

Longfellow Bridge Replacement Project Sign Location Proposal



Current Project Sign on Broadway



Proposed New Location at Point Park (Approximate)

Kendall Square EcoDistrict Pilot

Accelerated Sustainable Development
at the
Neighborhood Scale

Kendall Square EcoDistrict Pilot

This past May, a team of representatives from Kendall Square, including Alexandra Lee from KSA, Michael Owu and Dick Amster from MIT, and Susanne Rasmussen and Brian Murphy from the City of Cambridge, attended the three-day 2013 EcoDistricts Incubator in Portland, Oregon. During the Incubator the team met with sustainability leaders, was trained on the EcoDistricts framework and implementation tools, and drafted a strategic roadmap for Kendall Square. Inspired by the potential benefits that the EcoDistricts framework can offer this busy, mixed-use neighborhood, we, the team, would like to invite business owners, tenants, and property owners of Kendall Square to explore and support the development of a Kendall Square EcoDistrict. We hope the KSA will partner with the City of Cambridge and MIT to support an EcoDistrict pilot and to engage other stakeholders.

This paper explains what an EcoDistrict is, why Kendall Square is a promising candidate for an EcoDistrict, and why you are encouraged to formally support the effort.

What is an EcoDistrict?

Developed by an organization called EcoDistricts (formerly the Portland Sustainability Institute), an EcoDistrict™ *is a strategy to accelerate neighborhood sustainability through concrete improvements and innovations*. It is governed by a group of neighborhood stakeholders who are invested in making their neighborhood more sustainable through collective action. Note that sustainability refers not only to environmental outcomes, but also to health, community and economic outcomes as well. Improvements to the neighborhood might include anything from creating district energy systems to hosting community events to planting trees to improving safety at street crossings.

The EcoDistrict framework offers practical steps to guide the process, from organizational development through project implementation. One of the first steps is a neighborhood assessment, which allows the stakeholders to evaluate the neighborhood per a broad set of sustainability indicators. The EcoDistrict stakeholder group uses this assessment to collectively identify and prioritize opportunities that advance the interests of all stakeholders. The goal is to create a thriving and healthy neighborhood that is both resource-efficient and resilient—and the specific actions to achieve that goal are determined by the EcoDistrict stakeholders through the governance structure they establish.

A key belief of EcoDistricts is that neighborhoods are an effective unit for accelerating sustainability—they are small enough to innovate quickly but big enough to have a meaningful impact in a larger context. As an EcoDistrict pilot, Kendall Square would join a growing number of EcoDistrict projects throughout the United States and beyond, from Seattle to Guadalajara. Closer to home is Boston's Innovation District, established as an EcoDistrict in 2012. Portland, Oregon's Lloyd EcoDistrict is one to watch in particular—like Kendall, it is a commercial neighborhood with a large commuter population and a mix of transportation modes.

How this fits with the Community Compact for a Sustainable Future Both the Compact and the EcoDistrict aim to advance sustainability in Cambridge, but they approach it at different scales. The Compact takes a broader, citywide focus, utilizing partnerships and collaboration to address climate change and other sustainability matters across the entire city. The EcoDistrict operates on a fine-tuned, neighborhood scale, recognizing highly local conditions and priorities for sustainability—what works well in Kendall Square might not work across the whole city. While they are separate initiatives, they are friends: conceptually, the Kendall Square EcoDistrict would nest under the Sustainability Compact, and both would benefit from a two-way exchange of information and ideas.

Why Kendall Square

The City of Cambridge, KSA and MIT, each have a direct and mutual interest in the current and future health and well-being of the Kendall Square neighborhood. We believe the EcoDistrict framework may prove to be an appropriate and effective avenue to continually improve Kendall Square's health and well-being through collective and voluntary actions. Furthermore, we believe that Kendall Square holds distinct advantages and opportunities as an EcoDistrict pilot. Over the past 30 years, the neighborhood has grown from an austere and underutilized commercial district to a bustling, transit-oriented, mixed-use neighborhood that is internationally-renowned for biotech and other innovation industries. An EcoDistrict naturally fits this dynamic environment, building on existing vitality and momentum for change. Those who live and work in Kendall Square have already made great strides toward sustainability, particularly by reducing car traffic while increasing development.

But there are still significant opportunities, most notably through energy efficiency and smarter energy systems. Kendall Square is a dense neighborhood that hosts important educational, economic and research activities, which all require energy. There may be opportunities for innovative energy efficiency solutions that have an impact on local energy use, and make Kendall Square a leader in energy efficiency. A district energy assessment conducted as part of the EcoDistrict program can further parse energy data and identify possible actions to improve this outcome.

Another goal for the Kendall Square EcoDistrict identified during the Incubator is to increase transit capacity. Given the neighborhood's continuing growth and MBTA transit limitations, designing strategies to meet Kendall Square's mobility needs without adding cars to the street is another key element for sustainability. Not only does this help reduce emissions, but it promotes a safe, lively, retail-friendly environment.

Finally, there are opportunities to generate more community interaction and use of public space. In addition to such "hardware" elements as open space, multimodal street design, and ground-floor retail, the EcoDistrict can further engage the public with "software" elements, such as community events and marketing.

Why You Should Become a Stakeholder

The primary purpose of this letter is to gain the support of the KSA, however we also hope that you will encourage the organization you represent to also become a stakeholder in this project. Becoming an EcoDistrict stakeholder allows the organization you represent to engage in a two-way dialogue with other EcoDistrict participants. Although we identified possible opportunities for improving sustainability in Kendall Square during the Incubator, *the direction of EcoDistrict efforts is not pre-determined*. Instead, the actions taken depend on the input of stakeholders.

Being an EcoDistrict stakeholder offers a formal channel for you or your organization to work with the EcoDistrict community to voice your concerns, preferences, and ideas regarding sustainable development in Kendall Square. The EcoDistrict is not merely a title or end-state goal. It describes an ongoing, democratic process of neighborhood improvement and community building that will be strengthened by your participation.

Expectations of Stakeholders

What is most needed right now to create a successful EcoDistrict is early participation from Kendall Square stakeholders. We need the KSA's support in bringing additional stakeholders to the table, to help shape the EcoDistrict vision and priorities.

There will be a meeting, tentatively set in October, to begin discussing a strategy for stakeholder engagement and organizational logistics. Your attendance at this meeting would be greatly appreciated. Additional expectations of stakeholders will be established by the stakeholder group itself as part of the planning process. It is likely that stakeholders will need to dedicate some staff time to actively participating in the planning process. For example, stakeholders may need to participate in a working group or task force that will address a specific assessment area.

How to Get Involved

You can pledge your interest and participation by contacting any of the current team members. We are happy to discuss this project further, and answer any questions you may have.

City of Cambridge

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MIT

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Michael Owu, Director of Real Estate, MIT Investment Management Co.

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No matter your interest level, **please provide your email address** so that we may keep you apprised of developments and request your feedback and participation as necessary. Your information will not be shared.

Additional Information about the Kendall Square EcoDistrict

Since the EcoDistricts Incubator, we have continued to support development of the Kendall Square EcoDistrict through a variety of activities. Alexandra Lee and the City of Cambridge staff are serving on the planning committee for the 2013 EcoDistricts Summit, to be held in Boston from November 12th through the 14th. This has allowed us to form relationships with EcoDistricts staff and with our counterparts in other cities that have or are considering an EcoDistrict.

We have also submitted a concept paper to the Barr Foundation, requesting funding for a two-year “proof of concept” project that will help launch the EcoDistrict and make it self-sustaining. We also plan to apply for designation as a Target City with the EcoDistricts organization, which would mean additional funding as well as access to professional support and technical assistance from EcoDistricts and its partners.



ECODISTRICTS SUMMIT

BOSTON MASSACHUSETTS | NOV 12 - 14 2013

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THE PREMIER GLOBAL GATHERING ON SUSTAINABLE NEIGHBORHOOD DEVELOPMENT

We are coming to Boston, one of the world's great cities!

Boston has been on the forefront of green city innovation - transforming neighborhoods, re-imagining infrastructure, developing technology solutions and crafting important policies. EcoDistricts is pleased to partner with the City of Boston to bring the Summit to the Northeast for the first time.

The EcoDistricts Summit is the world's premier conference dedicated to big ideas and a worldwide movement to transform entire neighborhoods. Our international EcoDistricts Summit gathers 500+ leading municipal policymakers, developers, business leaders, planners, financiers and community leaders - people with decision-making power about the future of cities. Plenary sessions and panel discussions are carefully curated to introduce conference participants to cutting-edge projects and thought leadership in green buildings, smart infrastructure, and community action.

Join us in Boston for this can't-miss event for leaders who are shaping and building the cities and urban neighborhoods of the future.

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"I could have done that all week; great speakers, tons of data, excellent ideas. I couldn't take notes fast enough."

"There were so many simultaneous sessions, I'm sure people will come back to see stuff they missed."

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PAST SUMMIT TOPICS

- Smart grid
- Neighborhood engagement and governance
- End-of-mile transportation investment
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- District energy and water management
- Retrofitting suburban neighborhoods
- "Crowd Resourcing" neighborhood projects
- Climate positive development

Visit ecodistricts.org/summit to see more

SPONSORSHIP BENEFITS

The EcoDistrict Summit relies on the generosity and commitment of leading corporate, community, and organizational change agents dedicated to growing the EcoDistricts marketplace. Past sponsors have included Intel, General Electric, Skanska, Nike, Corix Utilities, Mithun, Perkins+Will, Veolia, Gerding Edlen Development and Glumac Engineering to name a few. We offer range of sponsorship levels from \$2,500 to \$20,000, to fit your budget.

Contact Lynne Barker (lynne@ecodistricts.org) to become a sponsor and to support the green cities movement.

SUMMIT HOST

Sponsor \$20,000

Year Round Benefits

- Year-round listing as valued partners on the EcoDistricts website
- Listing in our annual report, print and online versions
- Recognition in our monthly newsletter

On-Site Event Benefits

- 8 conference passes
- 8 networking reception passes
- Engage your community by shaping the conference experience (site tours, workshops and keynote address)
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- Company logo on all Summit signage and program
- Introduce company in Education Session (2 3 minutes)
- Featured exhibitor space

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On-Site Event Benefits

- 4 conference passes
- 3 networking reception passes
- Speaking intro at keynote
- Company logo on all Summit signage and program
- Featured exhibitor space

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Sponsor \$5,000

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- 2 conference passes
- Speaking intro at all-conference plenary, featured speaker, coffee breaks or networking reception*
- Company logo on all Summit signage and program
- Featured exhibitor space

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- Company logo on all Summit signage and program
- Introduce company in Education Session (2 3 minutes)
- Featured exhibitor space

Connect

Build business-to-business relationships with industry and policy leaders

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Provide educational opportunities for your employees and colleagues

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Share your expertise and products with industry leaders and interested customers and clients

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Promote your work and brand through our network of urban innovators and targeted communications

Support

Part of every sponsorship dollar raised goes to sponsoring neighborhood activists who could not otherwise attend

MEDIA SPONSORSHIPS

	Presenting Media Partner Benefits \$10,000	Media Partner Benefits \$5,000
Media Outlet Leader to emcee a portion of the Summit (3-5 minutes on main stage)	✓	
Attendee list	✓	
Logo feature in marketing + promotional material (distribution 10,000+)	✓	✓
Logo and link featured on website + conference program	✓	✓
Registration passes	2	1
Featured exhibitor space	✓	✓
Promotion of relevant programs, subscriptions and/or white papers in event e-blasts	✓	✓

These are the people who are going to implement solutions that change our cities and our lives.

—NATHAN GIBSON, VP, SKANSKA

FOR MORE INFORMATION

Join us and become part of our growing family of EcoDistricts leaders.

To learn more about sponsorship or to become a supporter of the green cities movement, contact Lynne Barker at lynne@ecodistricts.org. Additional details can be found on the EcoDistricts Summit website at ecodistricts.org/summit. Watch for #EDsummit13.

WHO WE ARE

EcoDistricts mission is to inspire every city to remake itself from the neighborhood up by bringing together builders and entrepreneurs, policymakers and urban innovators to create vibrant neighborhoods, smart cities and a healthy planet.

The big opportunity for large-scale urban transformation lies not in the pursuit of discrete solutions, but in an integrated, multi-sector approach to planning and renewal, at the scale of individual precincts.

—THE CLIMATE GROUP



EcoDistricts

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ecodistricts.org/summit

BPG / Bluestone Planning Group

Urban Design Planning Architecture

MEETING NOTES: Cambridge Marriott Hotel Lobby Renovations Proposal: Design Review Meeting on August 22, 2013

Attending: Kathy Born (CRA), Barry Zevin (CRA), Stuart Dash (CDD), Roger Boothe (CDD), Lisa Hemmerle (CDD), Kevin Sheehan (BP), Alan Smith (Marriott), and Larry Bluestone (BPG). Also attending as observers were Tim Cohan and Chris Sheehan (both of Selbert Perkins)

Notes Submitted By: Larry Bluestone on August 28, 2013

On August 22, 2013, the CRA's Design Review Committee met with Boston Properties (BP) and the manager of the Cambridge Marriott Hotel at Boston Properties' offices at 4CC to discuss a proposal for the renovation of the Marriott Hotel Lobby by Parker Torres Design. Kevin Sheehan of BP introduced the proposal and characterized it as a preliminary design for the Authority's review. However, the Marriott would like to proceed with the design and fabrication of materials and finishes as soon as possible if the Authority approved the design direction today.

Proposal

The Marriott Corp wants to refresh the image of their hotel lobby to be more 'contemporary' and less 'traditional' than it is now to both attract a younger demographic and to reflect the innovative character of Kendall Square. They believe that the lobby now appears dated.

In plan, the desk area will be made more open where Marriott receptionists and clerks can stand in front of the reception check-in desks as well as behind them to convey a more friendly and welcoming feeling for guests and visitors. The area in front of the desks are proposed to include an expanded and more private seating and lounge area for hotel guests and visitors - where a through north-south pedestrian passage or zone from Broadway to the Plaza now exists - so that non-hotel related pedestrian through-traffic is kept away from the check-in area. In general, the seating count in the lobby will be expanded.

The north-south public pedestrian passage from Broadway to the Plaza will be confined to one pathway or zone on the eastern edge of the lobby where there is an existing public through-passage easement.

At the Broadway / auto drop-off entrance side of the lobby, the hotel entry doors / vestibule into the hotel will be reconfigured and relocated and both sets of those vestibule doors will be sliders. (See plans.) The existing swing doors at the Broadway entrance to the pedestrian passage, in alignment with the public north-south pedestrian easement, will remain as they now are. The Plaza-side hotel entry vestibule doors will be automatic sliders.

The east-west public passageway in the interior of the lobby adjacent to the plaza-side curtainwall will be retained.

There will also be a new seating area beneath the hotel lobby escalators near the entrance to Champion's restaurant that can be used for either hotel lobby seating or closed with folding doors as a private lounge area for the restaurant on occasion.

Regarding new finish materials, Marriott proposes to remove the existing dark wood paneling and column covers and replace them with lighter stone and translucent glass. The north south public passage will be carpeted.

Discussion

Most discussion focused on the preservation of the 'public' flow through the lobby and a concern that the lobby was becoming more privatized. The north-south public passage through the lobby is crucial to the pedestrian flow throughout Cambridge Center and to the Kendall Red Line Station, given the large super-block between 3rd St. and Ames St. where north-south pedestrian flow is otherwise difficult (e.g. Cambridge Center employees and visitors often try to cut through the East Garage).

As a part of that discussion, the Authority's Design Review team argued for installing automatic-opening sliding doors at *both* ends of the north-south public passageway (the Plaza and Broadway entrances) to make that passage more inviting and to accommodate the rush-hour pedestrian flows. The Marriott argued that having automatic-opening sliding doors at both ends makes it very difficult for them to control temperature in the lobby where it's often too cold in the winter and too hot in the summer because of the current slider doors at the Plaza entrance. It was suggested to the Marriott, as an alternative, that the swing doors on Broadway might instead be replaced with double-hinged doors like some MBTA stations use which accommodate more pedestrian flow but don't cause climate-control issues that the automatic sliding doors do when they stay open too long.

The Design Review team also suggested that the proposed new 'screen' wall at the southern end of the new seating lounge area in front of the check-in desks (where there currently exists a north-south pedestrian passage between Broadway and the Plaza) be designed to be more transparent so people in the lobby and seating area can see through to the Plaza and Kendall Red Line Station.

There was also a general sense among the Design Review Team members that the new proposed light stone and glass finishes were 'colder' and less 'warm' than the existing wood panel finish materials. However, the Design Review team recognizes that material selections are a choice for the Marriott to make to meet their marketing needs.

If you have any edits to these meeting notes, please forward them to Larry Bluestone at lbluestone@bluestoneplangroup.com, or at 617.661.0725.

BPG / Bluestone Planning Group

Urban Design Planning Architecture

MEETING NOTES: Boston Properties Kendall Center (Parcel 4) Signage and Wayfinding System Proposal – 100% Concept Development: Design Review Meeting on August 22, 2013

Attending: Kathy Born (CRA), Barry Zevin (CRA), Stuart Dash (CDD), Roger Boothe (CDD), Lisa Hemmerle (CDD), Kevin Sheehan (BP), Tim Cohan and Chris Sheehan (both of Selbert Perkins), and Larry Bluestone (BPG).

Notes Submitted By: Larry Bluestone on August 28, 2013

On August 22, 2013, the CRA's Design Review Committee met with Boston Properties (BP) and their Selbert Perkins Design Collaborative team at Boston Properties' offices at 4CC to discuss a comprehensive signage and wayfinding proposal 'Kendall Center' / Parcel 4. Kevin Sheehan of BP introduced the proposal and characterized it as a 100% Concept Development design. This proposal was a refinement and update of concept proposals presented earlier to the Authority. Presentation and discussion time was a bit limited because some attendees had to soon leave.

Proposal

BP proposed a comprehensive signage proposal package for 'Kendall Center' / Parcel 4 prepared by Selbert Perkins Design Collaborative. (See signage package drawings, dated August 22, 2013.) Signage proposals include building address signs, wayfinding signs and garage stair tower designs to the Garage Rooftop Park, Arcade identity, tenant directory signs, wayfinding sidewalk pedestal 'Kendall Center' map kiosks, and parking garage entry signs.

The focus of the proposals are on Parcel 4, which is proposed to be re-branded by Boston Properties as 'Kendall Center' rather than 'Cambridge Center' – which all agree has become an outdated moniker.

Discussion

In general, the Design Review Committee was very pleased with the signage and wayfinding proposals which were contemporary in design and which reflected the innovative character and reputation of Kendall Square.

There was, in particular, a great deal of enthusiasm among most Design Review members for the wayfinding signage and graphic design proposals for the Garage Roof Park to be installed on the western side of 3CC and up the two garage / elevator stair towers to the Garage Roof Park on Broadway and along the east-west pedestrian Arcade passage.

The issue of re-branding Parcel 4 with the name 'Kendall Center' was still a subject of discussion. Also, naming the three central Cambridge Center garages – North, West and East Garage was discussed. Most of the Design Review members were not happy with these potential designations because the question arises – north, west and east of *what*? As an alternative, it was suggested that the garage names and entrances be designated by their street addresses – such as "100 Binney Street Garage", because that would help newcomers and visitors find garage locations more easily. Also, naming garages by street would fit in well with Authority and City plans to designate and brand buildings by their street rather than names such as 'Four Cambridge Center' so they would better be seen as buildings belonging to the city rather than buildings as part of a corporate center.

The sidewalk free-standing pedestrian wayfinding kiosks for Kendall Center were also discussed. These internally-lit kiosks would be two-sided with a larger 2D area-wide map on one-side and a more focused 2D 'Kendal Center' (Parcel 4) map on the other. The maps would be printed and installed so they could be easily swapped-out when they needed to be updated. The kiosks would also include digital displays. The Design Review team liked the direction in which the kiosk designs were going.

Stuart Dash of the CDD remarked that the City was also exploring a larger area-wide wayfinding signage system, the progress of which is considerably behind the BP / Selbert Perkins proposal. Nevertheless, BP / Selbert Perkins should schedule a meeting soon with the City to present today's signage / wayfinding package for coordination purposes.

If you have any edits to these meeting notes, please forward them to Larry Bluestone at lbluestone@bluestoneplangroup.com, or at 617.661.0725.

BPG / Bluestone Planning Group

Urban Design Planning Architecture

MEETING NOTES: SATE Restaurant at 1CC Proposal: Design Review Meeting on August 22, 2013

Attending: Kathy Born (CRA), Barry Zevin (CRA), Stuart Dash (CDD), Roger Boothe (CDD), Lisa Hemmerle (CDD), Kevin Sheehan (BP), and Larry Bluestone (BPG). Also attending as observers were Tim Cohan and Chris Sheehan (both of Selbert Perkins)

Notes Submitted By: Larry Bluestone on August 28, 2013

On August 22, 2013, the CRA's Design Review Committee met with Boston Properties (BP) at Boston Properties' offices at 4CC to discuss a proposal for the design and construction of a new 2-level restaurant on the Main Street side of 1CC where there is now a blank wall along the street. The restaurant would be constructed in a shallow ten (10) foot deep space, now hidden, between the MBTA's transformer substation building and the exterior of 1CC that is built over and around the substation building - thereby hiding it.

Kevin Sheehan of BP introduced the proposal, designed by Peter Quinn Architects, and characterized it as a preliminary design for the Authority's review. Before the project can advance, however, BP must gain certain permissions from the MBTA (e.g. egress vestibule from the MBTA substation to the street, and MBTA air plenums for the substation facility). Also, SATE will need to obtain a fast-food license from the City of Cambridge. Because fast food licenses are limited for Kendall Square, SATE may need to obtain a variance of some sort.

Proposed operating days and hours for the restaurant were not discussed (lunch only?, lunch and dinner?).

Proposal

BP would like to construct a restaurant space for SATE restaurant. The owners of the proposed restaurant now operate a food truck in the Kendall Square area and will continue to do so. The restaurant would be built on two levels. The ground floor would include: a small food servicing area with a walk-up window on Main St. tables and chairs for 30 seats, and a one-stop LULA elevator to the second floor mezzanine. Food would be delivered to the restaurant from an off-site commissary. The ground floor window wall would open in warm-weather months (NanaWall). The mezzanine level would include tables and chairs for 44 seats. SATE also proposes sidewalk tables and chairs for 24 seats.

Discussion

In general, the Design Review Committee strongly supported the proposal and thought it would help enliven the east end of Main Street. Barry Zevin asked if the mezzanine level could be extended out over the sidewalk a bit, and another Design Review member suggested that the mezzanine also include an opening NanaWall with a railing.

There was a discussion about which sidewalk zone the outdoor tables and chairs should be located in. Clear pedestrian passage along the length of the sidewalk must be retained. Some suggested that the tables and chairs be located in the brick paving zone adjacent to the curb since brick paving is not the best for passage of wheel chairs and strollers in any case. It was suggested that Kathy

Watkins of the City be contacted about the City's latest thinking on choice of sidewalk paving materials and sidewalk zones.

If you have any edits to these meeting notes, please forward them to Larry Bluestone at lbluestone@bluestoneplangroup.com, or at 617.661.0725.

CHAPTER 4 LAND USE PROVISIONS AND BUILDING REQUIREMENTS

Section 401 : Permitted Uses on Land Designated to be Acquired

The uses permitted in the MXD District of the project area on land designated to be acquired by the Cambridge Redevelopment Authority shall be:

(1) Light Industry

- a) Manufacturing: fabrication, assembly, finishing work (including packaging and bottling, but only as an accessory use) without limit as to category or product.
- b) Wholesale business, only if affiliated with and accessory to another use or located on the same lot as other non-wholesale uses . Development on any lot in the MXD District shall not be devoted exclusively to wholesale uses.
- c) Printing, binding, or related establishment.
- d) Storage warehouse, cold storage plant, storage building, as an accessory use only and not exceeding 20,000 square feet, but not including storage or bailing of junk, scrap metal, rags, paper or other waste materials and not including outside storage of products or materials.

(2) ~~Office Uses~~ Office Uses and Biotechnology Manufacturing Uses

(Global substitution Amendment No. 3, 1993)

- a) Business or professional offices.
- b) Bank, trust company or other financial institution.
- c) Research and development office.
- d) Research, experimental and testing laboratory.
- e) Radio or television studio.
- f) Manufacturing of biotechnology and pharmaceutical products, including
 - (i) Fabrication, assembly, finishing work (including packaging and bottling, but only as an accessory use).
 - (ii) Wholesale business, only if affiliated with and accessory to another use or located on the same lot as other non-wholesale uses.
 - (iii) storage warehouse, cold storage building, as an accessory use only.

(Addition from Amendment No. 3, 1993)

(3) Retail and Consumer Service Establishments

- a) Store for retail sale of merchandise, but not a sales place for automobiles or trucks.
- b) Eating and/or drinking establishment, whether or not liquor is sold or consumed, including restaurant, bar, lunchroom, cafeteria and food commissary.
- c) Fast order food establishment only if it is not located in a separate structure, it does not exceed 3,000 square feet gross floor area, and there will be no more than 3 such establishments within the MXD District, and it is granted a Special Permit, as provided in the zoning ordinance of the City of Cambridge.
- d) Consumer service establishment, including but not limited to hairdresser, barber shop, laundry or dry-cleaning pickup establishment, self-service laundry, shoe repair or tailoring shop, or photography studio.
- e) Rental agency for autos or other products, but not including taxi companies. Such agencies shall be operated entirely within a building and no major automobile repairs shall be made on the premises.
- f) Automobile service station, provided that it is located within or attached to a parking garage or other structure as an accessory use, that no major repairs are made on the premises, and that all lubrication and repairs are carried out within the building.

(4) Residential uses

- a) Multi-family dwelling.
- b) Hotel or motel.

(5) Entertainment and Recreational Uses

- a) Indoor commercial entertainment establishments including but not limited to cinema, theater, concert hall, cabaret and night club.
- b) Recreation facilities including bowling alley, indoor or outdoor tennis courts, public recreation building, health club, or skating rink. Such recreation facilities shall be allowed only if they are located in or attached to structures containing other principal uses.
- c) Halls, auditoriums and similar spaces used for public gatherings.
- d) Parks or playgrounds.

(6) Institutional Uses

- a) Religious purposes.
- b) Educational purposes exempt by statute.
- c) Library or museum as an accessory use only.
- d) Governmental offices and facilities, including post office, fire station and police station.
- e) Clinic licensed under Sec. 51, Ch. 111, General Laws but not a hospital licensed under said Chapter.

(7) Transportation, Communication and Utility Uses

- a) Bus, subway or railroad passenger station.
- b) Automobile parking lot or parking garage.
- c) Distribution center, parcel delivery center or delivery warehouse as accessory uses only.
- d) Telephone exchange, as an accessory use.
- e) Radio or television transmission station.
- f) Transformer station, substation, gas regulator station, or pumping station and related utility uses designed primarily to serve development within the District.

The location of these uses will be in accordance with the Zoning Ordinance changed as specified in Section 303 and with the objectives of the Urban Renewal Plan as specified in Section 102.

The uses permitted in the remainder of the project area, and the location of such uses, shall be as set forth in Section 304 hereof.

Section 402 : Dimensional Requirements

Dimensional requirements pertaining to floor area ratios, dwelling unit densities, and height limitations in the MXD District of the project area shall be as follows:

- (a) The aggregate gross floor area (hereinafter referred to as "GFA" and defined in Appendix I of the Urban Renewal Plan attached hereto and made a part hereof as if fully set forth herein) of development in the MXD District shall not exceed ~~2,773,000 square feet~~ 2,773,000 square feet plus 200,000 that shall be limited to multi-family residential ~~2,802,100~~ 3,073,000 square feet plus 200,000 that shall be limited to

multi-family residential. Aggregate GFA of development in the MXD District is at any time the sum of the GFA of all buildings (i) which are then located in the MXD District, (ii) which are being constructed or may be constructed in the MXD District pursuant to the effective building permits, and (iii) which, pursuant to then outstanding contracts (including options) with Cambridge Redevelopment Authority and so stated in certificates from the Authority to the Superintendent of Buildings may be constructed in the MXD District in the future.

(Substitution Amendment No. 5, 2001)

(Second Substitution Amendment No. 6, 2004)

(Third Substitution Amendment No. 8, 2010-2012)

In addition to the aggregate GFA limitation, the cumulative GFA for each of the use groups shall not exceed the respective amounts stated below, except as provided hereinafter. Cumulative GFA for a use group is at any time the sum of the GFA of all portions, occupied or to be occupied by uses within such use group, of all buildings (i) which are then located in the MXD District, (ii) which are being constructed or may be constructed in the MXD District pursuant to then effective building permits, and (iii) which, pursuant to then outstanding contracts (including options) with Cambridge Redevelopment Authority to the Superintendent of Buildings, may be constructed in the MXD District in the future.

Industrial uses permitted by Section 401(1):
Cumulative GFA = 770,000 s.f.

Office Uses permitted by Section 401(2):
Cumulative GFA = 830,000 s.f.

~~Office uses and biotechnology manufacturing uses permitted by Section 401 (2):
Cumulative GFA=830,000 for buildings which are located or are being
constructed or may be constructed at any location within the MXD District, plus
an additional 475,000 for buildings which may be constructed within the MXD
District north of Broadway.~~

(Substitution Amendment No. 3, 1993)

Office Uses (and biotechnology manufacturing uses) permitted by Section
401(2) - Cumulative GFA = 1,234,100 s.f.-1,534,100 square feet.

(Second Substitution Amendment No. 6, 2004)

(Third Substitution Amendment No. 8, 2010-2012)

Retail and consumer service uses permitted by Section 401(3):
Cumulative GFA =150,000 s.f.

Residential uses permitted by Section 401(4):

a) Multi-family housing : Cumulative GFA =~~300,000 s.f.~~
200,000 square feet for buildings that may be constructed within that
portion of the MXD District located between Main Street and Broadway.

(Substitution Amendment No. 5, 2001)

~~b) Hotel/Motel: Cumulative GFA = 250,000 s.f.~~
b) Hotel/Motel: Cumulative GFA = 440,000 s.f.
(*Substitution Amendment No. 4, 1997*)

~~Entertainment, recreational, institutional, transportation, communication and utility uses permitted by Sections 401(5), 401(6) and 401(7) and additional development of industrial, office, retail, consumer service and hotel/motel uses exceeding the foregoing cumulative GFA limitations:
Cumulative GFA = 473,000 s.f.
(Deletion from Amendment No. 2, 1981)~~

Entertainment, recreational, institutional, transportation, communication and utility uses permitted by Sections 401(5), 401(6) and 401(7) and additional development of industrial, office uses office uses and biotechnology manufacturing uses, retail, consumer service and hotel/motel uses exceeding the foregoing cumulative GFA limitations:

Cumulative GFA = 473,000 s.f. for buildings which are located or are being constructed or may be constructed at any location within the MXD District, plus an additional 500,000 s.f. for buildings which may be constructed within the MXD District north of Broadway.

(*Substitution from Amendment No. 2, 1981*)
(*Global substitution Amendment No. 3, 1993*)

Entertainment, recreational, institutional, transportation, communication and utility uses permitted by Sections 401(5), 401(6) and 401(7) and additional development of industrial, office uses (*and biotechnology manufacturing uses*), retail, consumer service and hotel/motel uses exceeding the foregoing cumulative GFA limitations. Cumulative GFA = 489,292 s.f. for buildings which are located or are being constructed or may be constructed at any location within the MXD District, plus an additional 483,708 s.f. for buildings which may be constructed within the MXD District north of Broadway.

(*Second Substitution Amendment No. 6, 2004*)

Any construction or change of use within the MXD District which would cause the foregoing aggregate or cumulative GFA limitations to be exceeded shall not be allowed.

The Superintendent of Buildings shall maintain a record of the Aggregate GFA within the MXD District and a record of cumulative GFA for each use group specified in Section 401. These records shall be adjusted, as appropriate, from time to time, including upon issuance revocation or expiration of a building permit or certificate of

occupancy and upon receipt of a certificate from Cambridge Redevelopment Authority as to an outstanding contract (including option) for the construction of a building.

In determining cumulative GFA for a building containing uses in more than one use group, spaces to be utilized by users in more than one of the use groups, such as lobbies, interior courts, elevator shafts and basement storage areas shall be apportioned to each use group in proportion to the share of space that use group will occupy within the building.

- (b) In addition to the aggregate and cumulative GFA limitations established herein, there shall also be a density limitation for each lot within the MXD District. The following floor area ratios (hereinafter referred to as "FAR" and defined in Appendix I) for each lot shall not be exceeded, except as provided hereinafter. The area of the lot to be counted in determining FAR shall include land dedicated by the owner or former owner of the lot as public open space under Section 403.

Industrial and Wholesale uses: FAR 4.0

~~Office uses~~ Office uses and biotechnology manufacturing uses: FAR 8.0

(Global substitution Amendment No. 3, 1993)

Retail and Consumer Services uses: FAR 5.0

Residential uses:

-Multi-family housing: FAR 4.0

-Hotel/Motel: FAR 6.0

Other uses: FAR 4.0

If development on a lot is to include activities in more than one of the use groups above, the maximum FAR for the lot shall be the FAR for the use group containing the largest proportion of space on the lot.

- (c) The maximum building height in the portion of the MXD District south of the southerly boundary of Broadway shall be 250 feet. The maximum building height in the portion of the MXD District north of the southerly boundary of Broadway shall be ~~80 feet~~ 96 feet. These requirements shall not apply to chimneys, water towers, air conditioning equipment, elevator bulkheads, skylights, ventilators and other necessary features appurtenant to buildings which are usually carried above roofs and are not used for human occupancy, nor to domes, towers or spires above buildings if such features are not used for human occupancy and occupy less than ten percent of the lot area, nor to wireless or broadcasting towers and other like unenclosed structures which occupy less than ten percent of the lot area.

(Substitution Amendment No. 3, 1993)

- (d) The gross floor area ratio of any structure constructed or to be constructed within the remainder of the project area shall not exceed four (4.0) times the net area of any parcel of land, as bounded by other parcels or by public rights-of-way, which is

designated by the Cambridge Redevelopment Authority to be used, developed or built upon as a unit under single ownership; provided, however, that neither arcades, nor the roof or uncovered and unbuilt open area on top of any platform, podium, plaza, construction deck or other similar structure shall be deemed to be a part of gross floor area for the purposes of this calculation.

Section 403 : Space-Use Allocations and Development Intensity

To the maximum feasible degree, the Cambridge Redevelopment Authority will dispose of project land in such a manner as to achieve the mixture and density of those land uses needed to produce balanced development in accordance with the objectives set forth in Section 102.

The Cambridge Redevelopment Authority will reserve at least 100,000 square feet of land in the MXD District for the development of open space for parks and plazas in accordance with the provisions of Section 304. Public open space shall be open space reserved for public use and enjoyment as guaranteed through one or more of the following:

- (1) Retention by the Cambridge Redevelopment Authority;
- (2) Dedication to and acceptance by the City of Cambridge or other public entity;
- (3) Easements or deed restrictions over such land sufficient to ensure its perpetual reservation for public open space purposes;
- (4) Dedication, by covenant or comparable legal instrument, to the community use of the residents, lessees and visitors to the MXD District for reasonable amounts of time on a regular basis;
- (5) Lease agreements of 99 years or longer from the private developer or owner to the City or other public entity.

A table of the MXD District minimum open space requirements is attached hereto as Exhibit D of the Urban Renewal Plan and is made a part hereof as if fully set forth herein. The minimum amount of open space to be provided on each lot within the MXD District shall be as shown on Exhibit D, subject to the reduction provided hereinafter. When development on a lot includes uses in more than one of the use categories in Exhibit D, the requirement for each use category shall be calculated and totaled to determine a total requirement for the lot. Some or all of this required open space may be designated and also serve as public open space, if reserved by one of the methods specified above. The minimum amount of open space required for a lot may be reduced if at least 20% of the total perimeter boundary of the lot abuts public open space reserved under this Section 403, and if at least one major pedestrian entrance to the principal building will abut and provide direct access to said open space.

The allowed percentage reduction of required open space shall be determined by dividing the length of the lot's common boundary on the public open space by the length of the total boundary of the public open space.

A table of the MXD District open space substitutions for constructing pedestrian ways is attached hereto as Exhibit E of the Urban Renewal Plan and is made a part hereof as if fully set forth herein. Pedestrian ways listed and defined below may be counted toward the lot open space requirement determined in this Section 403 in the proportions specified in Exhibit E. In calculating the open space reduction in said Exhibit E, all of the area of the pedestrian way located within the lot boundary and one-half (1/2) the area of such ways over streets or service drives adjoining but outside the lot shall be counted.

The pedestrian ways listed in Exhibit E shall be designed to provide for public access and shall have the following meanings:

An open pedestrian bridge is a continuous open bridge having a minimum width of 6 feet and spanning a street, pedestrian way, access or service road or open space within a lot or between two adjacent lots.

A raised pedestrian deck is a continuous, open platform at least 20 feet in width which is at least 8 feet above the mean elevation of the lot and which extends over a street, pedestrian way, access or service road or open space within a lot or between two adjacent lots. It shall have direct pedestrian access from abutting buildings, shall provide seating facilities and shall be landscaped including one tree, of at least 3-1/2 inch caliper, per 500 square feet of pedestrian deck.

An enclosed pedestrian bridge is a continuous, enclosed space having a minimum width of 8 feet which spans a street, pedestrian way, access or service road or open space, making connections within a lot or between two adjacent lots. At least 50% of the surface area along its facades shall consist of transparent materials.

An elevated shopping bridge is a continuous, enclosed space which spans a street, pedestrian way, access or service road or open space, making connection within a lot or between two adjacent lots. Such a shopping bridge shall have a minimum width of 36 feet and a maximum width of 48 feet, with retail uses as allowed in Section 401(3) along one or both sides of a pedestrian circulation route with a minimum width of 12 feet. Such shopping bridge shall connect, at a minimum, at both ends to other internal or external pedestrian ways.

A shopping arcade is a continuous, covered, but not necessarily enclosed, space which extends along the front facade of a building facing a street or a pedestrian way within the MXD District, and having retail uses as permitted in Section 401(3) accessible from it. It shall have a minimum continuous width, unobstructed, except for building columns, of at least 12 feet, and also have a minimum continuous height of 12 feet. Such shopping arcade shall have access from the abutting street or pedestrian way, having its floor at the same level and continuous with the sidewalk or other abutting pedestrian way. It shall be open to the public at all hours.

An elevated shopping way is a continuous, enclosed space which extends along the front facade of a building facing a street or a pedestrian way and which has a minimum width of 12 feet. It shall be located on the second level of the building and have a minimum continuous height of 12 feet. It shall be open to the public for a minimum of 12 hours daily, on weekdays, and shall have fronting retail uses as permitted in Section 401(3).

A through-block arcade is a covered space which provides a connection through a building and connects streets, open spaces, pedestrian ways, or any combination of the above, and is directly accessible to the public. A through-block arcade shall have a minimum area of at least 2,000 square feet and a minimum width at any point of 20 feet. A through-block arcade shall have openings at the face of the building for entrances at least 12 feet in width and 10 feet high. At least 50% of its aggregate interior frontage shall be retail use. Vertical circulation elements, columns, pedestrian bridges and balconies are permitted obstructions provided they do not cover in the aggregate more than 15% of the floor area of the arcade.

The minimum height of any pedestrian way above the surface of a public way over which it is constructed shall be 14'-0".

Section 404: Vehicular Access, Parking and Loading Requirements

- (A) Buildings erected in the MXD District need not be located on lots which have frontage on a street. However, provisions for access to all buildings by emergency and service vehicles in lieu of public street access shall be made possible by the layout and design of driveways, interior service roads, or pedestrian and bicycle circulation corridors not normally open to vehicular traffic to the reasonable satisfaction of the City of Cambridge Fire Department, and the City of Cambridge Traffic Department.
- (B) Off-street parking requirements for the MXD District shall be as follows:
- (1) No on-grade, open parking areas shall be allowed in the MXD District except as provided for in Subsection (4) hereof.
 - (2) A table of the MXD District parking requirements is attached hereto as Exhibit F of the Urban Renewal Plan and is made a part hereof as if fully set forth herein. Each development shall provide enough parking spaces either on or off the lot within the MXD District to satisfy the requirements of Exhibit F. If a development includes more than one category of use, then the number of spaces required for the development shall be the sum of the requirements for each category of use. Where the computation of required spaces results in a fractional number, only a fraction of one-half or more shall be counted as one.
 - (3) The parking requirements specified in Exhibit F may be satisfied in total or in part by a lease agreement between the developer and the City, other public entity, or private consortium for use of parking spaces in a public or pooled private parking

facility located within the MXD District. The total number of parking spaces leased and constructed within the district for development on a lot shall be at least equivalent to the Exhibit F requirement.

- (4) On-grade parking, not enclosed in a structure, may be constructed in the MXD District only under the following conditions:

On an interim basis in anticipation of later construction of structured parking provided that there is compliance with each of the following:

- (a) The future parking structure will be constructed with~~in~~ in the MXD District but it may be located either on or off of the lot⁷
- (b) Construction of the, future parking structure will commence within three years of the date of building permit application for development on the lot:
- (c) Such future parking structure may be constructed and/or operated by the applicant or by any public or private entity:
- (d) The future parking structure will contain sufficient spaces reserved for users of the lot to meet the parking requirements for the lot specified in Exhibit F; and
- (e) Binding commitments shall exist to guarantee, to the reasonable satisfaction of the Superintendent of Buildings, that requirements (a) through (d) above shall be satisfied. Such commitments shall be made by negotiated lease agreement, deed restriction, covenant, performance bond, or comparable legal instrument.

On a permanent basis on the lot for visitor parking or for such other limited uses as the user of the lot deems appropriate, provided that no more than 1 of the spaces required by Exhibit F or 25 spaces, whichever is lesser, shall be allowed on-grade under this paragraph.

- (C) It is the intent of this Section that sufficient off-street loading facilities be constructed within the MXD District to meet the needs of users located there.

A table of the MXD District off-street loading requirements is attached hereto as Exhibit G of the Urban Renewal Plan and is made a part hereof as if fully set forth herein. All buildings in the MXD District shall provide the number of bays required in Exhibit G unless they qualify for one or more of the exemptions below:

In buildings with uses in more than one use group under Section 301, the loading bay requirements for that use consuming the most gross floor area shall be first computed and required. Only 50% of the floor area of the other uses shall be counted in determining the additional loading requirements.

Where there are contractual arrangements for sharing loading and service facilities with other users in the MXD District for a period of ten years or more, a 50% reduction in the loading bay requirement shall be allowed. Such contractual

agreement shall be guaranteed to the satisfaction of the Superintendent of Buildings by covenant, deed restriction, or comparable legal instrument.

(D) The parking and loading of vehicles within the remainder of the project area on land designated to be acquired shall be provided in accordance with the provisions of "Article VII : Off-Street Parking and Loading Requirements", as set forth in City of Cambridge, Massachusetts, Zoning Ordinance, ordained February 13, 1961, as amended to and including the date of approval by the Cambridge City Council of Revised Amendment No. 1 to the Urban Renewal Plan; provided however, that at least one (1) off-street parking space shall be provided per 1,000 square feet of gross floor area: and further provided, however, that the following minimum requirements for off-street parking spaces shall be applicable to:

- (a) Public assembly: 1 space per 8 seats: and
- (b) Storage: 1 space per 2,000 square feet of gross floor area.

In addition open parking and loading areas must be laid out, constructed, paved, equipped, landscaped, and effectively screened to provide an attractive visual appearance. The number, location, and character of parking and loading spaces provided or to be provided must be approved and consented to in writing by the Cambridge Redevelopment Authority.

Section 405 : Vehicular Access and Discharge Areas

All buildings within the project area on land designated to be acquired shall be suitably provided with:

- a) Automobile passenger discharge areas;
- b) Automobile and truck service and delivery areas;
- c) Vehicular access points;

in such a way as not to impede general vehicular and pedestrian traffic flow in public streets and rights-of-way.

Section 406 : Arcaded Pedestrian Ways

Any public street or right-of-way within the project area may be provided with arcaded pedestrian ways, or may be covered with a platform, podium, plaza, construction deck, or other similar structure intended to separate the flow of rapid transit vehicles, busses, automobiles, and pedestrians, or to elevate buildings with sufficient clearance above the public street or right-of-way.

Section 407 : Building Construction

All buildings within the project area shall be constructed as "Type 1", fireproof, or "Type 2", semi-fireproof, in full conformity' with the provisions of and as defined in the

Cambridge Building Code, as amended to and including the date of approval by the Cambridge City Council of Revised Amendment No. 1 to the Urban Renewal Plan.

Section 408 : Signs and Advertising Devices

Signs within the project area, except for official, uniform traffic and parking signals and devices, shall be provided in accordance with development guidelines established pursuant to Section 502 of the Plan.

Section 409 : Storage

The open air storage of materials, equipment, or merchandise, other than the temporary parking of automobiles, shall not be permitted within the project area on any land designated to be acquired.

Section 410 : Exterior Lighting

Exterior lighting within the project area shall be provided in accordance with development guidelines established pursuant to Section 502 of the Plan.

Section 411 : Landscaping

All open areas within the project area on land disposed of by the Cambridge Redevelopment Authority must be suitably landscaped so as to provide a visually attractive environment in accordance with development guidelines established pursuant to Section 502 of the Plan.

Section 412 : Interim Uses

The Cambridge Redevelopment Authority may devote real property designated to be acquired or acquired under special conditions, prior to the time such properties are needed for disposition for reuse and development in accordance with the provisions of the Urban Renewal Plan to temporary, interim uses for signs for project identification, relocation, parking, traffic circulation and public transportation, project or site improvements or building construction, storage, recreation, or landscaping in accordance with such provisions, requirements, standards, controls, and regulations as the Authority may deem essential, necessary, or appropriate to the carrying out of the objectives of the Urban Renewal Plan.

Section 413: Permitted Uses on Land Designated to be Acquired Under Special Conditions

In the event that the real property described in Section 202 above is acquired by the Cambridge Redevelopment Authority, the land use provisions and building requirements which shall pertain thereto shall be those set forth in Chapter 4 of the Urban Renewal Plan.

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