

CAMBRIDGE SIDE



DECEMBER 22, 2020
 CAMBRIDGE PLANNING BOARD
 FINAL DEVELOPMENT PLAN



NEW ENGLAND
 DEVELOPMENT

ELKUS | MANFREDI
 ARCHITECTS

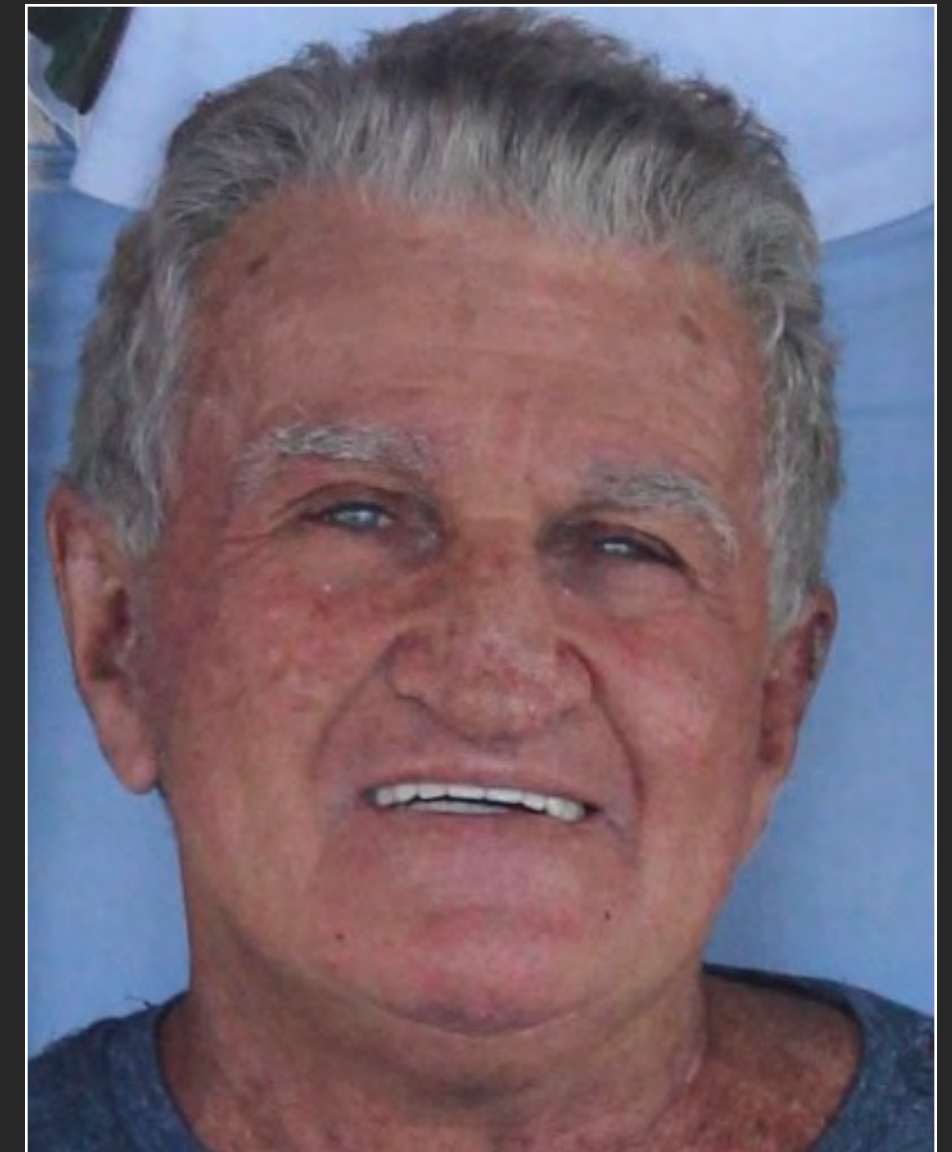


Richard McKinnon

July 30, 1947 - October 28, 2020



Photo: Cambridge Historical Commission via Flickr



A longtime colleague, friend and supporter of East Cambridge.

CAMBRIDGE SIDE

Tonight



John Twohig

NEW ENGLAND DEVELOPMENT

**Process and the Final
Development Plan**



David Manfredi

ELKUS MANFREDI ARCHITECTS

**Urban Design
Objectives**



Chris Jones

IBI PLACEMAKING

**Open Space
Amenities**



NEW ENGLAND
DEVELOPMENT

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WHERE WE ARE IN THE PROCESS



August 2020

PUD-8 Development Proposal, Article 19 materials and PUD-4 Minor Amendment

October 2020

PUD-8 Preliminary Determination

November 2020

Supplemental Materials Submitted

Tonight's Discussion

- PUD-8 Final Development Plan
- Article 19 Project Review Special Permit
- PUD-4 Special Permit Minor Amendment

WHAT WE NEED TO SHOW

The Final Development Plan:

- Conforms with the **General Development Controls** set forth in Section 12.50, and the **PUD-8 development controls**;
- Conforms with adopted **policy plans and development guidelines** for East Cambridge;
- Provides **benefits to the City** which outweigh its adverse effects, as set forth more specifically in Section 12.35.3; and
- Contains any **revisions to the Development Proposal required by the Planning Board.**



WHAT WE NEED TO SHOW

Article 19



The CambridgeSide 2.0 project:

- Will **not have substantial adverse impact on the city traffic** within the study area as analyzed in the Traffic Study
- Is consistent with the **urban design objectives** of the city as set forth in Section 19.30 by:
 - Mitigating adverse **environmental impacts**;
 - Not overburdening the City **infrastructure services**;
 - Being **pedestrian and bicycle-friendly**;
 - Being **responsive** to the existing or anticipated **pattern of development**;
 - Expanding the inventory of **housing** in the city;
 - Enhancing and expanding **open space amenities** in the city; and
 - Reinforcing and enhancing the complex **urban aspects** of Cambridge as it has **developed historically**.

TONIGHT'S GOAL

Review the Final Development Plan and show how it:

- **Conforms** with the development controls and policy plans, and provides community benefits;
- **Incorporates** revisions and clarifications in response to Planning Board comments; and
- **Satisfies** Article 19 Project Review Special Permit approval criteria.



REVISIONS AND CLARIFICATIONS

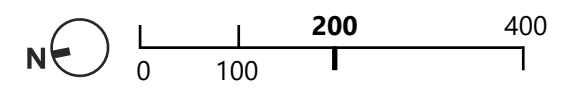
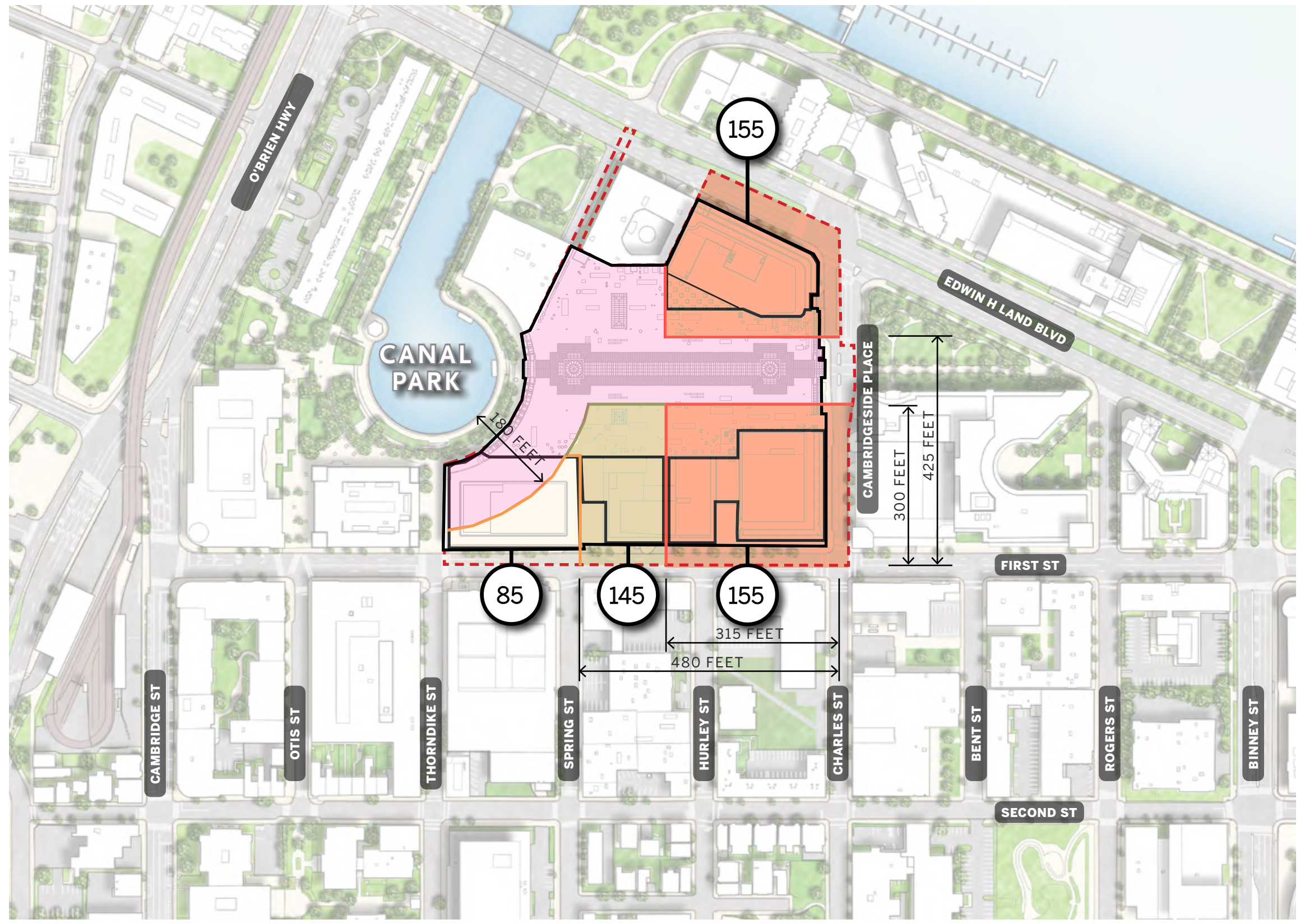
Requested by the Board and Staff



In response to Planning Board comments, we will discuss:

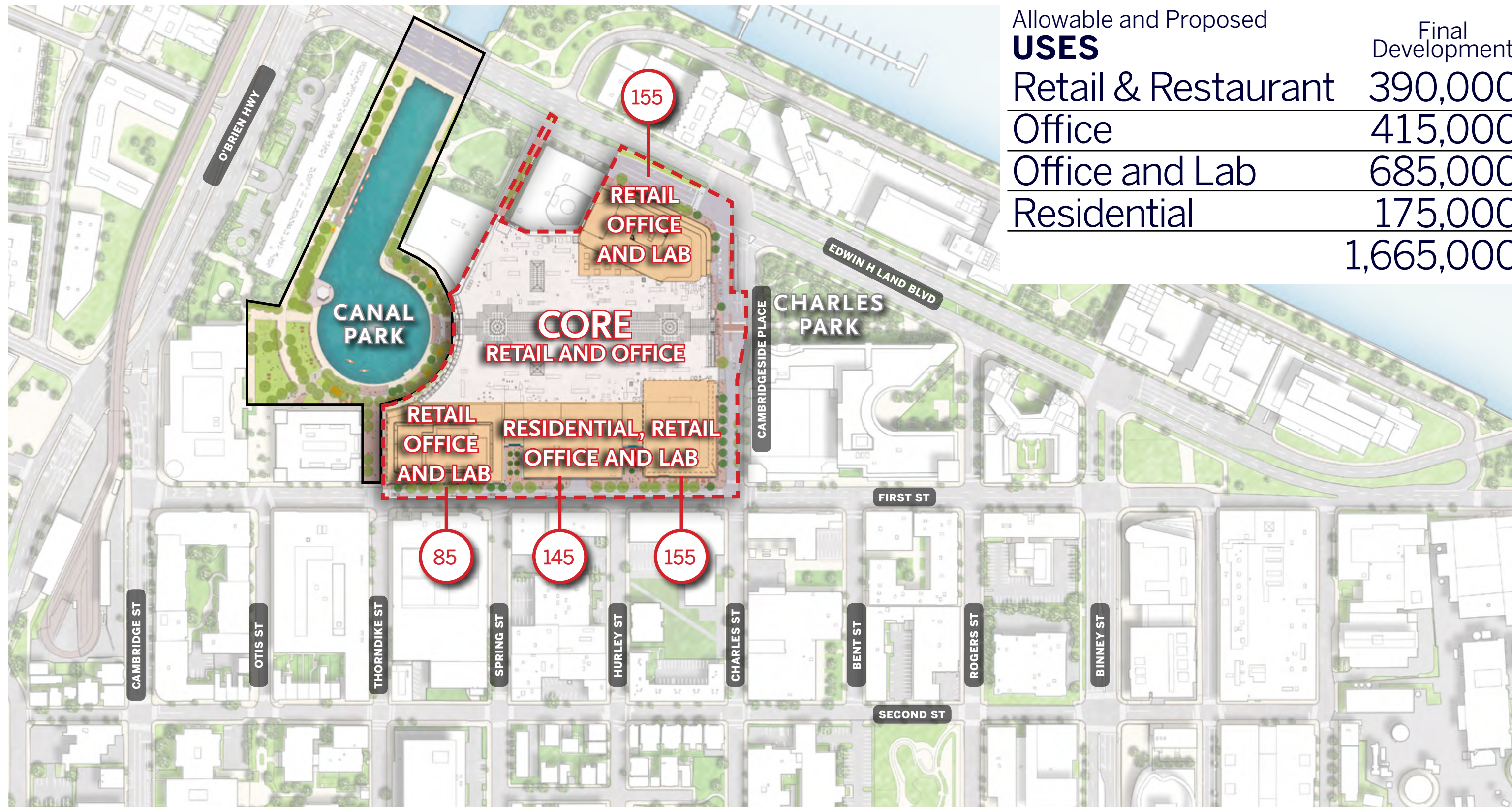
- Development Characteristics
- Timing and Construction
- Mobility / Transportation
- Community Benefits
- Environment
- Bicycle Parking
- Retail Vibrancy and Access
- Housing
- Open Space and Connectivity
- Building Design Considerations

Development Characteristics - Height allowed by Zoning

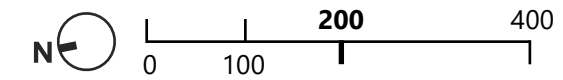
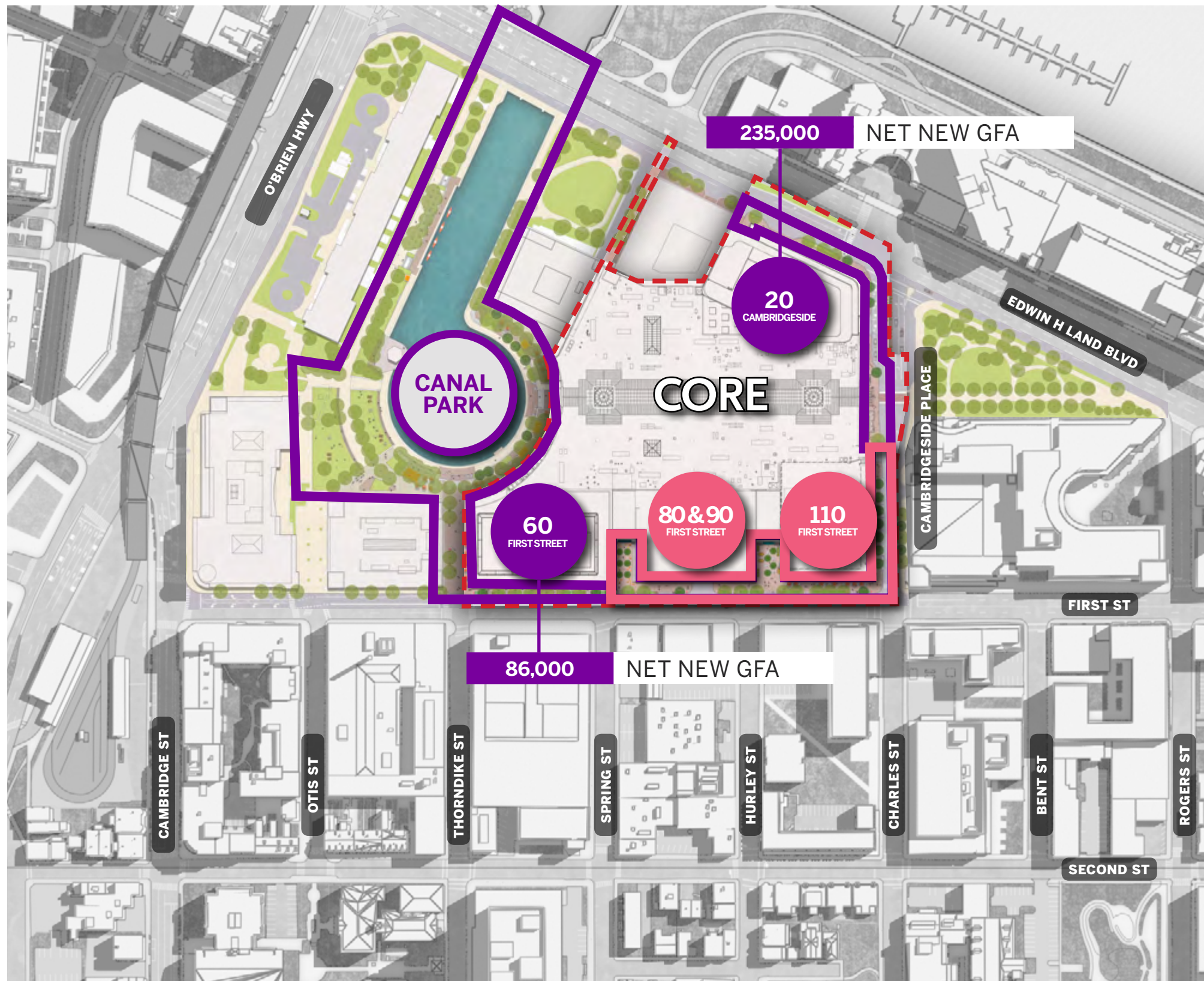


- Legend**
- PUD-8 DEVELOPMENT PARCEL
 - 155 FEET ALLOWED
 - 145 FEET ALLOWED
 - 95 FEET ALLOWED
 - 85 FEET ALLOWED
 - ## PROPOSED BUILDING HEIGHT (MAX. TO ROOF)

Development Characteristics - Proposed Height and Uses



Timing



Legend

PUD-8 DEVELOPMENT PARCEL

INITIAL PHASE

- INITIAL PHASE LANDSCAPE
- INITIAL PHASE BUILDINGS

570,000	PROPOSED GFA
249,000	- EXISTING GFA
321,000	NET NEW GFA

SUBSEQUENT PHASE

- SUBSEQUENT PHASE LANDSCAPE
- SUBSEQUENT PHASE BUILDINGS

640,000	PROPOSED GFA
386,000	- EXISTING GFA
254,000	NET NEW GFA

Allowable and Proposed
NET NEW AREA
575,000 GFA

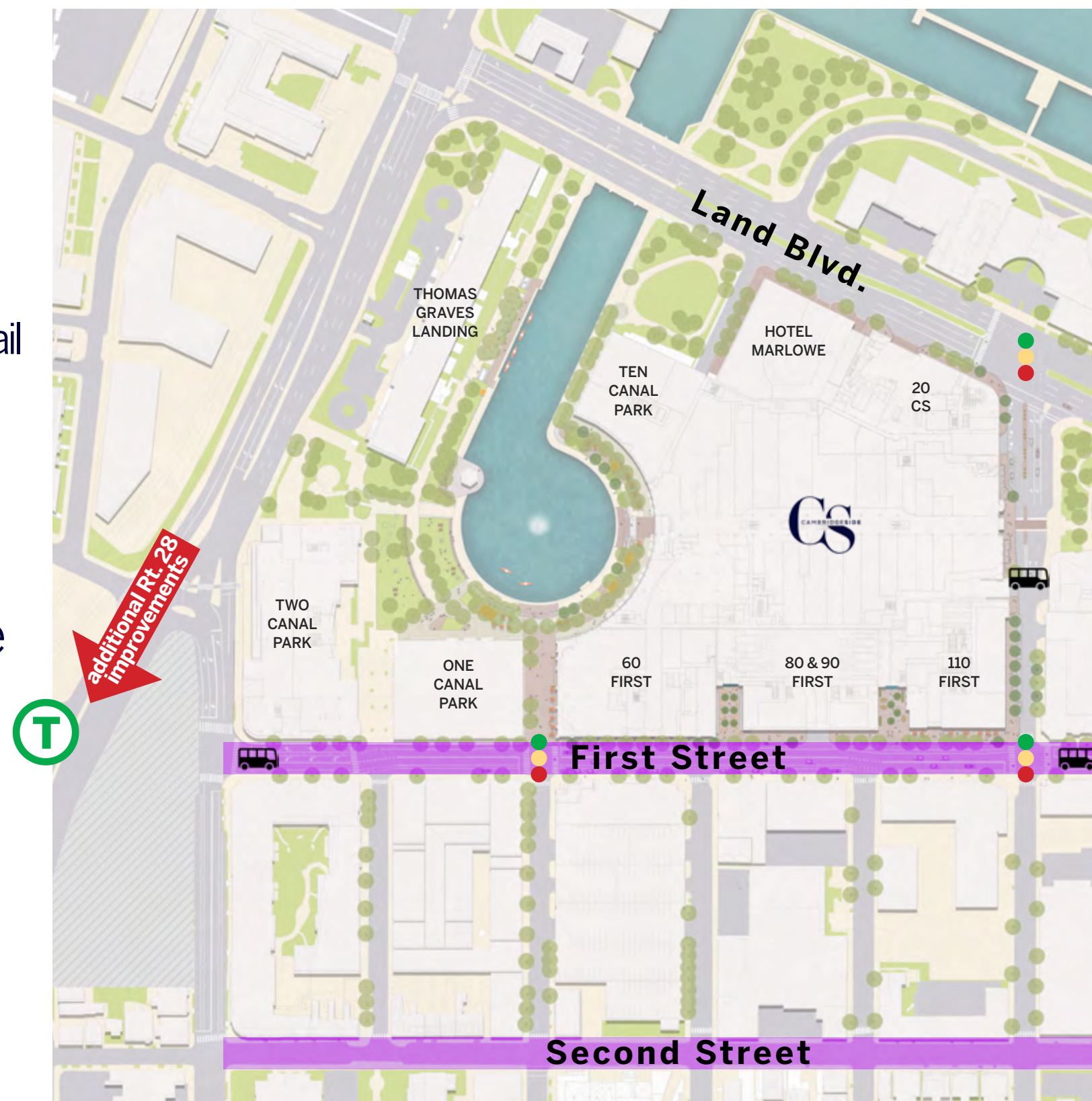
Public and Publicly Beneficial
OPEN SPACE
244,600 square feet

\$6,900,000 Transportation Improvements outweigh Impacts

-  Traffic Signal Replacement
-  First Street / Second Street Corridor Study and Improvements (transit priority, bicycle lanes, etc.)
-  Expanded Shuttle Services and Transit Plan
 - Separate TDM Plans for Office/Lab, Residential and Retail

"Overall, TP+T supports the Project and we believe that New England Development and TP+T share similar goals for the Project and East Cambridge area in general, such as the following:

- Reduce overall vehicle trips; shift trips to other modes.
- Promote and support use of transit, walking and bicycling use.
- Improve safety at intersections and on streets for all modes."



Over \$90,000,000 in Community Benefits outweigh Impacts

Economic Opportunity

Jobs for and in the Community

Participate in the Building Pathways Program

Innovation/Start-Up/Non-Profit Office Space

Support for Minority and Women-Owned Businesses

Support for Local Retail

First Street /Second Street Corridor Study

and Transportation Improvements

Community Priorities

Affordable and Inclusive Housing

Affordable Childcare Space

East End House

Scholarships

Tree Fund

Community Building

Community Meeting Space

Charles River programs for students and seniors

Contribution to the Arts

Canal Park Improvements

CAMBRIDGESIDE 2.0 | FINAL DEVELOPMENT PLAN SUPPLEMENT

Mitigation Measure	Estimated Cost	Responsible Party	Timing
INITIAL PHASE¹: APPROXIMATELY \$32,825,000 IN BENEFITS			
Improvements to Existing Open Space: Additional plantings, trees and landscaping at existing open spaces within the PUD-B District, including Canal Park and the area under the Land Boulevard Bridge	\$6,000,000	Proponent	Prior to final certificate of occupancy for more than 325,000 sq ft of Net New Gross Floor Area
Stepbacks: Building stepbacks pursuant to the provisions of Section 13.107.5(a)(ii)	Included in building costs	Proponent	Each building to provide, to the extent applicable, at the time of construction
Noise and Light: Noise and light mitigation strategies for buildings containing laboratory use pursuant to Sections 13.107.2 and 13.107.3	\$750,000	Proponent / Respective Tenants or Operators of each Building	Each laboratory building to provide at the time of construction
Subsidized Innovation Space: Up to 2,500 square feet of office space at a reduced rate (equal to a reduction of 30% below the rent charged for comparable market rate space) to serve as an incubator for small businesses or non-profits in East Cambridge	\$2,675,000	Proponent	No later than final certificate of occupancy for first new building
Subsidized Retail Space: Approximately 2,500 square feet of space at a reduced rate (equal to a reduction of 30% below the rent charged for comparable market rate space) to local retailers	\$3,175,000	Proponent	No later than final certificate of occupancy for first new building
Affordable Childcare Space: Up to 2,500 square feet of space at a reduced rate (equal to a reduction of 30% below the rent charged for comparable market rate space) for a daycare facility to rent to the extent operating such a facility is permitted by all applicable federal, state and local laws and regulations	\$3,175,000	Proponent	No later than final certificate of occupancy for first new building
East End House (First Cash Contribution): \$4,000,000			First day following the date upon which

CAMBRIDGESIDE 2.0 | FINAL DEVELOPMENT PLAN SUPPLEMENT

Mitigation Measure	Estimated Cost	Responsible Party	Timing
INITIAL PHASE¹: APPROXIMATELY \$32,825,000 IN BENEFITS			
Cambridge Public Schools Charles River Project: Development of a curriculum-based program, in coordination with the City of Cambridge Public School Department, which includes the opportunity for each third grader to experience the Charles River, as well as covering the cost of a boat ride to help the students understand the historical maritime significance and ecological value of the Charles River to the surrounding communities and working with the School Department to arrange transportation to get the students to and from the River	\$1,000,000	Proponent	First year following PUD-B Zoning approval
Boat Ride for Seniors: Development of evolving ways to connect Cambridge Seniors to the Charles River in coordination with established senior services in the City, including free weekly rides for Seniors on the Charles River with lunches and activities from May through September	\$1,000,000	Proponent	First year following PUD-B Zoning approval
Shelter During Extreme Weather Events: Development of a plan, in coordination with City officials, to act as a "cooling oasis" and to provide shelter for the surrounding neighborhood during extreme weather events	Included in operational costs	Proponent	Prior to final certificate of occupancy for first new building
Minority- and Women-Owned Businesses: Submission to the City of Cambridge Economic Development Department of a plan outlining how diligent efforts will be made to contact and recruit minority- and women-owned business enterprises as tenants of the Project	Included in operational costs	Proponent	Prior to final certificate of occupancy for first new building
Sustainability: Pursuant to the provisions of Section 13.107.4 of the Ordinance, new buildings within the PUD-B District will incorporate best practices for meeting sustainability goals in areas such as energy, emissions, water, materials, urban site reuse and landscaping. NED proposes a comprehensive design approach to meet such goals, including through implementation of the following measures: <ul style="list-style-type: none"> Adoption of energy conservation strategies. For example, core and shell of newly constructed office and lab buildings within the PUD-B District will meet the LEED framework requirements at the Gold level or better, with an emphasis on overall energy (including fossil fuels) and water reduction; Reduction of carbon emissions by eliminating fossil fuel fired equipment as is feasible and reducing total energy required, including through the incorporation of the following to the maximum extent practicable: high efficiency building systems for new or renovated commercial buildings; improved building envelopes with reduced air infiltration; and lighting reduction through usage of LED and smart lighting controls; Support of the City's Net Zero Action Plan, to the extent feasible, and/or integration of features that facilitate CambridgeSide's ability to transition to Net Zero in the future (Net Zero Ready) by installing renewables on-site as is feasible and purchasing off-sets as needed. 	\$2,500,000	Proponent / Respective Tenants or Operators of each Building	Each building to provide, to the extent applicable, at the time of construction
Transportation Improvements			
Signal systems, geometric improvements and TDM measures, including: <ul style="list-style-type: none"> Replacement of signal equipment and recore pedestrian crossings First Street/Second Street Corridor Study Fun Expanded CS/EZride Shuttle Bus Service Standard TDM Measures - BLUEBikes sponsor Transiscreens™ in lobbies 		Proponent / Respective Tenants or Operators of each Building	As described below

1 For the purposes of this matrix, "Initial Phase" means construction of the 80 and 90 First Street building (i.e., new building to replace the Upper Garage building) and the 110 First Street building (i.e., new building to replace the former Best Buy building) and the associated landscape and streetscape improvements. The specific timing threshold for each of the Subsequent Phase commitments described in this matrix are as set forth in the Letter of Commitment and PUD-B District zoning, as applicable. While the specific timing threshold varies for each of the commitments, all commitments identified under the Subsequent Phases heading will be implemented prior to issuance of the final certificate of occupancy for the third new building.

2 Any references in this matrix to proposed improvements that require necessary federal, state and local permits and approvals.

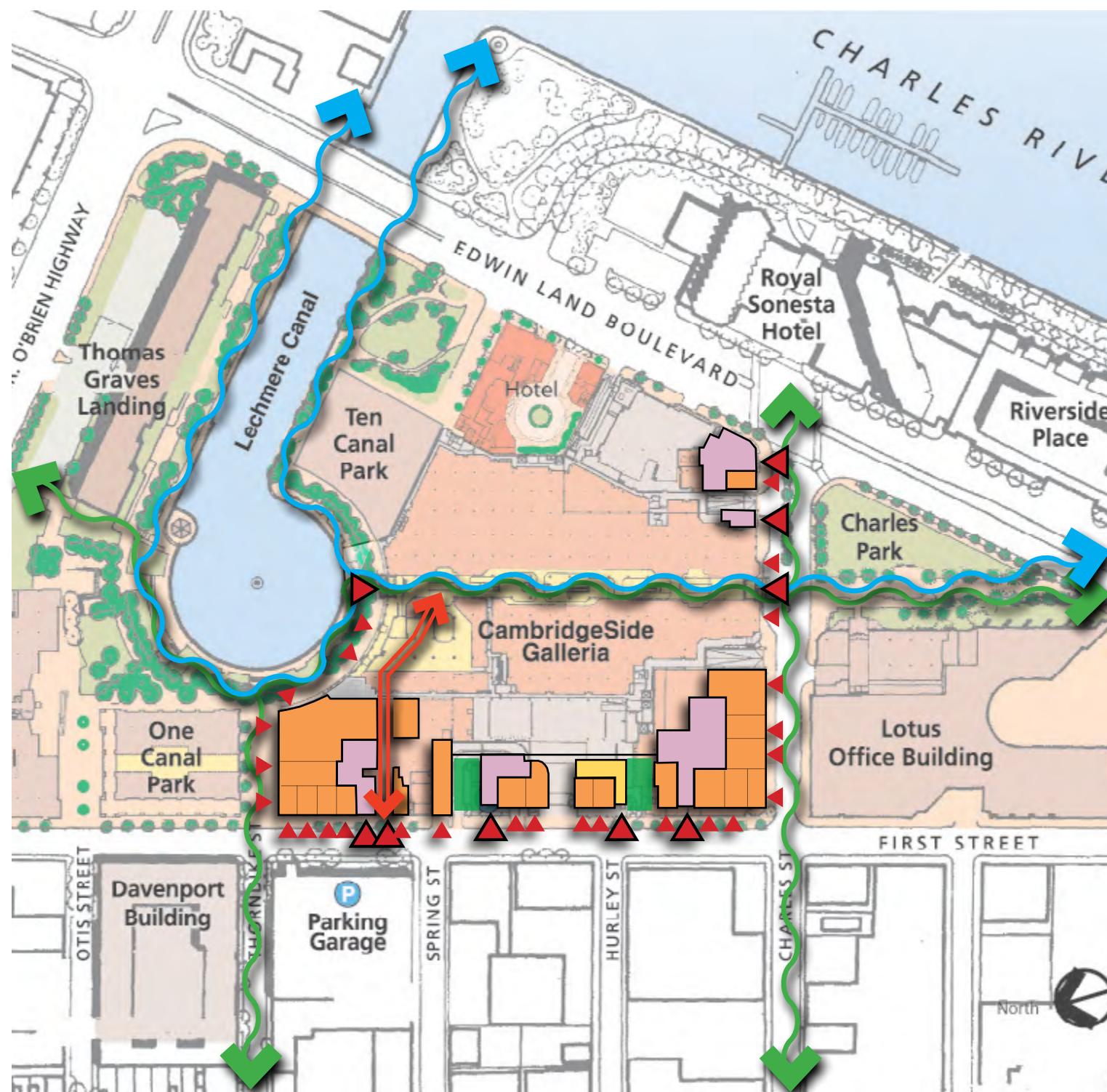
CAMBRIDGESIDE 2.0 | FINAL DEVELOPMENT PLAN SUPPLEMENT

Mitigation Measure	Estimated Cost	Responsible Party	Timing
SUBSEQUENT PHASES¹: APPROXIMATELY \$68,000,000 IN BENEFITS			
Transportation Improvements			
Funding towards Non-SOV strategies on the Route 28 Corridor, which may include: <ul style="list-style-type: none"> Installation of transit-signal priority equipment along the corridor at locations to be determined by MassDOT and the MBTA; Installation of floating bus stops on Route 28 near Rulo Road; Extension of the separated bicycle lane on Route 28 northwesterly from Third Street to the Squires Bridge, and southerly from Land Boulevard to Craigie Bridge; and Upgrading the sidewalks on Route 28 from Third Street to Squires Bridge to provide an ADA-compliant path of travel for pedestrians. 	\$2,900,000 Total	Proponent / Respective Tenants or Operators of each Building	If, after a period of two years following the later to occur of the issuance of a final Certificate of Occupancy for the second new building or the issuance of a final Certificate of Occupancy for more than 325,000 square feet of Net New Gross Floor Area (Scary 60 First Street and Macy's/20 CambridgeSide or Best Buy/110 First Street) the Project materially fails to meet (SOV) mode split percentages as identified in the traffic assessment
Potential additional mitigation as identified by the City of Cambridge, including improvements resulting from First Street Corridor Study		Proponent	Building permit for third new building
East Cambridge Transit Expansion Program Funding		Proponent	Building permit for third new building
Continued CS/EZride Shuttle Bus Service		Proponent	Building permit for third new building
Standard TDM Measures - BLUEBikes sponsorship; Transit Subsidies; Ridesharing Services; Annual Transportation Monitoring; Charge market rates for parking; Install Transiscreens™ in lobbies		Proponent / Respective Tenants or Operators of each Building	Building permit for third new building
If NED has not expended, committed to expend or caused to be expended by tenants or others located within the Project \$6,900,000 on transportation measures (the "Transportation Funds") at the completion of construction of 575,000 sq ft of Net New Gross Floor Area within the PUD-B District, then NED shall contribute the remaining Transportation Funds to the City of Cambridge.		Proponent	Building permit for third new building
Setbacks: Any new buildings fronting on First Street will incorporate a setback of at least 10 feet from the property line pursuant to Section 13.107.5(a)(i)	Included in building costs	Proponent	Each subsequent phase building to provide at the time of construction
Delivery of Residential Component: Construction of the Project's residential component shall commence in accordance with the time frame set forth in Section 13.104.1(d)(1)	Included in building costs	Proponent	Prior to or simultaneous with the earlier to occur of (i) issuance of a final certificate of occupancy for more than 325,000 square feet of non-residential Net New Gross Floor Area or (ii) issuance of a building permit for the second new building within the PUD-B District
Affordable and Middle Income Housing: At least thirty percent (30%) of the Net New GFA proposed under a Development Plan in the PUD-B District must be devoted to residential use. A total of sixty percent (60%) of the Project's residential Net New Gross Floor Area shall be affordable pursuant to Section 13.104.1(d)(2)-(3)	\$56,600,000	Proponent	Implemented in connection with development of the residential component
Affordable Family-Sized Dwelling Units: All Family-Sized Dwelling Units in the Project shall be affordable pursuant to Section 13.104.1(d)(4), and the distribution of such units to Inclusionary or Middle Income Housing shall be as set forth in such Section; NED agrees that it will provide no less than 20 affordable Family-Sized Dwelling Units	Part of \$56,600,000 total	Proponent	Implemented in connection with development of the residential component
Passive House for Residential Use: No access to fossil fuels (i.e. no gas or fuel oil lines) within the living area of the residential component of any building and, to the extent reasonably practicable, incorporation of additional passive building standards, such as those promoted by the Passive House Institute US (PHIUS) or similar certifying entities, into the residential component of any building constructed within the PUD-B District	\$2,500,000	Proponent	Implemented in connection with development of the residential component
City's Tree Replacement Fund (Second Cash Contribution): \$250,000 to the City's Tree Replacement Fund	\$250,000	Proponent	Building permit for second new building
East End House (Second Cash Contribution): \$5,000,000 to the East End House for capital improvements	\$5,000,000	Proponent	Building permit for third new building
City's Tree Replacement Fund (Third Cash Contribution): \$250,000 to the City's Tree Replacement Fund	\$250,000	Proponent	Building permit for third new building
First Street Promenade: Coordination with neighbors and City officials to establish a pedestrian-only area between CambridgeSide Place and Thorndike Way on Sunday afternoons between Memorial Day and Labor Day, as well as programming and activities to take place within such area	\$500,000	Proponent / Respective Tenants or Operators of each Building	Final certificate of occupancy for second new building fronting on First Street
SUBSEQUENT PHASES¹ TOTALS: APPROXIMATELY \$68,000,000 IN BENEFITS			

3 For the purposes of this matrix, "Subsequent Phases" means construction of the 80 and 90 First Street building (i.e., new building to replace the Upper Garage building) and the 110 First Street building (i.e., new building to replace the former Best Buy building) and the associated landscape and streetscape improvements. The specific timing threshold for each of the Subsequent Phase commitments described in this matrix are as set forth in the Letter of Commitment and PUD-B District zoning, as applicable. While the specific timing threshold varies for each of the commitments, all commitments identified under the Subsequent Phases heading will be implemented prior to issuance of the final certificate of occupancy for the third new building.



Urban Design Objectives



The CambridgeSide 2.0 project is consistent with Section 19.30

- Mitigates environmental impacts
- Does not overburden City infrastructure
- Is pedestrian and bicycle-friendly
- Is responsive to patterns of development
- Expands housing supply
- Enhances open space amenities
- Enhances the complex urban aspects as the City has developed historically

Mitigating Environmental Impacts



Certified Article 22 Green Building Reports

- PUD-8 Master Plan
- 20 CambridgeSide (Macy's)
- 60 First Street (Sears)
- Future First Street buildings will be certified prior to Design Review and will conform with the certified PUD-8 Master Plan Green Building Report

Reduce Carbon Emissions and Net Zero

- Solar-ready rooftops on all redeveloped buildings
- No fossil fuels in residential
- Passive House for the residential building has been evaluated in the SEIR and will be strongly considered when that building is presented for Design Review

Wellness

- Enhanced Canal Park and streetscape improvements provide shade and more opportunities to enjoy the public realm
- Residents, employees and guests benefit from nearby parks, playgrounds, and the new pocket parks on First Street

Construction Coordination of off-site Improvements

Coordination with abutting land owners:

Canal Park

- City of Cambridge
- One, Two and Ten Canal Park
- Thomas Graves Landing
- MassDOT and DCR

I/I

- DCR
- City of Cambridge

Initial Buildings

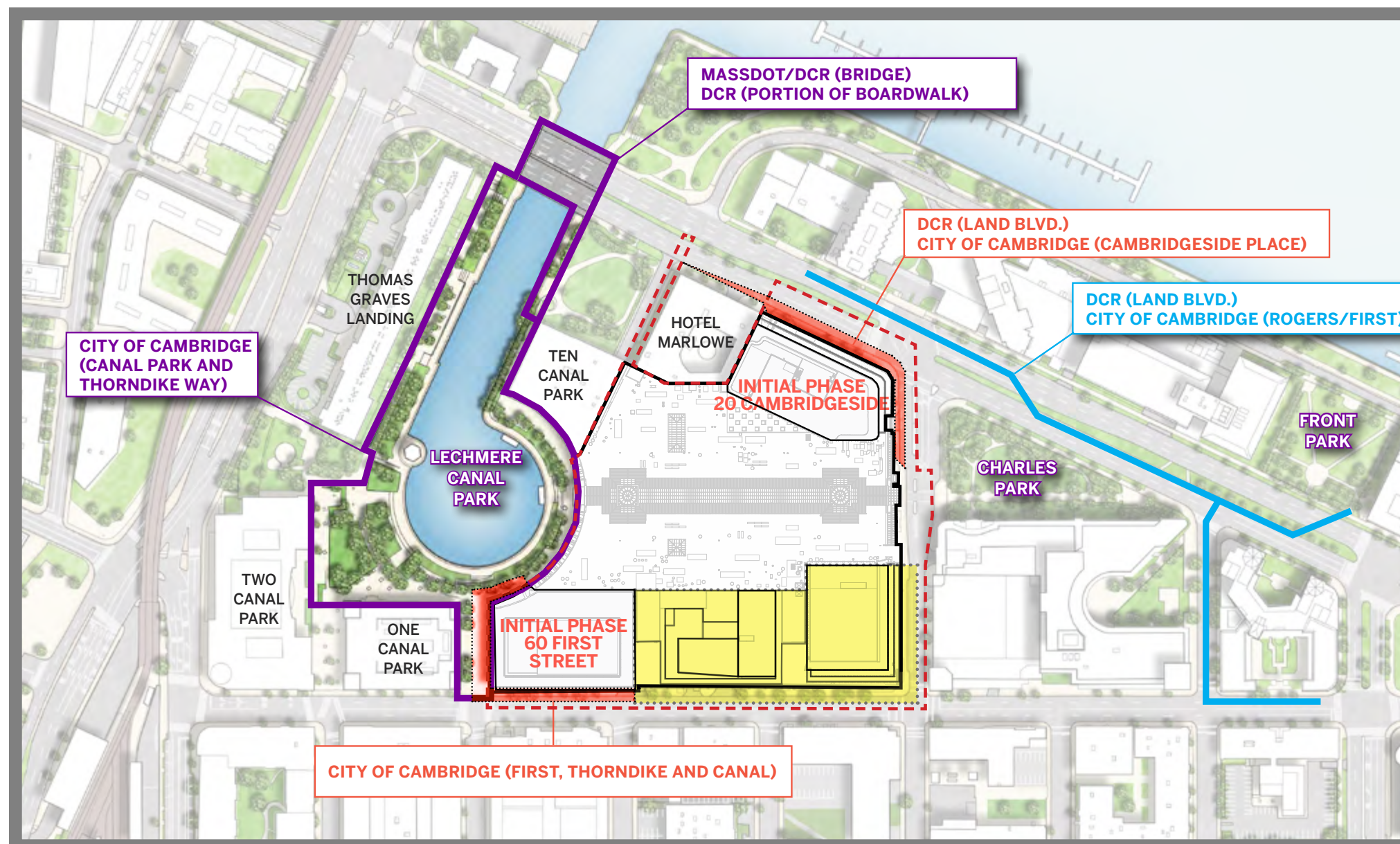
- DCR
- City of Cambridge

Subsequent Buildings

Infrastructure and Flood Mitigation

The Project will not overburden the City infrastructure services by:

- Implementing improved drainage and stormwater measures, and by
- Providing for resiliency and recovery from extreme weather events



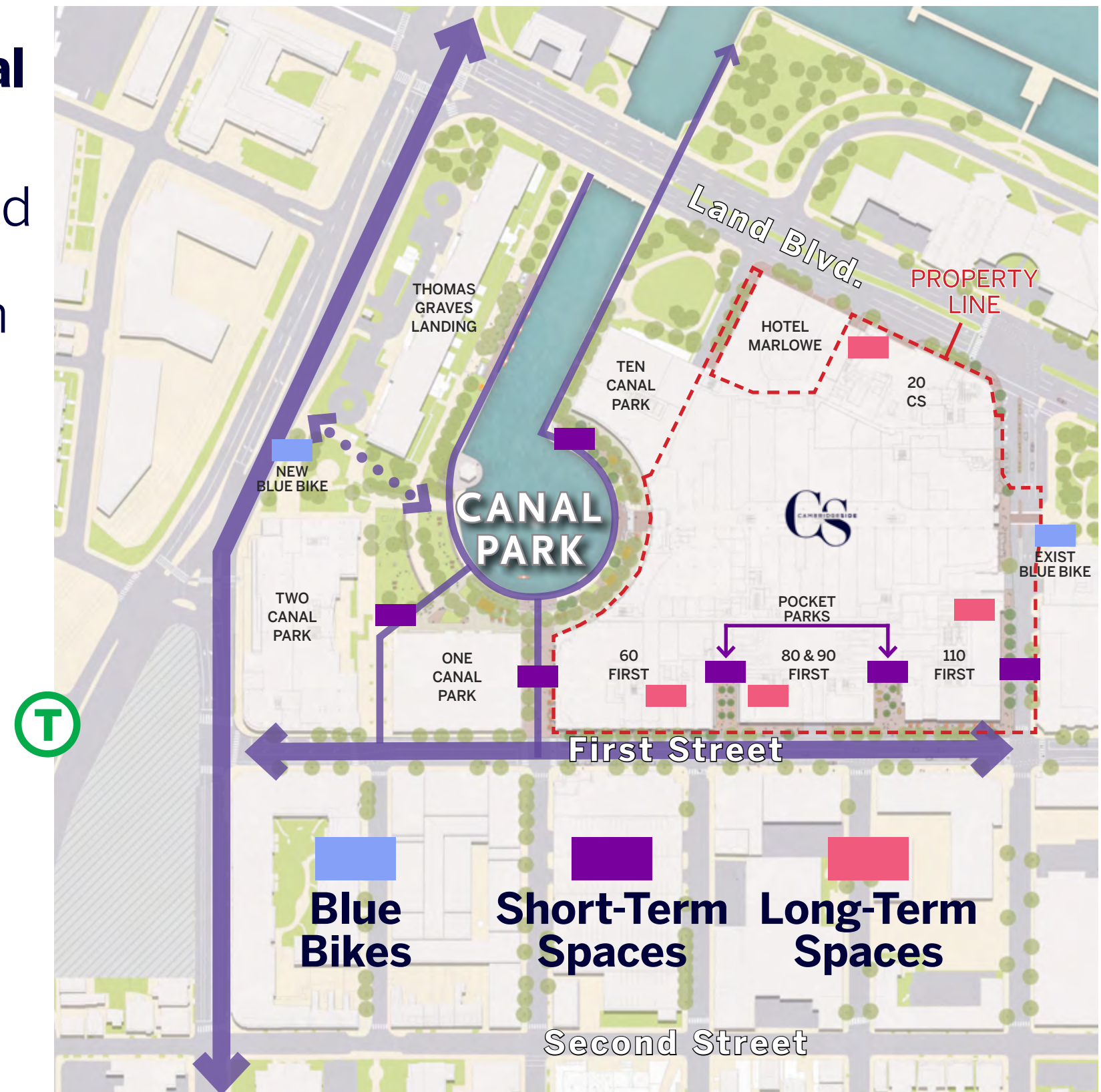
Pedestrian and Bicycle-Friendly Plan

We request a finding that the proposal for a Bicycle Parking Modification

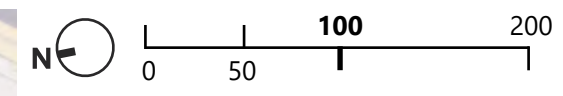
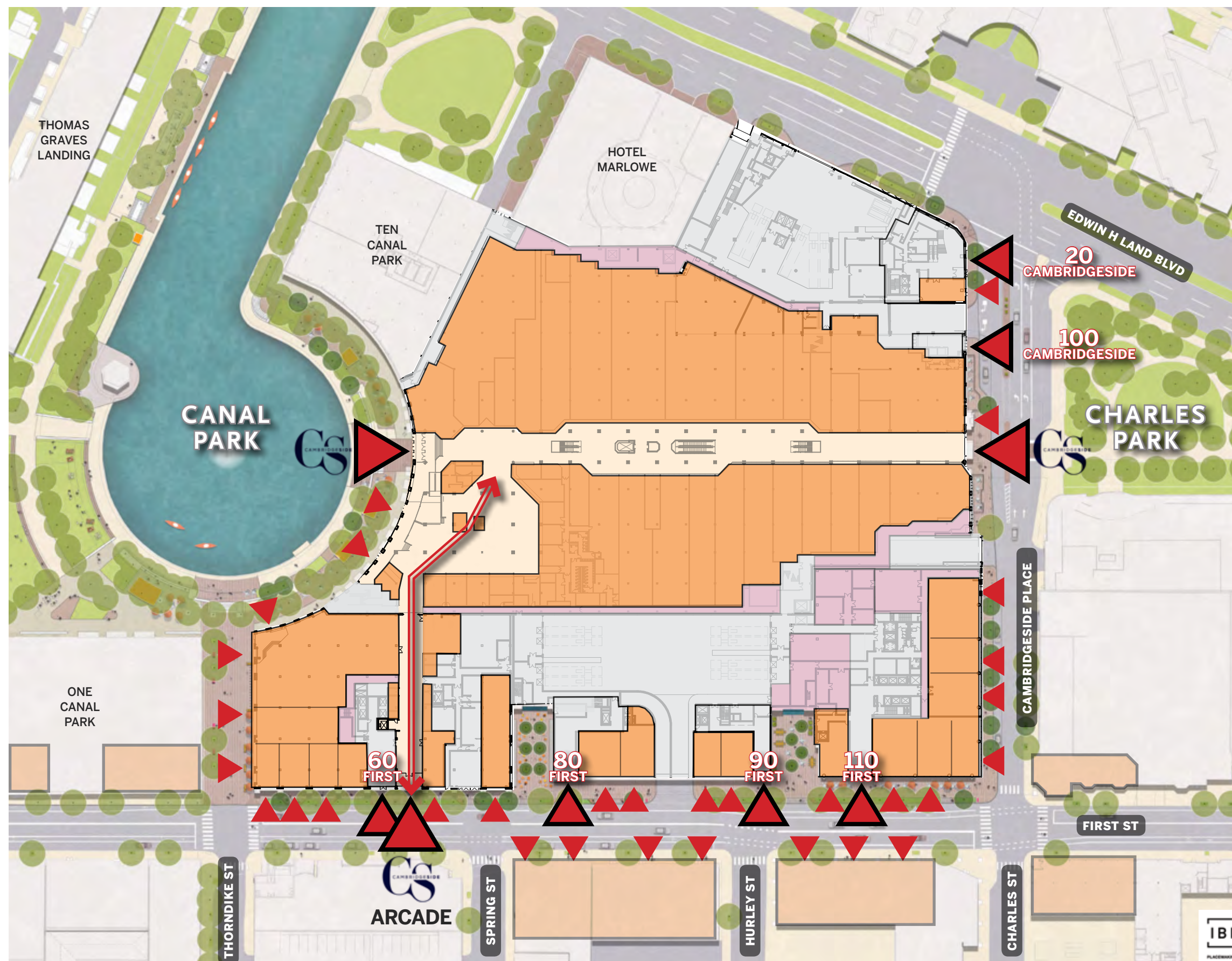
- is consistent with the purpose of, and will serve bicycle users in a way that is sufficiently comparable to Section 6.100, and
- that the Bicycle Parking Plan will satisfactorily serve the needs of all expected users.

Diverse and Mixed Uses share a common space

- Bicycle spaces can be shared as peak usage varies
- Bike parking is proximate to the demand with easy access to the existing bicycle network



Responsive to Patterns of Development



Legend

▲ PEDESTRIAN ENTRY



SUPPORTING
RETAIL
 WITH NEW USES
 NEW RESIDENTS AND
 NEW WAYS TO VISIT

New Housing and Activity on First Street



Open Space Amenities



The CambridgeSide 2.0 project is consistent with Section 19.30

- Mitigates environmental impacts
- Does not overburden City infrastructure
- Is pedestrian and bicycle-friendly
- Is responsive to patterns of development
- Expands housing supply
- Enhances open space amenities
- Enhances the complex urban aspects as the City has developed historically

Canal Park

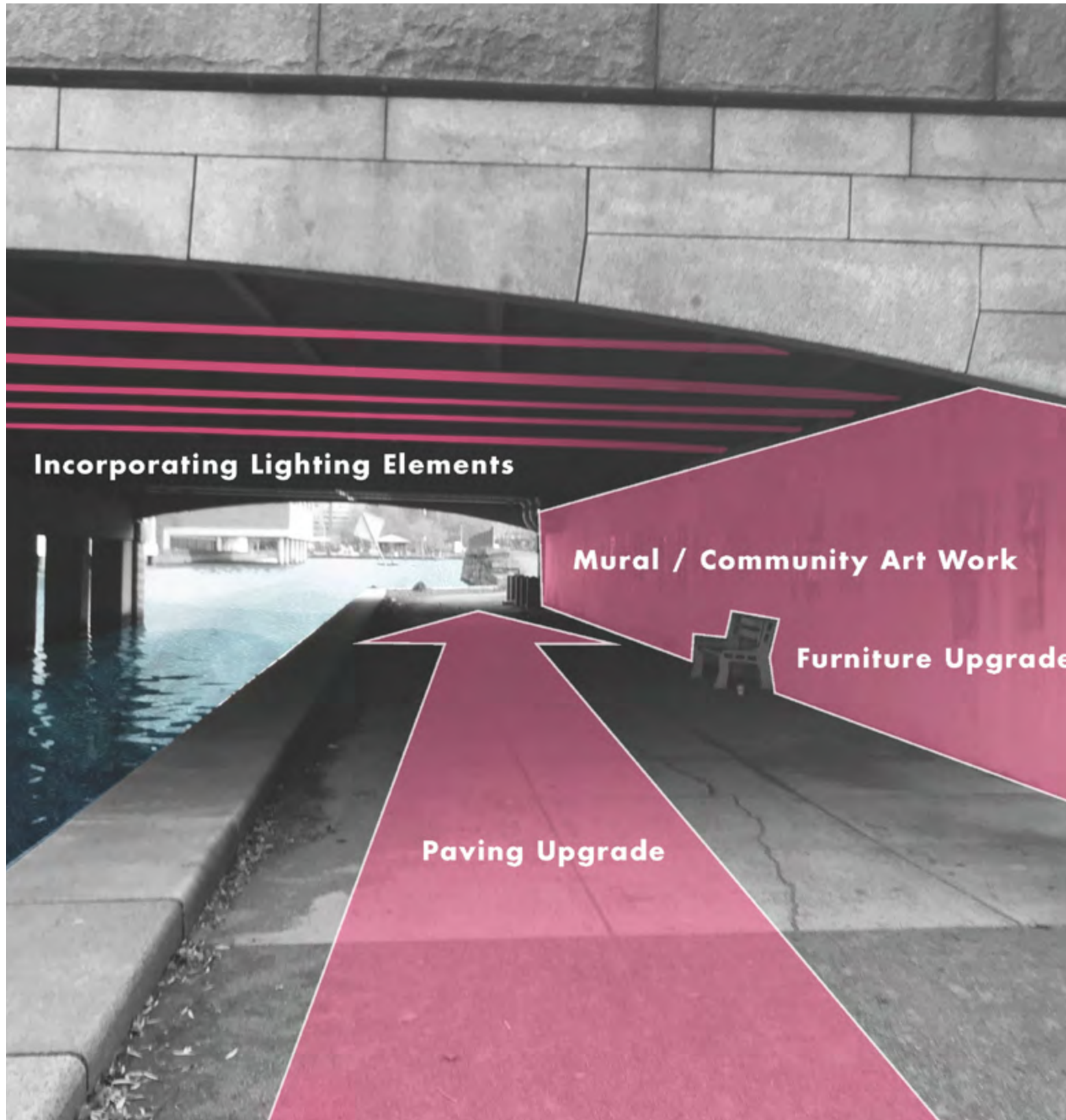


Wellness

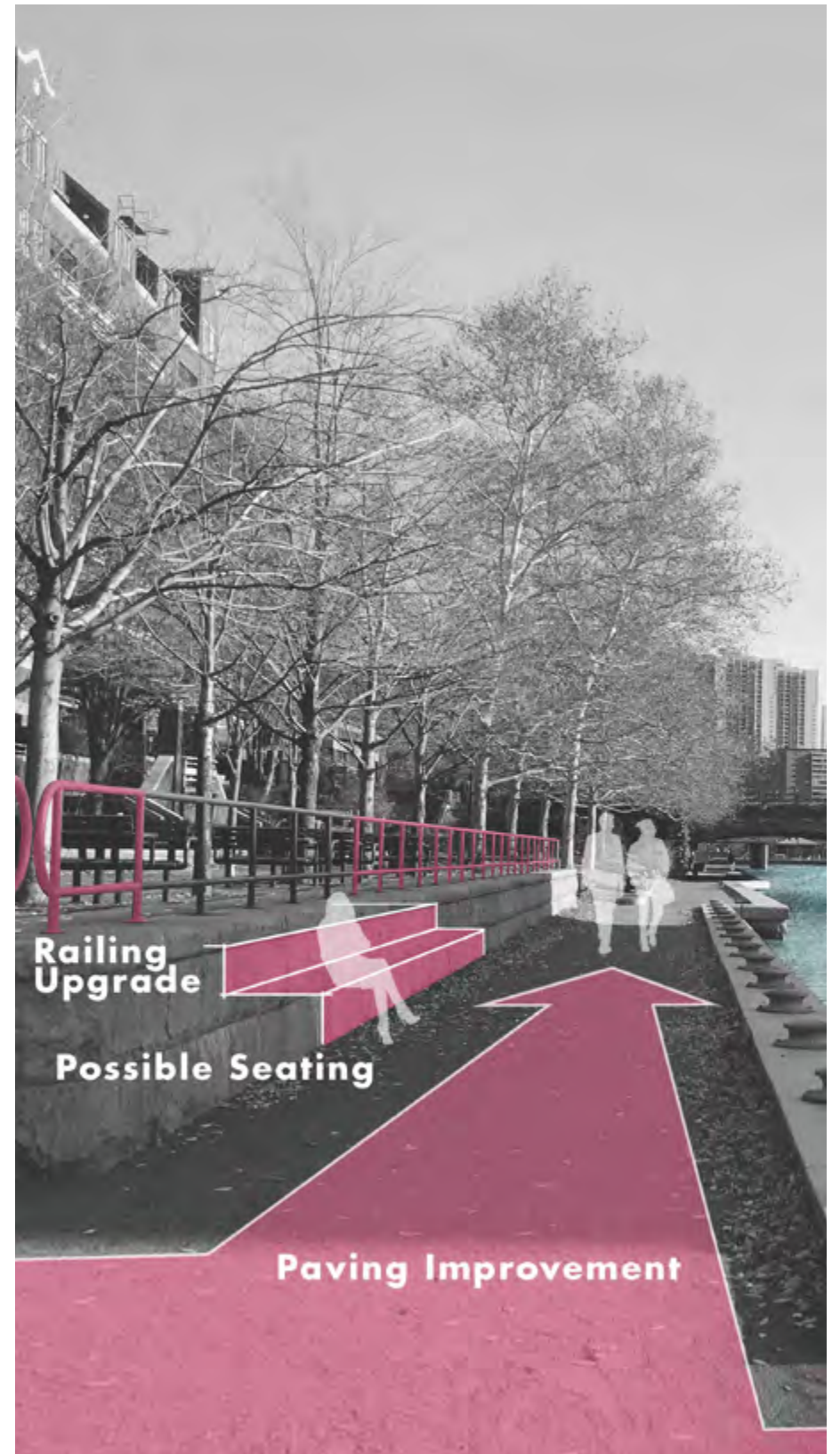
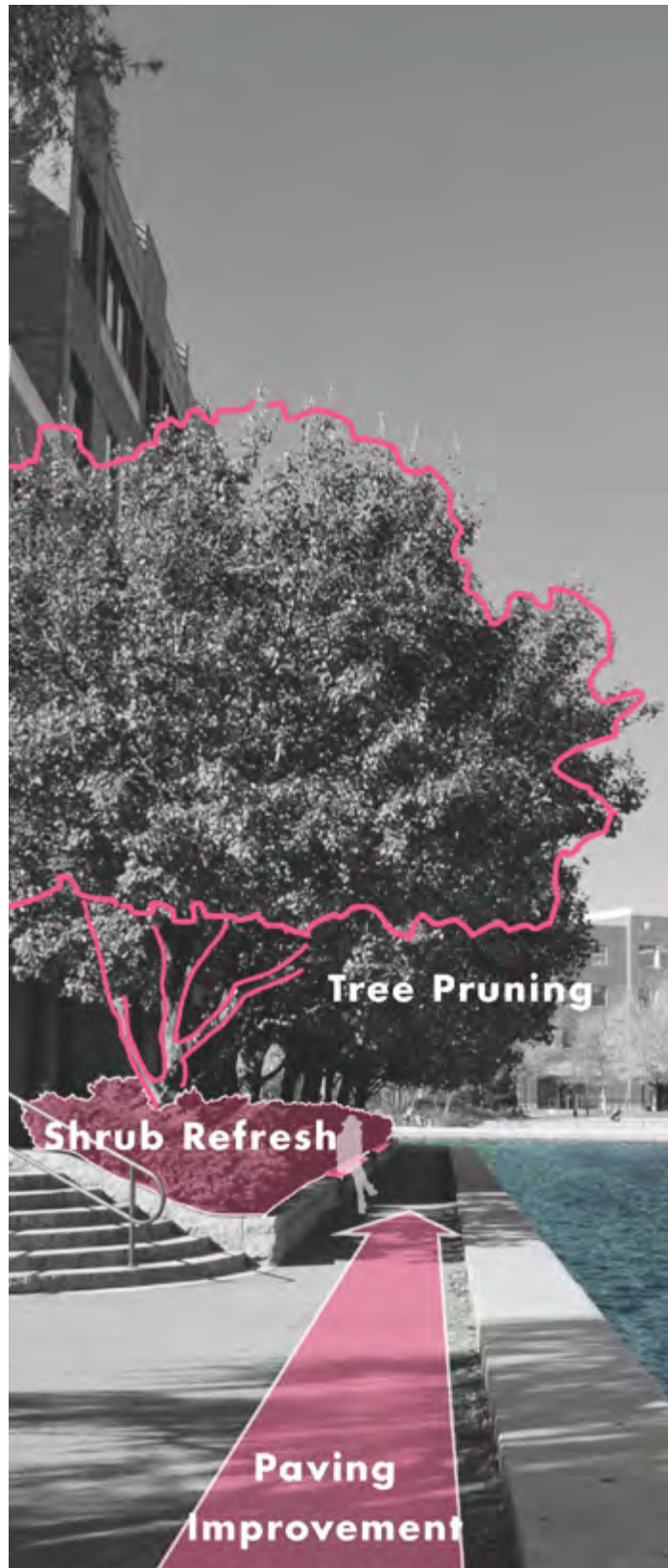
- Enhanced **Canal Park** and **streetscape improvements** provide shade and more opportunities to enjoy the **public realm**
- Residents, employees and guests benefit from nearby **parks, playgrounds,** and the **new pocket parks on First Street**



Bridge Opportunities



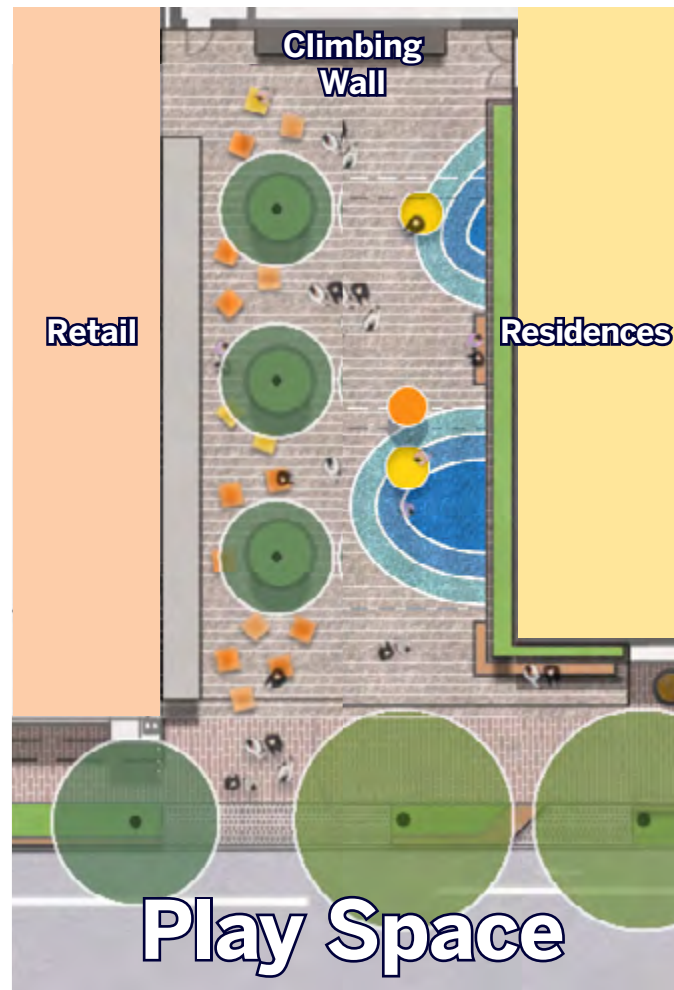
Canal Park Opportunities



Landscape

Hardscape

First Street Pocket Parks for Residents + Employees + Guests



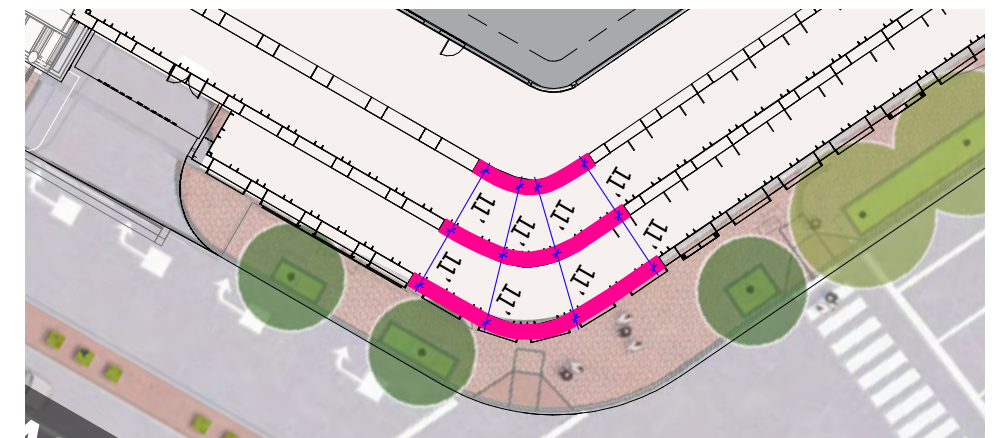
Design Review Considerations



The CambridgeSide 2.0 project is consistent with Section 19.30

- Mitigates environmental impacts
- Does not overburden City infrastructure
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- Expands housing supply
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- Enhances the complex urban aspects as the City has developed historically

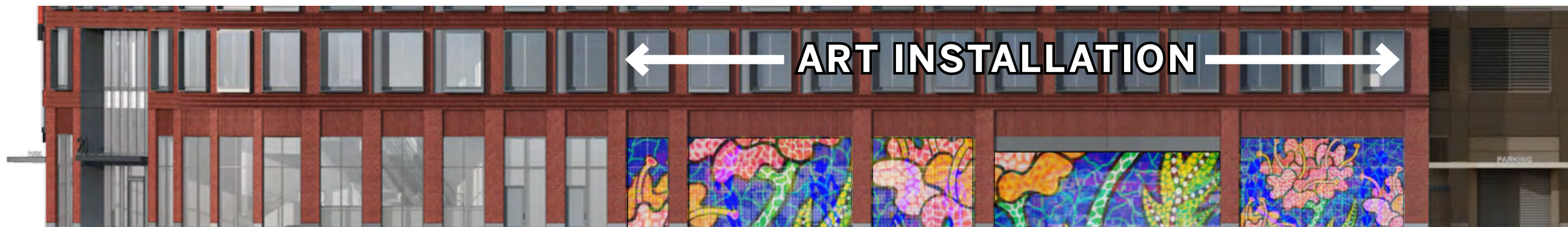
Design Review Considerations : 20 CambridgeSide



Land Boulevard

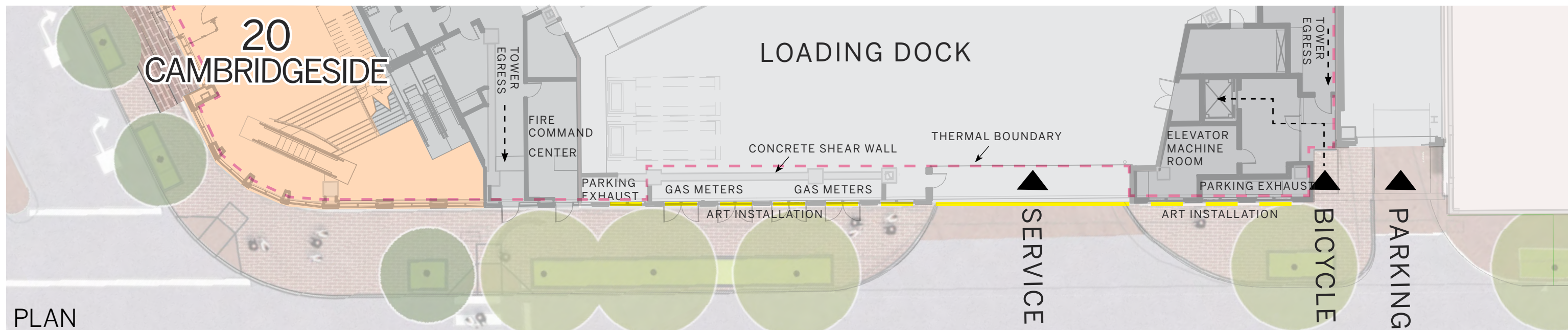


PREVIOUS



PROPOSED

TOWER EGRESS FCC PARKING EXHAUST GAS METERS LOADING DOCK ENTRY PARKING EXHAUST PARKING ENTRY

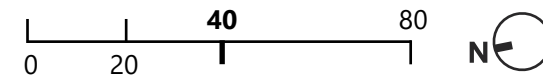


PLAN

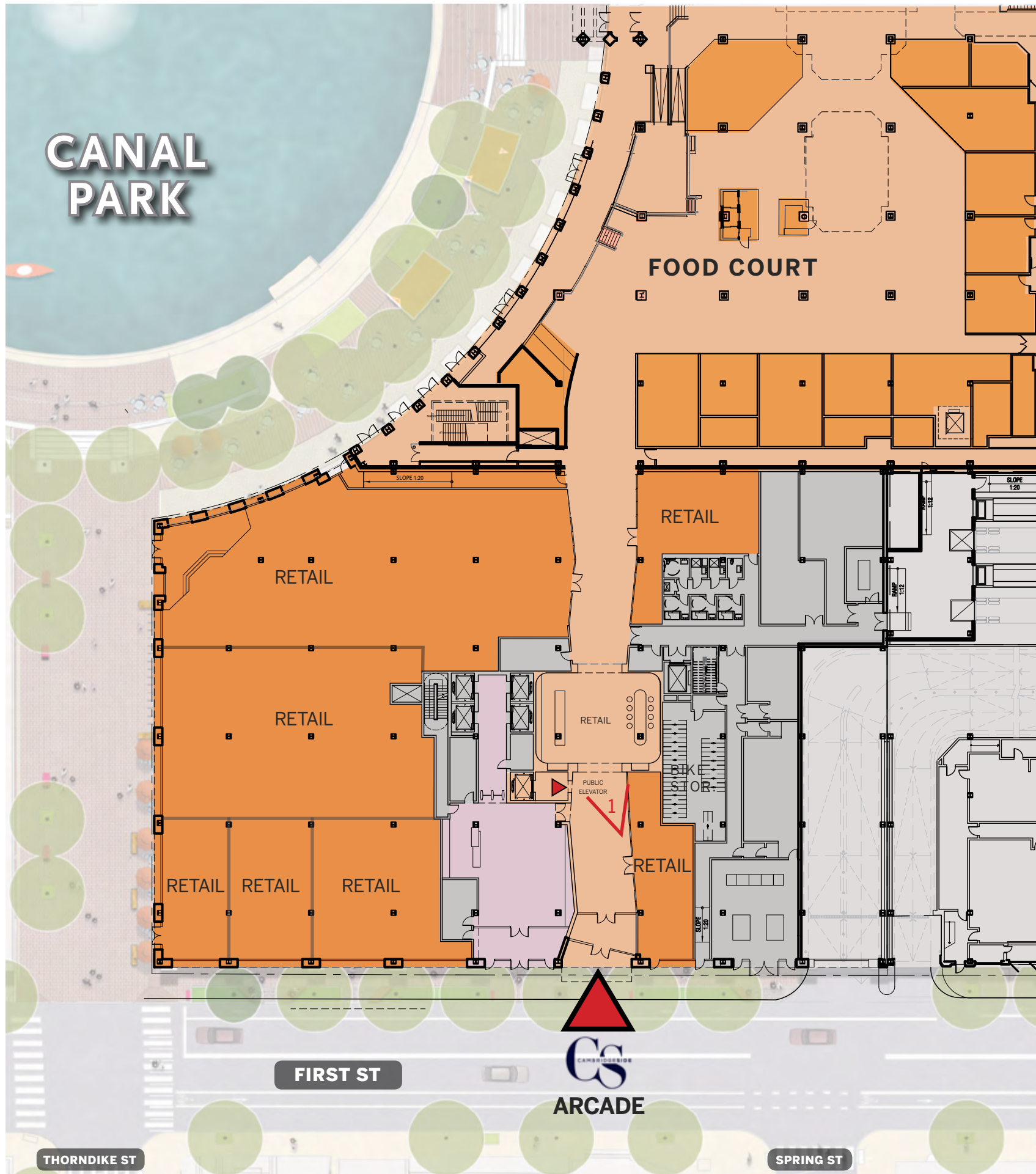
Design Review Considerations : 60 First Street



60 First Street Arcade



1 | Conceptual Arcade looking toward Food Court



Reinforcing and enhancing the complex urban aspects of Cambridge as it has developed historically.



CAMBRIDGE SIDE



The Project complies with the zoning requirements

- ✓ PUD-8 Final Development Plan approval criteria
- Article 19
- ✓ Project Review Special Permit approval criteria

Approvals Requested

PUD-8 Final Development Plan (PB #364)

including bicycle parking modification special permit

- The 2.0 project **meets the evaluation criteria** set forth in Section 12.35.3 and **contains any revisions to the Development Proposal required by the Planning Board.**
- The **proposed Bicycle Parking Plan proposes a quantity, design and arrangement of spaces** that will be sufficiently comparable to what is required and **will satisfactorily serve the needs of all expected users**, given the circumstances of the project.

Article 19 Project Review Special Permit

- The 2.0 project **will not have a substantial adverse impact on traffic** in the city and **is consistent with the Section 19.30 urban design criteria.**

PUD-4 Special Permit (PB #66) Minor Amendment

- To document the relationship between the existing PUD-4 special permit and the proposed PUD-8 special permit.



A vibrant, modern urban street scene. In the foreground, a woman in a colorful patterned dress walks away from the camera. To her right, a man in a dark vest and tan pants stands talking to a woman in a plaid shirt. Further right, a man in a red shirt and a woman in a plaid shirt are engaged in conversation. In the center, a young child is riding a yellow tricycle. Other children are playing on the sidewalk, some on a blue ball. The background shows a brick building with large windows and a sign that reads "90 FIRST". The scene is filled with people walking and interacting, creating a lively atmosphere.

THANK YOU

cambridgesidevision.com