

December 8, 2002

Cambridge Planning Board
238 Broadway
Cambridge, Ma. 02139
Re:- 100 Landsdowne Street

2002 DEC -9 P 5:54

Dear Planning Board Members;

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

I am writing to you as one of the leaders of an 18-year effort to protect the Cambridgeport neighborhood from MIT expansion, overdevelopment and traffic inundation. The request by Forest City for deletion from the IPOP Special Permit (PB#152) so that they can change their plans for 100 Landsdowne St. from residential use to office and laboratory use should be denied for many reasons.

The November 5 letter (pg. 2, last P, 2nd sent.) and spokespeople for Forest City represent to the Board that 100 Landsdowne was never a site proposed for residential use prior to 1998. However, plans drawn by Koetter, Kim & Associates for Forest City in October, 1989 prove otherwise (see enclosure). The fact that this site has been on and off considered for housing (at least as a partial use) is irrefutable evidence that, in itself, should constitute grounds for denial of the requested deletion.

Even if only part of the 100 Landsdowne St. site is used for office/R&D/laboratory, Forest City will exceed the 1,750,000 sq.ft. of non-residential use which triggers the city's responsibility to:-

1. Independently verify compliance with the cap on trip generation; and
2. Approve the traffic mitigation plan and its ongoing effectiveness

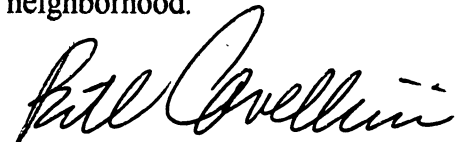
I cannot overemphasize how important this trigger mechanism was viewed at the time of the rezoning. Anyone who was around during the drafting of the Cambridgeport Revitalization District rezoning process knows this to be true. This goes beyond the spirit of the zoning and traffic mitigation side agreement. It is spelled out very specifically in the language of both documents. Ideally, the city would hire its own traffic consultant to both collect data and analyze it. Since that has not happened, the very least that the city is required by law to do is to hire a consultant to evaluate the methodology of data collection and analyze the data itself. And certainly, the results of that evaluation and analysis should be submitted in writing to you. This cannot be done before your next scheduled meeting on this case scheduled for December 17th.

While there may be no legal requirement for the roadway infrastructure to be completed prior to granting approval for additional office/R&D/laboratory above the square footage trigger, it is certainly the spirit of the agreements among the three parties (MIT, Forest City and the City of Cambridge) signed on January 11, 1988. It is unconscionable to grant a permit for other than residential use at 100 Landsdowne Street when the Lafayette Square Reconfiguration and the Waverly Street Connector (the two most important parts of the Cambridgeport Roadways Plan) aren't even under construction. This defies any reasoned planning approach to development in this city. If granted, this will be the biggest planning mistake in the city's history since the single-use, dead-at-night, suburban-office-park-looking monstrosity that came to be known as "Technology Square". Look at all the money and time that has been spent lately to correct that mistake.

Most of you were not on the Planning Board in the 1970's and 1980's when the former Simplex Wire and Cable Company property (now known as University Park) was the second most controversial issue for Cambridge (after Rent Control). Affordable housing for low and moderate income residents was the most important priority determined by a 1974 neighborhood planning process and subsequent referendum. This has not changed as the Community Development Department's Cambridgeport Neighborhood Study of 2000 confirms. All planning efforts for this area have reached the same conclusion... build enough housing to respond to the demand coming from the new commercial construction and reserve some of it for

Cambridgeport residents that would be priced out of the neighborhood. The additional housing also has the benefit of creating a more mixed use area, adding life to the assortment of parking garages and dead-at-night office buildings. Don't we have an affordable housing crisis in this city? Hasn't the City Council declared a housing emergency, as recently as February, 1999?

I am sure that you will deny this deletion request once you have investigated fully the evidence that I have referred to. Please take the time to do so for the sake of the city and especially the Cambridgeport neighborhood.

A handwritten signature in black ink, appearing to read "Bill Cavellini". The signature is fluid and cursive, with the first name "Bill" written in a larger, more prominent script than the last name "Cavellini".

Sincerely,

Bill Cavellini 9 Speridakis Terrace, Cambridge, Ma. 02139 (617)491-2933

Enclosure

cc.

Mayor Michael Sullivan

All City Councilors

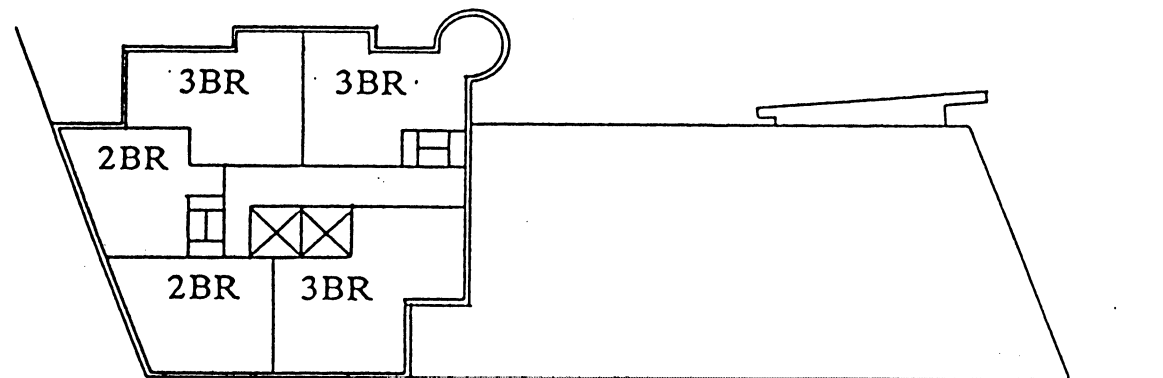
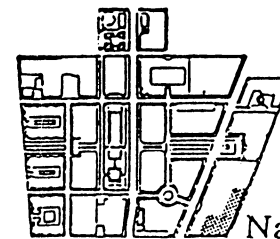
Cambridgeport Neighborhood Initiative

Alliance of Cambridge Neighborhoods

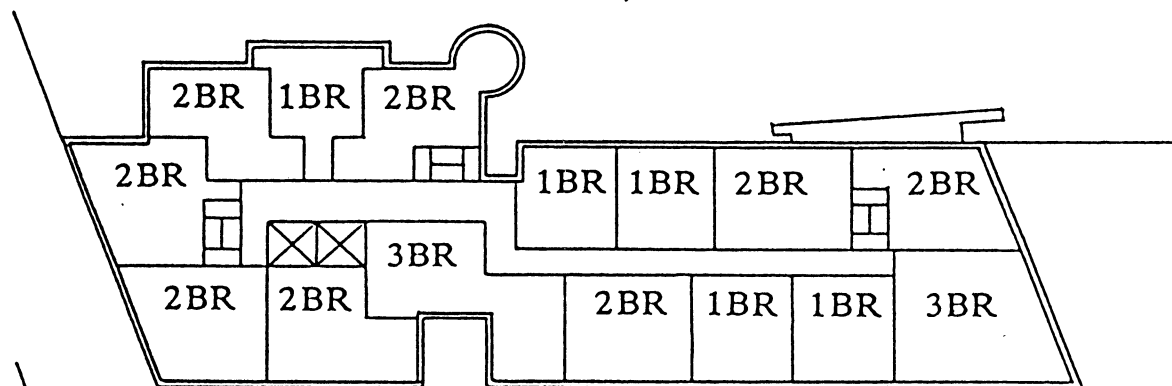
HOUSING POTENTIAL ANALYSIS

PARCEL Na - Option Two: 122 Units

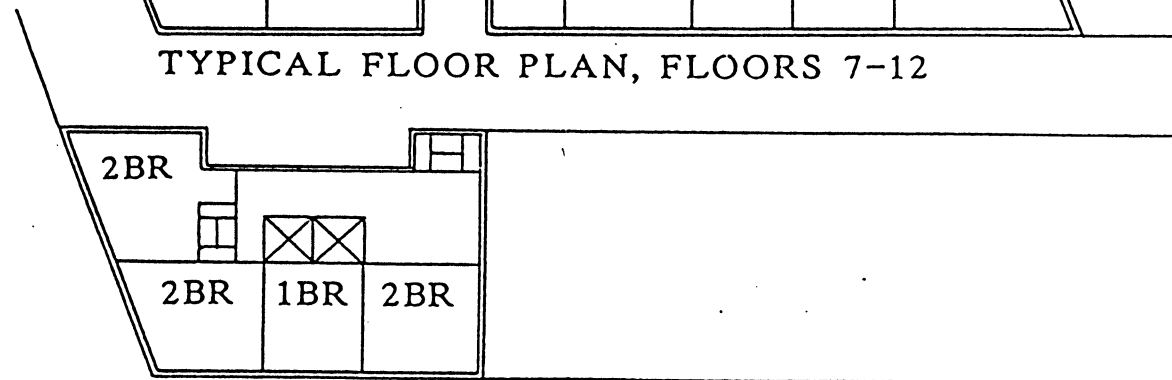
MIXED USE - PARKING AND RESIDENTIAL



TYPICAL FLOOR PLAN, FLOORS 13-14



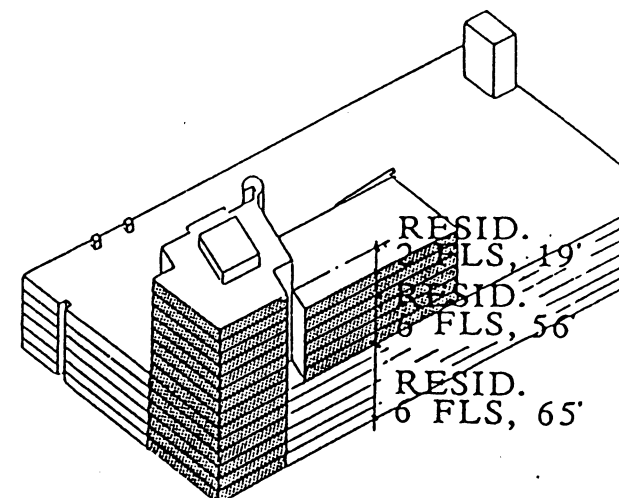
TYPICAL FLOOR PLAN, FLOORS 7-12

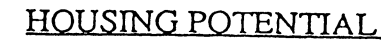


TYPICAL FLOOR PLAN, FLOORS 1-6

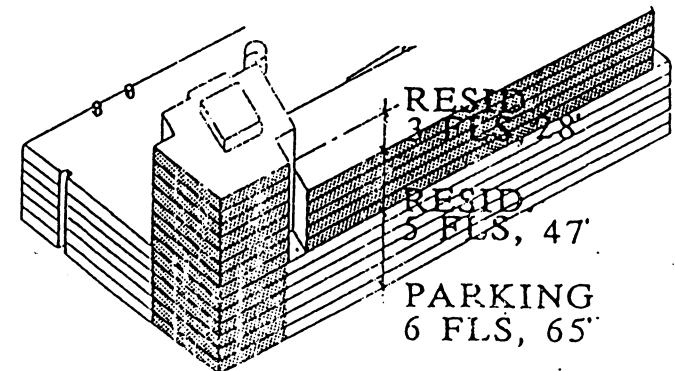
HOUSING POTENTIAL

Floor Plate:	Fls. 1-6: 5,300 s.f.
	Fls. 7-12: 15,415 s.f.
	Fls. 13-14: 7,200 s.f.
Height:	8 Floors, 75'
	above 65' parking
G.B.A.:	138,690 s.f.
Parking Displaced:	21,200 s.f.
G.R.A.:	138,690 s.f.
Housing Units:	18 Three BR - 15%
	68 Two BR - 55%
	36 One BR - 30%
	122 Units Total





TYPICAL FLOOR PLAN, FLOORS 12-14



2 BR, 4 BR

PARKING
6 FLS, 65

S-377

Consent Communication #1

A communication was received
from Bill Cavellini, regarding 100
Landsdown Street.

In City Council December 16, 2002

**REFERRED TO CITY
MANAGER.**