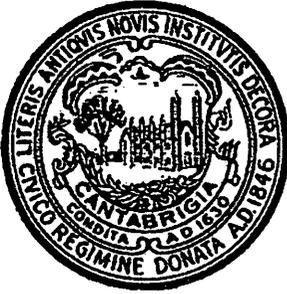


R



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

Date:	June 19, 2012
Subject:	Forest City Petition to Amend the Boundaries and Regulations of the Cambridgeport Revitalization Development District (CRDD)
Recommendation:	The Planning Board is not prepared to make a favorable recommendation on the Petition at this time.

To the Honorable, the City Council,

The Planning Board considered the Forest City Petition and heard testimony from the Petitioner and members of the public at its meetings on May 1 and June 19.

The area of the petition is within the scope of the Kendall Square and Central Square Study, currently being undertaken by the Community Development Department. The Board has had a briefing from Goody Clancy, the City's planning consultant on the study process.

Because the portion of the study process relating to Central Square is still underway and is expected to be complete in the fall, the Board is not prepared to make a favorable recommendation on the Petition at this time. The Board makes no comment on the substance of the Petition, and would expect to reconsider this proposal within the context of the Central Square Study recommendations.

Respectfully submitted for the Planning Board,

Hugh Russell, Chair.

B

June 26, 2012

Kendall/Central Square planning study

Review comments on the Forest City proposal to rezone and redevelop portions of the 300 block of Massachusetts Avenue

- Building form/height
 - Shadow impacts
 - The proposed building puts Massachusetts Avenue in shadow, though not more than do adjacent existing buildings. New shadow impacts on Jill Brown-Rhone Park appear limited, occurring mainly in relatively short morning periods during winter months.
 - Scale compatibility with context; Architectural expression
 - The proposed streetwall height of no more than 65 feet for at least 60% of Massachusetts Avenue frontage (with additional stories set back at least 25 feet from the façade) is appropriate, establishing a relationship to traditional Central Square building heights to the west. The remaining 40% of the approx. 250' frontage translates into about 100' width for the taller massing component proposed on Massachusetts Avenue. This width is in scale with the facade of Forest City's existing building at Sidney and Mass Ave, and just two-thirds the width of the old Necco building, so will overall have a vertical reading in scale with context, which will help maintain a sense of variety along Massachusetts Avenue.
 - The height of the building is appropriate in the context of other taller buildings flanking Massachusetts Avenue east of Lafayette

Square, but should not be interpreted as a precedent for building heights west of Lafayette Square.

- Architectural composition of the building, particularly its portions rising above the 65' streetwall setback, should emphasize variation in form and avoid a monolithic appearance. The gradual curve of the penthouse form evident in the concept illustrations helps achieve this goal. Additional or alternative strategies to consider toward this goal include other variations of the facade profile and/or roofline, as well as introducing at least one significant variation in material, plane, color etc. for every 100' horizontal length.
- Mitigating amenity loss from existing sites
 - Accommodate the All Asia bar/music venue, any other valued businesses/tenants on the 300 Mass Ave block in alternative locations in Central Square or other location amenable to the business owner.
 - However, should mitigate loss of existing plantings by installation of a green roof(s) on one or both new buildings, more intensive plantings of street trees along all public street edges adjoining both development sites.
- Contribution to walkable street network
 - Massachusetts Avenue
 - The building's proposed ground floor retail is very much welcomed as a means to create a more continuous retail environment between Lafayette Square and existing retail at the Novartis development, benefiting community members as well as retail business prospects. Widening the existing sidewalk area to accommodate outdoor dining, retail or similar use associated with active ground floor uses is strongly encouraged. The addition of this space and programming should not diminish the width of existing clear sidewalk passage open to pedestrians. Street trees and sidewalk paving should be added and/or improved where needed.
 - Blanche Street

is very positive, helping preserve opportunity for additional pedestrian-oriented mixed-use development in the area.

C

ASSOCIATION OF CAMBRIDGE NEIGHBORHOODS
c/o 213 Hurley Street
Cambridge, Massachusetts 02141

June 27, 2012

Ordinance Committee
Cambridge City Council
City Hall
Cambridge, Massachusetts 02139

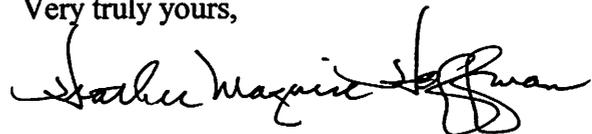
Re: Forest City Petition

Dear Honorable Councillors:

At our June meeting, the Association of Cambridge Neighborhoods voted to urge you to follow the advice of the Planning Board with respect to the Forest City Petition. We agree that it is premature to take up zoning changes in the K2C2 study area until the entire study has been completed and presented to the city and the City Council so that we can all evaluate zoning proposals as part of a more comprehensive plan for the future of our city. Therefore, we ask that you join the Planning Board in recommending that the full Council take no action on this petition and allow it to expire. You owe the taxpayers who are paying for this study and the residents, businesses and universities who are supposed to benefit from it no less.

Thank you for your consideration.

Very truly yours,



Heather Maguire Hoffman, co-president

D

Good afternoon, members of the Ordinance Committee:

My name is Jonathan King, I live at 40 Essex Street, and I'm an officer of the Essex Street Neighbors Assn; I also chair the Zoning committee of the Area 4 Coalition;

The original agreement between Forest City Ratner and the City was a time consuming and protracted process, consuming long hours of residents time. My wife and I, and many others here, were among those who spent long hours at the meetings. As you know the final agreement negotiated for that district specified an 80-foot height limit along Mass Ave.

In addition to being a long term resident of Central Square, I direct a biomedical research laboratory at MIT. My students are employed at Amgen, Merck, Millennium, Wyeth and other Biotechnology and Pharmaceutical companies. As a result I am quite familiar with the need for office and lab space. I am sure that keeping the building to the current height limit of 80 feet, rather than 135, will not generate any shortages of bio- office or lab space in Cambridge.

I want to state 5 points, each of which provides a complete and sufficient basis for rejecting the Petition:

1. This proposal reneges on the original agreement made with Forest City that involved thousands of hours of citizen effort. The Ordinance Committee should reject the Forest City Petition to raise the height limit on this basis alone. They are perfectly capable of building a well-designed 80-foot building.

2. The city is spending hundreds of thousands of dollars in staff time, and a thousand hours in volunteer time of the 40 members of the two Advisory Committees on the K2C2 planning process. Forest City wants circumvent that process for no good reason but their corporate bottom line. On this 2nd basis alone the Ordinance Committee should reject this Forest City petition as premature at this time. The inability to responsibly assess the impact before receiving the K2C2 reports was the basis for the planning Boards Unanimous rejection of the petition at its meeting on Jan 19th.

3. When Forest City came in with their original proposal to renege on the earlier agreement, some combination of the Planning Board, the CDD and various City Councilors, according to their oral report, rejected it and said go back to the table and include housing. After all, there is housing further down the block and across the street and north of Main Street.

The intent was that Forest City would include housing on the All Asia site. Lo and behold they return with a totally outrageous proposal to take back the public access park and put a tower their dwarfing the fires station, shading Jill Brown-Rhone Park.

When this committee amended the petition, to remove the tower, it brought the petition back to the state, which had been previously rejected. So we are back to the plan you have already rejected. Since there has been no incorporation of housing, this Committee should maintain your integrity and on this 3rd point reject the petition until housing is included. We note that there is already housing on this part of Mass Ave on both sides of the street.

4. The proposed building is too tall for this site, taller than Necco, taller than the hotel, taller than the Novartis building. It insults its neighbors, and will shadow the street. It is completely out of scale with the open space in Jill Brown-Rhone Park. It doesn't cast a shadow, but it blocks the sky. On the basis of the excessive height alone this Planning Board should reject this petition.

5. Prior to the submission of their petition Forest City had not met with or taken input from any of the relevant community groups; not with the Area 4 Coalition, not with the Cambridgeport Neighborhood Association, not with Essex Street Neighbors, not with the Alliance of Cambridge Tenants, and not with the Association of Cambridge Neighborhoods.

This absence of serious consultation with the neighboring communities violates the spirit of the Planning process is sufficient basis to reject this Forest City Petition.

The open, green and human scale of the Lafayette Square area with the firehouse, the Green Park, and Jill Brown-Rhone park has been described at many meetings as an absolutely key link between the two regions. This building absolutely violates the spirit of the Red ribbon Commission and even Goody Clancy's program

No significant constituency, residential, scientific, educational or commercial constituency has called for this out of scale project, and it responds to none of the residential, social economic, scientific, residential or educational needs of the community. The community is as united in opposition to changing the zoning as I have seen in 40 years.

There is no reason Forest City can't build an elegant building maybe 65 feet, with retail, with housing and with setback. They won't make as much money, but this Committee should be responding to the needs of our residents, not to the needs of these Cleveland-based real estate developers.



June 25, 2012

The Honorable David P. Maher
Cambridge City Council
Chair Ordinance Committee
City Hall
Cambridge, MA 02139 .

2012 JUN 26 PM 3 26
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Dear Chairperson Maher:

We are writing to express our strong support and the support of the Cambridge Chamber of Commerce for the petition submitted by Forest City/MIT to amend the Zoning Ordinance by extending the Cambridgeport Revitalization Development District from Green Street out to Massachusetts Avenue in the area adjacent to Blanche Street. We understand that the piece of the petition that would provide for the potential development of a residential building on Sidney Street between Massachusetts Avenue and Green Street has been severed from the petition.

Enactment of this petition will allow for the redevelopment of a blighted block on the City's major roadway, better connect University Park to Central Square, Kendall Square and MIT, and allow for development of needed laboratory, office and retail space.

The need for additional office and laboratory space is clear. Companies in various industries--including life science and technology -- have left Cambridge in recent years due to the lack of space to grow. The Council has largely supported zoning changes that allow for new development to meet the continuing demand for space in Cambridge. The Chamber supports those decisions and we thank the Council for your commitment to building a City that allows for continued economic growth and vitality.

The proposal by Forest City will continue that trend which will serve to benefit the City, its residents and businesses in the long term. The proposal to rezone this area also addresses an issue that would have, had an agreement between affected parties been possible, been addressed in establishing the Cambridgeport Revitalization Development District guidelines more than twenty years ago.

The current condition of the area to be rezoned through this petition is dire. The existing buildings are a scar on Massachusetts Avenue and the condition of this area serves to disconnect Kendall Square, the MIT campus, Central Square and University Park. Reasonable development of retail, laboratory and office space will improve these connections and may make this the critical link between these vital areas of our City.

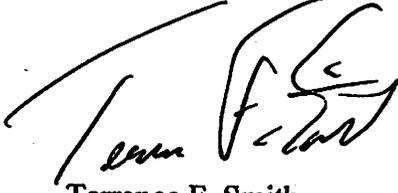
In recent years the Council has called for the development of retail space that brings life to our major streets and squares and the proposed zoning will allow for retail development that can succeed. Redeveloping this area will assist retailers all along Massachusetts Avenue and Central Square. The laboratory and office space will provide additional customers to existing and future retailers throughout the area.

It is our understanding that Planning Board members have suggested delaying a decision until the larger planning study of the affected area is completed. That is the planning Board's prerogative but does not limit the Council's ability to act. The Council clearly stated that pending zoning changes would not be delayed by these studies.

We strongly urge the Ordinance Committee to recommend adoption of the zoning changes proposed in the Forest City/MIT petition and ordination by the Council. Thank you for your consideration.

Sincerely,


Kelly Thompson Clark
President & CEO


Terrence F. Smith
Director of Government Affairs

 Cambridge City Clerk

Submitted to the ordinance
Code Public Hearing, June 27, 2012 by
JAMES WILLIAMSON
WOOD JACKSON PLACE
CAMBRIDGE, MA 02140
(1 of 1)

UNIVERSITY PARK

History

Amenities

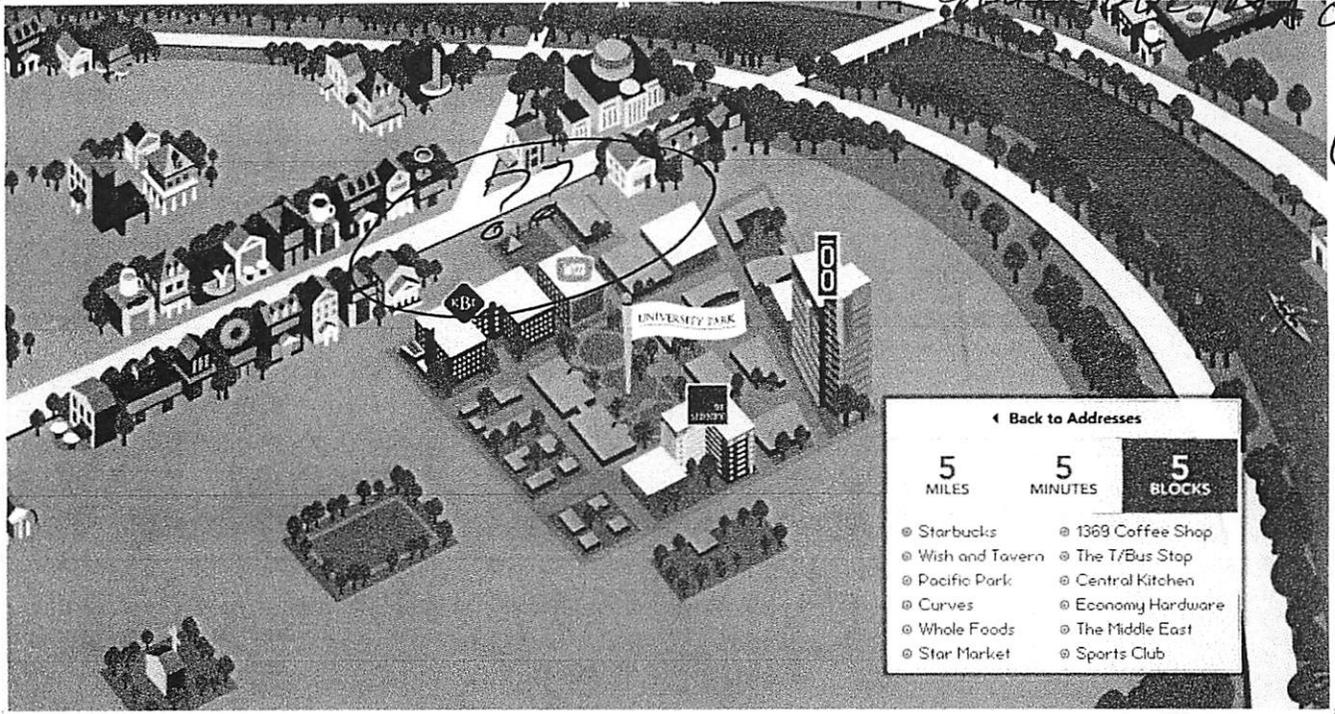
Location

News

Contact

Community

Home



Sub MIT 404 z
James Williamson
1000 Jackson Place, Cambridge
Community Video Home

UNIVERSITY PARK

History

Amenities

Location

News

Contact



(2 of 1)

News

- Room to rent. Despite hot condo market, realtors and analysts say demand for apartments in Greater Boston remains steady.
- Apartment of the Week - All of the Loft Appeal, with None of the Grit.
- Cambridge apts. finish longtime project. Forest City's high-end tenants will be highest of Cambridge renters.
- After University Park, Forest City seeks new pipeline. Challenges await as firm sets its sights on likely Boston projects.
- Grand Finale. Two decades later, the controversial university park at MIT is nearly ready for last of residential tenants to move in.
- University Park at MIT Wins Urban Land Institute's 2004 Awards for Excellence.

Cambridge apts. finish longtime project. Forest City's high-end tenants will be highest of Cambridge renters. *Boston Business Journal*—July 15-21, 2005

CAMBRIDGE- With a top rent of \$7,000 per month for one of its units, a luxury-rental apartment tower in Cambridge is getting its final finishes by lab and residential developer Forest City Boston.

The tower at 100 Landsdowne Street is the last building to go up in the 27-acre University Park development bordering the Massachusetts Institute of Technology campus.

Forest City Boston, the local division of Cleveland-based Forest City Enterprises Inc., will begin renting the 203 apartments in the 18-story tower in September. Rents for the one- and two-bedroom apartments will range from \$2,000 to \$7,000 a month. The highest rent is for the largest penthouse apartment, which overlooks Boston and the Charles River.

With the Museum Towers in East Cambridge being converted to the Regatta Riverview condominiums, Forest City's building will be the tallest residential apartment building in Cambridge. The tower's granite countertops and marble bathroom finishes rival other luxury apartment buildings in Boston, such as the residences at the Colonnade, the Devonshire and Avalon at the Prudential. The Cambridge building will include an on-site fitness center, media room, Wi-Fi cafe and a private dining room with kitchen on the first floor and an observation lounge on the 16th floor with a view of the river and downtown Boston.

The building will have three levels of finishes for the apartment: standard, and upgraded version and the penthouse.

The apartments from the eighth floor and higher have river views. Renters are expected to be wealthy individuals and couples who prefer living in Cambridge to Boston- who "want to see the view, rather than be the view," said Lauren Paton, regional manager for Forest City Boston. The most expensive apartment in the building is the 17th-floor penthouse, a 1,300 square-foot apartment with a balcony facing downtown Boston. The two-bedroom, 2-bathroom apartment has cherry hardwood floors, stainless steel appliances, granite countertops and marble bathrooms, including a 20-inch deep-soaking tub.

"People who are renting and paying this, they want condo quality," said Daniel Hughes, construction manager for the tower.

As the building is rental, the growing inventory of condominiums and threat of increased mortgage interest rates do not have a negative effect on the leasing properties, Paton said. "It helps with the rents as the interest rates go up. Less people buy, so there are more people out there searching for apartments," said Paton.

The proposed rents for the apartments in the building have increased during the building's construction. She expects the tower to be fully leased within one year.

The tower is the fourth residential building in a complex that includes 10 research and office buildings, parking garages, a hotel, restaurant, and retail space. The entire build-out has taken about two decades.

A 51-unit rental loft building also on Sidney Street started leasing this spring. Rents for the one- and two-

bedroom apartments range from \$2,400 to \$3,300 per month.

A 10-story traditional apartment building with 135 apartments was completed in 2002. The building, with monthly rents from \$1,960 to \$3,400, is fully leased.

(30711)

The first residential building Forest City completed was the conversion of a historic brick-and-beam building into the Kennedy Biscuit Lofts. The building has 142 units, was finished in 1990 and is fully leased, as well.

The residential buildings will remain rental, rather than convert to condos, which follows Forest City's business model, as well as the 99-year lease for the land, which is owned by MIT.

MIT and the city of Cambridge were partners with Forest City in the entire University Park development.

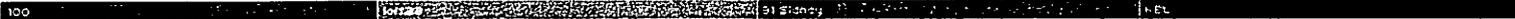
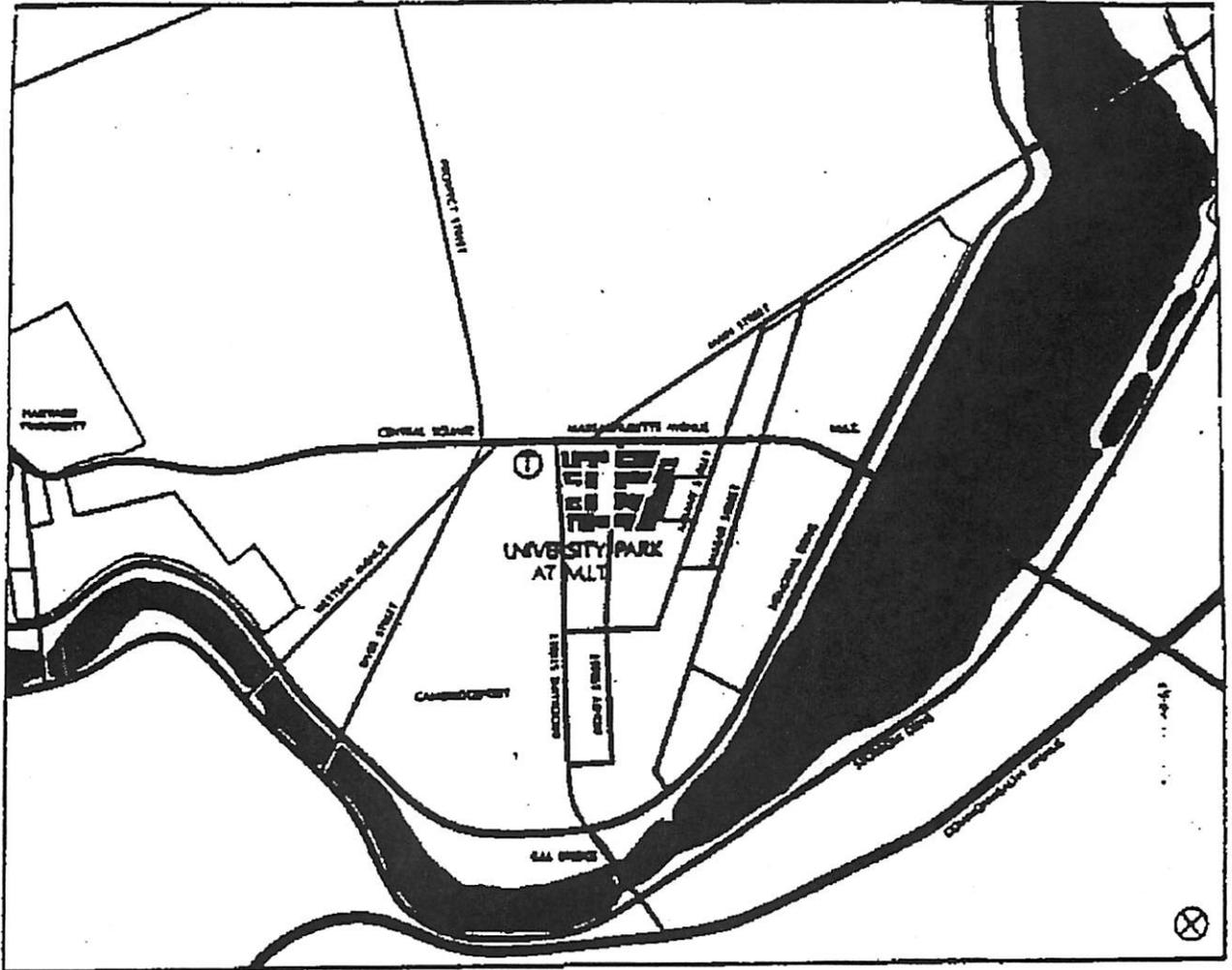


EXHIBIT A
TO
AGREEMENT FOR DESIGN REVIEW GUIDELINES

FINAL
(481)



Submitted to
the Ordinance Cmte.,
Public Hearing, 6/27/2012
by:
James Williamson
1000 Jackson Place
Cambridge, MA 02140



UNIVERSITY
PARK
AT MIT

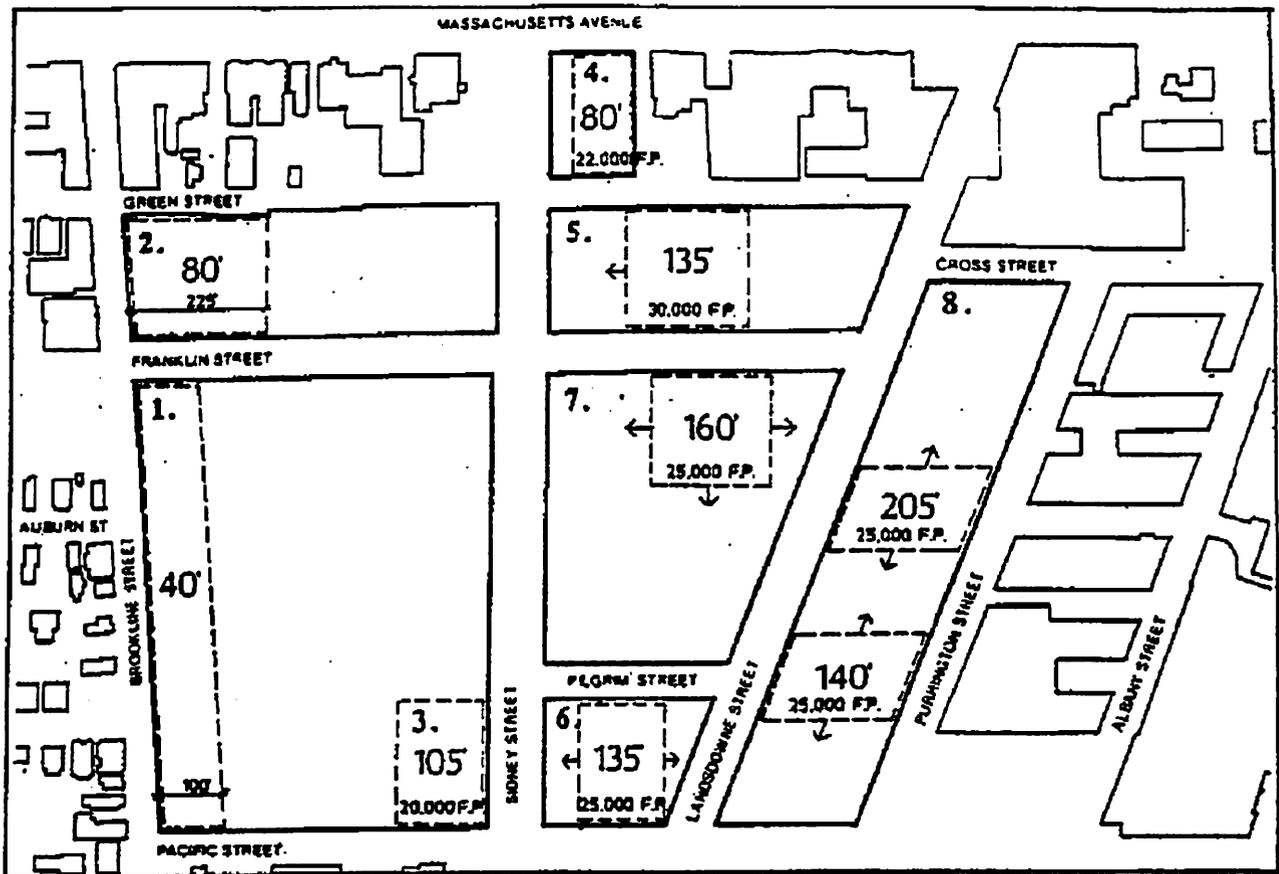
URBAN DESIGN
GUIDELINES

OCTOBER 2, 1987

REVISION: DECEMBER 22, 1987

C. BUILDING HEIGHTS

(564)



Building heights in University Park are governed by the Cambridge Zoning Ordinance, which provides for a basic building height limitation of seventy feet with a greater building height allowed in limited instances.

The locations of these higher buildings and other factors with respect thereto have not been finally determined. However, some of the possible locations for buildings in excess of seventy feet are those generally indicated in the diagram above. These sites for higher structures related to the major open spaces of University Park are as follows: At the University Park Common, taller structures are contemplated at the space's northern and southern ends. At these locations, taller buildings would help mark the limits of the Common, while reducing the impact of building shadow patterns on the space and its surrounding buildings. Sites along Landsdowne Street and Massachusetts Avenue are also contemplated for taller buildings. In each case, ease of access and distance from the smaller scale building fabric of the

Cambridgeport residential community are important factors in the selection of these locations. In addition, taller structures in the Landsdowne Street area would serve as

important elements of orientation and identification for those approaching the District from the east and south.

Heights should be modulated from the forty foot limitation along Brookline Street to the seventy foot maximum in the adjacent area so as to avoid an abrupt transition.

As a further elaboration on the intent of the height limitations in the Ordinance, the maximum building height within the District shall be seventy (70) feet with the following exceptions:

1. Within one hundred (100) feet of the easterly sideline of Brookline Street south of Franklin Street the maximum height shall be forty (40) feet.
2. Within two hundred twenty-five (225) feet of the easterly sideline of Brookline Street north of Franklin Street the maximum height shall be eighty (80) feet.

(6 of 11)

- 3. The maximum building height within two hundred (200) feet westerly of the westerly sideline of Sidney Street shall be one hundred and five (105) feet provided the floor plate of any portion of the building exceeding seventy (70) feet shall be no greater than twenty thousand (20,000) square feet. Further, the building mass bounded by Sidney, Pacific and Pilgrim Streets must align with the westerly sideline of Sidney Street.
- 4. The maximum building height in the area bounded by Massachusetts Avenue, Sidney, Green and Blanche Streets shall be eighty (80) feet provided the floor plate of any portion of the building exceeding seventy (70) feet shall be no greater than twenty two thousand (22,000) square feet.
- 5. The maximum building height in the area bounded by Franklin Green, Landsdowne and* Sidney Streets shall be one hundred thirty-five (135) feet for one building only, provided the floor plate of any portion of the building exceeding seventy (70) feet shall be no greater than thirty thousand (30,000) square feet.
- 6. The maximum building height in the area bounded by Sidney, Landsdowne, Pilgrim and Pacific Streets shall be one hundred and thirty five (135) feet for one building only, provided the floor plate of any portion of the building exceeding seventy (70) feet shall be no greater than twenty-five thousand (25,000) square feet.
- 7. The maximum building height in the area bounded by Sidney, Landsdowne, Franklin and Pilgrim Streets shall be one hundred sixty (160) feet for one building only, abutting Franklin Street, provided the floor plate of any portion of

the building exceeding seventy (70) feet shall be no greater than twenty-five thousand (25,000) square feet.

- 8. The maximum building height in the area bounded by Landsdowne, Cross, Purrington and Pacific Streets shall be one hundred and forty (140) feet for one building and two hundred and five (205) feet for another building provided the floor plate for any portion of a building exceeding seventy (70) feet shall be no greater than twenty-five thousand (25,000) square feet.

No more than seven hundred and seventy-five thousand (775,000) square feet of gross floor area shall be permitted in buildings or portions of buildings above seventy (70) feet for those areas identified in paragraphs 5,6,7, and 8 above.

Facades extending above the 70' general height limit shall be designed and articulated to diminish apparent mass. Such facades will be articulated so as to limit horizontal continuity of plane and/or wall treatment to a maximum length of 100'.

As provided in the preamble to the guidelines, upon agreement by all parties to the contract, these provisions may be relaxed up to the maximum levels in the Ordinance.

Mechanical equipment or other penthouse structures will be located so as to be minimally visible from adjoining public open spaces or adjacent street, unless integral to the architectural design of the building.

*within 350 feet of

BOSTONGLOBE.COM/OPINION

OPINION

RENÉE LOTH

Underwater
with growth
at MBTA

DOES SECRETARY of Transportation Richard Davey have the toughest job in state government? Smart and upbeat after nearly a year in the post, Davey still says it's the best job. But the 39-year-old manager is confronting probably the greatest gap between public expectations and available resources of any service the state provides today. And he represents two warring constituencies — highway drivers and transit commuters — who are blind to their common interests.

This week the Legislature coughed up a short-term fix for the MBTA, appropriating \$51 million from car inspection fees and unused snow removal funds courtesy of our freakishly mild winter — obviously not a sustainable source of revenue. But just when Davey might have taken a breath, two new studies presented stark evidence of how critically overburdened the state's public transit system is right now — never mind how poorly equipped it is to meet the demands of a growing economy. And it wasn't just crunchy transit advocates who were sounding the alarm, but downtown developers and some of the state's largest employers. They understand that a creaky, crowded, unreliable public transit system is as big a speed bump to economic growth as the usual bugaboos of burdensome regulations and confiscatory taxes.

The studies — by the Urban Land Institute and the Metropolitan Action Planning Council — demonstrate what should be good news: Public transit is so popular that demand for it is growing faster than the overall population. MBTA ridership is at its highest peak since 1946: 1.3 million riders a day. Transit-oriented development — the anti-sprawl movement that seeks to concentrate building near public transportation — is taking off: 45 million square feet of office space and 33,000 housing units already are under construction or planned within a half-mile of transit stations. The studies say the T should plan to serve a minimum of 100,000 additional riders per day in the next 10 years.

This is where the rubber hits the rails. Three of the four main MBTA lines already are operating at or over capacity. Only the Blue Line is exempt, and that's because the state just spent \$600 million expanding platforms and adding cars. South Station can't jam in another commuter train. Regional transit bus lines don't run on weekends or after 7 p.m., hardly acceptable for the flex-time offices of the future.

The studies identify five unsurprising "hot spots" of transit congestion, from the Longwood Medical Area to Kendall Square, but the need extends to suburbs like South Weymouth, where developers are building a massive residential and commercial project next to a commuter rail station at the former naval station there.

The only relief in sight is a grim calculus of supply-and-demand balancing: Either another recession slows growth in employment, or the rider experience becomes so awful that commuters flee the system. Davey already expects the first ridership dip in 16 months to occur next month, when an average 23-percent fare hike takes effect. "If we don't find a long-term solution, we're going to price ourselves out of the market and drive people back to their cars," he said in an interview.

Jim Keefe is president of Trinity Financial, a major developer with projects at Ashmont Station and North Station. He is rolling the dice by offering less than one parking space per resident, reassuring his investors and potential tenants that the MBTA will provide the mobility they need. "Should that system become imperiled I'd have to wonder if these projects can be viable," he said at a forum last week.

The Legislature needs to hear more from Keefe and other businessmen like him. The debate over the stopgap funding included the usual acrimony between mostly urban advocates and those who feel their constituents get little benefit from public transit. Never mind that an efficient transit system is a boon for everyone who drives, because it keeps millions of other carbon-spewing vehicles off the roads.

As for revenue relief, an increase in the gas tax is the obvious solution — and one almost no one dares utter. "Our message is: no more money unless something changes," said Republican Senate leader Bruce Tarr during this week's debate.

Is it any wonder Davey is the state's fourth transportation secretary in five years?

Renée Loth's column appears regularly in the Globe.

Submitted to
the audience
Caste Public
Hearing, June 27, 2012
by:
James Williamson
100 Jackson Place
Cambridge, MA 02140

(8 of 11)

news

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SUZANNE KREITER/GLOBE STAFF

The 390 million transit trips in the area in 2011 were the most since 1946, and T ridership has grown 15 straight months.

Surging ridership could overwhelm T

Study says construction boom near stations can be too much for system

By Eric Moskowitz
GLOBE STAFF

By the end of the decade, Boston's subways could grow so packed that trains would roll past waiting commuters, unable to accommodate more riders, a new report from a leading land-use think tank warns.

Surging T ridership and booming construction around transit stations, the study from the Urban Land Institute found, are poised to overwhelm the MBTA, potentially limiting future development and slowing the regional economy.

The findings in the report, scheduled for release Thursday, inject additional urgency to the T's financial crisis and come amid debate on Beacon Hill

debate over how much to invest in public transportation. The MBTA shoulders the biggest debt burden of any transit agency in the nation.

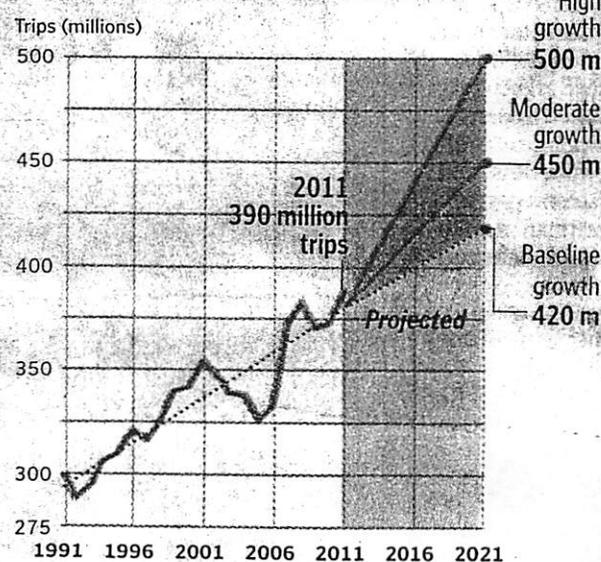
► House approves MBTA budget bailout bill. A7.

The 390 million transit trips in Greater Boston last year were the most since 1946, and the T has registered a record 15 straight months of ridership growth. Fare increases scheduled for July 1 could dampen the numbers temporarily.

But authors of the study from the Boston branch of the institute, a national nonprofit, issue this warning: Riders who think it

TRANSIT, Page A7

PROJECTED MBTA RIDERSHIP GROWTH



SOURCE: Urban Land Institute

GLOBE STAFF

Man pleads not guilty after police chase

BOSTON. A Brighton man who led state police on a chase through Cambridge and then used the Red Line to flee pleaded not guilty to multiple charges Thursday.

Leroy Martin, 34, was arraigned on 10 charges including unlawful possession of a

firearm and being an armed career criminal, according to the Suffolk district attorney's office.

Police said they were watching Martin after they received a tip that he planned to illegally sell a loaded .357 gun to a man in the parking lot of

the Revere Target on Wednesday afternoon.

When police tried to stop Martin, he fled in a car into Cambridge where a state police trooper fired his gun. No one was injured.

Martin continued to flee and eventually crashed into another

car near the Charles/MBTA station. He then got on the Red Line and continued to flee until police caught up with him in Kendall Square.

Martin was ordered held on \$100,000 cash bail and to wear a GPS monitoring device.

● METRO/MN

Think the T's crowded now? Just wait a decade

Report predicts surge in T riders Could cost up to \$1B to keep up with rising ridership Residential, commercial development to blame

Fare increases and service cuts; it's becoming an old story for T riders.

But a report released Thursday shows a new problem looming in the distance — mega overcrowding.

The Urban Land Institute projects that within a decade, the T may see between 100,000 and 367,000 more daily riders, putting particular pressure on the Red, Orange and Green lines as well as commuter rail lines dependent on South Station.

The report's author said those lines are either approaching capacity, at capacity, or will be beyond capacity in the future.

"The commonwealth will have to invest more money in the T, or the crunch is going to get worse," said author Stephanie Pollack, an associate director of the Dukakis Center for Urban & Regional Policy at Northeastern University. "In order to accommodate, they need to update the system with more trains and more cars, and run them with more frequency."

The Green Line in particular, she said, not only has issues with congestion, but has electricity and signal systems that date back to the 1920s.

Pollack predicts it could



"To meet ridership demand without unacceptable levels of congestion will require both better planning and more investment." ULI REPORT

cost as much as \$1 billion to accommodate the T's growing needs.

The higher traffic will be ushered in with the development of roughly 75,000 new residential units expected to pop up around MBTA stations over the next 20 years.

The report also shows that

by 2035, about 130,000 new jobs will be located in commercial space near T stations, adding to the soaring ridership.

But as long as the T can come up with the cash, Pollack said, it is good news for the local economy.

"The development community sees stations as exactly the right place to build. The whole point of putting homes and jobs near the T is for people to use transit. If we want to attract that kind of investment by developers, there has to be room on the trains," she said.

MBTA General Manager Jonathan Davis said the report reinforces what T officials have been saying over the last year.

"A long-term financial fix is absolutely critical to stabilizing the MBTA's budget situation and providing the resources necessary to maintain reliable service and satisfy growing demand," Davis said.

Transit authorities have been joined by state and local leaders in the push for long-term solution to the budget troubles facing the transit system.

● MORGAN ROUSSEAU
morgan.rousseau@metro.us

By the numbers

2.9%

Ridership has grown in the past five years, with trips

1.3M

April 2012 was the third straight month that average

1.7M

Experts predict weekday trips could rise to between 1.4



in catches in North tion

N.A. mechanical in the engine of a after rail. tive at North Sta. ented a smoky fire layed outbound. ter trains Thurs- ternoon. kesman for the chusetts Bay Com- Railroad Co. said averhill line train ayed in Boston. 10 minutes prior as empty at the e incident closed tracks, all which reportedly ed in less than an GLOBE

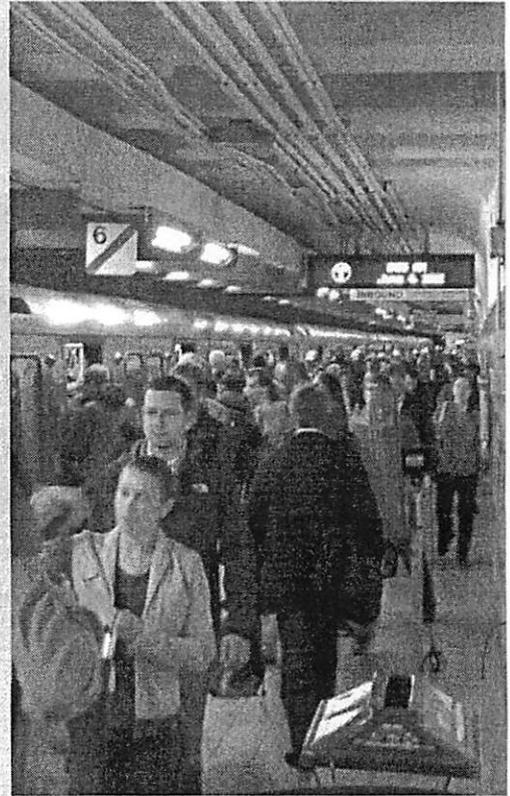
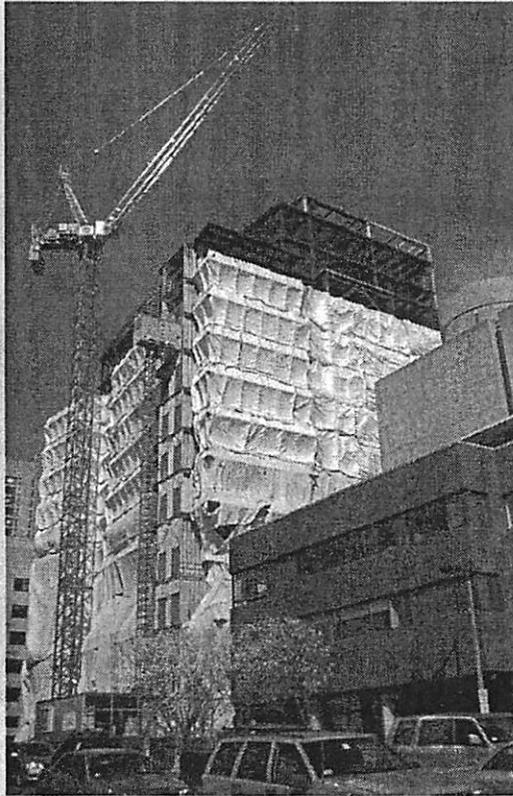
ig lawyer: ntence off

N. Catherine Greig's ey said he filed an l because they are ing their options to nge her jail nce.orney Kevin nton said they I not challenge the ction, but Greig is ing about challeng- e eight-year prison she was sentenced Tuesday, according Globe. eig pleaded guilty r this year to

11/08/11

Hub and Spoke

CORE TRANSIT CONGESTION AND THE FUTURE OF
TRANSIT AND DEVELOPMENT IN GREATER BOSTON



**Urban Land
Institute**

Boston

Serving the Six New England States



Foundation

Authored by Stephanie Pollack, Associate Director,
Dukakis Center for Urban & Regional Policy at Northeastern University



Northeastern University
*Dukakis Center for Urban
and Regional Policy*

June 2012

Which MBTA rapid transit lines are congested?

The MBTA system has limited capacity to accommodate growing ridership. This report proposes a three-tiered approach to identifying problematic congestion levels, and assesses existing and forecast congestion under this system. Unacceptable levels of congestion and potential capacity constraints were found on portions of the Green, Orange and Red Lines and the waterfront portion of the Silver Line bus rapid transit line — on every part of the rapid transit system except for the Blue Line.

MBTA CONGESTION



The waterfront portion of the Silver Line bus rapid transit system is rated as **congested**.



The Orange Line from North Station to Downtown Crossing, the C and D branches of the Green Line and portions of the Red Line are rated as **highly congested**.



The Green Line central subway (from Copley to Government Center) and portions of the Red Line are rated as **over capacity**. South Station is also operating above its design capacity for commuter rail and Amtrak trains.

Where are the congestion “hot spots” in the Boston/Cambridge core?

The MBTA's congestion problems raise concerns that future transit-oriented development could be impeded by lack of capacity. Taking into consideration current and projected transit and land use patterns, this report identifies fourteen rapid transit station areas in the Boston/Cambridge core, as well as the Silver Line stations in the Seaport, as areas of concern. These stations cluster into roughly five congestion “hot spots”: Downtown Boston, Back Bay, Longwood Medical Area, the Seaport and Kendall Square. Because of the “hub and spoke” nature of the MBTA transit system, transit congestion in these core locations can affect future transit-oriented development along the outer “spokes” of the system as well.

How should the Massachusetts Department of Transportation and MBTA address core transit congestion?

Core transit congestion is a problem born of both success and failure: success in attracting a growing ridership and catalyzing transit-oriented development, and failure to invest enough in the regional transit system to provide the capacity needed to meet the growing demand for transit.

Congestion relief has long been a priority for highway spending — it is past time to recognize that addressing congestion is equally important for the transit system. Ensuring sufficient capacity to meet ridership demand without unacceptable levels of congestion will require both better planning and more investment. MassDOT and the MBTA should create a core congestion assessment and management system and use this information to put a price tag on the investments needed for congestion relief and increasing core capacity. The Commonwealth of Massachusetts then needs to find the resources and make the investments necessary to ensure that the MBTA can continue to serve a growing ridership, anchor transit-oriented development in cities and towns throughout greater Boston and support a prosperous regional economy.

(11 of 11)

EXECUTIVE SUMMARY

Far less publicized than the recent bad news about the financial crisis at the Massachusetts Bay Transportation Authority (MBTA) has been some very good news: ridership is up. These additional riders, however, are filling the MBTA's rush hour trains and straining the aging system's capacity. This success brings with it even greater financial challenges: how will the MBTA serve its growing ridership?



Transit-oriented development, which concentrates homes and businesses near T stations and encourages transit use, has helped fuel this ridership growth. The T's "hub and spoke" travel pattern concentrates ridership — and congestion — in the core of the system, so the success of TOD anywhere along the commuter rail and rapid transit lines depends on the capacity of the MBTA to accommodate additional riders in the core. The Boston District Council of the Urban Land Institute prepared this report in order to better understand core transit capacity and congestion in the MBTA system in anticipation of development trends and ridership growth.

How fast is the MBTA's ridership growing?

Over the past two decades, MBTA ridership has risen at an average annual rate of 1.2%. Growth accelerated in the past five years, with trips increasing at an average annual rate of 2.9% between 2006 and 2011. 2012 is off to a strong start: April 2012 marked the fifteenth consecutive month in which year-over-year ridership increased — and the third straight month that average weekday ridership exceeded 1.3 million.

How will real estate development trends affect future MBTA ridership?

Three real estate development trends have contributed to the recent rise in MBTA ridership and are likely to continue generating riders: transit-oriented development, more intensive use of existing built space in urban core neighborhoods, and promotion of transit use by regulators, building owners and employers in transit-served locations. Interest in TOD is being driven both by growing demand for homes and workplaces near transit and by state, regional and local smart growth policies. A just-released report by the Metropolitan Area Planning Council identifies the potential for 75,000 new residential units and commercial space for 130,000 new jobs near MBTA rapid transit and commuter rail stations by 2035.

How much additional ridership should the MBTA plan to accommodate over the next decade?

Based on three ridership scenarios developed for this report, the MBTA is likely to serve a minimum of 420 million unlinked trips annually, and potentially as many as 500 million, within a decade. This rate of ridership growth translates to an increase in average weekday ridership from 1.3 million trips currently, to 1.4 - 1.7 million weekday trips by 2021. The MBTA should therefore plan to serve an additional 100,000 to 367,000 more daily riders within ten years.

ACKNOWLEDGEMENTS:

ULI Boston Infrastructure Council, Hub and Spoke Sub-Committee:

Jack Slater — Sherin and Lodgen, Chair
Stephanie Pollack — Dukakis Center for Urban & Regional Policy, Northeastern University, Co-chair
Bill Lyons - Fort Hill Infrastructure Services, LLC, Co-chair
Barbara Boylan — Skanska
Astrid Glynn — TPRG
Jane Howard — Howard/Stein-Hudson Associates
Joseph O'Farrell — Partners Healthcare Systems, Inc.
Richard Parr — A Better City
Gregory Spears — STV
Daniel St. Clair — Spaulding & Slye Investments

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MASCO
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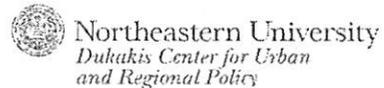
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Anna Gartsman
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Liz Williams
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Central Transportation Planning Staff
Matt Ellis, Ellis Strategies

ULI Boston District Council:

Daniel St. Clair, Chair
Stephanie Wasser, Executive Director
Michelle Landers, Manager
Sarah Krautheim, Associate



G



CAMBRIDGE CITY COUNCIL

E. Denise Simmons
Vice Mayor

Mayor
2008-2009

June 27, 2012

Councillor David Maher
Chair, Ordinance Committee
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Chairman Maher:

In the event that I am unable to attend today's meeting of the Ordinance Committee, I wish to have it entered into the record that I am in favor of the City Council holding off on making any formal decisions about amending the Zoning Ordinance in relation the Forest City/MIT petition until such time as the K2C2 planning process has been completed and presented in its entirety. The City has spent a great deal of time and money on the K2C2 planning process, and it would seem prudent to allow this process to play out, and for residents and the City Council to be able to fully digest the reports generated from this process. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "E. Denise Simmons".

Vice Mayor E. Denise Simmons

H

UNIVERSITY STATIONERY CO.
311 MASSACHUSETTS AVENUE
CAMBRIDGE, MA 02139

JUNE 27, 2012

TO: The Ordinance Committee and Planning Board

SUBJECT: Forest City's proposed development in Central Square

As a neighbor of Forest City since its very beginning, I support and applaud this proposal. The All Asia block has been an eyesore for many years. This would finally bring this area in line with the Novartis complex, provide much needed retail space and significantly increase the customers to support the restaurants at this end of the square and beyond.

I urge you to look at the before and after pictures.

Sincerely,



Gail Seidman, Partner
University Stationery Co.
311 Massachusetts Avenue
Cambridge, MA 02139
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CNA

Cambridgeport
Neighborhood
Association, Inc.

11 Lawrence Street
Cambridge, MA 02139

2012 JUN 4 AM 9 55

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

DIRECTORS

June 1, 2012

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Councillor David Maher, Chair
Ordinance Committee,
City Council
795 Massachusetts Avenue
Cambridge, MA 02139

Hugh Russell, Chairperson
Planning Board
c/o Lisa Paden
Community Development Dept.
344 Broadway
Cambridge, MA 02139

Re: All Asia Block/Fire House Zoning and Related Concerns;

Dear Councillor Maher and Mr. Russell:

I am writing on behalf of the Cambridgeport Neighborhood Association Board of Directors regarding the Forest City petition to rezone part of the Cambridgeport Revitalization Development District which includes the "All Asia block" and the Blanche Street/Green Street area including Sidney Green Park. The petition would allow dramatic building height increases of up to 165 feet from the current 80-foot limit. CNA Board members are concerned about several aspects of the proposed rezoning, as outlined below. Please enter these comments into the public record of your proceedings.

1. While most commenting members are not 'anti-development', they do not want a radical doubling of height, which is seen as not in harmony with the architecture and essence of the area. Others are against construction on the site of Sidney Green because of the loss of trees and precious park space, and the casting of shadows on Jill Brown Rhone Park (discussed further below). Board members are also concerned that the proposed rezoning would create a precedent leading to the approval of overly large buildings throughout Central Square, thus undermining the current mix of medium size buildings that is part of the vibrant, creative look and feel of Central Square.
2. The addition of the proposed 12-16 story life science building and the proposed residential 'tower' will contribute to significant increases in congestion and traffic on streets already burdened with excessive traffic, emissions, and pollution. Gridlock already occurs in parts of Cambridgeport during rush hour, and this could be exacerbated by the addition of such overly large buildings.

List serv sign-up at: cportneighbors@Yahogroups.com

3. A proposed 14-story building on Sidney Green park next to the Fire Station would cast shadows over the heavily used public park at Lafayette Square, the Jill Brown Rhone Park in the afternoon. This park is seen by many as an important and popular public space used by thousands, and providing a new connectivity among Area 4, Central Square, Kendall Square and Cambridgeport. The developers have acknowledged that a 14-story building at this location could cast shadows over the park, which would be inconsistent with the sunshine most people desire for park use and outdoor activity. How can the City evaluate the rezoning when it does not even have complete shadow analysis to assess the negative impacts on a nearby, heavily used park?

We are informed that Planning Board and Ordinance Committee hearings to date have been without opportunity for comment on a comprehensive shadow analysis. Similarly, there have been requests for wind analysis and opportunity for public comment on the analysis.

4. Representatives of Forest City have stated that the proposed residential towers will mostly be high priced one bedroom apartments, thus not really providing affordable housing for Cambridge families. Several persons supported the provision of more affordable units, including apartments with bedrooms for families.
5. We are advised that the proposed zoning change could also result in construction on and encroachment into another park space, located behind the Central Square Fire Station.

The Cambridgeport Neighborhood Association thanks you in advance for your consideration of our comments. As neighbors and residents of Central Square, it is particularly important to us that such new development reflect well thought out design values, providing for a vibrant street-level and friendly, intelligent additions to our neighborhood, based on community feedback, reflecting the issues and factors discussed above.

Please be so kind as to enter these comments into the public record of your pending proceedings. Thank you for your attention to this matter. Please do not hesitate to contact me should you have any question or require any additional information.

Very truly yours,



Bill August

President, Cambridgeport Neighborhood Association

Cc: City Council

Robert Healy, City Manager

Brian Murphy, Director, Community Development Department

Susan Glazer, Stuart Dash, Iram Farooq, Community Development Department

Board of Directors, Cambridgeport Neighborhood Association

Good Clancy

Central Square Advisory Committee