

# 92

# COMEnergy

COM/Energy Research Park Realty  
One Main Street  
Post Office Box 9150  
Cambridge, Massachusetts 02142-9150  
Telephone (617) 225-4000

April 17, 1991

Mr. Paul Dietrich  
Chairman  
Cambridge Planning Board  
57 Inman Street  
Cambridge, MA 02139

Dear Paul:

As nearly six (6) months has passed since the submission of our Planned Unit Development Application PUD-3 (Cambridge Research Park Development Plan dated October 24, 1990) and the Cambridge City Council has yet to take any action on the rezoning of East Cambridge, we are at this time formally withdrawing our Planned Unit Development PUD-3 for consideration. As such, we respectfully request the return of our \$59,629.50 PUD application fee.

Once the rezoning for East Cambridge has been finalized, we plan on working with you and the community to develop a plan for resubmission. I will telephone you in the next few days to make arrangements for the return of our PUD application fee. Should you have any questions, please do not hesitate to call me at 225-4699.

Sincerely,



Paul B. Casey  
Director of Real Estate

CERP  
116/91/mds

cc: M. Rosenberg  
R. Healy

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CAMBRIDGE MA.

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CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

PLANNED UNIT DEVELOPMENT APPLICATION  
(Development Proposal)

To the Planning Board of the City of Cambridge:


The undersigned hereby petitions the Planning Board for a special permit for a Planned Unit Development in compliance with Article 12.000 of the Zoning Ordinance.

Location of Premises: 364 Third Street (COM/Energy Research Park Realty site - corner of Doc Linskey Way and Third Street, East Cambridge, MA)

Zone: O-3A, PUD-3

Applicant: Cambridge Research Park Joint Venture (617) 225-4699  
(Name) (Telephone)

One Main Street, Cambridge, Massachusetts 02142  
(Address)

By: COM/Energy Research Park Realty  
  
Michael P. Sullivan  
Vice President

\*Please submit the information requested below concerning the proposed planned unit development. Use additional pages and supporting documentation as necessary. Any additional materials intended to be part of this application shall be referenced on this form in the spaces provided.

\*Applicant shall submit seven copies of this application, together with all informational materials specified herein, to the Secretary of the Planning Board at the offices of the Community Development Department. One copy of this application and said materials shall be submitted to the City Clerk at the time of certification of application to this Board.

\*This application will not be considered received by the Planning Board (for purposes of starting the review schedule under Section 12.35) until all of the information requested herein is complete, as certified by the Community Development Department. Certification of the completeness of an application or request for missing materials will be made within 2 business days of the submittal of the materials to the Secretary of the Planning Board.

\*At the time of certification of completeness of an application, the applicant shall pay to the City of Cambridge an application fee.

A. DEVELOPMENT PARCEL

1. Describe the location of the total development parcel proposed to be included in this planned unit development.

Located in Kendall Square, the development parcel, consisting of 397,530 square feet of land, is bounded by:

Southerly

One Hundred Thirty Nine Main Street (a.k.a. The Luke Building); One Broadway (a.k.a. The Badger Building); the Riverfront Office Park Complex private access road, and the Broad Canal to the South.

Easterly

Cambridge Electric Light Company plant and yard, Athenaeum Street, and Second Street to the East.

Northerly

Doc Linskey Way (f.k.a. Munroe Street) to the North.

Westerly

Third Street to the West, with the John A. Volpe National Transportation System Center (f.k.a. Department of Transportation) and the Commonwealth Gas Company landholdings located just across Third Street from the development parcel.

For additional location references, refer to Plan A-3, Appendix "A," and the City of Cambridge assessor records for 364 Third Street, Account No. 870337-29.

2. Describe the land areas within the vicinity\* of the development parcel, including land uses, zoning, building bulk, residential densities, circulation systems, public facilities, and unique natural features of the landscape.

\* 300 feet or such other distance determined by the Planning Board at the pre-application conference.

Adjacent, Cambridge Electric Light Company owns an approximately 3.86 acre site on which is built its Kendall Electric Generating Station, an oil-fired plant of 6 to 8 stories, masonry clad, and 3 stacks approximately 150' high. Associated with the plant is a coal-crusher house and conveyor, both of which are scheduled to be remodeled. Also on the site are 2 oil storage tanks and several small buildings used for storage and housing of equipment.

The development parcel is owned by COM/Energy Research Park Realty. The development parcel is vacant land and is presently used principally for parking. Commonwealth Gas Company owns, immediately abutting the development parcel along Third Street, two small one-story buildings housing COM/Gas Company equipment.

Broad Canal extends approximately 830' from the First Street drawbridge toward Third Street.

South of the development parcel is the Badger Building, owned by The Badger Company, Inc., a 14-story structure, built at the intersection of Third Street and Broadway on a parcel of land extending approximately 260' on Third Street and approximately 480' on Main Street.

Immediately East of the Badger property and abutting the project property is a parcel extending about 90' along Main Street and 100' deep. This parcel is occupied by the recently renovated Luke Building that was built around the turn of the century and formerly occupied by the Moleculon Corporation.

Main Street, a 4-lane divided road, is South of the project site. In the center of Main Street is the MBTA Red Line tracks, which rise to the surface from the underground station at Kendall Square to cross the Charles River on the Longfellow Bridge. This prohibits left-hand turns from Main Street to the site for Eastbound (Boston-bound) traffic, after the Broadway/Main Street and Third Street intersection.

Directly across Main Street is One Memorial Drive. This is a 19-story office building with 350,000 square feet built in 1987. Directly South of the project is Riverfront Office Park I and II (One Main Street and 101 Main Street). The 101 Main Street building was built in 1983 and consists of 18 floors and 340,240 square feet. One Main Street was completed in 1987 and consists of 13 floors and 326,470 square feet.

To the East of the development parcel is the Athenaeum House (215 First Street), which was rehabbed in 1983 and has 5 floors and 330,000 s.f. Across First Street and the Cambridge Parkway is the Northern Charles River Basin bounded on the South by the Longfellow Bridge and on the North by the Science Museum. Memorial Drive and Cambridge Parkway form the East Cambridge shoreline of the Charles River to the South and East of the development parcel. Major open space and recreational areas are found along the shoreline, as called for under the East Cambridge Riverfront Plan.

Other nearby projects include: Riverview Office, Rowland Office Institute, Charles Terrace Housing, River Court Housing, Riverside Place, Royal Sonesta Hotel, Lotus Office Building, The Esplanade, Canal Park, and the newly opened CambridgeSide Galleria Mall.

To the North of the site, along Doc Linskey Way and beyond, are found industrial uses with a high massing concentration.

The Eastern end of the M.I.T. campus lies Southwest of the project site. The uses here are primarily housing for married students. The 30-story, 290 foot, Eastgate Tower is the most prominent structure in this portion of the campus.

The Kendall Square area, the MBTA Kendall Square Station (Red Line), Binney, Third, Wadsworth, Main and Broadway Streets make up the circulation arteries at Kendall Square.

Traffic circulation within 300 feet is described in detail on Plan No. A-4. Main arteries consist of Main Street to the South, Third Street to the West, First Street to the East, and Doc Linskey Way to the North. Vehicular access to and from the site occurs directly from Main Street and via a 2-lane drive from Third Street. Generally, Westbound traffic on Main Street (from Boston) to the site and Cambridge-bound traffic exiting from the site would use the Main Street access, while traffic from Cambridge to the site and Boston-bound traffic from the site would use the Third Street access drive. Additional access to and from the site would be via First Street and Athenaeum Street, plus Binney Street to Third or Second Streets for vehicles travelling along the Cambridge Parkway or Memorial Drive routes.

3. Prepare a legal description of this development parcel.

The development parcel is located on the Easterly side of Third Street between Munroe Street and the Broad Canal in Cambridge, Middlesex County, and is further bounded and described as follows:

Beginning	at the Northwesterly corner of the parcel at the Southeasterly corner of Third Street and Munroe Street and thence running
S-80°04'33"E	700.14 feet by Munroe Street to a point on the Westerly sideline of Second Street; thence turning and running
S-09°50'58"W	249.77 feet by Second Street to a point on the Southerly sideline of Athenaeum Street; thence turning and running
N-80°05'01"W	169.89 feet by land now or formerly of Commonwealth Gas Company to an iron pipe; thence turning and running
S-19°57'30"W	106.39 feet to a point; thence turning and running
N-80°05'01"W	32.09 feet to a point; thence turning and running
S-09°54'59"W	97.29 feet to a point; thence turning and running
S-57°46'34"W	175.95 feet to a point; thence turning and running
S-16°26'58"W	120.54 feet to a point; thence turning and running
S-80°05'01"E	11.21 feet to a point, the last seven courses by said land now or formerly of Commonwealth Gas Company; thence turning and running

- S-16°20'16"W 14.93 feet by Broad Canal to a point; thence turning and running
- N-73°39'44"W 31.42 feet to a point; thence running
- N-71°46'10"W 467.40 feet to a point on the Easterly sideline of Third Street, the last two courses of land of Darvel Realty Trust; thence turning and running
- N-30°00'44"E 6.00 feet by Third Street to a point; thence turning and running
- N-23°02'30"E 227.50 feet by Third Street to a point; thence turning and running
- S-72°59'07"E 91.08 feet to a point; thence turning and running
- N-54°55'27"E 40.17 feet to a point; thence turning and running
- N-09°55'27"E 112.37 feet to a point; thence turning and running
- N-80°04'33"W 88.60 feet to a point on the Easterly sideline of Third Street, the last four courses by land of Commonwealth Gas company, thence turning and running
- N-23°02'30"E 272.63 feet by Third Street to the point of beginning.

Containing 397,530 square feet of land, more or less. Subject to easements and restrictions of record if there be any insofar as same are now in force and applicable.

Being a portion of the premises conveyed to Worcester Gas Light Company (now by change of name known as Commonwealth Gas Company) by Cambridge Gas Company dated December 31, 1971, recorded at Middlesex County South District Registry of Deeds in Book 12136, Page 139, pursuant to merger of said Cambridge Gas Company and Worcester Gas Light Company

Reference is also made to deeds recorded at Middlesex County South District Registry of Deeds in Book 1110, Pages 284 and 521, respectively; Book 1148, Page 498; Book 2531, Page 413; Book 2760, Page 422; Book 3053, Page 49; Book 3077, Page 246; Book 3528, Page 404; and Book 3210, Page 361.

A copy of the development parcel's deed is attached here in Appendix "A."

4. Prepare a statement concerning the present and future ownership form attached to this application. If the applicant is not the owner of the parcel, also submit written authorization from the owner certifying that the applicant may petition for planned unit development approval for this parcel.

The subject development parcel is owned by COM/Energy Research Park Realty. The site will continue to be owned by this entity. The site will be leased pursuant to a ground lease agreement to a joint venture entity comprised of COM/Energy Research Park Realty, or its nominee, and the Trammell Crow Company, or its nominee.

B. DEVELOPMENT CONCEPT

Briefly describe the development concept which is being sought in this planned unit development proposal. Include the project's planning objectives and describe how they will be achieved. In this statement, describe the intended character of the development both in terms of its internal aspects and its relationship to the area around the development parcel.

The development concept is to develop approximately 1,192,590 square feet of office space in four buildings, including street-level retail. It will be built in phases with approximately 1,200 parking spaces. This is an opportunity to create a vital and dynamic environment for office and some support retail in Kendall Square. The center will be named "Cambridge Research Park."

In order to create a "sense of place," the development will seek to establish a distinctive, recognizable image, both internally as well as externally. The unique site plan, with asymmetrical paths and a circular courtyard, reinforced by the curved structure of the buildings, the changing facades and geometrics, and the interesting roof forms, will together give the development a strong identity when viewed from Kendall Station, the Longfellow Bridge, and Boston's Financial District.

The architectural style shall be interestingly unique while also blending with the existing environment. To preserve this delicate balance, the development will be designed with varied window vocabulary, quality materials of brick and stone, considerable detailing, modest structural grids, stimulating geometry, and scale elements that humanize the mass of the edifices. Arcades, screenwalls, earth beams, landscaping, paving materials, bollards, canopies, awnings, sophisticated graphics, and pendants will create an environment where people will want to be.

The sizable program of office space and parking places a high development density on the site. In order to create inviting office space, this plan carefully places the buildings in relation to each other and existing buildings; uses reflective curvilinear glass walls in the courtyard; and utilizes parking within the building footprint to afford light and views.

Pedestrian, vehicular and service paths through the site present a special opportunity. The pedestrian paths are natural to the flow of the public in context with this region of the City, forming a natural corridor between the Kendall Square T-station and the CambridgeSide Galleria Mall. These will be reinforced with site materials to produce a sequence of interesting spaces. Automobiles and service vehicles will flow directly in and out of the parking garages from existing City streets and alleys. The inner court will be exclusively for pedestrians and automobiles that have business at the complex. The Broad Canal terminus will be a newly designed plaza with landscaping, paving, gazebo, and seating.

The Cambridge Community Development Department's challenge to create a project "not of itself" presents a unique opportunity. How can the design have its own identity without calling attention to itself? To answer this challenge, the proposed master plan incorporates both screen walls and building facades that establish the streetwall and reinforce the existing Cambridge street grid. The structure will show punched brick openings with lightly colored stone detail. Positive and negative geometrics will break the window fabric at specific locations. As the project relates to its environs, thus all is calm. Upon entering the courtyard, however, the unique placement of the buildings, the articulated curtain walls, the retail and pedestrian arcades, and the quality of the plaza paving and planting will combine to create a lasting impression on the visitor.

Office programs change over time due to supply and demand, and the flexibility of expansion of office space, research and development areas, retail and parking are integral to the design of the development. The structural spacing, planning modules, floor plan layouts, floor sizes, and floor-to-floor heights will be designed to adapt to the changes of the marketplace.

The construction of the complex must be phased to respond to economic demand. To this end, each of the four phases will be designed to be operational in itself, with interesting architecture, fully developed landscaping, and structured parking. As each phase is erected, the plan will become more distinguished, with each piece contributing to the total design.

The proposed development is designed to contain quality work space and parking. It is contemplated that the project will eventually include four buildings in a circular pattern, with parking, and a ground-level arcade with retail uses. The ground level would be arranged to provide pedestrian access to Main Street, First and Third Streets, and the Broad Canal sides of the project.

Public pedestrian access is planned from three principal points: Main Street, Third Street, and Broad Canal. Increased pedestrian circulation is anticipated between the Kendall Square area, the CambridgeSide Galleria Mall, and the Charles River as various developments and amenities continue to occur under the proposed East Cambridge Riverfront Plan. The proposed development site is planned to both reinforce and provide for this pedestrian movement. Pedestrian circulation areas are proposed along Third Street and Broad Canal frontages; several pedestrian links between these edges are also proposed at ground level.



Vehicular access to the site is planned at three points: Main Street, Athenaeum/First Street, and Third Street.

The scale of the proposed project is defined by two basic elements: four office buildings, with parking, and a ground-floor arcade. The office buildings step down in height toward Doc Linskey Way as one moves away from Kendall Square (230', 200', 175', 165'). Each building in turn is to be further articulated to reduce its apparent bulk and mass by vertical notches or set-backs. The 4-story base and arcade picks up the heights of adjacent buildings and provides at street level a continuing and compatible building edge when perceived by pedestrians and drivers nearby. The ground-level arcade provides added relief to the building scale and signals pedestrian entry and movement zones.

Full height vertical notches of reflecting glass will serve to break up the basic volumes of each office building. The notches will also serve to identify the main entry points to each building, as well as the reception areas and elevator lobbies for each tenant office floor.

In summary, this development is envisioned as a major entrance to Cambridge. It is at a key location as to its visibility across the Charles River from Boston. Therefore, its massing and scale have been considered in both a regional and local context. Its location can also provide pedestrian linkage among Kendall Square, the CambridgeSide Galleria Mall, and the Charles River. The proposed project has been designed in accordance with the previously articulated principles and planning goals of the proposed East Cambridge Riverfront Plan in the Kendall Square area.

C. DEVELOPMENT SCHEDULE

Prepare a detailed development timetable including estimated dates of the following:

1. Any necessary conveyances of land to the applicant:

The development partnership will enter into a long-term ground lease of the subject premises from COM/Energy Research Park Realty.

2. Other required agency approvals, environmental clearances or permits:

Cambridge Conservation Commission: File - "Notice of Intent"

Cambridge Building Department: Building Permit

City of Cambridge Public Works Department: Curb Cut Approval

City of Cambridge Police Department: Review

City of Cambridge Fire Department: Review

City of Cambridge Water Department: Review

Cambridge Department of Traffic and Parking: Review of traffic and parking

City of Cambridge School Department: Review

City of Cambridge Community Development Department: Review

Cambridge Conservation Commission: Commission to issue orders of conditions.

Massachusetts Water Pollution Control: Sewer Connection Approval

MDC Water Quality and Flood Control: Storm water runoff approval

Massachusetts Clean Air Quality Control: Stack Emissions Approval

Massachusetts Contingency Plan: Review

Massachusetts Environmental Protection Agency (MEPA): Environmental Impact Review Process

These permits, approvals, and licenses will be obtained as working drawings, specifications, leases, loan documents, etc. are prepared. Estimated Date: Mid-1992.\*

\* Contingent upon the resolution of the Cambridge Parking Freeze matter, which also contemplates a final State Implementation Plan being adopted within 12 to 18 months from the enactment of the Cambridge Parking Freeze Ordinance (currently under review).

3. Initiation of construction:

Construction on Phase I targeted to start mid-1992 (refer to 2 above).

4. Initiation and completion of separate stages if the development is to be phased:

Phase I - Construction to begin mid-1992 and end mid-1994;

Phase II - Construction to begin mid-1994 and end mid-1996;

Phase III - Construction to begin mid-1996 and end mid-1998;

Phase IV - Construction to begin mid-1998 and end mid-2000.

5. Substantial completion of construction of the entire project:

Late 2002.

6. Initial occupancy of the various components (e.g. retail, office, residential) of the project:

Initial occupancy is scheduled at time of completion of each phase.

D. DEVELOPMENT OWNERSHIP

Prepare a statement of applicant's intentions regarding the future selling or leasing of all or portions of the planned unit development. Provide anticipated ownership details for land area, open space, public facilities, and each principal category of land use to be included in the PUD.

The land will be owned by COM/Energy Research Park Realty. The development partnership will be the lessee under a long-term ground lease for the development parcel and will be the owner of the improvements to be made thereon in Phase I, including in particular the first office building contemplated for construction; and the same or a separate limited partnership is expected to be the owner of the improvements to be made thereon on Phases II, III, and IV. The office space and parking will be leased commercially by the development partnership.

E. DEVELOPMENT FINANCING

Prepare a statement of the general financing plan for the PUD, including anticipated sources and amounts of funds during the planning phase, construction, and following project completion.

The development partnership, the joint venture consisting of COM/Energy Research Park Realty and the Trammell Crow Company, proposes to finance the PUD from a variety of sources. During the planning phase, prior to the negotiation of a construction mortgage loan, financing has been and will be from capital contributions or working capital loans made to the joint venture by each of its members. These funds will be and are being used to pay consulting fees in connection with the preparation of this Application, and other out-of-pocket expenses incurred in the preparation of the plans and specifications of the Project. Also, one of the joint venturers is causing the land at the site to remain available for development of the project.

The joint venture is expected to obtain a construction mortgage loan in the approximate amount of \$62,000,000.00 to finance the construction of the first phase building. The members of the venture have discussed arrangements for the loan with several institutional lenders, each of which has shown considerable interest in making the loan. The identity of the construction mortgage lender, and the precise terms of the loan, have not yet been determined.

The joint venture also expects to obtain a permanent mortgage loan, the proceeds of which will be used to repay the construction mortgage loan.

Finally, the joint venture proposes to raise approximately \$10,000,000.00 (the projected difference between actual costs covered by the mortgage loan and total project costs) either through: (i) the offer and sale of limited partnership interests in a limited partnership to be organized by the members of the joint venture; or (ii) the granting of a second mortgage to an institutional lender which may or may not be the same as the permanent mortgage lender. The decision as to whether to raise the \$10,000,000.00 through equity or borrowing will depend upon such factors as prevailing interest rates at the time and the costs associated with a private placement of equity interests.

Financing for the other phases of the Project are proposed to be arranged independently of the financing for Phase I. During the planning stage, the members of the joint venture will contribute required funds, either in the form of equity contributions or working capital loans. Construction financing, permanent financing, and either the sale of limited partnership interests or the granting of a second mortgage are expected to be arranged in the same general manner, but not necessarily with the same lenders or investors as for Phase I. The members of the joint venture expect to organize a separate limited partnership to own and operate the buildings for the other phases.

#### F. DEVELOPMENT FEASIBILITY

Prepare and submit an economic feasibility study for the proposed planned unit development. The market analysis should include the projected market area and proposed rent levels for commercial development. Explain the extent to which each of the categories of use in the planned unit development will compete with similar activities nearby. If no competition is expected, explain why.

Phase I will consist of a 16-story building with 384,000 square feet of office space. Phase II will consist of a 11-story building of 256,590 square feet of office space. As previously noted, office programs change over time due to supply and demand, and the flexibility of expansion of office space, research and development, retail and parking are integral to the design of the development. The structural spacing, planning modules, floor plan layouts, floor sizes, and floor-to-floor heights will be designed to adapt to the changes of the marketplace. Our projected rents range from \$24.00 per square foot to \$28.00 per square foot (including operating expenses).

Cambridge continues to maintain its position as the healthiest market in the Boston area. During the first half of 1990, there were over 532,000 square feet leased (this represents a 28% increase over first half 1989 levels). A variety of firms leased space thus far this year, demonstrating the economic diversity of Cambridge, with approximately 13% of the space leased by the biotechnology industry.

The significant activity in leasing included Mellon Financial's relocation to Providence by its owner, American Express. The 130,000 square feet vacated at 245 First Street was immediately leased to Thinking Machines Corporation (an artificial intelligence firm). Keystone Investor Resource Center (a mutual fund brokerage firm) moved its location from 245 First Street to 101 Main Street, where it took 70,000 square feet. Biosurface Technology, Inc. leased 40,000 square feet at 64 Sidney Street at University Park.

- The vacancy rate overall in Cambridge remains strong at 10.2%. The Kendall Square and Lechmere areas remain as strong as any in the nation, with vacancy rates of 6%.
- Almost 570,000 square feet of space in five buildings was added to the market in the first half of 1990.
- 83,000 square feet is presently under construction in two projects.
- The Cambridge office market is the second largest office space market in the Boston Metropolitan Area, with approximately 80 buildings and almost 9 million square feet of office space.
- The Kendall Square area continues to be the area of greatest absorption. Over 428,000 square feet of office space was delivered to the market in the first half of 1990, but vacancy rates held steady at a low 6%. This was a result of 79% pre-leasing of new construction projects and Kendall Square attracting nearly 80% of all first-half leased square feet.
- No new buildings are scheduled for delivery in 1991. Since it takes years for office buildings to be approved and built, and since demand can increase very quickly (especially in Cambridge), Kendall Square, as well as other areas in Cambridge, could experience a shortage of viable office space in the 1992-1994 period.

The following is a list of currently available office space in the Kendall Square area:

<u>Building</u>	<u>S.F. of Building</u>	<u>S.F. Vacant</u>	<u>Floors</u>	<u>Year Built</u>	<u>Rent per S.F.</u>
201 Broadway	120,000	30,000	9	1989	\$22.00-\$25.00
4 Cambridge Center	190,000	25,000	12	1982	\$27.50
215 First Street	325,000	37,000	5	1980	\$20.00 (Renovation)
1 Kendall Square #200	120,000	13,000	5	1984	\$21.00 (Renovation)
1 Kendall Square #1400	125,000	15,000	5	1990	\$23.00 (Renovation)
26 Lansdowne Street	98,000	12,000	5	1987	\$20.50 (Renovation)

101 Main Street	340,240	34,000	18	1983	\$27.00
139 Main Street	38,000	17,000	5	1990	\$20.00-\$22.00 (Renovation)
141 Portland Street	92,000	29,000	10	1988	\$24.00
38 Sidney Street	123,000	12,000	5	1989	\$23.00
64 Sidney Street	113,000	56,000	5	1990	\$23.00
222 Third Street	115,000	21,000	4	1983	\$20.20 (Renovation)
25 First Street	225,000	33,000	5	1987	\$22.50 (Renovation)

The following are projects proposed for the Kendall Square area:

<u>Building</u>	<u>S.F. Proposed</u>	<u>Floors</u>
210 Broadway	175,000	6
17 Cambridge Center	100,000	5
1 Kendall Square #1000	170,000	5
45 Sidney Street	125,000	5
Cambridge Center - Parcel 3	300,000	
Cambridge Research Park	1,192,590	(4 buildings)

We consider the downtown Financial and Medical Service areas of Boston as potential customers. Users will want an alternative to the high downtown Boston rents, easier commuting access to work, especially in light of the Central Artery project, and higher quality office space with a prestigious Cambridge address.

We believe strongly that the Cambridge office market is ready for our building. Leading companies will be continually drawn to locate close to some of our country's leading minds at M.I.T. and Harvard. Others will want to be in close proximity to the John A. Volpe National Transportation Systems Center in order to keep in close contact with new technologies and strategies in transportation. This is especially important in light of a strong emphasis on public/private partnerships and an emerging international importance of transportation technology.

These factors, together with Cambridge's reputation as a leading biotechnology center and Kendall Square/East Cambridge's designation as the most entrepreneurial place in the world, will help ensure the success of this project.

G. DEVELOPMENT INFRASTRUCTURE

Describe how utilities and other public works will be provided to the development. Specify the design standards which will be followed in providing these services.

This parcel is located in a well developed urban area with all required utilities available at the property line. No additional utilities will be required to serve this parcel.

The parcel is served by an existing 12-inch water main on Third Street and a 6-inch water main on Doc Linskey Way. The water system will form a loop through the site. Additional fire hydrants will be provided within the courtyard area.

Sanitary and combined sewers of ample capacity are available in the 12-inch sanitary line in Third Street. Storm drains and/or combined sewers on Third Street will not be used for the storm water disposal from this site. A new catch basin and storm drainage system will be provided for proper drainage of the site. The storm water will be discharged to the Broad Canal.

Commonwealth Gas Company has an extensive network of pipes in and around the site, which can be used to service the buildings.

Cambridge Electric Light Company has an underground 13.8 kv electric service in the immediate area and of sufficient capacity to serve the project.

H. DEVELOPMENT IMPACT

Describe the predicted impact of the development on the following. If no substantial impact is predicted, explain why.

General

The parcel is bounded to the North by Doc Linskey Way, to the West by Third Street, to the South by the Badger Building and an access road between Main Street and Third Streets, with the MBTA Tunnel dividing the North and South sides of Main Street. Utilities exist on each of these identified streets. The utilities to be utilized by the development parcel will not affect other properties in the general area. There is sufficient capacity to meet the utility requirements for this area of the City.

1. Public Water Supply and Distribution System

- (a) Contribution to the total domestic demand on the water supply by the parcel, as it is presently used, is minimal. The anticipated domestic demand of the proposed parcel, based on preliminary design calculations, will represent a substantial increase for the local area. However, the water supply system in the area has been designed for maximum fire flow requirements, which are far in excess of the anticipated domestic load for this project. The water mains in the area have sufficient capacity to supply this project without affecting domestic service of the adjacent buildings.

- (b) The anticipated domestic load will have a negligible effect on the city water supply system, as attested to by the following:

According to a 1986 study, the Cambridge water demand is approximately 22 million gallons per day, and has been at that level for the last four years, down from a previously reported 25 million gallons per day. Parcel requirements are estimated to be as follows:

	<u>Average Gallons Per Day</u>	<u>Peak Flows</u>
Phase I	28,800 gpd	300 gpm - peak
Phase II	19,800 gpd	206 gpm - peak
Phase III	18,975 gpd	198 gpm - peak
Phase IV	22,425 gpd	234 gpm - peak

The total parcel requirements are estimated to be 90,000 gpd, representing a 0.41% increase for the total project.

2. Sewer system

(i) The anticipated sanitary contribution, based on preliminary design calculations, will represent an increase in sewer loadings. However, the existing sewers should be of ample capacity to accommodate the increased loads without affecting the drainage from adjoining properties.

(ii) This project's contribution to the city sanitary system is estimated to be as described for water supply above. All discharge shall be office building sanitary sewage.

3. School facilities

No impact.

4. Police protection

Minimal impact; supplemented with private guard service.

5. Fire protection

The building will meet all required fire codes and will be fully sprinklered.



6. Public recreation

Open space and landscaped pedestrian areas are proposed at the nucleus of the site (with links to the edges) and at the terminus point of the Broad Canal. With the anticipated increase in pedestrian traffic between the Kendall Square area, the CambridgeSide Galleria Mall, and the Charles River, a natural pedestrian corridor will evolve presenting a special opportunity to reinforce and provide for this pedestrian movement, thus creating a very positive impact for the area. The Broad Canal terminus will feature a newly designed plaza with landscaping, paving, gazebo, and seating.

7. Energy supply

- (a) effects on solar potential, both passive and active, on site and on adjacent properties.

Not feasible for this size project.

- (b) use of cogeneration activities

The emergency generators for the proposed buildings shall be designed, if economically feasible, to be capable of being tied into the building electrical systems in order to shed loads at critical periods of time.

- (c) reduction of anticipated energy needs (heating and cooling etc.)

The project's mechanical and electrical systems will be selected after consideration of the following alternative systems:

- 1) Use of district steam from the adjacent electric generating plant to produce both heating and cooling for the project.
- 2) Use of thermal storage systems, such as ice storage, in order to shift the project's peak cooling demand to less critical times of the day.
- 3) Potential combinations of the systems above, such as utilizing steam-driven chillers to produce ice for thermal storage.

8. Other public facilities or services

None expected.

9. Vehicular traffic on streets within 1/2 mile of the development parcel

There are significant recent and ongoing traffic pattern changes in the area that will modify the traffic orientation of the site. The net effect of these changes will be to reduce the total traffic going past the site, mainly on Third Street.

The principal route through this area is Main Street, which crosses the Charles River at the Longfellow Bridge and continues West to Broadway. Formerly, Westbound traffic divided at the site, continued either on Broadway or Main Street. The new traffic pattern requires all Westbound traffic to continue past the site on Broadway before separating further to the West. The traffic pattern change has no effect on the volume of traffic handled by Main Street Westbound.

In an Eastbound direction, Main Street is totally separated from the site and has no influence on traffic operations there. Through the Broadway/Main Street connector, traffic from the West can reach the parking garage via a left turn on Third Street.

The most obvious change in the local traffic pattern is the closure of the continuous routing between Third Street and Wadsworth Street. This movement can no longer be made on Third Street, and such traffic has been diverted either East or West of the site. The cross-section of Third Street will continue to be the same. It is nominally a two-lane roadway, but at Kendall Square, in the Southbound direction, the road is wide enough so that approaching traffic occupies two lanes when there is any noticeable queue. Since right turns only are allowed at Third Street, volumes should decline.

Other North-South routes in the area include Commercial Avenue and Cambridge Parkway, both of which provide access to Main Street and continue on to Memorial Drive. To handle the Northbound volume, Commercial Avenue has been widened and signalized to accommodate high-volume two-way traffic as an alternative to Cambridge Parkway and Third Street routes.

The net effect of these changes will be to reduce the volume of traffic on Third Street by diverting it to the Binney Street bypass or to a rebuilt Commercial Avenue. This will leave lower volumes on Third Street with a higher component of local traffic, and this should be helpful to the project.

As part of these improvements, Binney Street, from its intersection with Commercial Avenue West to about Sixth Street, will be widened so as to provide a high-quality bypass of Kendall square. Fulkerson Street (Ninth Street) continues to provide a connection between Cambridge Street and Broadway, about one-half mile West of the site.

Major arterial streets in the area carry volumes of between 7,000 vehicles per day on Binney Street to 59,000 vehicles per day on O'Brien Highway; these vehicles per day (VPD) estimates are based on daily measured 1988 volumes and projected 1991 volumes. A tabular summary of the major roadways follow:

Projected 1991 Weekday Traffic Volumes

<u>Location</u>	<u>Estimated Daily Vol. VPD</u>	<u>PM Peak Hour Volume</u>
O'Brien Hwy. West of First St.	52,890	5,000
O'Brien Hwy. East of Commercial Ave.	58,890	3,240
Cambridge St. West of First St.	20,475	1,160
Binney St. West of Athenaeum St.	18,800	1,155
Broadway West of Kendall Sq.	28,000	2,085
Memorial Drive South of Longfellow Bridge	46,305	3,525
Charlestown Ave. North of O'Brien Hwy.	39,415	3,165

Note: Traffic volumes are total for both directions on two-way streets.

North of the site, the street system is characterized by a grid network consisting of short blocks in both North-South and East-West directions. This allows for a considerable amount of circulation throughout the area. In the residential area Northwest of the site, traffic controls, such as one-way streets and stop signs, have successfully restricted traffic volumes in the residential area. While there are numerous alternative ways of getting through East Cambridge, most through traffic is limited to a few major streets that have been given priority treatment.

Along the river, the Memorial Drive/Cambridge Parkway corridor, which also includes Commercial Street and First Street, provides most of the access to the CambridgeSide Galleria Mall, as well as to M.I.T.

Near the site, Main Street operates as a divided highway because of the MBTA reservation for the Red Line. The median, formerly devoted to angle parking in the Eastbound roadway, has been converted to a landscaped channelization island. This not only limits the volume at the site, but also restricts turning movements at the site to right turns in and right turns out only. Main Street at this area has two lanes Westbound, plus a shoulder that could be used for short-term parking, drop-offs, and normal curb uses.

In sum, ongoing traffic improvements around the site will have a favorable effect by eliminating through traffic, possibly reducing existing traffic volumes, simplifying the traffic pattern, and otherwise improving the traffic situation adjacent to other driveways.

10. Pedestrian traffic on sidewalks within 1/4 mile of the development parcel

Present pedestrian traffic is very light to negligible. Present and planned pedestrian accommodations are more than adequate to handle anticipated additional pedestrian traffic. Pedestrian traffic to and from MBTA stations has been aided by signalization of Kendall Square. Throughout the site, pedestrian paths link green spaces and facilitate movement with a natural path relative to good urban design standards.

11. Historic Preservation

None expected.

I. DEVELOPMENT DATA

Please provide the following information:

1. Parcel size (sq. ft.):

Total Parcel Size - 397,350 square feet.

2. Proposed lot coverage of structures:

198,000 square feet (parking and building coverage).

3. Project bulk:

a. Total floor area of all structures in the PUD including parking:

1,784,140 s.f. total floor area consisting of:

1,192,590 s.f. Office

417,550 s.f. Parking at 350 square foot per space

174,000 s.f. Off-street loading, mechanical, etc.

- b. Gross floor area as defined by Article 2.000 of the Ordinance (list areas counted in total floor area but excluded in gross floor area and key to map required below):

1,192,590 gross floor area

- c. Floor area ratio:

$$1,192,590/397,530 = 3.00$$

4. Project height:

- a. Building height as defined by Article 2.000 of the Ordinance:

Phase I - 230' to the slab above the occupied space (refer to Section 5.23)

Phase II - 165' to the slab above the occupied space (refer to Section 5.23)

Phase III - 175' to the slab above the occupied space (refer to Section 5.23)

Phase IV - 200' to the slab above the occupied space (refer to Section 5.23)

- b. Greatest vertical distance between the lowest elevation of the perimeter of the project and the tallest structural element:

Phase I - 234' to highest parapet rising to 262' for the high roof above the mechanical penthouse.

Phase II - 172' to highest parapet rising to 204' for the high roof above the mechanical penthouse.

Phase III - 182' to highest parapet rising to 214' for the high roof above the mechanical penthouse.

Phase IV - 207' to highest parapet rising to 246' for the high roof above the mechanical penthouse.

- c. Percentage of lot area proposed to be covered by building mass in excess of 120 feet:

Overall 23.65%

In excess of 200 ft. = 11.82%

In excess of 230 ft. = 0%

5. Total amount of usable open space, both public and private:

71,555 square feet - 18%

Refer to Drawing A5 for designated area.

6. Probable total number and type of dwelling units by the number of bedrooms:

None.

7. Projected rent levels or selling price for each type of use in the development (broken down by unit size for dwelling units):

Office: \$24.00 - \$28.00 per square foot (including operating expenses).

8. Approximate gross residential densities:

Not applicable.

9. Total area (in square feet) of each type of use in the development and percentage of total gross floor area of the development:

	Phase I	Phase II	Phase III	Phase IV	Total	%
Office Rental	378,000	252,590	249,000	295,000	1,174,590	66 %
Retail Rental	6,000	4,000	4,000	4,000	18,000	1 %
Mechanical/Service	35,000	29,000	60,000	50,000	174,000	10 %
Garage	<u>87,500</u>	<u>85,750</u>	<u>174,300</u>	<u>70,000</u>	<u>417,550</u>	<u>23 %</u>
Total	506,500	371,340	487,300	419,000	1,784,140	100%

10. Number of parking spaces to be provided, by use:

Proposed for office:  $1,192,590/1000 = 1,193$

Minimum number of spaces required = 715\*

Number of spaces provided:

	Phase I	Phase II	Phase III	Phase IV	Total
Office	250	200	498	245	1,193

\*Per PUD-3 Section 13.472. Also note under Base Zone  
 Min.  $1/1000 = 1,193$   
 Max.  $1/670 = 1,780$

11. Total length of streets to be conveyed to the City:

None.

12. Total length of streets to be held as private ways within the development:

1,035 linear feet.

13. Total length by type of other public works to be conveyed to the city:

No conveyance of property.

14. Number and type of public facilities:

None.

15. Estimated total number of people coming to the development daily by type of use:

Estimated population for office space: one person per 250 sq. ft.

	Phase <u>I</u>	Phase <u>II</u>	Phase <u>III</u>	Phase <u>IV</u>	<u>Total</u>
# people	1,536	1,026	1,012	1,196	4,770

16. Estimated traffic volume generated by type of use:

Development Traffic Generation

Weekday Time <u>Period</u>	Phase I (384,000) (960E)	Phase II (256,590) (641E)	Phase III (253,000) (632E)	Phase IV (299,000) (747E)	<u>Total</u> (1,192,590) (2,980E)
Daily	1,933	1,290	1,273	1,505	6,001
A.M. - Peak Hour	391	261	257	308	1,217
P.M. - Peak Hour	382	256	252	298	1,188

17. Estimate of the average amount of money to be spent daily at the site:

	Phase <u>I</u>	Phase <u>II</u>	Phase <u>III</u>	Phase <u>IV</u>	<u>Total</u>
Retail Revenue*	\$4,000	\$3,000	\$3,000	\$3,000	\$13,000

\*Figures premised upon \$200.00 per square foot per year X amount of retail square footage per phase (assumes 300 sales days per year). No consideration is given to the amount of money tenants will contribute to the general sales activity for the area (e.g., CambridgeSide and Kendall Square businesses).

18. Estimated total energy consumption and cost per month and per square foot. (Broken down by heating, cooling, and electricity).

Assumes: Heating cost per s.f. (monthly) = \$.033/GSF  
 Cooling cost per s.f. (monthly) = \$.050/GSF  
 Electricity cost per s.f. (monthly) = \$.024/GSF

	Phase <u>I</u>	Phase <u>II</u>	Phase <u>III</u>	Phase <u>IV</u>	Total
Mthly Htg Cost	\$12,800	\$ 8,553	\$ 8,433	\$ 9,967	\$ 39,753
Mthly Clg Cost	19,200	12,830	12,650	14,950	59,630
Mthly Elec Cost	<u>9,280</u>	<u>6,201</u>	<u>6,114</u>	<u>7,226</u>	<u>28,821</u>
Total	\$41,280	\$27,584	\$27,197	\$32,143	\$128,204

Note: Utility costs based on October '90 per unit utility costs.

19. Were alternate energy sources investigated such as district heating and cooling? What were your findings?

As noted previously, the project's mechanical and electrical systems will be selected after consideration of the following alternative systems:

- 1) use of district steam from the adjacent electric generating plant to produce both heating and cooling for the project;
- 2) use of thermal storage systems, such as ice storage, in order to shift the project's peak cooling demand to less critical times of the day;
- 3) potential combinations of the systems above, such as utilizing steam-driven chillers to produce ice for thermal storage.

20. Prepare and submit the following graphic information concerning the proposed development. All of these materials should include the name, address and telephone number of the person or firm preparing the plan, the scale of the map or plan, north arrow and date. The following scales are suggested: area maps showing the development parcel and its surroundings - 1"=100'; site plans - no smaller than 1" = 40' floor plans and sections - no smaller than 1/16" = 1'; and elevations - 1/8" = 1'.

- a) map of existing site conditions (including topography, water courses, floor plans, unique natural features, existing vegetation, soil types, and existing buildings). For soil types see Appendix "B";
- b) map of existing land use within the vicinity\* of the perimeter of the development parcel;
- c) map(s) showing existing zoning, residential densities and building bulk within the vicinity\* of the development parcel;



- d) map showing existing public facilities and unique natural features within the vicinity\* of the development parcel;
- e) map showing existing and proposed lot lines in the development parcel;
- f) site plan(s) and architectural plans, as necessary, indicating the location and size of all existing and proposed buildings, structure and other improvements (including maximum heights, total floor area, gross floor area as defined by the Ordinance, types of dwelling units, and non-residential structures by use);
- g) site plan(s) indicating location and size in square feet of all usable open space and areas to be conveyed, dedicated, or reserved as common open spaces, public parks, recreational areas, school sites, and similar public and semi-public uses;
- h) map(s) and/or site plan(s) showing the existing and proposed vehicular circulation system within and around the development parcel; identify arterial, collector and local streets, within the vicinity of the development parcel; indicate off-street parking areas, service areas, and loading areas within the development parcel, and all points of access to existing public rights-of-way;
- i) site plan or floor plans, as necessary, showing proposed pedestrian circulation system;
- j) plan(s) showing existing and proposed utility systems including sanitary sewers, storm sewers, and water, electric, gas and telephone lines;
- k) general landscape plan indicating the treatment of materials used for private and common open spaces;
- l) elevations showing the proposed treatment of the perimeter of the development, including materials and techniques used such as screens, fences, and walls.

\*300 feet or such other distance determined by the Planning Board.

<u>Drawing Name</u>	<u>No.</u>	<u>Category Submission</u>	<u>PUD Guidelines</u>
Title	-	-	
Existing Site Survey	A-1	a,e	a,b,c
Site Utility Plan	A-2	a,j	h
Zoning & Land Use Plans & Analysis	A-3	b,c,d	j
Traffic Plan	A-4	h	f
Site Plan	A-5	f,i,k,g	d,e,g,i
Office Floor Plan	A-6	f	
Site & Building Section	A-7	f,l	k
Street Treatment	A-8	l	k
Elevations	A-9	l	
Elevations	A-10	l	

J. ORDINANCE COMPLIANCE

1. Prepare a statement explaining the extent to which the development proposal will conform with existing policy plans and development guidelines for the area of the city in which the development is to be located. All aspects of such plans should be addressed

The project site is in the PUD-3 area. The proposed office, retail and parking uses are allowed under PUD-3 regulations, as set forth in Section 13.40 et. seq. of Article 13.000 of the Zoning Ordinance (hereinafter "PUD-3").

For the entire project, the proposed F.A.R. is 3.00. PUD-3 allows F.A.R. of 3.0.

The proposed project heights are 230', 200', 175', and 165'; with the buildings stepping down in height toward Doc Linskey Way as one moves away from Kendall Square. The PUD-3 zone allows for a maximum height of 230', except as modified in Section 131-442.

The proposed project will accommodate 1,193 parking spaces. PUD-3 requires a minimum of 715 parking spaces for the amount and kind of uses proposed.

The proposed project will reinforce pedestrian circulation patterns linking Kendall Square, the Charles River, and the CambridgeSide Galleria Mall, as encouraged under PUD-3. Pedestrian arcades and setbacks are planned. In addition, ground-floor spaces are planned for retail uses.

The proposed project will provide 18% of the site land area as open space.

2. If the development proposal includes buildings in excess of a specified initial height threshold, explain how the criteria for exceeding that threshold will be satisfied.

Less than 25% (23.65%) of the structures will be over 120' with 11.82% over 200' and no portion higher than 230'.

3. List and explain any variances which are being sought for the development proposal.

None - as the project is within a PUD area, the applicant is proceeding fully in accordance with PUD-3 requirements.

4. Provide the following additional information requested by the Planing Board at the Pre-Application Conference.

None.

Special Permit Application No. \_\_\_\_\_

Dimensional Form

	<u>Allowed/Required</u>	<u>Existing</u>	<u>Proposed</u>	<u>Granted</u>
Floor Area Ratio (Floor Area)	$\frac{3}{(1,192,590)}$	$\frac{0}{( )}$	$\frac{3}{(1,192,590)}$	$( )$
Max. Height PUD-3 guidelines	230 ft.	0	230 ft.	
Max. Angle Above Cornice Line	90°	-	90°	
In. Lot Size	2 Acres	9.13 Acres	9.13 Acres	
Min. Lot Area per d.u.	-	-	-	
Max. No. d.u.	-	-	-	
Min. lot width	*	-	*	
Min. yard setbacks	*	-	*	
Front	*	-	*	
Side	*	-	*	
side R	*	-	*	
Rear	*	-	*	
Ratio Usable Open Space (Area)	$\frac{15\%}{(59,630)} \text{ s.f.}$	$\frac{0\%}{( )}$	$\frac{18\%}{(71,555)} \text{ s.f.}$	$( )$
OFF-Street Parking				
Minimum No. Spaces	715	1,200	1,193	
Maximum No. Spaces	) 2	-	-	
No. Handicapped Spaces	15	15	15	
Bicycle Spaces	120	-	120	
No. Loading Bays	7.45	-	8	

1 Vacant land used for parking.  
 2 See PUD-3 13.472; also note under Base Zone Min. 1/1000 = 1,193  
 Max. 1/670 = 1,780

OWNERSHIP CERTIFICATE FOR PLANNING BOARD RECORD

To be completed by OWNER, signed, and returned to Secretary of the Planning Board:

Gerald E. Anderson, Michael P. Sullivan, and Russell D. Wright, Trustees of  
COM/Energy Research Park Realty u/d/t/ dated March 12, 1982, recorded with Middlesex  
South County Registry of Deeds in Book 14695, Page 39.  
(Owner or Petitioner)

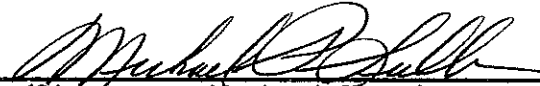
Address: One Main Street CITY OR TOWN: Cambridge, MA 02142-9150

Location of Premises: 364 Third Street Cambridge, MA 02142  
(Street & Number) (Identify land affected) (City)

the record title standing in the name of: Above Trustees

whose address is: One Main Street, Cambridge, MA  
(Street) (City or Town) (State)

by a deed duly recorded in the Middlesex South County Registry of Deeds in  
Book: 14695 Page: 56, \_\_\_\_\_ Registry District of  
the land Court Certificate No: \_\_\_\_\_ Book: \_\_\_\_\_ Page: \_\_\_\_\_

  
(Signature, by land Owner)  
Trustee, for Self and Co-Trustees

Commonwealth of Massachusetts County of Middlesex October 24, 1990

When personally appeared the above named Michael P. Sullivan, Trustee as aforesaid and made oath that the above statement is true.

 Before me  
Richard J. Morrison, Notary

my commission expires October 9, 1992 NOTARY SEAL  
(Date)