

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

2019 FEB 15 AM 11:16
CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	66, Amendment 21 (Major)
Location of Premises:	100 Cambridgeside Place
Zoning:	Business A / PUD-4
Applicant:	Cambridgeside Galleria Associates Trust c/o New England Development 75 Park Plaza, Boston, MA 02116
Owner:	Cambridgeside Galleria Associates Trust c/o New England Development 75 Park Plaza, Boston, MA 02116
Application Date:	November 19, 2018
Preliminary Determination Date:	December 18, 2018
Second Public Hearing Date:	January 8, 2019
Decision Date:	January 8, 2019
Filing Date:	February 15, 2019
Summary of Proposal:	Major Amendment to Planned Unit Development (PUD) Special Permit (Sections 12.37.3) and Project Review Special Permit (Section 19.20) to re-tenant some or all of the approximately 140,000 square feet of third floor retail space in the core mall building to general office use with no external changes to the building footprint.

Decision: **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 filing of the above referenced decision with the City Clerk. Copies of the complete decision and application are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Swaathi Joseph

For further information concerning this determination, please contact Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Application for Amendments to PUD Development Plan and Project Review Special Permit, dated 11/16/2018, including, *inter alia*, Application Forms, Detailed Narrative of Proposed Amendments, and Appendices 1-6, including a Transportation Impact Study (TIS) by Vanasse & Associates, Inc., dated November 2018.
2. Presentation slides shown to Planning Board on 12/18/2018
3. Final Development Plan response memorandum to the Planning Board from the Applicant, dated 1/3/2019, containing narrative and graphic responses to additional information request.
4. Presentation slides shown to Planning Board on 1/8/2019.

City of Cambridge Documents

5. Memorandum to the Planning Board from Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated 12/3/2018.
6. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 12/12/2018.
7. Memorandum to the Planning Board from Joseph E. Barr, Director, Traffic, Parking & Transportation Department (TP&T), dated 12/12/2018.
8. Memorandum to the Planning Board from Joseph E. Barr, Director, TP&T, dated 1/3/2019.

Other Documents

9. Letter to the Planning Board from Charles T. Hinds, President, East Cambridge Planning Team, dated 11/21/2018.

APPLICATION SUMMARY

The approved PUD allows for 944,000 square feet of mixed-use development between First Street and Land Boulevard. The Application seeks a Major Amendment to Special Permit PB-66 first issued in 1987 and subsequent twenty amendments, including 5 major amendments, for adjustments in the use mix and overall development plan. The development authorized by PB-66 and subsequent amendments included the creation of the CambridgeSide retail mall (formerly known as Galleria at Riverside Place and CambridgeSide Galleria), an office building to the south (which is now attached to the One Charles Park building, which was separately permitted as PB-65), and a residential building to the east (later amended to a hotel use and now the Hotel Marlowe). The development contains a mix of uses, but is dominated by retail activities in three floors of the mall building, with the hotel and offices being secondary uses.

The current application seeks a Major Amendment to the PUD Final Development Plan authorized in PB-66 in accordance with Sections 12.37 and 12.34 of the Zoning Ordinance, and a corresponding Project Review Special Permit in accordance with Section 19.20 of the Zoning Ordinance. The amendment proposes to allow up to approximately 140,000 square feet of third floor retail space in the mall building to accommodate office use as the demand for retail space has diminished and vacant space in areas with less foot traffic could be made available to office tenants as an alternative.

FINDINGS

Based on a review of submitted Application materials and testimony given at the public hearing, the Board makes the following findings with reference to the applicable criteria for granting the requested special permits.

1. Major Amendment to Planned Unit Development Special Permit (Section 12.37)

According to Section 12.37, the Planning Board shall consider approval of a Major Amendment according to the procedures and criteria applicable to a new PUD Special Permit Application. Therefore, the Major Amendment application was submitted as a Development Proposal, which received a Preliminary Determination granting conditional approval on 12/18/2018. The Planning Board finds that the Final Development Plan continues to meet the applicable criteria as set forth in the Preliminary Determination, as reiterated below, and finds that the Final Development Plan includes modifications and supplementary information provided in response to the requests set forth in the Preliminary Determination.

Section 12.35.3 Approval of the Development Proposal shall be granted only upon determination by the Planning Board that the Development Proposal:

- (1) *conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth in the specific PUD district in which the project is located;*

The Board finds that the proposed amendment remains consistent with the General Development Controls set forth in Section 12.50 and the development controls of the applicable PUD-4 zoning district. On the whole, this Final Development Plan is not changed from the previously approved Final Development Plan. It will continue to have the approved set of uses with no changes to the total gross floor area (GFA) of the project. The proposed amendment will allow a portion of the area allocated for retail use on the building's third floor to be used for office use as well. Physical elements of the approved Final Development Plan, including total GFA, would remain mostly unchanged from the existing conditions by the proposed amendment. The proposed amendment will create no change in the PUD development size or the construction of any new roadways, utilities or public works. All environmental standards currently applicable to the Final Development Plan will continue to be met.

- (2) *conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located.*

In concept, the proposed amendment continues to respond positively to the planning and urban design objectives for the area as established in the East Cambridge Riverfront Plan that preceded the original development, as well as the subsequent Eastern Cambridge Design Guidelines, by retaining a mix of uses with retail activity and public connections. Modest changes are proposed to the building exterior to accommodate a new building entrance for the new office space, which the Board has reviewed. The creation of a new entrance lobby on the Cambridgeside Place façade will add activity and variety to the pedestrian area along the

street, which the Board finds to be appropriately designed and in general conformance with the development guidelines for the area. The third-floor space will continue to be accessible by way of the interior route through the mall.

- (3) *provides benefits to the city that outweigh its adverse effects; in making this determination the Planning Board shall consider the following:*

The Development Proposal will continue to provide a net benefit to the city in light of the considerations below.

- (a) *quality of the site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public;*

The Final Development Plan, as a whole, continues to provide a mix of uses, including retail and office uses, and existing open spaces and sidewalk features will continue to be maintained for public use, consistent with the plans and zoning requirements for the area.

- (b) *traffic flow and safety;*

The proposed modifications include a shift from retail to office use that suggests a shift away from evening and weekend trips and toward more peak-hour weekday trips and associated parking concerns. The TIS completed by Vanasse & Associates, Inc., dated November 2018, in accordance with Section 19.20 was certified complete and reliable by TP&T, which provided a memorandum dated 12/12/2018 to the Planning Board summarizing the project impacts. No major changes to pedestrian or vehicular patterns of access, egress, or circulation are proposed, but bicycle access and parking were reviewed further. The Final Development Plan responds to comments made by TP&T staff during the Planning Board's initial review of the proposed amendment. TP&T provided additional comments and recommendations for mitigation in the memorandum dated 1/3/2019, which have been agreed to by the Applicant.

- (c) *adequacy of utilities and other public works;*

Utilities and public works will not be impacted as the existing utility connections are sufficient to meet the needs of the proposed change in use.

- (d) *impact on existing public facilities within the city; and*

The proposed modifications are not anticipated to result in any additional impact on other public facilities.

- (e) *potential fiscal impact.*

The proposed modifications are not expected to result in negative fiscal impacts for the project or the City. The intent of allowing a shift to office use is to improve the economic viability of the project at a time of decreasing demand for retail space within malls. The proposal also has the potential to improve the retail businesses in the area with additional office tenants providing a new group of retail consumers.

Response to the requests set forth in the Preliminary Determination

The Applicant provided more detail for the proposed new entrance including details, elevations and renderings showing proposed landscape treatments. The Applicant also provided updated development data to clarify the total area for each type of use. The Applicant acknowledged and accepted the mitigation measures proposed by TP&T to reduce traffic impacts. Therefore, the Board is satisfied with the Applicant's response to the requests made in the Preliminary Determination.

2. Project Review Special Permit (Section 19.20)

The change in use of up to approximately 140,000 square feet is subject to the Project Review Special Permit requirements of Section 19.20. ~~The Board makes the following~~ findings regarding the criteria for issuance of a Project Review Special Permit.

(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (2) the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study.

The Applicant submitted a TIS for the proposed change of use to TP&T, which was certified as complete and reliable on 12/7/2018, as indicated in a memorandum from Joseph E. Barr, Director of TP&T, dated July 12/12/2018.

The TIS identified 108 net new daily vehicle trips associated with the change from retail to office use. In addition, there are four instances where the Special Permit Transportation Criteria were exceeded, including morning and evening peak hour Pedestrian Level of Service F at the mid-block crossing on Cambridgeside Place, and lack of bicycle facilities on Cambridgeside Place and Land Boulevard.

TP&T submitted a set of recommended mitigation measures in its memo dated 1/3/2019, which were agreed to by the Applicant and are incorporated in this Decision. Overall, the proposed Major Amendment will result in no substantive change to traffic impacts as no new uses that were not assessed in the original special permit review are being proposed and the proposed parking ratio is consistent with the City's 2013 Kendall Square Planning Study. In addition, the Applicant will be implementing a program of transportation demand management (TDM) measures to further limit the growth of auto trips generated by the change of use.

The Board finds that the proposed amendment will continue to have no substantial adverse impact on city traffic within the neighborhood as TP&T supported the findings that there will be no measurable impact to area roadway operations from the proposed changes to the Final Development Plan.

(19.25.2) Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

The Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, as described below.

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

~~The proposed amendment is consistent with the zoning regulations and is compatible~~ with the existing and anticipated uses in the area as the uses have not changed from the previously approved development plan and only minor physical modifications to the project are proposed.

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

The project continues to enhance the pedestrian and bicycle activity in the immediate area with sidewalk improvements, landscaping and a new building entrance. The new entry is oriented toward anticipated routes of pedestrian and bicycle movement and transparency is maximized in the design of the new entrance on the ground floor, which promotes an active street edge.

(19.33) The building and site design should mitigate adverse environmental impacts of a development upon its neighbors. . . .

The proposed modifications are not expected to create any adverse impacts on neighboring properties. Trash and other service functions for the proposed uses will continue to be housed internally.

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

The proposed project will not create any additional burden on City infrastructure. Traffic impacts have been discussed previously in these Findings. The project will meet strict Department of Public Works (DPW) standards to meet state and city regulations, which

are described in the 12/3/2018 memorandum to the Planning Board from the City Engineer. In addition, the Massachusetts Department of Environmental Protection (MA DEP) has confirmed the project to be a minor modification that does not require further review by MA DEP.

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

The project will continue to be consistent with the evolving character of the area and support the applicable development guidelines for the area, as set forth above in these Findings, with the new entrance located directly on the public street activating the ground floor and creating a more inviting building elevation. Throughout the review process, significant improvements have been made to the treatment of façades and landscaping to make the new building entrance more attractive to passersby, and to respond to the finer grain scale of the adjoining neighborhood. The exact treatments for the new entrance will be subject to future design review by CDD staff.

(19.36) Expansion of the inventory of housing in the city is encouraged. . . .

~~The approved development plan does not include any new residential development~~

(19.37) Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city. . . .

The proposed amendment is limited to the addition of a new external entrance for the existing building and interior modifications to accommodate changes in use. Aside from sidewalk improvements at the proposed entrance, the open space surrounding the site will not be affected, and the interior mall courtyard will continue to be accessible for public use.

3. General Criteria for Issuance of a Special Permit (Section 10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

(a) It appears that requirements of this Ordinance cannot or will not be met, or ...

Upon granting of the requested special permits, it appears that the requirements of the Ordinance will be met.

- (b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...*

As discussed earlier in these Findings, the proposed change will not create any new congestion, hazard, or change in neighborhood character. Patterns of access and egress will not be changed.

- (c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or ...*

The proposed reallocation of approved uses will not affect the adjacent permitted uses.

- (d) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or ...*

The proposed changes will not create nuisance or hazard, and all development activity will adhere to applicable health and safety regulations.

- (e) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance and*

The proposed changes remain consistent with the existing and anticipated pattern of development in the district.

- (f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.*

The Board finds the proposed development, as amended, to be consistent with the citywide urban design objectives, as set forth above in these Findings.

DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Major Amendment to a Planned Unit Development (PUD) Final Development Plan per Section 12.37 of the Zoning Ordinance and Project Review Special Permit per Section 19.20 of the Zoning Ordinance, subject to the following conditions and limitations. The provisions set forth in this Decision shall apply to the Permittee and to all successors in interest.

1. The Final Development Plan authorized by PB-66 and subsequent amendments is hereby amended to allow the following based on the Application Documents dated 11/16/2018 as supplemented by responses dated 1/3/2019 and other supporting documents provided to the Planning Board:
 - a) Office use shall be allowed in up to approximately 140,000 square feet of existing third floor space in the mall building with a new building entrance on Cambridgeside Place. Retail uses as set forth in Section 4.35 of the Zoning Ordinance shall continue to be allowed throughout the mall building.
 - b) The approved mix of uses in the Final Development Plan, as hereby amended, shall be approximately as follows with no change to the total gross floor area (GFA) approved for the PUD as a whole:

Use Category	Existing Total Area of Use (square feet)	Approved Total Area of Use (square feet)
Retail	766,000	626,000 to 766,000
Hotel	152,877	152,877
Office	115,675	115,675 to 255,675

2. Building alterations shall be constructed in accordance with the Application Documents, as most recently revised. The final detailed design of the new building entrance and associated exterior site and landscape improvements shall be subject to continuing review by the Community Development Department (CDD). Before issuance of a Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the new building entrance and associated exterior site and landscape improvements plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made to the new building entrance and associated exterior site and landscape improvements subsequent to this Decision to the Planning Board for its review and comment.
3. The Permittee shall comply with the recommended mitigation measures and Transportation Demand Management (TDM) measures (21 items) set forth in the memorandum issued by Joseph E. Barr, Director of Traffic, Parking & Transportation (TP&T), dated 1/3/2019, which is attached to this Major Amendment Decision as Appendix I.

4. The project shall continue to be subject to the Cambridgeside Galleria Commercial Parking Facility Permit as amended on 5/15/2000 and/or any future changes or amendments approved by TP&T.
5. The development shall continue to submit mandatory transportation monitoring reports including all information requested in the TP&T memo dated 1/3/2019, provided in a form approved by TP&T and CDD.
6. Except as set forth above, all development and public improvements shall be completed in accordance with the previously approved Final Development Plan and the Conditions of Special Permit PB-66, as modified by prior amendments.

Voting in the affirmative to GRANT the Major Amendment to a Planned Unit Development (PUD) Final Development Plan per Section 12.37 of the Zoning Ordinance and Project Review Special Permit per Section 19.20 of the Zoning Ordinance were Planning Board Members Louis Bacci, H Theodore Cohen, Steven Cohen, Catherine Preston Connolly, Mary Flynn, Hugh Russell, and Associate Member Corinne Espinoza, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,

A handwritten signature in black ink, appearing to read "H Theodore Cohen", written over a horizontal line.

H Theodore Cohen, Chair.

Pursuant to Section 12.36.4 of the City of Cambridge Zoning Ordinance, New England Development agrees to the conditions attached to this Decision approving the granting of a Major Amendment to PUD Special Permit #66.



By John E. Twohig
New England Development
Authorized Representative of Cambridgeside Galleria Associates Trust

A copy of this decision #66 Amendment #21 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 above decision has been filed on February 15, 2019 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:
_____ no appeal has been filed; or

_____ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: _____, City Clerk

Appeal has been dismissed or denied.

Date: _____, City Clerk




CITY OF CAMBRIDGE
Traffic, Parking and Transportation
344 Broadway
Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Joseph E. Barr, Director
Brooke McKenna, Assistant Director for Street Management
Stephanie McAuliffe, Assistant Director for Parking Management

Phone: 617-349-4700
Fax: 617-349-4747

MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director 
Date: January 3, 2019
Re: CambridgeSide Third Floor Re-Tenancing.
Major Amendment #6 to PUD Special Permit (PB#66) and Project Review Special Permit.

The Traffic, Parking, and Transportation Department (TP&T) has been working with the Cambridgeside Galleria Trust, McKinnon Company, and Vanasse & Associates Inc. (VAI) on a proposed re-tenancing of the third-floor space in the core mall building (approximately 140,000 SF) at CambridgeSide from retail to office use. TP&T certified the project's Transportation Impact Study (TIS) as complete and reliable on December 7, 2018, we submitted our initial comments on the project in a memo to the Planning Board dated December 12, 2018, and we attended the December 19, 2018 Planning Board hearing.

According to the TIS the change from retail to office use on the third floor will generate 108 net new daily vehicle trips (59 net new AM and 23 net new PM peak hour vehicle trips), 558 daily transit trips (60 AM / 60 PM trips), 76 daily pedestrian trips (8 AM / 8 PM trips), and, 88 daily bicycle trips (9 AM / 9 PM trips). The TIS indicated that the project had 4 Planning Board Transportation Special Permit criteria exceedances including, morning and evening peak hour Pedestrian Level of Service F at the mid-block crossing on Cambridgeside Place, and the lack of bicycle facilities on Cambridgeside Place and Land Boulevard.

To mitigate the transportation impacts for the third-floor re-tenancing from retail use to office use and for the project to generate no more vehicle trips than estimated in the TIS, TP&T recommends the following transportation mitigation and Transportation Demand Management (TDM) measures be put in place for all office employees, including those of all tenants:

1. The Third-floor office use space shall have a maximum parking ratio of 0.9 spaces per 1,000 square feet of office space which is consistent with the City's 2013 Kendall Square Planning Study (i.e. for 140,000 square feet this equals up to 126 parking spaces may be rented or leased to tenants or tenant employees working on the Third Floor).
2. Require tenants to charge market rate parking fees directly for third floor employees.
3. Although areas or zones within the parking facility may be associated or pooled together for Third Floor employee parking, do not dedicate or assign individual parking spaces to individual office employees working in the third-floor office space.
4. Make available up to 6 carshare parking spaces and add additional carshare spaces as demanded.

5. Increase the publicly available Electric Vehicle (EV) charging stations in the garage by 1 to serve a total of 5 parking spaces.
6. Provide (or require in lease documents that the lease is required to provide) 100% MBTA pass subsidies to office employees (up to the Federal Fringe Benefit limit).
7. Provide showers and lockers to employees.
8. Continue to maintain membership in the Charles River Transportation Management Associations (CRTMA), including providing the third-floor office employees transportation commuter service benefits, such as an Emergency Ride Home program and a carpool-matching program.
9. Provide free EZRide Shuttle bus stickers to all office employees working on the third floor by paying the standard rates as required by the CRTMA.
10. Work with TP&T and the CRTMA to evaluate consolidating the CambridgeSide Shuttle bus with the EZRide Shuttle bus, which operate over very similar routes. For example, evaluate if the costs for operating the CambridgeSide Shuttle bus could be more effectively used toward the EZRide shuttle bus that provides equal and potentially improved (i.e. more frequent) free shuttle bus service between CambridgeSide and Kendall Square. The scope of this study should be approved by TP&T and CDD and the study should be completed and accepted by TP&T and CDD prior to the first Occupancy Permit for the Third-floor office space.
11. Provide annual Gold level Bluebikes membership to office employees.
12. Install bicycle repair station with air pump and tools.
13. Designate a transportation coordinator (TC) for the third-floor offices to manage the TDM program. The TC will also oversee the marketing and promotion of transportation options to all employees at the site in a variety of ways:
 - a. Post information in a prominent location in the building and on the Project's website, social media, and property newsletters.
 - b. Respond to individual requests for information in person and via phone and email.
 - c. Perform annual transportation surveys.

Because it is currently unknown if the office space will include one or multiple tenants, at the Project may provide either a single Transportation Coordinator or tenant leases could require that the tenant designate a TC to fulfill this requirement for their employees and visitors.

14. The TC will compile and distribute up-to-date information explaining all transportation options to all new employees as part of their New Employee Packet. The packets will contain information on both the range of options available and any TC management programs to support the use of these options.
15. The TC will be on-site during a minimum of 2 hours per week and will be available during other times to employees via email and telephone. Email and phone information for the TC will be posted in the transportation information center.
16. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA.
17. Either install a real-time multimodal transportation display screen to help employees and visitors decide which mode to choose for each trip they take during the day (transit, carsharing vehicle, Bluebikes bike share, etc.), or establish a transportation information center located in an area(s) that is central, visible, convenient, and equally accessible to employees and visitors. The center will feature information on:
 - a. Available pedestrian and bicycle facilities near the site.
 - b. MBTA maps, schedules, and fares.
 - c. Area shuttle maps and schedules.
 - d. "Getting Around in Cambridge" map and other CitySmart materials (available at the Cambridge Community Development office).

- e. Location of bicycle parking.
 - f. Bluebikes regional bikeshare system.
 - g. Carsharing and Ride-matching.
 - i. Other pertinent transportation information
18. Encourage employers to work with the Cambridge Office of Workforce Development to hire Cambridge residents.

To further support sustainable modes of traveling, the Project should implement the following measures

19. Because the project will be creating a new entrance on Cambridgeside Place, TP&T recommends the following changes which should be approved by TP&T and the Department of Public Works (DPW) and completed prior to the issuance of the first Occupancy Permit for the third-floor office space:
- a. Reconstruct the mid-block crosswalk on Cambridgeside Place with proper and updated slopes to maximize the visibility, effectiveness, and safety for the crossing which should be a raised pedestrian crossing.
 - b. Cambridgepark Place should also be repaved as needed.
 - c. Refresh pavement marking on Cambridgeside Place with standard roadway markings.
 - d. In coordination with TP&T evaluate and make any approved changes to curb parking regulations.
20. Because the TIS indicated that bikes were observed parking to sign posts and railings on projects' property, if feasible, and as approved by TP&T, the Project should install additional bicycle racks (i.e., 10 racks) on Cambridgeside Galleria property to add short-term bicycle parking at locations that are currently underserved based on demand.
21. Prior to the issuance of the first Occupancy Permit, the Project should replace the existing long-term bike racks that are "wave type" racks with City standard bike racks. Work with TP&T and CDD to evaluate why the existing long-term bike racks are not used or little used, which may also indicate that current location is not an accessible and or convenient location and therefore the long-term bicycle parking should be relocated elsewhere.

Transportation Monitoring Program

The currently required Cambridgeside Galleria annual TDM monitoring reports should include mode share and parking demand surveys for the employees working on the third-floor office space. The information should be reported separately from other mall employee and retail patrons' data. Information should be provided in a form approved by TP&T and CDD and should include, but not be limited to, mode share by origin, response rate, number of employees, status of required TDM measures, and parking demand trends over time.

Commercial Parking Facility Permit

The CambridgeSide Galleria shall continue to be subject to the CambridgeSide Galleria Commercial Parking Facility Permit as Ammended May 15, 2000) and/or any future changes or Amendments approved by TP&T.

Finally, TP&T looks forward to continuing to work with the Cambridgeside Galleria Trust, McKinnon Company, and Vanasse & Associates Inc. (VAI) to ensure the success of this project.