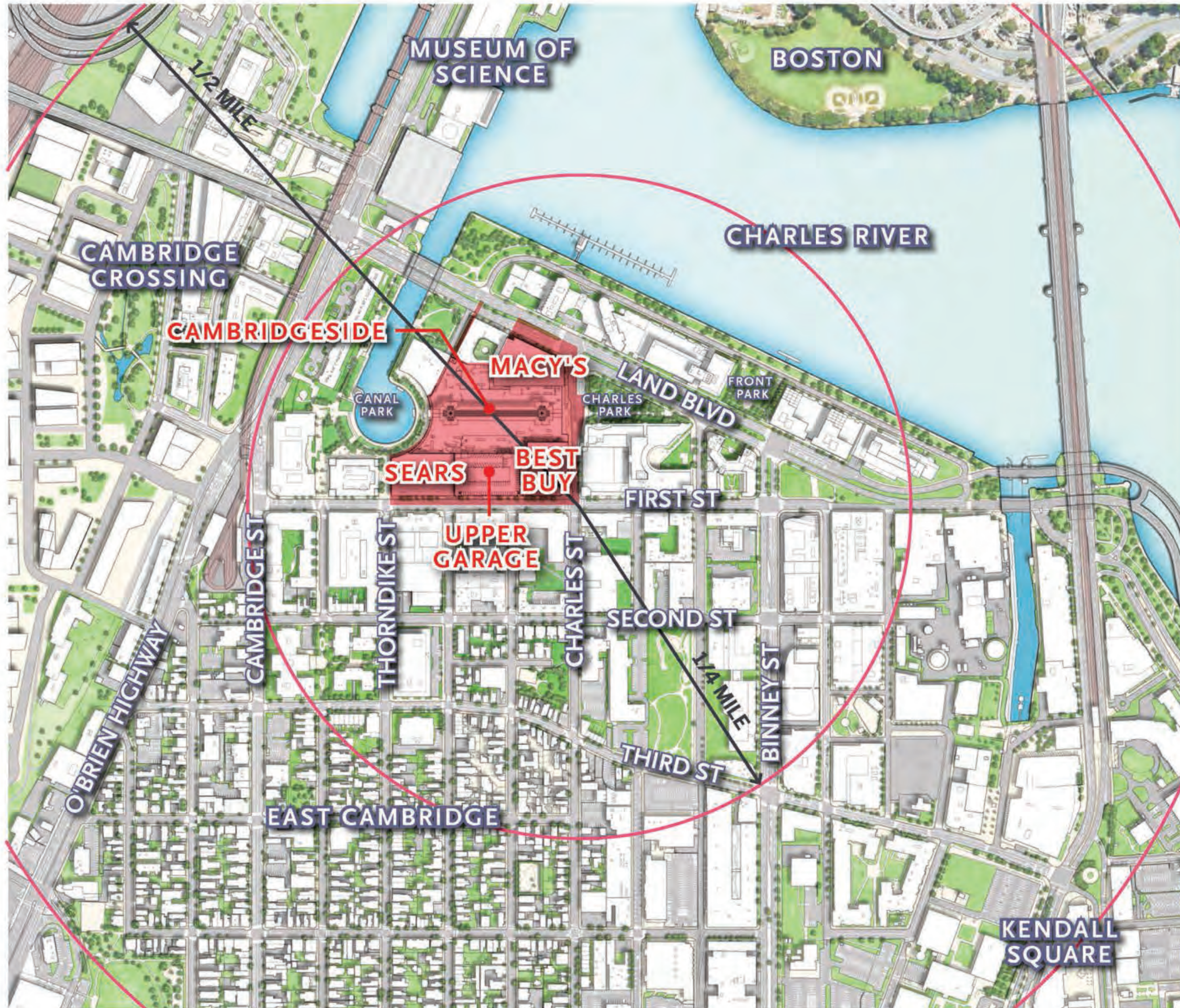
The Project proposes to redevelop the existing CambridgeSide mall into a vibrant mixed-use center through the redevelopment of the site's perimeter buildings, which will inject a new level of activity and vitality into the surrounding East Cambridge neighborhood, as well as the adjacent streets, walkways, and open spaces. The Project entails renovation of the former Sears building and replacement of the existing Macy's, Best Buy and Upper Garage buildings.

The Development Parcel is generally bound by Land Boulevard, CambridgeSide Place, First Street and Canal Park and consists of two PUD-8 lots, which can be described as: (i) the former Sears building parcel; and (ii) the remainder of the PUD-8 Development Parcel. The Project will expand the existing approximately 1.090 million square foot retail shopping mall to an approximately 1.665 million square foot mixed-use development, anticipated to include retail, restaurant, office, laboratory and housing uses.

#### **The exhibits that follow in this Section 2.1 supplement the information above and illustrate:**

- Site context (including adjacent streets);
- Existing conditions and uses (including photographs);
- How the Development Parcel is divided into two (2) PUD-8 lots;
- Open spaces; and
- Development characteristics for the Project, including potential uses and GFA.

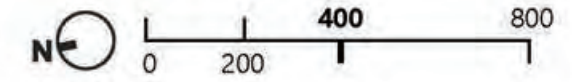




# Site Development Plan Site Context Map

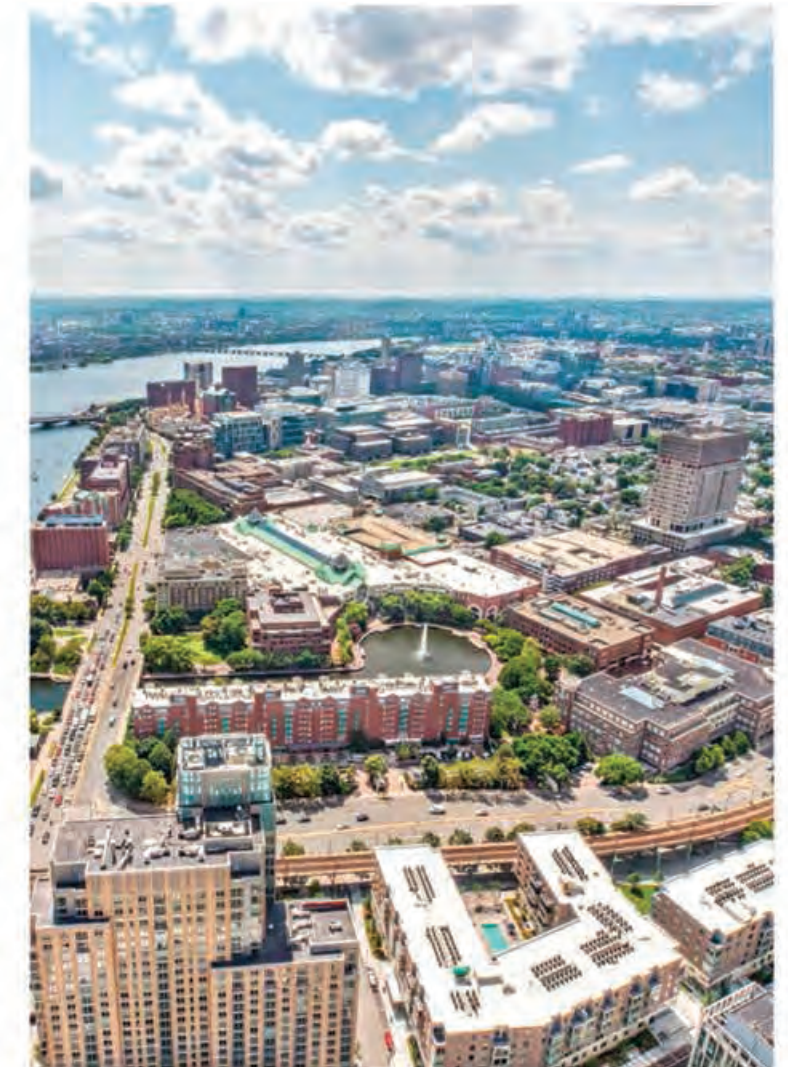
PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.1



## Legend

█ PUD-8 BOUNDARY



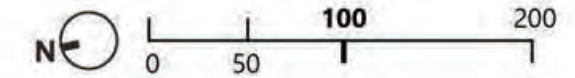
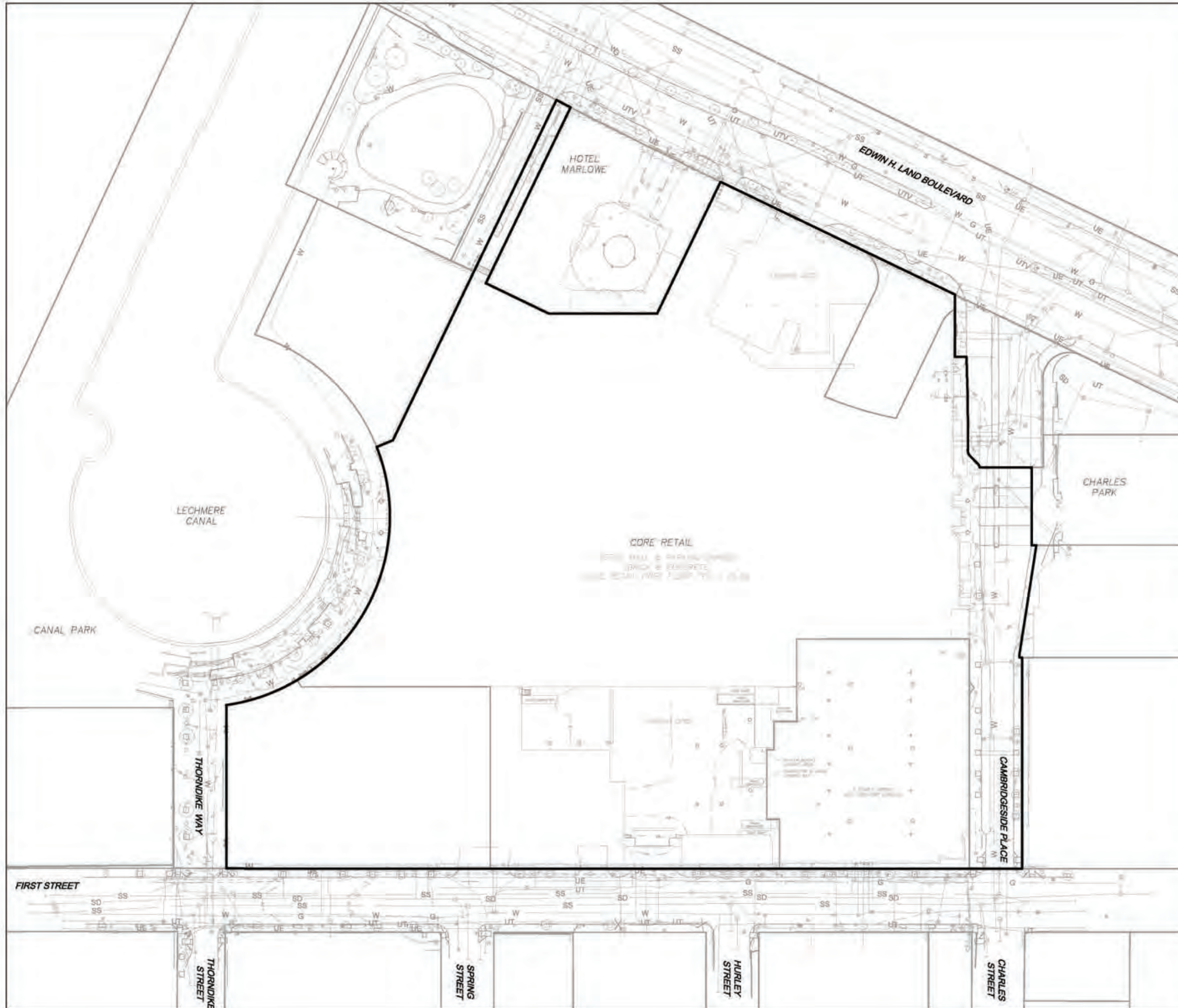


# Site Development Plan

# Existing Conditions Plan

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.2

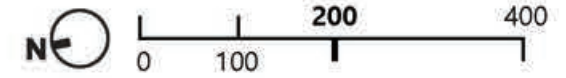




# Site Development Plan Existing Uses

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.3



## Legend

- PUD-8 DEVELOPMENT PARCEL
- RETAIL
- COMMERCIAL
- RESIDENTIAL
- RESIDENTIAL AND RETAIL
- COMMERCIAL AND RETAIL
- COMMERCIAL AND RESIDENTIAL
- HOTEL
- CIVIC
- PARKING



EXISTING FIRST STREET

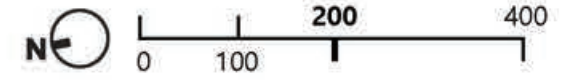


# Site Development Plan Existing Conditions

PHOTOGRAPHS : KEY PLAN

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.4



# PHOTO / VIEW POINT







# Site Development Plan Existing Conditions

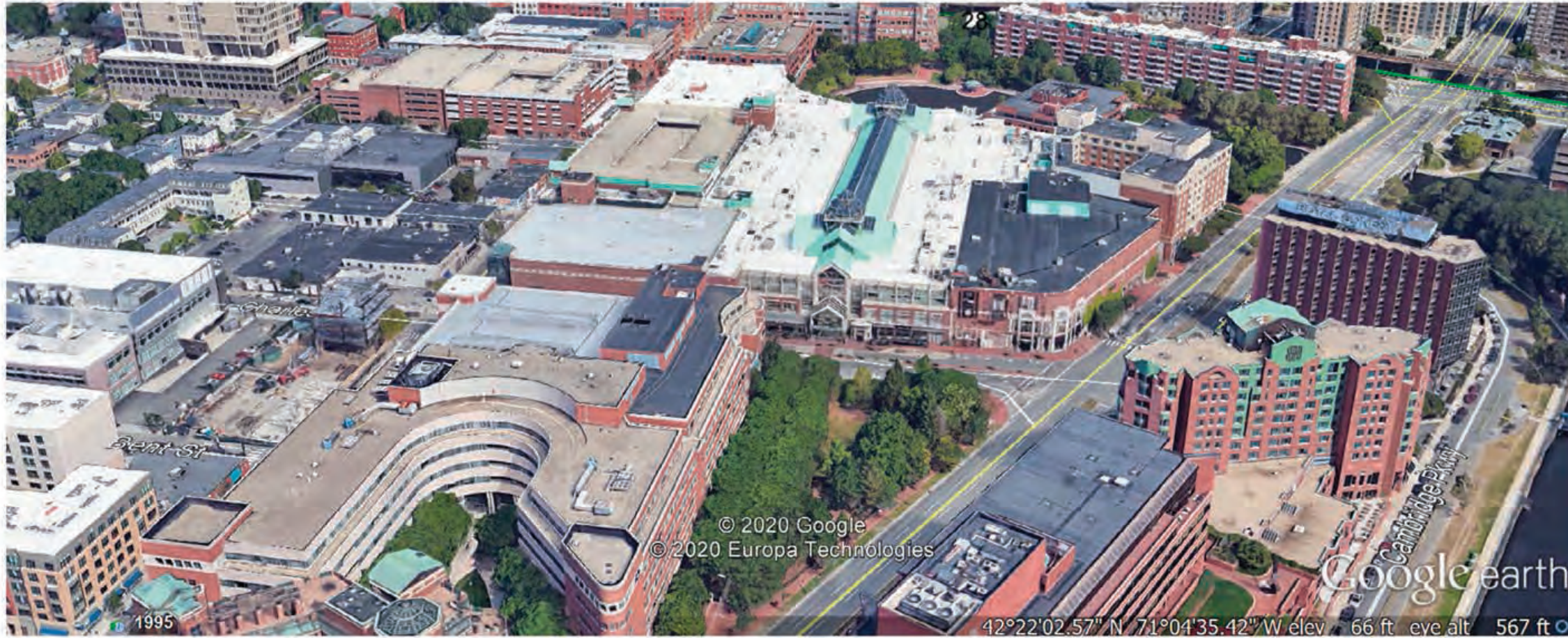
PHOTOGRAPHS : LAND BOULEVARD

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.5







# Site Development Plan Existing Conditions

PHOTOGRAPHS : LAND BOULEVARD

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.6

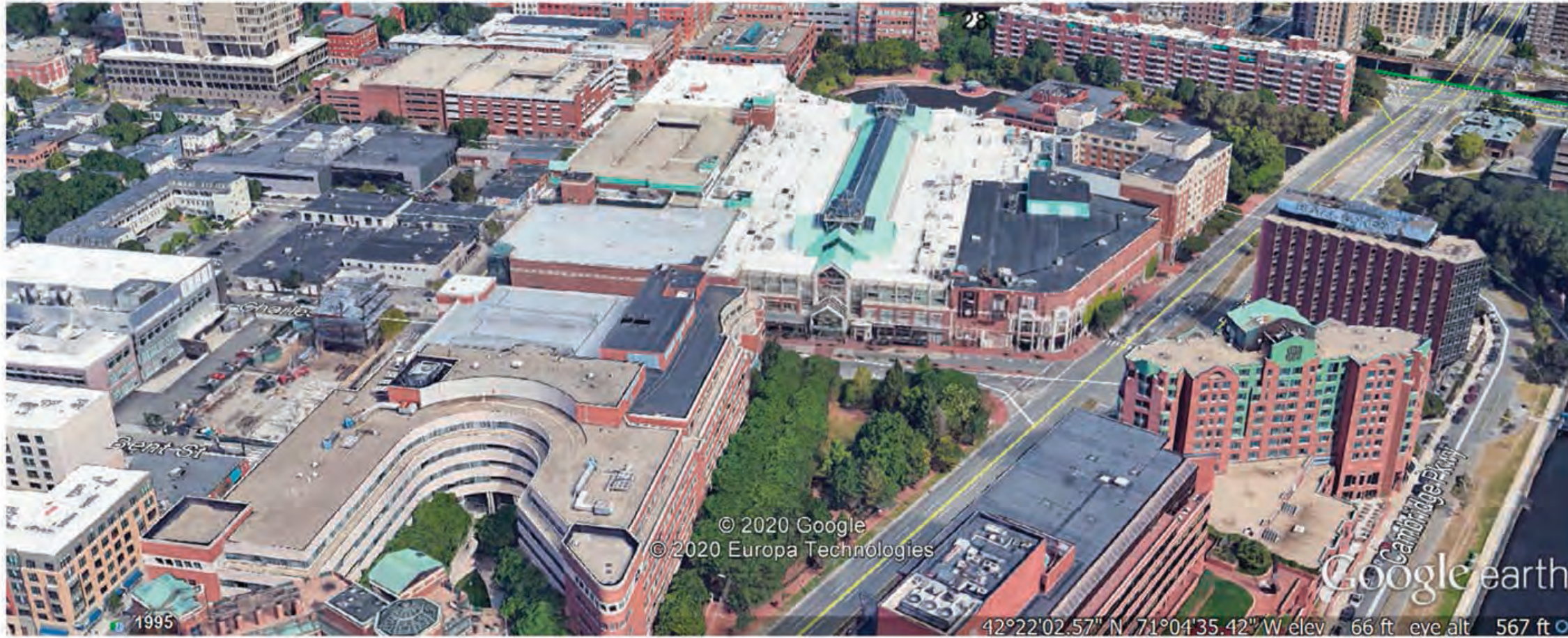


LAND BOULEVARD



CAMBRIDGESIDE PLACE



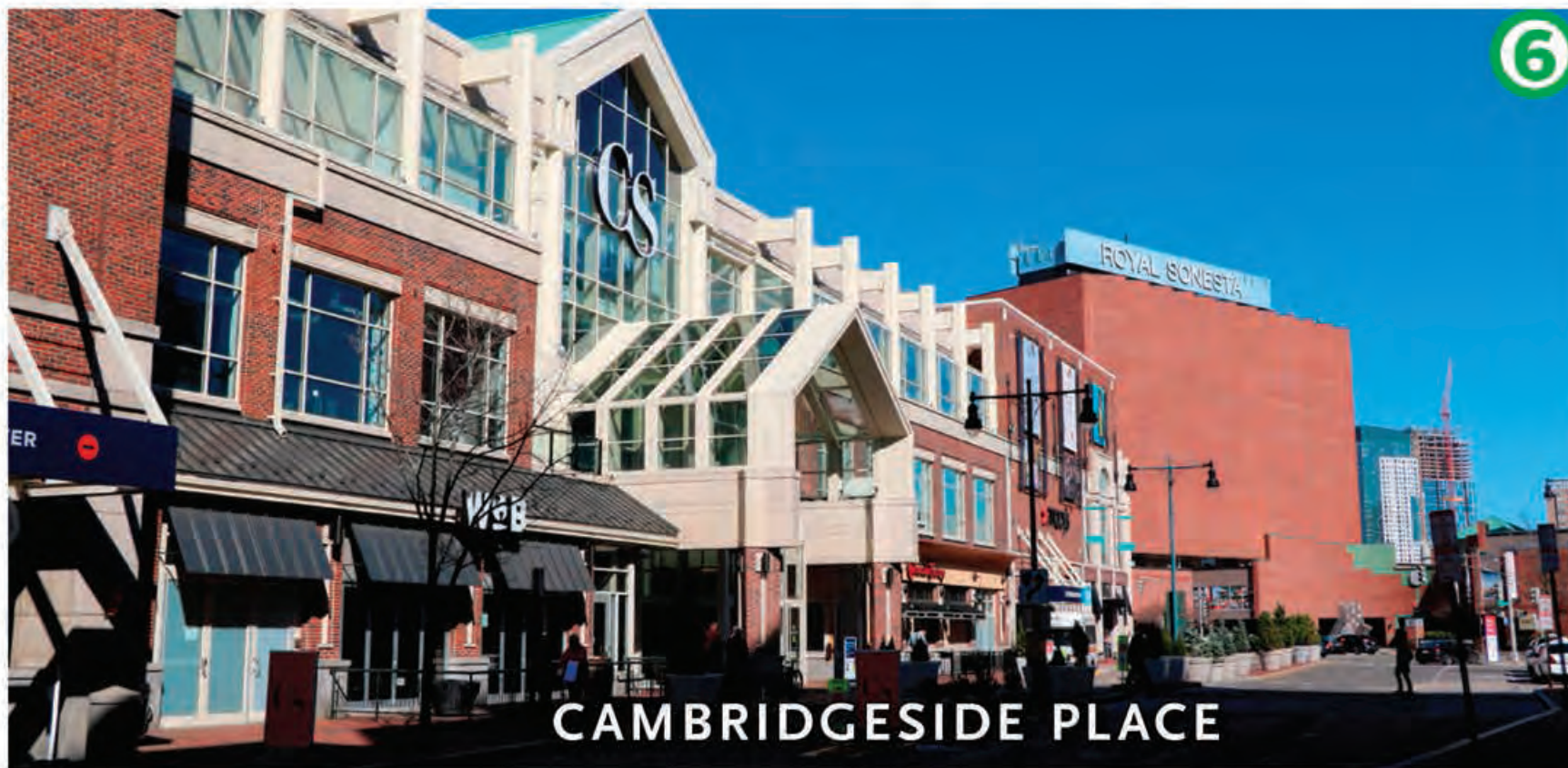


# Site Development Plan Existing Conditions

PHOTOGRAPHS : CAMBRIDGESIDE PLACE

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.7



CAMBRIDGESIDE PLACE



CHARLES PARK





# Site Development Plan Existing Conditions

PHOTOGRAPHS : FIRST STREET

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.8







# Site Development Plan Existing Conditions

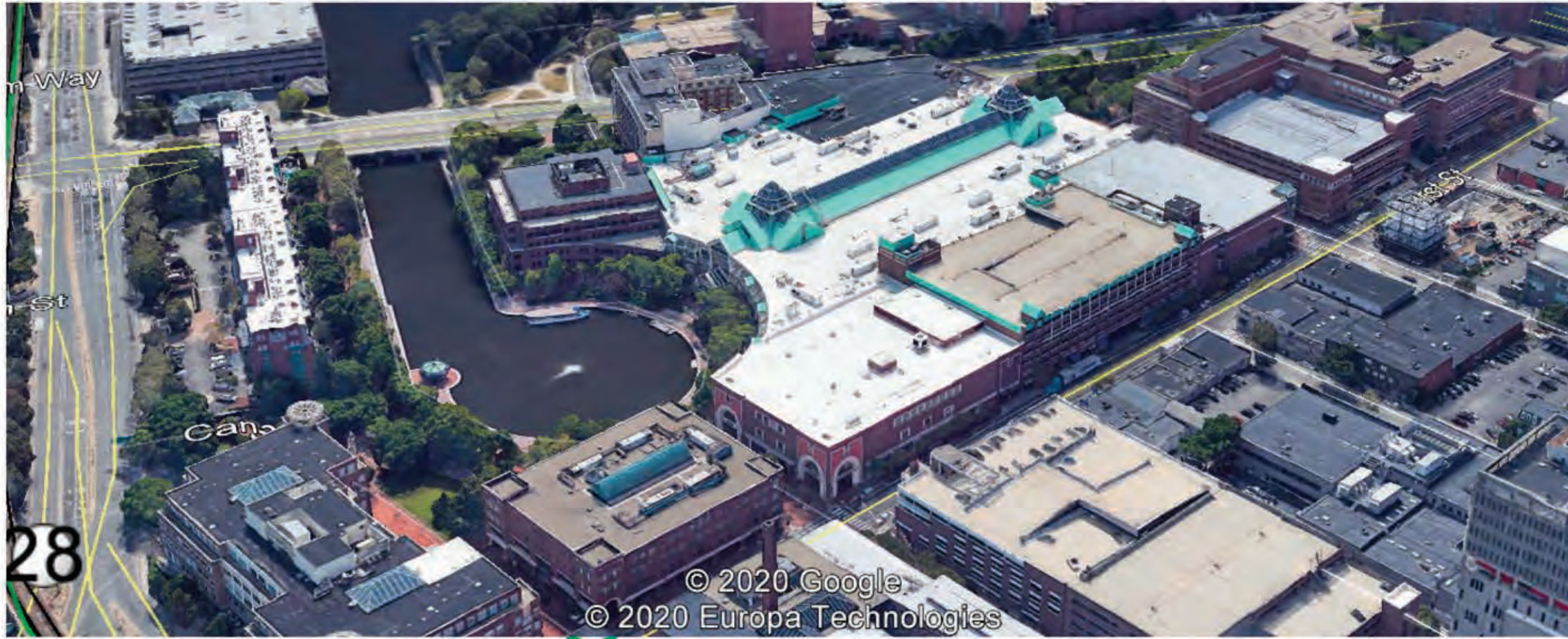
PHOTOGRAPHS : FIRST STREET

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.9







# Site Development Plan Existing Conditions

PHOTOGRAPHS : FIRST STREET

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.10







# Site Development Plan Existing Conditions

PHOTOGRAPHS : THORNDIKE WAY/CANAL

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.11



CANAL PARK



LECHMERE CANAL



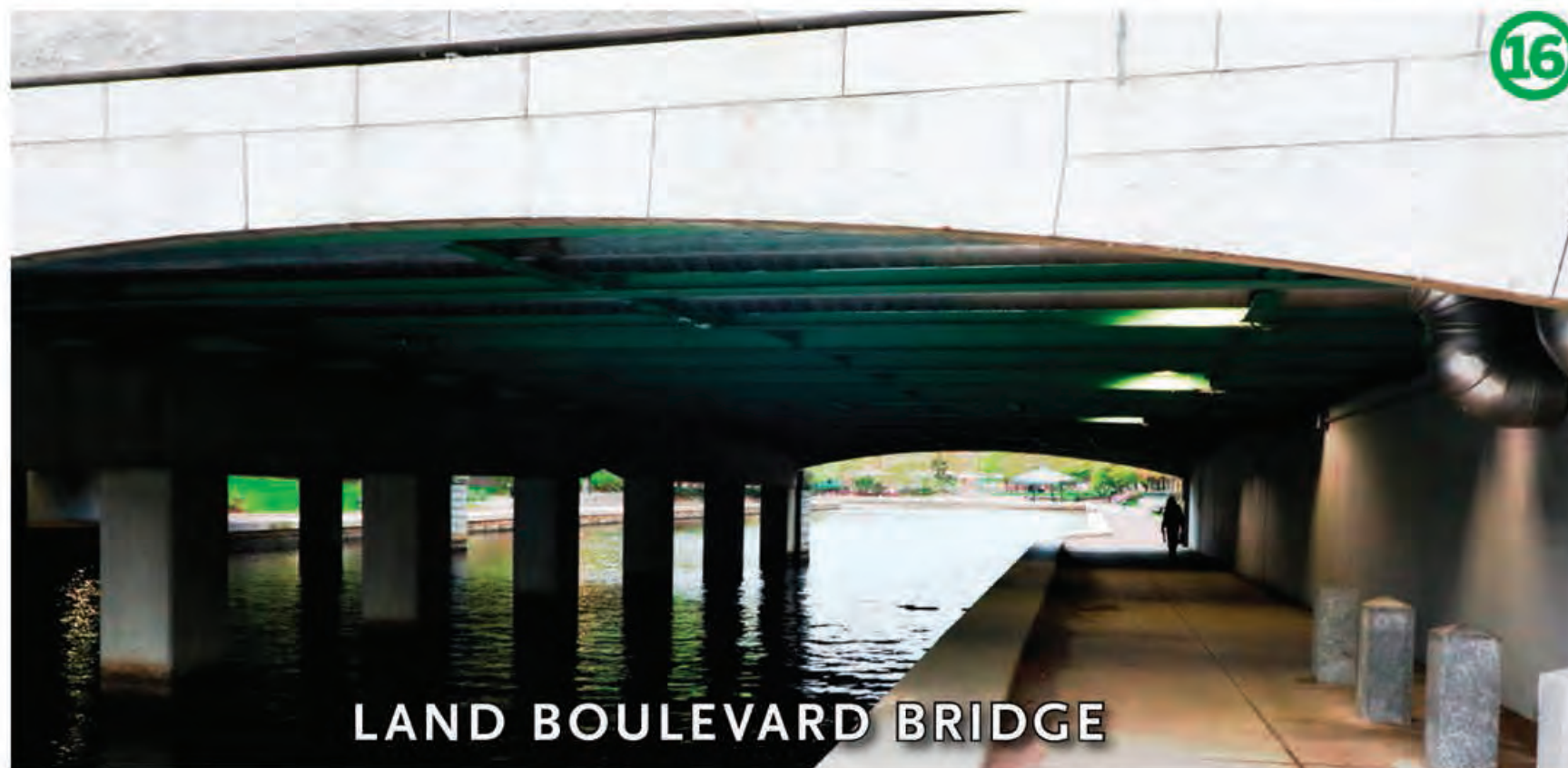


# Site Development Plan Existing Conditions

PHOTOGRAPHS : CANAL PARK/BRIDGE

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.12



LAND BOULEVARD BRIDGE



CANAL PARK



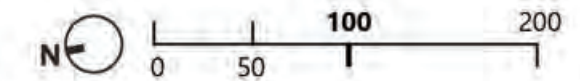
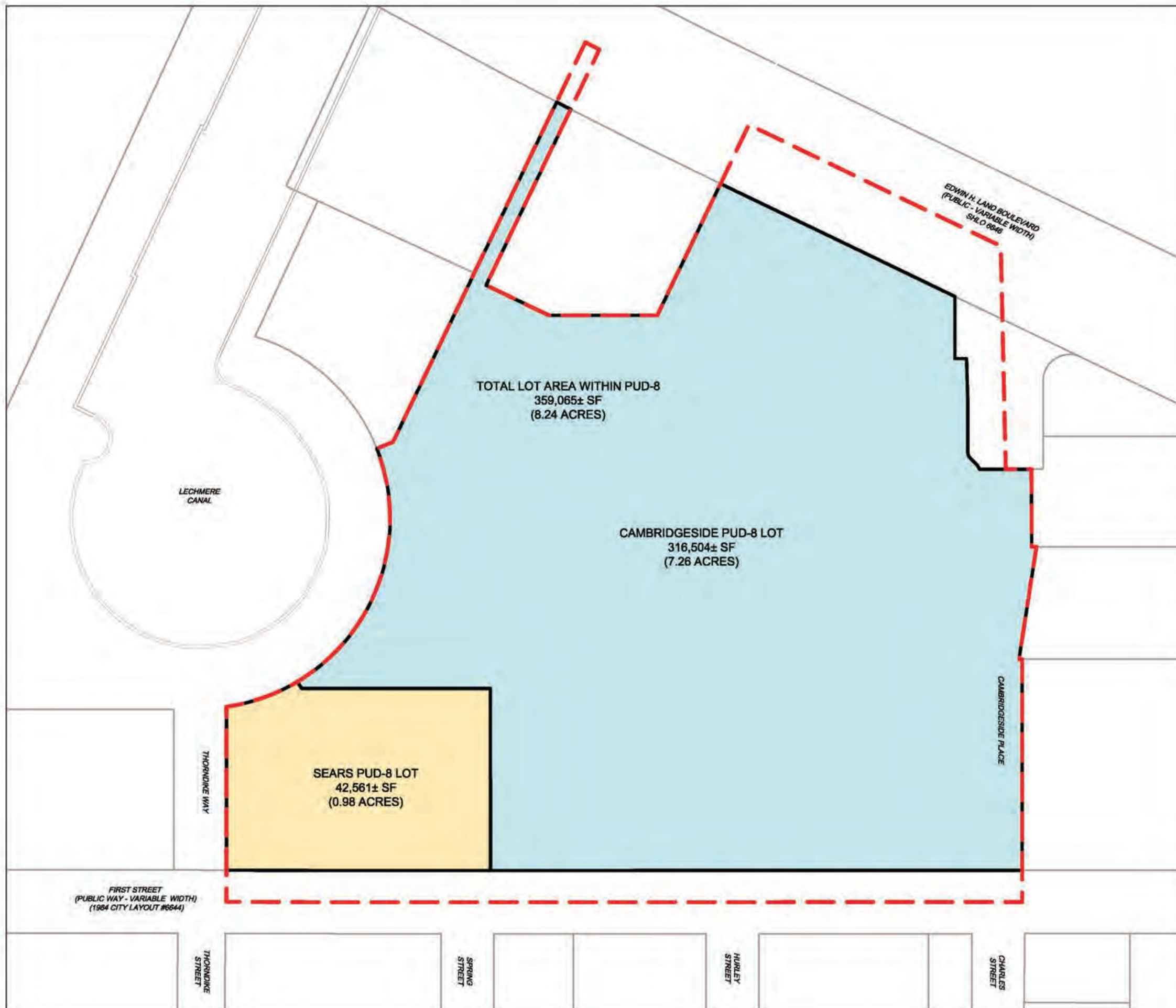
# Site Development Plan

## PUD-8

### Development Parcel and PUD-8 Lots

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.13



#### Legend

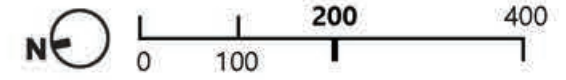
- PUD-8 DEVELOPMENT PARCEL
- CAMBRIGESIDE 2.0 PUD-8 LOT
- SEARS PUD-8 LOT



# Site Development Plan Open Space Overview

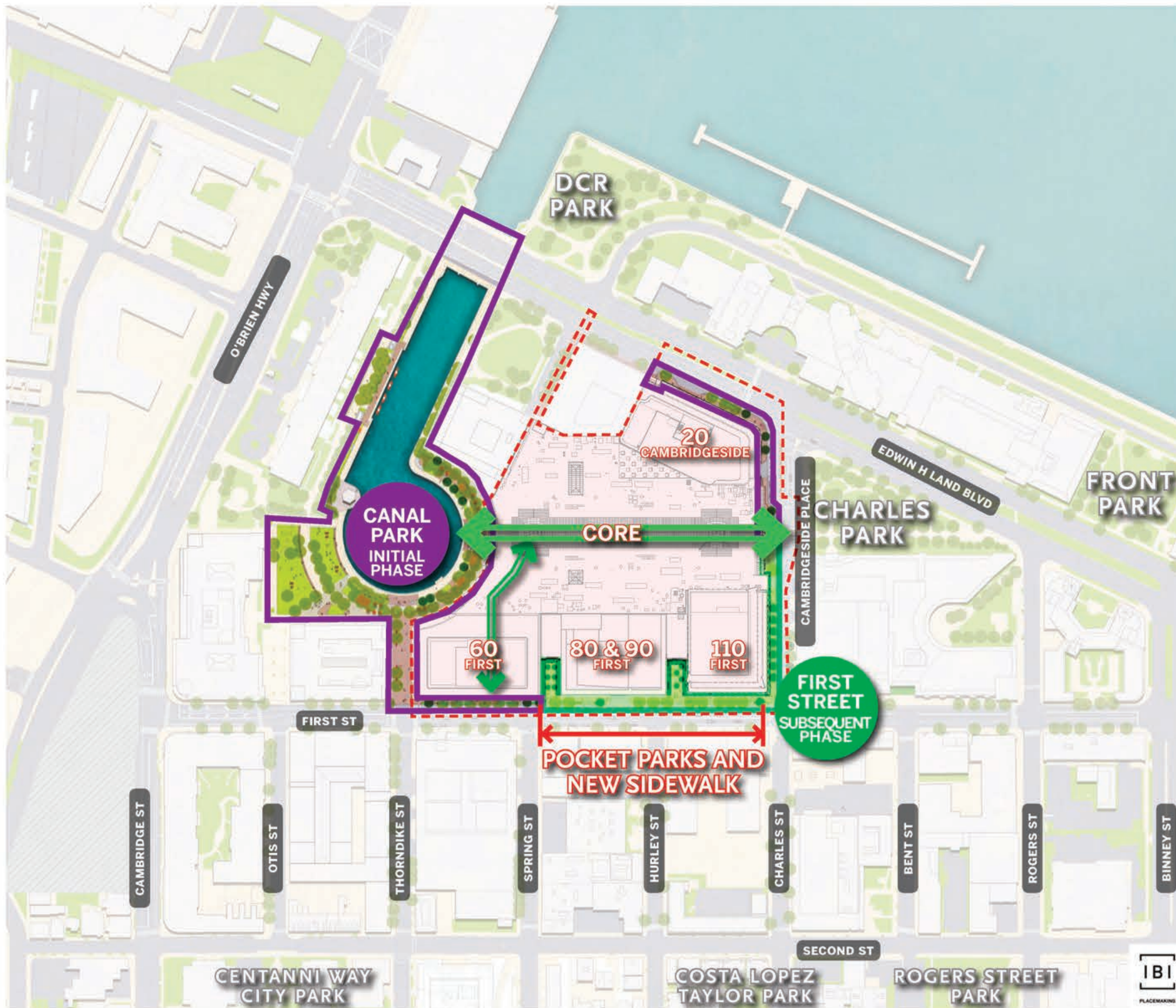
PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.14

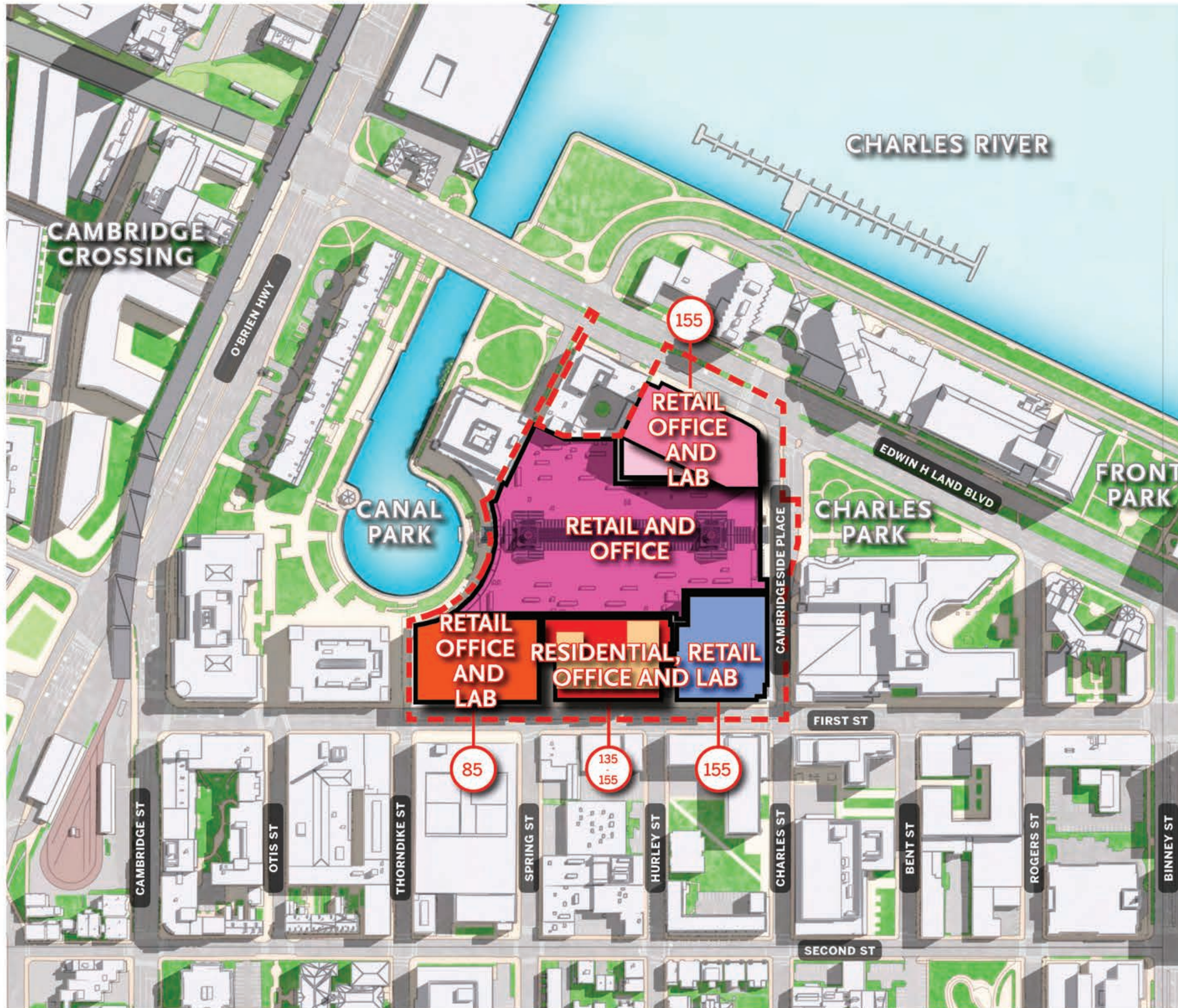


## Legend

- PUD-8 DEVELOPMENT PARCEL
- STREETScape AND CANAL PARK
- NEW SIDEWALK AND POCKET PARKS



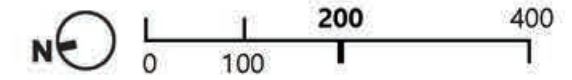




# Site Development Plan Proposed Uses and GFA

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II**  
**EXHIBIT SDP.15**



## Legend

  PUD-8 DEVELOPMENT PARCEL

## BUILDING HEIGHT

<span style="display: inline-block; width: 15px; height: 10px; background-color: #e91e63; border: 1px solid black;"></span>	100 CAMBRIDGESIDE	455,000
<span style="display: inline-block; width: 15px; height: 10px; background-color: #e91e63; border: 1px solid black;"></span>	20 CAMBRIDGESIDE	365,000
<span style="display: inline-block; width: 15px; height: 10px; background-color: #3f51b5; border: 1px solid black;"></span>	110 FIRST	335,000
<span style="display: inline-block; width: 15px; height: 10px; background-color: #ff9800; border: 1px solid black;"></span>	60 FIRST	210,000
<span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black;"></span>	80 FIRST	RETAIL+OFFICE 125,000
<span style="display: inline-block; width: 15px; height: 10px; background-color: #ffc107; border: 1px solid black;"></span>	90 FIRST	RESIDENTIAL 175,000
<b>TOTAL</b>		<b>1,665,000</b>
<b>EXISTING TOTAL</b>		<b>1,090,000</b>
<b>NET NEW</b>		<b>575,000</b>



# 2.2 Site Massing Plan

## (Section 13.102.3(b))

**PUD-8 Special Permit**  
**CambridgeSide**  
Cambridge, MA

The Project's massing steps back from the abutting public streets and open spaces, with façade and fenestration patterns that complement the neighboring buildings, in order to foster a pedestrian-oriented streetscape. As shown on the Site Massing Plan attached as Exhibits SMP.1, and ACP.1 and ACP.2 in Section 2.14, and the representative ground-level building views attached as exhibits in Volume III, the Project buildings have been designed to include distinct podium, building setback and façade treatments to respond to existing architectural features and to reduce the perceived scale of the buildings.

For each of the buildings, a podium level established by natural breaks between uses or by relationships to neighboring buildings begins with a transparent first floor lined with retail, restaurant and other Active Uses (as defined in Section 13.107.1 of the Ordinance) to activate the public realm. The height of the podium is established to reinforce a datum line on the street corresponding to the adjacent buildings, and reduces the perceived scale of the buildings to reinforce the pedestrian-oriented streetscape.

Above the podium, the building stepbacks correspond generally to the heights of buildings in the vicinity, reinforcing the street wall established by their neighbors. A second stepback corresponds generally to the heights of the taller buildings in the vicinity. These building stepbacks are of particular importance on First Street, allowing it to regain its prominence as an important connection between transit nodes at Kendall Square and Cambridge Crossing, as well as establishing a relationship with the existing commercial and residential buildings in the East Cambridge neighborhood.

As shown on the Site Massing Plan, rooftop mechanical equipment on all new and renovated buildings in the Project will be setback between 13 and 15 feet. The proposed rooftop mechanical setbacks maintain an architectural character consistent with the design goals of the PUD-8 Design Guidelines and Principles as these, in combination with the above-described building stepbacks, will provide for a setback of equipment from the building line that creates a comfortable and inviting pedestrian environment at grade. In compliance with Section 13.107.2, rooftop mechanical equipment on all new and renovated buildings in the Project will be appropriately screened or fully enclosed. Any such rooftop enclosure's design, materials and massing will complement and relate to the overall design, massing, scale and character of the building.

The Applicant has designed the buildings to minimize both wind and shadow impacts and will implement mitigation measures to reduce any impacts to the extent reasonably practicable, as described in the attached wind and shadow studies.

**The exhibits that follow in this Section 2.2 supplement the information above and illustrate:**

- Building height and massing;
- Representative ground-level views;
- Anticipated shadow impacts, as described in a shadow study prepared for the Project; and
- Anticipated wind impacts, as described in a wind study prepared for the Project.



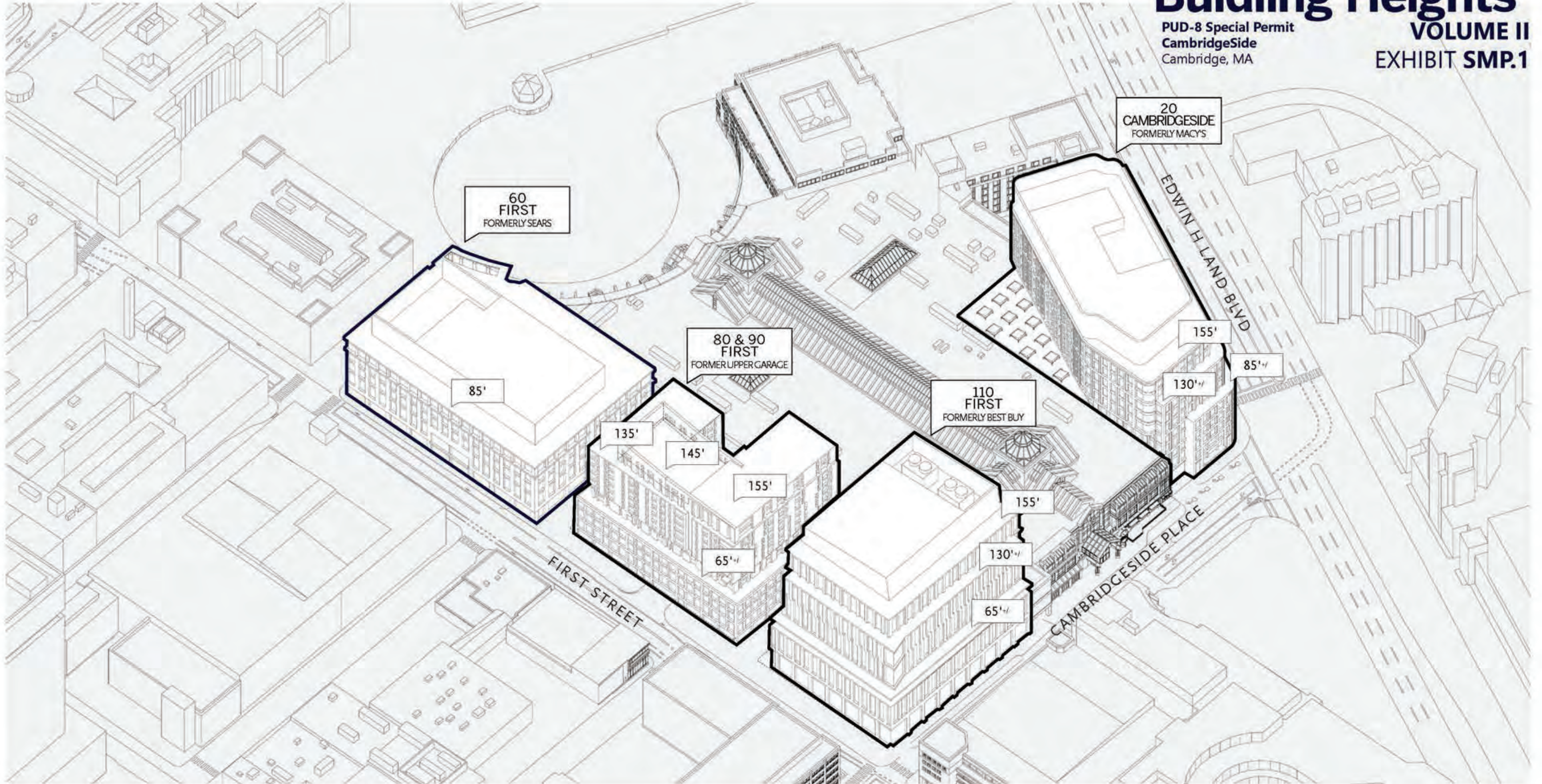
# Building Height and Massing



# Site Massing Plan Proposed Building Heights

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SMP.1

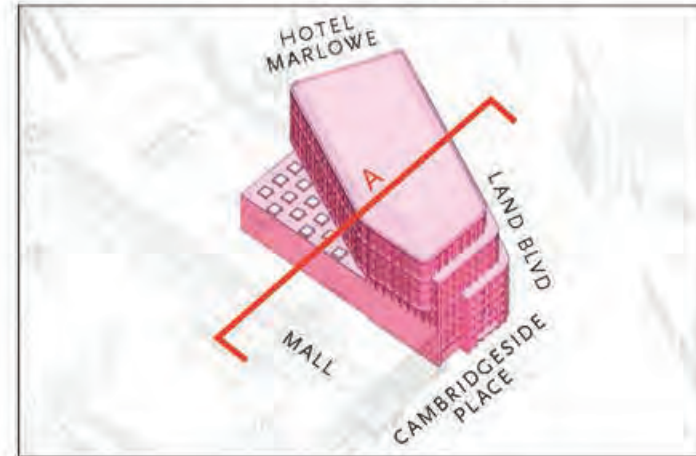
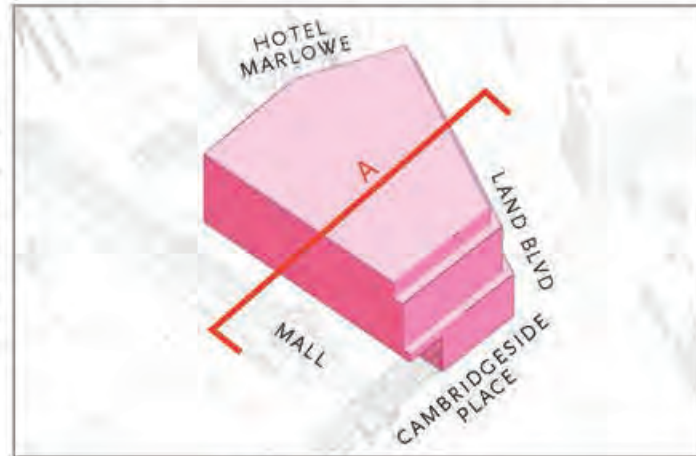




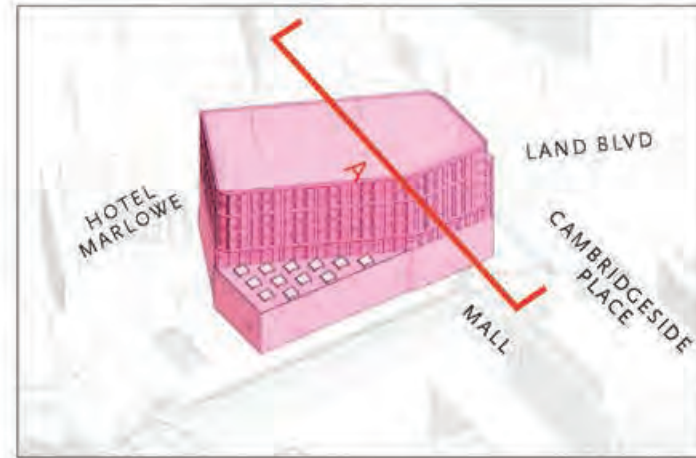
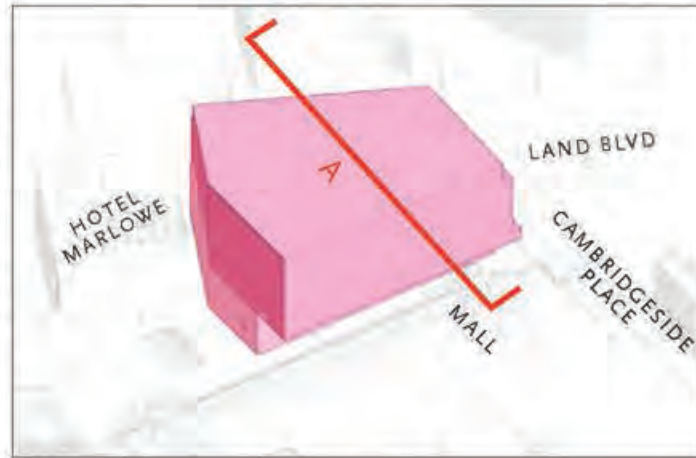
**ALLOWABLE MASSING**

**PROPOSED MASSING**

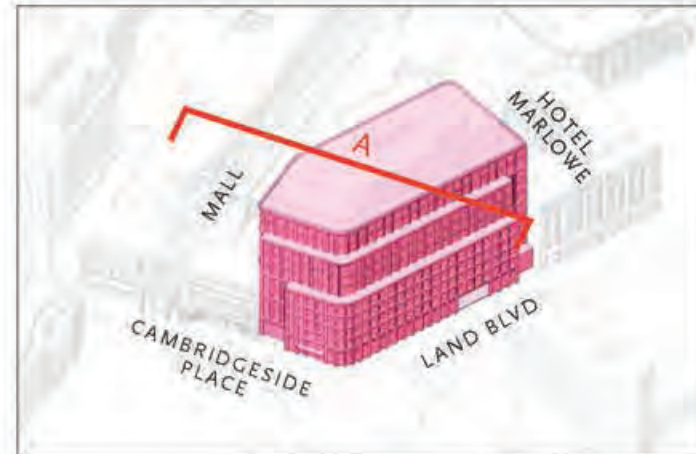
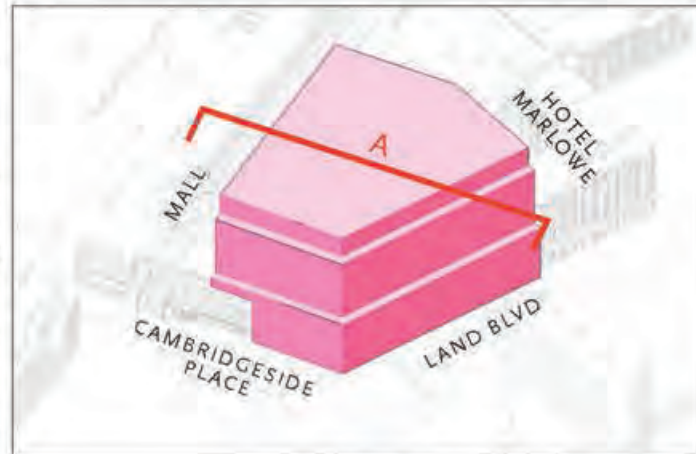
**First Street NE**



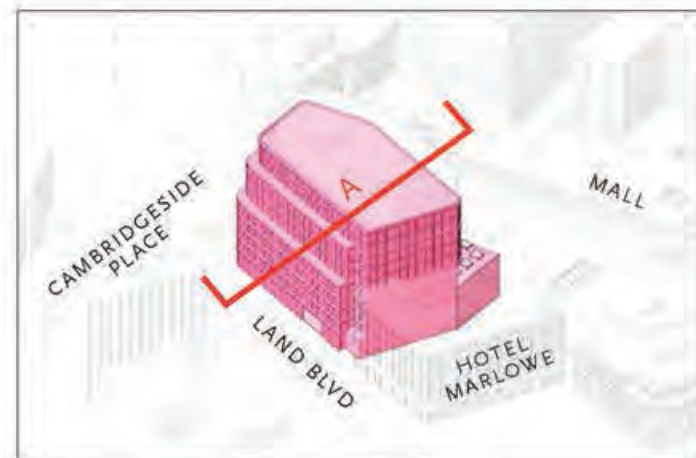
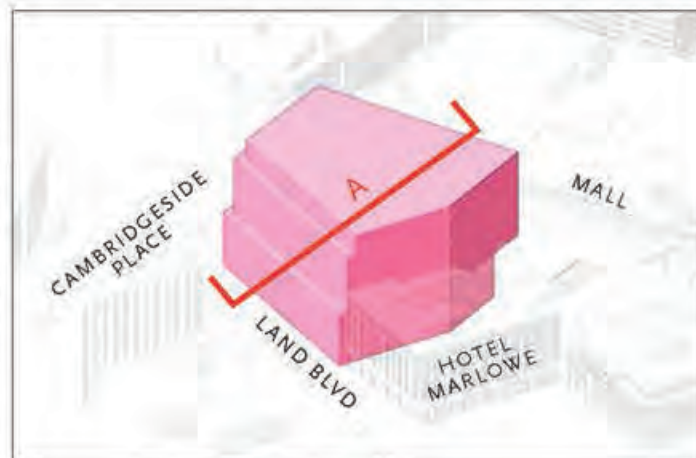
**First Street SW**



**CambridgeSide Place**



**Land Blvd**

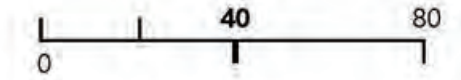


**Site Massing Plan  
Building Massing**

**20 CAMBRIDGESIDE**

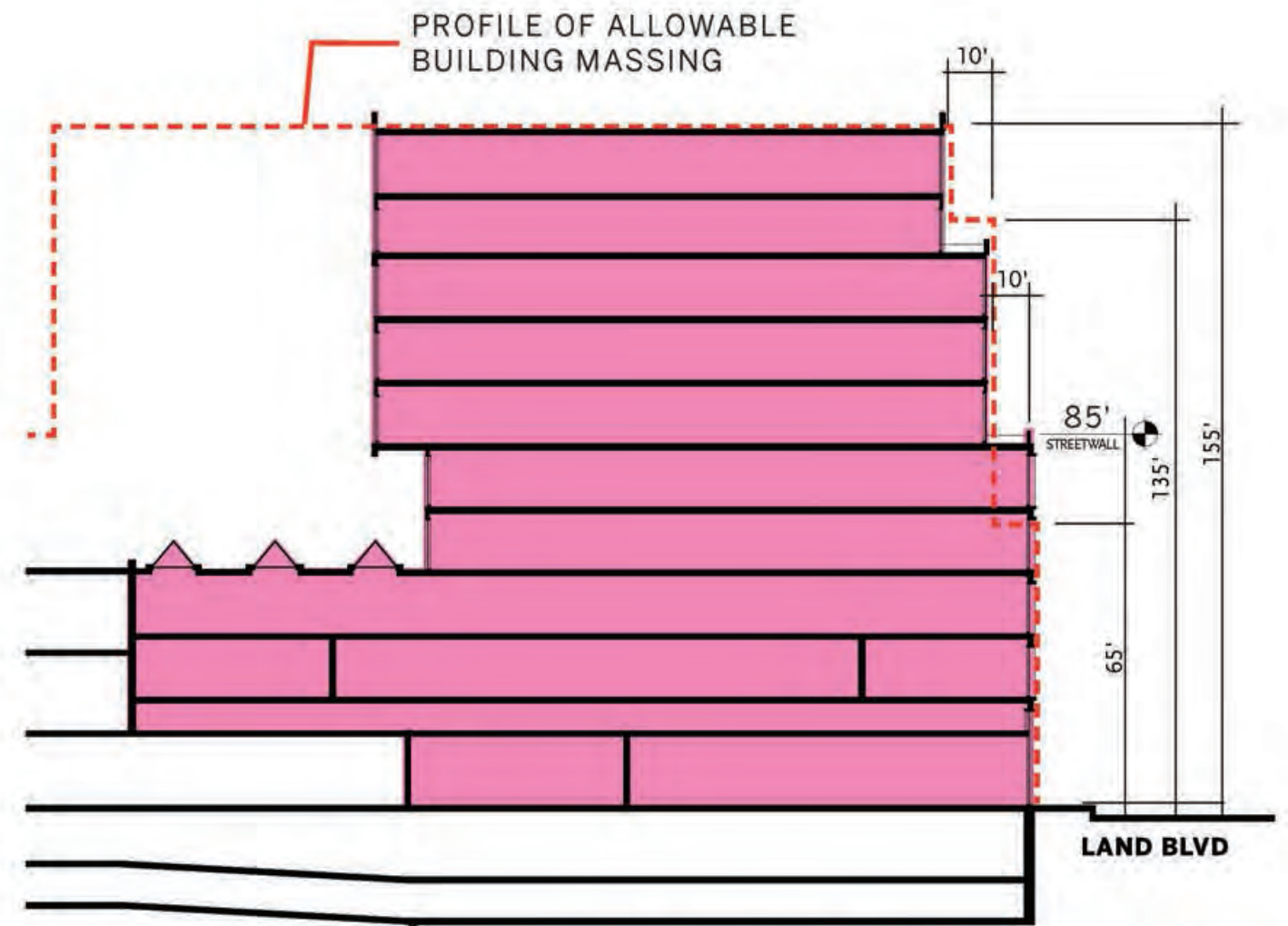
PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II  
EXHIBIT SMP.2**



**Legend**

BUILDING MASSING



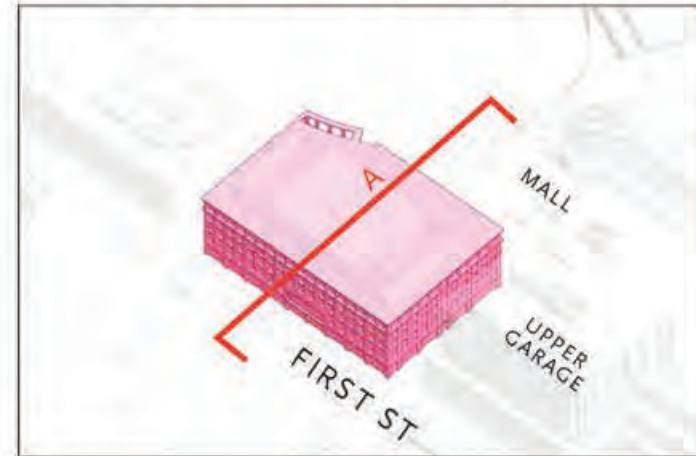
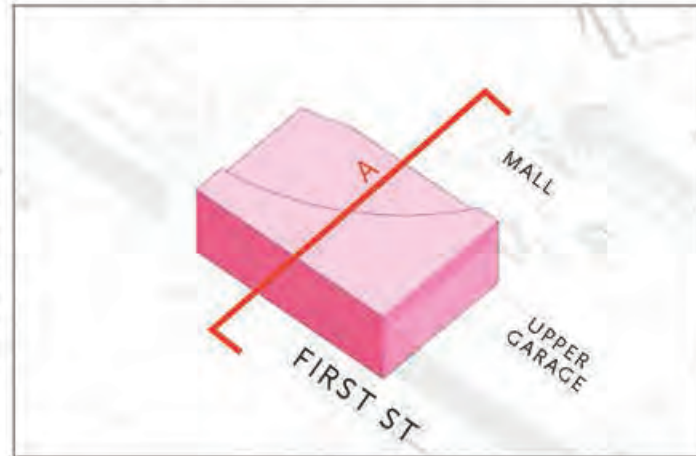
**Section A**



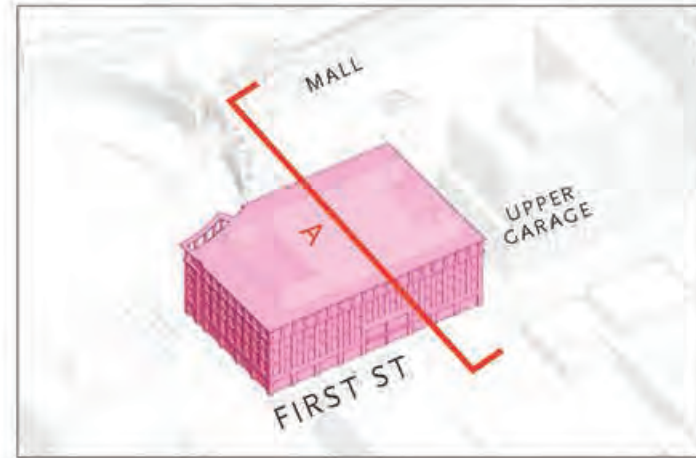
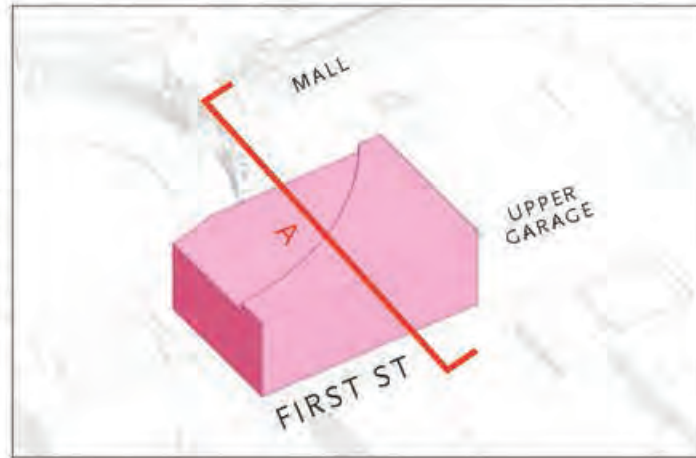
**ALLOWABLE MASSING**

**PROPOSED MASSING**

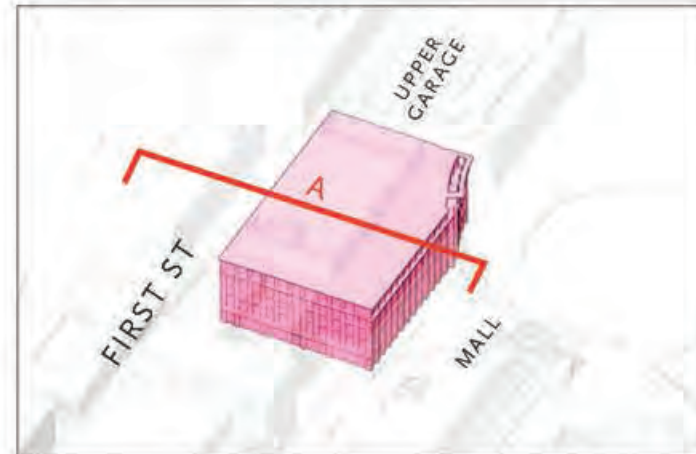
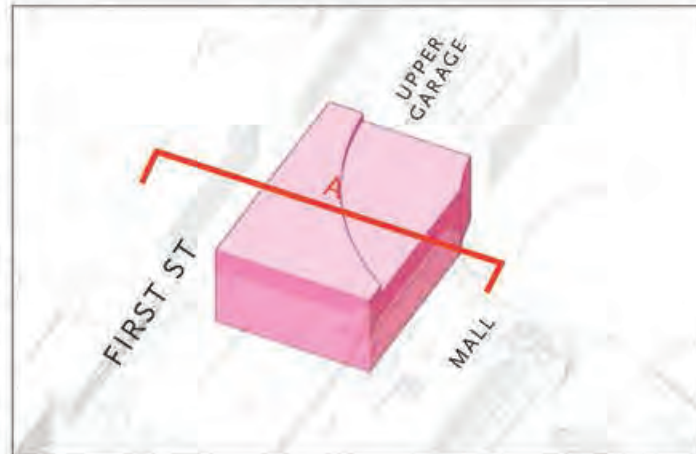
**First Street NE**



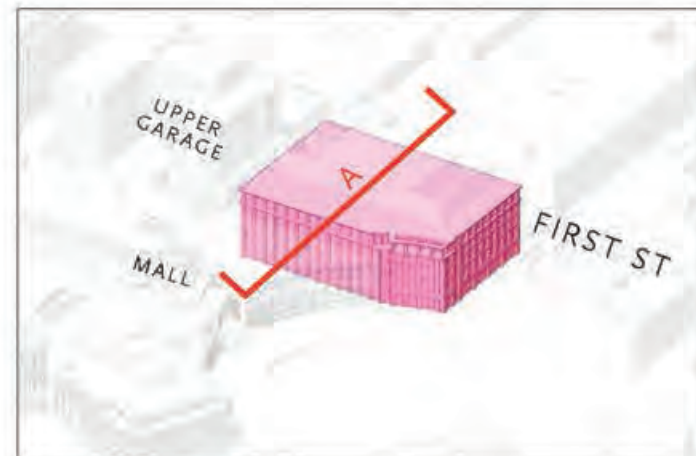
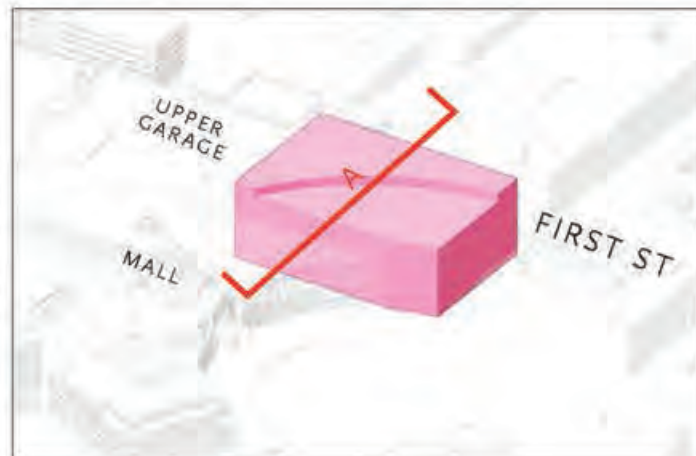
**First Street SW**



**CambridgeSide Place**



**Land Blvd**

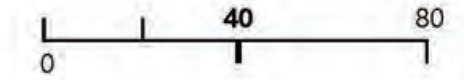


# Site Massing Plan Building Massing

**60 FIRST STREET**

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II  
EXHIBIT SMP.3**



**Legend**

BUILDING MASSING



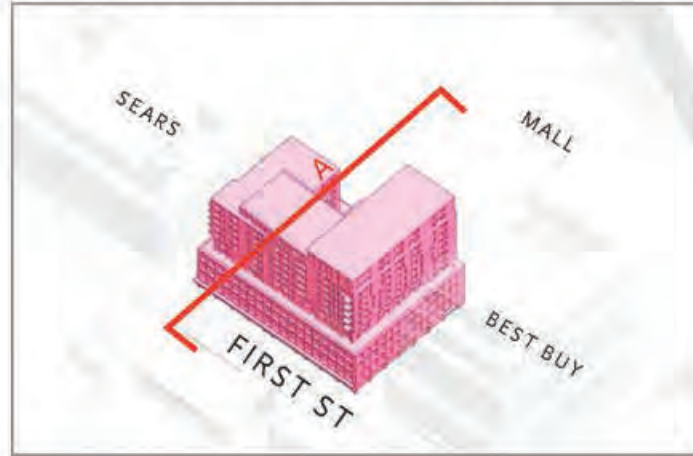
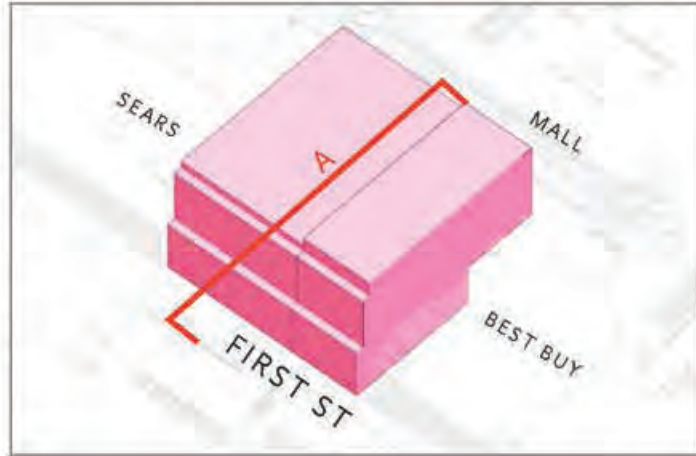
**Section A**



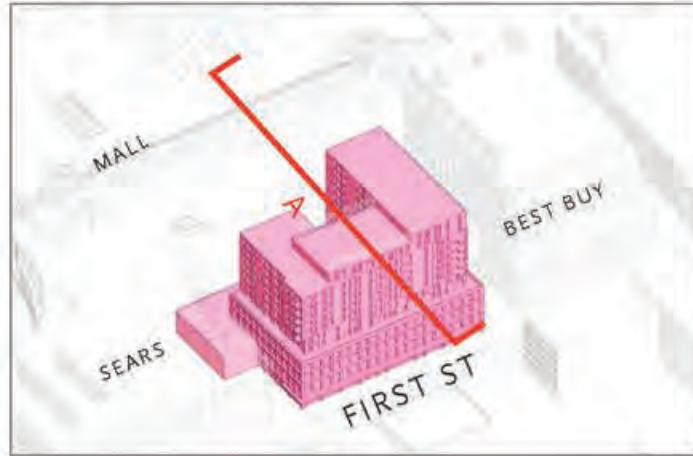
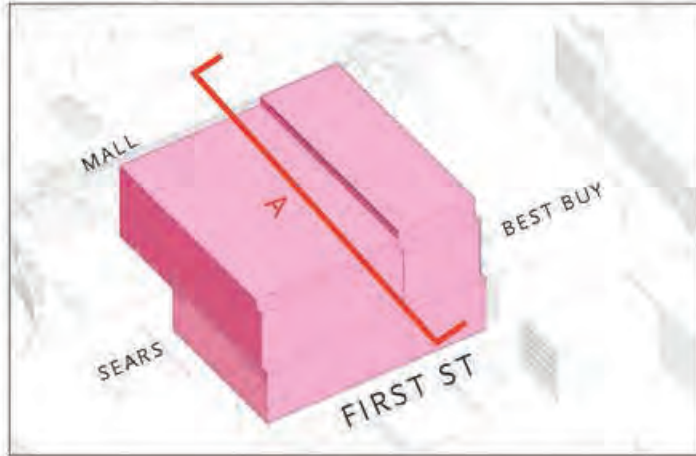
**ALLOWABLE MASSING**

**PROPOSED MASSING**

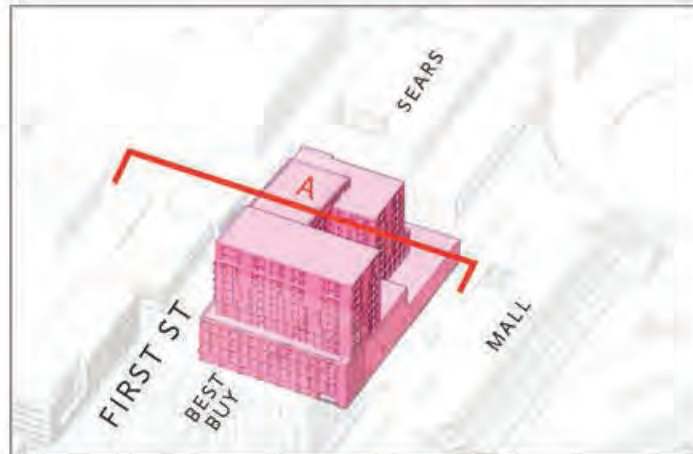
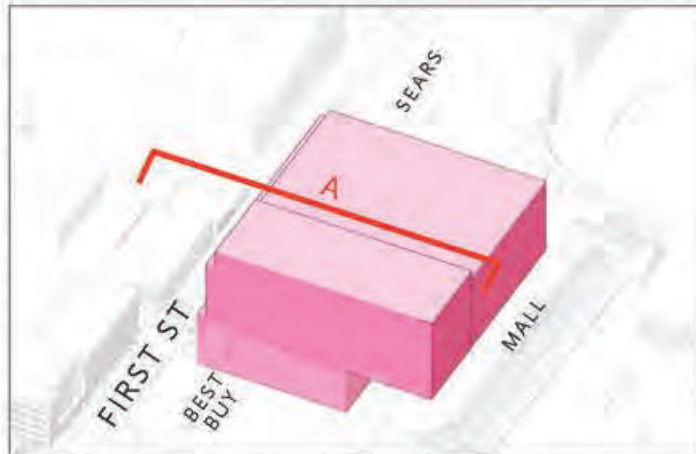
**First Street NE**



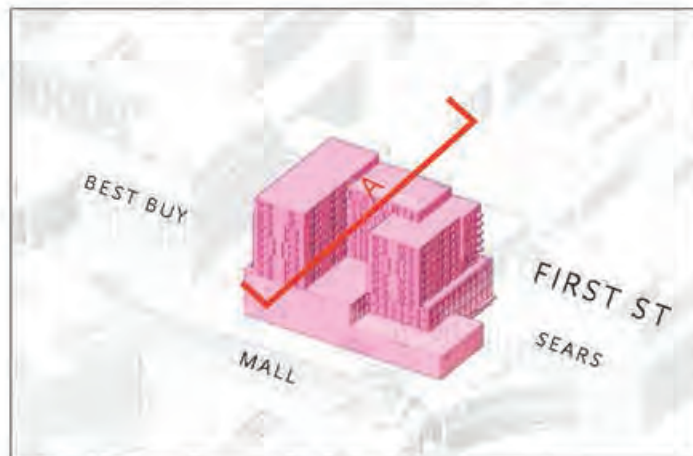
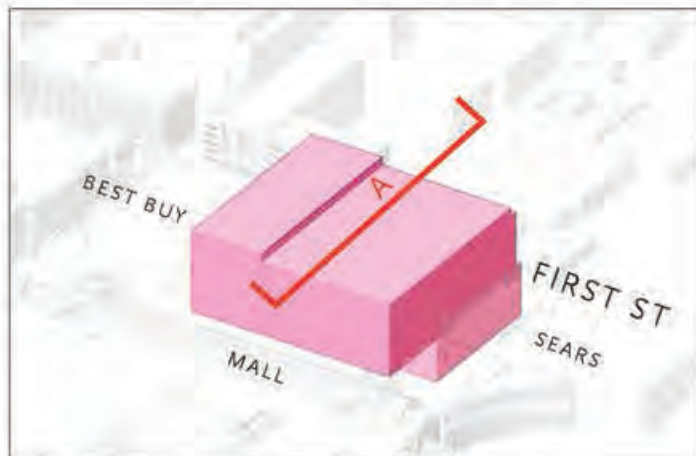
**First Street SW**



**CambridgeSide Place**



**Land Blvd**

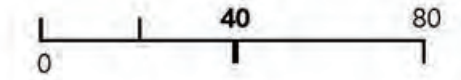


**Site Massing Plan  
Building Massing**

**80 & 90 FIRST STREET**

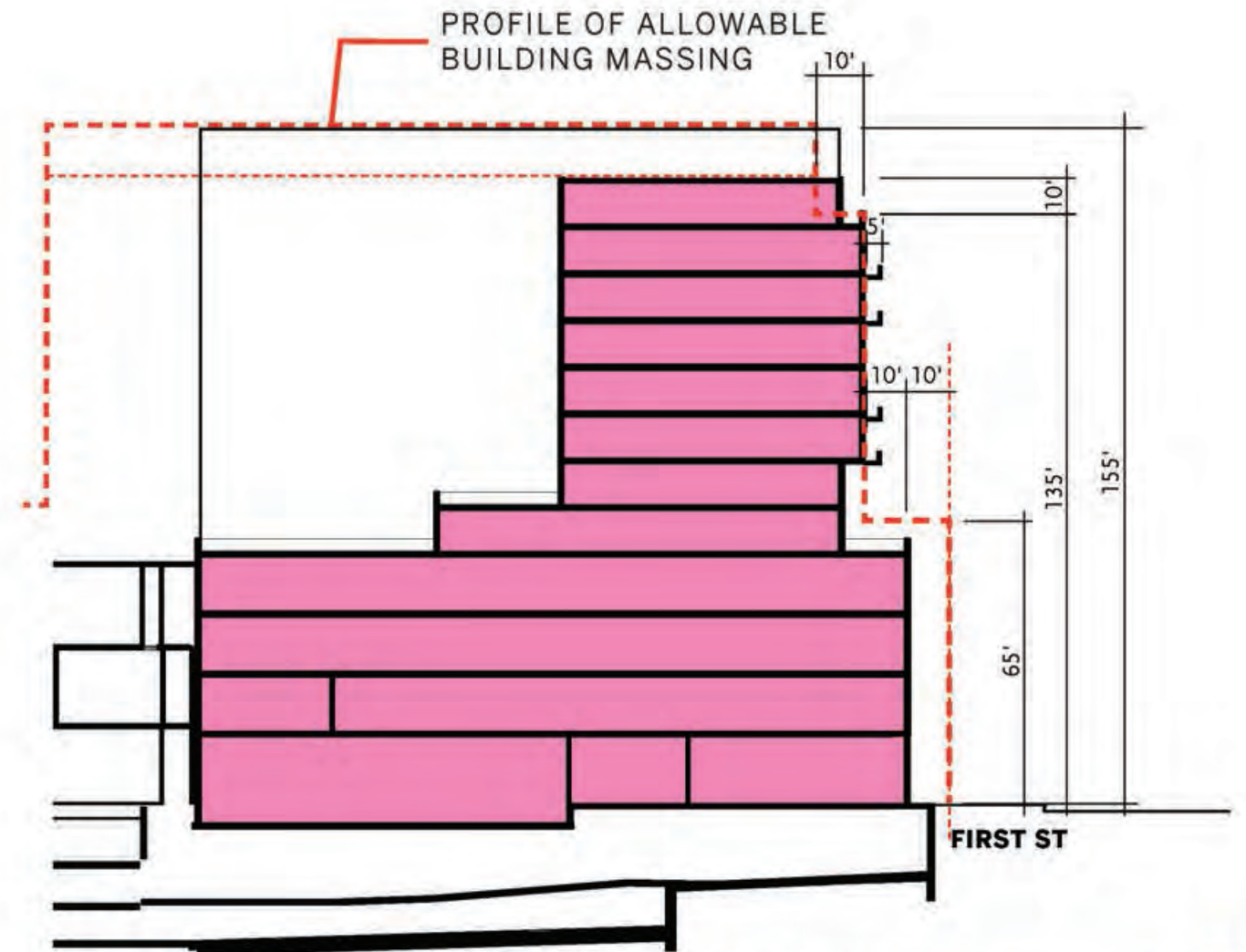
PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II  
EXHIBIT SMP.4**



**Legend**

BUILDING MASSING



**Section A**

**NEW ENGLAND  
DEVELOPMENT**

**ELKUS | MANFREDI  
ARCHITECTS**

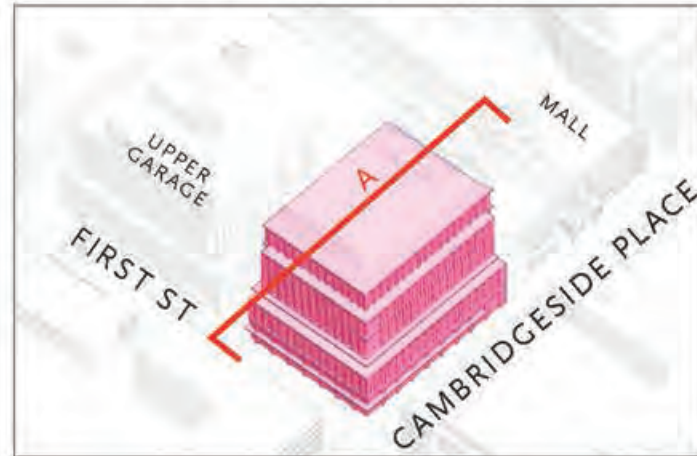
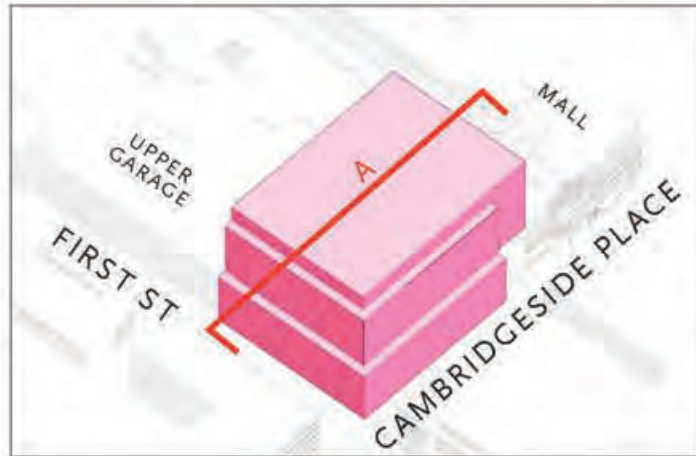




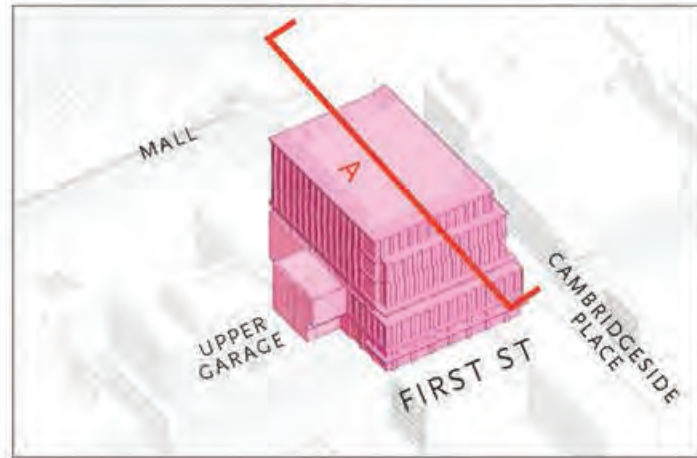
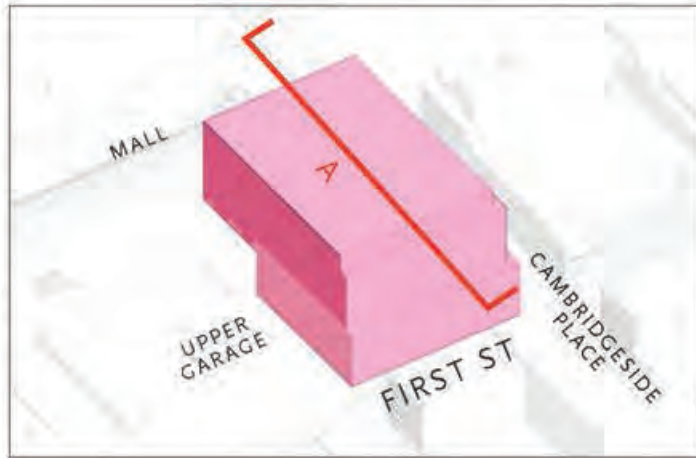
**ALLOWABLE MASSING**

**PROPOSED MASSING**

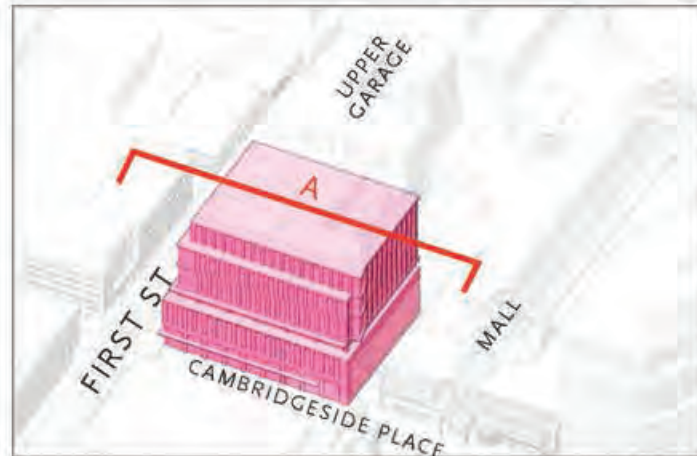
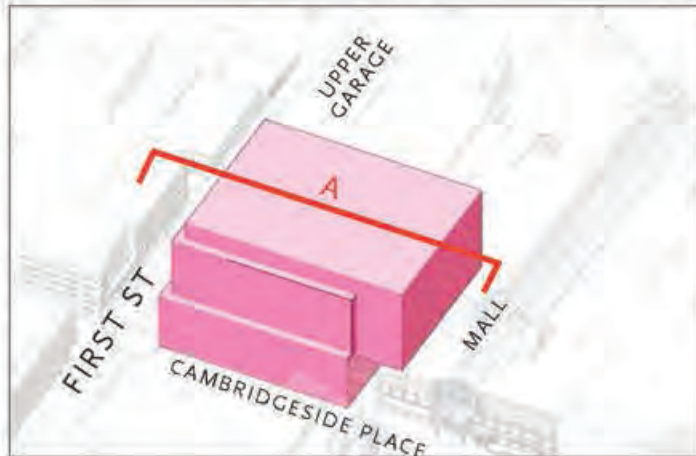
**First Street NE**



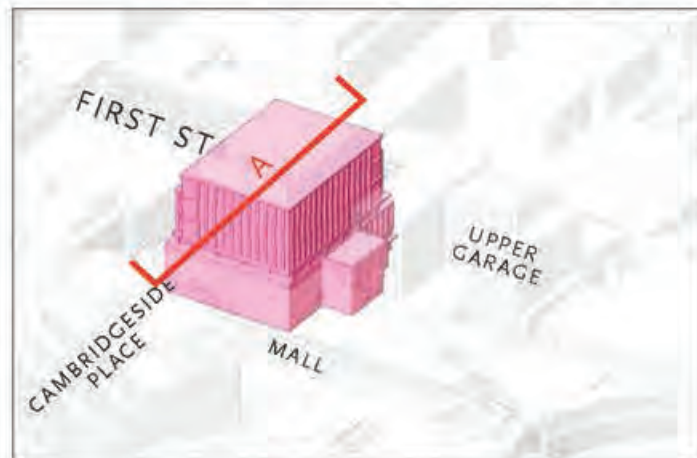
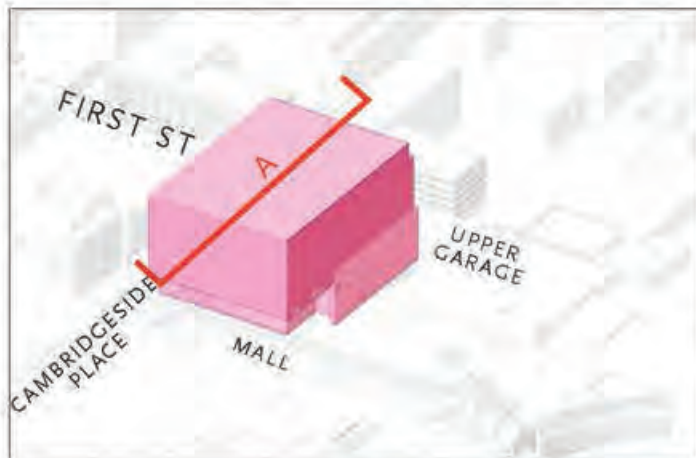
**First Street SW**



**CambridgeSide Place**



**Land Blvd**

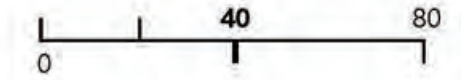


**Site Massing Plan  
Building Massing**

**110 FIRST STREET**

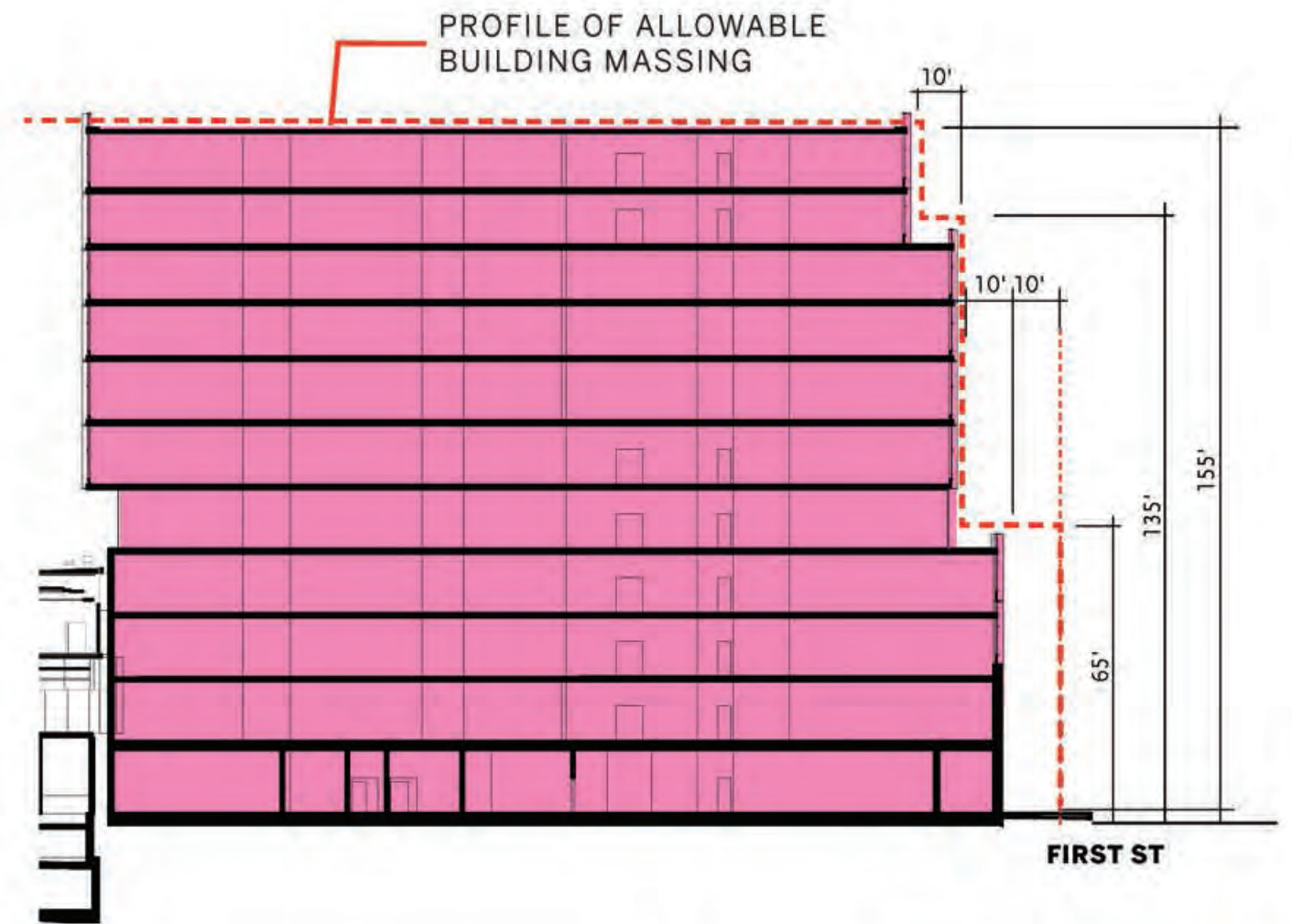
PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II  
EXHIBIT SMP.5**



**Legend**

BUILDING MASSING



**Section A**



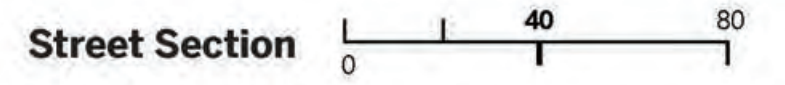
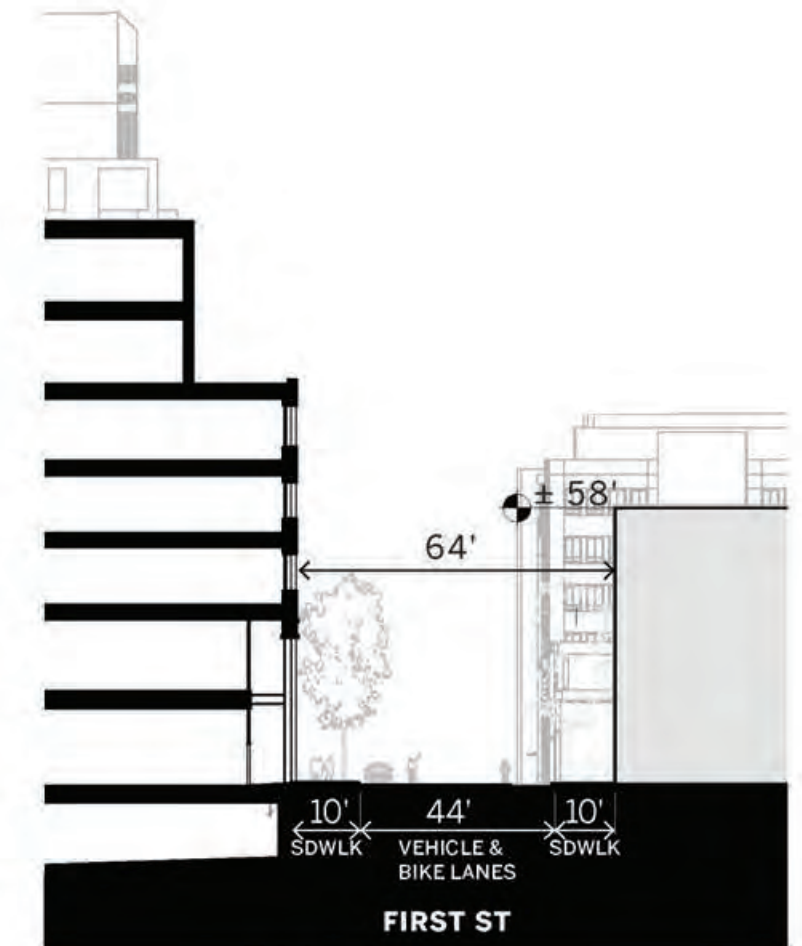
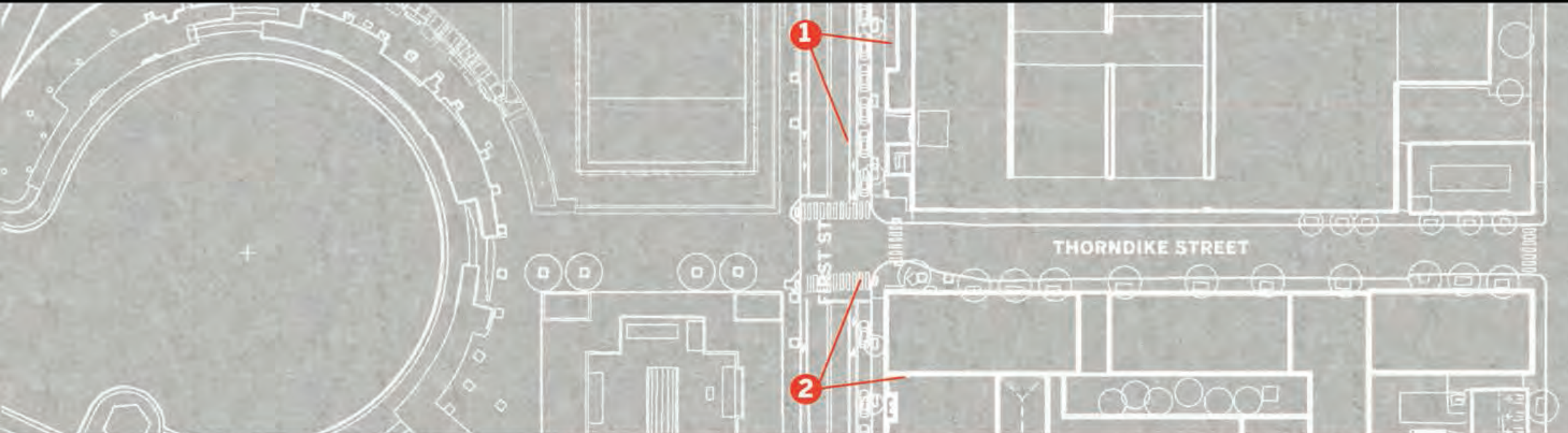
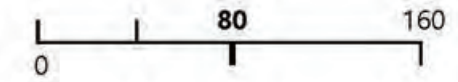


# Site Massing Plan Site Section

FIRST STREET NORTH

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SMP.6





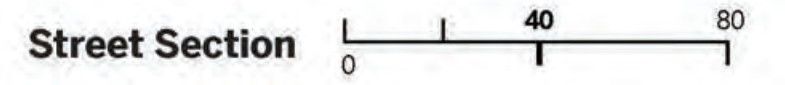
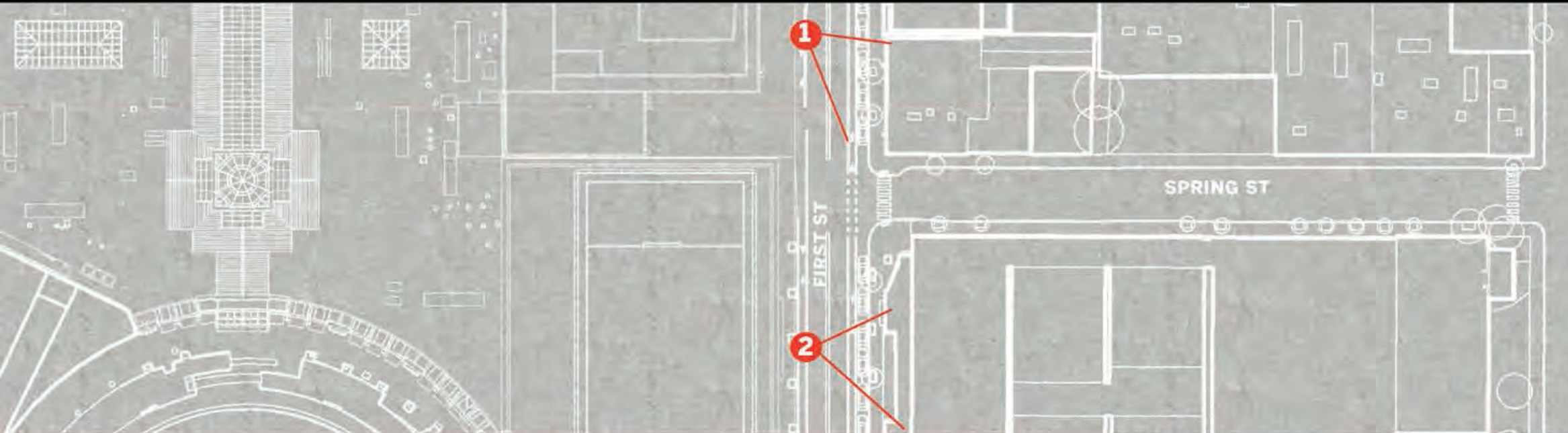
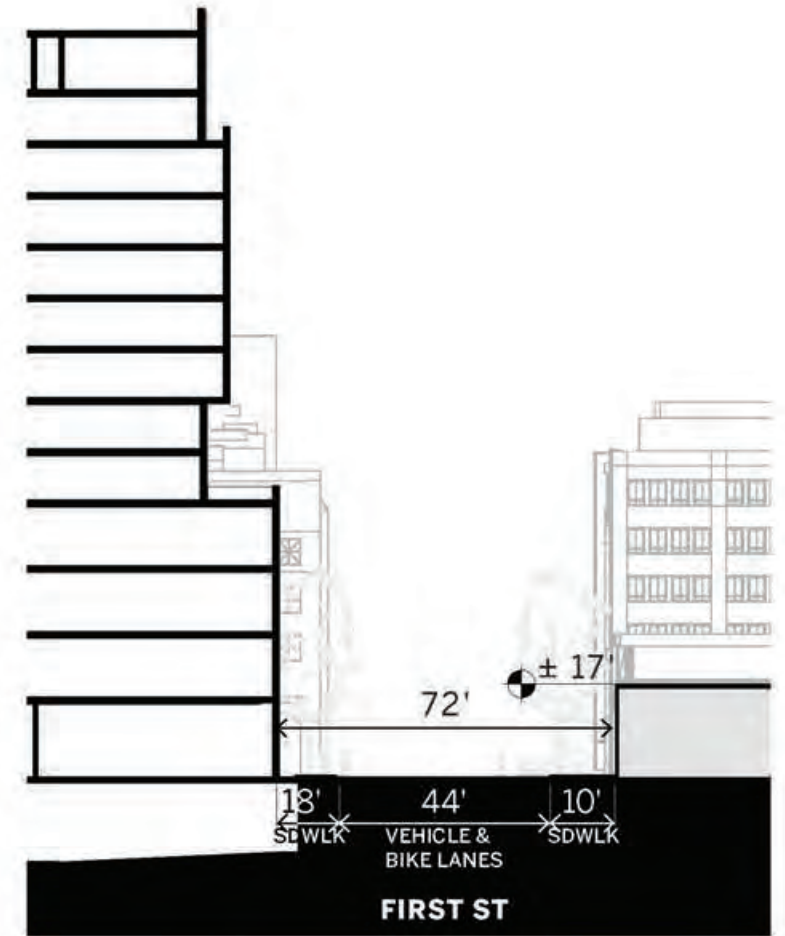
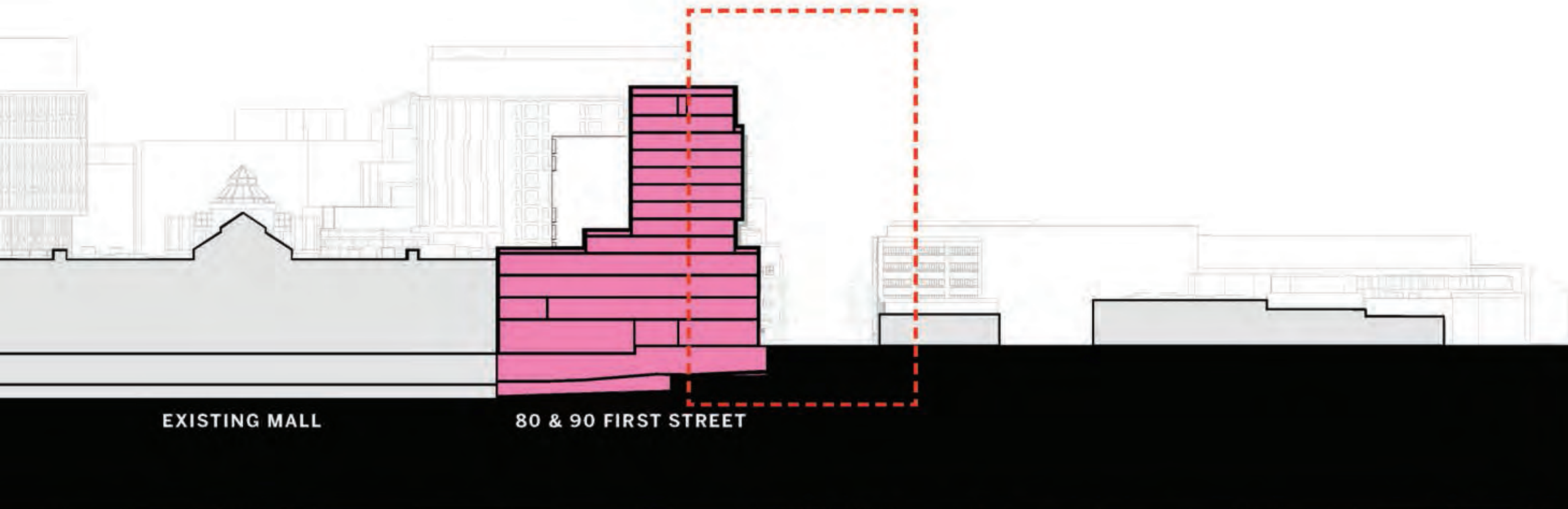
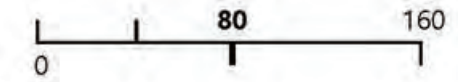


# Site Massing Plan Site Section

FIRST STREET MID-BLOCK

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SMP.7





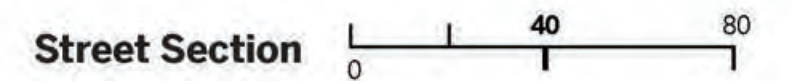
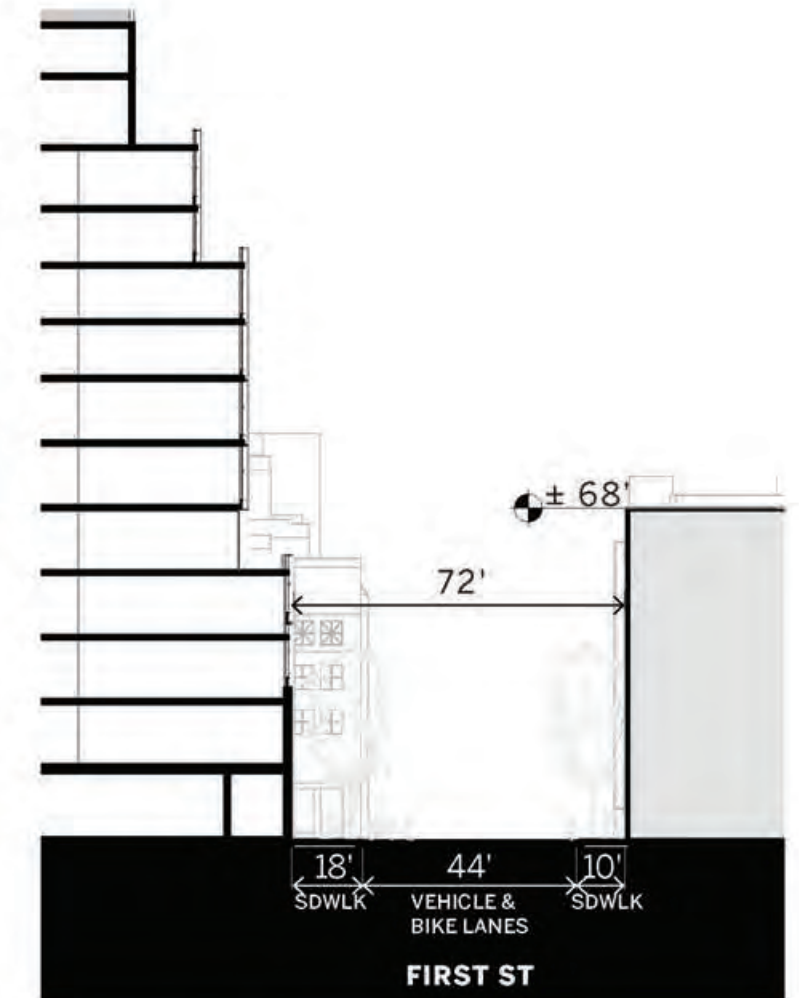
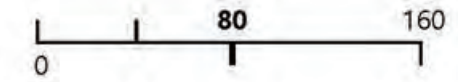


# Site Massing Plan Site Section

FIRST STREET SOUTH

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.8**





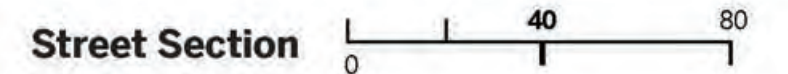
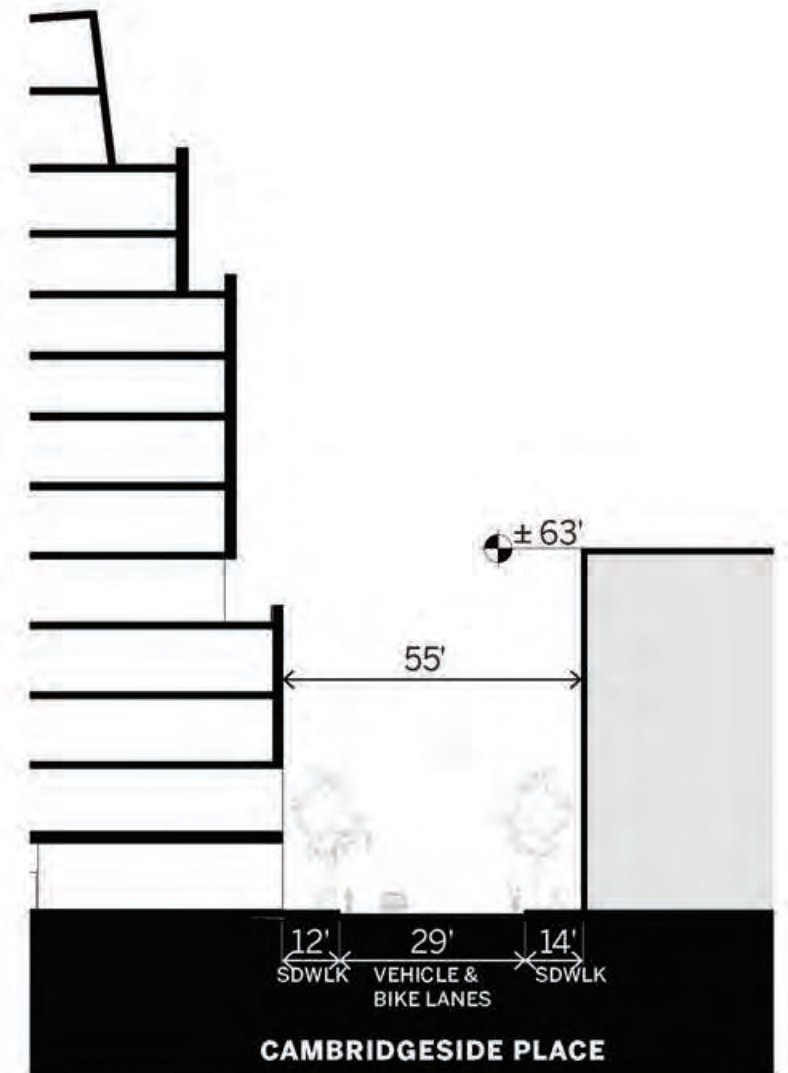
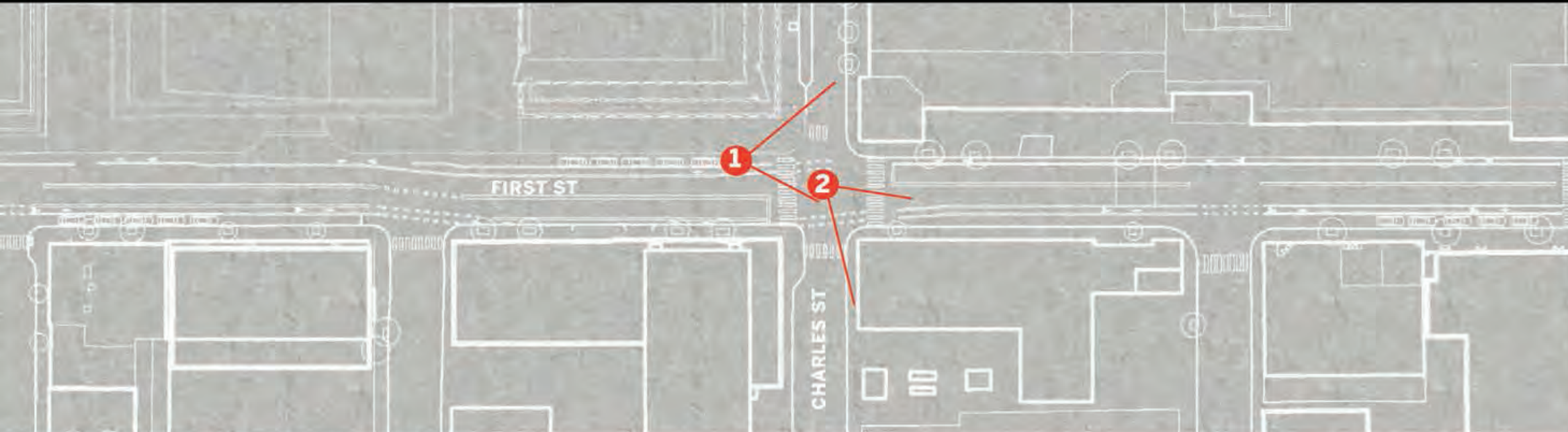
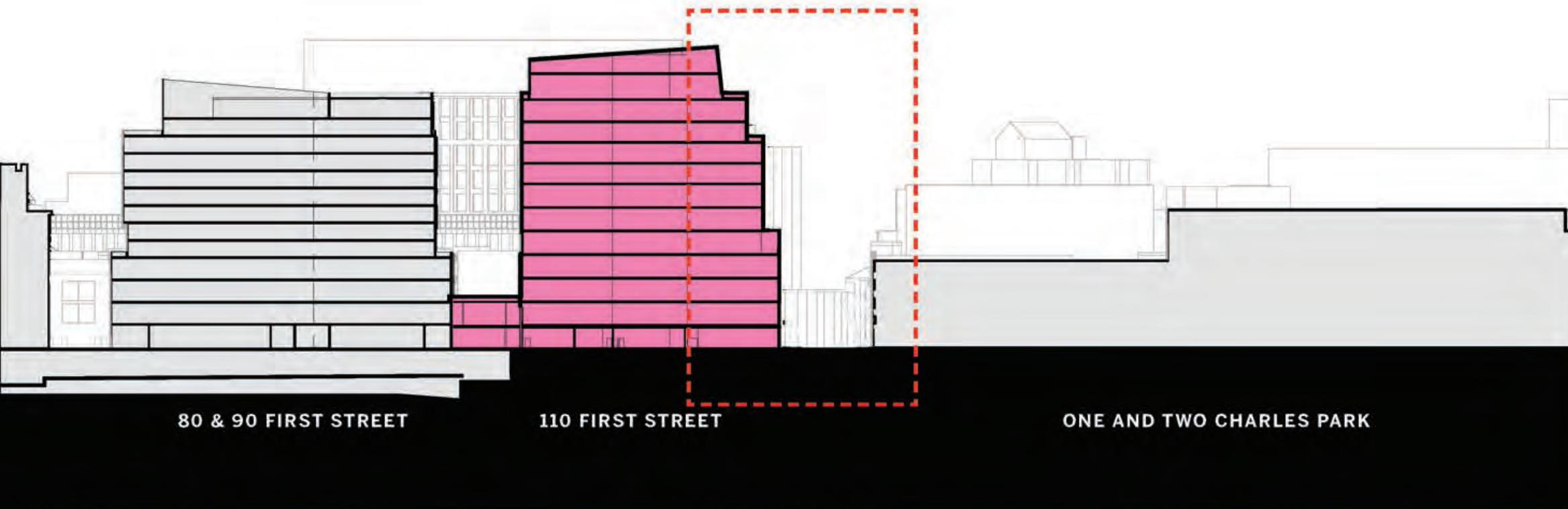
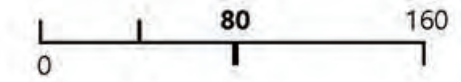


# Site Massing Plan Site Section

CAMBRIDGESIDE PLACE WEST

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.9**





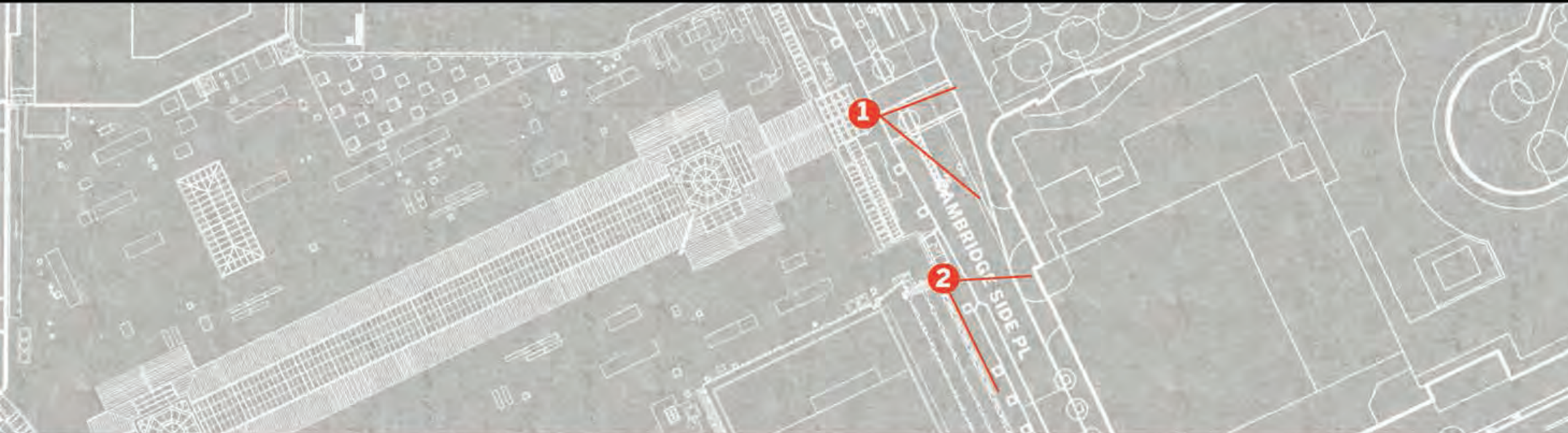
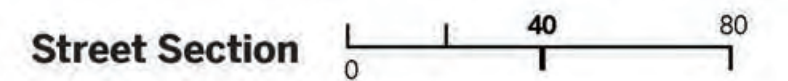
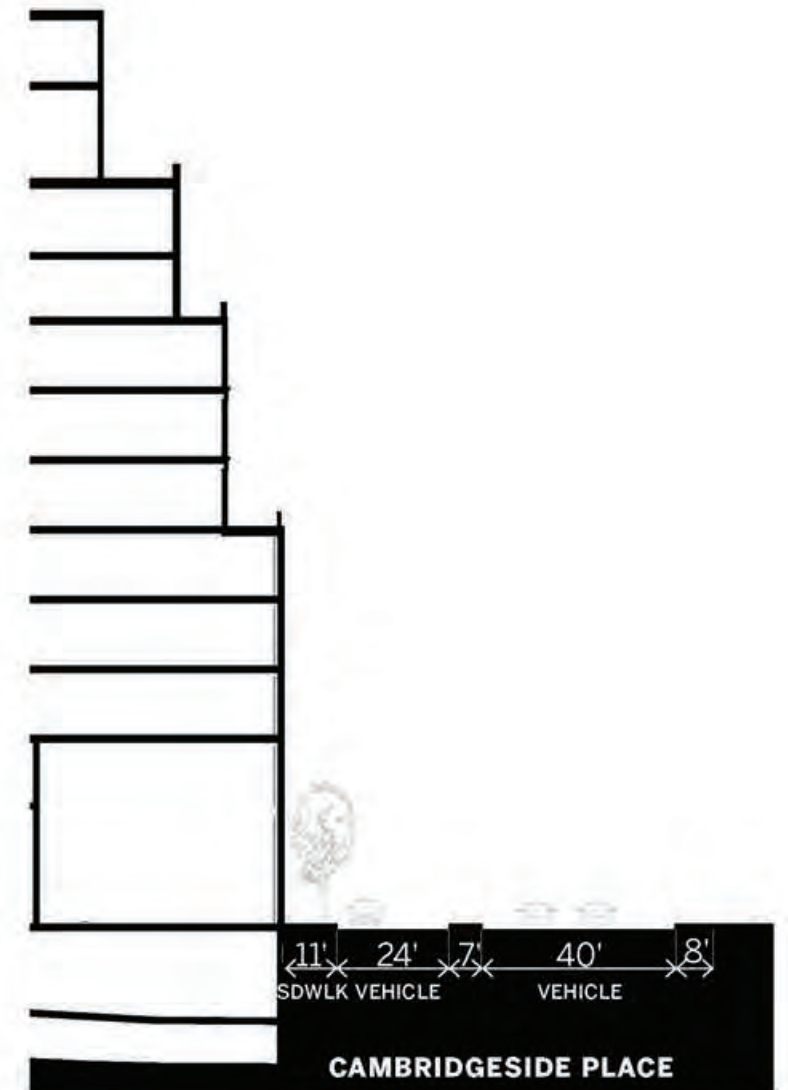
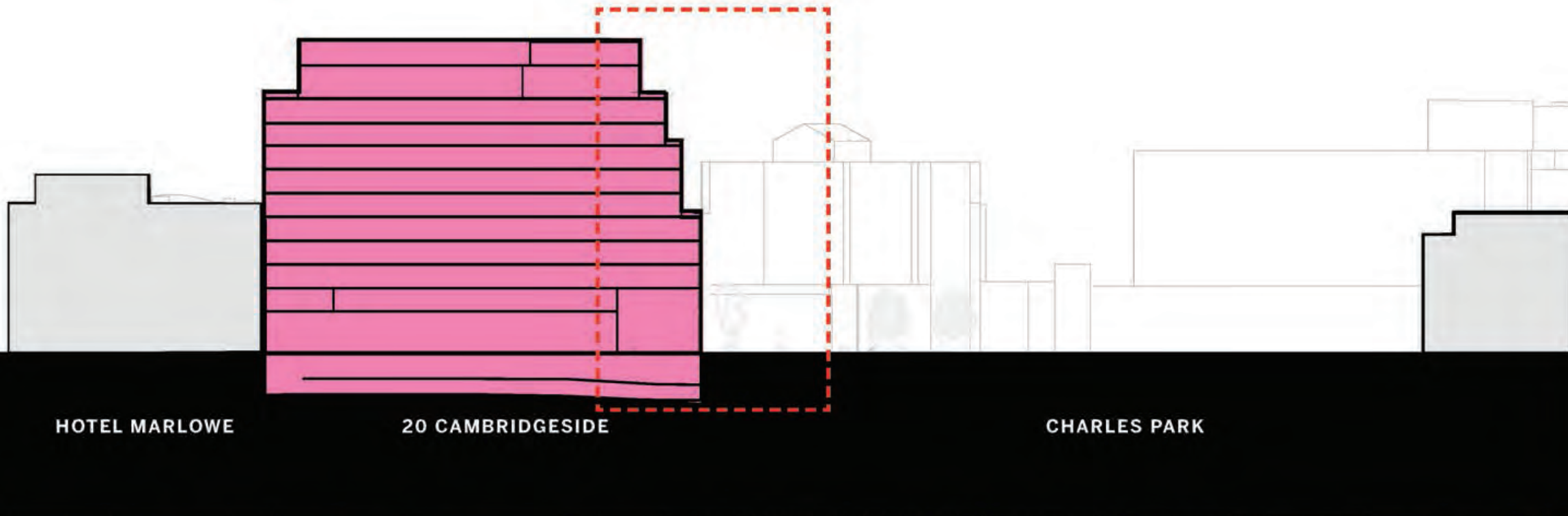


# Site Massing Plan Site Section

CAMBRIDGESIDE PLACE EAST

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.10**





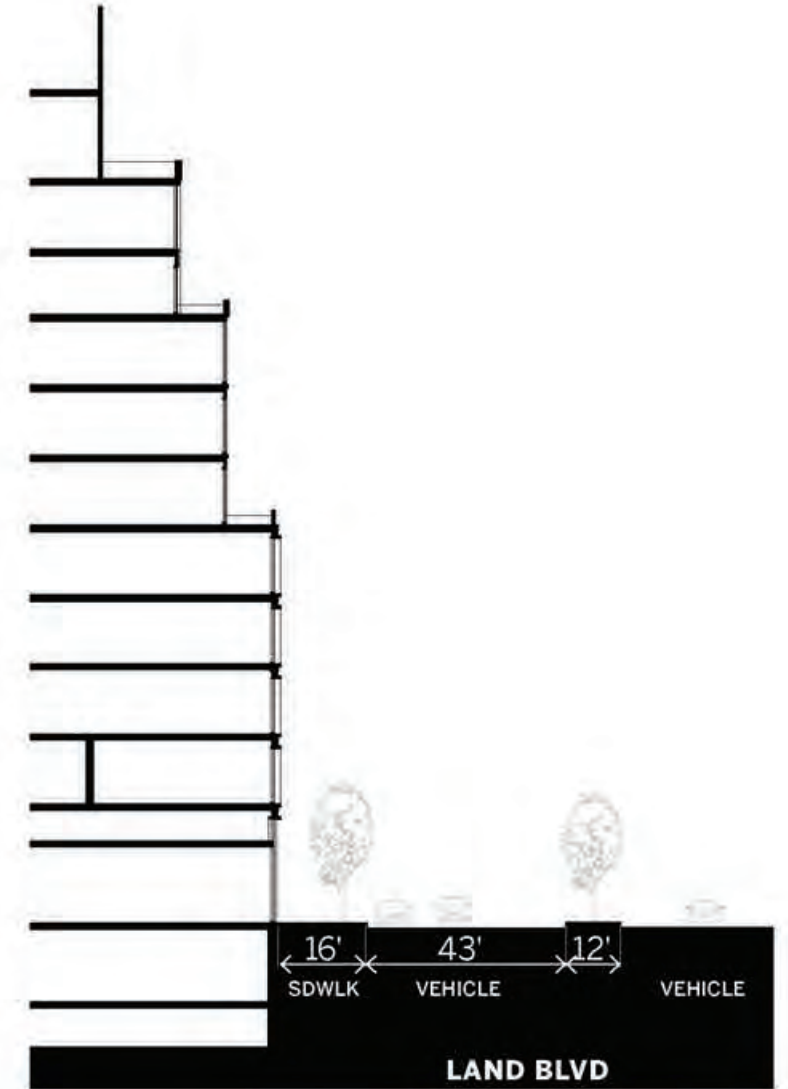
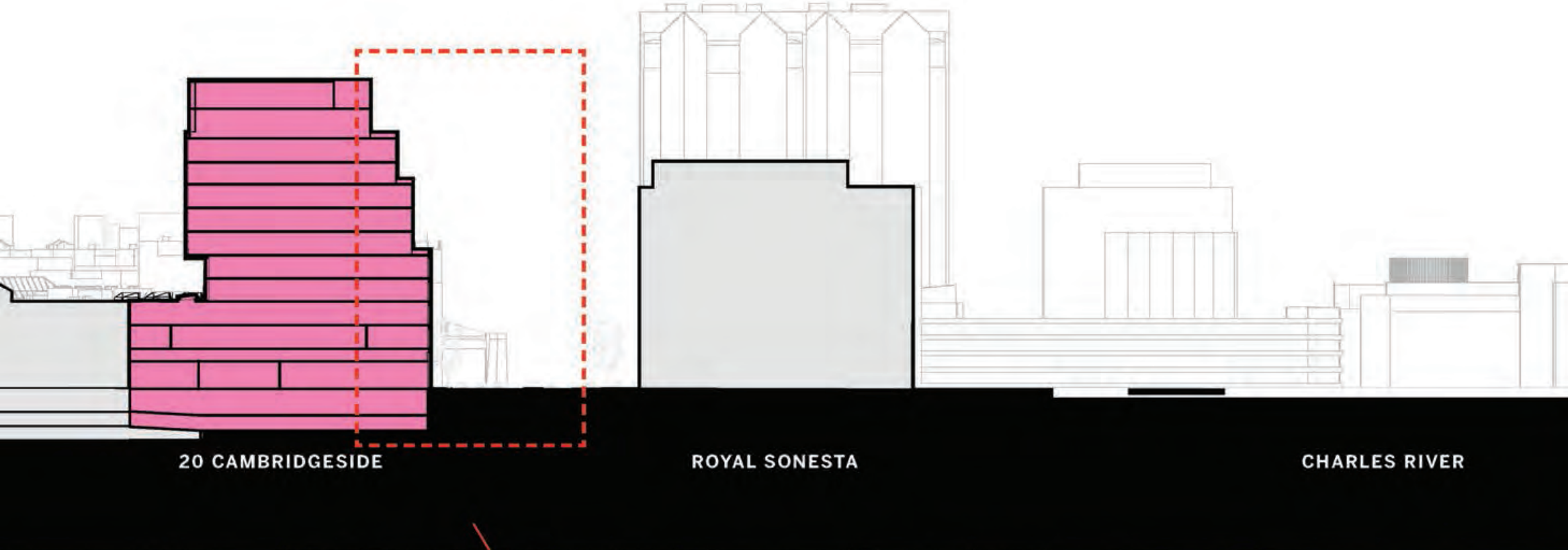
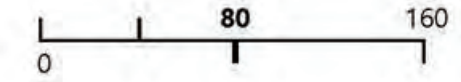


# Site Massing Plan Site Section

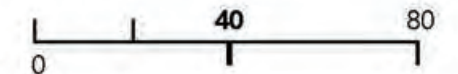
LAND BOULEVARD

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SMP.11



Street Section





# Representative Ground-Level Views





FROM ROGERS STREET LOOKING NORTH

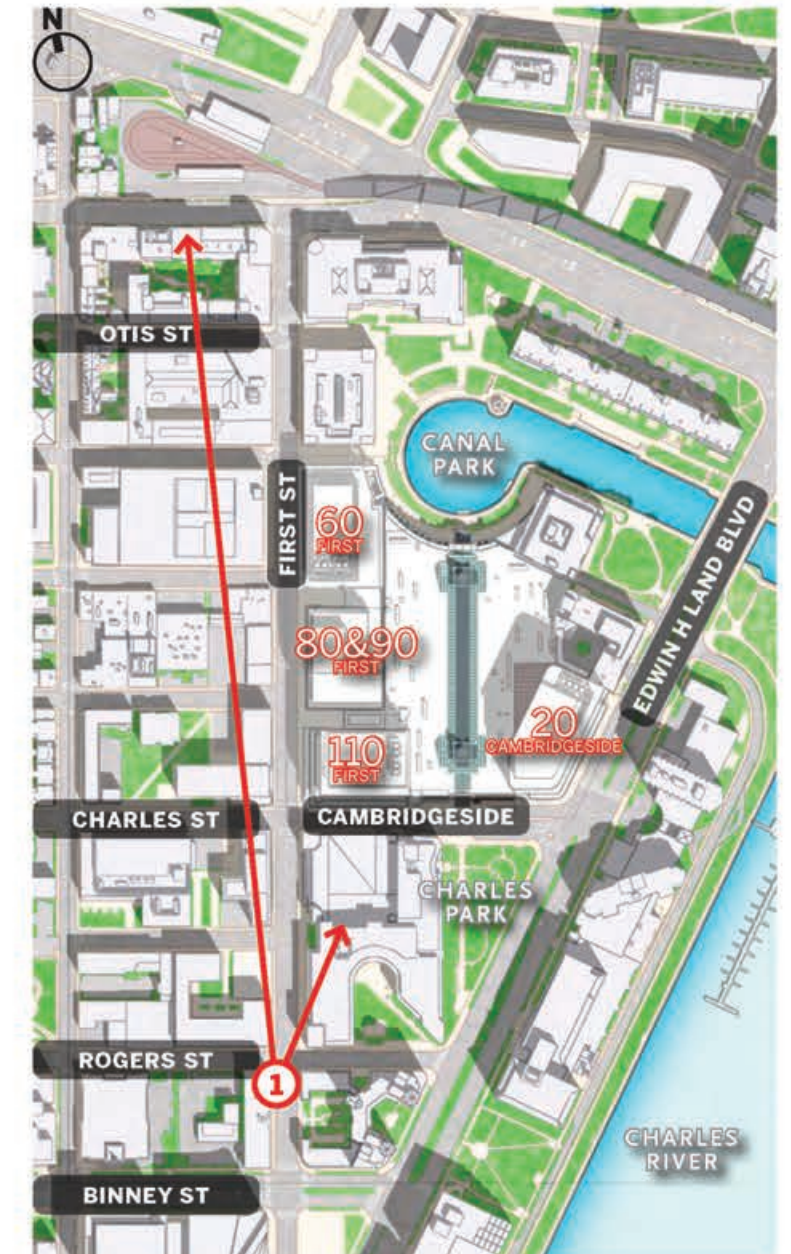
Site Massing Plan  
Representative Ground-Level Views

# First Street

ROGERS LOOKING NORTH

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SMP.12







**110**  
FIRST STREET

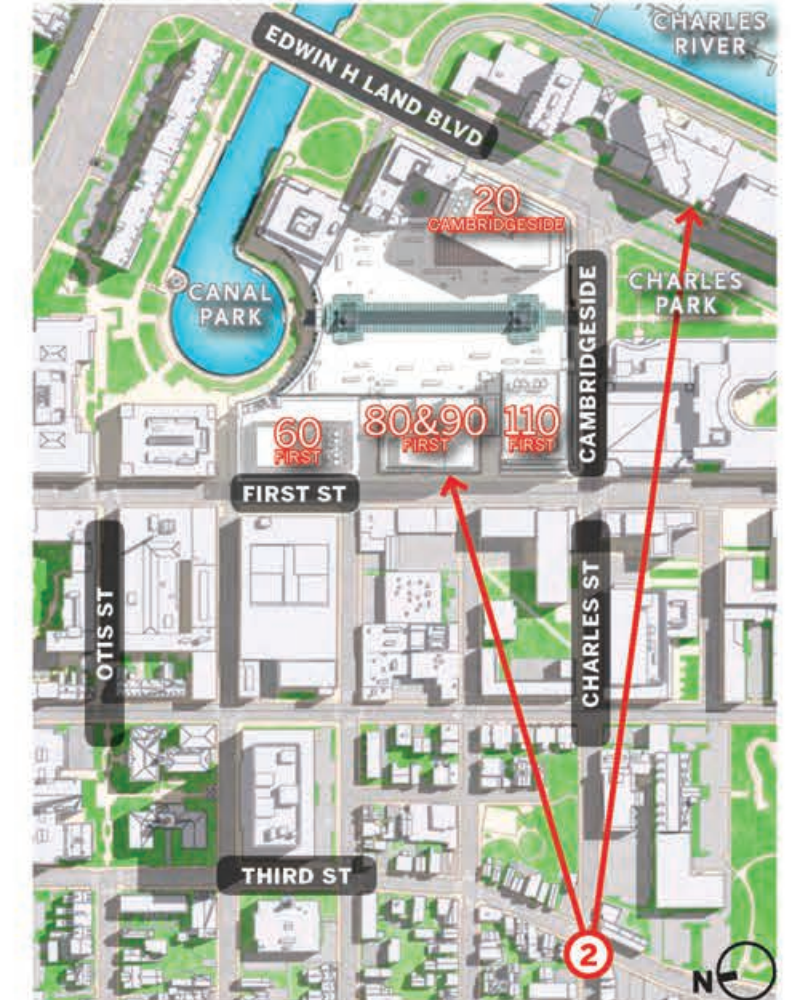
FROM THIRD STREET LOOKING EAST

Site Massing Plan  
Representative Ground-Level Views  
**Charles Street**

THIRD LOOKING EAST

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.13**

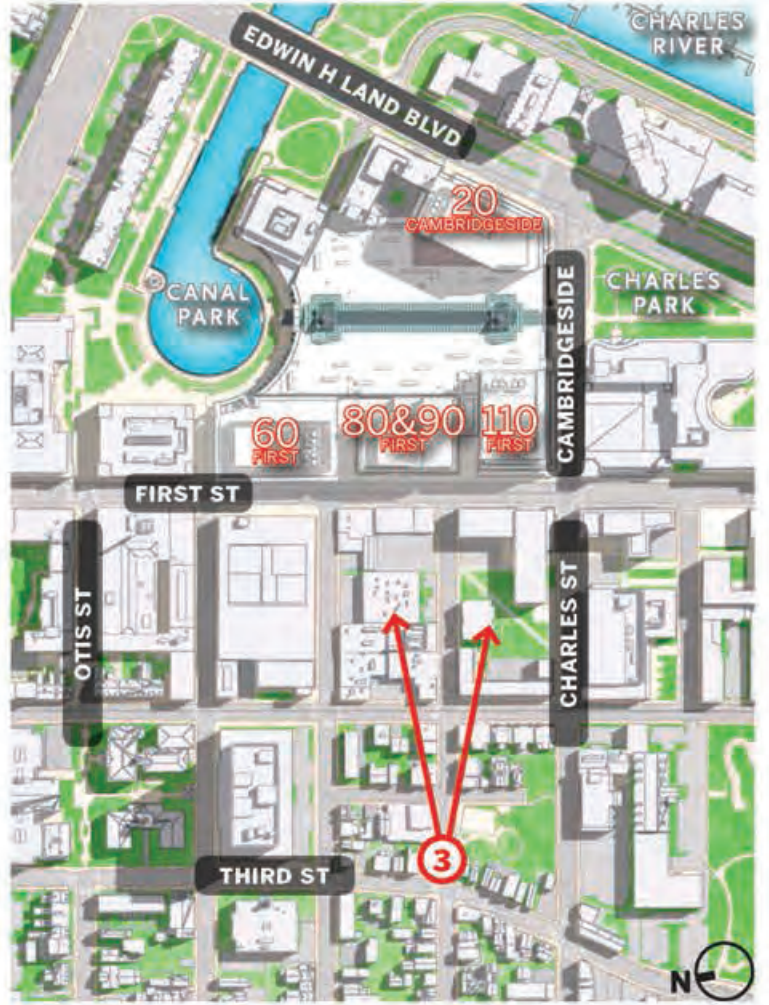






FROM THIRD STREET LOOKING EAST

Site Massing Plan  
 Representative Ground-Level Views  
**Hurley Street**  
 THIRD LOOKING EAST  
 PUD-8 Special Permit  
 CambridgeSide  
 Cambridge, MA  
**VOLUME II**  
**EXHIBIT SMP.14**







**60**  
FIRST STREET

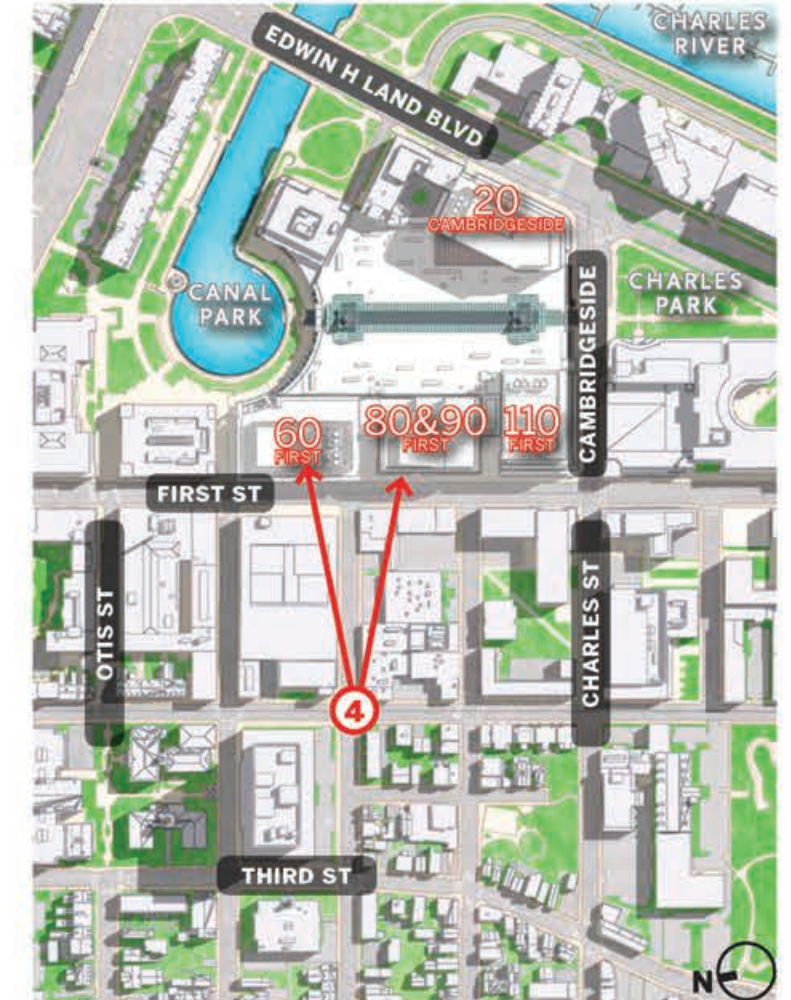
**80 & 90**  
FIRST STREET

FROM SECOND STREET LOOKING EAST

Site Massing Plan  
Representative Ground-Level Views  
**Spring Street**  
SECOND LOOKING EAST

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.15**



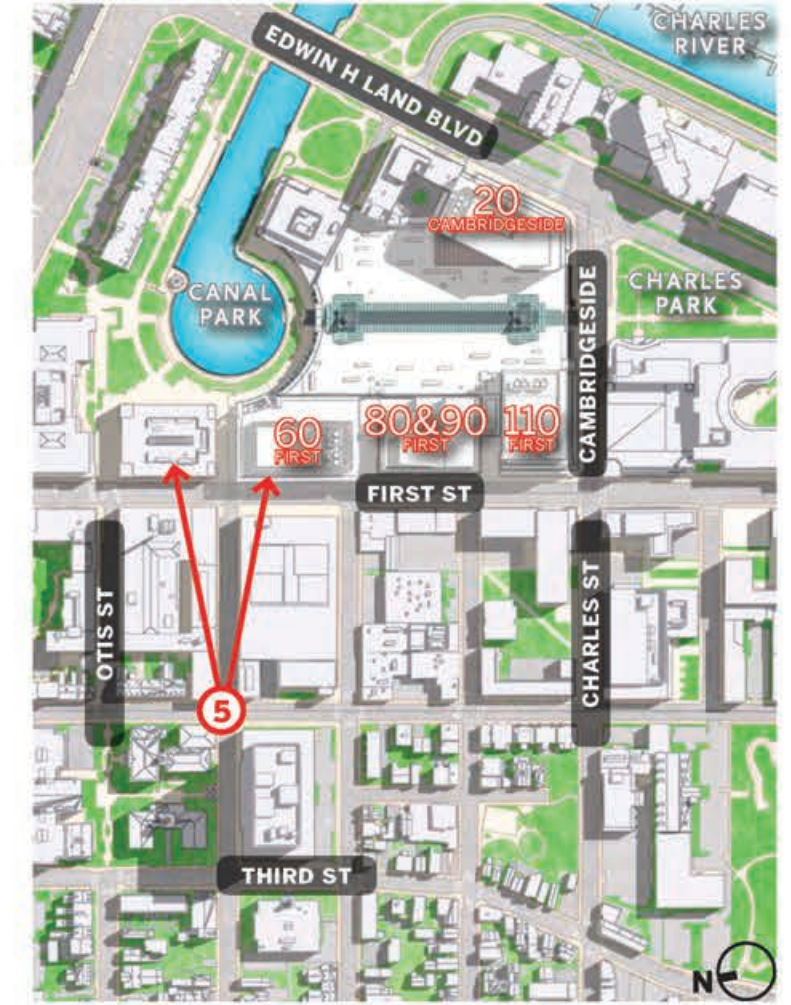




**60**  
FIRST STREET

**FROM SECOND STREET LOOKING EAST**

**Site Massing Plan**  
**Representative Ground-Level Views**  
**Thorndike Street**  
**SECOND LOOKING EAST**  
 PUD-8 Special Permit  
 CambridgeSide  
 Cambridge, MA  
**VOLUME II**  
**EXHIBIT SMP.16**







FROM OTIS STREET LOOKING SOUTH

Site Massing Plan  
 Representative Ground-Level Views  
**First Street**  
 OTIS LOOKING SOUTH

PUD-8 Special Permit  
 CambridgeSide  
 Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.17**







**20**  
CAMBRIDGESIDE

**110**  
FIRST STREET

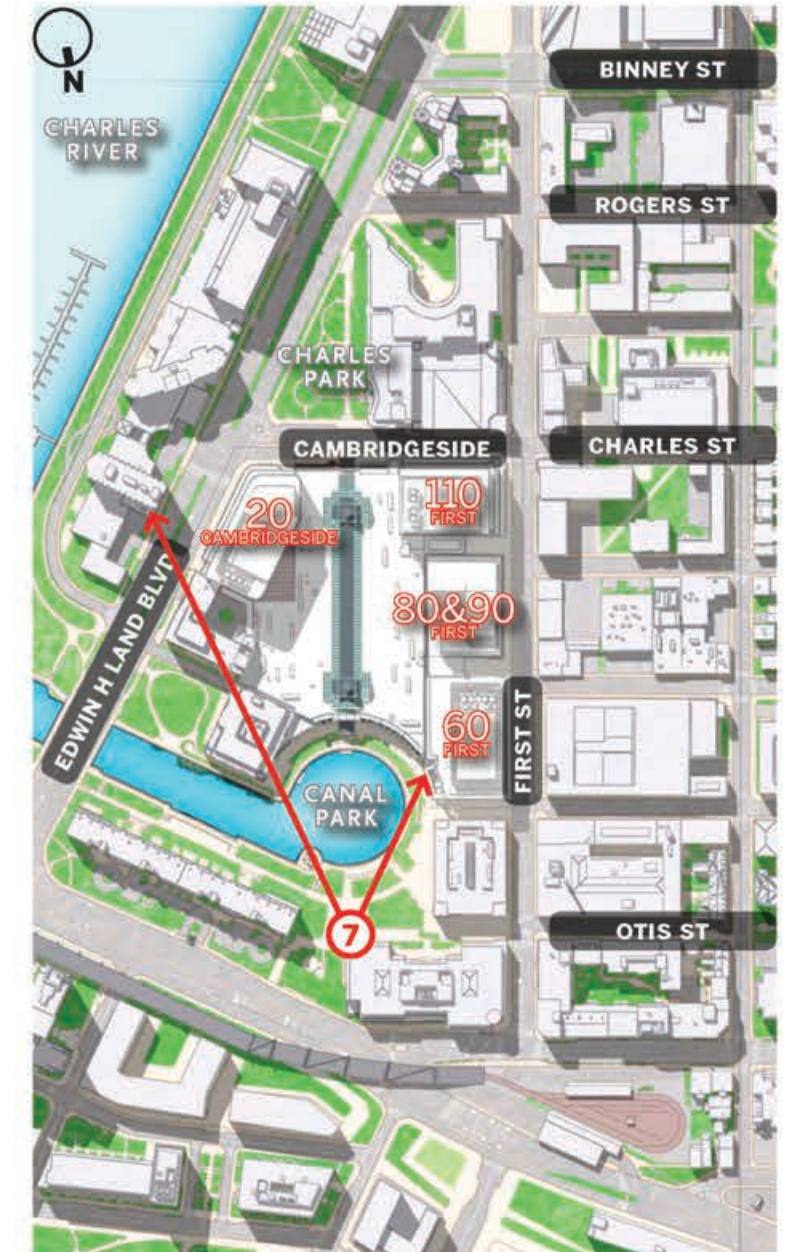
FROM CANAL PARK LOOKING SOUTH

Site Massing Plan  
Representative Ground-Level Views  
**Canal Park**

LOOKING SOUTH

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.18**







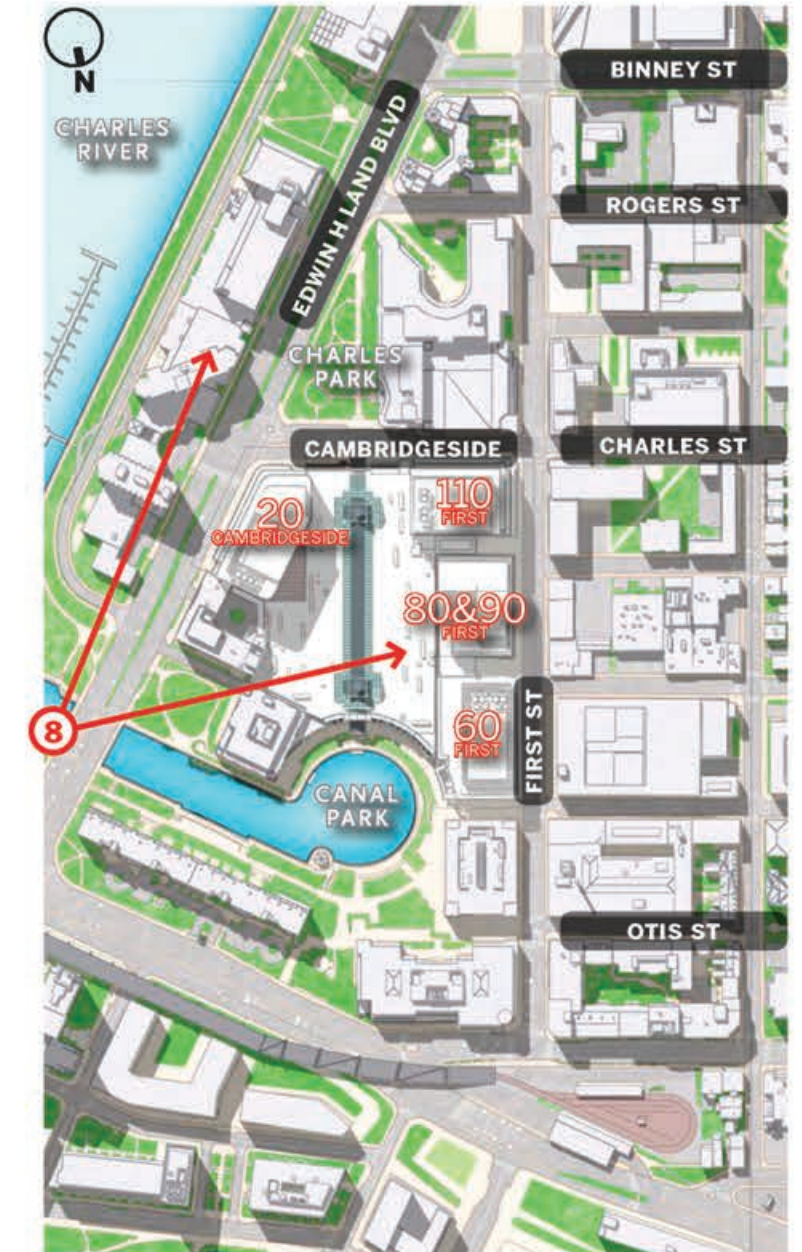
FROM LAND BOULEVARD LOOKING SOUTH

# Site Massing Plan Representative Ground-Level Views Land Boulevard

LOOKING SOUTH

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SMP.19







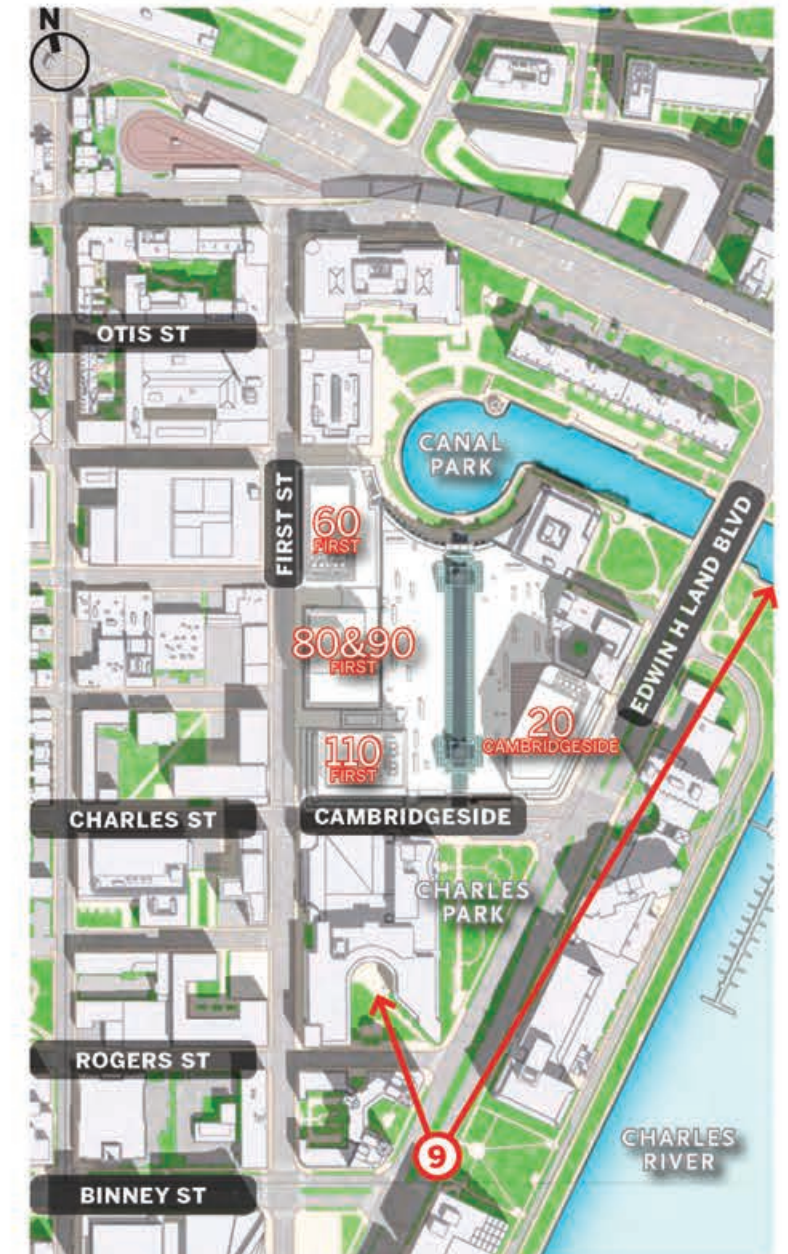
FROM BINNEY STREET LOOKING NORTH

# Site Massing Plan Representative Ground-Level Views Land Boulevard

LOOKING NORTH

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SMP.20







Site Massing Plan  
Representative Ground-Level Views  
**Longfellow Bridge**

LOOKING NORTH

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SMP.21





Site Massing Plan  
 Representative Ground-Level Views  
**20 Cambridgeside**

PUD-8 Special Permit  
 CambridgeSide  
 Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.22**



NEW ENGLAND DEVELOPMENT | ELKUS | MANFREDI ARCHITECTS | CS

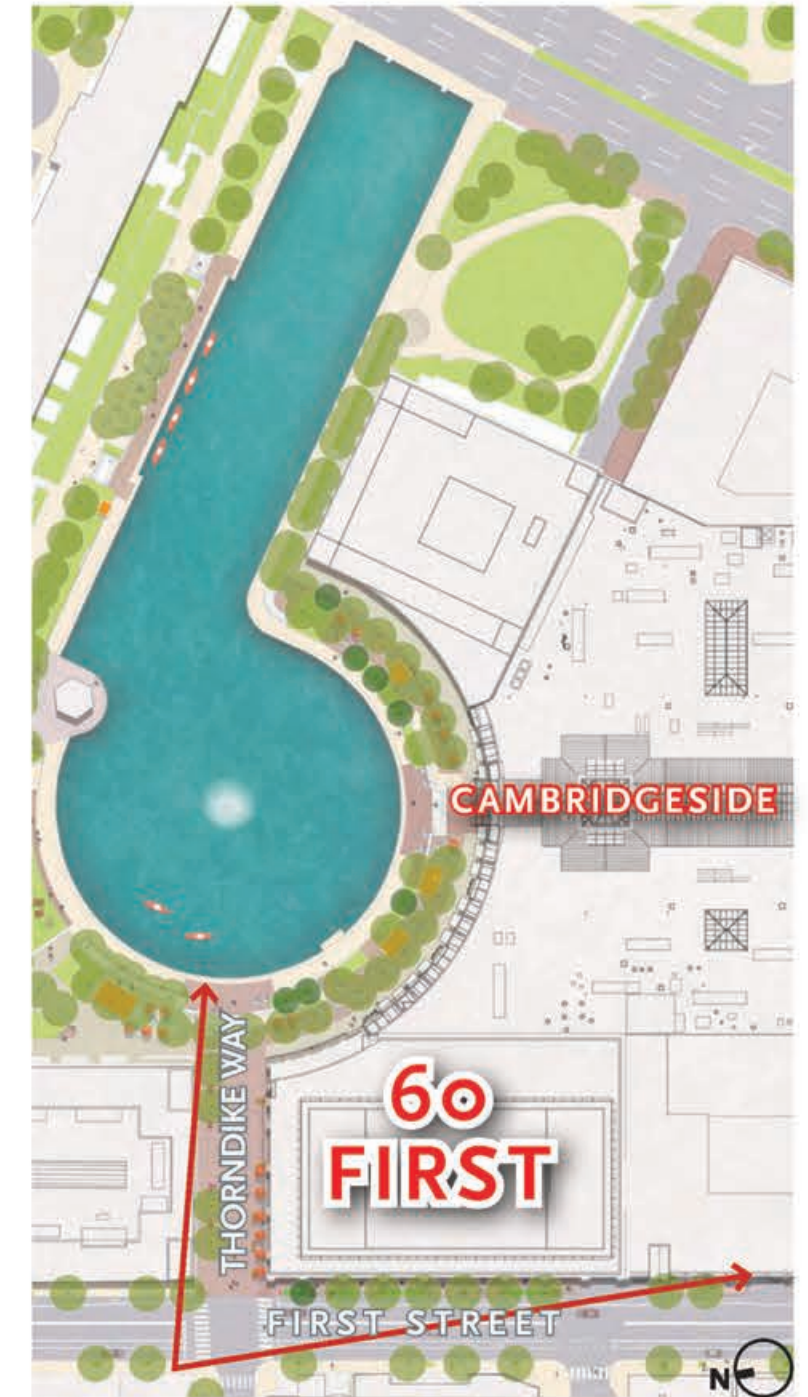




Site Massing Plan  
 Representative Ground-Level Views  
**60 First Street**

PUD-8 Special Permit  
 CambridgeSide  
 Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.23**







Site Massing Plan  
 Representative Ground-Level Views  
**80 & 90 First Street**

PUD-8 Special Permit  
 CambridgeSide  
 Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.24**



NEW ENGLAND DEVELOPMENT | ELKUS | MANFREDI ARCHITECTS | CS CAMBRIDGE SIDE

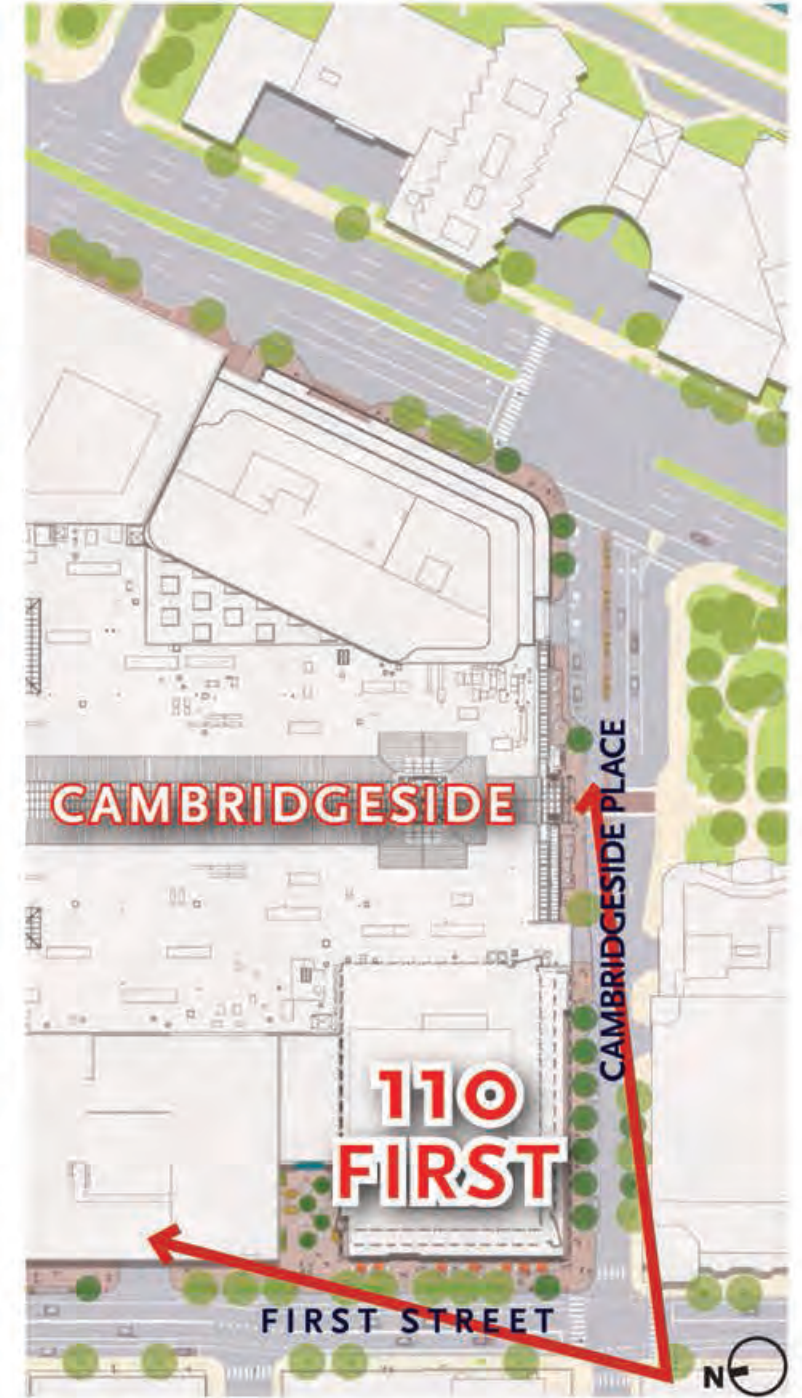




Site Massing Plan  
 Representative Ground-Level Views  
**110 First Street**

PUD-8 Special Permit  
 CambridgeSide  
 Cambridge, MA

**VOLUME II**  
**EXHIBIT SMP.25**



NEW ENGLAND DEVELOPMENT | ELKUS | MANFREDI ARCHITECTS | CS CAMBRIDGESIDE