



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

NOTICE OF DECISION

CASE NO: PB#65

PREMISES: Northeast Corner of First and Rogers Streets

ZONING DISTRICT: BA/PUD - 4

PETITIONER: Lotus Development Corporation
55 Cambridge Parkway, Cambridge, Massachusetts

APPLICATION DATE: January 12, 1987

DATE OF FIRST HEARING: February 3, 1987

DATE OF SECOND HEARING: May 19, 1987

DATE OF PLANNING BOARD DETERMINATION: June 2, 1987

DATE OF FINAL DECISION: June 16, 1987

DATE OF FILING THE DECISION: *September 29, 1987*

PETITION: Special Permit for Planned Unit Development of an office building six stories in height with a total 262,552 square feet of gross floor area and an abutting parking structure containing 656 parking spaces.

DECISION (summary): The Board GRANTS the Special Permit with the conditions listed in the attached decision.

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

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

September 29, 1987
Date

Elizabeth J. Malenfant
Authorized Representative to the
Planning Board

RECEIVED BY
OFFICE OF CITY CLERK
1987 SEP 29 AM 9:14
CAMBRIDGE MA

CASE NO: PB#65

PETITION: Special Permit for Planned Unit Development

ZONING DISTRICT: BA/PUD-4

PROJECT: Office Building and Parking Garage

APPLICANT: Lotus Development Corporation, 55 Cambridge
Parkway, Cambridge, Massachusetts, 02142

DEVELOPMENT LOCATION: Northeast Corner of First and Rogers
Streets

APPLICATION DATE: January 12, 1987

FIRST PUBLIC HEARING: February 3, 1987

SECOND PUBLIC HEARING: May 19, 1987

DATE OF PLANNING BOARD DETERMINATION: June 2, 1987

DATE OF FINAL DECISION: June 16, 1987

DATE OF FILING THE DECISION:

DEVELOPMENT PROPOSAL

The proposal consists of (a) an office building six stories in height with a total of 262,552 square feet of gross floor area and (b) an abutting parking structure containing 656 parking spaces.

APPLICATION

The following documents were submitted in support of the application:

1. Development Proposal application certified complete on January 12, 1987.
2. Final Development Plan application certified complete on May 5, 1987.
3. Plans, elevations entitled "PUD Preliminary Submission", dated January 12, 1987; Lotus Development Corporation and RVMG, Inc., Applicants; Tsoi, Kobus and Associates, Architects; Sheets 1-8; various scales.
4. Plans, elevations entitled "PUD Final Submission", dated May 1, 1987; Lotus Development Corporation and RVMG Inc., Applicant; Tsoi, Kobus and Associates, Architects; Sheets C101, L101, A101-102, A301-A303, A351, A401; various scales.

OTHER DOCUMENTS

1. Letter to the Planning Board from the East Cambridge Planning Team, dated January 27, 1987, outlining neighborhood concerns.
2. Letter to David Vickery from Paul Dietrich, dated January 29, 1987, summarizing initial Board comments on the project.
3. Letter to the Planning Board from Jonathan Katz, dated January 30, 1987, indicating support for the proposal.
4. Letter to the Planning Board from Ed Tsoi and David Vickery, dated February 12, 1987, discussing specific design issues still outstanding.
5. Letter to the Planning Board from Michael Rosenberg, dated February 25, 1987, responding to design issues raised by the applicants.
6. Letter to Paul Dietrich from David Vickery dated March 6, 1987, regarding outstanding design issues.
7. Letter to Lester Barber from David Vickery, dated March 11, 1987, granting an Extension of Time for decision by the Board.
8. Memo to the Planning Board from Roger Boothe, dated April 7, 1987, regarding Lotus parking access.
9. Memo to file from Tsoi, Kobus summarizing presentation to the May 19, 1987 hearing.
10. Memo to the Planning Board from Michael Rosenberg, dated June 5, 1987, conveying staff design review comments.
11. Letter to the Planning Board from Jonathan Davis, dated June 8, 1987, supporting the project with conditions.
12. Staff report entitled "Lotus Development Special Permit #65; Remaining Issues/Changes" submitted for discussion to the Board on June 16, 1987.
13. Chart entitled "Lotus Development Parking Ratios - Occupied and Anticipated", provided to the Board by Lotus Development for discussion on June 16, 1987.

PUBLIC HEARING

A public hearing on the Development Proposal was held on February 3, 1987. The hearing on the Final Development Plan was held on May 19, 1987 in East Cambridge. Mr. David Vickery, representing the applicants, introduced the Lotus building program to the Board indicating that it is intended to create a building equal in quality to the present headquarters building on the Charles River. The new building would accommodate the expanding company's own staff needs.

Mr. Ed Tsoi, architect for the applicant, reviewed the specific design features of the building. In responding to issues raised by the Community Development Department staff eleven major points were highlighted by Messers. Vickery and Tsoi: (1) retail space on First Street, (2) active uses on Charles Park, (3) the proposed 45 degree angle, (4) use of the courtyard, (5) elevation treatment on First Street, (6) parking, both in terms of numbers and it's physical expression, (7) loading dock, (8) window shape, (9) facade materials, (10) parking needs, (11) job opportunities provided. Among the major issues for the Board and/or the Staff were: the amount and location of parking, the access for the public to the courtyard, the uses to be provided at the ground floor, materials and their distribution on the facades.

Mr. Nicholas Geriagery, Hurley Street, East Cambridge spoke in favor of the project; Mr. Paul Dodds, 3rd Street, East Cambridge spoke in opposition, concerned that the building was too large.

At the May 19th hearing Messers. Vickery and Tsoi detailed the changes made. The staff continued to have concern regarding specific design aspects of the development which were outlined in a memo to the Board. Speaking in support of the project were N. Geriagery, F. Chin, L. Hasil, T. Weed and P. Vellucci. Opposed were H. Salemm and P. Dodds.

FINDINGS

After consideration of all information presented at the public hearings and several public briefings by the developer and architect representing Lotus Development Corporation, the Board finds:

1. The procedural requirements of Section 12.30 have been met by the submission of the completed application and public hearing, and the mutually agreed to extensions of dates for the submission of such material and decisions.
2. The final development plan as submitted to the Planning Board for public hearing (the FDP) conforms to the requirements of Section 12.353:

- a. All development controls set forth in Section 12.50 and set forth for the PUD-4 District have been met.
- b. The policy plan entitled East Cambridge Plan and the development of guidelines for East Cambridge entitled East Cambridge Development Review Process and Guidelines have generally been respected in the design of the project and in the modifications made in the proposal subsequent to the first public hearing on the Development Proposal.
- c. The public benefits of the development outweigh its negative impacts.
 - (1) The project will advance the completion of the East Cambridge waterfront plan. A contribution will be made to the construction of a new public park (Charles Park) and a major private open space will be created in addition. Both open spaces will complement the residential development approved for construction on the adjacent site. Active retail uses will be provided at grade along First Street. The general uses proposed and the scale and density of development proposed were anticipated in all East Cambridge planning documents.
 - (2) While the use and scale of the proposed development have been anticipated in the East Cambridge plan, the Board is concerned that office use is a major contributor to the peak hour traffic congestion now experienced in East Cambridge and which is expected to continue. Therefore, the Board is concerned with the high ratio of parking to built area proposed. While understanding that the proposed garage is to serve as a central parking facility for a number of Lotus locations (some of which have parking ratios well below that proposed at this site) it is important that the permittee commit to (a) a shared utilization of parking in the public garage leased by the permittee with adjacent retail development to reduce the number of parking spaces constructed in the district to the maximum extent possible, (b) explore the opportunities for sharing other parking controlled by the permittee in garages to which the general public has access consistent with the permittee's own requirements, and (c) commit to a maximum participation in an area wide program to reduce the use of autos into the district by employees and customers.

- (3) The proposed development can be accommodated by existing utilities. Abutting public sidewalks will be reconstructed to a level of quality consistent with that generally prevailing in other areas of the district subject to the PUD approval.
3. The uses listed in Section 13.52 are permitted as follows:
 - a. General office and technical office for research and development, laboratory and research and related uses as shown in the FDP under Sections 13.523 and 5.34, and accessory uses under Section 4.21(f).
 - b. Retail uses as shown in the FDP under Section 13.524 and 4.35.
 - c. Both accessory parking for the above uses under Section 4.21(c) and parking for employees of, and visitors to, the applicant's other properties in East Cambridge pursuant to Section 13.523 and 4.32(b).
4. Parking and loading requirements conform to Article 6.000 as modified by Section 13.57 as follows:
 - a. The minimum number of parking spaces under Section 13.572 for the proposed uses is satisfied.
 - b. The three loading bays allowed under this decision, inclusive of a bay serving a trash compactor, exceed that required under Section 6.80.
 - c. The size of parking spaces required under Section 6.34 is satisfied.
5. The specific requirements of PUD-4, Section 13.50 have been met as follows:
 - a. All setbacks are approved under Section 13.534.
 - b. The 20% useable open space requirement found in Section 13.55 is satisfied upon taking into account as authorized in Section 13.551 the land of the applicant conveyed to the City for the public park. The development plan provides more than the maximum required open space of 20% in the form of contributions to Charles Park (16,250 square feet or 12.7%) and a central courtyard (25,185 or 20%).
 - c. The height of the buildings does not exceed 85 feet as required under Section 13.54.
 - d. The minimum lot size of 43,560 square feet under Section 12.52 is satisfied.

- e. The proposed gross floor area of 263,552 square feet is permitted based on a lot size of 127,965 square feet under the FAR of 2.0 and an additional equivalent lot open space bonus provision of Section 5.223. The additional 3,811 square feet of lot area claimed by the applicant under Section 5.223 is for a portion of the lot abutting a projected city park in excess of 100 feet wide. While the park does not yet exist and therefore may not be considered public open space under the ordinance, it will become eligible to be considered open space by abutting property owners when the parcel is conveyed to the City for public park purposes by the applicant (as required by this decision. The Board, therefore, is prepared to consider that additional floor area as an equitable and reasonable reflection of the intent of Section 5.223, if not of the specific letter of its provisions as has been done with special permits granted for developments also abutting Charles Park.
- f. The uses proposed are consistent with the uses permitted and the requirements and limitations established in Section 13.52 for those uses.
- g. All dimensional limitations of Section 13.53 and 13.54 have been met.
- h. Parking provided is well in excess of that required in Section 13.571 but does not exceed that permitted as a maximum in an equivalent base zoning district of the same density (e.g., a Business C District which allows a parking ratio one space per 400 square feet of gross floor area under Section 6.364(f)). However, given the increasing concern for increased traffic on city and arterial streets and the desire on the part of the City to encourage use of public transit the Board finds it appropriate to require participation in an effort to develop a transit plan for the entire district to maximize use of non-auto modes of transit and to encourage the maximum joint sharing of existing parking spaces with adjacent uses as defined in paragraphs 12 and 13 respectively of the decision below.
- i. Through extensive and continuing modifications to the design of the structure and its relationship to the public domain, the project is consistent with the requirements of Section 13.56. As further design development continues the remaining outstanding design issues (as outlined in the memo to the Planning Board from Michael Rosenberg, dated June 5, 1987) shall be addressed in a manner consistent with the conditions of this permit and the design review provisions under Part 11 of the Decision below.

6. All requirements under Chapter 40A of the General Laws are satisfied. Specifically, under Section 9 of Chapter 40A the proposed uses are in harmony with the general purpose and intent of the Zoning Ordinance.

DECISION

After review of the information presented in the application and at the public hearings, comments made by the staff of the Community Development Department, and other information presented to the Board, and based on the findings detailed above, the Planning Board GRANTS a Special Permit for a Planned Unit Development as referenced above to the applicant and its successors and assigns subject to, and with the benefit of, the following determinations and conditions:

1. The FDP is hereby approved. The final plans shall comply generally with the FDP except as modified by this decision and the use and dimensional limitations detailed in Appendix I.
2. The following uses shall be permitted in the PUD. All uses described in paragraphs 3(a), (b) and (c) of the Findings above subject to the requirements that to the maximum extent possible all ground floor uses shall be selected so as to maximize the objectives of the East Cambridge Plan and the East Cambridge Development Review Process and Guidelines. Proposed uses on the ground floor shall be approved by the Community Development Department should they vary from those proposed in the FDP. However, if after one year from issuance of the occupancy permit, the applicant finds that there is no economic market for any part or all of the retail spaces on First Street, the applicant may substitute therefore other uses permitted hereunder. This retail space may only be replaced with office or other uses permitted by this decision upon submission by the permittee of written documentation of the efforts made to rent such space for retail use and provided that within 30 days of such submission the Planning Board does not make a written determination that the documented efforts have been inadequate. This submission to the Board shall not be made before a 12 month period following issuance of a Certificate of Occupant for the relevant space. This replacement to office or other uses, should it occur, shall not extend for more than five years at which time the permittee will again make an effort to rent such space for retail space. If unsuccessful in this effort, the permittee shall follow the same procedure as set forth above to substitute office or other use in place of retail use. Efforts to rent the space in question for retail use shall be repeated every five years up to and including 30 years from the date of the first occupancy permit. Thereafter this obligation shall cease.

3. The open space bonus gross floor area as described in paragraph 5(e) of the Findings is granted and is found to be consistent with the intent of the Section 5.223 and past Planning Board practice. To the extent necessary the Board grants under Section 10.45 deviation from the requirement under Section 13.531 to meet the maximum FAR of 2.0 without the benefit of the bonus provision found in Section 5.223.
4. To the extent necessary, the Board grants special permission under Section 10.45 to deviate from the requirement to own the space to be dedicated to the City for a public park in order to meet the FAR requirements under Section 13.531. It is expressly determined that the project does not become non-conforming under the FAR and any other dimensional requirement on account of the conveyance to the City of the land to be dedicated for the public park as required under this decision.
5. The following modifications to the FDP shall be required:
 - a. One loading dock shall be eliminated from the FDP leaving two loading docks and one combination loading dock and trash bay.
 - b. Modifications to the design of the buildings consistent with the requirements of paragraph 11, below, of this Decision.
6. The following public improvement shall be made:
 - a. Installation of brick sidewalks, street trees, and Shepard's Crook or East Cambridge historic light fixtures as appropriate on all public sidewalks abutting the parcel on First Street and Rogers Street as identified in the application documents to designs approved by the Community Development Department or the agency having specific jurisdiction. All such improvements shall be completed on or before the issuance of occupancy permits.
 - b. Conveyance in fee of an area (16,250 sq. ft.) which is a portion of the lot owned by Lotus Development Corporation to the City of Cambridge for use as a public park (Charles Park). Such conveyance shall be made upon the issuance of the final occupancy permit for the office building or August 1, 1989, whichever is earlier. The applicant shall permit reasonable access to the parcel prior to conveyance to the City to permit survey and other work necessary to the design of the park facility.

- c. A payment in the amount of \$363,000 shall be made to the designated escrow agent of the City of Cambridge upon the issuance of the final occupancy permit for the office building or August 1, 1989, whichever is earlier, specifically for costs associated with the development of the park facility to be constructed. Such payment by the grantee shall be adjusted for inflation on the basis of the Boston area consumer price index for the period from January 1, 1988 to the date of such payment to the City should the payment be made after June 1, 1988.
 - d. The grantee shall make a yearly contribution to the City of Cambridge towards the maintenance of Charles Park in an amount equal to forty (40%) percent of the cost of maintenance of the facility as determined under standard City of Cambridge public bidding process and apportioning part of any private maintenance contract to this park on a square foot basis or other reasonable basis agreed to by the City and the applicant.
7. The connecting pedestrian way through the courtyard from Rogers Street to First Street shall remain unlocked and accessible to the general public 24 hours a day. However, this access may be closed temporarily at times for private functions or special events. As a Minor Amendment to this permit the Planning Board may consider a request for modification to this requirement, should evidence be brought by the permittee or any subsequent owner that the requirement imposes a significant safety, management or vandalism problem on the owners for which no other reasonable solution is available. In no case may such amendment be requested earlier than one year after first occupancy of the building.
 8. The City of Cambridge will cause access to be granted to the grantee's parking garage from Charles Street Extension as indicated on the plans as submitted. This will be accomplished by easement as long as Charles Street Extension remains a private way. If access to Charles Street Extension is not provided, then the access and egress will be to First Street.
 9. The requirements of Chapter 40A and the Zoning Ordinance shall be met through completion and use of the garage prior to the completion and occupancy of the office building.
 10. It is contemplated that the applicant and Riverside Galleria Associates Trust shall swap two parcels of land for the purpose of reducing the approximately 5 foot jog along this common boundary. This decision shall without further amendment apply to the revised parcel.

11. The project shall continue to be subject to the standard design review by the Community Development Department (Attachment II) subject to final Planning Board review and approval. It is anticipated that design details of the building shall undergo changes as design development proceeds; approval of such changes, however, shall only be granted consistent with the East Cambridge Development Review Process and Guidelines. The design review process shall be principally concerned with the necessary refinements of materials, building form, and building details proposed in the application documents and approved as part of this permit. In the design process the permittee will address issues raised in the memo to the Planning Board from Michael Rosenberg dated June 5, 1987 (Appendix III) which details these areas in which the design aspects of the building may require modification before final design approval shall be granted by the Board. The Planning Board shall approve the final design documents and shall certify in writing to the Superintendent of Buildings that all plans submitted to the Inspectional Services Department for building permits are in conformance with the requirements of this Decision in general and this paragraph 11 specifically. The permittee shall periodically report to the Board at its regular meetings on the modifications made to the design in response to this condition and discussions with the Community Development Department staff.

12. The permittee shall submit to the Board for approval, on or before June 1, 1988, and shall thereafter implement a transit plan applicable to this development and other developments in East Cambridge and Kendall Square which shall be designed to maximize the use of public transit through the stations at Kendall Square and Lechmere Square and in other ways to discourage the use of private cars by customers and employees of the commercial facilities in East Cambridge. At a minimum said plan shall contain the following:
 - a. Details of a shuttle bus system including routes, schedules, frequency and capacity serving the permittee and the East Cambridge transit stations.
 - b. A plan for the implementation of a computer based ride sharing information bank, including cooperation with CARAVAN or equal to assist commuters seeking van pool and car pool arrangements.
 - c. A plan for participation in the MBTA commuter pass program, for all employees of the permittee.
 - d. Identification of other techniques to be employed to reduce peak hour automobile usage including staggered or flex-time work programs.

- e. Details of an on going program, implemented immediately following 90% occupancy of the facilities, to survey customer and employees (including tenants) to determine travel modes, time of arrival and departure, home location and preferences for ride sharing, among other information. The information shall be updated annually by the permittee or his successor and all information shall be forwarded to the Community Development Department and shall be intended to be used by the City and the permittee to more effectively provide alternate means of travel to the site.
- f. A detailed time schedule for implementation of all facets of the plan, with the understanding that appropriate elements of the plans shall be initiated as facilities are completed and occupied.
- g. A management plan detailing the personnel to be provided to manage the plan and sources of financing. The permittee shall be responsible for financing and operating an acceptable level of service as determined by the Planning Board to the extent that elements of the plan are not funded and/or operated by public agencies or other private participants.

In developing and implementing the plan the permittee is encouraged to cooperate with other property owners and the businesses in East Cambridge and Kendall Square; the City, through the Community Development Department and the Traffic and Parking Department, is encouraged to assist in the development of the plan, in coordinating participation by other private entities and the MBTA, and in securing the smooth implementation of the plan. Should occupancy or ownership of the building change, appropriate revisions to the transit plan may be approved by the Planning Board upon a demonstration that applicable circumstances have changed.

- 13. The permittee shall make a good faith effort to reach an agreement with the owners or lessees of the proposed Riverside Galleria (Planning Board Special Permit #66) to permit employee parking in spaces (a) in the City-owned garage then under lease by the permittee for One Canal Park, or (b) in other spaces under lease to the permittee in garages to which the general public has access in the amount of 300 spaces on evenings and/or weekends on an hour for hour exchange for spaces during weekday periods in the Riverside Galleria garage or by payment on a reasonable fair market value basis. The permittee shall submit to the Planning Board on or before June 1, 1988 a report detailing the efforts made and any agreements reached in fulfillment of this condition.

Voting to grant the permit were Board members Paul Dietrich, Fred Cohn, Joyce Bruckner, Carolyn Mieth, David Kennedy and Acheson Callahan and Clarence Cooper.

Respectfully submitted,

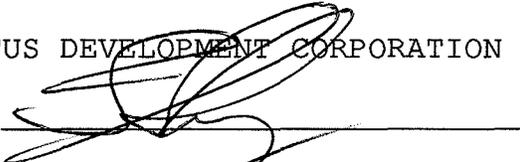
For the Planning Board

A handwritten signature in cursive script, appearing to read "Paul Dietrich".

Paul Dietrich, Chairman

ATTEST: I, Tod Sperling, duly authorized representative of Lotus Development Corporation, 55 Cambridge Parkway, Cambridge, Massachusetts, have read this decision prior to action by the Planning Board and hereby agree to the foregoing conditions as approved by the Planning Board. (PUD only)

LOTUS DEVELOPMENT CORPORATION

By: 

The Planning Board certifies that the decision attached hereto is a true and correct copy of its decision granting the Special Permit and that a copy of this decision and all plans referred to in the decision have been filed with the Office of the City Clerk and the Planning Board. Appeals if any shall be made pursuant to the Section 17, Chapter 40A, Massachusetts General Laws and shall be filed within twenty (20) days after the date of such filing in the office of the City Clerk.

CAMBRIDGE PLANNING BOARD

By: _____

Chairman

ATTEST: A true and correct copy of the decision filed in the Office of the City Clerk on September 29, 1987 by Elizabeth J. Malenfant authorized representative of the Cambridge Planning Board. All plans referred to in the decision have likewise been filed with the City Clerk on such date.

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

Date

City Clerk, City of Cambridge

Appendix I

I. Development Data

Please provide the following information:

1. Parcel size (square feet):

Lotus Parcel =	127,965 SF
Bonus (*5.223) =	<u>3,811 SF</u>
Total =	131,776 SF

*see par. 5.223

Please refer to Site Plan showing lot size.

2. Proposed lot coverage of structures:

77,500 SF, including parking garage.

3. Project bulk

a. Total floor area of all structures in the P.U.D. including parking:

Retail	8,100 SF
Office	<u>255,452 SF</u>
Subtotal	263,552 SF

Parking	185,000 SF
Total	448,552 SF

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

Gross Floor Area	=	263,552 SF
Mechanical Penthouse	=	4,600 SF
Terraces, 3rd floor & below	=	900 SF
Parking	=	185,000 SF

*(indicates exclusion from FAR)

c. Floor area ratio:

2.0

Site Area =	127,965 SF	Lotus Parcel
	<u>3,811 SF</u>	Bonus
	131,776 SF	

F.A.R. = 2 x 131,776 SF = 263,552 allowable SF.

263,552 allowable square footage

4. **Project Height:**

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

Top of Mechanical Penthouse = 100'-0"±
Top of Parapet = 90'-0"±
Top of Roof Deck = 85'-0"

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

Top of Mechanical Penthouse = 100'0"±

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

Area A	First St. & Charles St.	9,021 SF
Area B	Courtyard	25,185 SF
Area C	<u>Public use in Charles Park</u>	<u>16,250 SF</u>
Total		50,456 SF

6. **Total number and type of dwelling units:**

Does not apply.

7. **Projected rent levels of selling prices for each type of use in the development:**

Retail rent estimates are not available at this time.

8. **Approximate gross residential densities:**

Does not apply.

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

Retail	=	8,100 SF =	1.7 %
Office (incl. Terraces)	=	255,452 SF =	56.0 %
Parking	=	185,000 SF =	40.3 %
Mech/Penthouse	=	4,600 SF =	1.0 %
Total	=	453,152 SF =	100.0 %

10. **Maximum number of parking spaces to be provided, by use:**

Retail Use	8 spaces minimum 16 spaces maximum
Office Use	<u>640 spaces</u>
Total	656 spaces

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:

None.

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

None.

14. Number and types of public facilities:

None.

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

Office population = approximately 1,000 workers
Retail population = undefined until type of retail
uses are established

16. Estimated traffic volume generated by type of use:

a. Office	255,452 SF
allow 1,000 persons =	1,000 persons
assume 25% by public transportation =	250
assume 5% by walk-in =	50
assume 5% by drop-off, taxi, carpool =	50 persons
Total arriving by car =	650 persons
b. Retail: allow 12 spaces for retail users.	12
Total projected parking demand	662

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

Not known at this time.

18. Estimate of total energy consumption and cost per month per square foot (broken down by heating, cooling, and electricity):

Analysis of energy consumption will be done in later stage of design development.

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

No analysis of this type has been done at this stage.



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT
City Hall Annex - Inman & Broadway - Cambridge, Mass. 02139

498-9034

Appendix III

To: The Planning Board

From: Michael H. Rosenberg
Assistant City Manager for
Community Development

Subject: Design Review of the Lotus Building in
East Cambridge

Date: June 5, 1987

The attached memorandum prepared by Dennis Carlone and Roger Boothe summarizes the design review comments relative to the Lotus PUD submission.

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1. RECENT PLANNING AND DEVELOPMENT IN EAST CAMBRIDGE

Less than ten years ago, the Lechmere Triangle area in East Cambridge was a neglected, run-down former industrial area with no development activity. The City took the initiative to encourage coordinated redevelopment in 1978 with the publication of the East Cambridge Riverfront Plan (see Attachment 1) and passage of new zoning for the area. Further efforts, with private cooperation, led to millions of dollars of public investment, including two UDAG's, major roadway projects, a CDAG, park improvements, etc. This work has been matched by millions of dollars in private investment. In 1985, the result is the emergence of a new sector of the city, with a large portion of the Triangle yet undeveloped.

As final development of the Triangle approaches, this is the appropriate time to refocus the process for monitoring growth in East Cambridge. Members of the community have expressed concerns that aspects of the new developments relate inadequately or not at all to the residential area. Of particular concern is the question of the area's ability to absorb additional impacts to the roadway and infrastructure system. In this regard, it is essential that the findings of the EIS be respected. The EIS was based on a maximum development scenario for the Triangle of about 1.5 million square feet and 2000 parking spaces (see Attachment 2). This development potential, added to that already built in the last few years, constitutes a profound change for East Cambridge; it is absolutely essential that this growth be coordinated and that the review process be thorough and explicit in its intent. Alternative development scenarios must be examined in light of the environmental assessments, and additional mitigation must accompany any increased impacts.

The floor area of this project as proposed is 263,552 square feet of office and retail with an additional 185,000 square feet of parking (for a total of 656 parking spaces). The Planning Board has entertained the large parking facility with the understanding that it will be a central facility for all Lotus operations in East Cambridge and subject to the following conditions: 1. Lotus will make every effort to share parking facilities with adjacent developments and participate in mechanisms to provide alternate, non-auto access to East Cambridge, and 2. The garage facility will be successfully screened from both public and private view as determined by the Planning Board.

In hearings and other meetings, the Board and the staff have raised the issue of a private shuttle bus system for the entire area as a very worthwhile way to help mitigate traffic impact.

Lotus has spearheaded this effort with its own system for its employees. That system should be integrated with a larger area-wide system for all East Cambridge businesses.

2. THE PUD PROCESS

The rezoning established base zones with Planned Unit Development (PUD) overlays (see Attachment 3). A basic level of development is allowed as-of-right. However, IT MUST BE UNDERSTOOD BY ALL CONCERNED THAT THE ADDITIONAL AREA BEYOND THE AS-OF-RIGHT LEVEL UP TO THE MAXIMUM ALLOWABLE WILL BE GRANTED BY THE PLANNING BOARD IF AND ONLY IF THE IMPACT FINDINGS AND DESIGN GUIDELINES ARE RESPECTED.

The open space bonus represents a small percentage of the total floor area as compared with previously granted bonuses on other projects. The Lotus bonus would be 7,622 s.f. of 263,552 s.f. or 3%

In making a determination whether or not to grant the bonus, the staff recommends to the Board that the whole project be judged as to whether or not it significantly enhances the open space environment which enabled the proponent to ask for the bonus. These judgements should be made in terms of the amount and quality of new open space amenities, the provision of maintenance and supervision, the design of positive physical relationships between the project structure and the adjoining open space and the hours of accessibility to private open space.

Foremost, as part of the PUD approval, Lotus will convey the necessary land and make available the funds required to the City to create Charles Park prior to the building's occupancy. Additionally, the design and character of the courtyard has yet to be defined but it will be required to be compatible in concept and materials with the public open space system. A special amenity, such as a small accessible fountain or work of art, should embellish the space and clearly state the intention that this space is open to all. The courtyard will be subject to design review and a final PUD approval does not imply acceptance of the present courtyard landscape design.

A. Open Space Bonus

The Open Space Bonus Proposal will be evaluated as a separate square footage element. The Planning Board and its Community Development staff will review the impact of the added floor area on a building-by-building basis and determine the appropriateness or inappropriateness of granting a partial or full bonus. As part of this approval, the City will require that the disposition of this additional square footage within the building impact the public domain in only positive ways. It should be noted that the City Council is currently considering a proposal to eliminate or modify the open space bonus city-wide.

B. Public Improvements in the PUD Areas

As part of the agreements to allow floor area up to the specified PUD levels, the City has required the private developers in each of the

PUD projects to provide project-related, public-oriented improvements. These include brick sidewalks, new roadways, new open space, street lighting, and landscaping. Since public funds are becoming even more scarce, the City will have to continue to look to private financing for such improvements.

Public sidewalks on First Street and Rogers Streets must be paved in brick to match the quality of improvements to Otis Street between First and Second and the number, location and size of trees along the sidewalk must be approved by Community Development and paid for by the applicant. Additionally, Lotus is responsible to provide street lighting along Rogers Street to match the Otis Street lighting (shepherd's crook light fixture) in a coordinated effort with the River Court project immediately to the South.

C. Project Model

The Developer must provide an accurate project model at 20th scale for presentation and design purposes including adjacent built or planned buildings with sufficient detail to portray accurately the architectural character, height, mass, and bulk of the proposed development and environs. The purposes of this model are to ensure the harmony of the individual project within the urban design context and to illustrate the extent of shadows cast on the open space system in East Cambridge and adjoining private development. To the extent feasible, developers are encouraged to work together in creating a coordinated model.

The Developer's architect has been using models throughout the design process. This process must continue with large-scale models showing greater detail and architectural intent, especially in regard to all elevations and silhouettes, the passageway under the building at Bent Street and all fencing, gateways and other landscape improvements.

D. Environmental Analysis

Each development project is required to execute wind tunnel studies, present findings, and suggest solutions to problem areas prior to PUD design review approval at the 90% design development stage. In addition, the development team and their contractor must show how they will limit any negative side effects caused by their project on the nearby residential neighborhood and commercial properties. Impacts to be analyzed include, but are not limited to, noise, air quality, traffic, and street maintenance. Each project submitted for review must be accompanied by a traffic study which shows project impact on the areas circulation system, particularly with regard to the effect on residential neighborhoods. A capacity analysis must be made at the access/egress points as well as at all major street intersections using area development projections in the expected year of project opening.

The Developer has been told that we expect wind analysis for the passageway under the building at Bent Street. The need for further traffic study was earlier noted.

E. Exceptions

The thrust of the development guidelines is to maximize design quality and integrate projects into the historic presence of East Cambridge following the Riverfront Plan policy guidelines. An exception to the guidelines will be entertained only if that exception will more effectively achieve the overall architectural and urban design goals as determined by the Planning Board and the Community Development Department.

3. DESIGN PRINCIPLES

The goal of the East Cambridge Riverfront Plan is to create a functionally diverse and animated urban development, consisting of handsome background buildings that focus on and enrich the public open space system extending from Lechmere Canal to the Front and the main thoroughfares (First Street, Commercial Avenue and Cambridge Parkway). Furthermore, new structures must be compatible with East Cambridge's historic architecture. The City seeks new buildings that are timeless, subtle, and elegant structures that will always feel comfortable and inviting to the general public. This will be achieved in part through the design of properly scaled windows, masonry articulation, setbacks, animated silhouettes, and use of materials that are warm, inviting, and supportive of other proposed buildings and the urban design plan.

In general, the office structure bordering First Street and Charles Park positively contains the public domain. Much more attention is needed on both elevations of the garage structure. Efforts must be undertaken to make the elevations less rigid and more inviting. In particular, the strict unaltering horizontal lines of the limestone lintels should be enriched with articulation, shadow lines and a varying height that expresses the different width of the window openings. These changes would be subtle and elegant and more directly relate to Cambridge's historic architecture and the image pursued by the Planning Board's guidelines. Much work needs to be done to animate the silhouettes both viewed from First Street as well as from Charles and Front Parks. As stated in numerous meetings with the applicant, the proposed pre-cast concrete use in the courtyard and bordering Rogers Street is completely contrary to the spirit and intent of the guidelines and will not be accepted. Its location and scale of use is completely inappropriate and dominates both Rogers Street and views back toward the neighborhood from Commercial Avenue at Front Park.

The City will not support isolated, individual architectural statements that relate only to themselves. The City does support projects which are positive additions to the East Cambridge environment. General guidelines are discussed below.

As presently designed, the courtyard facade is an isolated individual statement that does not relate to its neighbors or to the rest of the building. We have repeatedly said that we understand that the courtyard could have a more limestone and less brick expression than First Street or Charles Park but that it must still meet the guidelines intent and be a cohesive part of

the building. Brick must still be the one material throughout the building that unites both the building to the area and the courtyard to the building itself.

Projects should be active. In particular, the City promotes an active urban setting around the Lechmere Canal both during and after customary business hours. Additionally, the City supports new residential development bordering the Front that will maximize hours of activity and improve public security along the riverfront.

Development in the public and private realms should be integrated in as positive, secure and elegant a manner as possible. Any part of the perimeter of the planned unit development which fronts on an existing street or public open space should be designed to complement and harmonize with adjacent land uses (planned or existing) with respect to use, scale, density, set-back, bulk, height, landscaping, and screening. Finally, each individual project should be carefully conceived and executed to the mutual benefit of its immediate neighbors.

The applicant's project has retail bordering First Street which assists in promoting First Street as a major retail street and active promenade. However, the presence of the garage on First Street facing the neighborhood requires much study to further reduce its impact. This is especially true for the future development site across First Street between Charles and Bent. In particular, all rooftop parking must be adequately screened from adjoining development and all efforts will be undertaken to successfully screen the presence of parking from the public and private domains on First Street and Rogers Street.

The addition of a handsomely landscaped courtyard is a positive addition to East Cambridge. The general public, River Court to the immediate south, and Lotus benefit from the additional open space. It adds an element not originally conceived as part of the masterplan open space system. It is necessary to make the public entries to the courtyard as inviting as possible. With that in mind, special attention is required to reinforce the Bent Street center-line and the perceived openness of the First Street passageway (discussed below).

The new development projects will inevitably affect the existing East Cambridge community. Therefore, attractive and inviting connections to and from adjacent neighborhoods are essential. Further, every possible physical amenity that is easily accessible to and inviting for present East Cambridge residents should be provided.

A properly programmed and designed courtyard and entries will be an asset to the neighborhood and the public at large.

A. Open Space and Circulation Design

1) Open Space

The Zoning Ordinance requires that open space be provided in the PUD-2 District (Lechmere Canal area to Rogers St.)

Useable open space shall be at least 20% of land and consist of parks, landscaped areas open to the sky, and through-building arcades at the ground level. In the PUD-4 District (South of Rogers St. and the riverfront), useable open space shall be 25% of land and consist of parks and landscaped areas open to the sky at the ground level.

The PUD ordinance requires 20% of the applicant's land be open space. The applicant has proposed that 50,456 square feet of Lotus' parcel size of 127,965 square feet will be open space. This is well above the minimum requirement of the PUD district, and an admirable feature of the development.

Private development bordering public open space and public thoroughfares must have direct access to that public space, and must present inviting elevations and imagery, with special attention at the ground plane. More generally, all development must directly relate to, provide easy access to, and reinforce activity at the existing ground plane. Design must be coordinated to relate well to public open space and public or private passageways that connect with that open space. All retail/restaurant/first floor rental spaces must be at the same level as the adjoining sidewalk or public open space. The City strongly discourages the use of steps between the public domain and first floor rental space.

The Charles Park elevation has a recessed area on the first floor. The City has concerns that this area will not grow any vegetation and therefore be alien to the park itself. When discussed recently with the development team, they offered that the recess was necessary for the first floor privacy and that the bris-soliel was an essential part of the overall design. This might be so but the City wants a more positive relationship to the open space and not a void at the ground floor where it joins Charles Park. Special attention is needed in this area.

One of the City goals for all private development elevations is to reflect the human-scaled imagery of the open space as well as the potentially more monumental individual imagery associated with a particular user. Other than properly containing the open space at Charles Park, the City feels this elevation relates very little to the humanistic open space imagery we have worked so long and hard to establish.

The open space passageway under the building must better relate to the Bent Street center-line and First Street as discussed earlier. (See attached sketch.)

All credited open space must be built using the same palette of materials as Lechmere Canal Park. To ensure that these high standards are met, all tree and planting selections will be reviewed by Cambridge's Planting Committee. When and where

requested by the City, projects that immediately border the new public open spaces must provide sufficient enclosed space for park refuse and/or equipment storage. All privately owned open space must be designed to reinforce and enhance the design intent of any adjoining public open space.

2) Pedestrian Circulation

All developments must include an integrated pedestrian circulation system with particularly strong connections between Lechmere Canal and Front Park at the Riverfront, and between the historic residential neighborhood by way of an extended Charles Street to the planned Charles Park. As development proceeds, a continuous brick paved arcade along the eastern edge of First Street from Lechmere Square to the south side of Spring Street extending into a major market complex entry should be created.

In the development of any large, multi-acre site in the area, the City will expect numerous lobbies and other entries, each serving a particular section of a complex, rather than one large lobby and one or two entries serving the entire complex. Offices and residential lobbies should be directly located on public streets and, in the case of a mixed-use building, need to be clearly separated from each other.

The applicant has provided an additional connection between First Street and Front Park. Concerns with this connection have to do with the passageway's relationship to the Bent Street center-line axis and its design as it relates to a sense of welcomeness and invitation.

The Charles Street extension between First Street and Charles Park is considered an essential element of the urban design plan. Each bordering private development must assist in every way possible to maximize its success in making this street as inviting as possible. The Planning Board had suggested a passageway through the base of the Charles Street Tower element and that is presently not on the drawings. What is the present size of the sidewalk adjacent to the tower element at Charles?

3) Service Facilities

Entrances to parking facilities and service areas must be coordinated with adjacent development. In addition, entries need to be as far from street intersection and public open space corridors as possible, and integrated into the building forms to minimize visual impact. Service roads should be coordinated where several adjacent private developments occur. For example, Lechmere's service easement from Commercial Avenue should serve the shopping complex, the One Canal office project, and the development opposite the Sonesta Hotel in a cooperative way.

The entrance into and the exit from Lotus' garage has been reviewed by the Community Development and Traffic Departments. An area of concern rests with the number of service bays on Rogers Street. Given the design of the building, with its courtyard open to Rogers, the location of the service near First Street appears to be the only realistic place for this use. Initial review of zoning indicates that too many service bays are being proposed, and if this is true, they will not be accepted. For those bays that are accepted, every effort will be needed to minimize their negative effects on the pedestrian environment in general and the private development across the street.

B. Mix of Land Uses

Each development is expected to include a mixture of uses as follows:

PUD-4 (Market complex and Sonesta site) - retail, restaurant; cinema on the lower two floors with office, residential and/or hotel above.

PUD-4 (Charles St extended south) - retail, restaurant on first floor with office and/or housing above.

PUD-2 (West of Commercial Ave.) - retail, restaurant on first floor with office and/or housing above.

PUD-2 (Riverfront) - restaurant, retail facing Front Park and riverfront, housing above.

1) Retail

In the Riverfront Plan, the retail focus of the development plan occurs between Lechmere Canal and Charles Street (extended), with two levels of active, restaurant, and related marketplace retail overlooking and fronting on the canal. This retail ties directly into a publicly accessible, through-block shopping arcade that is parallel to First Street and on axis with the fountain.

Lechmere Canal retail should encourage patronage by East Cambridge residents. Such uses include cinemas and moderately priced, light-fare restaurants.

The ground floors of all buildings facing the canal, planned Charles Park, First Street and Front Park must be designed to easily accommodate retail/restaurant uses, regardless of whether the buildings are actually used for retail/restaurant uses in the first years of occupancy.

Existing commercial activity along First Street should be reinforced with the introduction of additional commercial establishments, where possible.

The applicant continues retail use along most of their First Street frontage, as do the neighbors to the

north and south. The retail/restaurant uses that are encouraged by the City are active, lively uses open to the public and ones that add positively to the image of Lotus and the area as a whole. The City strongly discourages uses that are inactive, such as showrooms or or inanimate features such as automatic bank tellers, which add little to the ambience and security of a street.

A through-block shopping arcade is an indispensable component of the pedestrian system in the Riverfront Plan. This arcade will provide a grade-level connection through the PUD-4 shopping building and connect Lechmere Canal to the planned triangular open space at Charles Street extension. The arcade must be directly accessible to the public.

2) Housing

The Riverfront Plan envisions the development of a significant residential pattern of use throughout the development area. This has not been achieved in the early phases of development, but the City anticipates that, as the area becomes more and more established, housing will be built to help give a 24 hour presence and the depth of interest and vitality that only people living in an area can provide.

3. Office

A large amount of new and rehabilitated space has been created for office use in East Cambridge; much more is planned and likely in the near future. The City will continue to require that office buildings and office components of mixed use buildings be as attractive and humane as possible. The presence of the office space should be secondary to the open space system and active ground floor retail pattern.

Assuming the retail meets the goal of the City and does indeed create an active, urbane and secure environment along First Street and the courtyard is landscaped and architecturally treated as an extension of the open space system and urban design plan, this project should be a welcomed addition to the area. One area needing more study is the elevation treatment, which appears rather somber. This is a difficult issue to articulate clearly, but the elevations need a lighter touch that better relates to the general spirit of the area and Cambridge's strong 19th Century heritage. Specifically, the elevations should be more than strong horizontal unflinching lines contained by corner towers. There should be a better sense that indeed people do occupy the building and that all horizontal windows are not alike. The applicant has said that their windows are reminiscent of the Chicago School and that is perfectly fine. However, the Chicago School designed much more articulation and richness in the proportions of facades. The School rarely, if ever, designed

unbroken continuous horizontal lines of windows without relief. The approach of the School would be to celebrate the elevation, albeit in a rather subdued manner. The present elevations do not do this and it is needed.

4) Parking

All parking shall be screened to the satisfaction of the City from all public view and from view of adjacent private development, if it will have a detrimental effect on either the design of or leasing of a planned or existing adjacent development. Parking facilities should be incorporated and located within development projects to maximize the opportunity for ground level retail activity and to limit inactive, unsecured areas.

Parking is almost always the most difficult design issue to resolve gracefully and in a manner that respects the urbane qualities of the project. As presently designed, the parking is not satisfactorily screened. There are two specific areas of concern: (1) the elevations are too porous with the unglazed openings dominating the facades; and (2) the rooftop parking is not screened in any matter whatsoever.

Greater attention is needed to reduce the visual and auditory perception of the parking by pedestrians in the area and by the users of the future development site directly across First Street. In essence, the City wants the parking to be treated in a good neighborly manner just like Lotus' more recent neighbors along First Street. Very serious attention must be given to screening the above grade parking spaces that the Board approves.

C. Elements of Form

1) Height

Height and bulk of buildings should be configured to minimize their visual dominance, the extent of cast shadows, and undesirable alterations of air currents affecting the public open space system, the historic East Cambridge neighborhood and adjacent new or planned development.

Limited building height around the canal is essential, especially at the northern edges of the shopping crescent and the site opposite the Sonesta Hotel. The crescent must contain the Lechmere Canal spatially as well as maximize the hours that sunlight reaches the crescent open space. The Riverfront Plan achieves this by suggesting building to the property line a maximum height of 2 or 3 stories near the center of the crescent with additional stories stepped back from the canal. As the crescent meets Thorndike Way, the height of the development at the canal's edge must match that of the four story development at One Canal Park. In general,

to assure that adequate sunlight reaches the riverfront's public and publicly accessible open space, building planes facing or generally oriented toward the riverfront open space system must be stepped back to minimize the shadows that are cast on the open space system.

No building element may project vertically beyond the maximum building height allowed within the PUD, unless a coordinated system of expressive building tops becomes an integral part of the development's design concept. An expressive building roofline appropriately celebrates the building's union with the sky and is reminiscent of late 19th and turn of the century architecture. In general, chimneys, water towers, air conditioning equipment, elevator bulkheads, skylights, ventilators and other necessary features appurtenant to structures which are usually carried above roofs should not extend beyond the maximum building height requirements for each district. However, if those features are designed in a coordinated, distinctive manner in concert with the upper floors of the building and, if the design is approved by the City as creating an architecturally and urbanistically successful roof to the development, the same non-occupied features may project beyond the maximum height limit.

The applicant's PUD application made no mention of shadows cast by the building's 85'-0" high massing along First Street. The development team must do sun shadow diagrams along First Street. Additionally, as stated above, more attention is needed on all elements above the maximum height limit so that they meet the guideline of creating a successful architectural roofline.

2) Scale

Projects must relate to human dimensions and provide a sense of intimacy in all aspects of design from building concept development to construction details. Of particular importance are the treatment of the ground plane and other parts of the projects which can be seen and experienced directly by users.

The City strongly feels that more must be done to make the elevations much more intimate and respectful of human dimensions and human presence. The applicant's scheme does reinforce First Street at the ground plane with articulated retail but more attention is also needed here. Of special importance is the passageway from First Street into the Lotus courtyard where every effort must be undertaken to make the pedestrian experience as inviting and uplifting as possible. The courtyard must not be alien to East Cambridge but a true extension of the City's fabric with strict attention to the guidelines. The Charles Park elevation has a questionable relationship at the ground plane and seems to turn its back to pedestrians.

3) Massing

Regardless of any preconceived development configuration for any particular use, new development west of Commercial Avenue is expected to extend the East Cambridge grid pattern; to maximize historic East Cambridge access to the open space system via Charles Street extension; to break down any building type's typical massing to relate to the historic character and mass of 19th century Cambridge; and to prevent a monolithic appearance.

This project and the neighboring shopping arcade will be the largest buildings on First Street. The shopping arcade recently removed all its parking from the roof and dramatically lowered its three block mass to below 50'-0" in height. Lotus' two block facade along First Street is similar in height from Charles to Bent Street but then goes up to the PUD's maximum of 85'-0" in height between Bent and Rogers.

As mentioned earlier, the massing of the building across from Bent Street needs to be restructured to relate to the grid. At the request of the Planning Board, Community Development did a simple study of how to both achieve the passageway sought by the development team and, to not only respect but, enhance the grid of the City. Instead of adopting a 45 degree angle as the overriding rule, the City's attached sketch slightly alters it to better acknowledge Bent Street, and the grid in general. The Bent Street passageway should be treated as a garden gateway to better announce it as a connection to the courtyard and as a proper termination of Bent Street. (See attached sketch. The resulting angle is 41.5 degrees.) A successful solution to this concern is critical.

On Charles Park, Lotus' elevation and the Galleria's massing generally work well together, but the relationship between Lotus and River Court should be much stronger. The two neighboring developments are in different PUD districts with River Court's maximum height set at 120'-0" versus Lotus' 85'-0". At Lotus' curved corner there is a great urbanistic opportunity to highlight a potentially handsome corner with a more appropriate celebration of the silhouette and at the same time better perform a transition between the Lotus maximum height and the higher building at River Court. The more articulated silhouette at this corner would be in the tradition of the historic architecture, would give greater definition to the Lotus buildings, and better relate to the massing of the headquarters building and River Court. Executed in a traditional manner this would add to, not detract from, the overall urban design character of the area.

To reinforce Lechmere Canal as a dynamic, handsome publicly oriented marketplace and open space, the atmosphere of the canal must be integrated into the market and arcade, employing a level of architectural quality equal to that of the canal park throughout the arcade and market.

Properties must maximize the hours of sunlight available to Lechmere Canal and architecturally balance the massing of the Ten Canal Park office/retail building mass along the western part of the crescent. These guidelines intend to create a harmonious, architecturally integrated, appropriately festive crescent that incorporates the building at Ten Canal Park in a unified and elegant manner.

All adjacent private developments, when bordering the public domain, must build to a common party wall in an architecturally compatible manner, with adjacent buildings responding to their neighbors. The City does not encourage the creation of alleyways along property lines visible from any public view.

4) Streetwalls and Setbacks

Maintenance of existing streetwalls is required within the district. This may be accomplished by principal front wall plane setbacks and cornice lines which are consistent with existing buildings on the same block or neighboring blocks. A three to five foot setback, matching One Canal Park, is required along the eastern side of First Street in order to create adequate space for people to walk and trees to grow.

A nine foot setback above elevation +4.5 is anticipated along the western side of Cambridge Parkway. The setback control will only take effect above elevation +4.5 so that each developer can maximize the parking potential below grade. Exceptions to this setback, subject to design review, would be those architectural elements that complement the Park's edge. This might include, but not be limited to, entrance canopies and trellis-covered seating or overlook areas. A three foot setback has been established along both sides of Commercial Avenue. Permissible exceptions, subject to design review, might include entrance canopies and other at-grade open space amenities.

Some further study of setbacks along First Street and Rogers Street is needed, though this seems relatively easy to resolve.

5) Silhouette

As buildings increase in height, they should be shaped to be increasingly slender and broken down in scale toward the top. Buildings should be of a tripartite architectural configuration consisting of base/middle/expressive top. Buildings must provide animated silhouettes that enliven

views from the open space system, the historic neighborhood, the Charles River Basin, the thoroughfares through and entries to East Cambridge. This greater articulation should be an integral part and emphasis of the building concept.

Both Charles Park and First Street require more attention and articulation. The major thrust of the existing design is a series of flat unbroken planes with articulated corners. The upper floor typically is set back to reduce the weight of the building, express the top as something special, and to add richness to the project's skyline, but these efforts are not enough. As discussed earlier, the most logical and meaningful area for silhouette enrichment is at the round corner at the junction between Rogers Street, Commercial Avenue and Charles Park. This special corner must be highlighted and made an important element of the skyline, as well as better relate to the height of the adjoining River Court project. This can be done in a number of ways but it must be done in a manner that respects the character of the open space system and Cambridge's traditional architecture heritage.

First Street needs greater articulation and richness. The overall building appears very rigid. An enhanced silhouette would go along way in animating the building and making it a better partner with the rest of the area.

6) Details

Development bordering the public domain must be rich in architectural details, pay special attention to the ground plane and silhouette, and convincingly incorporate appropriate imagery depending on project location, i.e. historic East Cambridge tradition, waterfront, and open space imagery. Overall form and individual elevations must be designed to emphasize human scale and presence through the use of properly proportioned features, including but not limited to punched windows, lateral-arm awnings, balconies, setbacks, passageways, etc.

To date, we see little if any incorporation of appropriate imagery including historic East Cambridge tradition, waterfront or opens space imagery. This is an important element of the entire urban design plan and must be addressed. The design of gates and fencing is one area in which such imagery might be accomplished.

The ground plane along First Street is on its way to being a handsome addition to the street but one concern rests with the use of cast stone concrete and the quality to which it can be held. The quality of concrete in the greater Cambridge area has, at best, been uneven and the guidelines specifically state that pre-cast concrete (under any name) is not allowed. The ground plane in

the courtyard and along Charles Park has not been defined but deserves special attention.

Materials

All new buildings should be mainly faced with an authentic New England water-struck brick, Kane Gonic, or equal approved by the Community Development Department. In addition, elegant highlights and subtle embellishments with granite and limestone are desirable. A granite base treatment (to match that used at Lechmere Canal) is needed to relate to the public open space system and thoroughfares. This is especially important for all first floor columns meeting the pedestrian level at important public locations. Limestone or granite string courses, lintels, sills and trim will soften and refine the brick facades. The City recommends a pattern similar to Flemish bond or American bond with headers every 6 or 7 courses.

The highest quality of materials must be used at the pedestrian level of all buildings. The use of pre-cast concrete is not considered to be an embellishment at any level.

Since our first meeting with the development team, the applicant has insisted on using a non-brick material for the courtyard. The initial proposal of aluminum panels followed by the extensive use of pre-cast concrete with continuous strip windows is the greatest contradiction with the guidelines presented to Community Development and the Planning Board. It is alien to every intention of not only the plan and the tradition of East Cambridge but also of all the new construction. The guidelines' intent was to acknowledge that there would be different architectural expressions for each new development, but to tie it together with basic materials, massing, articulation, undermines the intent of the plan and the Guidelines.

We have encouraged, not brick alone, but brick with granite and limestone embellishments. We have done this not only for the creation of a district feeling but also so that each new development could feel as certain as possible what its future neighbor would be building.

As we stated in our first review of this project in 1986, the courtyard materials must be consistent with both the guidelines for the area as well as the materials of the buildings on all street elevations. We feel that it makes sense for the courtyard to have a slightly more limestone treatment than the street facades, but that the brick theme must continue through with punched

windows. This would tie the building together and relate it to its neighbors in an urbane (rather than suburban) manner. We find it very discouraging that after 6 months of discussion, these important guidelines are still not being respected but continually ignored.

Awnings

All new buildings should provide lateral-arm awnings, color coordinated with adjacent development, at all retail frontage overlooking public open space, especially the Canal/Front axis, and First Street (where arcades do not exist). The awnings will assist in offering an active, vital marketplace image, while at the same time creating a means of protection for shoppers, residents and office workers during inclement weather.

The shopping complex to the north and River Court to the south are both incorporating awnings at the retail level. The City intent has always been to unify the retail treatment along First Street in a colorful manner that everyone understands. This would further assist giving First Street a clearly different image than the other streets in the area and to more clearly articulate the edge between the historic neighborhood and the new development districts. The applicant has said that the design could create a rich ground plane without awnings, but the street as a whole and overall public image must take precedence. Awnings should be installed to further symbolize Lotus' intent of being an active partner on the street and not a stand-offish participant.

Transparency of Ground Floor Spaces

All new buildings should maximize visibility and transparency through ground floor retail or possible future retail space as determined by the City, especially along the perimeter of the Canal Park and First Street. The City realizes that future additions of storage rooms, toilets and restaurant kitchens will limit areas of transparency, but it is Cambridge's objective to locate these areas to maximize visibility and transparency where it is desirable.

All tenant improvements visible from public open spaces and thorough-fares are subject to design review as part of the P.U.D. process.

There are few opportunities for transparency along the First retail level. The major exception, of course, is the courtyard passageway under the building. Every effort to improve this situation, including the elimination of the second floor

office space at this entry point, must be entertained. Additionally, all efforts should be explored to maximize views through elements of the building at the ground floor from Charles Park to the courtyard and the courtyard to First Street.

Balconies

All new buildings should provide human-scaled balconies at appropriate locations overlooking the public open space systems. The balconies must be detailed so that they are inviting, highly useable and relate directly to the character of the adjoining open space.

Penthouse

All mechanical penthouse and other projections should be architecturally integrated within the overall form and individual elevations of the building. They must be faced with the same building materials and enhance, not detract from, the overall building appearance and balance.

Color

The City encourages the subtle use of warm and inviting color in all the buildings in the project area. The selection of colors must be sympathetic to 19th century Cambridge and the general palette of materials being used for Lechmere Canal and the Front.

Windows

For reasons of public health, aesthetics and future energy concerns, the City desires operable windows to be used throughout the buildings of the development area. As noted earlier, strip windows are not acceptable. Traditional masonry openings and articulated fenestration are expected.

Art

Individual works of art and their respective settings must work together in a harmonious, subtle way. The City encourages artists to work on basic architectural elements of the building instead of individual free-standing objects.

Signs

All signage is subject to design review as part of the P.U.D. process. In general, signs should be designed to fit well on the buildings, to be legible but not overpowering, and to complement other elements applied to buildings, such as awnings, canopies, or artwork.

The above categories of detailing (balconies through signs) have not been reviewed.