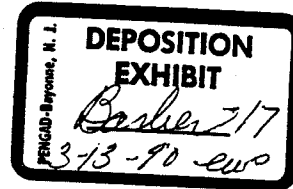


CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE, MASS. 02139

NOTICE OF DECISION



CASE NO: PU #44

PREMISES: 67-111 Main Street at Broad Canal

ZONING DISTRICT: Office 3A/PUD-3

PETITIONER: Riverfront Office Park Associates

APPLICATION DATE: September 4, 1984

DATE OF HEARING: September 18 and November 13, 1984

PETITION: 327,000 square foot office building with 486 parking spaces as a second phase of the Riverfront Office Park.

DATE OF PLANNING BOARD DECISION: December 4, 1984

DATE OF FILING THE DECISION: December 14, 1984

Decision (summary): The Special Permit was granted with conditions .

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws Chapter 40A, and shall be filed within twenty (20) days after the date of filing of the above referenced decision with the City Clerk.

Copies of the complete decision and final plans, if applicable, are on file with the office of Community Development and the City Clerk.

Date

12/14/84

Peter Barber
Authorized Representative
to the Planning Board

CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

Case #44: Riverfront Office Park - Phase II

Petition: Special Permit for Planned Unit Development

Zoning District: O-3A/PUD-3

Project: Office and Retail Building

Applicant: Riverfront Office Park Associates

Development Location: 67-111 Main Street at Broad Canal

Application Date: September 4, 1984

First Public Hearing: September 18, 1984, continued to October 2, 1984.

Date of Planning Board Determination: October 16, 1984

Second Public Hearing: November 13, 1984

Date of Final Decision: December 4, 1984

Development Proposal

It is proposed to add 327,000 sq. ft. of office and retail use in a thirteen story building addition to Riverfront Office Park I (the Saddlebrook Building) in a manner conceptually approved by the Planning Board in its issuance of a PUD Special Permit #1 in September of 1979. An additional 486 parking spaces will be added in three floors of parking garage by extending the existing garage facility.

The Application In support of the petition the applicant submitted the following documents:

1. Planned Unit Development Application (Development Proposal), submitted and certified complete on September 4, 1984.
2. Plans and elevation, A-1 to A-16;. Riverfront Office Park; Cambridge Seven Associates, Inc.; variously scaled; dated September 4, 1984.
3. Elevations, site plan, A-13, A-17, A-18; Cambridge Seven Associates, Inc.; variously scaled; dated September 18, 1984.
4. Planned Unit Development Application (Final Plan), dated October 30, 1984.

5. Plans and elevations A-1 to A-18 Riverfront Office Park; Cambridge Seven Associates; Variously scaled; dated October 30, 1984.

Other Documents

1. Letter to Arthur Parris from Lauren Preston re: access and parking; dated September 12, 1984.
2. Letter to Planning Board from Nicholas Geraigery and Francis Budryk, East Cambridge Stabilization Committee indicating opposition to the proposal at this time; dated November 7, 1984.
3. Average daily traffic counts on Third Street, 1972-1984 undated as compiled by the Department of Traffic and Parking,
4. Memo: Riverfront Office Park Traffic Update. Norman A. Abend; dated November 13, 1984.
5. Letter to Planning Board from Byron Gilchrest responding to design and traffic issues raised at public hearings; dated November 14, 1984.
6. Plan A-19. Riverfront Office Park 2, Cambridge Seven Associates showing expanded development parcel, proposed public easement and plantings for the north side of the canal; dated November 20, 1984.
7. Memo from Dennis Carlone and Community Development Department Staff to the Planning Board. Re: design issues to which further attention should be paid.
8. Detailed traffic counts and truck counts on Third Street. Department of Traffic and Parking and Community Development Department; dated November 30, 1984.
9. Letter to the Planning Board from the Quality Row Neighborhood Association restating opposition to granting the permit; dated November 15, 1984.
10. George B.H. Macomber Company Contract Language, Re: Construction vehicle access to site; dated November 14, 1984.

Public Hearings

A public hearing was held on Tuesday, September 18, 1984 and was continued to Tuesday, October 2, 1984. Mr. Chuck Redmon,

Cambridge Seven Associates, architects, other representatives of the architects, and of the developer and major tenants were present to describe the development program for the new office building. The applicant indicated that the proposal generally carries out the program outlined in the application for the first PUD request granted in 11/9/79 for the first phase of ROPA with some increase in the floor area in the building and the number of parking spaces to be provided. In response to preliminary discussions with the Board and the Staff of the Community Development Department, special attention has been paid to the ground floor treatment where service, parking and printing operations are to be housed, and to the front of the building as it faces the river where special window configurations, use of pre-cast lintels, special landscaping treatment and other details have been employed to give this prominent part of the building special design character. All service in the second phase will occur off of Main Street; with the exception of 30 + cars served from Main Street all passenger vehicles will enter the existing garage entrance at Main Street or off of Third Street.

A number of people from the East Cambridge community living on or near Third Street, including at the September 18 hearing, Walter Kok, 239 Charles Street; Paul Dodds, 83 Third Street; Betty Clinton, 87 Third Street; and Joe Riley, 85 Third Street, commented in opposition to the proposal because of the significant increases in traffic on Third Street and other streets in the East Cambridge neighborhood which the speakers felt were a direct result of new development in Kendall Square. They wanted no new development until all promised road improvements, designed to divert traffic around East Cambridge, are in place and not just planned. Planning Board member David Kennedy emphasized his perception of a significant increase in traffic in East Cambridge in recent years, particularly at peak commuter hours.

Dennis Carlone, Jim Campbell, and Kathy Spiegelman all indicated that the roadway improvements, and changes in and East Cambridge traffic circulation patterns, have been integral to the planning for East Cambridge Redevelopment; nevertheless because of the maze of funding sources and responsible implementing agencies the actual construction of those improvements has been delayed till now. However, actual construction of the first phase of the improvements on First Street and O'Brien Highway will begin next Spring and will continue in subsequent phases through 1986 along Commercial Avenue.

At the second public hearing held on November 13, 1984 modifications to the proposal were presented reflecting comments made by the Board in its earlier determination. Neighborhood

residents again reiterated their opposition to the project and submitted a letter from the East Cambridge Stabilization Committee to that effect. Preliminary analysis of traffic counts taken on Third Street by the Traffic and Parking Department was presented to the Board. The figures indicated a significant reduction in daily traffic from levels recorded in the late 1970's. More detailed analysis of the figures was promised for the next meeting.

Board member David Kennedy continued to indicate serious reservations about the project in general with particular concern for the additional floor area above that previously authorized in 1979, for the bulk and scale of the project, and for the contribution to the continually worsening traffic problems in East Cambridge that the project will make.

Findings

After consideration of all information provided and comments made by the general public and Community Development staff, the Board makes the following findings:

1. All procedural requirements of Section 12.30 have been met with submission of the completed application on September 4, 1984 and the public hearing held on September 18 and October 2, 1984 and a second public hearing held on November 13, 1984.
2. As required in Section 12.353, the Board determines that the proposal.
 - a. Conforms to the development controls set forth in section 13.40, PUD-3 District and Section 12.50, General Development Controls.
 - b. Conforms to the adopted policy plans for this portion of the City as embodied in the zoning applicable to the site.
 - c. Provides benefits to the City in the form of permanent public access to Broad Canal through a reconstructed canal edge, public pathway and landscape plantings; preservation of the Canal for public use through dedicated easements; substantially increased revenues to the City; and redevelopment of a site in conformance with the intent of the City to see substantially underutilized land, particularly near public transit, more intensively used.
3. The proposal is essentially as approved in concept by the Planning Board in granting PUD Special Permit #1 in 1979. There have been some changes however from the earlier

proposal. The parcel size has increased by 19% (from 199,165 to 236,957 square feet) as a result of a detailed survey and the inclusion of the whole of Broad Canal within the development parcel. The gross floor area has increased by 7% (from 578,000 square feet proposed and 598,000 square feet authorized in the first petition to 642,000 square feet) as a result of the increased parcel size. The floor area ratio of the authorized building bulk has actually decreased by 10% because of the inclusion of the full canal in the development parcel. Parking spaces have increased 15% from 560 to 644 both as a result of increased floor area and a desire to maximize the total number of spaces within the structure which has been lengthened as a result of the longer lot revealed through the site survey.

Nevertheless the height, bulk, scale and general configuration of the Phase II development is generally as indicated in the 1979 Master Plan approved for the site. The inclusion of the whole of the Broad Canal in the Development parcel, without a corresponding increase in total floor area authorized, will actually reduce the total development potential in the general area to a modest degree although this particular proposal remains in total floor area the same as originally proposed.

4. Phase II is in conformance with the height limitations established in Section 13.44. While the second phase building is higher than 120 feet, a threshold height maintained along much of the East Cambridge Waterfront, it is no higher than originally indicated in Special Permit #1. Because of the unique dimensions of this site, (long and narrow as a buildable site because of the presence of the Canal) additional height is necessary to provide ground level space for a public walkway and to provide a break in building mass between Phase I and Phase II. Reduction in the height might result in a more massive wall visually if the total floor area is to be accommodated.
5. The open space requirements of Section 13.45 are met with the provision of the landscaped walkway along the Canal, the preservation of the Canal through a restrictive easement, and the landscaping of the open space at the front of the building. High quality materials and landscaping for the open space features at all edges of the development are significant contributions to the public environment.

While the building is clearly large in scale, the walkway/landscaping edge to the Canal is twenty feet wide and provides public access where it previously did not exist.

In addition, the Canal will remain open and unbuilt upon, serving as a permanent open space feature that will be significantly enhanced on both sides through landscaping.

6. The Board recognizes the seriousness of the concerns expressed by the Third Street community regarding the changing patterns of traffic in East Cambridge and the natural increase that will result as new commercial construction advances in Kendall Square and the East Cambridge waterfront. Detailed plans have been developed for diverting Kendall Square, East Cambridge waterfront, and city of Cambridge through traffic around the residential neighborhood in East Cambridge. While such plans have been slow to be initiated, those improvements are about to begin actual construction. First Street, O'Brien Highway and the intersection of O'Brien Highway and Commercial Avenue have been advertised for bid and will commence construction early in 1985. The Commercial Avenue Bridge over Lechmere Canal will go out to bid this winter and will commence its two year construction phase also in the spring of 1985. Commercial Avenue, the major through transportation route in East Cambridge, will be under construction in 1986 and should be completed simultaneously with the completion of the bridge. Completion of Commercial Avenue will permit the institution of new traffic patterns on existing streets which will divert significant traffic off Third Street and onto the rebuilt Commercial Avenue in advance of the final anticipated roadway improvement : the extension of Binney Street as a four lane road to Commercial Avenue, scheduled for construction in 1986 or later.

The City is committed to implementing additional traffic control measures as new roadway construction makes such actions possible. Truck traffic now using Third Street will be rerouted as soon as a reasonable alternate through-route has been established. As recent traffic counts taken by the Traffic and Parking Department indicate Kendall Square improvements already in place have had a significant impact on reducing daily traffic on Third Street.

The heavy traffic on Third Street has a long history as it has always served as a major commercial artery (traffic counts in 1977 indicate that 1200 trucks used the street in a 24 hour period). The development in Kendall Square and that proposed at ROPA II, while generating increased passenger car traffic, generate little, if any, heavy truck traffic and are undoubtedly occupying land which was devoted to heavy industrial use in the recent past. The construction truck traffic, which can be a serious short-term imposition on the neighborhood, has alterate means to approach and leave the site that do not require movement

through the neighborhood. The updating of traffic information both by the City and by the applicant at the ROPA I site indicate that traffic is, as anticipated in the formulation of the East Cambridge Plan, improving from the neighborhood perspective as roadway improvements are installed and should be adequately handled by the additional improvements about to be initiated when Phase II is ready for occupancy.

In summary:

- (a) Major roadway improvements have been initiated in East Cambridge and will be nearing completion when ROPA II is ready for occupancy in late 1986 or early 1987.
- (b) With or without additional development in Kendall Square and at ROPA II, Third Street will continue to suffer excessive traffic as a result of its commercial arterial status for traffic moving northeast through Cambridge, until alternate traffic patterns can be established.
- (c) While ROPA II will add additional traffic to East Cambridge streets its impact will be modest; only the diversion of existing traffic after completion of the planned roadway improvements will relieve Third Street residents of significant traffic stress.
- (d) The applicant should enforce upon its contractors the use of a detailed plan for the servicing of the site during construction without using Third or any other residential neighborhood street for access as indicated in language of item #10, Other Documents, above.
- (e) The Board encourages additional planning efforts on the part of the Community Development Department and the Department of Traffic and Parking, to institute non-construction traffic control measures at the earliest feasible opportunity as major roadway improvements are completed in East Cambridge to divert through traffic away from residential streets.
- (f) If the Traffic Department determines that the installation of a street light at the Third Street driveway entrance would be an advisable mitigating measure the applicant should be responsible for the implementation of such a measure.

- (g) The development as proposed is essentially as anticipated in the formulation of the PUD-3 regulations and is having traffic impacts well within the limits anticipated before approval of ROPA I.
7. The proposal is, in scale, height and size, much as was intended in the PUD-3 zoning district; one of the District's purposes is to permit larger scale development linking Kendall Square with East Cambridge Riverfront. The creation of the district was part of a much larger package of zone changes made in 1978 which converted the Industry B zoning designation surrounding East Cambridge from Kendall Square to McGrath Highway to a series of more restrictive districts which lowered the Floor Area Ratio permitted and instituted height restrictions where none previously existed. The PUD-3 District has the highest height limit. Districts closer to the residential neighborhood were crafted to allow lower heights and frequently much reduced FAR.

If as new construction progresses in East Cambridge, Kendall Square, and elsewhere in Cambridge, it is perceived that the present zoning allows too much development, that issue should receive planning attention in a comprehensive manner. The special permit process, however, is not an appropriate vehicle to prohibit a development which meets all essential requirements of the district or to alter development policy legally resting with City Council through the zoning amendment process.

8. While the Board recognizes the continuing problems of renting first floor space for active uses at this location, it continues to encourage the use of the ground floor for active retail use to the maximum extent possible.

Decision

In accordance with Section 12.364, of the Zoning Ordinance, the Planning Board GRANTS the Special Permit for construction of ROPA II as contained in the above referenced final plan documents with the following conditions:

1. All uses in Section 13.422-13.424 are permitted.
2. The project will continue to undergo the standard design review procedure through the Community Development Department. The petitioner shall also submit at six month intervals a report to the Department describing efforts made to rent all ground floor space for active retail use for a period of two years from the date of issuance of a certificate of occupancy.

3. The entire Canal and any land area that may take the place of the Canal shall be dedicated to this development as part of the development parcel and shall be used for no other future development. The total gross floor area of the project shall not exceed 642,000 square feet. (ROPA I and ROPA II; Special Permits Planning Board #1 and Planning Board #44 combined).
4. All final plans shall be generally as represented in the documents referenced above, except as modified by this Decision, and shall be certified as in conformance with the Decision by the CDD before issuance of a building permit.
5. The following shall be required of the final building/site design:
 - a. A pedestrian passageway underneath the building from the Main Street side to the gazebo on Broad Canal unencumbered by any obstruction, door, fence or other device intended to prohibit public passage.

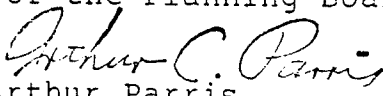
However, upon adequate documentation by the petitioner, the Community Development Department may approve the installation of a well designed, substantially transparent gate to close off the passageway for security reasons during late night hours, or may approve the installation of a permanent door, again substantially transparent in nature, should wind study tests indicate substantial problems with pedestrian use of the space for which other design solutions cannot be reasonably found.

- b. Installation of the Memorial Drive/East Cambridge Parkways lighting fixture along the Main Street frontage should Cambridge Electric agree to such installation. The developer shall pay for any surcharge incurred.
- c. The entire Broad Canal walkway, including work previously done for ROPA I, shall be installed to designs as indicated in final plan submissions including the following:
 - (1) Brick posts with granite caps.
 - (2) Brick banding on the walkway west of the pedestrian passage through the building.
 - (3) Lechmere Canal lighting fixtures.
 - (4) Metal pipe railing

6. The applicant shall grant an easement to the City in a form satisfactory to the City Solicitor guaranteeing permanent access to the general public along the walkway bordering Broad and guaranteeing permanent, reasonable public access to Broad Canal and to any landscaped open space which might take the place of the Canal at any future date.
7. The north shore of the Canal shall be improved with landscaping as indicated on the final plans (sheet A-19 dated November 20, 1984) and the removal of the propane tanks, coal conveyor structure and the existing rooftop "Cambridge Electric" sign shall occur before issuance of an occupancy permit.
8. The applicant shall require all contractors and subcontractors to use approved streets, defined by contract as in the sample language referenced above, outside the East Cambridge residential neighborhood to supply equipment and materials to the site. The applicant shall make every reasonable effort to enforce such requirements.
9. No occupancy permit for the building shall be issued prior to October 1, 1986.
10. Should the Traffic Department so advise the applicant shall install at his own expense a traffic signal at Third Street and the driveway entrance prior to issuance of a certificate of occupancy and make all other changes necessary to permit left turns onto Third Street from the driveway.
11. The applicant's Architect shall continue to explore issues of building silhouette and shall lighten the mortar color in a manner approved by the CDD staff.
12. The Community Development Department shall certify all plans and drawings as in conformance with this decision before issuance of any building permit or certificate of occupancy.

The Special Permit is granted with a majority vote of five members of the Planning Board with members Arthur Parris, Joyce Bruckner, Alfred Cohn, John Woolsey and Carolyn Meith voting in affirmative and David Kennedy voting in opposition.

For the Planning Board


Arthur Parris,
Chairman

Attest: I, Byron Gilchrist,
duly authorized representative of Riverfront Office Park
Associates have read this Decision prior to action by the
Planning Board and hereby agree to the foregoing conditions as
approved by the Planning Board.

12/4/84

ADDITIONS TO DRAFT DECISION

Page 3 - Continue Public Hearing Summary

Neighborhood residents again reiterated their opposition to the project and submitted a letter from the East Cambridge Stabilization Committee to that effect. Preliminary analysis of traffic counts taken on Third Street by the Traffic and Parking Department was presented to the Board. The figures indicated a significant reduction in daily traffic from levels recorded in the late 1970's. More detailed analysis of the figures was promised for the next meeting.

Board Member David Kennedy continued to indicate serious reservations about the project in general with particular concern for the additional floor area above that previously authorized in 1979, for the bulk and scale of the project, and for the contribution to the continually worsening traffic problems in East Cambridge that the project will make.

Addition to Item 5(a) of the Decision:

However, upon adequate documentation by the petitioner, the Community Development Department may approve the installation of a well designed, substantially transparent gate to close off the passageway for security reasons during late night hours, or may approve the installation of a permanent door, again substantially transparent in nature, should wind study tests indicate substantial problems with pedestrian use of the space for which other design modifications cannot be reasonably found.

A copy of this decision shall be filed with the Office of the City Clerk. Appeals if any shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the decision filed with the Office of the City Clerk on 12/14/84 by Robert Baker, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have likewise been filed with the City Clerk on such date.

Twenty (20) days have elapsed since the filing of this decision. No appeal has been filed.

Date _____
City Clerk, City of Cambridge